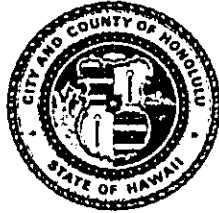


Kapolei Police Station

BUILDING DEPARTMENT
CITY AND COUNTY OF HONOLULU

HONOLULU MUNICIPAL BUILDING
650 SOUTH KING STREET
HONOLULU, HAWAII 96813

JEREMY HARRIS
MAYOR



RANDALL K. FUJIKI
DIRECTOR AND BUILDING SUPERINTENDENT

ISIDRO M. BAQUILAR
DEPUTY DIRECTOR AND BUILDING SUPERINTENDENT

PB 97-531

October 13, 1997

Mr. Gary Gill, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Room 702
Honolulu, Hawaii 96813-2437

RECEIVED
'97 OCT 13 P1:05
OFF. OF ENVIRONMENTAL
QUALITY CONTROL

Dear Mr. Gill:

Subject: Kapolei Police Station
Final Environmental Assessment/Finding of No Significant Impact (FONSI)
Tax Map Keys: 9-1-88: 2 and 3
Kapolei, Oahu, Hawaii

The City and County of Honolulu Building Department has reviewed the comment letters received during the public review period and has determined that the project qualifies as a Finding of No Significant Impact (FONSI). Please publish notice of this in the October 23, 1997 issue of your Environmental Notice.

Should you have any questions, please call Warren Sato at 527-6370.

Very truly yours,

RANDALL K. FUJIKI
Director and Building Superintendent

Attach.

cc: Wilson Okamoto & Assoc. (Earl Matsukawa)

108

1997-10-23-0A-~~FEA~~-Kapolei Police

OCT 23 1997

Station

FILE COPY

**Final Environmental Assessment
and
Finding of No Significant Impact
(FONSI)**

KAPOLEI POLICE STATION

Kapolei, Oahu, Hawaii

**Prepared For: City and County of Honolulu
Building Department
650 South King Street
Honolulu, Hawaii 96813**

**Prepared By: Wilson Okamoto & Associates, Inc.
Planners & Engineers
1907 South Beretania Street, 4th floor
Honolulu, Hawaii 96826**

October 1997

**Final Environmental Assessment
and
Finding of No Significant Impact (FONSI)**

KAPOLEI POLICE STATION

Kapolei, Oahu, Hawaii

**This environmental document is prepared pursuant to Chapter 343,
Hawaii Revised Statutes**

**Prepared For: City and County of Honolulu
Building Department
650 South King Street
Honolulu, Hawaii 96813**

**Responsible
Official:**



**Randall K. Fujiki
Director and Building Superintendent
Building Department
City and County of Honolulu**

October 13, 1997

Date

**Prepared By: Wilson Okamoto & Associates, Inc.
Planners & Engineers
1907 South Beretania Street, 4th floor
Honolulu, Hawaii 96826**

October 1997

CHAPTER 1
INTRODUCTION AND PROJECT DESCRIPTION

**Agencies Consulted
in Draft EA**

Process:

State of Hawaii

Department of Accounting and General Services
Department of Land and Natural Resources, Land Division
Department of Land and Natural Resources, State Historic
Preservation Division
Department of Health
Department of Transportation
Office of Environmental Quality Control
University of Hawaii Environmental Center
Office of Planning

City and County of Honolulu

Planning Department
Department of Land Utilization
Department of Transportation Services
Department of Wastewater Management
Department of Public Works
Department of Housing and Community Development
Department of Finance
Board of Water Supply
Police Department
Fire Department

Private Organizations

Hawaiian Electric Company, Inc.
GTE Hawaiian Telephone
Oceanic Cable

Others

The Estate of James Campbell
Kapolei Design Advisory Board
Kapolei/Makakilo Neighborhood Board
Councilmember John DeSoto, Chairperson

SUMMARY SHEET

Proposing Agency: City and County of Honolulu Building Department
650 South King Street
Honolulu, Hawaii 96813
Contact: Warren Sato
Phone: (808) 527-6370

Approving Agency: City and County of Honolulu Building Department

EA Preparer: Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
Contact: Earl Matsukawa, Project Manager
Phone: (808) 946-2277
Fax: (808) 946-2253

Tax Map Keys: 9-1-88:2, 3

Location: Kapolei, Oahu, Hawaii

Area: 5.1 acres

Recorded Fee Owner: James Campbell Trust Estate (to be dedicated to the City and County of Honolulu)

Existing Land Use: Vacant

State Land Use Classification: Urban District

Development Plan Urban Land Use Map: Commercial

Zoning: B-2 Community Business District

Proposed Action: The City and County of Honolulu Building Department proposes to construct a district police station on approximately 5.1 acres in the City of Kapolei, Oahu. The Kapolei Police Station will serve Leeward Oahu from the area west of Kunia Road to Kaena Point. The proposed Kapolei Police Station will be built in two phases. When fully developed, the police station will include approximately 65,700 square feet of gross floor area and approximately 287 at-grade parking stalls. The facility's first phase is proposed to have a gross floor area of approximately 51,600 square feet and approximately 287 at-grade parking stalls. The second phase will include an additional gross floor area of approximately 14,100 square feet. At this time, there is no schedule for implementation of the second phase of the Kapolei Police Station and plans have yet to be developed for this phase. The approximately 45-foot high concrete building will consist of three levels, including two floors above grade and one basement level.

Impacts: No significant impacts are anticipated from the construction and operation of the proposed project.

**Agencies Consulted
in Pre-Assessment
Process:**

State of Hawaii
Department of Accounting and General Services

City and County of Honolulu
Planning Department
Department of Land Utilization
Department of Transportation Services
Department of Wastewater Management
Department of Public Works
Board of Water Supply
Police Department
Fire Department

Private Organizations
Hawaiian Electric Company, Inc.
GTE Hawaiian Telephone

Others
The Estate of James Campbell
Kapolei Design Advisory Board

TABLE OF CONTENTS (cont.)

LIST OF FIGURES

	<u>Page</u>
Figure 1-1 Location Map.....	1-2
Figure 1-2 Tax Map Key 9-1-88.....	1-3
Figure 1-3 Site Plan.....	1-5
Figure 1-4 East and South Building Elevations.....	1-7
Figure 1-5 West and North Building Elevations.....	1-9
Figure 1-6 Landscape Plan.....	1-9
Figure 3-1 City of Kapolei Land Use Map.....	3-4
Figure 3-2 Zoning Map.....	3-5
Figure 3-3 City of Kapolei Districts.....	3-7

LIST OF TABLES

	<u>Page</u>
Table 1-1 Kapolei Police Station Personnel.....	1-15
Table 2-1 Year 2000 Level of Service With and Without Project for AM and PM Peak Hour Traffic.....	2-7

APPENDICES

- Appendix A Traffic Impact Report
 - Appendix B Environmental Site Assessment
-

PREFACE

This Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) is prepared pursuant to Chapter 343, Hawaii Revised Statutes, and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawaii. Proposed is an agency action involving the expenditure of City and County funds by the City and County of Honolulu Building Department for the construction of a district police station in the City of Kapolei, Oahu.

The proposed Kapolei Police Station will be built in two phases. When fully developed, the police station will encompass approximately 65,700 square feet of gross floor area and approximately 287 at-grade parking stalls. The facility's first phase is proposed to have a gross floor area of approximately 51,600 square feet and approximately 287 at-grade parking stalls. The second phase will include an additional gross floor area of approximately 14,100 square feet. At this time, there is no schedule for implementation of the second phase of the Kapolei Police Station and plans have yet to be developed for this phase.

TABLE OF CONTENTS

	<u>Page</u>
PREFACE	i
SUMMARY SHEET	iii
1. INTRODUCTION AND PROJECT DESCRIPTION.....	1-1
1.1 Introduction	1-1
1.2 Project Location.....	1-1
1.3 Existing and Surrounding Uses.....	1-4
1.4 Project Need	1-4
1.5 Project Description.....	1-4
1.6 Police Personnel	1-12
1.7 Project Schedule and Cost.....	1-12
2. DESCRIPTION OF THE EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES	2-1
2.1 Climate.....	2-1
2.2 Geology and Topography.....	2-1
2.3 Soils.....	2-2
2.4 Groundwater.....	2-3
2.5 Flood Hazard	2-4
2.6 Flora and Fauna.....	2-4
2.7 Archaeological/Historic Resources	2-5
2.8 Traffic	2-5
2.9 Noise.....	2-9
2.10 Air Quality	2-9
2.11 Socio-Economic.....	2-10
2.12 Hazardous Waste	2-12
2.13 Utilities.....	2-12
2.14 Drainage.....	2-14
2.15 Aesthetics.....	2-14

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

PREFACE

This Final Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) is prepared pursuant to Chapter 343, Hawaii Revised Statutes, and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawaii. Proposed is an agency action involving the expenditure of City and County funds by the City and County of Honolulu Building Department for the construction of a district police station in the City of Kapolei, Oahu.

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TABLE OF CONTENTS

	<u>Page</u>
PREFACE	i
SUMMARY SHEET	iii
1. INTRODUCTION AND PROJECT DESCRIPTION.....	1-1
1.1 Introduction	1-1
1.2 Project Location.....	1-1
1.3 Existing and Surrounding Uses.....	1-4
1.4 Project Need	1-4
1.5 Project Description.....	1-4
1.6 Police Personnel.....	1-12
1.7 Project Schedule and Cost.....	1-12
2. DESCRIPTION OF THE EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES	2-1
2.1 Climate.....	2-1
2.2 Geology and Topography.....	2-1
2.3 Soils.....	2-2
2.4 Groundwater	2-3
2.5 Flood Hazard	2-4
2.6 Flora and Fauna.....	2-4
2.7 Archaeological/Historic Resources	2-5
2.8 Traffic.....	2-5
2.9 Noise.....	2-9
2.10 Air Quality	2-9
2.11 Socio-Economic.....	2-10
2.12 Hazardous Waste	2-12
2.13 Utilities.....	2-12
2.14 Drainage.....	2-14
2.15 Aesthetics.....	2-14

TABLE OF CONTENTS (cont.)

	<u>Page</u>
3. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS	3-1
3.1 State Land Use District	3-1
3.2 City and County of Honolulu General Plan	3-1
3.3 City and County of Honolulu Development Plan.....	3-2
3.4 City and County of Honolulu Land Use Ordinance and Zoning.....	3-3
3.5 City and County of Honolulu Special Management Area.....	3-6
3.6 City of Kapolei Development Standards and Guidelines.....	3-6
3.7 The City of Kapolei Civic Center Urban Design Plan and Development Standards and Guidelines.....	3-8
4. ALTERNATIVES TO THE PROPOSED ACTION.....	4-1
4.1 No Action Alternative	4-1
4.2 Conceptual Design Scheme Alternatives.....	4-1
4.3 Alternative Locations	4-1
5. PERMITS AND APPROVALS.....	5-1
6. NOTICE OF DETERMINATION.....	6-1
7. REFERENCES	7-1
8. CONSULTATION.....	8-1

1. INTRODUCTION AND PROJECT DESCRIPTION

1.1 Introduction

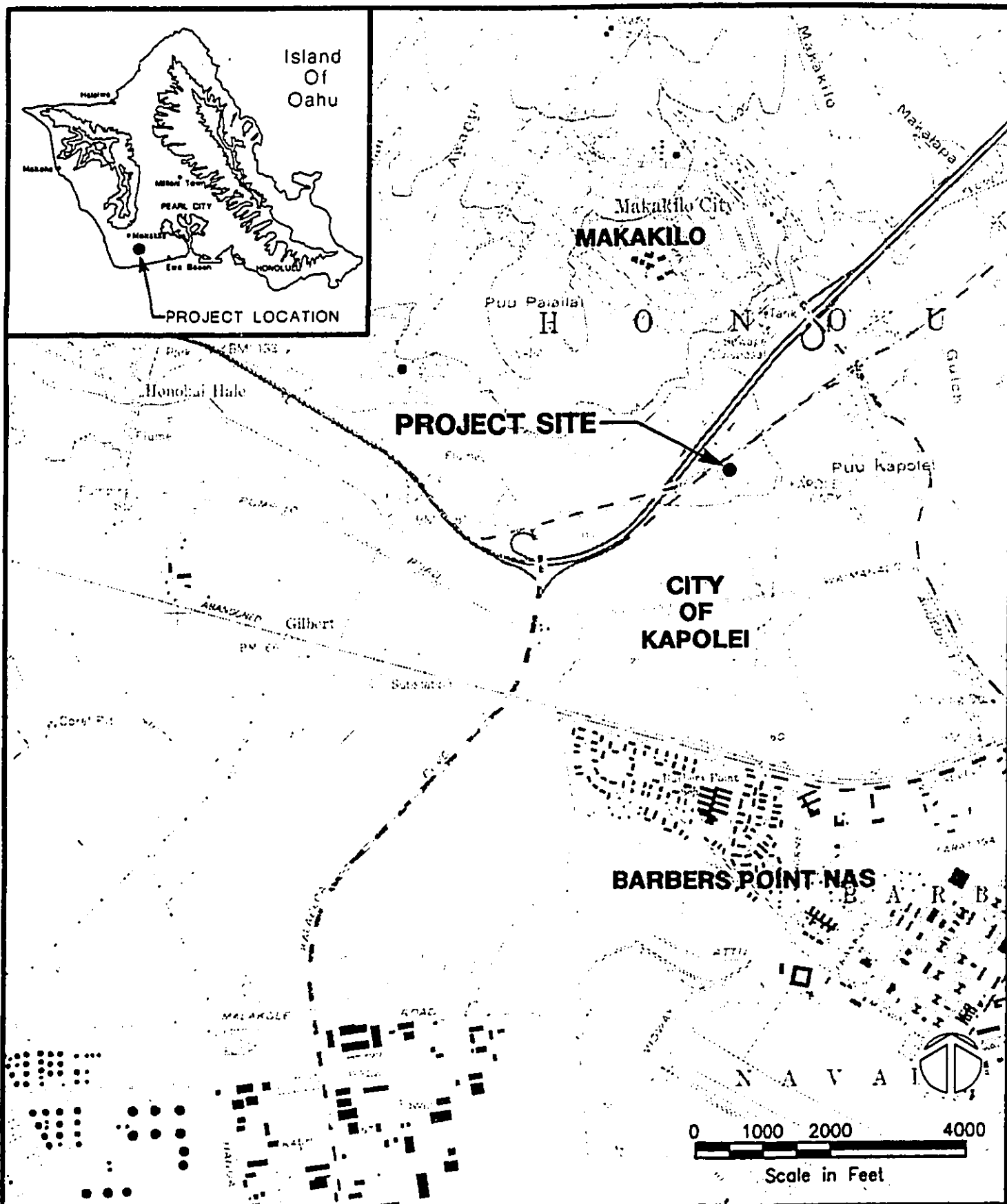
The City and County of Honolulu Building Department proposes to construct a district police station in the City of Kapolei, Oahu. The proposed Kapolei Police Station is part of an overall plan by the City and County of Honolulu to establish a major regional government complex in the City of Kapolei to serve Leeward and Central Oahu.

The Kapolei Police Station will serve Leeward Oahu from the area west of Kunia Road to Kaena Point. The proposed police station will be located within the Honolulu Police Department's Leeward Oahu District 8, which is one of the largest on Oahu. District 8 currently serves a population of approximately 100,000, which is anticipated to increase to approximately 125,000 by year 2020. Police service in District 8 is currently provided by the Waianae Police Station. District command offices have recently been relocated from the Waianae Police Station to Kapolei and are temporarily housed in the James Campbell Building near the project site. Following completion and occupancy of the Kapolei Police Station, the Waianae Police Station will remain in operation as a sub-station to the Kapolei Station. Current plans are for approximately 241 police officers and civilian personnel to be assigned to the Kapolei Police Station.

The proposed project has been developed as part of a master plan prepared in 1995 by the City and County of Honolulu for the Ewa Plains Regional Police Station. The proposed Kapolei Police Station will be built in two phases. When fully developed, the police station will include approximately 65,700 square feet of gross floor area and approximately 287 at-grade parking stalls. The facility's first phase is proposed to have a gross floor area of approximately 51,600 square feet and approximately 287 at-grade parking stalls. The second phase will include an additional gross floor area of approximately 14,100 square feet and will be occupied by the Finance and Records Division. At this time, there is no schedule for implementation of the second phase of the Kapolei Police Station and plans have yet to be developed for this phase.

1.2 Project Location

The project site is located within the City of Kapolei which lies on the Ewa Plain in the district of Kapolei (see Figure 1-1). The project site encompasses two adjoining parcels comprising approximately 5.1 acres identified as Tax Map Keys (TMK): 9-1-88: 2 and 3 (see Figure 1-2). The site is bounded by Farrington Highway and an open, concrete-lined drainage channel to the north; Kamokila Boulevard to the east; a 7-11 Store, Nau Place, and vacant land to the southwest; and, vacant land to the west. The portion of the concrete drainage channel adjacent to the project site is topped with an approximately 4-foot high chainlink fence. Vehicular access to the project site is via Kamokila Boulevard and Nau Place. The project site is currently under the ownership of the James Campbell Trust Estate and will be dedicated to the City and County of Honolulu.



KAPOLEI POLICE STATION

LOCATION MAP

Fig. 1-1

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

Prepared by:
WILSON OKAMOTO & ASSOCIATES, INC.

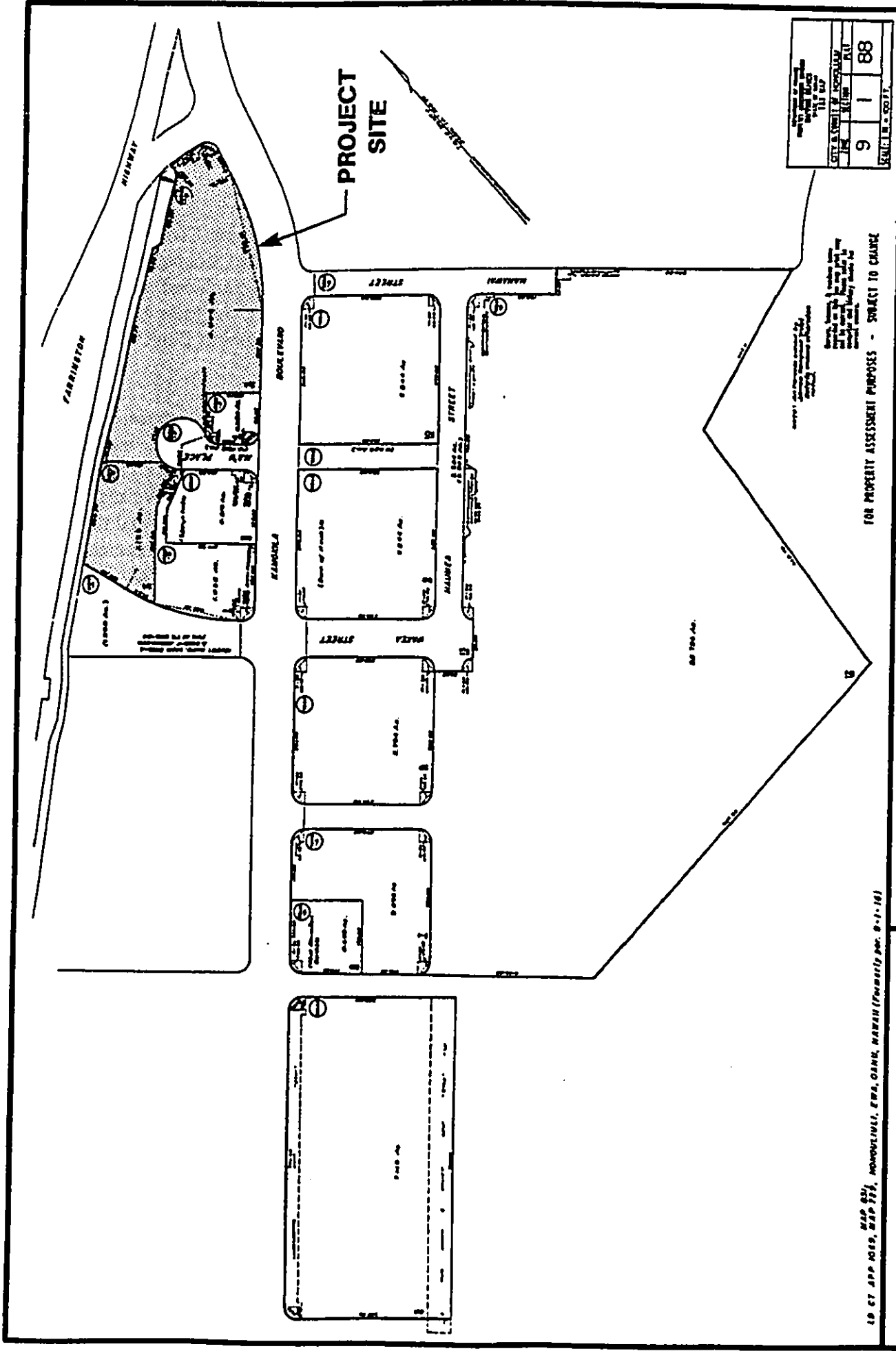


Fig. 1-2

TAX MAP KEY 9-1-88

KAPOLEI POLICE STATION

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

Prepared by:
WILSON OKAMOTO &
ASSOCIATES, INC.

10 CT APP. NO. 88, SEP 22, HONOLULU, HI, OAHU, HAWAII (Project No. 9-1-88)

FOR PROPERTY ASSESSMENT PURPOSES - SUBJECT TO CHANGE

1.3 Existing and Surrounding Uses

The currently vacant project site is primarily covered with seeded grass and some scrub vegetation. The site was formerly in sugar cane cultivation and previously graded for the development of Kapolei.

Surrounding land uses in the vicinity of the project site include Kapolei Shopping Center to the northeast, Kapolei Regional Park and the Seagulls Pre-School to the east, the Campbell Square complex and Bank of Hawaii building to the south, Zippy's Restaurant to the southwest, and the Kapolei Theaters to the west. A State Office Building, which will be part of the State Kapolei Civic Center, is currently under construction south of the project site along Kamokila Boulevard.

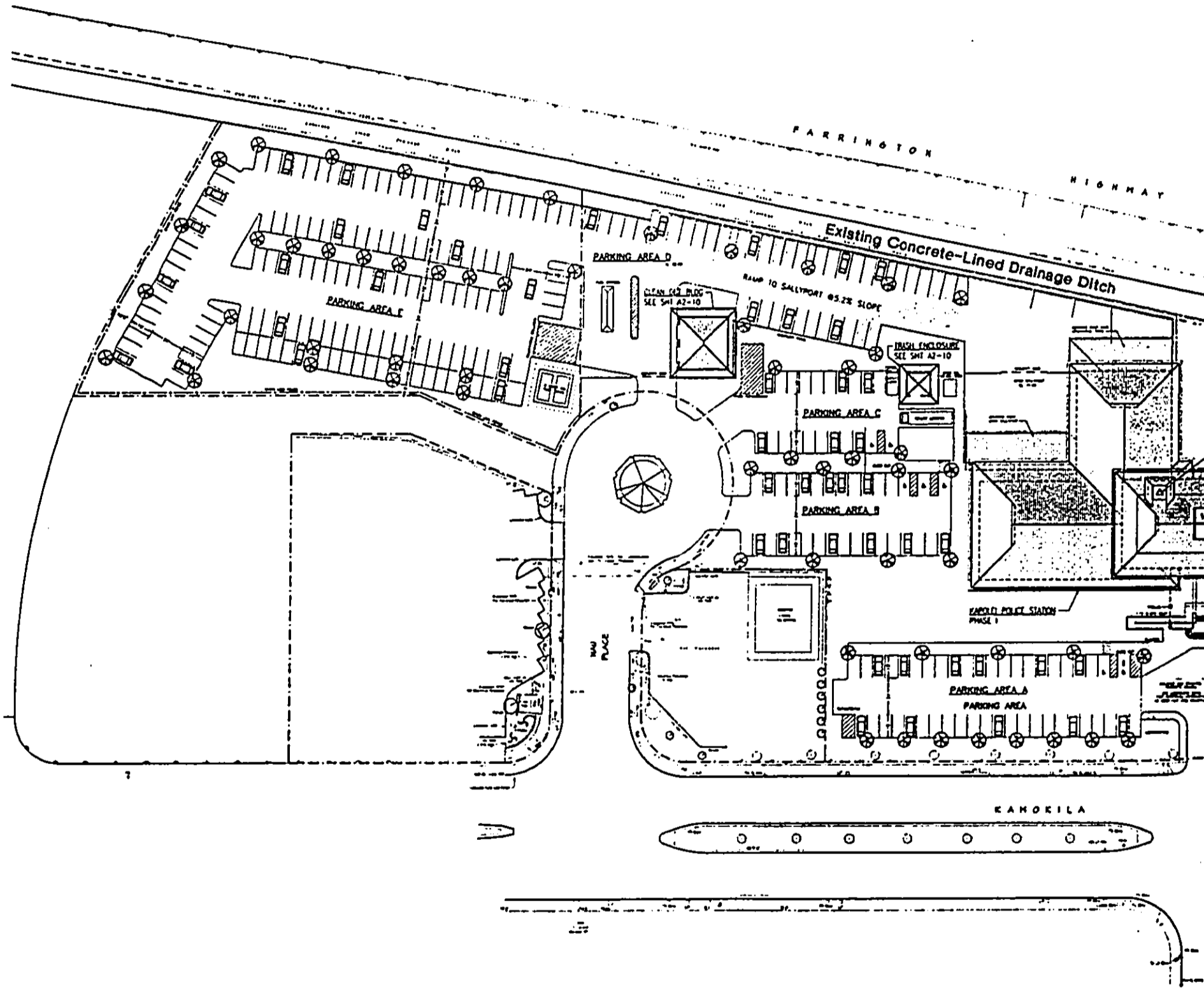
1.4 Project Need

The proposed Kapolei Police Station project is part of an overall development program by the City and County of Honolulu to establish a major regional government complex in the City of Kapolei to serve Leeward and Central Oahu. The need for this regional government complex is in response to the substantial projected population increases in the Ewa, Waianae, and Central Oahu development plan areas, the ongoing development of the Ewa area, and the shortage of City-owned buildings to adequately house City offices. By Unilateral Agreement and Declaration for Conditional Zoning for the City of Kapolei dated February 27, 1990, the Estate of James Campbell was committed to dedicate lands to the City and County to fulfill the respective public service needs directly emanating from the proposed land uses within the City of Kapolei. Included in the Unilateral Agreement was the requirement for dedication of up to 4 acres of land for a regional police station to be located in the City of Kapolei. In 1996, an agreement between the Estate of James Campbell and the City and County allowed the City use of an additional approximately 1-acre parcel adjoining the southwest boundary of the project site's 4-acre parcel for surface parking to serve the Kapolei Police Station.

1.5 Project Description

The first phase of the proposed Kapolei Police Station facility will consist of a police station building of approximately 51,600 square feet of gross floor area and approximately 287 at-grade parking stalls (see Figure 1-3). The building will consist of three levels, including two floors above grade and one basement level. The concrete building will be approximately 45 feet in height from grade level, with the basement extending approximately 15 feet below the building grade (see Figures 1-4 and 1-5). The configuration of the building allows for the Phase II addition to be constructed adjacent to and northeast of the Phase I building. The building's main entrance will front Kamokila Boulevard. Vehicular access to the Kapolei Police Station will be provided from Kamokila Boulevard and Nau Place.

The first phase of the Kapolei Police Station will be occupied by the following units: Narcotics/Vice Division, Receiving, Regional Patrol, Juvenile Services Division, and Criminal Investigation (CID). Other proposed functions include an open, secured sallyport area located in the basement level, and a stand-alone, one-level clean/detail building (to search confiscated vehicles) of approximately 784 square feet to be located in the facility's parking

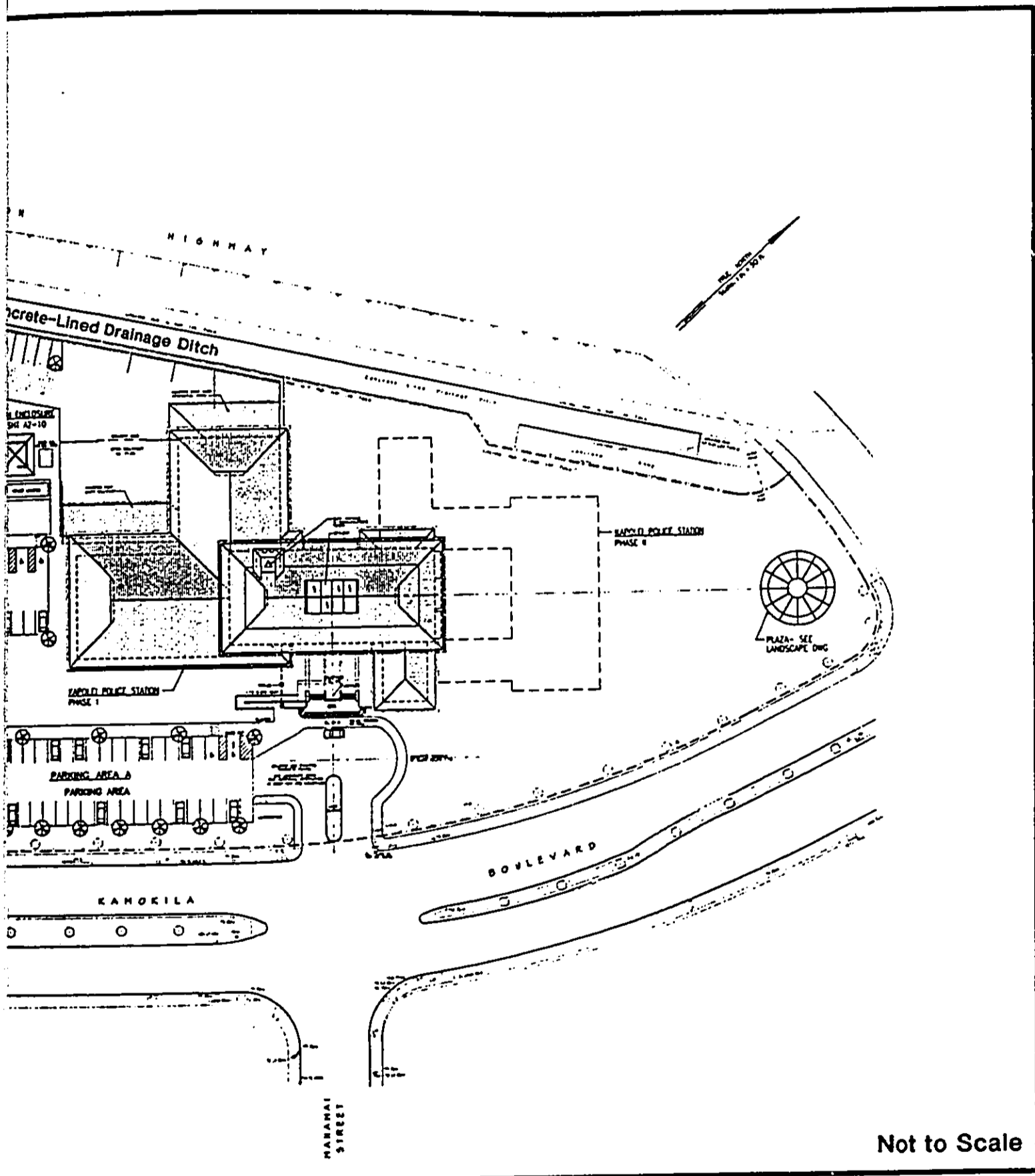


Source: Architects Hawaii, Ltd. August 1, 1997

KAPOLEI POLICE STATION

SITE PLAN

Prepared for:
 CITY & COUNTY OF HONOLULU
 BUILDING DEPARTMENT

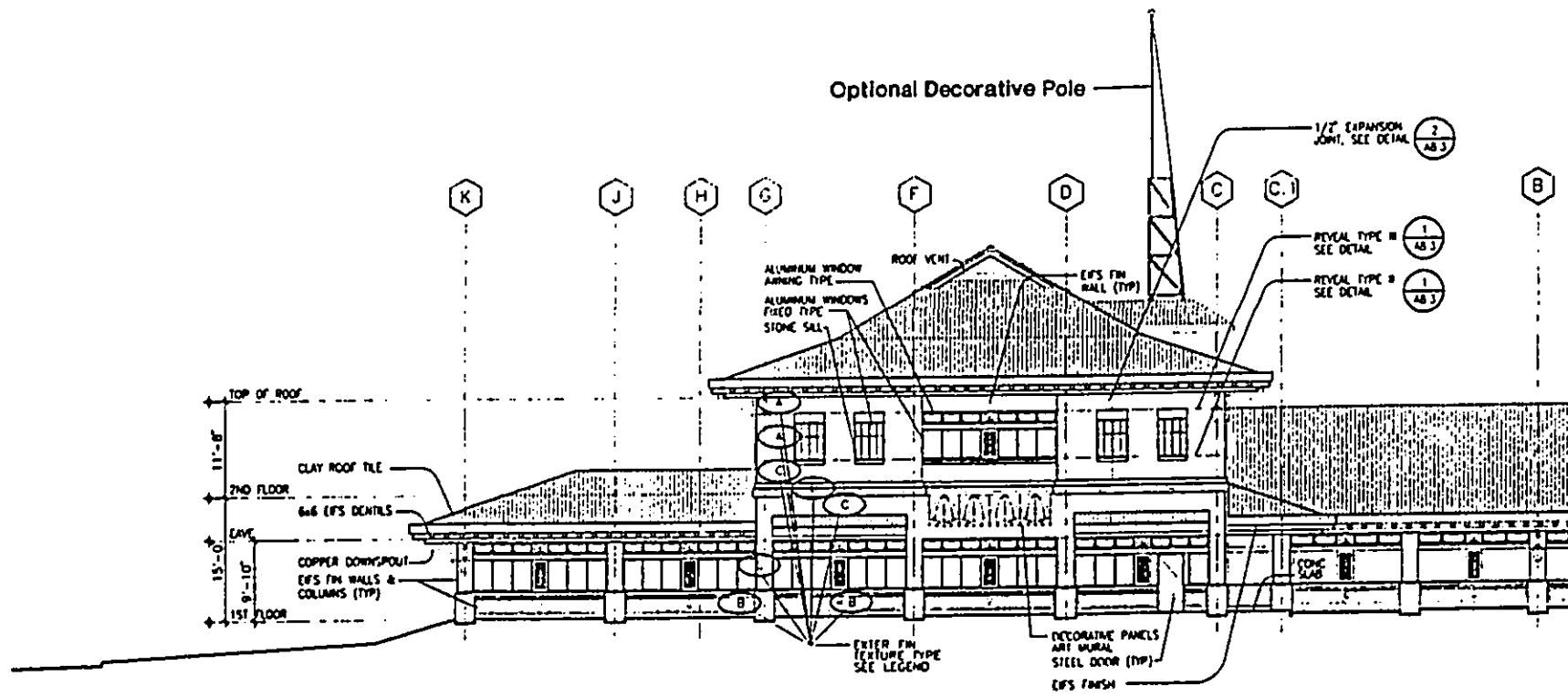


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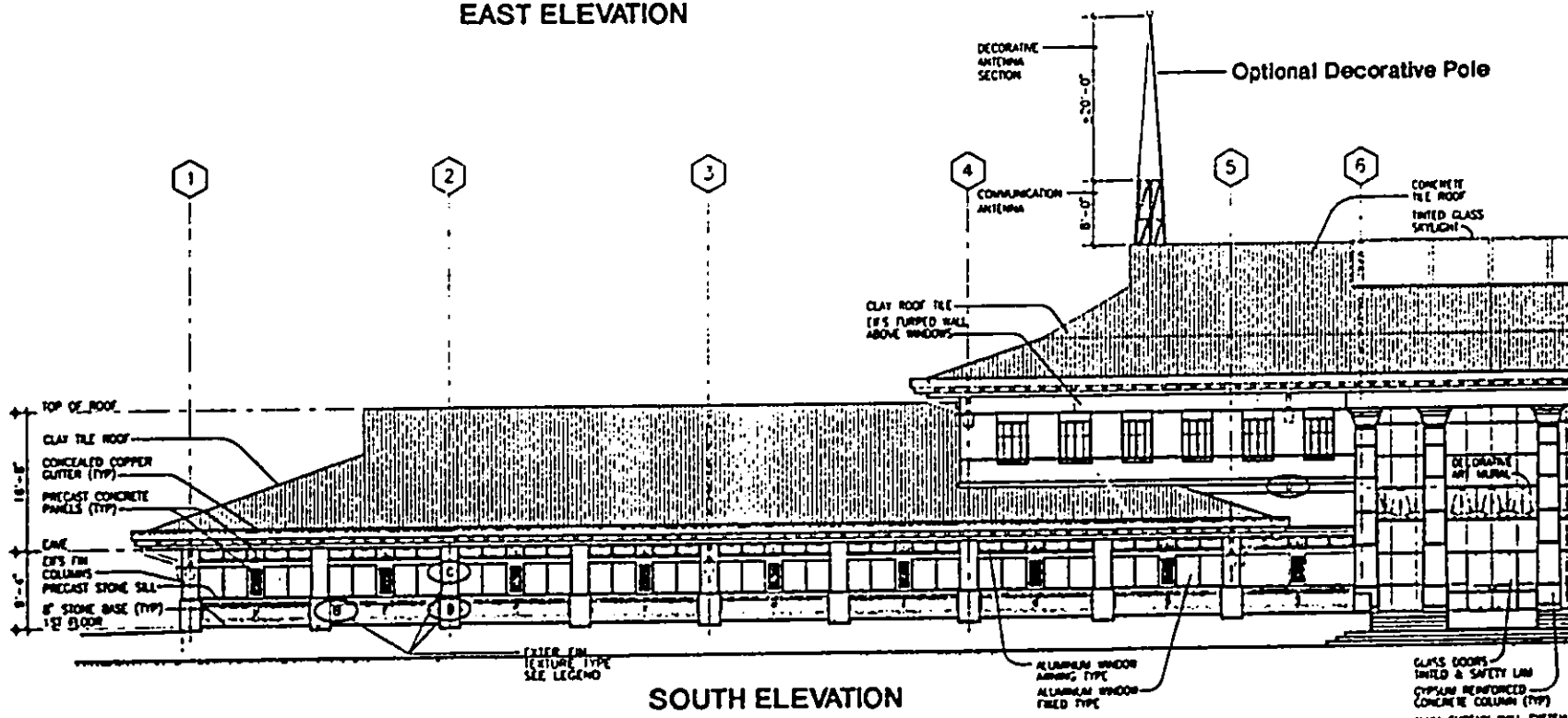
Fig. 1-3

SITE PLAN

Prepared by:
**WILSON OKAMOTO &
 ASSOCIATES, INC.**



EAST ELEVATION



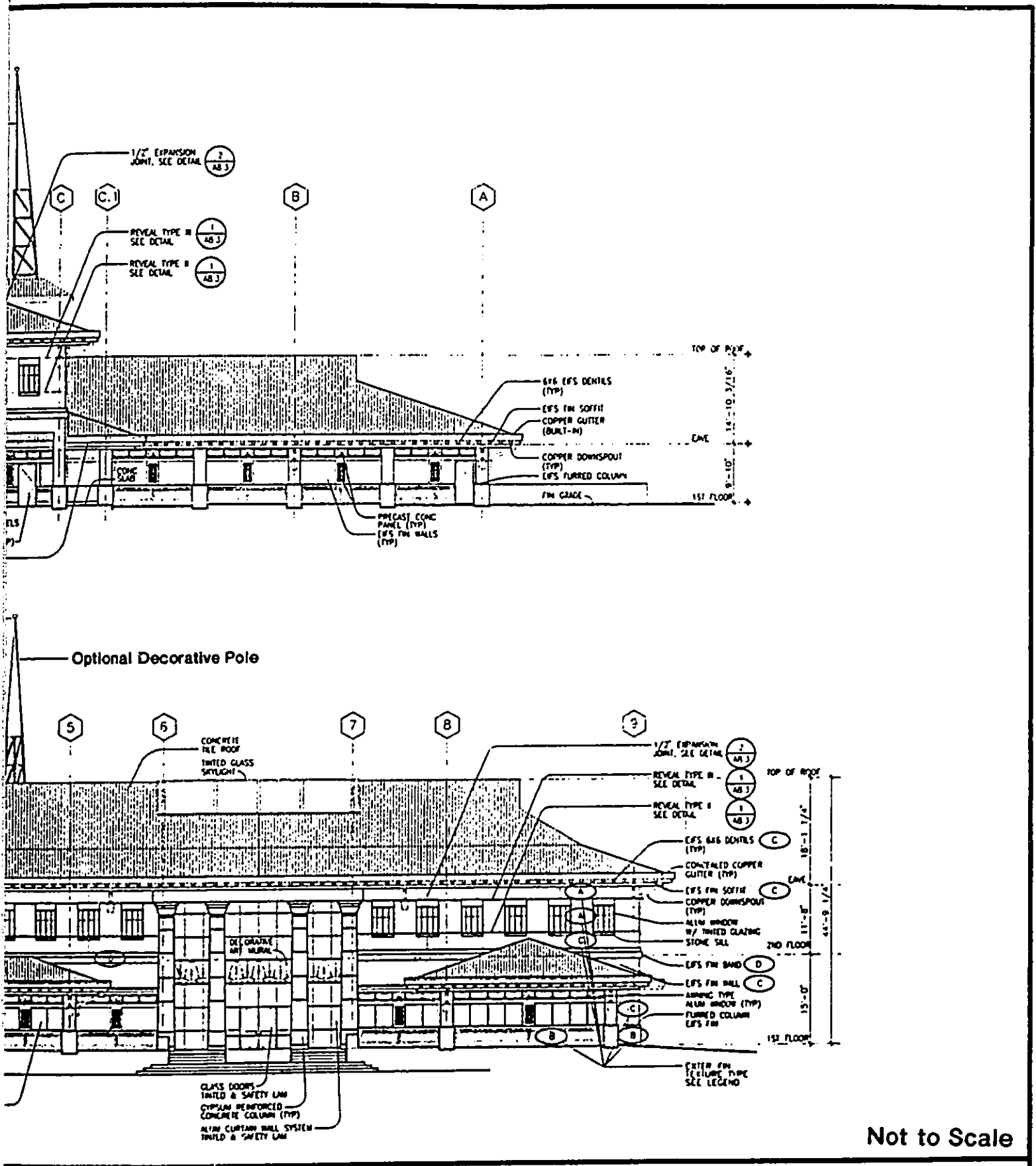
SOUTH ELEVATION

Source: Architects Hawaii, Ltd. August 1, 1997

KAPOLEI POLICE STATION

EAST AND SOUTH ELEVATIONS

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

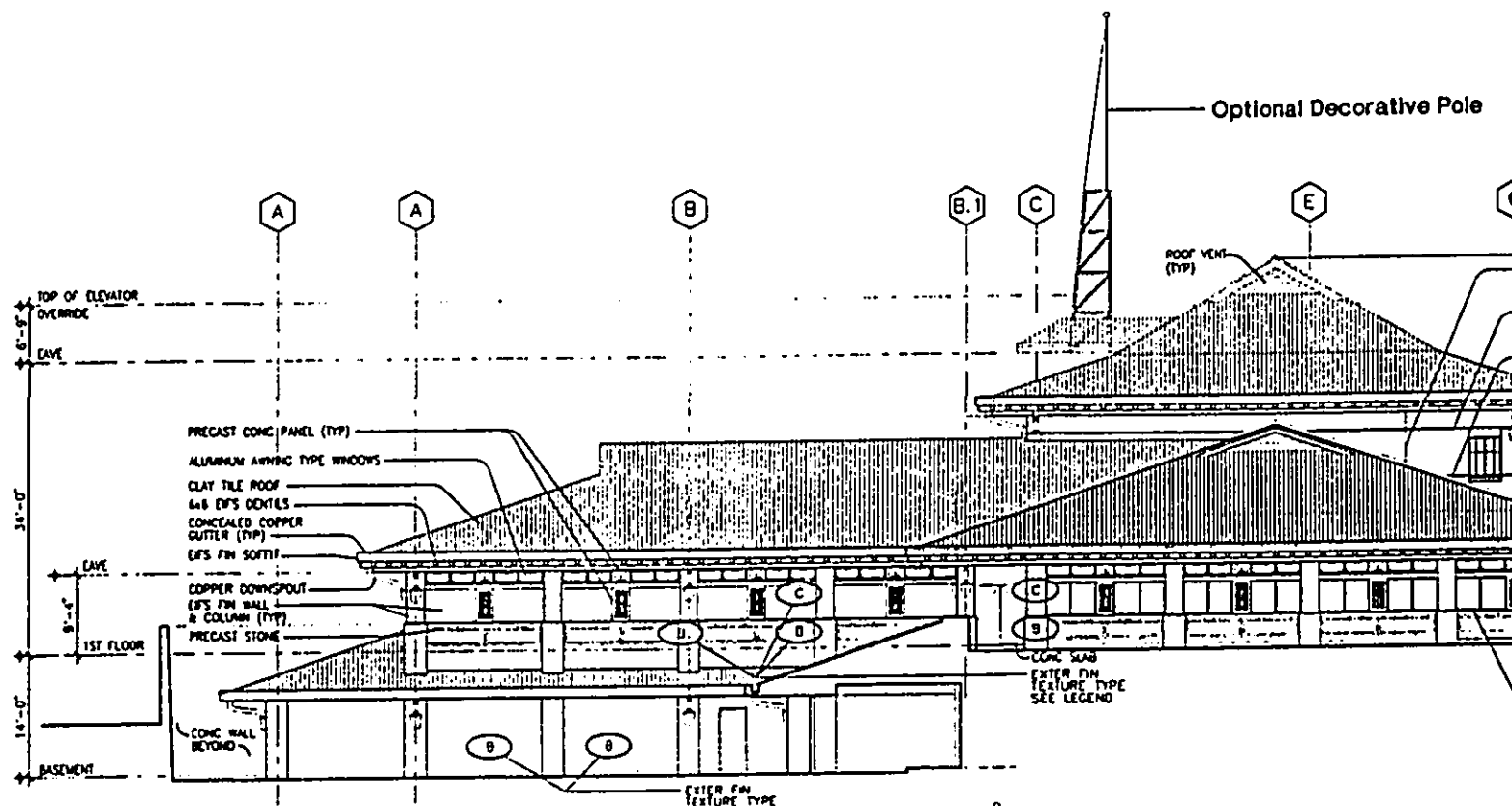


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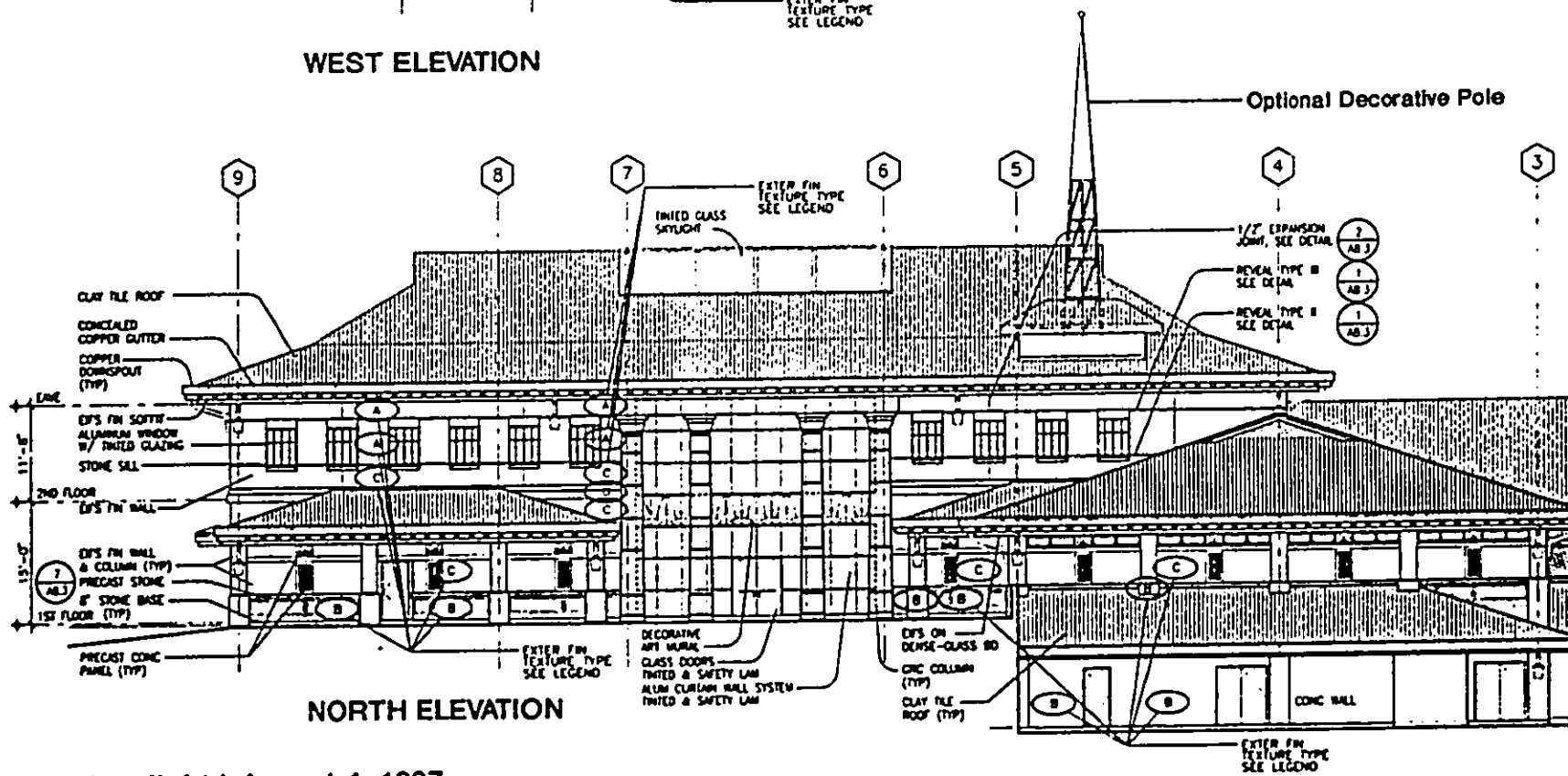
Fig. 1-4

AND SOUTH ELEVATIONS

Prepared by:
WILSON OKAMOTO & ASSOCIATES, INC.



WEST ELEVATION



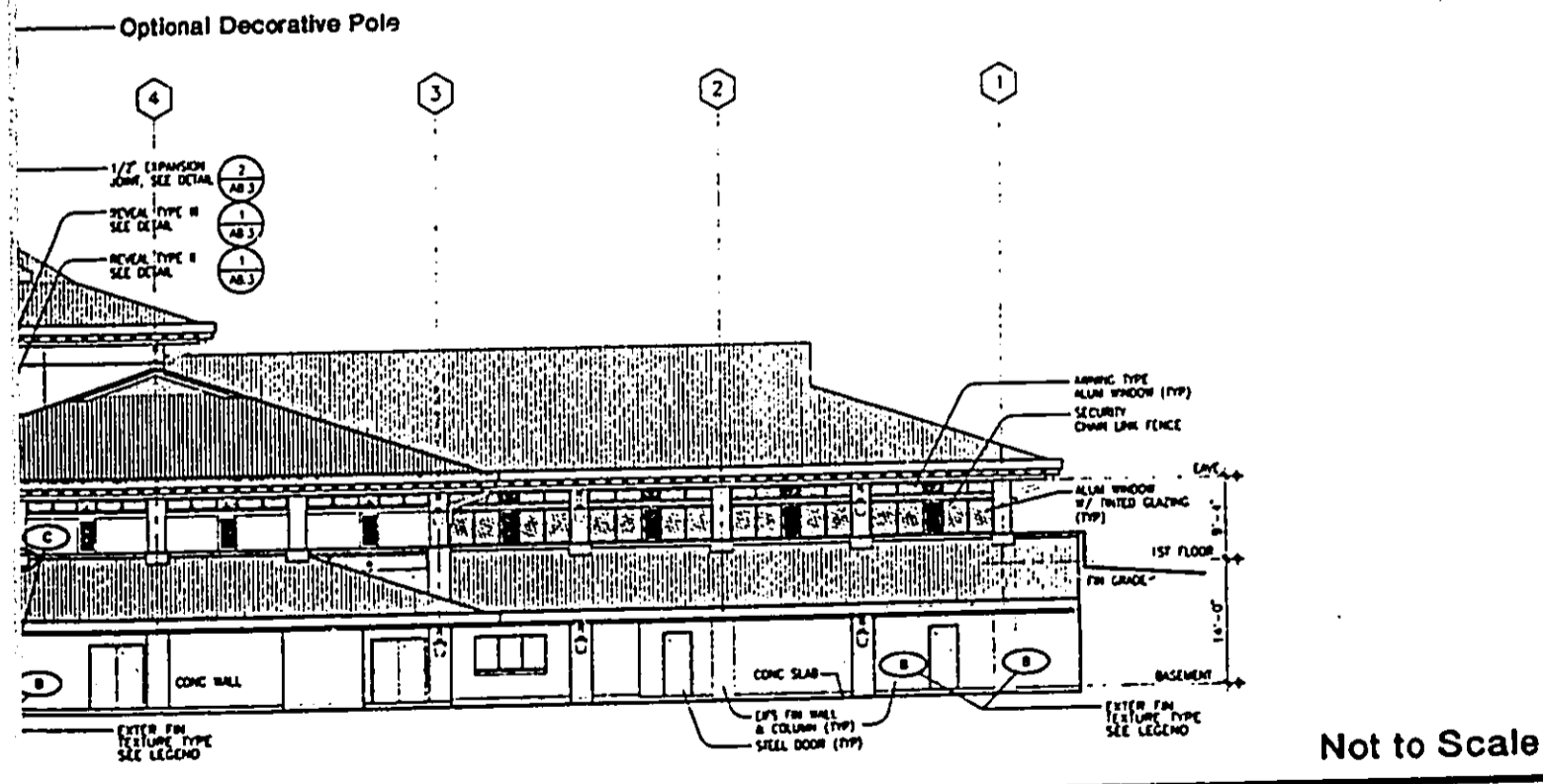
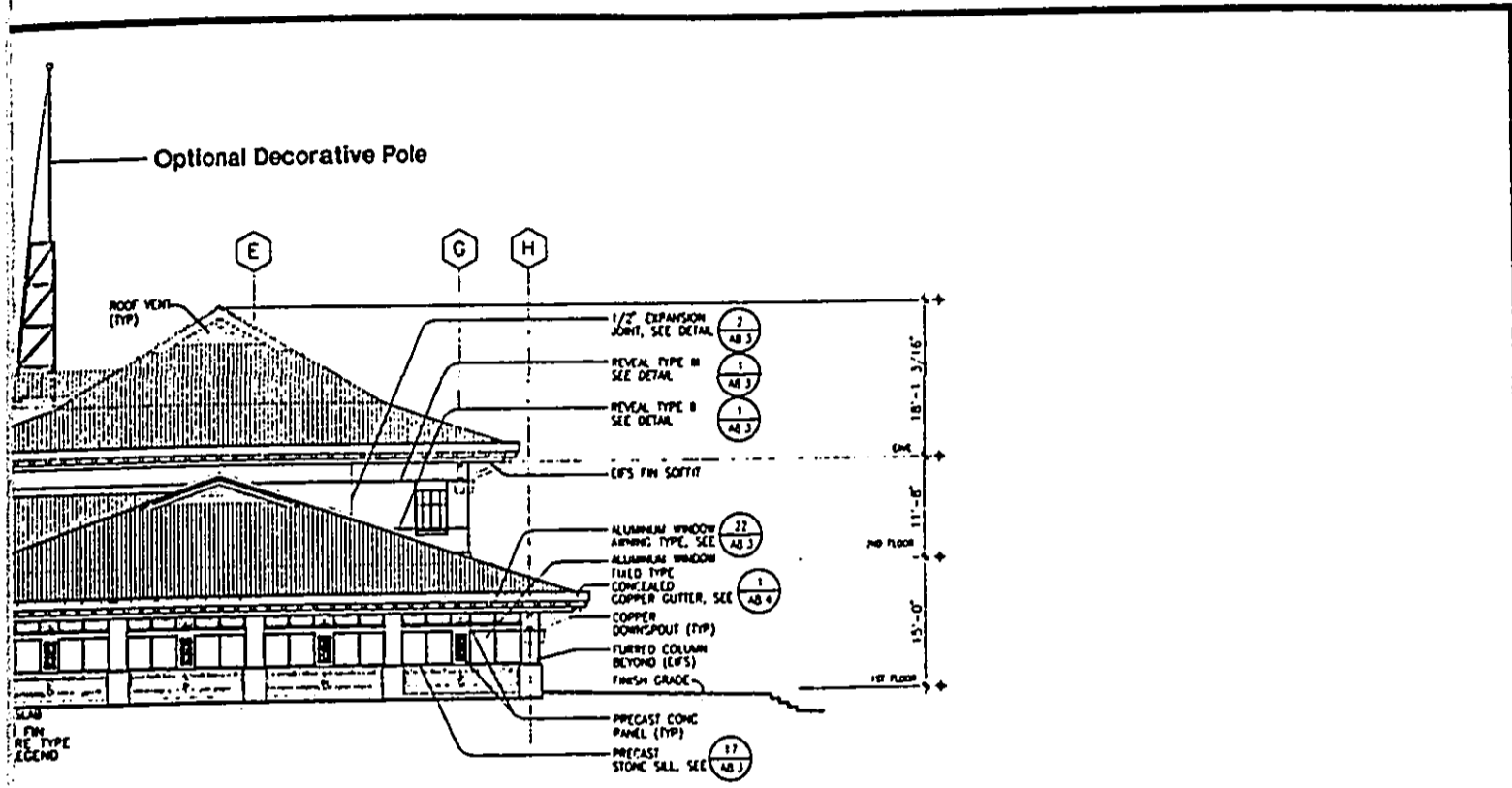
NORTH ELEVATION

Source: Architects Hawaii, Ltd. August 1, 1997

KAPOLEI POLICE STATION

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

WEST AND NORTH ELEVATION

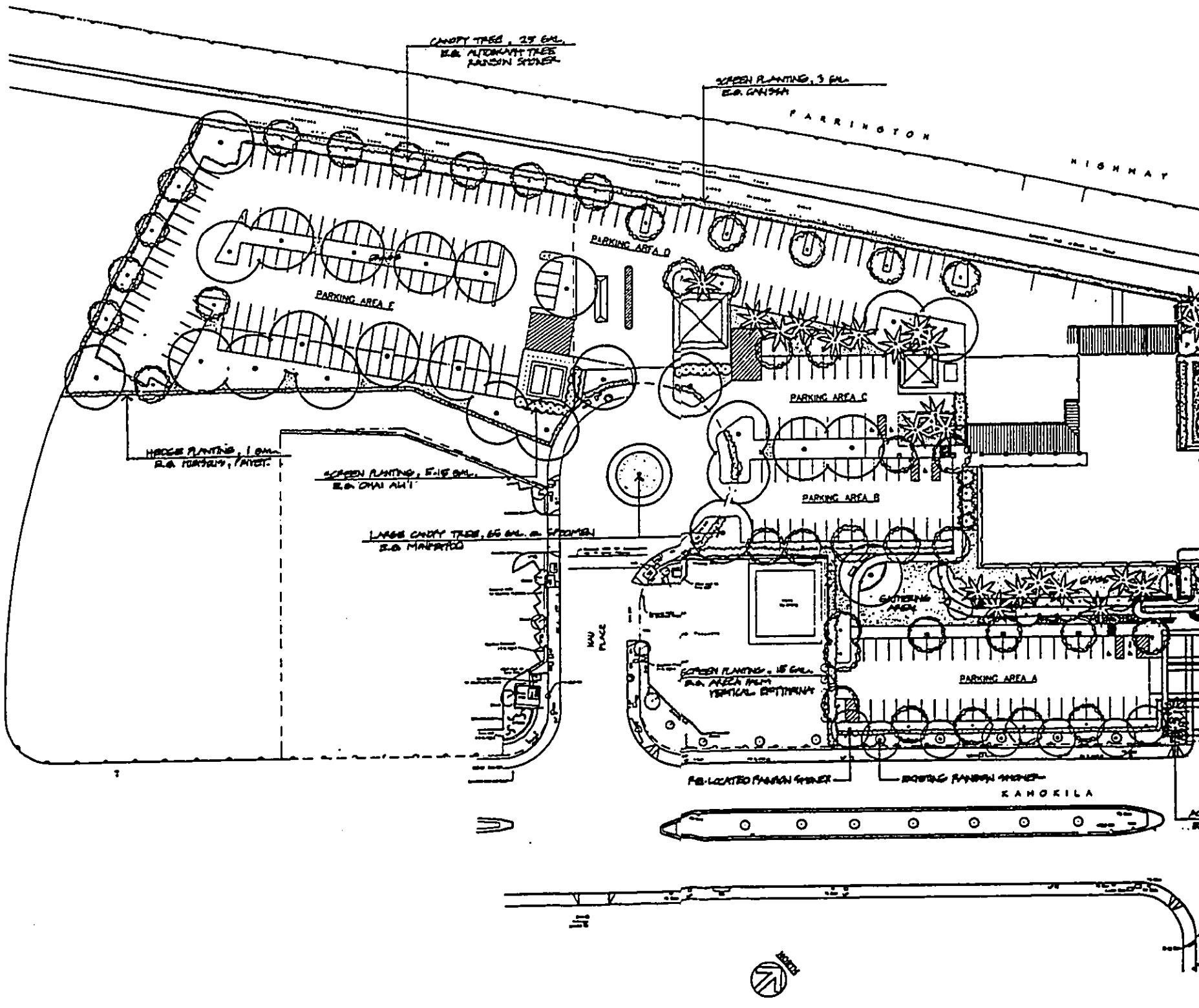


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Fig. 1-5

T AND NORTH ELEVATIONS

Prepared by:
**WILSON OKAMOTO &
 ASSOCIATES, INC.**

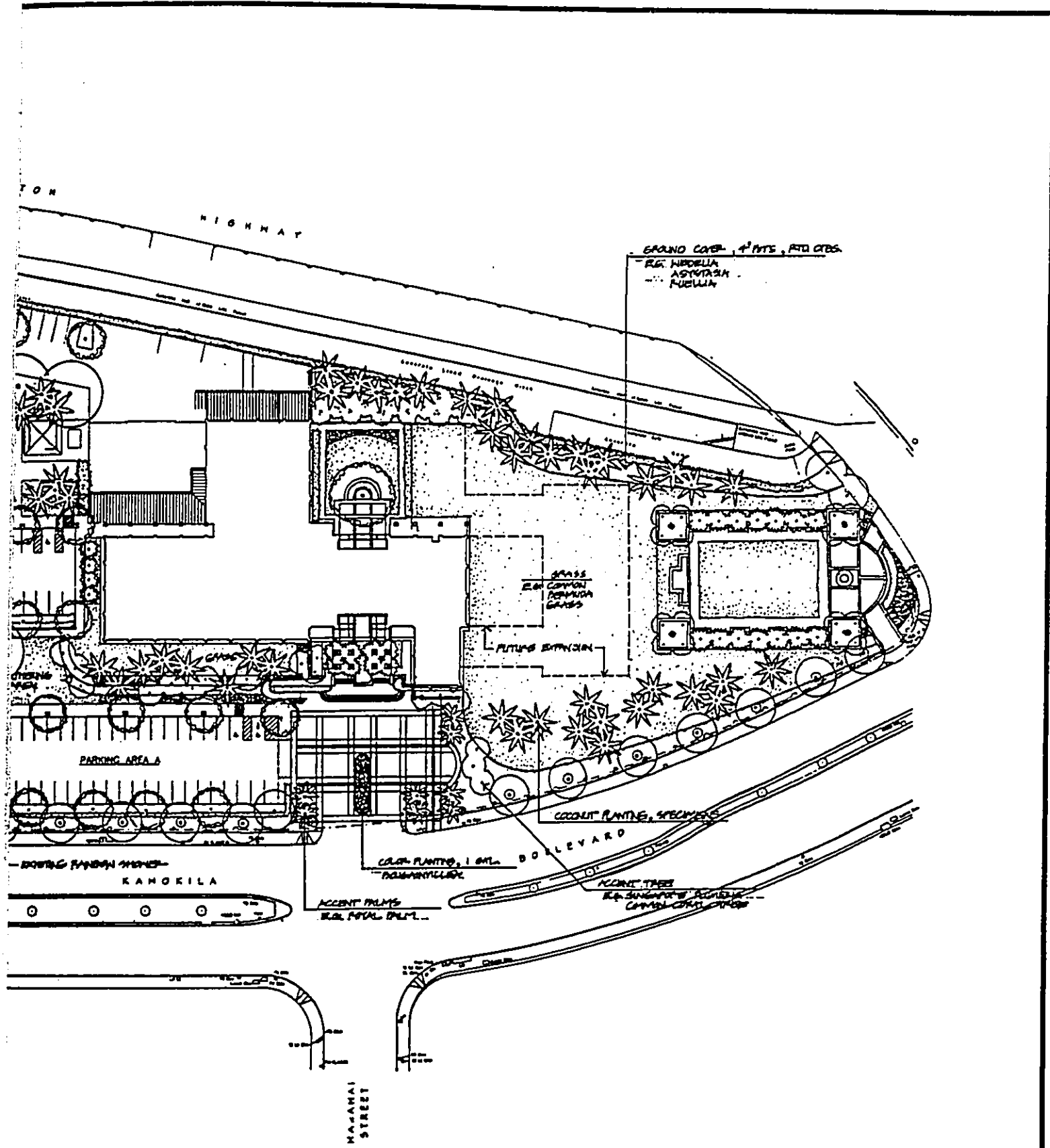


Source: Architects Hawaii, Ltd. August 1, 1997

KAPOLEI POLICE STATION

LANDSCAPE PLAN

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT



Not to Scale

Fig. 1-6

LANDSCAPE PLAN

Prepared by:
WILSON OKAMOTO &
ASSOCIATES, INC.

CHAPTER 2
DESCRIPTION OF THE EXISTING ENVIRONMENT,
IMPACTS AND MITIGATION MEASURES

2. DESCRIPTION OF THE EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES

The following is an assessment of the existing environment, potential impacts, and measures to mitigate the potential impacts resulting from the proposed project. It is further noted that the prior Kapolei police station site identified to be generally within the vicinity of the project site was initially assessed in the *Kapolei Town Center Final Environmental Impact Statement* prepared in August 1988 by the Estate of James Campbell. The potential cumulative impacts of the proposed police station in relation to the Kapolei Town Center were addressed in that EIS.

2.1 Climate

The climate of the Ewa plain is warm and relatively dry. Average temperatures range from a low of approximately 70 degrees in January, the coolest month, to a high of approximately 79 degrees in August, the warmest month. Average annual rainfall is about 20 inches. Light northeasterly trade winds of about 12 knots are present most of the year.

Impacts

The proposed project will not have any impacts on the area's general climate.

2.2 Geology and Topography

The island of Oahu is a volcanic doublet formed by the Waianae Range to the west and the younger Koolau Range on the east. Both are the remnants of great shield volcanoes, but the term "range" indicates that they have lost most of the original shield outlines and are now long narrow ridges shaped largely by erosion. The project site is located on the Ewa Plain which lies at the foot of the Waianae Range. The Ewa Plain, and much of the southern edge of Oahu, is underlain by a broad elevated coral reef which was formed when the sea level was higher than it currently is. The reef is partially covered by alluvium carried out from the Waianae and Koolau Ranges.

The project site and surrounding areas are relatively flat and contain no unique or unusual topographic features. The project site gradually slopes upward from an elevation of approximately 75 feet mean sea level (msl) at the southeast corner to approximately 87 feet msl at the northern end. The southwestern portion of the project site lies at an elevation of approximately 76 feet msl and slopes upward to about 82 feet msl in the vicinity of Nau Place.

Impacts and Mitigation Measures

No significant impacts on the geology or topography of the project site are anticipated during the construction and operation of the proposed facility. Construction of the proposed facility will require grading activities and excavation for the building's basement area and attendant foundation work. Approximately 18,000 cubic yards of excess fill is anticipated from grading activities during construction of the subject project. It will be the responsibility of the project contractor to dispose of any excess fill.

The excavated areas will either be built over, paved over, or backfilled to its existing contours. To achieve required elevations, grading may slightly alter the current topography of the project site.

2.3 Soils

According to the U. S. Department of Agriculture Soil Conservation Service, the soil in the project site is classified as Ewa silty clay loam (EaB) with 3 to 6 percent slopes. This soil occurs on alluvial fans and terraces and typically has a dark reddish-brown silty clay loam surface layer about 18 inches thick. The subsurface is about 42 inches thick and consists of a dark reddish-brown and dark-red silty clay loam that has a subangular block structure. The substratum is coral limestone, sand, or gravelly alluvium. Permeability is moderate, runoff is slow, and the erosion hazard is slight. The available water capacity is about 1.3 inches per foot in the surface layer and 1.4 inches per foot in the subsoil.

The *Detailed Land Classification - Island of Oahu* published by the University of Hawaii Land Study Bureau (LSB), evaluates the quality or productive capacity of certain lands on Oahu for selected crops and overall suitability in agricultural use. A five-class productivity rating system was established with "A" representing the highest productivity and "E" the lowest. The project site is classified as "A" soils.

The Agricultural Lands of Importance in the State of Hawaii (ALISH) map, prepared by the State Department of Agriculture, classifies lands into three categories: 1) prime agricultural land, 2) unique agricultural, and 3) other important agricultural land. The project site is categorized as prime agricultural land.

The State of Hawaii Land Evaluation and Site Assessment (LESA) Commission developed a land evaluation (LE) which used five separate interpretive or rating systems to evaluate, prioritize and map the estimated agricultural production acreages. A common index called the "LE rating" was derived, wherein each soil type was assigned a numerical value from 1 to 100, with a higher number representing more productive soil types. The project site has a LE rating of 85.

Impacts and Mitigation Measures

Erosion: No significant impacts on soils at the project site are anticipated with the construction and operation of the proposed facility. Excavation and grading activities associated with construction of the proposed project will be regulated by the City and County's grading ordinance and the National Pollutant Discharge Elimination System (NDPES) permit requirement administered by the State Department of Health (DOH).

A NPDES General Permit for Storm Water Associated with Construction may be required by the State DOH for construction of the proposed project should the area of soil disturbance from activities such as clearing and grubbing, grading and stockpiling be in excess of five (5) acres. The permit requires compliance with a Best Management Practices (BMP) plan which, in turn, requires compliance with City ordinances pertaining to grading, grubbing, stockpiling, soil erosion and sedimentation. Site specific erosion and sediment control measures of a

BMP plan may include construction of berms to detain run-off and installation of silt fences to filter silt from run-off.

Dewatering may be required during excavation and construction of the project's basement area and any attendant foundation work. A NPDES General Permit for Construction Activity Dewatering may be required for discharging dewatering effluent into City drainage systems and waters of the United States. The permit may require a BMP, erosion control plan and water quality monitoring plan. If it is determined that dewatering effluent will be discharged into a municipal drainage system, a permit from the City and County of Honolulu will also be required.

Following construction, exposed soils will have been built over, paved over, or landscaped to control erosion.

Loss of Agricultural Lands: The long-term impact of the loss of lands identified as suitable for agriculture has been addressed by the Estate of James Campbell through the State Land Use District reclassification approval process and the City and County of Honolulu's Ewa Development Plan Land Use Map Amendment approval process for the development of the Kapolei Town Center project. As indicated in the *Kapolei Town Center Final Environmental Impact Statement*, a phased withdrawal of sugar cane lands was coordinated with the Oahu Sugar Company (OSCO) to minimize adverse impacts on the profitability of OSCO's operations.

2.4 Groundwater

The project area overlies the Ewa aquifer system, one of five systems within the Pearl Harbor aquifer sector. The Ewa system is separated from the Waipahu system by the unconformity between the underlying Waianae and the overlying Koolau volcanoes. In the Ewa system, the basal lens is in the Waianae volcanic series and a deep, effective caprock of sediments causes a high groundwater head.

Groundwater on the Ewa Plain occurs in two aquifers: the Koolau Volcanic series at a depth of approximately 1,000 feet, and an overlying caprock aquifer. The higher quality aquifer is the basaltic Koolau volcanic series which is fed by rainfall occurring in the Koolau Range, infiltrating surface soils and rock mauka of the Ewa plain. The caprock aquifer is estimated to be several hundred feet thick and is characterized by brackish to salt water. The overlying limestone layer is underlain by a 40- to 50-foot thick bed of marine and alluvial mud which prevents water in the upper layer from mixing with the water found in the deeper volcanic aquifer. Although the shallow brackish water lens in the limestone layer is too saline for potable use, it is used for irrigating sugar cane.

Impacts and Mitigation Measures

No significant impacts to groundwater underlying the project site are anticipated during construction and operation of the proposed facility. Construction activities are not likely to introduce to, nor release from, the soil any materials which could adversely affect

groundwater. Any infiltration which may occur at the project site would enter the caprock aquifer as opposed to the underlying basal aquifer. The installation, operation, and maintenance of the two 6,000-gallon above-ground fuel tanks and the 2,000-gallon above-ground diesel tank will be in accordance with established Federal, State, and local regulations.

2.5 Flood Hazard

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Number 150001 0130 C (Revised September 28, 1990), the project site is designated in Zone D, areas in which flood hazards are undetermined.

Due to its elevation and distance from shore, the project site is not subject to coastal hazards such as storm waves and tsunami inundation.

Impacts and Mitigation Measures

Construction and operation of the proposed facility improvements is not anticipated to result in flooding of the project site or lower elevation properties. Due to the undeveloped nature of the project site, development of the proposed project will increase the impervious area of the site. The proposed drainage improvements described in Section 2.14 will minimize any potential flood hazard.

As indicated in the *Kapolei Town Center Final Environmental Impact Statement*, a regional drainage study was prepared in 1987 which included the project area. The drainage study analyzed flooding potential in the area and proposed a drainage plan intended to minimize the flood hazard that exists for the Naval Air Station Barbers Point (NASBP).

2.6 Flora and Fauna

Currently, vegetation on the project site consists of seeded grass for erosion-control purposes, with the exception of the southwestern corner which is void of any vegetation. It is highly unlikely that any rare or endangered native species would occupy the project site.

Mammal species likely to be found in the area include mongoose, feral cats, and mice and rats. Avifauna that may be found in the area include the myna, doves, sparrows, finches, and cardinals.

Impacts and Mitigation Measures

Since the project site does not provide a unique habitat in the area, no significant impacts on flora and fauna species are anticipated. The incorporation of landscape features within the project site will introduce new plant species to the area. These are expected to attract birdlife common to urban areas.

2.7 Archaeological/Historic Resources

A Preliminary Archaeological Reconnaissance Survey was conducted by Paul H. Rosendahl, Ph.D., Inc. in November 1986 for the Kapolei Town Center EIS. The survey indicated that no known archaeological remains exist within the immediate project area.

Impacts and Mitigation Measures

It is unlikely that construction of the proposed facility will have any impact on archaeological, cultural or historic sites within the project site. Development of the proposed facility's basement area will require excavation of the affected area to a sufficient width and depth. Should any significant archaeological, cultural or historic sites be found during construction activities, all work will cease and the State of Hawaii Department of Land and Natural Resources Historic Preservation Office will be notified immediately.

2.8 Traffic

Access to the project site is provided by Kamokila Boulevard, a four-lane divided roadway which serves as the primary connector road between Farrington Highway and the proposed Kapolei Parkway. Both sides of the roadway are fully improved with curbs, gutters and sidewalks. In the project vicinity, Kamokila Boulevard is signalized at its intersection with Farrington Highway and is unsignalized at Manawai Street, Nau Place and Wakea Street. Manawai Street and Wakea Street are local roadways currently providing access to Campbell Square. Future plans indicate an extension of these roadways to service areas south.

A traffic impact report was prepared by Wilson Okamoto & Associates, Inc. in June 1997 to assess existing and future traffic conditions with and without the proposed project. The traffic analysis focuses on conditions at four intersections along Kamokila Boulevard within the vicinity of the project site: Kamokila Boulevard with Farrington Highway, Manawai Street, Nau Place, and Wakea Street. The traffic study is included as Appendix A and is summarized below.

The highway capacity analysis was performed based upon procedures presented in the *Highway Capacity Manual*, Special Report 209, Transportation Research Board, Third Edition, 1994, and the *Highway Capacity Software*, developed by the Federal Highway Administration. The concept of Level of Service (LOS) is a quantitative and qualitative assessment of traffic operations. Levels of Service are defined by LOS "A" through "F", indicating a range of traffic conditions from ideal operating condition to worst operating condition, respectively. The concept of volume to capacity ratio (v/c) is a measure indicating the relative traffic demand on the road carrying capacity. A v/c ratio of one (1.00) indicates that the roadway is operating at capacity. A v/c ratio greater than 1.00 indicates that the projected traffic demand exceeds the road's carrying capacity.

The AM peak hour of traffic generally occurs between 6:30 AM and 7:30 AM in the vicinity of the project site. During the existing AM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, operates at LOS A and at a v/c ratio of 0.10. Vehicular traffic is generally light at the study intersections and moves fairly well with no observed operational

problems. Although traffic demands are relatively light on Kamokila Boulevard, a distinct traffic volume peak occurs between 6:30 AM and 7:30 AM during the AM peak hour of traffic and appears to be associated with traffic generated by adjacent surrounding uses. Vehicles turning into and out of the minor streets at the study intersections move well during the AM peak hour.

The PM peak hour of traffic generally occurs between 4:15 PM and 5:15 PM in the vicinity of the project site. During the existing PM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, operates at LOS A and at a v/c ratio of 0.11. Traffic at the study intersections generally operate better during the PM peak hour than the AM peak hour. Through-traffic demands on Kamokila Boulevard in the vicinity of the project site are relatively low during the PM peak period. As a result, turning movements at the study intersections are accomplished with minimal delays as sufficient gaps are available in the through-traffic stream. Although traffic volumes on Kamokila Boulevard increased as a result of vehicular traffic associated with the Campbell Square complex entering the study intersections at about 4:00 PM, no operational problems were observed at the study intersections.

Impacts and Mitigation Measures

No significant impacts associated with the project site are anticipated during construction and operation of the proposed project.

During construction, potential impacts to traffic along roadways in the immediate vicinity of the project site will be partially mitigated by appropriate traffic control measures. Temporary traffic congestion that could result from the movement of construction-related vehicles may inconvenience motorists in the immediate vicinity of the project site. Toward mitigating potential traffic congestion and delays, the movement of construction vehicles will be restricted during the morning and afternoon peak traffic hours. Flagmen or police officers will be employed as needed to direct traffic during the transport of larger construction vehicles to minimize traffic congestion.

During construction, it is anticipated that all construction-related vehicles will park within the project site and, thus, will not affect street parking in the vicinity. In the event that parking on the site is precluded during some phases of construction, competition for street parking in the vicinity could increase.

The traffic study addresses impacts as it relates to traffic operation on the surrounding streets for Phase I of the Kapolei Police Station which is anticipated to be occupied by the year 2000. Due to its pending status, traffic anticipated to be generated by Phase II of the proposed project is excluded from this analysis.

Trip Generation: Trips generated by the proposed Kapolei Police Station were determined by evaluating the proposed number of employees and corresponding work shifts as set forth in Table 1-1 of Section 1.6. For the purpose of this study, only trips generated during the

study peak hours were identified. An additional 10% was added to the trips to account for visitor/public trips to the proposed police station.

Trip Distribution: Vehicular trips were distributed throughout the study intersections based on the population densities of areas that would fall under the jurisdiction of the Kapolei Police Station. For the purpose of the study, 53.5% of the total generated traffic was distributed to and from the east, and 46.5% to and from the west.

Through-Traffic Forecasting Methodology: The through-traffic forecast for this study is based on proposed developments in the area that would occur prior to completion of the Kapolei Police Station. The State Office Building currently under construction and targeted for occupancy in late 1998 would be a major traffic generator as it is expected to house 1,000 employees. The methodology used to determine the trip generation characteristics of the State Office Building is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in *Trip Generation, 5th Edition* (1991).

Projected LOS: Results of the analysis for LOS during the AM and PM peak hours for "Without Project" and "With Project" are reflected in Table 2-1.

Intersection	Without Project		With Project	
	A.M. LOS	P.M. LOS	A.M. LOS	P.M. LOS
Kamokila Boulevard east of Manawai Street	B	B	B	B
Kamokila Boulevard and Nau Place	F	F	B*	B*
Kamokila Boulevard and Farrington Highway	C	B	C	B

* assumes traffic signalization at intersection

Year 2000 Traffic Conditions Without Project: During the projected AM and PM peak hours of traffic, Kamokila Boulevard, just east of Manawai Street, is expected to operate at LOS B and at a v/c ratio of 0.18, respectively. For both the present and future roadway networks, the increase in through-traffic on Kamokila Boulevard is expected to occur even without the proposed Kapolei Police Station. During the projected year 2000 AM and PM

peak hours of traffic, traffic demands on Kamokila Boulevard are expected to increase by 57% and 43%, respectively. Excessive delays on the minor streets at the study intersections would also further worsen as development in the vicinity increases. Intersection traffic signalization may be required to mitigate impacts resulting from the projected traffic demands expected by the year 2000, even without the proposed police station. The intersection of Kamokila Boulevard and Farrington Highway is expected to operate at an overall LOS C during the projected AM peak hour and at an overall LOS B during the project PM peak hour.

Traffic Signal Warrant: The installation of a traffic signal may be justified by one or more of the eleven warrants identified in the *Manual on Uniform Traffic Control Devices for Streets and Highways*, 1988 Edition (MUTCD). Signal Warrant No. 11, the "Peak Hour Volume Warrant", consists of several conditions which could justify the installation of a traffic signal at an intersection where motorists experience high traffic delay and impaired safety during the peak hour periods. Under projected year 2000 without project conditions, the projected traffic volume expected to enter the intersection of Kamokila Boulevard and Nau Place nearly satisfies Signal Warrant No. 11 for intersection traffic signalization based on the volume of vehicles per hour for a minor street approach. To accommodate the projected increase in through-traffic volumes on Kamokila Boulevard, the intersection with Nau Place is hereinafter analyzed under signalized conditions.

Year 2000 Traffic Conditions With Project: During the projected AM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, would operate at LOS B and at a v/c ratio of 0.18 in the westbound direction. The traffic impact on Kamokila Boulevard resulting from the proposed Kapolei Police Station is projected to be relatively minor compared to the projected traffic generated by external sources unrelated to normal police station activities. During the projected AM peak hour, the project site-generated traffic volumes entering the intersection of Kamokila Boulevard and Nau Place represent 18%. Conversely, the through-traffic volumes on Kamokila Boulevard in the vicinity of the proposed police station are expected to increase by 110% during the projected AM peak hour. Under signalized conditions, the intersection of Kamokila Boulevard and Nau Place would operate at an overall LOS B during the projected AM peak hour. The intersection of Kamokila Boulevard and Farrington Highway would operate at LOS C.

During the projected PM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, would operate at LOS B and at a v/c ratio of 0.18. The projected traffic volumes entering the intersection of Kamokila Boulevard and Nau Place generated by the proposed project would represent an increase of 16% during the PM peak hour. Concurrently, through traffic volumes on Kamokila Boulevard would increase by approximately 158%. The increase in the projected PM peak hour traffic volumes is primarily due to the overall increase in traffic in the vicinity by uses unrelated to the police station trip generation characteristics. A signalized intersection at Kamokila Boulevard and Nau Place would operate at an overall LOS B, while the intersection at Kamokila Boulevard and Farrington Highway would also operate at an overall LOS B.

The following measures are recommended to mitigate projected roadway deficiencies even without the proposed Kapolei Police Station project:

1. A traffic signal system warrant study at the intersection of Kamokila Boulevard with Nau place should be conducted.
2. Provide a left-turn lane on eastbound Kamokila Boulevard to Nau Place to allow two continuous lanes on eastbound Kamokila Boulevard.

The following measures are recommended to mitigate projected roadway deficiencies with the proposed Kapolei Police Station project:

1. Provide a shared left/through lane on the northbound approach of Manawai Street at Kamokila Boulevard.
2. Clearly and properly mark and/or sign the driveways in the Nau Place cul-de-sac to avoid confusion and illegal entry.

2.9 Noise

Noise in the vicinity of the project site is predominantly attributed to vehicular traffic traveling along Farrington Highway, Kamokila Boulevard and, to an extent, the H-1 Interstate Freeway to the north.

Impacts and Mitigation Measures

Noise from construction activities will likely be unavoidable during the entire construction period. Unavoidable construction noise impacts on nearby noise-sensitive land uses will be mitigated to some degree by complying with the provisions of the State DOH Administrative Rules, Title 11, Chapter 43, "Community Noise Control for Oahu". These rules require a noise permit if the noise levels from construction activities are expected to exceed the allowable levels stated in the Chapter 43 rules. Construction equipment and on-site vehicles requiring an exhaust for gas or air must be equipped with mufflers. Also, the guidelines for the hours of heavy equipment operation and noise curfew times as set forth by the DOH noise control regulations must be adhered to.

No significant noise impacts from the operation of the proposed facility are anticipated. Ambient noise levels in the vicinity of the project site will increase slightly as a result of the associated increase in vehicular traffic. Noise from police sirens and other activities during emergency responses will occur. Authorized emergency vehicles responding to an emergency call or acting in an emergency are exempt from the provisions of State DOH Administrative Rules, Chapter 43.

2.10 Air Quality

Within the immediate project vicinity, vehicular-related emissions are generated from traffic traveling along Kamokila Boulevard and Farrington Highway. However, as traffic operates

generally well along these roadways throughout the day, the associated vehicular emissions do not significantly affect ambient air quality in the area.

Impacts and Mitigation Measures

Potential air quality impacts during construction of the proposed facility will be mitigated by complying with the State of Hawaii DOH Administrative Rules, Title 11, Chapter 60, Air Pollution Control. During the construction phase, two potential types of air pollution emissions will likely occur, resulting in air quality impacts: 1) fugitive dust from vehicle movement and soil excavation; and 2) carbon monoxide and nitrogen oxide emissions from on-site construction equipment and from construction workers' vehicles and equipment traveling to and from the project work site. Compliance with State regulations will require adequate measures to control fugitive dust by methods such as water spraying and sprinkling of loose or exposed soil and dust-generating equipment during construction. As may be deemed appropriate, paving and/or re-establishment of vegetated areas early in the construction schedule will also help to control dust. Increased vehicular emissions due to disruption of traffic by construction equipment and/or commuting construction workers can be alleviated by moving the equipment and personnel to the site during off-peak hours. Exhaust emissions from construction vehicles are anticipated to have negligible impact on air quality in the project vicinity as the emissions would be relatively small and readily dissipated.

In the long-term, the operation of the proposed facility will have no significant impact on air quality in the vicinity. Associated vehicular emissions from increased traffic associated with the proposed facility will be negligible as traffic is anticipated to operate generally well along Kamokila Boulevard and Farrington Highway throughout the day.

2.11 Socio-Economic

Population

In 1990, the Ewa Development Plan (DP) area had a population of 42,983 or 5.3% of the total population for the City and County of Honolulu. Due to the designation of Ewa as the secondary urban center on Oahu, the population of the Ewa region is expected to grow significantly over the next 20 years. The City and County of Honolulu's 2020 preliminary forecast for the Ewa DP area projects an increase in population to 125,325 or 11.7% of the Island's population.

Economy

As the secondary urban center on Oahu, the Ewa region is expected to undergo substantial economic growth. Potential major employers include the Ko Olina resort, Ewa Marina, Kapolei Town Center, Campbell Industrial Park, and a planned University of Hawaii campus. State and County government offices and private businesses are also expected to relocate to the City of Kapolei.

Housing

A number of master planned communities have been proposed to be built in the Ewa region. According to the City and County of Honolulu's Ewa DP Revision Program, approximately 31,500 housing units have been approved to be built between 1995 to 2005. In addition,

approximately 28,000 housing units have been proposed to be built between 2006 to 2015, pending zoning changes and other required approvals.

Public Services

Police Protection: As indicated in Section 1.1, the Waianae Police Station is currently providing police protection services to the project area. The City is also temporarily occupying space in the James Campbell Building at Kapolei for community policing functions.

Fire Protection: Fire protection service for the project area is provided by the Kapolei Fire Station located southwest of the project site on Lauwiliwili Avenue. The Kapolei Station is equipped with an engine and ladder companies with a total of 10 firefighters per shift. Two secondary fire stations also service the project area. The Makakilo Fire Station located north of the project site on Makakilo Drive is equipped with an engine company. The Waipahu Fire Station located east of the project site on Leonui Street is equipped with an engine and ladder companies.

Health Care Facilities: The major health care facility closest to the project site is the St. Francis-West Medical Center located on Fort Weaver Road. Located within a 10-minute drive from the project site, St. Francis-West is a full-service hospital providing emergency care and a heliport for medivac transport. Kaiser Permanente's Kapolei Clinic is located in the immediate vicinity of the project site on Kamokila Boulevard. Other medical facilities located within a 20- to 30-minute drive include the Waianae Coast Comprehensive Health Center, Kaiser Permanente's Punawai Clinic in Waipahu, Pali Momi Medical Center in Pearlridge, and Wahiawa General Hospital.

Impacts and Mitigation Measures

The proposed project will have generally positive social and economic impacts in the region. In the short-term, the project will confer some positive benefits in the local area. The project will add construction jobs in the vicinity, thereby stimulating that sector of the economy. Direct economic benefits will result from construction expenditures both through the purchase of material from local suppliers and through the employment of local labor. Indirect economic impacts may include benefits to local retail businesses resulting from construction activities. Construction activities associated with the proposed project will create some adverse impacts such as minor disruptions of traffic and increased noise nuisances in the immediate vicinity of the project site.

Once operational, the proposed Kapolei Police Station will provide improved police coverage in the region, resulting in increased security and faster response times. The businesses in the project vicinity can expect increased patronage from the additional employees at the proposed police station.

2.12 Hazardous Waste

A Phase I Environmental Site Assessment of the Kapolei Police Station site was conducted by R.M. Towill Corporation in August 1995. The assessment was conducted of an approximately 4.004-acre portion of the project site identified as TMK: 9-1-16: portion 50, which was superseded by the 1996 tax map changes and is now identified as TMK: 9-1-88:3. The assessment is included as Appendix B and is summarized below.

The purpose of this assessment was to investigate past and present land uses of the property and surrounding areas to determine if the potential for hazardous materials contamination exists. The assessment included a site reconnaissance to observe existing conditions; a review of available local, state, and federal records, including underground storage tank and hazardous materials storage search; an aerial photograph review spanning 44 years; and, a limited hydrogeological review. The assessment revealed no evidence of recognized environmental conditions in connection with the property. A potential source of contaminants which the assessment noted is the bioaccumulation of agricultural chemicals from prior sugar cane cultivation. According to the Hawaii Sugar Planters Association, the primary chemicals used from 1982 through 1991 (when such records were kept) for crop protection include the herbicides Atrazine, Diuron, and Ametryn. Historically, other persistent chemicals which may have been used include Pentachlorophenol, Arsenic, DDT, and Chlorodane.

Impacts and Mitigation Measures

Potential impacts related to the disposal of excavated soils, as deemed necessary, during construction of the proposed facility will be mitigated by complying with established Federal, State and local requirements for proper disposition of such soil. According to the Environmental Site Assessment, sampling of the remaining soil within the property to ascertain the existence of potential pesticide bioaccumulation is not recommended due to the following:

- prior agricultural chemical usage was performed in accordance with labels and regulations pertinent at the time of usage;
- the property will primarily be surfaced with asphalt and/or concrete; and,
- the site is not proposed for development as a residential area or park.

The Kapolei Police Station facility will include two 6,000-gallon above-ground fuel tanks and a 2,000-gallon above-ground diesel tank. Catch basins for potential fuel spills will be provided within the concrete wall enclosures surrounding the tanks. Potential impacts related to the installation, operation and maintenance of the fuel tanks will be mitigated by compliance with established Federal, State, and local regulations.

2.13 Utilities

Water System: The project vicinity is served by potable water from the Honolulu Board of Water Supply through a network of lines within the area. The existing water system within the project area consists of a 16-inch/20-inch waterline along Kamokila Boulevard, a 12-inch

waterline crossing Kamokila Boulevard at Manawai Street, and 6- and 12-inch waterlines along Nau Place. A 6-inch non-potable irrigation line crosses Kamokila Boulevard and continues along Nau Place, and another 6-inch non-potable irrigation line crosses Kamokila Boulevard at Manawai Street.

Sewer System: The existing municipal sewer system servicing the project vicinity consists of a 12-inch sewerline along Kamokila Boulevard, a 6-inch sewerline crossing Kamokila Boulevard north of the Nau Place intersection, a 24-inch sewerline located further north of the Nau Place intersection, a 6-inch sewerline crossing Kamokila Boulevard at Manawai Street, and 6- and 8-inch sewerlines along Nau Place. Wastewater from the project vicinity is conveyed to the City and County's Honouliuli Wastewater Treatment Plant.

Electricity: Electrical service in the area is provided by Hawaiian Electric Company, Inc. (HECO). The project area is served by underground electrical lines along Kamokila Boulevard and a portion of Nau Place.

Telephone: Telephone service in the area is provided by GTE Hawaiian Telephone Company (HTCO). The project area is served by underground telephone lines along Kamokila Boulevard and a portion of Nau Place.

Gas: The project area is served by a 6-inch gas line along Kamokila Boulevard.

Cable Television: Cable television service in the area is provided by Oceanic Cable. The project is served by underground cable television lines along Kamokila Boulevard.

Impacts and Mitigation Measures

Water System: Preliminary flow calculations indicate that the proposed project's estimated water demand will be approximately 11,640 gallons per day (gpd). The proposed project will require the provision of a 2-inch waterline for domestic water and a 6-inch waterline for fire protection. These lines will be connected to an existing waterline within Nau Place.

Non-potable water will be used to irrigate all landscaping within the project site. The project will be served by the existing non-potable water source for the City of Kapolei.

Water for the Kapolei Police Station project will be allocated by the Estate of James Campbell. The City Building Department will secure a clearance letter from the Director of Hawaii Development certifying that the City has arranged with the Estate of James Campbell to pay its pro-rata share of water system facility charges for the subject project. The letter will accompany the project's building permit application.

Sewer System: The average wastewater flow for the proposed project is estimated at 9,300 gpd. The maximum wastewater flow is estimated at 11,640 gpd and the peak flow is estimated at 23,300 gpd. The proposed project will require the provision of a 6-inch sewerline connecting the police station to an existing sewerline within Kamokila Boulevard,

and a 4-inch sewerline transitioning to a 6-inch sewerline connecting the clean detail building to an existing sewerline within Nau Place.

Electricity, Telephone and Cable Television: Electrical, telephone and cable television service to the proposed facility will be provided via underground lines from Kamokila Boulevard. Consultation will be initiated with HECO, HTCO and Oceanic Cable, respectively, to determine the adequacy of utility services to serve the needs of the proposed project. Required hook-ups to these systems will be coordinated with the respective utility companies to minimize any potential conflicts with services to adjacent areas.

2.14 Drainage

Sheetflow run-off from the project site is generally directed by the topography toward Kamokila Boulevard and Nau Place and the existing concrete-lined drainage ditch adjacent to and north of the site. Run-off from the project site is collected by catch basins located along Kamokila Boulevard and Nau Place. The catch basins are connected to a 24-inch drainline which transitions to a 30- and 36-inch drainline located along Kamokila Boulevard by 18-inch, 24-inch, and 30-inch drainlines. Run-off from the downward sloping areas along the northern portions of the project site drains into the adjacent concrete-lined drainage channel.

Impacts and Mitigation Measures

No significant impacts to drainage patterns in the vicinity of the project site are anticipated during construction and operation of the proposed facility. During construction activities, potential surface run-off will be handled in accordance with the City and County's grading ordinance and the NPDES permit requirement administered by the State DOH (refer to Section 2.3).

Development of the proposed project will increase the impervious area of the project site. The drainage pattern of the improved site is anticipated to generally follow the existing pattern. Storm run-off from the southwestern portion of the project site is proposed to be conveyed to catch basins on Nau Place via proposed 12-inch and 18-inch drainlines. Run-off from the central portion of the project site will be conveyed to a drainline within Kamokila Boulevard via a proposed 24-inch line. Run-off from the northern portion of the project site, including the sallyport area, will continue to be directed to the adjacent existing concrete-lined drainage channel via drain troughs.

2.15 Aesthetics

The project site is currently undeveloped and vegetated with seeded grass throughout most of the site. The visual environment around the project site consists of the open space of the Kapolei Regional Park and the low-rise Seagulls Pre-School to the east, and Farrington Highway and the base of the Waianae Range to the north. Views along the southern side of the project site are obstructed by the Estate of James Campbell and Bank of Hawaii buildings. Views to the west include the low-rise Zippy's restaurant, the Kapolei Theater complex, and an expanse of undeveloped land.

Impacts and Mitigation Measures

No significant visual or aesthetic impacts are anticipated with the development of the proposed facility. The project will be in conformance with height and massing controls established for the City of Kapolei. The building's exterior design and color scheme will be consistent with the pervasive theme of the City of Kapolei. The facility's communication tower is proposed to be slightly tapered at the top with an optional decorative pole extending above it to lessen its visual impact. Appropriate landscaping consisting of screen planting is proposed to reduce the visual appearance of the on-grade parking areas within the project site.

CHAPTER 3

RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

3. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

3.1 State Land Use District

The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes (HRS), classifies all lands in the State into four land use districts: Urban, Agricultural, Conservation and Rural. The project site is designated within the Urban District. The proposed project is consistent with the Urban classification.

3.2 City and County of Honolulu General Plan

The General Plan for the City and County of Honolulu (adopted 1977) was amended by the City Council in 1992. The Plan is a statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of Oahu. The Plan is also a statement of broad policies which facilitate the attainment of the objectives of the Plan. Eleven subject areas provide the framework for the City's expression of public policy concerning the needs of the people and functions of government. These areas include population; economic activity; the natural environment; housing; transportation and utilities; energy; physical development and urban design; public safety; health and education; culture and recreation; and government operations and fiscal management. The relationship of the proposed project to the relevant objectives and policies of the General Plan are as follows:

I. Population

Objective C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.

Policy 2: Encourage development within the secondary urban center at Kapolei and the Ewa and Central Oahu urban-fringe areas to relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center.

II. Economic Activity

Objective G: To bring about orderly economic growth on Oahu.

Policy 1: Direct major economic activity and government services to the primary urban center and the secondary urban center at Kapolei.

VII. Physical Development and Urban Design

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

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

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

VIII. Public Safety

Objective A: To prevent and control crime and maintain public order.

Policy 1: Provide a safe environment for residents and visitors on Oahu.

Policy 2: Provide adequate criminal justice facilities and staffing for City and County law-enforcement agencies.

Policy 3: Emphasize improvements to police and prosecution operations which will result in a higher proportion of wrongdoers who are arrested, convicted, and punished for their crimes.

3.3 City and County of Honolulu Development Plan

The City and County of Honolulu's Development Plan (DP) program provides a relatively detailed framework for implementing the objectives and policies of the General Plan on an areawide basis. Eight Development Plans have been adopted covering the entire island.

The project site is located within the Ewa DP area which encompasses the coral plain which stretches from the northeastern end of Kunia Road down to Waipahu and Pearl Harbor, around the southwestern corner of the island to Nanakuli.

The Ewa Development Plan (DP) has recently been revised by the City and County of Honolulu's Planning Department as part of the Development Plan Revision Program initiated in 1993. The DP Revision Program entails comprehensive revisions of the eight DPs in response to a 1992 City Charter amendment to change the definition of DPs from "relatively detailed" plans to "conceptual schemes" for implementing General Plan development objectives and policies. The new Ewa DP was recently approved by the City Council. The ordinance adopting the Ewa DP was signed into law August 22, 1997 and provides for the DP to become effective 60 days after its enactment.. Major components of the new Ewa DP include the vision for Ewa's future development and land use and infrastructure policies.

The new Ewa DP sets forth general policies, planning principles, and guidelines to be applied to development within the City of Kapolei (Section 3.5 of the new Ewa Development Plan). The new Ewa DP incorporates key policies, planning principles, guidelines for the City of Kapolei from the former Ewa DP, as well as from the *City of Kapolei Urban Design Plan* approved by the City Council by resolution in 1995, and the Unilateral Agreement adopted as

part of the zoning ordinance in 1990. The project site is designated within the "Commercial District" of the City of Kapolei (see Figure 3-1). Specific guidelines established for this district include a density of 1.0 Floor Area Ratio (FAR) and a maximum building height of 60 feet. The proposed project is consistent with the applicable land use policies, principles, and guidelines for the City of Kapolei as set forth in the new Ewa DP.

Section 4.8 of the new Ewa DP identifies the Kapolei Police Station (identified as the Ewa Plains Regional Station in the new Ewa DP document) as a planned station to be built in the City of Kapolei on donated land. The DP indicates that the new regional station is projected by the Police Department as needed to serve the year 2020 population of 125,000. In approving funds for the proposed project, the City Council designated the Kapolei Police Station as a district station.

The following is set forth in Section 4.8.1 General Policies of the new Ewa DP:

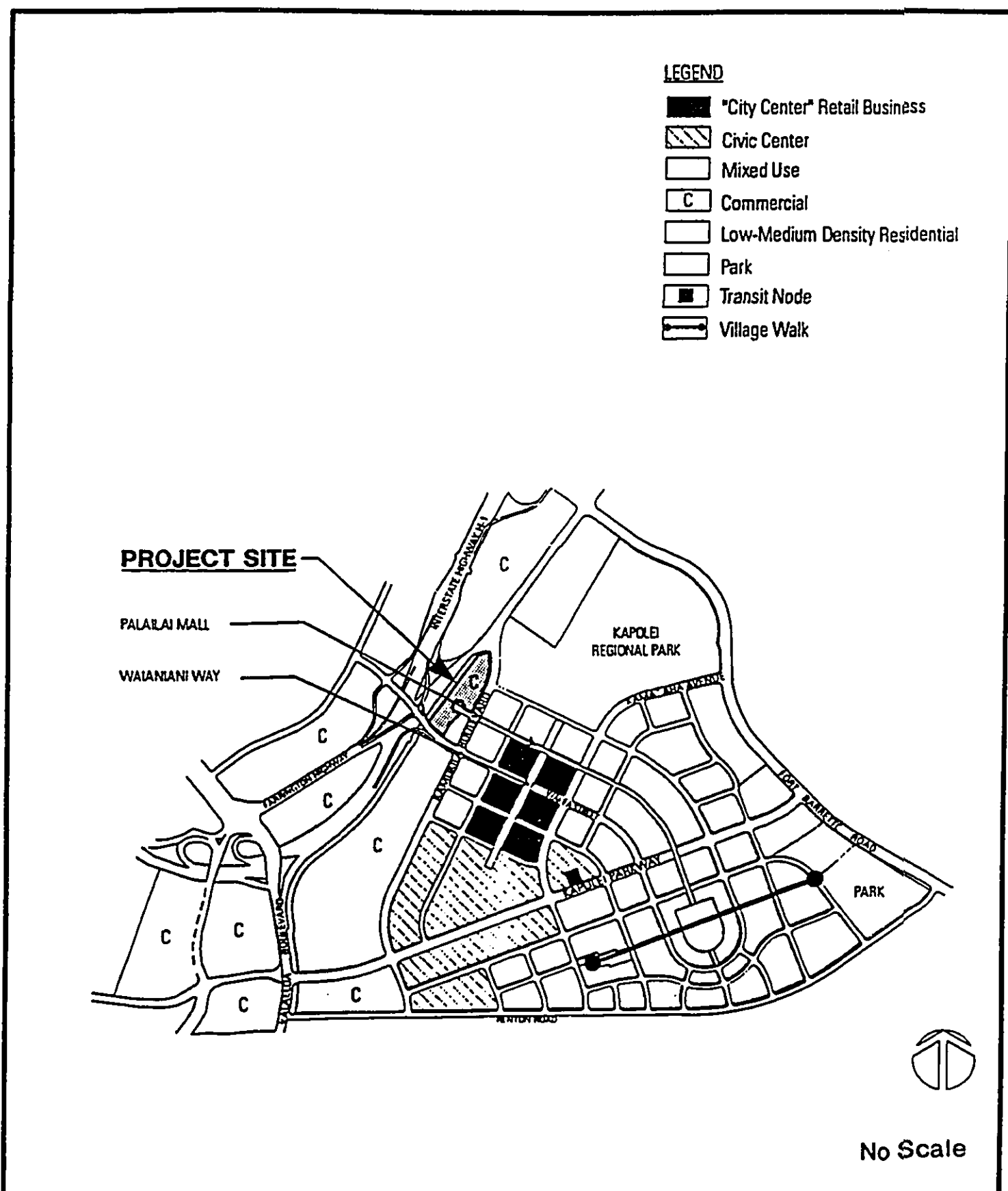
Adequate staffing and facilities are needed to ensure public safety. New development should be approved only if staffing and facilities will be adequate to provide fire and police protection when development is completed.

3.4 City and County of Honolulu Land Use Ordinance and Zoning

The City and County of Honolulu Land Use Ordinance (LUO) regulates land use in accordance with adopted land use policies, including the Oahu General Plan and Development Plans. The provisions are also referred to as the zoning ordinance. Zoning designations are shown on the zoning maps for the City.

The project site is zoned B-2 Community Business District (see Figure 3-2). The intent of the B-2 Community Business District is: 1) to provide areas for community-wide business establishments, serving several neighborhoods and offering a wider range of uses than is permitted in the B-1 district; and, 2) to apply this district to areas conveniently accessible by vehicular and pedestrian modes and served by adequate public facilities. Public uses and structures are principal permitted uses in the B-2 Community Business District. The maximum building height in this district as indicated on the zoning map is 60 feet. The allowable standard maximum density is 2.5 Floor Area Ratio (FAR) with a maximum FAR with open space bonuses of 3.5. Based on the LUO parking requirements, a minimum of 100 standard parking stalls and two (2) loading stalls are required for the proposed project. The proposed project is consistent with the existing zoning designation and applicable LUO development standards.

A Conditional Use Permit (CUP) Type 1 will be required for the proposed project to permit joint-development of the two adjoining parcels comprising the project site. A CUP Type 1 is required to allow conditional uses in specific zoning districts if they meet minimum standards specified in the LUO. The CUP Type 1 requirements are established pursuant to Chapter 46,



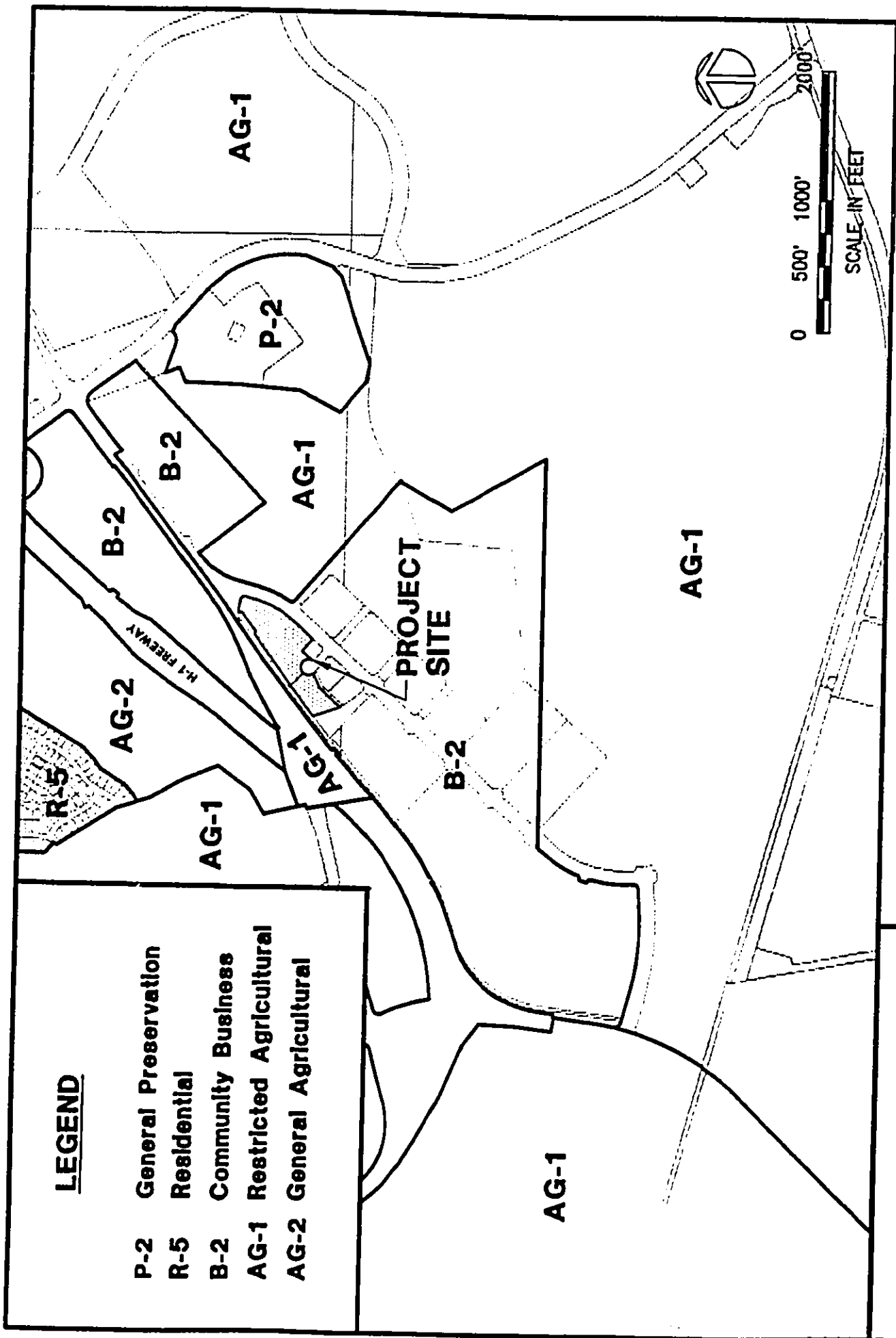
KAPOLEI POLICE STATION

**CITY OF KAPOLEI
LAND USE MAP**

Fig. 3-1

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

Prepared by:
**WILSON OKAMOTO &
ASSOCIATES, INC.**



LEGEND

- P-2 General Preservation
- R-5 Residential
- B-2 Community Business
- AG-1 Restricted Agricultural
- AG-2 General Agricultural

KAPOLEI POLICE STATION

ZONING MAP

Fig. 3-2

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

Prepared by:
WILSON OKAMOTO &
ASSOCIATES, INC.

Hawaii Revised Statutes, Chapter 9 of the Revised City Charter, 1973 (1984 Edition), and the Revised Ordinances of Honolulu, Chapter 21, Land Use Ordinance. The CUP Type 1 application is administered by the City and County of Honolulu Department of Land Utilization (DLU), requires a joint development agreement subject to the approval of the City's Corporation Counsel, does not require a public hearing, and a decision is rendered by the Director of DLU.

3.5 City and County of Honolulu Special Management Area

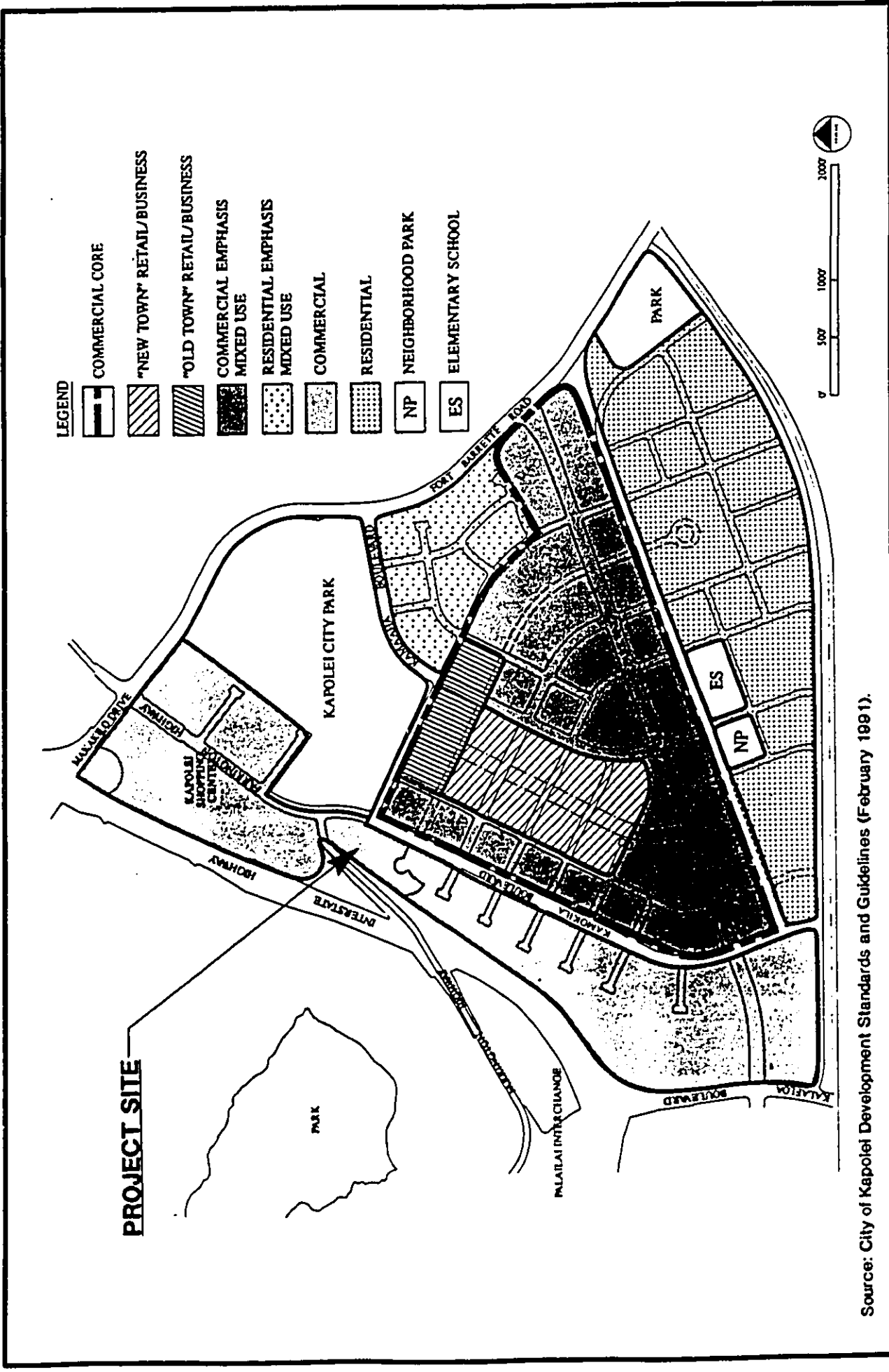
The Coastal Zone Management Act contains the general objectives and policies upon which all counties within the State have structured specific legislation which created Special Management Areas (SMA). Any development located within the SMA requires a SMA permit, which is administered by the City and County of Honolulu, Department of Land Utilization (DLU) pursuant to Ordinance No. 84-4.

The project site is located outside of the boundaries of the City and County's SMA. Therefore, development of the proposed project is not subject to the provisions of the SMA Use Permit.

3.6 City of Kapolei Development Standards and Guidelines

The *City of Kapolei Development Standards and Guidelines* established by the Estate of James Campbell (February 1991) is intended to guide the architectural character, environmental quality and visual impression created by individual project components of the City of Kapolei. The provisions of this document are subject to existing regulatory controls, including the zoning and subdivision standards adopted by the City and County of Honolulu. Where any conflict arises between the City and County regulations and the Development Standards and Guidelines, the more restrictive provisions would prevail. Enforcement of the Development Standards and Guidelines is accomplished by a Design Advisory Board established by the Estate of James Campbell.

Within the City of Kapolei, various land use areas or districts have been designated. The project site is designated within the "Commercial" district which encompasses *"the Kapolei Shopping Center located at the intersection of Farrington Highway and Fort Barrette Road, the commercial properties across the highway from the shopping center, and all of the area between Kamokila Boulevard and the H-1 Freeway."* (See Figure 3-3). Specific provisions established for this district include a maximum FAR of 1.0, which is less than the maximum standard FAR of 2.5 established in the City and County's LUO, and a maximum building height of 60 feet. In addition to overall site development guidelines which require the provision of sufficient off-street vehicular parking and loading and service access in compliance with the requirements of the City and County's LUO, specific guidelines provide that *"Where parking is located in front of buildings, landscape plantings shall be provided to buffer parking from the street. At minimum, landscaping standards shall be as required in the City and County Land Use Ordinance."* The proposed project is generally consistent with the development standards and guidelines set forth in the *City of Kapolei Development Standards and Guidelines*.



KAPOLEI POLICE STATION

CITY OF KAPOLEI DISTRICTS

Fig. 3-3

Prepared for:
CITY & COUNTY OF HONOLULU
BUILDING DEPARTMENT

Prepared by:
WILSON OKAMOTO &
ASSOCIATES, INC.

3.7 The City of Kapolei Civic Center Urban Design Plan and Development Standards and Guidelines

The *City of Kapolei Civic Center Urban Design Plan and Development Standards and Guidelines* established by the Estate of James Campbell (June 1994) articulates the intended design character for the City's Civic Center District and for the planned Police Station and Regional Library sites. It sets forth principles, standards and guidelines for directing development of the government center for the greater Kapolei region. The document establishes the following development standards and guidelines for the Police Station site:

Police Station. The Kapolei Police Station will be sited at the intersection of Kamokila Boulevard and Manawai Street both to provide a prominent public building as a gateway feature for the City, and to maximize a feeling of security for initial building phases. Design of the Station should carefully subscribe to the following criteria to fulfill the key role assigned to this site:

- *The Station should reflect an architectural character similar to that of the new Downtown Honolulu Station (the Hale Maka'i Building) and the Campbell Building across Kamokila Boulevard.*
- *A major gateway landscape feature, including a fountain, is to be developed as part of the complex. This feature is to be located as indicated in the Conceptual Master Plan at the corner of Kamokila Boulevard and Farrington Highway.*
- *The ceremonial entrance of the building is to center on either the landscape feature or the center line of Manawai Street.*
- *The building is to be articulated in a manner which gives it a "human scale" and pleasant appearance.*
- *No on-grade parking is to be permitted on this site.*

The proposed Kapolei Police Station is generally consistent with the aforementioned design criteria, with the exception of the following: 1) a landscape feature is proposed at the corner of Kamokila Boulevard and Farrington Highway; however, a fountain is not proposed due to liability and maintenance concerns; and, 2) provisions have been made to locate visitor and police personnel parking in a convenient, at-grade parking lot which will be appropriately landscaped for visual considerations. The intent of providing at-grade parking is to keep separate and to restrict access to the proposed facility's below-grade area to authorized personnel only.

lot near Nau Place. The facility will also include two 6,000-gallon above-ground fuel tanks and an adjacent fueling station located near the Nau Place cul-de-sac; a 2,000-gallon above-ground diesel tank located adjacent to the sallyport area; and, a trash enclosure located near the entrance to the sallyport area. The fuel tanks are proposed to be mounted on concrete pads and enclosed on four sides by approximately 3-foot high concrete walls surrounded by landscape hedging for aesthetic purposes. The height of the two 6,000-gallon fuel tanks will be approximately 8 feet above ground.

A tower for police communications is proposed to be installed on the second floor roof of the building. The three-legged tower, with a base diameter of about 5 feet, will extend approximately 10 feet above the top of the second floor roof. Approximately four antennas, including one dish antenna, are proposed to be installed on the tower which will be located on the roof's southwest side. The tower is proposed to slightly taper at the top and to be painted red and white. An optional decorative pole extending approximately 20 feet above the top of the tower is proposed.

Approximately 45 visitor parking stalls will be provided near the entrance to the police station building with access provided off of Kamokila Boulevard. The remaining approximately 242 parking stalls designated for police personnel will be provided within the southwestern portion of the project site with vehicular access from three separate driveways off of the Nau Place cul-de-sac. The police personnel parking includes approximately two (2) loading stalls, 24 tandem stalls, and six (6) stalls for the sallyport area. For security reasons, an approximately 6-foot high chainlink fence will be installed on top of the southern side of a concrete retaining wall located along the ramp leading to the sallyport, and continue along the southwest and western boundaries of the project site. An approximately 4-foot high chainlink fence will be installed along the top of a concrete retaining wall located along a portion of the northern boundary of the project site. Security gates will be provided at the entrance to the sallyport area and at the entrance to the driveway located at the end of the Nau Place cul-de-sac.

The project design provides for optimal use of the developable area in a scale and architectural style complementary to the surrounding area. In general, the project will be designed in accordance with the applicable urban design plan and development standards and guidelines established for the City of Kapolei, and will be subject to review and approval by the Kapolei Design Advisory Board and the Estate of James Campbell. The proposed project will include a landscaped entry feature within the eastern portion of the project site (see Figure 1-6). Landscaping within the project site is proposed to include accent tree planting with screen planting along the perimeter of the parking areas, and canopy trees within the parking areas. A canopy tree is also proposed to be planted in the center of the Nau Place cul-de-sac for aesthetic purposes.

1.6 Police Personnel

The shifts and number of personnel assigned to each shift which are anticipated for the Kapolei Police Station are shown in Table 1-1. Twelve beat officers are assigned to each watch.

Receiving Division Watches	No. of Personnel
1st Watch 9:30 p.m. - 6:15 a.m.	19
2nd Watch 5:30 a.m. - 2:15 p.m.	21
3rd Watch 1:30 p.m. - 10:15 p.m.	19
Patrol Watches	
1st Watch 10:30 p.m. - 7:15 a.m.	28
2nd Watch 6:30 a.m. - 3:15 p.m.	28
3rd Watch 2:30 p.m. - 11:15 p.m.	28
Other Personnel	
7:00 a.m. - 4:15 p.m.	20
7:45 a.m. - 4:30 p.m.	42
2:00 p.m. - 10:45 p.m.	28

1.7 Project Schedule and Cost

Construction of Phase I of the proposed project is anticipated to commence by mid-January of 1998 with completion estimated by the Spring of 1999. Occupancy of Phase I of the facility is anticipated by the Summer of 1999. The estimated construction cost for Phase I of the proposed project is \$13.5 million.

PRE-ASSESSMENT CONSULTATION

CORRESPONDENCE

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DEPARTMENT OF PLANNING
CITY AND COUNTY OF HONOLULU

330 SOUTH KING STREET, 8TH FLOOR, HONOLULU, HAWAII 96813-3017
PHONE: (808) 525-4711 • FAX: (808) 525-4390



PATRICK T. ONISHI
CHIEF PLANNING OFFICER
BOBBA L. HERRLICK
DEPUTY CHIEF PLANNING OFFICER

Ms. Frances Yamada
Wilson Okamoto & Associates, Inc.
August 5, 1997
Page 2

LW

August 5, 1997

RECEIVED
AUG 06 1997

Ms. Frances Yamada
Wilson Okamoto & Associates, Inc.
1907 S. Beretaria Street, Suite 400
Honolulu, Hawaii 96826

WILSON OKAMOTO & ASSOC., INC.

Dear Ms. Yamada:

Environmental Assessment (EA) Pre-Consultation for
Kapolei Police Station, TMK: 9-1-88: 2 & 3, Kapolei, Oahu

As a follow-up to our pre-consultation meeting on August 1, 1997, we confirm that the proposed project is consistent with the new Ewa Development Plan's policies to include a regional police station in the City of Kapolei. In addition, we have the following comments:

- o The project summary, dated July 23, 1997, stated that a 10-foot concrete wall topped with a chainlink fence will be installed along the northern boundary of the subject site. We understand that this wall is intended as a retaining wall perceivable only from inside the grounds, and that only a 4-foot high chainlink fence reinforced by a hedge will be visible from the highway.
- o We also understand that development of Phase I will include a major gateway landscape feature at the corner of Kamokila Boulevard and Farrington Highway.
- o To minimize visual impact of the parking lot from the sidewalk, we recommend that a berm projecting above the level of the parking lot and reinforced by a hedge at the top of the slope be located between the makai parking lot and the sidewalk.

We believe that the above points will help to implement the garden city concept envisioned for Kapolei.

Thank you for the opportunity to comment on this matter. Should you have any questions, please contact Ljn Wong of our staff at 523-4485.

Yours very truly,

PATRICK T. ONISHI
Chief Planning Officer

PTO:ft

WILSON
OKAMOTO
ASSOCIATES, INC.

6069-02
August 12, 1997

Mr. Patrick T. Onishi
Chief Planning Officer
Planning Department
City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813-3017

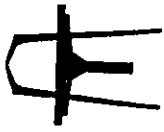
Dear Mr. Onishi:

Subject: Environmental Assessment Pre-Consultation
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated August 5, 1997 commenting on the environmental assessment (EA) pre-consultation for the subject project. We offer the following responses in the respective order of your comments:

1. We acknowledge your confirmation that the proposed project is consistent with the new Ewa Development Plan's policies to include a regional police station in the City of Kapolei.
2. We confirm your understanding that the approximately 10-foot high concrete wall to be located along a portion of the northern boundary of the project site is intended as a retaining wall. The wall will be located along the ramp leading to the basement level of the police station building. For aesthetic purposes, screen hedging will be planted along the approximately 4-foot high chainlink fence to be installed along the top of the wall.
3. We confirm your understanding that a major landscape feature to be located within the portion of the project site located near the intersection of Kamokila Boulevard and Farrington Highway will be developed in Phase I of the project.
4. The project designers will consider your recommendation to locate a berm between the makai parking lot and the sidewalk which would project above the level of the parking lot and be reinforced by a hedge at the top of the slope. This would be in an effort to further reduce any potential visual impact of the parking lot from the Kamokila Boulevard sidewalk.

WILSON
OKAMOTO
ASSOCIATES, INC.



E N G I N E E R S
P L A N N E R S
1705 WINTHROP STREET
HONOLULU, HAWAII 96813
PH: (808) 948-2277
FAX: (808) 948-2233
MEMBERS: O O O O O O O O O O O O
NATIONAL: P O O O O O O O O O

6069-02

Letter to Mr. Patrick Onishi
August 12, 1997
Page 2

Your letter, along with this response, will be reproduced in the forthcoming Draft EA. We appreciate your agency's participation in the pre-consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department

**DRAFT EA CONSULTATION
CORRESPONDENCE**



WILSON OKAMOTO
A ASSOCIATES, INC.

DAVE CALLEJO
EMPLOYEE
MARTINICA WATERWAYS
ENVIRONMENTAL
1977-1988 (P) 1568.7

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P O BOX 119 HONOLULU HAWAII 96818

SEP 4 1997

Wilson Okamoto and Associates, Inc.
1907 S. Beretania Street
Honolulu, Hawaii 96826

Attention: Mr. Earl Matsuoka
Gentlemen:

Subject: Kapolei Police Station
Kapolei, Oahu, Hawaii
Draft Environmental Assessment

Thank you for the opportunity to review the subject document.
We have no comments to offer.

If there are any questions, please have your staff contact
Mr. Ronald Ching of the Planning Branch at 586-0490.

Sincerely,
Gordon Matsuoka
GORDON MATSUOKA
State Public Works Engineer

RC:jj
c: Mr. Tom Young, AHL
Mr. Warren Sato, City Building Department

6069-02
September 29, 1997

Mr. Gordon Matsuoka
State Public Works Engineer
Department of Accounting and General Services
State of Hawaii
P.O. Box 119
Miliiani, Hawaii 96810

Dear Mr. Matsuoka:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 4, 1997 (ref. (P) 1568.7) indicating
that you have no comments on the subject Draft EA.

Your letter, along with this response, will be reproduced in the forthcoming Final
Environmental Assessment. We appreciate your interest and participation in the
consultation phase of the environmental review process.

Sincerely,
Earl Matsuoka
Earl Matsuoka, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

WILSON
OKAMOTO
A ASSOCIATES, INC.



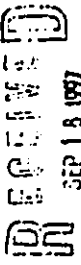
ENGINEERS
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HONOLULU, HAWAII 96826
PH (808) 946-7777
FAX (808) 946-2253
Working address
P. O. Box 119
Honolulu, Hawaii 96810



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P.O. BOX 511
HONOLULU, HAWAII 96826

WILSON
OKAMOTO
& ASSOCIATES, INC.
ENGINEERS
PLANNERS
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PH: (808) 946-2277
FAX: (808) 946-2253
MAILING ADDRESS
P.O. BOX 5511
HONOLULU, HAWAII 96826

SEP 17 1997



File No. PM-97-061

Ref: LD-PEM
Mr. Earl Matsukawa, Project Manager
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street
Honolulu, Hawaii 96826

WILSON OKAMOTO & ASSOCIATES, INC.

Dear Mr. Matsukawa:

SUBJECT: Request for Comments - Draft Environmental Assessment, Kapolei Police Station, Kapolei, Oahu, Tax Map Key: 9-1-88-2 & 3

We have reviewed the Draft Environmental Assessment for the subject project, and would like to offer the following comments:

LAND DIVISION - ENGINEERING BRANCH

We confirm that the proposed project site is located in Zone D. This is an area in which flood hazards are undetermined.

Thank you for the opportunity to review and provide comments for the subject Draft Environmental Assessment. Should you have any questions, please contact Patti Miyashiro of our Honolulu Land Division Office at (808) 587-0430.

HAWAII: Earth's Best!

Very truly yours,

Dean Y. Uchida
Dean Y. Uchida
Administrator

c Oahu Land Board Member
Oahu District Land Office

6069-02
September 29, 1997

Mr. Dean Y. Uchida
Administrator
Land Division
Department of Land and Natural Resources
State of Hawaii
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Uchida:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88-2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 17, 1997 (File No. PM-97-061) confirming that the subject project site is located in Zone D, areas in which flood hazards are undetermined.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

September 9, 1997

Earl Matsukawa, Project Manager
Wilson Okamoto & Associates
1907 S. Beretania Street
Honolulu, Hawaii 96826

WILSON OKAMOTO & ASSOCIATES, INC.

RECEIVED
SEP 15 1997

LOG NO: 20004 ✓
DOCNO: 5709EJ04

Dear Mr. Matsukawa:

SUBJECT: Chapter 6E-8 Historic Preservation Review -- Draft Environmental Assessment (DEA) for the Kapolei Police Station Kapolei, 'Ewa, O'ahu
TMK: 9-1-88: 2 & 3

Thank you for the opportunity to review this DEA for the Kapolei Police Station. A review of our records shows that there are no known historic sites on this 5.1 acre parcel. These lands were commercially cultivated with sugar cane which altered the land for many years. More recently the area has been graded during the development of Kapolei. Thus, it is unlikely that significant historic sites will be found in the project area. Therefore, we believe that this project will have "no effect" on such sites.

If you have any questions please call Elaine Jourdane at 587-0015.

Aloha,

Don Hibbard, Administrator
Historic Preservation Division

EJ:jk

6069-02
September 29, 1997

Mr. Don Hibbard
Administrator
State Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
33 South King Street, 6th Floor
Honolulu, Hawaii 96813

Dear Mr. Hibbard:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 9, 1997 (LOG No: 20004, DOC No: 9709EJ04) indicating the unlikelihood that significant historic sites will be found in the project area and, therefore, the subject project will have "no effect" on such sites.

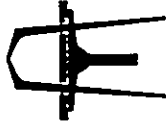
Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

WILSON
OKAMOTO
& ASSOCIATES, INC.



ENGINEERS
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P.O. BOX 33330
Honolulu, Hawaii 96813

BRUCE S. ANDERSON
Deputy Director for Health



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

LAWRENCE M. BIRD
DIRECTOR OF HEALTH

IN REPLY, PLEASE REFER TO

September 26, 1997

97-179/epo

Mr. Earl Matsukawa
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Subject: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
Project: Kapolei Police Station
Location: Kapolei, Oahu, Hawaii
THK: (1) 9-1-88: 2, 3

Thank you for allowing us to review and comment on the subject project. We do not have any comments to offer at this time.

Sincerely,

BRUCE S. ANDERSON, Ph.D.
Deputy Director for Environmental Health

RECEIVED
SEP 30 1997

WILSON OKAMOTO & ASSOC., INC.

WILSON
OKAMOTO
& ASSOCIATES, INC.



ENGINEERS
PLANNERS
1907 S BERETANIA STREET
HONOLULU HAWAII 96826
PH. (808) 940-2277
FAX (808) 940-2253
MAILING ADDRESS
P.O. BOX 3378
HONOLULU, HAWAII 96801

6069-02
October 2, 1997

Mr. Bruce S. Anderson, Ph.D.
Deputy Director for Environmental Health
Department of Health
State of Hawaii
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Mr. Anderson:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 26, 1997 (Ref. No. 97-179/epo) indicating that you have no comments on the subject Draft EA.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

RECEIVED
SEP 12 1997



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

KAZU MATSUKAWA
DIRECTOR
DEPT. OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

BY REPLY REFER TO
HWY-PS
2.6227

Mr Earl Matsukawa
Wilson Okamoto & Associates, Inc
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr Matsukawa

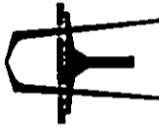
Subject Draft Environmental Assessment Consultation, Kapolei Police Station, Kapolei
Oahu, TMK: 9-1-88: 2, 3

The Traffic Impact Report should include a traffic analysis of the Makakilo Drive/Farrington
Highway Intersection

Very truly yours,

KAZU MATSUKAWA
Director of Transportation

WILSON
OKAMOTO
& ASSOCIATES, INC.



ENGINEERS
PLANNERS
1707 S. BERETANIA STREET
HONOLULU, HAWAII 96826
PH. (808) 946-2777
FAX. (808) 946-2755
MEMBERS
A. C. E. C. P. E. S. I. E.
HONOLULU, HAWAII 96811

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SEP 15 1997

WILSON OKAMOTO & ASSOCIATES, INC.

6069-02
September 29, 1997

Mr. Kazu Hayashida
Director of Transportation
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 12, 1997 (HWY-PS 2.6227)
commenting on the subject Draft EA.

Based on the traffic impact analysis conducted for the Kapolei Police Station as
included in the Draft EA, traffic resulting from the proposed project is not
anticipated to significantly impact traffic conditions at the Makakilo
Drive/Farrington Highway intersection. Therefore, additional analyses of that
intersection would not be required to comply with the requirements of Chapter
343, Hawaii Revised Statutes.

The study intersections in the traffic impact report prepared for the Draft EA were
established based upon the intersections anticipated to be most significantly
impacted by the project traffic. Since most significant traffic impacts of the
project would be related to site access, the intersections closest to the project site
were included in the traffic study. As demonstrated in the traffic study, the
intersection of Kamokila Boulevard and Farrington Highway is anticipated to
operate at LOS C during the AM peak traffic hour and at LOS B during the PM
peak traffic hour in year 2000, with the project. Therefore, it is anticipated that
project traffic would not significantly affect traffic conditions at the Makakilo
Drive/Farrington Highway intersection which is located further east of the project
site.

In addition, based on the State Department of Transportation's traffic count survey
at the Kamokila Boulevard/Farrington Highway intersection, the estimated number
of trips generated by the Kapolei Police Station would represent just 4% and 5%
of the existing traffic volumes entering this intersection during the AM and PM

WILSON
OKAMOTO
A ASSOCIATES, INC.

6069-02
Letter to Mr. Kazu Hayashida
September 29, 1997
Page 2

peak hours of traffic, respectively. Based on our field observations, the existing traffic operations at the Kamohila Boulevard/Farrington Highway intersection is generated primarily by trips associated with Kapolei Shopping Center and the surrounding residential areas to the east and north of the intersection.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsubawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

BENJAMIN J. CAYETANO
Deputy Director



GARY GILL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4185

September 22, 1997

Mr. Warren Sato
City and County of Honolulu Building Department
650 South King Street
Honolulu, Hawaii 96813

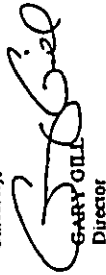
Dear Mr. Sato:

We submit for your response the following comments on a draft environmental assessment (received August 12, 1997, by our Office) entitled "Kapolei Police Station"; TMOX 9-2-5-13, Ewa, O'ahu. The Office published notice of availability of this DEA in the August 23, 1997, edition of the *Environmental Notice*.

1. **NONPOTABLE WATER FOR LANDSCAPING.** Please describe in the final environmental assessment and notice of determination, how nonpotable water will be used for irrigation landscaping.
2. **XERISCAPING AND NATIVE PLANTS.** To promote efficient water use, we recommend the use of xerophytic native plants in the landscaping of the project site.

Please include this letter and your response to it in the final environmental assessment for this project. If there are any questions, please call Mr. Leslie Segundo, Environmental Health Specialist, at 586-4185. Thank you for the opportunity to comment.

Sincerely,


GARY GILL
Director

cc: Mr. Earl Matsukawa, Wilson Okamoto & Associates, Inc.

6069-02

September 29, 1997

Mr. Gary Gill
Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Dear Mr. Gill:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 22, 1997 commenting on the subject Draft EA. We offer the following responses in the respective order of your comments:

1. Non-potable water will be used to irrigate all landscaping within the project site. The project will be served by the existing non-potable water source for the City of Kapolei. This information will be included in the Final EA.
2. Landscaping of the project site will include the use of drought-tolerant and native plants.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

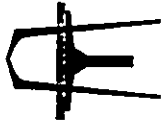
Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

WILSON
OKAMOTO
& ASSOCIATES, INC.



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FAX: (808) 946-2353
WILSON OKAMOTO & ASSOCIATES, INC.
HONOLULU, HAWAII

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SEP 24 1997

THE CITY OF HONOLULU



**DEPARTMENT OF BUSINESS,
ECONOMIC DEVELOPMENT & TOURISM**

OFFICE OF PLANNING

235 South Beretania Street, 6th Fl., Honolulu, Hawaii 96813
Mailing Address P.O. Box 2359, Honolulu, Hawaii 96804

BERNARD J. CAVALIARO
GOVERNOR
SELIA F. MATA
DIRECTOR
BRADLEY A. HORSERMAN
DEPUTY DIRECTOR
RICK EGGED
DIRECTOR, OFFICE OF PLANNING

Tel: (808) 587-2848
Fax: (808) 587-2824

Ref. No. P-6937

September 10, 1997

Mr. Earl Matsukawa
Project Manager
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

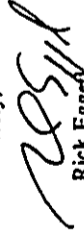
Dear Mr. Matsukawa:

Subject: Draft Environmental Assessment for Kapolei Police Station,
TMK 9-1-88: 2 and 3, Kapolei, Oahu

We do not have any comments to offer relative to the plans and programs of the
Office of Planning and the Department of Business, Economic Development & Tourism.

If there are any questions, please contact Charles Carole of our Coastal Zone
Management Program at 587-2804.

Sincerely,


Rick Egged
Director
Office of Planning

6069-02
September 29, 1997

Mr. Rick Egged
Director
Office of Planning
State of Hawaii
235 South Beretania Street, 6th Floor
Honolulu, Hawaii 96813

Dear Mr. Egged:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 10, 1997 (Ref. No. P-6937) indicating
that you have no comments on the subject Draft EA.

Your letter, along with this response, will be reproduced in the forthcoming Final
Environmental Assessment. We appreciate your interest and participation in the
consultation phase of the environmental review process.

Sincerely,

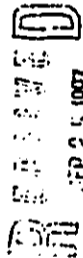

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

**WILSON
OKAMOTO
& ASSOCIATES, INC.**



**ENGINEERS
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REGIONAL PLANNING SECTION

PLANNING DEPARTMENT
CITY AND COUNTY OF HONOLULU
630 SOUTH KING STREET, 8TH FLOOR, HONOLULU, HAWAII 96813-2017
PHONE: (808) 527-4711 • FAX: (808) 527-4920



PATRICK T. ONISHI
CHIEF PLANNING OFFICER
GENERAL MANAGER
PLANNING DEPARTMENT

GW 8/97-1714

September 10, 1997

Mr. Earl Matsukawa, Project Manager
Wilson Okamoto & Associates, Inc.
P.O. Box 3530
Honolulu, Hawaii 96811

Dear Mr. Matsukawa:

RECEIVED
SEP 11 1997

WILSON OKAMOTO & ASSOCIATES, INC.

Draft Environmental Assessment
Kapolei Police Station
TMK's 2-1-88:2 and 3, Kapolei, Ewa, Oahu

We have reviewed the subject Draft Environmental Assessment (DEA) and offer the following comments.

- A. We confirm that the proposed project is consistent with provisions of the new Ewa Development Plan. The ordinance adopting the Ewa Development Plan was signed into law August 22, 1997; this ordinance provides for the Plan to become effective 60 days after its enactment.
- B. Section 1.1 of the DEA states that the new police station will provide services to HPD's Leeward Oahu District 8, and notes that those services are presently provided from the Waianae Police Station. Your Final Environmental Assessment (FEA) should indicate the anticipated disposition of the Waianae Police Station following completion and occupancy of the Kapolei Police Station.
- C. Sections 1.2 and 2.12 of the DEA identify the site of the new station as TMK's 9-1-88:2 and 3; these TMK's were established as a result of redrafting of the relevant tax maps in 1996. The Phase I Environmental Site Assessment, prepared in 1995 and included as Appendix B of the DEA, uses an earlier TMK identification. To minimize the possibility of confusion, the FEA should indicate that the TMK identification provided in Appendix B was superseded by the 1996 tax map changes.

Mr. Earl Matsukawa, Project Manager
Wilson Okamoto & Associates, Inc.
September 10, 1997
Page 2

- D. For the FEA, you should consider redrafting Section 3.3 to eliminate discussion of the old Ewa Development Plan, as that Plan will be superseded as of the effective date of the new Ewa DP in October. You should also consider replacing Figures 3-1 and 3-2 with new figures adapted from the new Ewa Development Plan Urban Land Use Map and Development Plan Public Facilities Map, respectively.

Should you have any questions, please call Gordon Wood of the Planning Department staff at 527-6073.

Yours very truly,

PATRICK T. ONISHI
Chief Planning Officer

PTO:lh

WILSON
OKAMOTO
ASSOCIATES, INC.

6069-02
September 29, 1997

Mr. Patrick T. Onishi
Chief Planning Officer
Planning Department

City and County of Honolulu
650 South King Street, 8th Floor
Honolulu, Hawaii 96813-3017

Dear Mr. Onishi:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 10, 1997 (GW 8/97-1714) commenting on the subject Draft EA. We offer the following responses in the respective order of your comments:

- A. We acknowledge your confirmation that the proposed project is consistent with provisions of the new Ewa Development Plan (DP) which was adopted by ordinance and signed into law August 22, 1997, becoming effective 60 days after its enactment.
- B. Following completion and occupancy of the Kapolei Police Station, the Waianae Police Station will remain in operation as a sub-station to the Kapolei Station. This information will be reflected in Section 1.1 of the Final EA.
- C. Section 2.12 of the Final EA will reflect that TMK 9-1-16: parcel 50 (portion) as indicated in Appendix B was superseded by the 1996 tax map changes and is now identified as TMK: 9-1-88: 3.
- D. Section 3.3 of the Final EA will eliminate discussion of the old Ewa DP, including Figures 3-1 and 3-2, since it will be superseded by the new Ewa DP as of the effective date in October. In the Final EA, Figure 3-1 will be replaced with a figure from the new Ewa DP identified as "City of Kapolei Land Use Map" (Exhibit 3.3). Since the new Ewa DP Public Facilities Map does not include a designation for "Police Station", the Final EA will indicate that the new Ewa DP identifies the Kapolei Police Station (identified as the Ewa Plains Regional Police Station in the new Ewa DP) as a planned station to be built in the City of Kapolei on donated land.

6069-01
Letter to Mr. Patrick T. Onishi
September 29, 1997
Page 2

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

WILSON
OKAMOTO
ASSOCIATES, INC.



ENGINEERS
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1805 WINTANA STREET
HONOLULU, HAWAII 96822
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FAX (808) 946-2253

DEPARTMENT OF LAND UTILIZATION
CITY AND COUNTY OF HONOLULU
 510 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
 PHONE (808) 525-2611 • FAX (808) 525-2722



JAMES CAMPBELL
 DIRECTOR
 LORETTA C. CHIE
 DEPUTY DIRECTOR
 '97 EA Comments Zone 9

September 22, 1997

Mr. Earl Matsukawa
 Wilson Okamoto & Associates, Inc.
 1907 South Beratania Street, Suite 400
 Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Draft Environmental Assessment (EA) For
 Kapolei Police Station
 Kapolei, Oahu

Tax_Map_Key: 9-1-88: 02_and_01

We have reviewed the above document transmitted via your letter dated August 20, 1997, and offer the following comments:

1. The proposed project is not within the Special Management Area (SMA), and therefore a Special Management Area Use Permit (SMP) is not required prior to construction.
 2. A few site specific examples of Best Management Practices Plan for erosion control should be cited in the final EA to demonstrate that there will be no adverse effects to adjacent properties.
 3. A visual impact analysis with computer simulated pictures of the proposed structure should be included in the final EA.
- Thank you for the opportunity to comment. Should you have any questions, please contact the Environmental Review Branch at 523-4077.

Very truly yours,

JAN NAOE SULLIVAN
 JAN NAOE SULLIVAN
 Director of Land Utilization

6069-02
 September 29, 1997

Ms. Jan Naoe Sullivan
 Director
 Department of Land Utilization
 City and County of Honolulu
 650 South King Street, 7th Floor
 Honolulu, Hawaii 96813

Dear Ms. Sullivan:

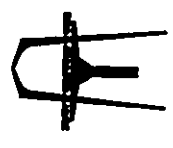
Subject: Draft Environmental Assessment (EA)
 Kapolei Police Station
 Tax Map Keys: 9-1-88: 2 & 3
 Kapolei, Oahu, Hawaii

Thank you for your letter dated September 22, 1997 (97-06009 (AC/SHC) commenting on the subject Draft EA. We offer the following responses in the respective order of your comments:

1. We acknowledge your confirmation that the proposed project is not within the Special Management Area (SMA) and, therefore, a Special Management Area Use Permit (SMP) is not required prior to construction.
2. Site specific erosion and sediment control measures of a Best Management Practices (BMP) plan may include construction of berms to detain run-off and installation of silt fences to filter silt from run-off. These examples will be mentioned in the Final EA.
3. Inasmuch as the project site is predominantly surrounded by open space, with the exception of two buildings located in the immediate vicinity southwest of the site, the building elevations shown in Figures 1-4 and 1-5 of the Draft EA are an adequate representation of the project's visual impact as viewed from the surrounding area. As indicated in the Draft EA, no significant visual or aesthetic impacts are anticipated with the development of the proposed facility.

In the course of the project's design development phase, the project design was subject to numerous reviews by both the Kapolei Design Advisory Board and the City's Design Review Board. In early June 1997, the DLU was also consulted in the design development of the project. At that time, the DLU indicated that design considerations for the project would be deferred to the Estate of James Campbell since the design and development

WILSON
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 & ASSOCIATES, INC.



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**WILSON
OKAMOTO**
A ASSOCIATES, INC.

6069-02
Letter to Ms. Jan Naoo Sullivan
September 29, 1997
Page 2

standards and guidelines for the City of Kapolei are more stringent than those of the Land Use Ordinance (LUO). The project's design has recently been accepted and approved by both the Kapolei Design Advisory Board and the City's Design Review Board.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

DEPARTMENT OF WASTEWATER MANAGEMENT
CITY AND COUNTY OF HONOLULU
210 SOUTH KING STREET 3RD FLOOR • HONOLULU HAWAII 96813
PHONE: (808) 527-6655 • FAX: (808) 527-6655



KEITH E. SPRAGUE, P.E., P.D.
DIRECTOR
CHESTER OKAMOTO, P.E. III
DEPUTY DIRECTOR

In reply refer to:
WCC 97-214

August 26, 1997

Mr. Earl Matsukawa
Wilson Okamoto & Associates
1907 South Beretania Street
Honolulu, Hawaii 96811

Dear Mr. Matsukawa:

Subject: Environmental Assessment Consultation
Kapolei Police Station
TRAK: 2-1-88-2 and 3

The municipal sewer system is available and adequate to accommodate the proposed Kapolei Police Station. The subject project will include construction of 65,700 square feet of floor area in two phases. Occupancy of Phase I is anticipated in the Summer of 1999 and will include 51,600 square feet. Phase II, which will include the remaining 14,100 square feet, is not scheduled for construction at this time.

This statement should not be construed as confirmation of sewage capacity reservation. Sewage capacity reservation is contingent on submittal and approval of a "Sewer Connection Application" form. This project is liable for payment of a System Facility Charge.

If you have any questions, please contact Ms. Tessa Ching of the Service Control Branch at 523-4956.

Sincerely,

Keith E. Sprague
KEITH E. SPRAGUE
Director

6069-02
September 29, 1997

Dr. Kenneth E. Sprague
Director
Department of Wastewater Management
City and County of Honolulu
650 South King Street, 3rd Floor
Honolulu, Hawaii 96813

Dear Dr. Sprague:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated August 26, 1997 (ref. WCC 97-214) commenting on the subject Draft EA.

We appreciate your confirmation that the municipal sewer system is available and adequate to accommodate the proposed Kapolei Police Station. The Sewage Connection Application for the project will be submitted to your Department for review and approval shortly. The City Building Department will also coordinate with your Department regarding the payment of a System Facility Charge for the subject project.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

WILSON
OKAMOTO
& ASSOCIATES, INC.



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HONOLULU, HAWAII 96811

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AUG 27 1997

THE CITY OF HONOLULU

DEPARTMENT OF PUBLIC WORKS
CITY AND COUNTY OF HONOLULU

830 SOUTH KING STREET
HONOLULU, HAWAII 96813



JONATHAN K. SHIMADA, PhD
DIRECTOR AND CHIEF ENGINEER
1907 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96826
ENV 97-189

September 16, 1997

Mr. Earl Matsukawa
Project Manager
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street
Honolulu, Hawaii 96826

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SEP 19 1997

WILSON OKAMOTO & ASSOCIATES, INC.

Dear Mr. Matsukawa:

Subject: Environmental Assessment (EA) Consultation
Kapolei Police Station
TNK: 9-1-88-2&3

We have reviewed the subject EA and have the following comments:

1. The EA should address City Ordinance 96-34 for controlling peak runoff.
2. Frontage improvements, if any, should be in accordance with City standards and the Americans with Disabilities Act Accessibility guidelines.
3. Direct runoff shall be from parking lots to planted areas or provide water quality inlets into the City drainage system.
4. Provide a drainage map showing drainage of on-site and off-site runoff.

Should you have any questions, please contact Mr. Alex Ho, Environmental Engineer, at 523-4150.

Very truly yours,

Jonathan K. Shimada
JONATHAN K. SHIMADA, PhD
Director and Chief Engineer

6069-02
September 29, 1997

Mr. Jonathan K. Shimada, PhD.
Director and Chief Engineer
Department of Public Works
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

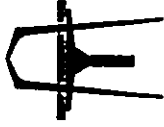
Dear Mr. Shimada:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 16, 1997 (ENV 97-189) commenting on the subject Draft EA. We offer the following responses in the respective order of your comments:

1. Section 2.14 of the Draft EA indicates that during construction activities, potential surface run-off will be handled in accordance with the City and County's grading ordinance and the NPDES General Permit for Storm Water Associated with Construction permit requirement administered by the State Department of Health.
2. All frontage improvements will be designed in accordance with City standards and in compliance with the Americans with Disabilities Act Accessibility guidelines.
3. Section 2.14 of the Draft EA addresses proposed storm run-off drainage improvements for the subject project.
4. A drainage map showing on-site and off-site runoff drainage will be included in the plan review document which will be submitted to your Department for review and approval.

WILSON
OKAMOTO
& ASSOCIATES, INC.



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PH: (808) 944-2277
FAX: (808) 944-2253
Professional Engineers
Professional Planners
Honolulu, Hawaii 96813

WILSON
OKAMOTO
ASSOCIATES, INC.

6069-02

Letter to Mr. Jonathan K. Shimada
September 29, 1997
Page 2

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843
PHONE (808) 527-8180
FAX (808) 533-2714



September 19, 1997

Mr. Earl Matsuoka
Wilson Okamoto & Associates, Inc.
1997 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

September 19, 1997

Very Respectfully,
Barry Usagawa, Manager and Chief Engineer

JEREMY HARRIS, Mayor
WALTER D. WATSON, JR., Chairman
MAURICE H. YAMAGATO, Vice Chairman
KAZUHIYASHI HIDA
MELISSA T. LUAI
FOREST C. MURPHY
JOHN HAN K. SHIMADA, P.E.
BARBARA KIM STANTON
RAYMOND H. SATO
Manager and Chief Engineer

6069-02
September 29, 1997

Mr. Raymond H. Sato
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawaii 96843

**WILSON
OKAMOTO
& ASSOCIATES, INC.**



**ENGINEERS
PLANNERS**
1075 BENTLEY STREET
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PH: (808) 946-2277
FAX: (808) 946-2253
MAILING ADDRESS:
P.O. BOX 3330
Honolulu, Hawaii 96811

Dear Mr. Sato:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 19, 1997 commenting on the subject Draft EA. We offer the following responses in the respective order of your comments:

1. The adequacy of the existing water system to accommodate the proposed development is acknowledged.
2. We acknowledge that there are existing potable and non-potable water laterals to the project site. The City Building Department will coordinate with your Department to establish water service to the subject project.
3. We acknowledge that the availability of water will be confirmed when the building permit application is submitted to your Department for review and approval.
4. The City Building Department will obtain water allocation for the subject project from the Estate of James Campbell.
5. Construction drawings depicting proposed water system facilities for the subject project will be submitted to your Department for review and approval.
6. The project designers will coordinate cross-connection control requirements for the subject project with your Department prior to the issuance of the building permit application.

Dear Mr. Matsuoka:
Subject: Your Transmittal of August 20, 1997 Regarding the Draft Environmental Assessment for the Proposed Kapolei Police Station.
TMK: 9-1-088: 002 and 003

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the Proposed Kapolei Police Station.

We have the following comments:

1. The existing water system is presently adequate to accommodate the proposed development.
2. There are existing potable and nonpotable water laterals to the proposed project site; however, no water service has been established to date.
3. The availability of water will be confirmed when the building permit application is submitted for our review and approval.
4. The developer is required to obtain a water allocation from Campbell Estate.
5. If a three-inch or larger meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.
6. The proposed project is subject to Board of Water Supply cross-connection control requirements prior to the issuance of the building permit application.

If you have any questions, please contact Barry Usagawa at 527-5235.

Very truly yours,

Raymond H. Sato
RAYMOND H. SATO
Manager and Chief Engineer

**WILSON
OKAMOTO
& ASSOCIATES, INC.**

6069-02

Letter to Mr. Raymond H. Sato
September 29, 1997
Page 2

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Salo, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
801 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 528-3111



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SEP 11 1997

JEROME HARRIS
SAVON

OUR REFERENCE

BS-LO

WILSON OKAMOTO & ASSOCIATES, INC.
LEE DONOHUE
WILLIAM B. CLARK
DEPUTY CHIEFS

September 9, 1997

Mr. Earl Matsukawa, Project Manager
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

This is in response to your letter of August 20, 1997, requesting comments on the Draft Environmental Assessment for the Kapolei Police Station, TMK 9-1-88: 2 and 3, Kapolei, Oahu.

The Honolulu Police Department fully supports this project.

Thank you for the opportunity to review this document.

Sincerely,

MICHAEL S. NAKAMURA
Chief of Police

By: 
JAMES FENIA, Assistant Chief
Administrative Bureau

6069-02
September 29, 1997

Mr. Michael S. Nakamura
Chief of Police
Police Department
City and County of Honolulu
801 South Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Nakamura:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 9, 1997 (ref. BS-LO) indicating that your Department fully supports the subject project.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

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FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU
3375 KOAPAKA STREET SUITE 400
HONOLULU, HAWAII 96818 1000



ANTHONY J. LOPEZ, JR.
FIRE CHIEF
ATTORNEY LEONARD
7705 SOUTH SHORE

August 27, 1997

Mr. Earl Matsukawa
Wilson Okamoto & Associates, Inc.
1907 S. Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Matsukawa:

Subject: Environmental Assessment
Kapolei Police Station
TMK: 9-1-88: 2 and 3
Kapolei, Oahu
HFD Internal No. OL 97-212

We have reviewed the draft environmental assessment and have no objections with the information pertaining to fire protection for the subject property. We are requiring the submittal of construction plans to the City and County Building Department for review and approval prior to construction if this project is approved.

If you need additional information, please contact Battalion Chief Charles Wassman of our Fire Prevention Bureau at 831-7778.

Very truly yours,

ANTHONY J. LOPEZ, JR.
Fire Chief

AJLCW:bb

6069-02
September 29, 1997

Mr. Anthony J. Lopez, Jr.
Fire Chief
Fire Department
City and County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96819-1869

Dear Mr. Lopez:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated August 27, 1997 (ref. HFD Internal No. OL 97-212) indicating that your Department has no objections to the information provided regarding fire protection for the subject property.

Construction plans for the facility will be submitted to the City Building Department for review and approval prior to its construction.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

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GTE Hawaiian Tel

Beyond the call

GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200 • Honolulu, HI 96841 • 808 546-4511

September 10, 1997

Reply to
HIABY3

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WILSON OKAMOTO & ASSOC INC

Mr. Earl Matsukawa
Project Manager
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, HI 96826

Dear Mr. Matsukawa

Subject: Kapolei Police Station Environmental Assessment

Thank you for the opportunity to review and comment on the your proposed environmental assessment document for the Kapolei Police Station. We have no comments to add to your document at this time.

If you have any questions or require assistance in the future on the project, please call me at 483-8032.

Sincerely,

Paul K. Hanohano

Paul K. Hanohano
Designer - Access Design

6069-02
September 29, 1997

Mr. Paul K. Hanohano
Designer-Access Design
GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200
Honolulu, Hawaii 96841

Dear Mr. Hanohano:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated September 10, 1997 (ref. HIABY3) indicating that you have no comments on the subject Draft EA.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

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200 Alamanu Street • Māhala, Hawaii 96789-3999 • Telephone (808) 625-2100

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SEP 02 1997

WILSON OKAMOTO & ASSOCIATES, INC.

August 26, 1997
Wilson Okamoto & Associates, Inc.
1907 S. Berriana St.
Honolulu, HI 96826
Attention: Earl Matsukawa

Re: Environmental Assessment, Kapolei Police Station

Dear Mr. Matsukawa,

We have reviewed the Draft Environmental Assessment for the Proposed Kapolei Police Station and at this time have no concerns or comments concerning this project. If you have further questions please feel free to contact me at 625-8347.

Sincerely,

Kyle Guglielmino
Kyle Guglielmino
Field Engineer

WILSON
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& ASSOCIATES, INC.



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6069-02
September 29, 1997

Mr. Kyle Guglielmino
Field Engineer
Oceanic Cable
200 Akamainui Street
Māhala, Hawaii 96789-3999

Dear Mr. Guglielmino:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your letter dated August 26, 1997 indicating that you have no concerns or comments regarding the subject project.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,

Earl Matsukawa

Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

WILSON
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A ASSOCIATES, INC.

6069-02
September 29, 1997

Mr. Charles A. Ehrhom
Land Planning Coordinator
The Estate of James Campbell
1001 Kamohala Boulevard
Kapolei, Hawaii 96707

Dear Mr. Ehrhom:

Subject: Draft Environmental Assessment (EA)
Kapolei Police Station
Tax Map Keys: 9-1-88: 2 & 3
Kapolei, Oahu, Hawaii

Thank you for your verbal comments made on behalf of the Estate of James Campbell to Ms. Frances Yamada of our office on September 10, 1997 regarding the subject Draft EA. Based on our understanding of your comments which are italicized below, we offer the following responses:

1. *The Draft EA makes reference to "Kapolei City". The proper reference should be "City of Kapolei".*
The correct reference to "City of Kapolei" will be reflected in the Final EA.
2. *The Draft EA makes reference that the proposed project will be subject to review and approval by the Kapolei Design Advisory Board. The Design Advisory Board has recently submitted a letter to Architects Hawaii Ltd. regarding recommendations to the project's design development drawings. The Design Advisory Board's comments should be reflected in the Final EA.*
The project designers are currently reviewing the comments and recommendations of the Kapolei Design Advisory Board included in the letter dated September 10, 1997 to Architects Hawaii Ltd. Inasmuch as these comments and recommendations address the project's architectural design features, they will be considered in the design development phase of the project.

6069-02
Letter to Mr. Charles A. Ehrhom
September 29, 1997
Page 2

3. *On page 1-11 of the Draft EA, how high above ground are the proposed two 6,000-gallon above-ground fuel tanks?*

The height of the two 6,000-gallon fuel tanks will be approximately 8 feet above ground. This information will be reflected in the Final EA.

4. *On page 2-1 of the Draft EA, will there be excess fill as a result of grading activities? How will the excess fill be disposed of? It is suggested that disposal of any excess fill could be coordinated with the Estate of James Campbell.*

Approximately 18,000 cubic yards of excess fill is anticipated from grading activities during construction of the subject project. It will be the responsibility of the project's contractor to dispose of any excess fill. This information will be reflected in the Final EA. Your suggestion of coordinating the disposal of any excess fill with the Estate of James Campbell will be referred to the project's contractor.

5. *This comment is in regard to the recommended traffic measure no. 2 on page 2-9 of the Draft EA which states "Clearly and properly mark and/or sign the driveways in the Nau Place cul-de-sac to avoid confusion and illegal entry." The Kapolei Design Advisory Board suggested that a large canopy tree be located in the center of the Nau Place cul-de-sac. The tree is also shown in Figure 1-3 of the Draft EA. How will the location of this tree affect this recommended traffic measure?*

The location of a canopy tree in the middle of the Nau Place cul-de-sac is not anticipated to adversely affect the referenced recommended traffic measure. The location of a tree surrounded by a raised curb may provide a means to channelize vehicular traffic. Since a series of driveways will be provided off of the Nau Place cul-de-sac, the signs and/or markings are intended to direct entering motorists to the proper driveways.

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6069-02

Letter to Mr. Charles A. Ehrhorn
September 29, 1997
Page 3

6. *Regarding discussion of the water system on page 2-13 of the Draft EA, what is the impact of the Kapolei Police Station on water sources? The process to be undertaken in obtaining water for the subject project should be included in the Final EA.*

Water for the Kapolei Police Station project will be allocated by the Estate of James Campbell. The City Building Department will secure a clearance letter from the Director of Hawaii Development certifying that the City has arranged with the Estate of James Campbell to pay its pro-rata share of water system facility charges for the subject project. This letter will accompany the project's building permit application as required. Section 2-13 of the Final EA will include this information on water allocation for the subject project.

Your letter, along with this response, will be reproduced in the forthcoming Final Environmental Assessment. We appreciate your interest and participation in the consultation phase of the environmental review process.

Sincerely,



Earl Matsukawa, Project Manager

cc: Mr. Tom Young, Architects Hawaii Ltd.
Mr. Warren Sato, City and County of Honolulu Building Department
State Office of Environmental Quality Control (OEQC)

APPENDIX A

TRAFFIC IMPACT REPORT

TRAFFIC IMPACT REPORT
FOR THE
KAPOLEI POLICE STATION

Prepared for:

Architects Hawaii, Ltd.

Prepared by:

Wilson Okamoto & Associates, Inc.

June 1997

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
A. Purpose of Study	1
B. Scope of Study	1
II. PROJECT DESCRIPTION	1
A. Location	1
B. Project Characteristics	4
III. EXISTING CONDITIONS	
A. General	4
B. Area Roadway System	6
C. Traffic Volumes and Conditions	7
1. General	7
a. Field Investigation	7
b. Capacity Analysis Methodology	7
2. Existing Peak Hour Traffic	8
a. General	8
b. AM Peak Hour	13
c. PM Peak Hour	14
IV. PROJECTED TRAFFIC CONDITIONS	15
A. Site-Generated Traffic	15
1. Trip Generation Methodology	15
2. Trip Distribution	17
B. Through Traffic Forecasting Methodology	17
C. Total Traffic Volumes Without Project	18
D. Total Traffic Volumes With Project	20
V. TRAFFIC SIGNAL WARRANT	20
VI. TRAFFIC IMPACT ANALYSIS	29
A. AM Peak Hour of Traffic	29
B. PM Peak Hour of Traffic	30
VII. RECOMMENDATIONS	31
A. Improvements to Existing Roadway Facilities	31

TABLE OF CONTENTS CONTINUED

	<u>Page</u>
B. Improvements to Mitigate Projected Roadway Deficiencies	
Without Project	31
C. Recommendations to Mitigate Projected Roadway Deficiencies	
With Project	31
VIII. CONCLUSION	32

LIST OF EXHIBITS

1	Location Map	2
2	Vicinity Map	3
3	Development Site Plan	5
4	Existing AM Peak Hour Traffic	9
5	Existing AM Peak Hour Traffic	10
6	Existing PM Peak Hour Traffic	11
7	Existing PM Peak Hour Traffic	12
8	Year 2000 AM Peak Hour Traffic Without Project	21
9	Year 2000 AM Peak Hour Traffic Without Project	22
10	Year 2000 PM Peak Hour Traffic Without Project	23
11	Year 2000 PM Peak Hour Traffic Without Project	24
12	Cumulative Year 2000 AM Peak Hour Traffic With Project	25
13	Cumulative Year 2000 AM Peak Hour Traffic With Project	26
14	Cumulative Year 2000 PM Peak Hour Traffic With Project	27
15	Cumulative Year 2000 PM Peak Hour Traffic With Project	28

LIST OF TABLES

1	Anticipated Shift Times and Assigned Personnel	15
2	Summary of Trip Generation Characteristics	16
3	Summary of Trip Generation Rates	18
4	LOS Comparison of Existing and Projected Year 2000 Without Project Conditions of Critical Intersection Movements	19

TABLE OF CONTENTS CONTINUED

APPENDIX

APPENDIX A LEVEL OF SERVICE DEFINITIONS

CHAPTER 4
ALTERNATIVES TO THE PROPOSED ACTION

4. ALTERNATIVES TO THE PROPOSED ACTION

4.1 No Action Alternative

The "no action" alternative will maintain current police service and protection conditions and capabilities. Police service in the Honolulu Police Department's District 8 will continue to be provided by the Waianae Police Station. In the future, the facility will likely be inadequate to accommodate the manpower and services required to serve the projected population growth in the region. The "no action" alternative would also preclude all short- and long-term beneficial and adverse impacts described in this EA.

4.2 Conceptual Design Scheme Alternatives

Numerous alternative conceptual design schemes were developed as part of the master planning and design development process and eliminated or modified or refined by the City. Conceptual schemes were initially developed for a police station facility of approximately 90,000 square feet of gross area. Subsequently, due to budgetary constraints, reductions were made to the facility's space requirements, thereby producing a smaller facility design. An alternative design would not have resulted in environmental impacts significantly different from the short- and long-term impacts discussed in this EA.

4.3 Alternative Locations

Alternative locations for the project were not considered. A site identified to be generally within the vicinity of the project site was designated for a proposed City and County police station by the Estate of James Campbell as part of the City of Kapolei development.

CHAPTER 5
PERMITS AND APPROVALS

5. PERMITS AND APPROVALS

The following is a list of permits and approvals that may be required prior to construction of the proposed project:

State of Hawaii

Department of Health

- NPDES General Permit for Storm Water Associated with Construction
- NPDES General Permit for Construction Activity Dewatering
- Commission on Persons with Disabilities (Review pursuant to Americans with Disabilities Act Accessibility Guidelines (ADAAG))

Department of Land and Natural Resources Historic Preservation Division

- Chapter 6E, HRS Historic Preservation

City and County of Honolulu

Board of Water Supply

- Water and Water System Requirements

Department of Public Works

- Grading Permit
- Excavation Permit
- Grubbing Permit

Department of Wastewater Management

- Sewer Connection Permit

Building Department

- Building Permit
- Electrical Permit
- Plumbing Permit
- Sidewalk/Driveway Work Permit
- Certificate of Occupancy

Department of Land Utilization

- Conditional Use Permit (CUP) Type 1

Department of Transportation Services

- Street Usage Permit

**Fire Department
Combustible and Flammable Liquids Tank Installation**

Other

Utility Companies

- **Utility Service Requirements**
- **Permit Regarding Work on Utility Lines**

Kapolei Design Advisory Board and the Estate of James Campbell

- **Design Plan Approval**

CHAPTER 6
NOTICE OF DETERMINATION

6. NOTICE OF DETERMINATION

A. Proposing Agency

City and County of Honolulu Building Department

B. Accepting Authority

Not applicable to a FONSI

C. Description of Proposed Action

The City and County of Honolulu Building Department proposes to construct a district police station on approximately 5.1 acres in the City of Kapolei, Oahu. The Kapolei Police Station will serve Leeward Oahu from the area west of Kunia Road to Kaena Point. The proposed Kapolei Police Station will be built in two phases. When fully developed, the police station will include approximately 65,700 square feet of gross floor area and approximately 287 at-grade parking stalls. The facility's first phase is proposed to have a gross floor area of approximately 51,600 square feet and approximately 287 at-grade parking stalls. The second phase will include an additional gross floor area of approximately 14,100 square feet. At this time, there is no schedule for implementation of the second phase of the Kapolei Police Station and plans have yet to be developed for this phase. The approximately 45-foot high concrete building will consist of three levels, including two floors above grade and one basement level.

D. Determination and Reasons Supporting Determination

The Kapolei Police Station Draft EA was filed with the State Office of Environmental Quality Control (OEQC) and published in the August 23, 1997 publication of The Environmental Notice. A total of 16 comment letters were received during the 30-day public review period which ended on September 22, 1997. Based on the significance criteria set forth in Section 11-200-12 of Title 11 Chapter 200, Administrative Rules, Department of Health, State of Hawaii, the City and County of Honolulu Building Department has determined that the proposed project will have no significant adverse impact on the environment, and that an Environmental Impact Statement is not required.

In general, construction and operation of the proposed Kapolei Police Station facility will not:

1. *Involve the loss or destruction of any natural or cultural resources.*

The proposed action will not involve any construction activity which might lead to a loss or destruction of any natural or cultural resource.

2. *Curtail the range of beneficial use of the environment.*

The proposed project will not curtail the beneficial uses of the environment. The project site is currently vacant and undeveloped.

3. *Conflict with the State's long-term goals or guidelines as expressed in Chapter 344, HRS.*

The proposed project does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii. Temporary impacts associated with construction activity of the proposed project can be adequately mitigated.

4. *Substantially affect the economic or social welfare of the community or state.*

The proposed project would provide short-term economic benefits in the form of construction jobs, and long-term social benefits to area residents and businesses through improved police coverage resulting in increased security and faster response time.

5. *Substantially affect public health.*

The proposed project will not affect public health.

6. *Involve substantial secondary effects, such as population changes or infrastructure demands.*

No substantial secondary effects are anticipated with the construction or operation of the proposed project.

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

Construction activities associated with the proposed project are anticipated to result in relatively insignificant short-term impacts to noise, air quality, and traffic in the immediate project vicinity.

8. *Cumulatively have considerable effect upon the environment.*

The proposed project is not anticipated to have a considerable cumulative effect upon the environment.

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

Due to the highly disturbed nature of the project site, there is anticipated to be no adverse effect on rare, threatened or endangered flora or fauna from construction of the proposed project.

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

Operation of heavy equipment and other vehicles associated with the construction of the proposed project would temporarily elevate ambient noise and concentrations of exhaust emission in the immediate vicinity of the project site. Operation of the proposed facility will have no significant impact on air or water quality or ambient noise levels in the vicinity. Noise from police sirens will occur. Authorized emergency vehicles responding to an emergency call or acting in an emergency are exempt from the provisions of State DOH Administrative Rules, Chapter 43.

11. *Affect or is likely to suffer damage by being located in an environmentally sensitive area, such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, freshwater area, or coastal waters.*

The project site is not located in an environmentally sensitive area.

12. *Substantially affect scenic vistas and viewplanes identified in county or state plans or studies.*

The proposed project will not affect any scenic vistas and viewplanes identified in county or state plans or studies.

13. *Require substantial energy consumption.*

Construction and operation of the proposed project will not require substantial energy consumption.

E. Name, Address and Phone Number of Contact Person

City and County of Honolulu Building Department
650 South King Street
Honolulu, Hawaii 96813
Contact: Warren Sato
Phone: (808) 527-6370

CHAPTER 7
REFERENCES

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Kapolei Police Station Final Environmental Assessment

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CHAPTER 8
CONSULTATION

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8. CONSULTATION

The action for a proposed police station in Kapolei in the vicinity of the project site was initially assessed in the *Kapolei Town Center Final Environmental Impact Statement (EIS)* prepared in August 1988 by the Estate of James Campbell. A number of agencies and organizations were consulted in the course of this EIS process.

A. PRE-ASSESSMENT CONSULTATION

The following agencies were consulted during the pre-assessment phase of the Draft EA:

State of Hawaii

Department of Accounting and General Services

City and County of Honolulu

Planning Department
Department of Land Utilization
Department of Transportation Services
Department of Wastewater Management
Department of Public Works
Board of Water Supply
Police Department
Fire Department

Private Organizations

Hawaiian Electric Company, Inc.
GTE Hawaiian Telephone Company

Others

Estate of James Campbell
Kapolei Design Advisory Board

B. DRAFT EA CONSULTATION

The agencies, organizations and individuals listed below were sent copies of the Draft EA with a request for their comments on the project. Of those who formally replied, some had no comments while others provided substantial comments as indicated by the * and **, respectively. All written comments and responses are reproduced herein.

State of Hawaii

- * Department of Accounting and General Services
- ** Department of Land and Natural Resources, Land Division
- ** Department of Land and Natural Resources, State Historic Preservation Division
- * Department of Health
- ** Department of Transportation
- ** Office of Environmental Quality Control
- University of Hawaii Environmental Center
- * Office of Planning

City and County of Honolulu

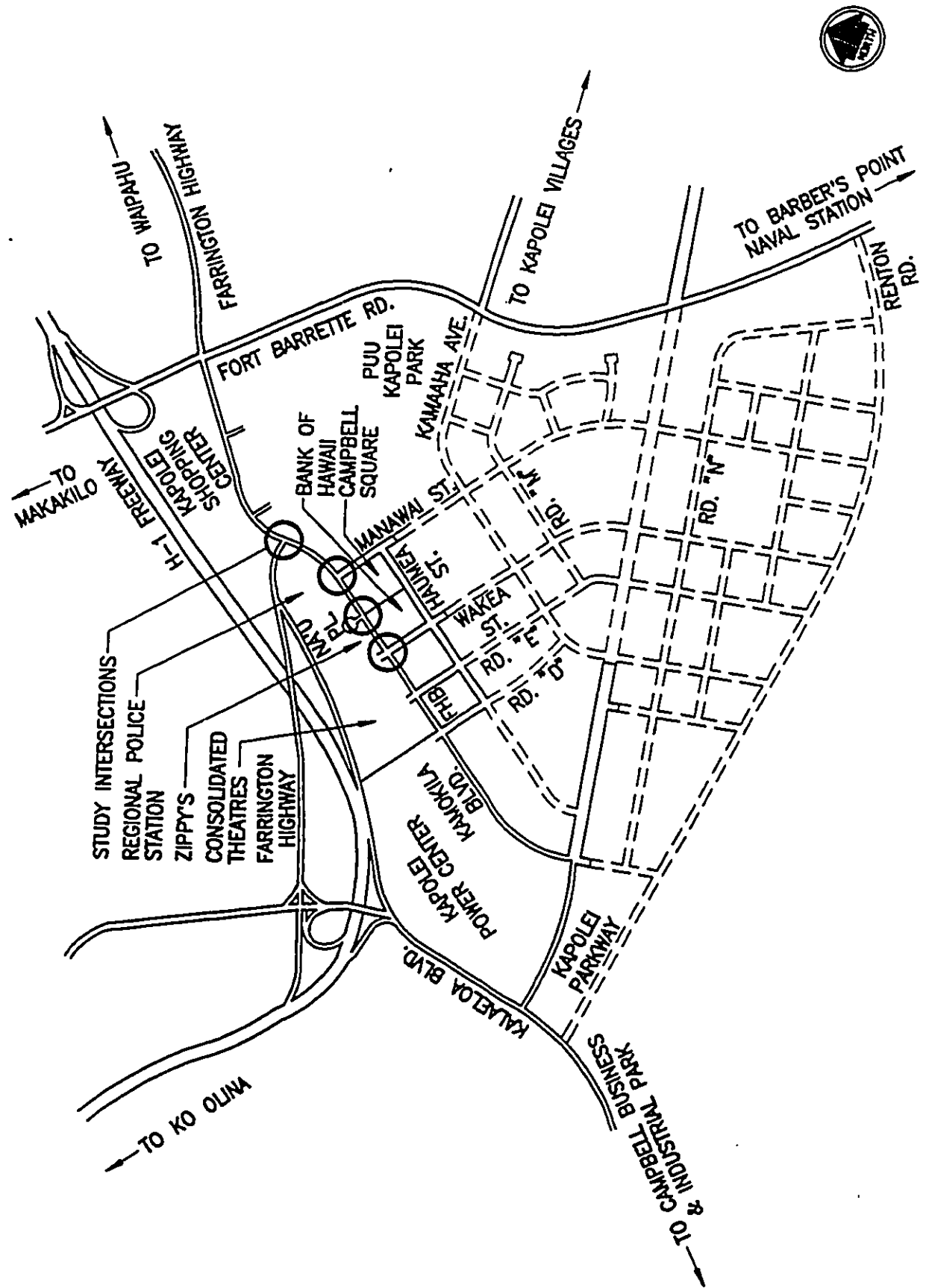
- ** Planning Department
- ** Department of Land Utilization
- Department of Transportation Services
- ** Department of Wastewater Management
- ** Department of Public Works
- Department of Housing and Community Development
- Department of Finance
- ** Board of Water Supply
- * Police Department
- ** Fire Department


Private Organizations

- Hawaiian Electric Company, Inc.
- * GTE Hawaiian Telephone
- * Oceanic Cable

Others

- ** Estate of James Campbell
- Kapolei Design Advisory Board
- Kapolei/Makakilo Neighborhood Board
- Councilmember John DeSoto, Chairperson



 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 200 & BIRCHWOOD STREET HONOLULU, HAWAII 96813	KAPOLEI POLICE STATION	EXHIBIT
	VICINITY MAP	2

Boulevard. There are also several proposed driveways within a cul-de-sac at the end of Nau Place.

B. Project Characteristics

The Kapolei Police Station will be located on the corner of Kamokila Boulevard and Farrington Highway. The police station will be constructed in two phases. This study addresses the impacts as it relates to traffic operation on the surrounding streets resulting from the Phase I portion of the project that is expected to be completed and occupied by the Year 2000. At this writing, it is understood that the Phase II portion of the project may or may not be constructed. For the purpose of this study, the traffic generated by the proposed Phase II portion of the project is excluded from the analysis.

The proposed Phase I portion will include approximately 292 on-grade parking stalls with access off of Nau Place and Kamokila Boulevard as well as a multi-level structure that will accommodate space requirements for the following functions:

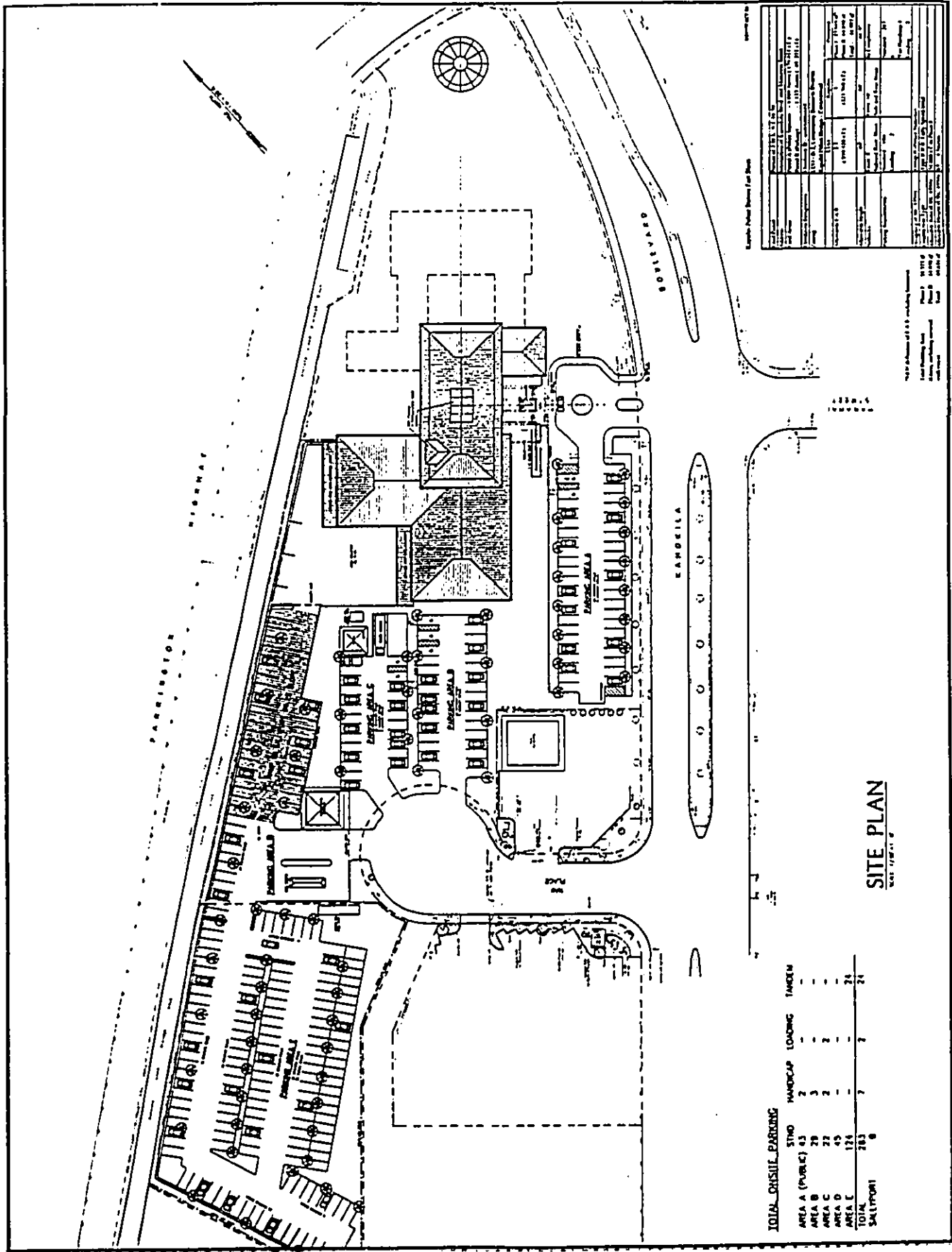
- Narcotics Vice
- Regional Patrol
- Juvenile Services
- Criminal Investigations
- Receiving
- Car Detail Building
- Fuel Station

The project development site plan is shown as Exhibit 3.

III. EXISTING CONDITIONS

A. General

Kapolei is a growing community with projected increases in residential,



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ENGINEERS - PLANNERS

507 S. HICKAM AVE. SUITE 200
HONOLULU, HAWAII 96813

KAPOLEI POLICE STATION

DEVELOPMENT SITE PLAN

EXHIBIT

3

Traffic Impact Report for the Kapolei Police Station

commercial, and industrial developments. At the corner of Kamokila Boulevard and Farrington Highway, the Kapolei Police Station will be located across the existing Campbell Square complex. Adjacent and southwest of the proposed Police Station are Zippy's Restaurant and a 7-11 Convenience Store with access off of Nau Place. Further west on Kamokila Boulevard and adjacent to Zippy's Restaurant is the Kapolei Theaters. Across Kamokila Boulevard from the Kapolei Theaters will be the State office buildings. One building is currently under construction with a targeted completion date of 1998. According to the Department of Accounting and General Services (DAGS), approximately 1,000 office employees are expected to relocate to this building by the Year 1998. Also under construction is the expansion of Seagull Preschool which is located on Kamokila Boulevard, north of Farrington Highway. East of the project site and across Kamokila Boulevard between Manawai Street and Seagull Preschool is Kapolei Park.

B. Area Roadway System

Kamokila Boulevard is generally a four-lane divided roadway with a 30-foot wide pavement in each direction within a 100-foot right-of way. Kamokila Boulevard is the primary connector road in the area between Farrington Highway and the proposed Kapolei Parkway. Left-turn lanes are provided at the major intersections with Kamokila Boulevard. Both sides of the roadway are fully improved with curb, gutter and sidewalks. In the project vicinity, Kamokila Boulevard is controlled by a traffic signal system at Farrington Highway and is unsignalized at Manawai Street, Nau Place and Wakea Street. The posted speed limit on Kamokila Boulevard is 35 miles per hour (mph).

Manawai Street and Wakea Street are local roadways currently providing access to Campbell Square. Future plans indicate an extension of these roadways to service areas south. Manawai Street is constructed with a curb-to-curb

I. INTRODUCTION

A. Purpose of Study

The purpose of this study is to identify and assess the traffic impacts resulting from the proposed Kapolei Police Station, which is located in Kapolei between Farrington Highway and Kamokila Boulevard on the island of Oahu.

B. Scope of Study

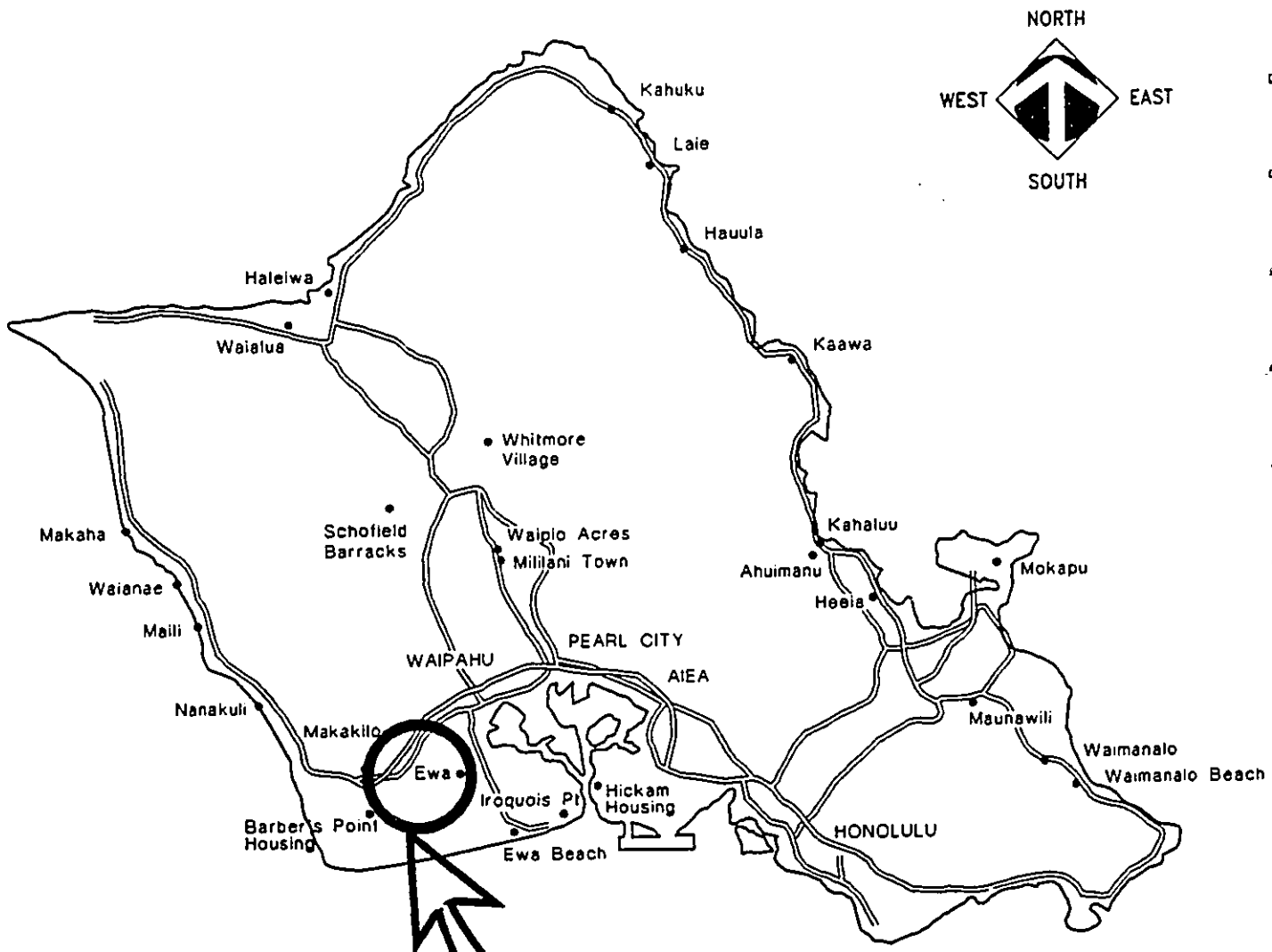
This report presents the findings and conclusions of the traffic study, the scope of which includes:

1. Description of the proposed project.
2. Evaluation of existing roadway and traffic operations in the vicinity.
3. Analysis of future roadway and traffic conditions without the proposed project.
4. Analysis and development of trip generation characteristics for the proposed project.
5. Superimposing site-generated traffic over future traffic conditions.
6. The identification and analysis of traffic impacts resulting from the proposed project.
7. Recommendations of improvements, if appropriate, that would mitigate the traffic impacts resulting from the proposed project.


II. PROJECT DESCRIPTION

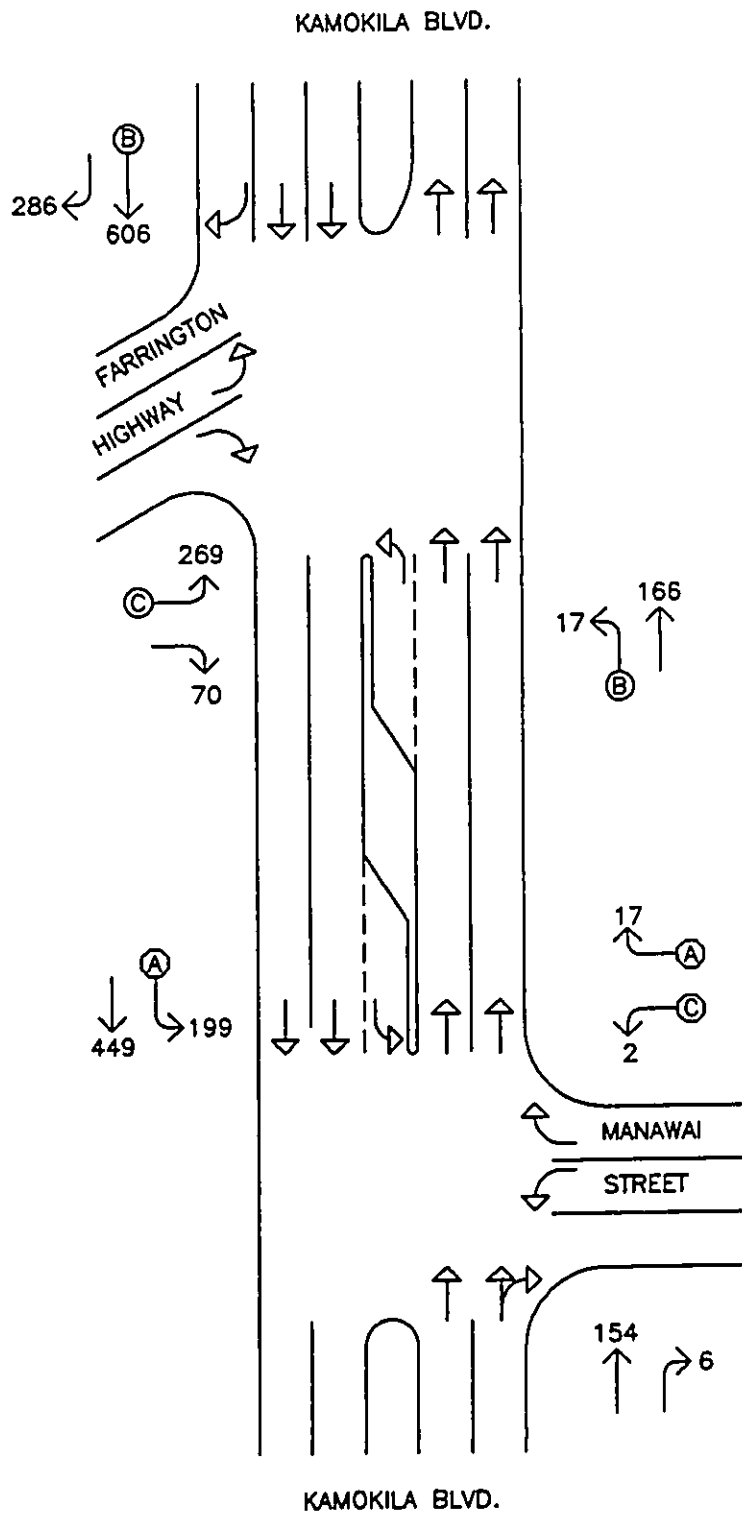
A. Location

The project site is located on Kamokila Boulevard in Kapolei, Oahu, as shown on Exhibits 1 & 2. The project site is further identified as Tax Map Keys: 9-1-88: 2 and 3. Access to the site is via a single driveway off of Kamokila



0 5 10 12 MILES

 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 S. BERETANIA STREET HONOLULU, HAWAII 96826	KAPOLEI POLICE STATION	EXHIBIT
	LOCATION MAP	1



LOS A
V/C = 0.10

LEGEND

- 90 ↘ ↙ TRAFFIC MOVEMENT VOLUME (VPH)
- ↘ ↙ LANE USAGE
- LOS LEVEL OF SERVICE (TWO LANE HWY)
- V/C VOLUME-TO-CAPACITY RATIO
- (A) LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
- (B) LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: MAY 28, 1997

WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 E. BERKELENA STREET HONOLULU, HAWAII 96813	KAPOLEI POLICE STATION	EXHIBIT
	EXISTING AM PEAK HOUR TRAFFIC	

pavement width of approximately 44 feet and a right-of-way of 60 feet.

C. Traffic Volumes and Conditions

1. General

a. Field Investigation

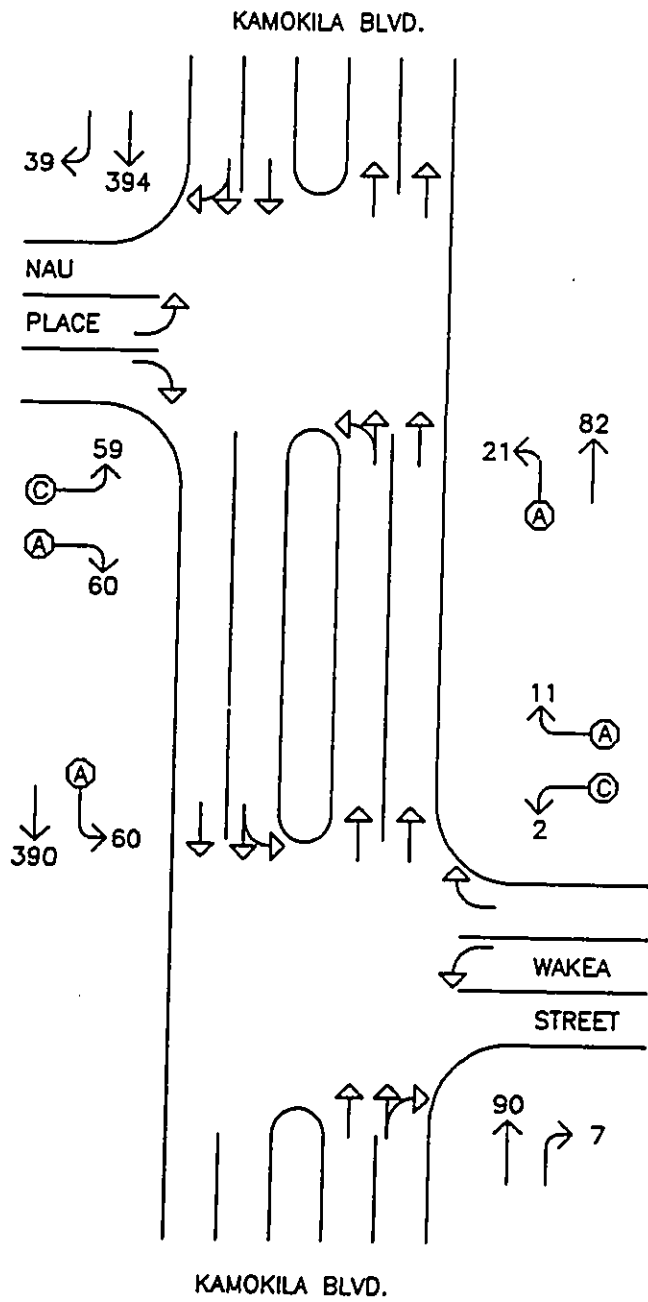
The field investigation was conducted on May 27 and 28, 1997. It consisted of the following: a manual turning movement traffic count survey; and a 24-hour mechanical traffic count on Kamokila Boulevard just east of Manawai Street. The manual traffic count survey was conducted between the morning peak hours of 6:00 AM and 8:00 AM, and afternoon peak hours of 3:30 PM and 5:30 PM at the intersections of Kamokila Boulevard with Farrington Highway, Manawai Street, Nau Place, and Wakea Street.

b. Capacity Analysis Methodology

The highway capacity analysis performed for this study is based upon procedures presented in the "Highway Capacity Manual", Special Report 209, Transportation Research Board, Third Edition, 1994, and the "Highway Capacity Software", developed by the Federal Highway Administration.

Level of Service (LOS) is a quantitative and qualitative assessment of traffic operations. Levels of Service are defined by LOS "A" through "F"; LOS "A" representing an ideal operating condition and LOS "F" the worst operating condition. The LOS definitions are included in the Appendix.

"Volume-to-Capacity" (v/c) ratio is another measure indicating the relative traffic demand to the road carrying capacity. A v/c ratio of one (1.00) indicates that the roadway is operating at



- LEGEND
- TRAFFIC MOVEMENT VOLUME (VPH)
 - LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: MAY 28, 1997

WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 E. BERKELENA STREET HONOLULU, HAWAII 96813	KAPOLEI POLICE STATION	EXHIBIT
	EXISTING AM PEAK HOUR TRAFFIC	5

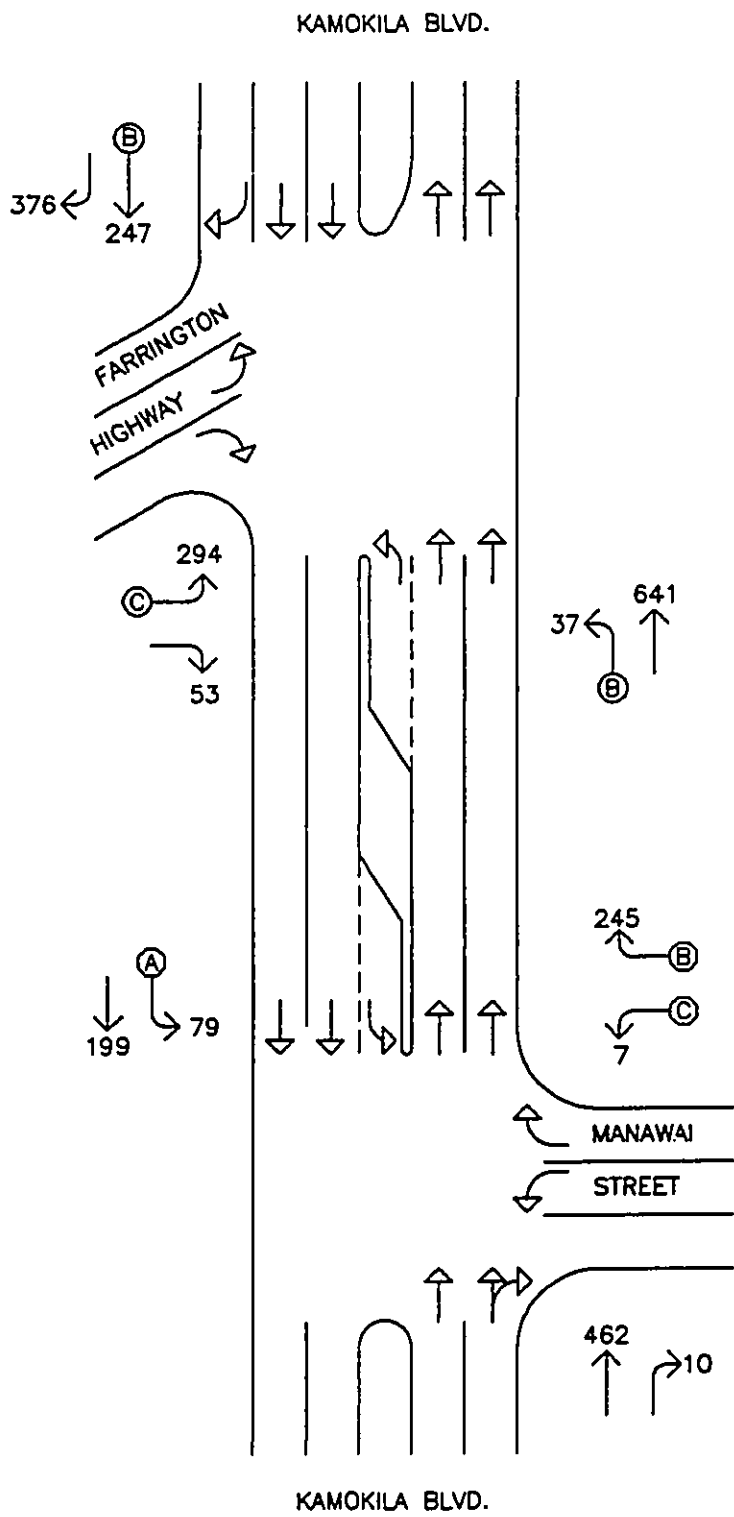
capacity. A v/c ratio of greater than 1.00 indicates that the projected traffic demand exceeds the road's carrying capacity.

2. Existing Peak Hour Traffic

a. General

Exhibits 4 and 5 show the existing AM peak hour traffic volumes and operating conditions. The AM peak hour of traffic generally occurs between 6:30 AM and 7:30 AM in the vicinity of the project site. Much of the vehicular traffic appears to be generated by commercial and business activities within Campbell Square. In addition, Zippy's Restaurant generates a fair amount of vehicular traffic during the morning peak hour. Construction activities that occur in areas west of the project site also contribute to the morning traffic demands on Kamokila Boulevard. However, the construction related traffic was observed to occur primarily at approximately 6:30 AM.

Exhibits 6 and 7 show the existing PM peak hour traffic volumes and operating conditions. In the vicinity of the project site at the study intersections, the PM peak hour of traffic generally occurs between the hours of 4:15 PM and 5:15 PM. Similar to AM peak hour traffic operations, Zippy's Restaurant, 7-11 Convenience Store, and Campbell Square generate a significant amount of traffic on Kamokila Boulevard during the afternoon peak hours. Based on field observations, vehicular traffic associated with Campbell Square occurs at about 4:10 PM. Vehicular traffic generated by Kapolei Theaters also contributes to the PM traffic demands on Kamokila Boulevard but is distributed throughout the afternoon and evening.

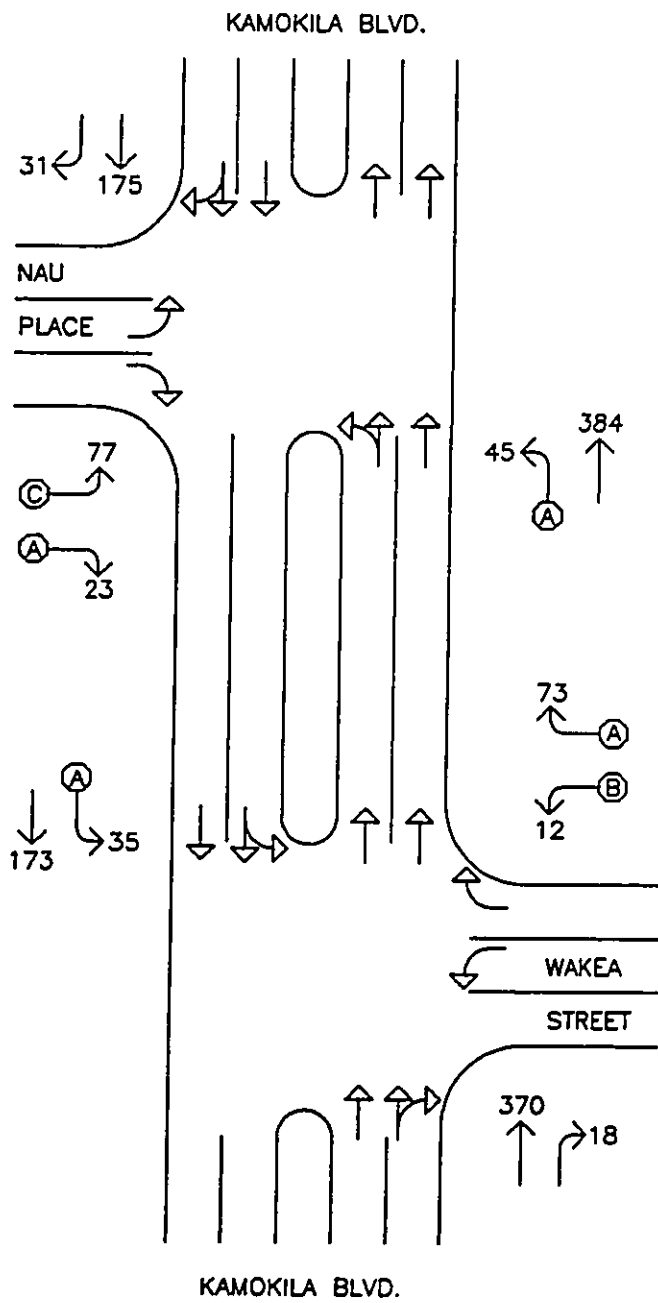


LOS A
V/C = 0.11

- LEGEND
- 90 TRAFFIC MOVEMENT VOLUME (VPH)
 - LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - (A) LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - (B) LEVEL OF SERVICE (SIGNALIZED INTERSECTION)


DATE OF COUNT: MAY 28, 1997

WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 K. MERICANA STREET HONOLULU, HAWAII 96826	KAPOLEI POLICE STATION	EXHIBIT
	EXISTING PM PEAK HOUR TRAFFIC	6



- LEGEND
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - (A) LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - (A) LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: MAY 28, 1997

 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 897 S. BERKELENA STREET HONOLULU, HAWAII 96826	KAPOLEI POLICE STATION	EXHIBIT
	EXISTING PM PEAK HOUR TRAFFIC	7

b. AM Peak Hour

During the AM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, carries a total of 611 vehicles, 451 vehicles westbound and 160 vehicles eastbound. Kamokila Boulevard operates at LOS "A" and at a v/c ratio of 0.10. Vehicular traffic was generally light at the study intersections and moved fairly well during the AM peak hour with no observed operational problems. Although traffic demands were relatively light on Kamokila Boulevard, a distinct traffic volume peak occurred between 6:30 AM and 7:30 AM during the existing AM peak hour of traffic. This peak appears to be associated with the traffic generated by the adjacent surrounding uses. Vehicles turning into and out of the minor streets at the study intersections moved well during the existing AM peak hour. Maximum traffic delays of approximately 12 seconds were measured for the left-turn movement from Manawai Street to westbound Kamokila Boulevard during the AM peak hour of traffic. Maximum delays of seven seconds were measured for the left-turn movement from Nau Place to eastbound Kamokila Boulevard while five seconds were measured from Wakea Street to westbound Kamokila Boulevard. Vehicular queue lengths on all turning movements at the unsignalized study intersections did not exceed three vehicles during the AM peak hour study period. At the signalized intersection of Farrington Highway and Kamokila Boulevard, maximum vehicle queue lengths of approximately five vehicles were observed for the southbound left-turn movement to eastbound Kamokila Boulevard while a maximum of four vehicles were observed for the left-turn movement from Kamokila Boulevard to

northbound Farrington Highway during the existing AM peak hour of traffic. However, these vehicle queue lengths were cleared after each traffic signal cycle.

c. PM Peak Hour

During the PM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, carries 546 vehicles, 145 vehicles westbound and 401 eastbound. Kamokila Boulevard, at this section of roadway, operates at LOS "A" and at a v/c ratio of 0.11.

The traffic operations at the study intersections during the PM peak hour of traffic were generally better than the AM peak hour of traffic. Through traffic demands on Kamokila Boulevard in the vicinity of the project site were relatively low during the PM peak period. As a result, turning movements at the study intersections were accomplished with minimal delays as sufficient gaps were available in the through traffic stream. Vehicular traffic associated with the Campbell Square complex was observed to enter the study intersections at about 4:00 PM. Although traffic volumes on Kamokila Boulevard increased as a result, no operational problems were observed during the existing PM peak hour of traffic at the study intersections. All turning maneuvers at the unsignalized study intersections were accomplished with delays measuring less than seven seconds. At the signalized intersection of Farrington Highway and Kamokila Boulevard, left-turn vehicle queue length for the southbound Farrington Highway movement to eastbound Kamokila Boulevard and the eastbound Kamokila Boulevard movement to northbound Farrington Highway

both measured a maximum of four vehicles during the PM peak hour of traffic. The vehicle queues were cleared after each signal cycle change.

IV. PROJECTED TRAFFIC CONDITIONS

A. Site-Generated Traffic

1. Trip Generation Methodology

The trips generated by the proposed Kapolei Police Station were determined evaluating the proposed number of employees and corresponding work shifts. The shift times and number of personnel assigned to each shift are shown in Table 1.

Receiving Division Watches (RDW)	No. of Personnel
1st Watch 9:30 PM - 6:15 AM	19
2nd Watch 5:30 AM - 2:15 PM	21
3rd Watch 1:30 PM - 10:15 PM	19
Patrol Watches (PW)	
1st Watch 10:30 PM - 7:15 AM	28
2nd Watch 6:30 AM - 3:15 PM	28
3rd Watch 2:30 PM - 11:15 PM	28
Other Personnel	
7:00 AM - 4:15 PM	20
7:45 AM - 4:30 PM	42
2:00 PM - 10:45 PM	28

Based upon the information above which incorporates overlapping shifts, Table 2 show the following project site traffic generation characteristics applied to the AM and PM peak hours of traffic at the study intersections to measure the impact resulting from the proposed Kapolei Police Station.

TABLE 2 SUMMARY OF TRIP GENERATION CHARACTERISTICS		
Am Peak Hour	Entering	Existing
1st Watch (RDW)	-	19
2nd Watch (RDW)	-	-
3rd Watch (RDW)	-	-
1st Watch (PW)	28	28
2nd Watch (PW)	28	28
3rd Watch (PW)	-	-
Other Personnel	62	-
Visitors/Public	12	8
Total AM Peak Hour	130 veh.	83 veh.
PM Peak Hour		
1st Watch (RDW)	-	-
2nd Watch (RDW)	-	-
3rd Watch (RDW)	-	-
1st Watch (PW)	-	-
2nd Watch (PW)	28	28
3rd Watch (PW)	-	28
Other Personnel	-	62
Visitors/Public	3	12
Total PM Peak Hour	31 veh.	130 veh.

Throughout the 24-hour day, the trip generation characteristics of the proposed police station would involve vehicle trips entering and exiting the police station during off-peak periods. For the purpose of this study, only the trips generated during the study peak hours were

identified. To account for visitor/public trips, an additional 10% was added to the trips generated by the projected number of persons employed and assigned to the proposed police station.

2. Trip Distribution

The vehicular trips were distributed throughout the study intersections based on the population densities of areas that would fall under the jurisdiction of the Kapolei Police Station. These areas include communities and neighborhoods west of Kunia Road/Fort Weaver Road to Kaena Point on the west coast of the island. The population figures for the various districts were obtained from the "State of Hawaii, Data Book", 1995. For the purpose of this study, 53.5% of the total generated traffic was distributed to and from the east and 46.5% to and from the west.

B. Through Traffic Forecasting Methodology

The through traffic forecast for this study is based on proposed developments in the area that would occur prior to the completion of the Kapolei Police Station. The State Office Building that is currently under construction and targeted for occupancy in late 1998 would be a major traffic generator. According to personnel from the Department of General Services (DAGS), the State Office Building is expected to house 1,000 employees by the end of the Year 1998, prior to the completion of the Kapolei Police Station.

The methodology used to determine the trip generation characteristics of the State Office Building is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in "Trip Generation, 5th Edition", 1991. The ITE trip rates are developed empirically, by correlating vehicle trip generation data with land use characteristics, such as the total number of vehicle trips generated per employee. Table 3 shows a summary of the State Office Building trip generation.

TABLE 3 SUMMARY OF TRIP GENERATION RATES					
Land Use Type:		General Office Building		ITE Land Use Code 710	
Independent Variable:		Employees		Unit Total 1000	
Average Weekday Vehicle Trip Ends			ITE Avg Trip Rate	Adjusted Trip Rate	Vehicle Trips
			3.22	3.22	3,220
Peak Hour	AM	Enter	0.89	0.42	418
		Exit	0.11	0.05	51
		Total	0.47	0.47	469
	PM	Enter	0.89	0.07	73
		Exit	0.11	0.36	355
		Total	0.43	0.43	428

C. Total Traffic Volumes Without Project

Kamokila Boulevard, just east of Manawai Street, is expected to operate at LOS "B" and at a v/c ratio of 0.18 during the projected Year 2000 AM peak hour of traffic. During the projected PM peak hour, Kamokila Boulevard would operate at LOS "B" and at a v/c ratio of 0.18. During the projected Year 2000 AM and PM peak hours of traffic, traffic demands on Kamokila Boulevard are expected to increase by 57% and 43%, respectively. The projected increase in traffic volumes is primarily due to the traffic generated by the State Office Building that will be completed and occupied by the year 1998.

The intersection of Kamokila Boulevard and Farrington Highway is expected to operate at an overall LOS "C" during the projected AM peak hour for the Year 2000 without the proposed project. During the PM peak hour the intersection is expected to operate at an overall LOS "B". A significant increase in vehicular through traffic demands on the major street would generally affect

left-turn movements at the unsignalized minor street intersections. Available gaps in the through traffic stream are limited, hence, affecting delays for motorist making that specific maneuver. In the case of the unsignalized study intersections, the left-turn movements at the minor streets deteriorates significantly from existing conditions. Table 4 shows a Level of Service comparison of the critical left-turn movements at the study intersections between existing traffic operations and projected Year 2000 without project conditions.

Critical Movement	Existing Condition		Year 2000 w/o Project	
	AM	PM	AM	PM
Northbound left-turn from Manawai Street to westbound Kamokila Blvd.	C	C	F	E
Southbound left-turn from Nau Place to eastbound Kamokila Blvd.	C	C	F	F
Northbound left-turn from Wakea Street to westbound Kamokila Blvd.	C	B	E	D

For both the present and future roadway networks, the increase in through traffic on Kamokila Boulevard is expected to occur even without the construction of the proposed Kapolei Police Station. Excessive delays on the minor streets at the study intersections would also further worsen as development in the vicinity increases. Intersection traffic signalization may be required to mitigate impacts resulting from projected traffic demands expected by the Year 2000, even without

the construction of the proposed police station. To accommodate the projected increase in through traffic volumes on Kamokila Boulevard, the intersection with Nau Place is hereinafter, assumed to be signalized.

Exhibits 8 through 11 show the projected Year 2000 AM and PM peak hour traffic volumes and operating conditions without the proposed project.

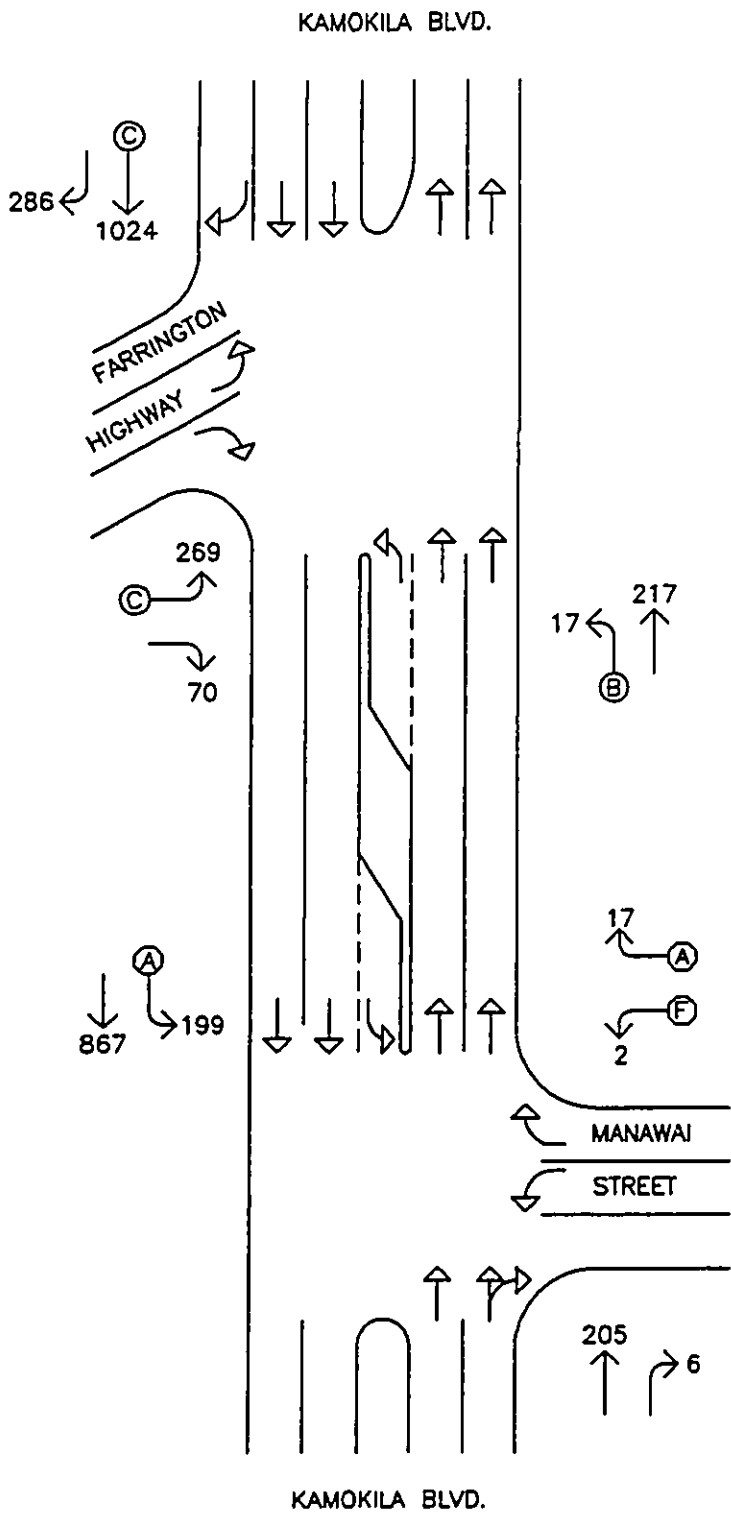
D. Total Traffic Volumes With Project

Exhibits 12 through 15 show the Year 2000 cumulative AM and PM peak hour traffic conditions resulting from the projected external traffic and the development of the Kapolei Police Station. The cumulative volumes consist of site-generated traffic superimposed over Year 2000 projected traffic demands. The intersection of Kamokila Boulevard and Nau Place is analyzed under signalized conditions. A partial review of a traffic signal warrant analysis and the traffic impacts resulting from the Kapolei Police Station are addressed in the following sections.

V. TRAFFIC SIGNAL WARRANT

The installation of a traffic signal may be justified by one or more of the eleven warrants outlined in the "Manual on Uniform Traffic Control devices for Streets and Highways", 1988 Edition (MUTCD). Signal Warrant No. 11, the "Peak Hour Volume Warrant", consists of several conditions which could justify the installation of a traffic signal at an intersection where motorists experience high traffic delay and impaired safety during the peak hour periods.

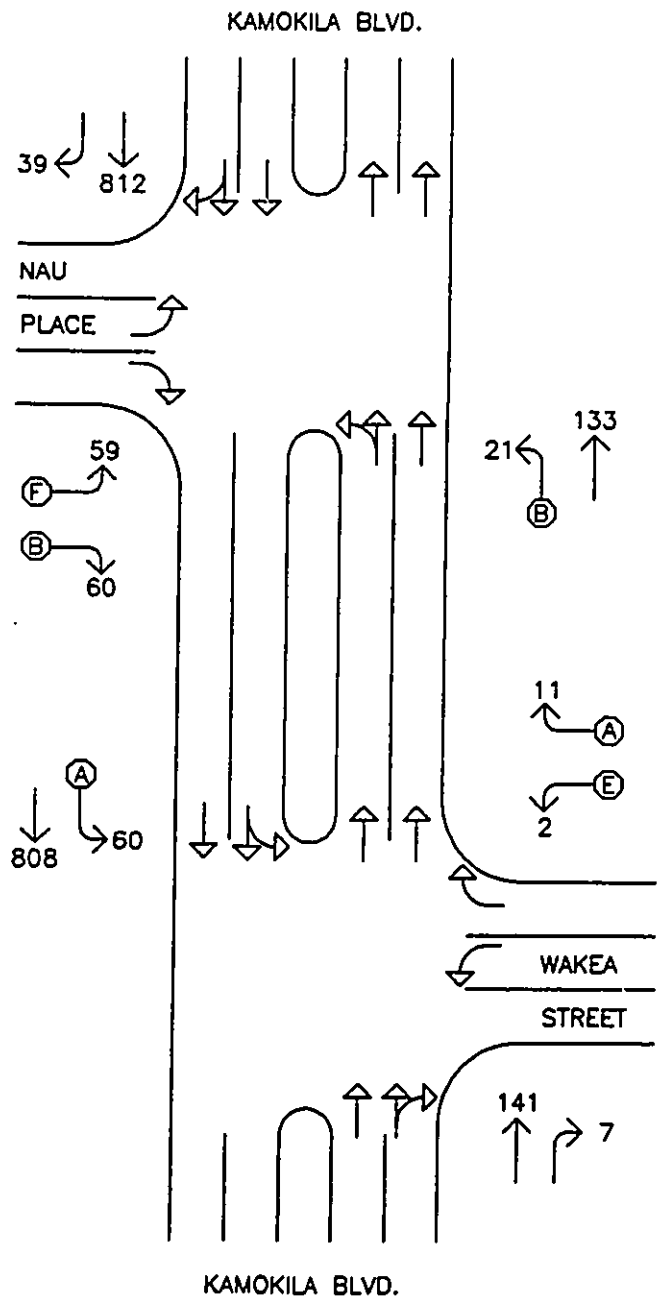
Under projected Year 2000 without project conditions, the projected traffic volume expected to enter the intersection of Kamokila Boulevard and Nau Place nearly satisfies Signal Warrant No. 11 for intersection traffic signalization. The "Peak Hour



LOS B
V/C = 0.18


- LEGEND
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - (A) LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - (B) LEVEL OF SERVICE (SIGNALIZED INTERSECTION)
- DATE OF COUNT: PROJECTED TO 2000

WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 & BEHEHANA STREET HONOLULU, HAWAII 96813	KAPOLEI POLICE STATION	EXHIBIT
	PROJECTED AM PEAK HOUR TRAFFIC WITHOUT IMPROVEMENTS (2000)	

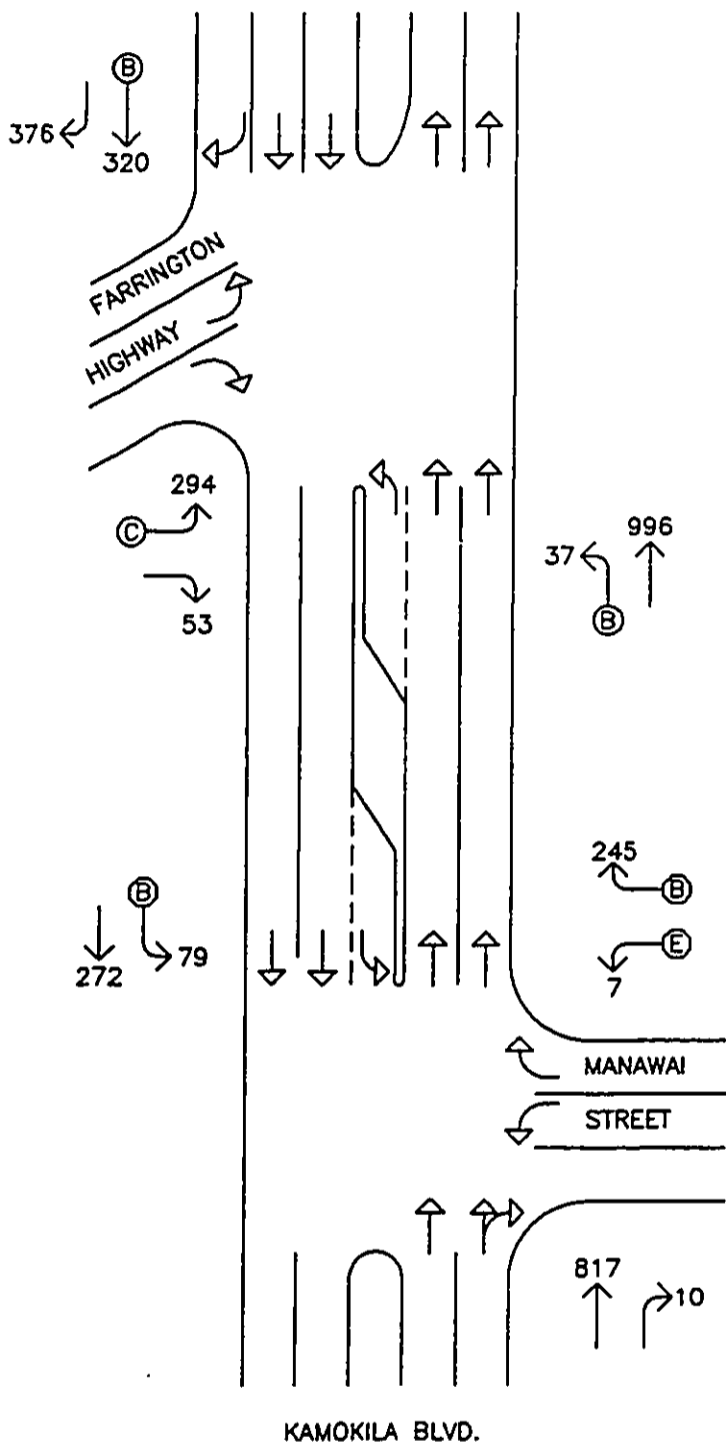


- LEGEND
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - Ⓐ LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - Ⓒ LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: PROJECTED TO 2000

 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 107 S. BERETANGA STREET HONOLULU, HAWAII 96813	KAPOLEI POLICE STATION	EXHIBIT
	PROJECTED AM PEAK HOUR TRAFFIC WITHOUT IMPROVEMENTS (2000)	9

KAMOKILA BLVD.



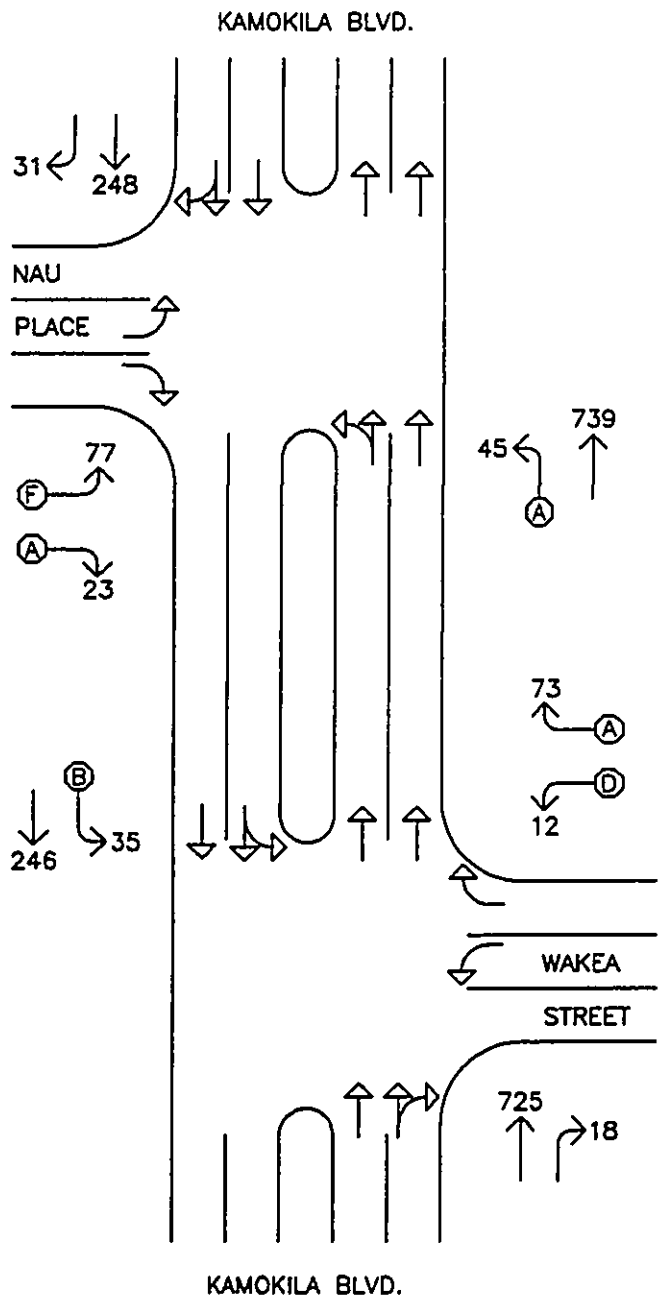
LOS B
V/C = 0.18

LEGEND

- 90 TRAFFIC MOVEMENT VOLUME (VPH)
- LANE USAGE
- LOS LEVEL OF SERVICE (TWO LANE HWY)
- V/C VOLUME-TO-CAPACITY RATIO
- LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
- LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: PROJECTED TO 2000

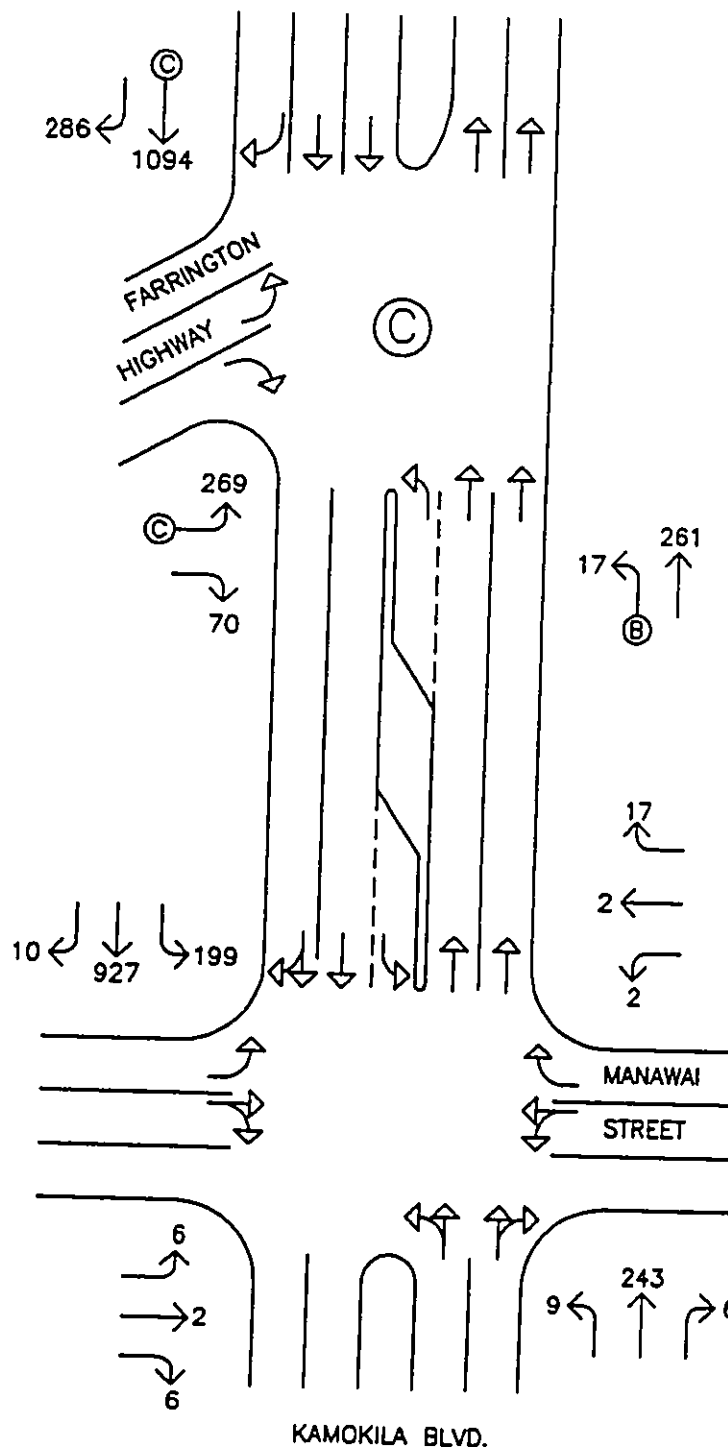
<p>WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 307 S. BERKELEY STREET HONOLULU, HAWAII 96822</p>	<p>KAPOLEI POLICE STATION</p>	EXHIBIT
	<p>PROJECTED PM PEAK HOUR TRAFFIC WITHOUT IMPROVEMENTS (2000)</p>	<p>10</p>



- LEGEND
- 90 → ← TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - (A) LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - (A) LEVEL OF SERVICE (SIGNALIZED INTERSECTION)
- DATE OF COUNT: PROJECTED TO 2000

WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 & BERKELANA STREET HONOLULU, HAWAII 96826	KAPOLEI POLICE STATION	EXHIBIT
	PROJECTED PM PEAK HOUR TRAFFIC WITHOUT IMPROVEMENTS (2000)	11


KAMOKILA BLVD.

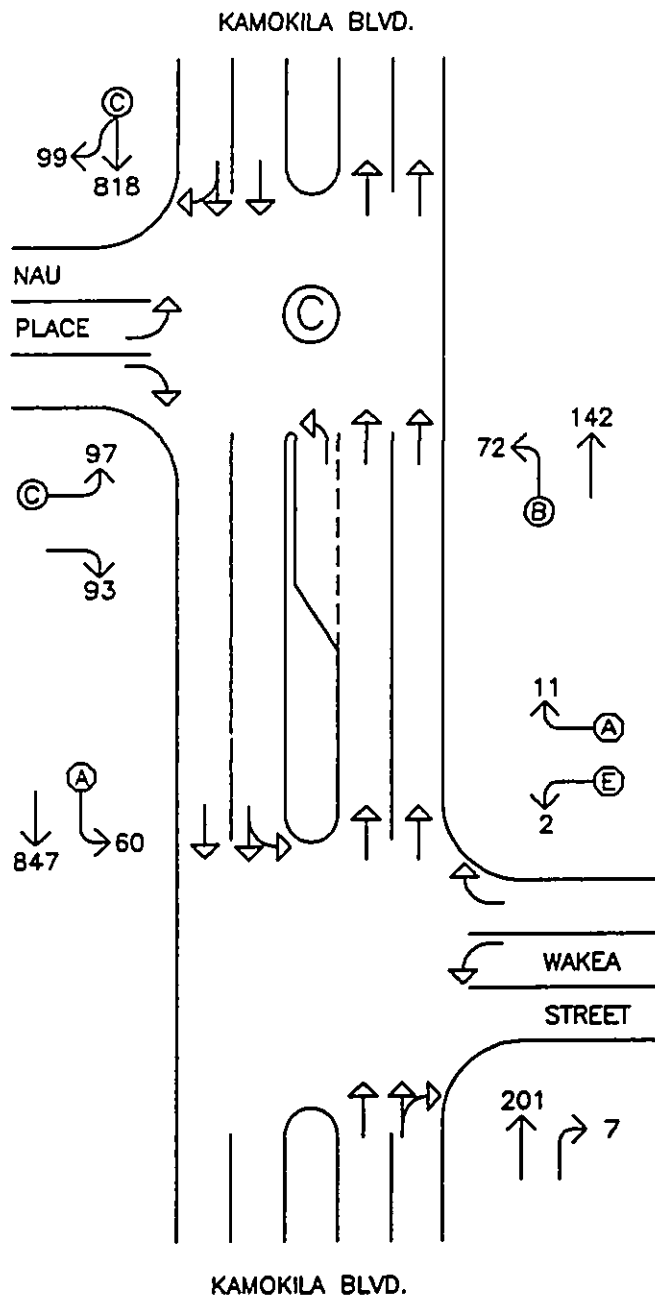


LOS B
V/C = 0.18

- LEGEND
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - ⓐ LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - ⓐ LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: PROJECTED TO 2000

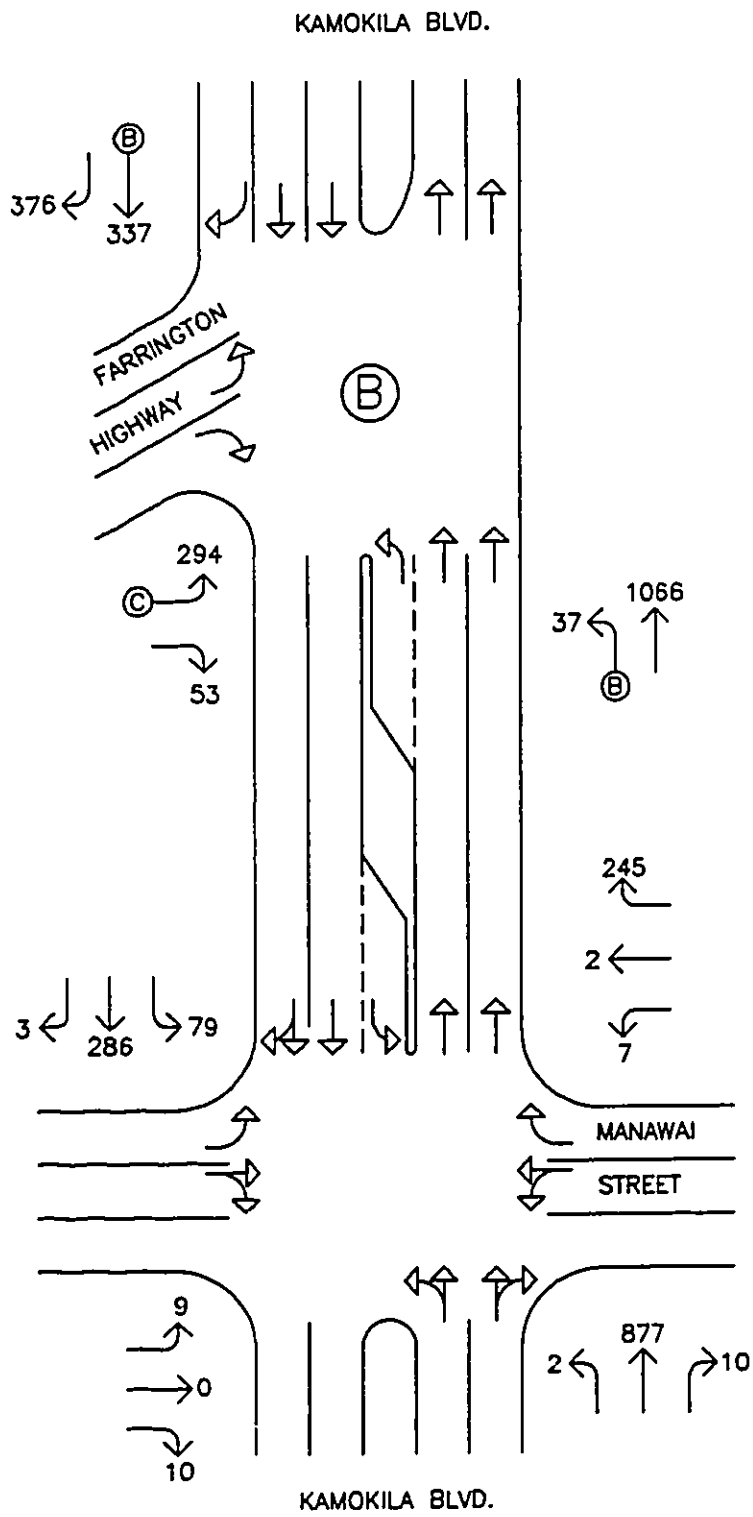
 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 & HEHELANA STREET HONOLULU, HAWAII 96825	KAPOLEI POLICE STATION	EXHIBIT
	PROJECTED AM PEAK HOUR TRAFFIC WITH IMPROVEMENTS (2000)	12



- LEGEND
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - (A) LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - (A) LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: PROJECTED TO 2000


<p>WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 S. BERETANIA STREET HONOLULU, HAWAII 96816</p>	<p>KAPOLEI POLICE STATION</p>	<p>EXHIBIT</p>
	<p>PROJECTED AM PEAK HOUR TRAFFIC WITH IMPROVEMENTS (2000)</p>	

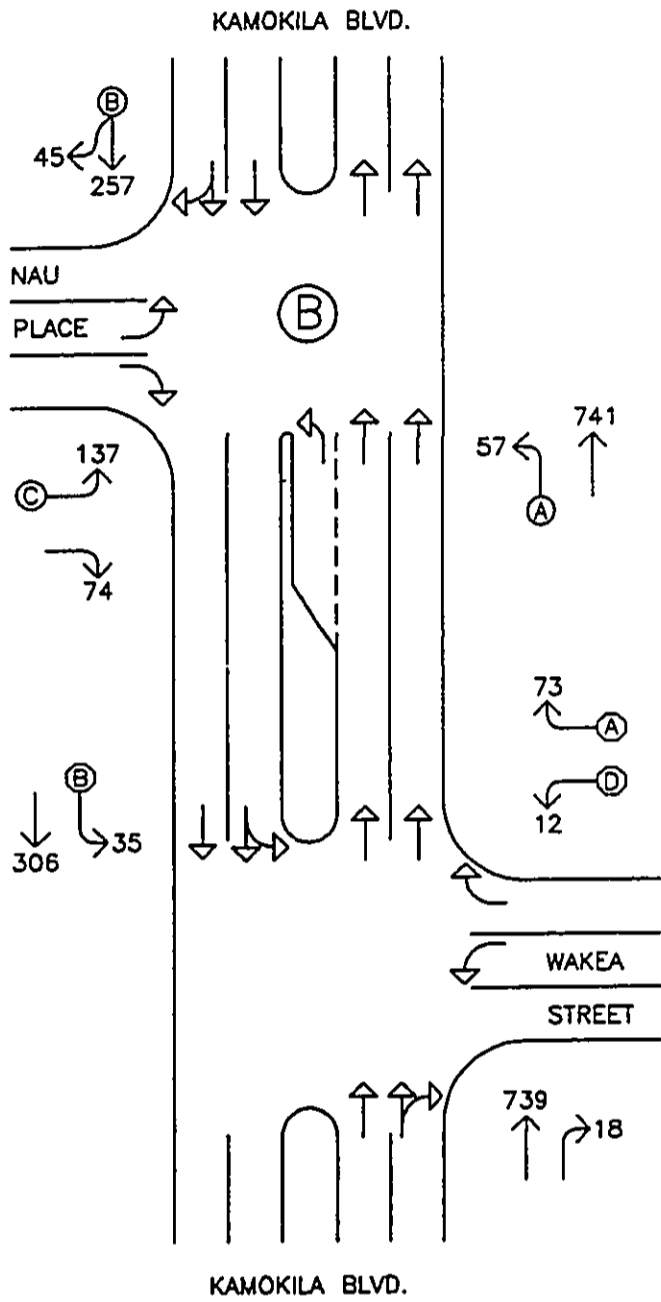


LOS B
V/C = 0.18

- LEGEND
- 90 → TRAFFIC MOVEMENT VOLUME (VPH)
 - ↔ LANE USAGE
 - LOS LEVEL OF SERVICE (TWO LANE HWY)
 - V/C VOLUME-TO-CAPACITY RATIO
 - ⊙ LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)
 - ⊙ LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: PROJECTED TO 2000

 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 S. MERTANA STREET HONOLULU, HAWAII 96825	KAPOLEI POLICE STATION	EXHIBIT
	PROJECTED PM PEAK HOUR TRAFFIC WITH IMPROVEMENTS (2000)	14



LEGEND

90
↑
TRAFFIC MOVEMENT VOLUME (VPH)

↓
↓
LANE USAGE


LOS
LEVEL OF SERVICE (TWO LANE HWY)

V/C
VOLUME-TO-CAPACITY RATIO

Ⓐ
LEVEL OF SERVICE (UNSIGNALIZED INTERSECTION)

Ⓑ
LEVEL OF SERVICE (SIGNALIZED INTERSECTION)

DATE OF COUNT: PROJECTED TO 2000

 WILSON OKAMOTO & ASSOCIATES, INC. ENGINEERS - PLANNERS 807 S. BEREDANIA STREET HONOLULU, HAWAII 96826	KAPOLEI POLICE STATION	EXHIBIT
	PROJECTED PM PEAK HOUR TRAFFIC WITH IMPROVEMENTS (2000)	15

Volume Warrant" is based on minor street traffic volumes relative to major street traffic. There is a 150 vehicles per hour (vph) minimum volume for the minor street approach with two lanes for high through traffic volumes on the major street. The projected Year 2000 AM without project conditions indicate that the southbound Nau Place approach volume at Kamokila Boulevard is expected to be 119 vph, near the required lower threshold as shown on Figure 4.3 in the MUTCD. The projected Year 2000 PM without project conditions show that the southbound approach volume is expected to be 100 vph, also near the requirement for traffic signal consideration. The intersection may also satisfy the remaining warrants for traffic signal consideration. The other warrants take into account factors other than peak hour volumes such as delays, pedestrians, accidents, and volumes throughout the day. It should be noted, however, that these warrants are used as a guide to consider traffic signalization and do not necessarily impose a requirement. Further inspection and analysis of traffic conditions would be required to establish these additional warrants.

VI. TRAFFIC IMPACT ANALYSIS

A. AM Peak Hour of Traffic

During the projected AM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, would carry 1,402 vehicles, 266 vehicles eastbound and 1,136 vehicles westbound. Kamokila Boulevard would operate at LOS "B" and at a v/c ratio of 0.18 in the westbound direction. The traffic impact on Kamokila Boulevard resulting from the proposed Kapolei Police Station is relatively minimal compared to the projected traffic generated by external sources unrelated to the normal police station activities. During the projected AM peak hour of traffic, the site-generated traffic volumes entering the intersection of Kamokila Boulevard and Nau Place represent 19%. Conversely, the through traffic volumes on Kamokila Boulevard in the vicinity of the police station are expected to increase by 110% during the projected AM peak hour. Hence, the traffic

impact in the area is primarily due to the overall increase of traffic in the vicinity and not by the development of the proposed police station.

Under signalized conditions, the intersection of Kamokila Boulevard and Nau Place would operate at an overall LOS "B" during the projected AM peak hour of traffic. The intersection of Kamokila Boulevard and Farrington Highway would operate at a LOS "C". The left-turn movements from the minor roads of Manawai Street and Wakea Street would be allowed to proceed through gaps in the through traffic stream created by a traffic signal installed at the intersection of Kamokila Boulevard and Nau Place.

B. PM Peak Hour of Traffic

During the projected PM peak hour of traffic, Kamokila Boulevard, just east of Manawai Street, is expected to carry 1,499 vehicles, 1,131 vehicles eastbound and 368 westbound. Kamokila Boulevard, at this section of roadway, would operate at LOS "B" and at a v/c ratio of 0.18. The projected traffic volumes entering the intersection of Kamokila Boulevard and Nau Place generated by the police station would represent an increase of 16% during the projected PM peak hour of traffic. Concurrently, through traffic volumes on Kamokila Boulevard would increase by approximate 158%. Similar to the projected AM peak hour traffic operations, the increase in the projected PM peak hour traffic volumes is primarily due to the overall increase in traffic in the vicinity by uses unrelated to the police station trip generation characteristics, and not by the additional traffic generated by the proposed police station. A signalized intersection at Kamokila Boulevard and Nau Place would operate at an overall LOS "B" while the signalized intersection at Kamokila Boulevard and Farrington Highway also operates at LOS "B". The delays associated with left-turn approach movements at the unsignalized intersections of Wakea Street and Manawai Street is expected to reduce. Gaps in the through traffic stream may occur by

coordinating the signal timing at the adjacent intersection.

VII. RECOMMENDATIONS

A. Improvements to Existing Roadway Facilities

The existing traffic operations at the study intersections do not require any mitigative improvements. Traffic demands are relatively minimal compared to the roadway and intersection capacities. Traffic flow and intersection turning maneuvers operate fairly well throughout the study intersections.

B. Improvements to Mitigate Projected Roadway Deficiencies Without Project

1. A traffic signal system warrant study at the intersection of Kamokila Boulevard with Nau Place should be conducted.
2. Provide a left-turn lane on eastbound Kamokila Boulevard to Nau Place to allow two continuous lanes on eastbound Kamokila Boulevard.

C. Recommendations to Mitigate Projected Roadway Deficiencies With Project

1. Provide a shared left/through lane on the northbound approach of Manawai Street at Kamokila Boulevard.
2. Clearly and properly mark and/or sign the driveways in Nau Place cul-de-sac to avoid confusion and illegal entry by the public.

VIII. CONCLUSION

The traffic generated by the Kapolei Police Station would not have a significant impact on traffic operations in the vicinity. The unsignalized intersection of Kamokila Boulevard and Nau Place may warrant the installation of a traffic signal system under projected traffic conditions even without the construction of the police station. Vehicular through traffic on Kamokila Boulevard would increase significantly as result of traffic generated by other developments and the overall growth of the area.

It should be noted that the anticipated work shifts and number of personnel assigned to each of the shift used as the basis of this study, and the expected completion Year 2000, were furnished by Honolulu Police Department. Also, other developments that may be completed prior to the forecast Year 2000, but could not be identified, were not incorporated in the traffic projections. However, the traffic projections were based on the existing and proposed roadway network to identify the potential traffic impacts as a result of the Kapolei Police Station.

APPENDIX

APPENDIX A
LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

1. LEVEL-OF-SERVICE CRITERIA FOR MULTILANE HIGHWAY

Level of Service (LOS) criteria for multilane highways are defined in terms of density. Density is a measure which quantifies the proximity to other vehicles in the traffic stream. It expresses the degree of maneuverability within the traffic stream.

Level of service criteria depend on the free-flow speed of the highway element being studied. A "highway element" can be an isolated geometric element, such as a curve of grade of significant length having a reduced design speed, or a series of such geometric elements that affect the operation of a longer segment of highway.

Level of Service A describes completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and driver preferences. Vehicles are spaced at an average of 440 feet, or 22 car-lengths, at a maximum density of 12 pc/mi/ln. The ability to maneuver within the traffic stream is high. Minor disruptions to flow are easily absorbed at this level without a change in travel speed.

Level of Service B is also indicative of free flow, although the presence of other vehicles begins to be noticeable. Average travel speeds are somewhat diminished from LOS A, but drivers have slightly less freedom to maneuver. Vehicles are spaced at an average of approximately 264 feet, or 13 car-lengths, at a maximum density of 20 pc/mi/ln. Minor disruptions are still easily absorbed at this level, although local deterioration in LOS will be more obvious.

Level of service C represents a range in which the influence of traffic density on operations become marked. The ability to maneuver within the traffic stream, is now clearly affected by the presence of other vehicles. Average travel speeds begin to show some reduction for multilane highways with free-flow speeds over 50 mph. The average spacing of vehicles is reduced to approximately 189 feet, at a maximum density of 28 pc/mi/ln. Minor disruptions may be expected to cause serious local deterioration in service, and queues may form behind any significant disruption.

Level of Service D represents a range in which ability to maneuver are severely restricted because of traffic congestion. Travel speed begins to be reduced by increasing volumes. The average spacing of vehicles is 155 feet at a maximum density of 34 pc/mi/ln. Only the most minor of disruptions can be absorbed without the formation of extensive queues and the deterioration of service to LOS E and LOS F.

Level-of-Service E represents operations at or near capacity and is quite unstable. The densities at LOS E vary depending upon the free-flow speed. At LOS E, vehicles are operating with the minimum spacing at which uniform flow can be maintained. Thus, as the limits for the level of service are approached, disruptions cannot be damped or readily dissipated, and most disruptions will cause queues to form and service to deteriorate to LOS F. For the majority of multi-lane highways with free-flow speeds between 45 and 60 mph, passenger-car speeds at capacity range from 40 to 55 mph but are highly variable and unpredictable within that range.

Level of Service F represents forced or breakdown flow. It occurs either at a point where vehicles arrive at a rate greater than the rate at which they are discharged or at a point on a planned facility where forecast demand exceeds computed capacity. Although operations at such points (and on sections immediately downstream) will appear to be at capacity, queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages. Average travel speeds with queues are generally less than 30 mph. Note that the term "LOS F" may be used to characterize both the point of the breakdown and the operating conditions within the queue. It must be remembered, however, that it is the point of breakdown that causes the queue to form and that operations within the queue are generally not related to defects along the highway segment over which the queue extends. Chapters 3 and 6 contain more detailed discussions of the use and application of LOS F and of the analysis of breakdown conditions.

2. LEVEL OF SERVICE OF SIGNALIZED INTERSECTIONS

Level of service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time. Specifically, level-of-service criteria are stated in terms of the average stopped delay per vehicle for a 15-minute analysis period. The criteria are given in Table A-1.

Table A-1. Level-of Service Criteria for Signalized Intersections

Level of Service	Stopped Delay for Vehicle (SEC)
A	≤ 5.0
B	5.0 TO 15.0
C	15.0 TO 25.0
D	25.0 TO 40.0
E	40.0 TO 60.0
F	> 60.0

Delay is a complex measure, and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the v/c ratio for the lane group or approach in question.

Level-of-service A describes operations with very low delay, up to 5.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level-of-service B describes operations with delay greater than 5.0 and up to 15.0 seconds per vehicle. These higher delays may result from fair progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

Level-of-service C describes operations with delay greater than 15.0 and up to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level-of-service D describes operations with delay greater than 25.0 and up to 40.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

Level-of-service E describes operations with delay greater than 40.0 and up to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent occurrences.

Level-of-service F describes operations with delay in excess of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over saturation, i.e. when arrival flow exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

3. LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

The level of service criteria are given in Table A-2. As used here, total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stopline; this time includes the time required for the vehicle to travel from the last-in-queue position to the first-in-queue positions.

The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. In situations where the degree of saturation is greater than about 0.9, the amount of average total delay is also dependent on the length of the analysis period.

Table A-2. Level-of Service Criteria for Unsignalized Intersections

Level of Service	Average Total Delay (SEC/VEH)
A	≤ 5.0
B	5.0 TO 10.0
C	10.0 TO 20.0
D	20.0 TO 30.0
E	30.0 TO 45.0
F	> 45.0

APPENDIX B

ENVIRONMENTAL SITE ASSESSMENT

PHASE I
ENVIRONMENTAL SITE ASSESSMENT

FOR THE
PROPOSED EWA PLAINS
REGIONAL POLICE STATION
TMK 1-9-1-16: Parcel 50 (portion)
Kapolei, Oahu, Hawaii

PREPARED FOR:

Building Department
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

PREPARED BY:

R. M. Towill Corporation
420 Waiakamilo Road, Suite 411
Honolulu, Hawaii 96817

AUGUST 1995

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
1.0 INTRODUCTION	1
2.0 PURPOSE AND SCOPE OF WORK	1
3.0 SITE DESCRIPTION	2
3.1 Current Site Layout	2
3.2 Site Physiography	2
3.3 Geologic and Hydrogeologic Setting	2
4.0 SITE RECONNAISSANCE	4
5.0 PAST SITE CONDITIONS	5
5.1 Department of Taxation Records and TRW REDI Property Realty Atlas	5
5.2 Aerial Photographs	5
5.3 Interviews	5
6.0 DOCUMENT REVIEW	6
6.1 State of Hawaii	6
6.2 Federal	8
7.0 FINDINGS	8
8.0 LIMITATIONS	10
9.0 QUALIFICATIONS	11
APPENDICES	FIGURES
Appendix A - References	Figure 1 - General Island Location Map
Appendix B - Tax Map History Sheets	Figure 2 - Site Map, TMK 9-1-16
Appendix C - Ground Water Index	Figure 3 - Site Map, Street Map
Appendix D - Photographs	Figure 4 - Aerial Photograph (11/22/49)
Appendix E - Environmental Assessment Association Site Walk- Through Checklist	Figure 5 - Aerial Photograph (1973)
	Figure 6 - Aerial Photograph (1/14/93)
Appendix F - Agricultural Chemicals Used in Hawaii, HSPA	Figure 7 - USGS Ewa Quadrangle Map 12

1.0 INTRODUCTION

The R.M. Towill Corporation (RMTC) has been retained by the City and County of Honolulu Building Department to perform a Phase I - Environmental Site Assessment (I-ESA) for the proposed Ewa Plains Regional Police Station, Kapolei, Oahu, Tax Map Key (TMK) 1-9-1-16: Parcel 50 (portion, Figures 1 through 3). Throughout this I-ESA the parcel of interest will be referred to as the property.

2.0 PURPOSE AND SCOPE OF WORK

The purpose of this I-ESA was to investigate past and present land uses of the property and surrounding areas to determine if the potential for hazardous materials contamination exists. This I-ESA includes a site and vicinity walk-through, an agency record search, an underground storage tank and hazardous materials storage search, an aerial photograph review spanning 44 years, and a limited hydrogeological review.

This assessment was performed in accordance with the following American Society for Testing and Materials (ASTM) Standard: E 1527-94, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process". The ASTM Standard defines good commercial and customary practice for conducting environmental site assessments of a parcel of commercial real estate with respect to contaminants within the scope of the Comprehensive Environmental Response Compensation and Liability Act (CERCLA) and to petroleum products.

The following tasks were performed:

- Reviewed available documents including maps and aerial photographs to assess past land use at the property;
- Contacted local, State, and Federal agencies to discuss the regulatory history associated with the property;
- Conducted site reconnaissance to assess present site conditions;
- Conducted interviews with personnel having knowledge of potential environmental hazards in the area;
- Reviewed site geology and hydrogeology; and
- Prepared Phase I Environmental Site Assessment Report which documents the study's findings.

This assessment is dependent on information that has been provided to RMTC by applicable agencies. Conclusions and recommendations are provided based on the cumulative findings of the aforementioned sections.

3.0 SITE DESCRIPTION

3.1 CURRENT SITE LAYOUT

The property (see Figures 1, 2, and 3), comprising 4.004 acres and defined by TMK 1-9-1-16: Parcel 50 (portion), is located in the City of Kapolei on the leeward side of the Island of Oahu. The property fronts Kamokila Boulevard to the south, and is bordered on the north by Farrington Highway. The Kapolei Entertainment Center (primarily a theater complex) borders the site to the southwest and the Kapolei Shopping Center Phase II borders the site to the northeast. The property is a primarily vacant triangular-shaped parcel proposed for development as the future site of the Ewa Plains Police Station.

3.2 SITE PHYSIOGRAPHY

According to the U.S. Geological Survey topographic map of the area (Ewa Quadrangle), the property is located at approximately 21°20'21" N latitude and 158° 5'2" E longitude. The property is approximately 0.3 miles southeast of a rock quarry and 0.4 miles east of the Palailai Sanitary Landfill. The elevation of the property is approximately 80 feet above mean sea level. A major storm drainage culvert is located adjacent to the property to the north.

A review of the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map (Community Panel Number 150001 0130 C, revised September 28, 1990) indicates that the property falls within a "Zone D" area. Flood boundaries have not been determined to date for these areas.

3.3 GEOLOGIC AND HYDROGEOLOGIC SETTING

3.3.1 Soil Cover

The property is situated on Ewa Series soils found in basins and on alluvial fans on the islands of Maui and Oahu. These soils developed in alluvium from basic igneous rock. Specifically, the property contains Ewa silty clay loam (EaB) soil which consists of dark reddish-brown silty clay loam approximately 18 inches thick. The subsoil is typically comprised of a dark reddish-brown and dark-red silty clay loam approximately 42 inches thick and the substratum is coral limestone. Permeability is moderate, runoff is slow, and the erosion hazard is designated slight (SCS, 1972).

3.3.2 Regional Groundwater Occurrence

The Hawaiian islands are characterized by three types of aquifer systems: 1) basal lens: coastal groundwater that is floating on underlying salt water; 2) dike water: groundwater that is impounded between impermeable basaltic dikes (generally in the higher elevations); and 3) perched groundwater: isolated lenses of groundwater that rest on impermeable volcanic strata (City and County of Honolulu, Board of Water Supply, 1990). Surface run-off is also a valuable source of water for urban, rural, and agricultural use.

The property falls within the Ewa aquifer system of the Pearl Harbor aquifer sector which has been constantly changing in areal distribution and rates of application of irrigation over the last three decades. The present arrangement of pumpage for domestic and irrigation demands, and the method and extent of irrigation are in a quasi-steady state as a consequence of the allocation of the resource by the State. The Ewa system is separated from the Waipahu system by the unconformity between the underlying Waianae and the overlying Koolau volcanoes. The boundary between the Ewa and Kunia systems is synthetic and was drawn to separate the Kunia system, which is irrigated with water from the Waiahole Ditch, from the Ewa system, mainly irrigated with well water. In the Ewa system, the basal lens is in the Waianae volcanic series and a deep, effective caprock of sediments causes a high groundwater head. Groundwater of the Kunia system flows into the Ewa system. Because of future development plans in the Ewa/Kapolei area, the entire Pearl Harbor Sector was listed as a Special Management Area by the State of Hawaii in 1979.

3.3.3 Local Groundwater Occurrence

According to Mink and Lau (Aquifer Identification and Classification for Oahu, 1987), the two Ewa aquifer types in the region underlying the study site consist of a basal, unconfined, sedimentary system and a basal, confined, flank system. Basal aquifer types consist of fresh water in contact with seawater. An unconfined aquifer is where characteristically the water table is the upper surface of the saturated aquifer. A confined aquifer is bounded by impermeable or poorly permeable formations, and the top of the saturated aquifer is below groundwater surface. Sedimentary aquifers are comprised of nonvolcanic lithology. Flank aquifers normally are horizontally extensive, display the lowest heads, and usually carry basal water.

An aquifer status code was developed to describe the development stage, utility, salinity, uniqueness, and vulnerability of Hawaii's aquifers to contamination. The code was developed under the concepts of EPA's groundwater classification, but conform to Hawaii's conditions. The status of the two Ewa aquifer systems are: a currently used groundwater source (although not as a drinking water source and not considered ecologically important), having a moderate salinity between 1000 mg/L Cl(-) and 5000 mg/L, being replaceable (the island of Oahu does not have any groundwater of value which could be classified as replaceable), and highly vulnerable to contamination (status code 13321); and a currently

used aquifer (also not as a drinking water source and not considered ecologically important), having a low salinity between 250 mg/L Cl(-) and 1000 mg/L, being irreplaceable, and having a low vulnerability to contamination.

4.0 SITE RECONNAISSANCE

On Tuesday, July 18, 1995, RMTc personnel, Dr. Eric S. Takamura and Ms. Diana L. Smith conducted a site walk-through in the study area. The site walk-through was conducted in order to assess the potential for hazardous materials and waste used, generated, or stored at the site and their potential impact on present or future environmental concerns. A site walk-through is an initial visual survey, and generally includes an evaluation of natural waterways, areas of stressed vegetation, signs of solid or hazardous waste dumping or disposal, evidence of past releases of hazardous substances, and evidence of abnormal odors associated with the site, etc. No sampling for asbestos or any other suspect material is generally done during a Phase I site assessment.

The site is located on a relatively level undeveloped parcel of what appeared to be recently graded land. It is bordered by Farrington Highway and the Kapolei Shopping Center to the north, Kamokila Boulevard and Campbell Square to the southeast, the Kapolei Entertainment Center to the southwest, Kapolei Regional Park to the northeast, and Farrington Highway/H1 to the north/northwest. The parcel is neatly kept, containing grass cover and irrigated with reclaimed water pipes situated at an approximate distance of every 10 yards. Pipes for a sewer connection were visible in the southwest corner of the site. A large tree (which appeared to be Christmas Berry) was visible in the middle of the property adjacent to minor innocuous debris including an automobile tire, scrap metal, a 1/2"-thick wooden board, a metal fence post, and a 2" diameter metal pipe. It did not appear that the debris was indicative of landfilling or clandestine dumping at the property. The northern portion of the property was bordered by a large drainage channel (dry at the time of the site reconnaissance) approximately 7'-deep and 20'-wide. No other environmental appurtenances were visible on the property. Photographs of the property are included in Appendix D and a completed site walk-through checklist is included in Appendix E.

To the southwest of the property, the construction of a fast food restaurant was visible. Additionally, adjacent parcels to the property in all directions were comprised of recently constructed developments of the planned City of Kapolei including the theater complex of the Kapolei Entertainment Center, Campbell Square, Kapolei Regional Park, and the Kapolei Shopping Center.

5.0 PAST SITE CONDITIONS

To obtain information regarding the history of land use at the site, RMTC: reviewed documents at the State of Hawaii Tax Office; reviewed historical and current aerial photographs; and conducted interviews with personnel knowledgeable of the property's history.

5.1 DEPARTMENT OF TAXATION RECORDS AND TRW REDI PROPERTY REALTY ATLAS

RMTC reviewed past ownership records of the property at the State of Hawaii Department of taxation dating from 1933 to the present (Appendix B). These records along with the TRW REDI Property Realty Atlas indicated that the property originated from TMK 1-9-1-16: Parcel 1 in the early 1990's. Our records review shows that the property, TMK 1-9-1-16: Parcel 50 (portion), was owned by the James Campbell Trust Estate for the duration of the tax office records (e.g. 1933) and has maintained a lease since 1929 with the Oahu Sugar Company (known previously as Ewa Sugar Company and formerly merged with Ewa Plantation Company). The lease to Oahu Sugar Company for the subject property was cancelled in 1992.

5.2 AERIAL PHOTOGRAPHS

Aerial photographs obtained from RMTC's Photogrammetry Department for the years 1949, 1973, and 1993 were reviewed (Figures 4, 5, and 6). The property, and all areas adjacent to it, appeared to be used for crop cultivation in the 1949 as well as the 1973 aerial photographs (flight number 209, frame 20, and flight number 5898, frame 3, respectively) indicated by the visible appearance of irrigation lines and homogenous rows and height of vegetation. The only exception is what appears to be a quarry to the northwest direction bordering what is now the Interstate Highway (H1). A residential subdivision is apparent in the 1973 photograph, in close proximity north of the study site.

The 1993 aerial photograph (flight number 8865, frame 25) reveals the presence of extensive residential developments to the east and north of the property, although crop land is still visible to the south. The property itself appears to be graded along with immediately adjacent properties. A large commercial development borders the property to the northeast.

5.3 INTERVIEWS

Telephone interviews were conducted with personnel knowledgeable of the recent use and historical use of the property. Mr. Craig Arakaki, Civil Engineer, of Engineering Concepts, Inc. (the area grading and utility contractor) indicated that the property was used to stockpile soil from mass grading conducted on adjacent properties. Most of the soil was

then distributed across the sites as top soil, the property was leveled off, and seeded creating a grass cover. Pertaining to environmental conditions which may have impacted the site, Mr. Arakaki stated that GASCO & Hawaii Independent Refineries underground fuel lines stemming from Campbell Industrial Park and leading to Honolulu are located mauka (towards the mountain) of the drainage channel. To his knowledge, the pipes experienced a leak requiring a remedial response recently. However, the occurrence was in the Campbell Industrial Park area (significantly distant and hydrogeologically down-gradient of the property). According to Mr. Arakaki, excavation for the installation of underground utilities in close proximity to the proposed Ewa Plains Regional Police Station did not reveal the presence of visible petroleum or other identifiable environmental contamination.

Mr. Jim Wriston, III (formerly the Land Manager at Oahu Sugar, Co.) was contacted for information on the history of the property. According to Mr. Wriston, the property was used for over fifty years in the cultivation of sugar cane. Mr. Wriston did not recall any environmental anomalies with that particular portion of the crop land. According to Mr. Les Hoag (Construction Engineer for the Campbell Estate) there were no unusual problems/occurrences historically with the proposed police station property.

RMTC further contacted the State of Hawaii Department of Health Solid Waste Management Office (Mr. Gary Siu) to obtain information on the former Palailai landfill located northwest of the property. Grace Pacific formerly leased the area from the Campbell Estate and established a quarry (visible in the first aerial photograph reviewed taken in 1949). To fill the quarry, Grace Pacific operated a municipal solid waste landfill for approximately 10 years in the 1970's to the early 1980's. According to Mr. Siu, a PVC (20 mil.-thick) cap was installed over the landfill and that groundwater monitoring to date has not shown the presence of environmental contaminants. Landfill gases are currently classified as "passive".

6.0 DOCUMENT REVIEW

6.1 STATE OF HAWAII

RMTC reviewed the Underground Storage Tank Section Database Listing and UST Leak Log generated by the State of Hawaii Department of Health (DOH) Solid and Hazardous Waste Branch to obtain information regarding registered owners of USTs and reported releases of hazardous materials from USTs. The January 6, 1995 UST Leak Log indicated that there was one UST leak location reported within a 1/2 mile radius of the site. This site and a brief synopsis of the leak file are as follows:

Makakilo Central Office (GTE Hawaiian Tel)
92-815 Nohohale Street
Ewa Beach, Oahu, Hawaii 96707

During removal of a 550-gallon diesel fuel UST at this GTE Hawaiian Tel location in 1993, identifiable soil contamination was excavated underneath the tank until there was no visible staining nor petroleum odor. However, a sample taken of the underlying soil after excavation resulted in a level of 40,400 parts per million of Total Petroleum Hydrocarbons - Diesel. Additional excavation (totaling 15 cubic yards of soil) was performed again to where no soil staining, odor, nor high Photo-Ionization Detector readings were observed. Confirmation lab results of the resultant underlying soil indicated constituent levels well below the DOH recommended clean-up criteria. A Soil Management Unit was created with the excavated soil on the site and lab results of two samples taken of this soil contained constituent levels well below the DOH's recommended clean-up criteria (Brewer Environmental Services, 1994).

No USTs were registered with the State of Hawaii, Department of Health, Underground Storage Tank Section on the property itself, nor adjacent properties. There are a total of two registered UST locations within a 0.5-mile radius of the property. These locations are as follows:

Demonstration DeSalting Facility 1-4,000 gallon UST
91-591 Kalaeloa Boulevard 2-550 gallon USTs
These USTs were installed in 1990 and contain an anti-scalant mixture containing sodium hypochlorite, dilute H₂S and HCL solutions, and used laboratory reagents.

Makakilo Texaco 4-10,000 gallon gasoline USTs
Makakilo Drive 1-550 gallon used oil
The existing USTs are double-walled fiberglass USTs and were installed in November 1989. Previous USTs removed from the site were constructed of galvanized steel and were installed in 1974. A Closure Report was not present in the UST facility file.

RMTC also reviewed the Ground Water Index and Summary (State of Hawaii Department of Land and Natural Resources, August 26, 1993) for information regarding wells within the vicinity of the site. The publication indicates the presence of four wells within 1/2 mile of the site (see Figure 7 & Appendix C). Well number 2005-01 (approximately 1/4-mile northwest and mauka of the property) was drilled by the Campbell Estate in 1971 for irrigation water. However, the well is not currently used and has since been sealed. Well number 2005-03 is one of three monitoring wells recently installed by Geolabs for Parametrix (environmental consultant to Grace Pacific) and is related to the groundwater monitoring of the former Palailai landfill. Sample results from this well (as well as the other two monitoring wells) taken in November 1989 did not exceed Federal Primary Drinking Water Maximum Contaminant Levels (see also Section 5.3 of this report). Well numbers 1905-08 and 1905-10, located approximately 1/2-mile south of the property, were installed in 1991 and 1993, respectively. These two wells are proposed for use in a non-potable water distribution network to deliver brackish water for irrigation throughout the 600-acre Kapolei City development area.

The DOH Hazard Evaluation and Emergency Response Branch (HEER) Spills List was also reviewed by RMTC for information regarding reported spills or releases of hazardous materials in the vicinity of the site. The Spills List dating from 1988 to 1993 and the 1994 list reported only one incident of a spill within 0.5 mile radius of the property. In 1993, it was reported that approximately 64 pounds of ammonia phosphate were released at the Makakilo Elementary School (62-675 Anipeahi Place). The spills list indicated that the release possibly originated from vandalism. The final resolution of the spill was not recorded. Additionally, there was only one spill recorded in the 1994 HEER Spills List. Approximately 100 yards before the Barber's Point Naval Air Station gate on Fort Barrette Road, twelve 55-gallon drums were found abandoned. The drums were found to be empty by DOH. Due to the distance of these spills from the property and due to the nature of the spills (i.e. no material migration occurred from the sites), it is not likely that any of these spills impacted the property. Of note, the spill stemming from the underground fuel pipelines (see also Section 5.3 of this report) was recorded in the HEER Spills List.

6.2 FEDERAL

RMTC's review of EPA Region IX's November 17, 1994 RCRA Notifiers List (RCRIS v. 5.1.0) identified no generators of hazardous waste on the property nor adjacent properties. Only one generator was identified in the RCRIS to be within a 0.5 mile radius of the property. Grace Pacific Corporation (91-920 Farrington Highway) is listed as a Large Quantity Generator (a facility which generates greater than 1,000 kg of hazardous waste or more than 1 kg of acute hazardous waste per month).

The January 3, 1995 EPA CERCLIS (Comprehensive Environmental Response, Compensation and Liability Act Information System) listing indicated that there is one site within a 0.5 mile radius of the property. The Pacific Concrete & Rock Landfill (91-402 Farrington Highway) had an initial site inspection conducted in 1982 which was funded by the EPA. No further action has been taken on the site to date. No National Priorities List (NPL) sites are listed within a mile of the site.

7.0 FINDINGS

RMTC has performed a Phase I Environmental Site Assessment in conformance with the scope and limitations of ASTM Standard E 1527 of the proposed Ewa Plains Regional Police Station (TMK No. 1-9-1-16: Parcel 50, portion), the property. This assessment has revealed no evidence of recognized environmental conditions in connection with the property. The assessment included a site reconnaissance to observe existing conditions and a review of available local, state, and federal records. No subsurface explorations or chemical analyses of soil or groundwater were conducted as part of this evaluation.

The property is comprised of a primarily vacant triangular-shaped parcel located within the relatively new development of the City of Kapolei. Within the past two years the property has been used to store soil from mass grading operations of adjacent properties. According to the Civil Engineer for the grading contractor (Mr. Craig Arakaki of Engineering Concepts, Inc.), most of the soil was transferred to a parcel of land south of Campbell Square. Any remaining soil was smoothed over on the property, which was then seeded and irrigated to create a grass cover. Previously, the property and adjoining properties were used for the cultivation of sugarcane for at least 63 years. A potential source of contamination for land previously used in an agricultural capacity is the bioaccumulation of agricultural chemicals. According to the Hawaii Sugar Planters Association, the primary chemicals used from 1982 through 1991 (when such records were kept) for crop protection on Hawaii's sugar cane fields include the herbicides Atrazine, Diuron, and Ametryn. Historically, other persistent chemicals which may have been used include Pentachlorophenol, Arsenic, DDT, and Chlordane. If excavation occurs and the disposal of soil is necessary, sampling to determine the proper disposition of the soil would be required by the State of Hawaii Department of Health and the receiving landfill. Due to the following factors, however, sampling of remaining property soil to ascertain the existence of potential pesticide bioaccumulation is not recommended: prior agricultural chemical usage was performed in accordance with labels and regulations pertinent at the time of usage; the property will primarily be surfaced with asphalt and/or concrete; and the intended future use of the site is a police station (e.g. the site is not proposed for development as a residential area or park).

Review of regulatory records provided the following information:

- One leaking UST location was reported within a half-mile radius of the study site. This site (GTE Hawaiian Tel's Makakilo Central Office) underwent tank closure in 1993. Initially, a soil sample of the excavation indicated an elevated level of TPH-Diesel. Further excavation of soil was conducted and a Solid Waste Management Unit (SWMU) was created on site. Additional sampling, however, of both the excavation and the SWMU did not indicate the presence of contamination and no further action was recommended.
- Two spills were recorded with the State of Hawaii, Hazard Evaluation and Emergency Response (HEER) office within a half-mile radius of the property. A spill recorded in 1993 reportedly consisted of approximately 64 pounds of ammonia phosphate. It was believed that the spill was caused by vandalism. The other spill (which occurred in 1994) and consisted of the abandonment of twelve 55-gallon drums on Fort Barrette Road. The drums were found to be empty during the response action taken by the HEER office.

- Only one generator of hazardous waste is located within 1/2 mile of the property. The one generator identified (and designated as a Large Quantity Generator) is Grace Pacific Corporation (91-920 Farrington Highway).
- One site registered on the EPA's CERCLIS List is located within the half-mile mark of the property. This site consists of the Pacific Concrete & Rock Landfill (91-402 Farrington Highway and also known as the Palailai Sanitary Landfill). An initial site inspection was conducted in 1982. No further action has been taken on the site to date. According to Mr. Gary Siu of the State of Hawaii's Department of Health Solid Waste Management Office, on-going groundwater monitoring at the site has not indicated the presence of hazardous constituents above recommended or required action levels.
- No NPL sites are listed within a mile of the property.

During the site reconnaissance, RMTC personnel noted that there was no indication of hazardous materials or waste on the property.

Historical information collected on the property indicated that the site is owned by the James Campbell Estate which maintained a lease with the Oahu Sugar Company since 1929. According to Mr. Jim Wriston (former Land Manager for the Oahu Sugar Company) and evident in aerial photographs originating in 1949, the property was a small portion of a few thousand acres of sugarcane fields. Mr. Wriston further did not recall the existence of any incidents or observations of environmentally-related problems with the property parcels.

On the basis of the work conducted as part of this site assessment, RMTC has identified no other areas of significant concern nor any evidence of recognized environmental conditions. At this time, a Phase II Environmental Site Assessment is not recommended for the subject property.

8.0 LIMITATIONS

The conclusions presented in this report are professional opinions based solely upon visual observations of the site and vicinity, and our interpretation of the available historical information and documents reviewed. They are intended exclusively for the purpose outlined herein and at the site location and project indicated. The scope of services performed in execution of this investigation may not be appropriate to satisfy the needs of other users, and any use or re-use of this document or the findings, conclusions, or recommendations presented herein is at the sole risk of said user.

R.M. Towill Corporation's services are performed, within the limits prescribed by its Clients, with the usual thoroughness and competence of the consulting profession, in accordance with the standard for professional services at the time those services are rendered. No warranty or representation, either expressed or implied, is included or intended in its proposals, contracts, or reports.

Opinions and recommendations presented herein apply to site conditions existing at the time of our investigation and those reasonably foreseeable; they cannot necessarily apply to site changes of which this office is not aware and has not had the opportunity to evaluate.

9.0 QUALIFICATIONS


The Phase I Environmental Site Assessment was performed by Ms. Diana L. Smith and Dr. Eric S. Takamura of R. M. Towill Corporation. A listing of their relevant qualifications is as follows:

Diana L. Smith

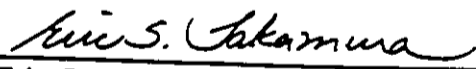
Registered Environmental Assessor (State of California, #03873)
Certified Environmental Inspector (Environmental Assessment Association, 1994)
40-Hour Basic Health & Safety Training (HAZWOP/1910.120) (1995)
AHERA Building Inspector (1995)
AHERA Management Planner (1995)
Lead Based Paint Inspector (1995)

Dr. Eric S. Takamura

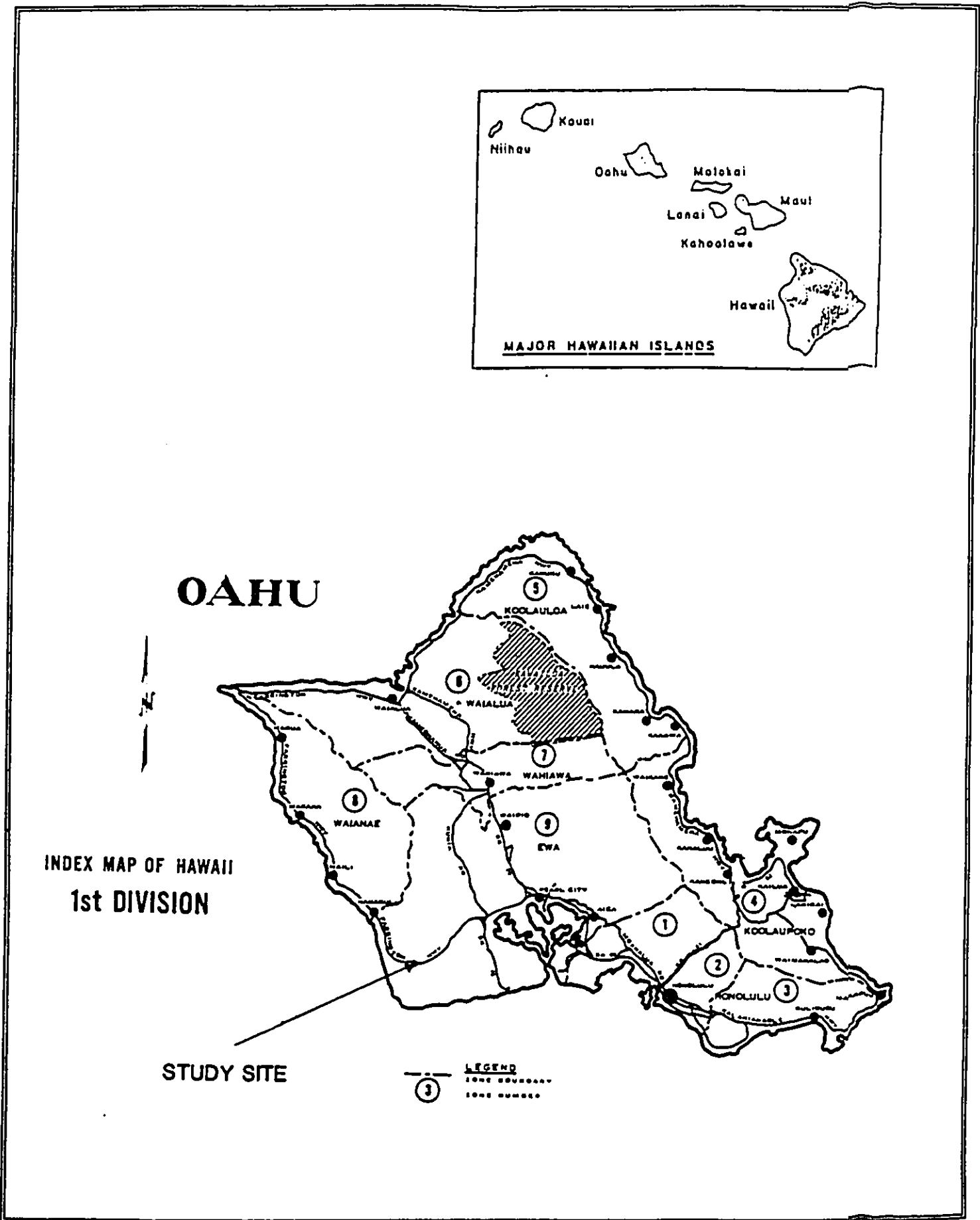
Registered Professional Engineer (State of Hawaii #6129)
40-hour Basic Health & Safety Training (HAZWOP/1910.120) (1994)



Diana L. Smith, REA, CEI

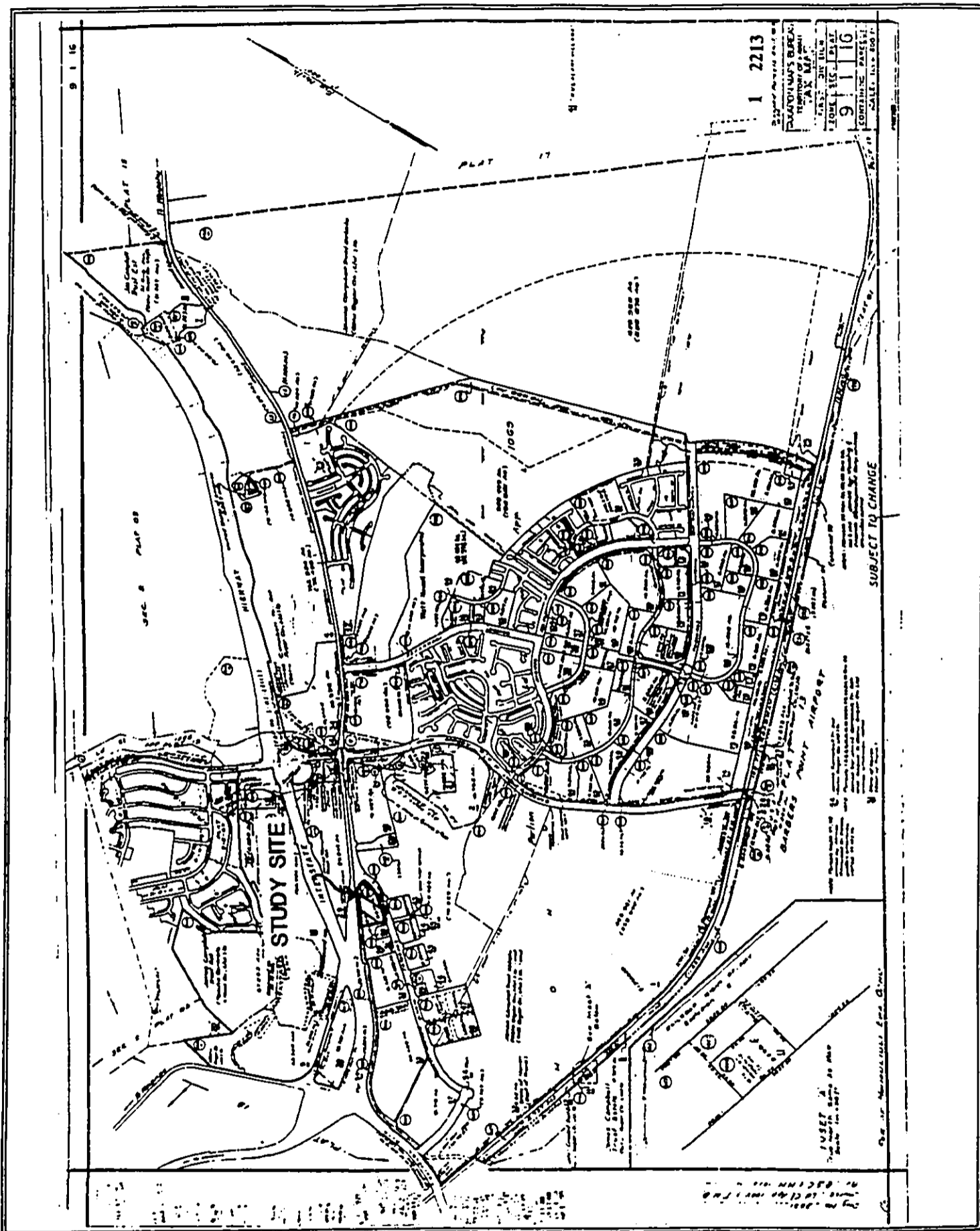


Eric S. Takamura, Ph.D., P.E.



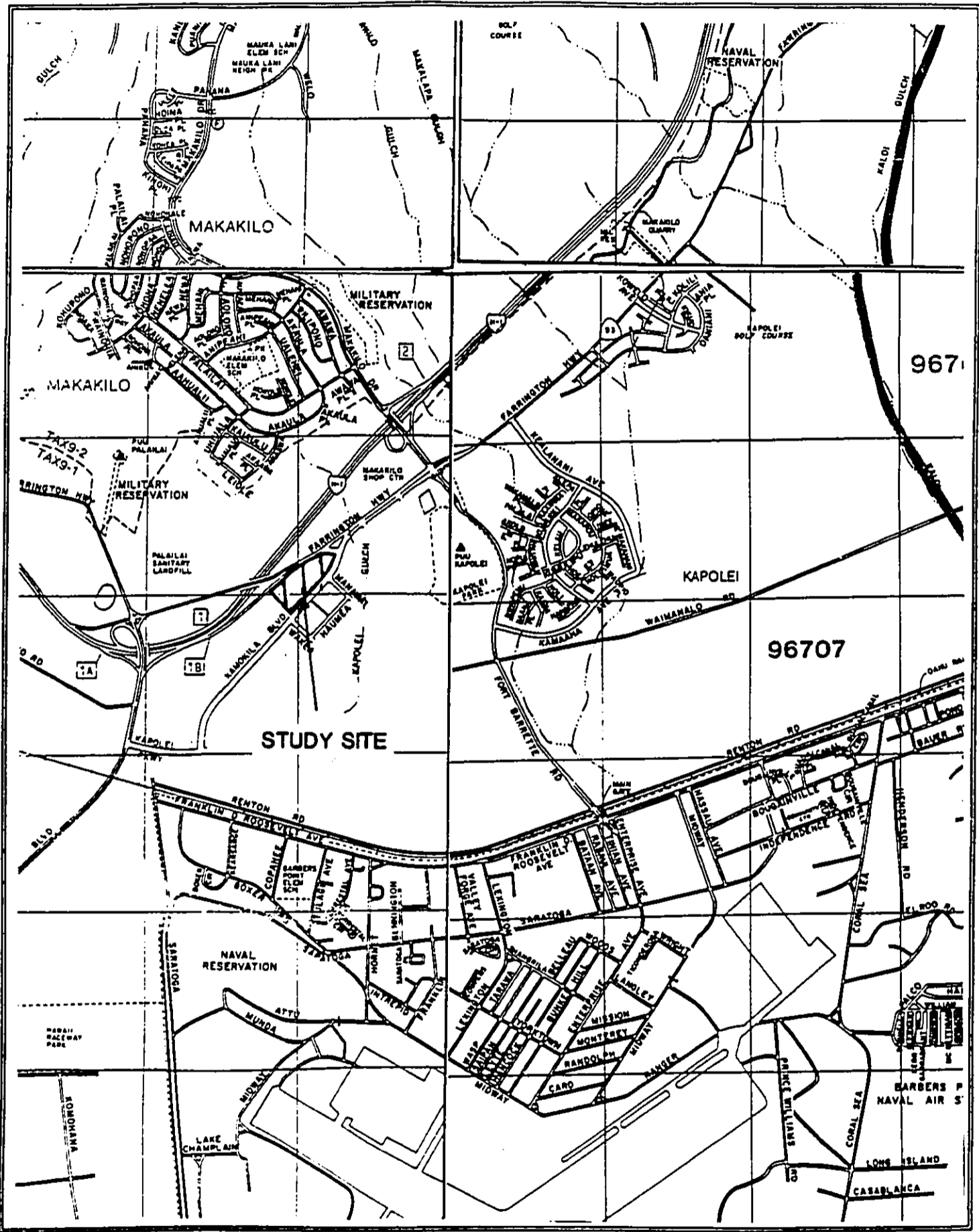
PHASE I ENVIRONMENTAL SITE ASSESSMENT
 SITE NAME: PROPOSED EWA PLAINS POLICE STATION
 FIGURE 1 - GENERAL ISLAND LOCATION MAP

R. M. TOWILL CORPORATION
 Job No. 1-17362-0-E
 SOURCE: TRW REDI PROPERTY REALTY ATLAS



PHASE I ENVIRONMENTAL SITE ASSESSMENT
 SITE NAME: PROPOSED EWA PLAINS POLICE STATION
 FIGURE 2 - SITE MAP - TAX MAP KEY 9-1-16

R. M. TOWILL CORPORATION
 Job No. 1-17362-0-E
 SOURCE: TRW REDI PROPERTY REALTY ATLAS



PHASE I ENVIRONMENTAL SITE ASSESSMENT
 SITE NAME: PROPOSED EWA PLAINS POLICE STATION
 FIGURE 3 - SITE MAP (SCALE 1:24,000)

R. M. TOWILL CORPORATION
 Job No. 1-17362-0-E
 SOURCE: BRYAN'S SECTIONAL MAPS OAHU



PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
FIGURE 4 - AERIAL PHOTOGRAPH (11.22/49)

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
RMTIC - FLIGHT 209, FRAME 20



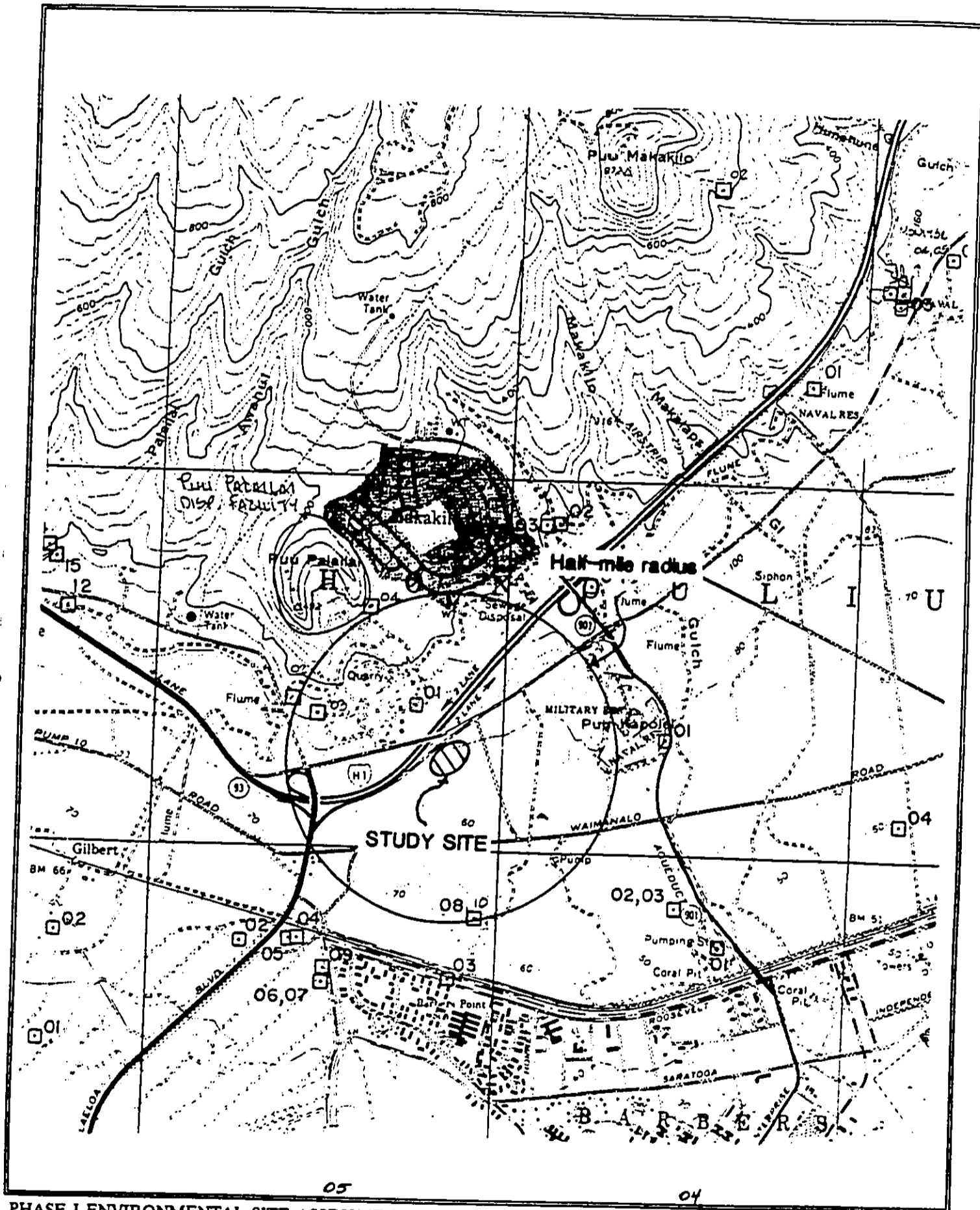
PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
FIGURE 5 - AERIAL PHOTOGRAPH (1973)

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
FLIGHT 5898, FRAME 3



PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
FIGURE 6 - AERIAL PHOTOGRAPH (1/14/93)

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
FLIGHT 8865, FRAME 25



PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
FIGURE 7 - USGS QUADRANGLE MAP 12

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
Ewa Well Locations

APPENDIX A - REFERENCES

Arakaki, Craig, Civil Engineer, Engineering Concepts Inc., personal telephone conversation with Dr. Eric S. Takamura, 8/8/95, 591-8820.

City and County of Honolulu, Department of Finance Real Property Tax Office, 842 Bethel Street.

Federal Emergency Management Agency's (FEMA) *Flood Insurance Rate Map*, Community Panel Number 150001 0130 C, revised September 28, 1990.

Hoag, Les, Construction Engineer, James Campbell Estate, personal telephone conversation with Dr. Eric S. Takamura, 8/8/95, 536-1961.

Siu, Gary, State of Hawaii, Department of Health (DOH), Solid Waste Management Office, personal telephone conversation with Diana L. Smith, 8/10/95, 586-4226.

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U.S. Department of Agriculture Soil Conservation Service in Cooperation with the University of Hawaii Agriculture Experiment Station, *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii* (August 1972).

U.S. Environmental Protection Agency (EPA), *List of CERCLIS Sites* (January 1995).

U.S. EPA, RCRA Notifiers List (November 1994).

Wriston, James III, former Land Manager for Oahu Sugar Company, personal telephone conversation with Dr. Eric S. Takamura, 8/8/95, 536-1961.

APPENDIX B - TAX MAPS AND HISTORY SHEETS

DOCUMENT CAPTURED AS RECEIVED

TRK: 1 9 1 016 050

PAGE: 1

11/07/94-----
INSTR-DESC: LCAPP 1069 MAP 729
TMB:M940000501
INST-DATE: 12/15/94
REC-DATE:

OTHER-TMKS: 1 9 1 016 050 0000 ETC.
SUBD OF LOT 8213 INTO LOTS 8213-A TO 8213-F INCL TOG/E
AND DELETION OF ESMT 3820 & 3807 PER MAP 729 LCAPP 1069
TO: 9116-54 1.754 AC RD LOTS 8213-A & 8213-F
LOTS 8213-B TO 8213-E INCL TO NEW PLAT & PARCELS 9188-1 TO 4 INCL, RESP
F/D: DROPPED
OWNERSHIP: NAME F TO %-OWNER TITLE-DESC
F 0011 *DROPPED 1994/12/15 DROPPED

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAOOLEI, HI 96707

09/17/93-----
INSTR-DESC: MAP 654 LCAPP 1069
TMB:M930000518
INST-DATE: 01/26/94
REC-DATE:

AREA: 8.27700 ACRE
OTHER-TMKS: 1 9 1 016 050 0000 ETC.
SUBD LOT 8204 INTO LOTS 8213 & 8214 TOG/E PER MAP 654 LCAPP 1069
LOT 8214 TO NEW PARCEL 9116-98
F/D: AREA, BDRY: LOT 8213
OWNERSHIP: NAME F TO %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE

FOR ASSESSMENT YEAR 1994
-PITT: 300 AREA: 8.27700 A VALUE: 6165300 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR
NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAOOLEI, HI 96707

09/17/93-----
INSTR-DESC: MAP 653 LCAPP 1069
TMB:M930000517
INST-DATE: 01/26/94
REC-DATE:

AREA: 9.09000 ACRE
OTHER-TMKS: 1 9 1 016 001 0000 ETC.
TO: 9116-1 5.286 AC LOT 7254
FROM: 9116-1 9.090 AC LOT 8204
F/D: AREA, BDRY: LOT 8204
OWNERSHIP: NAME F TO %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE

DOCUMENT CAPTURED AS RECEIVED

TMK: 1 9 1 016 050

PAGE:

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAPOLEI, HI

96707

11/04/92

INSTR-DESC: PARTIAL CANCELLATION OF LEASE TMB:T920056566
INST-NO:92-00179079 INST-DATE: 11/03/92
LC-DOC-NO: 1967530 CERT-NO: 15790 REC-DATE: 11/04/92
AREA: 5.28600 ACRE STATE-CONV-TAX: \$0.00
OTHER-TMKS: 1 9 1 016 043 0000 ETC.

FROM: W H MC VAY, P R CASSIDAY, C D PRATT JR & C R CHURCHILL, THE DULY
APPOINTED, QUALIFIED & ACTING TRUSTEES UNDER THE WILL AND OF THE ESTATE
OF JAMES CAMPBELL, DEC'D "LESSORS"

TO: OAHU SUGAR COMPANY, LIMITED "LESSEES"

PARTIES HERETO AGREE AS FOLLOWS: LESSORS DO HEREBY WITHDRAW THE PROPERTY
FROM THE DEMISE OF THE LEASE IN LIBER 1155 P 66, EFFECTIVE 5/1/90.
LESSEE IS RELEASED & DISCHARGED FROM TERMS OF LEASE.

LOT 7254 5.286 AC MAP 595 LCAPP 1069

F/D: LE-OUT

OWNERSHIP: NAME F TO %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE

FOR ASSESSMENT YEAR 1993

-PITT: 300 AREA: 5.28600 A VALUE: 4490000 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR

NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAPOLEI, HI

96707

05/27/92

INSTR-DESC: SUBD. MAP 595 LCAPP 1069 TMB:M920000260
INST-DATE: 07/20/92
REC-DATE:

AREA: 5.28600 ACRE

OTHER-TMKS: 1 9 1 016 001 0000 ETC.

NEW PARCEL FROM 9116-1

F/D: NEW; LOT 7254 MAP 595 LCAPP 1069

OWNERSHIP: NAME F TO %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD LE

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT ST MALL 500
HONOLULU, HI

96813

-----SEE PARCEL SHEETS FOR MORE INFORMATION-----

DOCUMENT CAPTURED AS RECEIVED

TMK: 1 9 1 016 001

PAGE: 1

06/22/95-----
INSTR-DESC: GRANT OF PERPETUAL EASEMENT

TMB:T950023397
INST-DATE: 06/07/95
LC-DOC-NO: 2214634 CERT-NO: 422479 REC-DATE: 06/22/95
AREA: 381.75500 ACRE STATE-CONV-TAX: \$.00
OTHER-TMKS: 1 9 1 015 001 0000 ETC.

FROM: TRUSTEES UNDER THE WILL & OF THE ESTATE OF JAMES CAMPBELL, DECEASED
TO: GTE HAWAIIAN TELEPHONE COMPANY INCORPORATED
ESMT A (3 FT WIDE) POLE & ANCHOR PURPOSES POR LOT 8210 MAP 653
LCAPP 1069 362 SF DES
GRANTOR GRANT UNTO GRANTEE ESMT TO BUILD, CONSTRUCT, REBUILD, RECONSTRUCT, REPAIR, MAINTAIN & OPERATE POLE & WIRE LINES, ANCHORS, GUY WIRES FOR THE TRANSMISSION & DISTRIBUTION OF COMMUNICATIONS & CONTROL CIRCUITS
*TMB NOTE: ESMT NOT SHOWN, PENDING LD CT MAP
P/D: SUBJ/E IN FAVOR OF GTE HAWAIIAN TELEPHONE CO INC

*** THE FOLLOWING OWNERSHIP IS NOT CURRENT ***
OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD LE (352.999 AC)

MAILING ADDRESS: *JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAPOLEI, HI 96707

11/23/94-----
INSTR-DESC: PARTIAL CANCELLATION OF LEASE

TMB:T940051243
INST-DATE: 11/10/94
LC-DOC-NO: 2198228 CERT-NO: 443350(BELOW) REC-DATE: 11/23/94
AREA: 381.75500 ACRE STATE-CONV-TAX: \$.00
OTHER-TMKS: 1 9 1 016 001 0000 ETC.

*442477
FROM: W H MCWAY, P R CASSIDAY, C D PRATT JR & C R CHURCHILL TRUSTEES UNDER THE WILL & OF THE ESTATE OF JAMES CAMPBELL, DECEASED
TO: OAHU SUGAR COMPANY LIMITED
LOT 7266-B MAP 703 LCAPP 1069 28.756 AC
LEASE DATED 01/02/29, REC IN LIBER 1155, PG 66. LESSORS DO HEREBY WITHDRAW THE PROPERTY FROM THE GENISE OF THE LEASE EFF 05/01/90 (EFF DATE) & LEASE SHALL BE CANCELLED & BE OF NO FURTHER FORCE & EFFECT AS TO THE PROPERTY FROM & AFTER THE EFF DATE

OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD LE (352.999 AC)

FOR ASSESSMENT YEAR 1993
-PITT: 300 AREA: 33.11800 A VALUE: 12849800 EXEMPT:

FOR ASSESSMENT YEAR 1993
-PITT: 500 AREA: 346.63700 A VALUE: 272600 EXEMPT:
-BLDG: 0004 CODE: 000 YB: VALUE: 800 EXEMPT:
BLDG TOTALS--> VALUE: 800 EXEMPT:

SITE ADDRESS: 91-595 FARRINGTON HWY APT:

DOCUMENT CAPTURED AS RECEIVED

TMK: 1 9 1 016 001

PAGE: 2

MAILING ADDRESS: *JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAPOLEI, HI

96707

08/16/94-----

INSTR-DESC: LCAPP 1069 MAP 703

TMB:M940000395

INST-DATE: 10/19/94

REC-DATE:

AREA: 381.75500 ACRE

OTHER-TMKS: 1 9 1 016 001 0000 ETC.

SUBD OF LOT 7266 INTO LOTS 7266-A, 7266-B & 7266-C TOG/E
PER MAP 703 LCAPP 1069

LCO 117816: NEW C-443349 ISSUED OVER LOTS 7266-A & 7266-B. NEW C-443350
ISSUED TO LOT 7266-C

TO: 9116-24 41.364 AC LOT 7266-A

TO: 9116-54 2.802 AC LOT 7266-C

F/D: AREA, BDRY: LOTS 7266-B & 8210

OWNERSHIP: NAME F TC %-OWNER TITLE-DESC

F 0011 *JAMES CAMPBELL TRUST ESTATE

L 0011 *OAHU SUGAR CO LTD

MAILING ADDRESS: *JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAPOLEI, HI

96707

09/17/93-----

INSTR-DESC: MAP 653 LCAPP 1069

TMB:M930000517

INST-DATE: 01/26/94

REC-DATE:

AREA: 425.92100 ACRE

OTHER-TMKS: 1 9 1 016 001 0000 ETC.

FROM: 9116-18 1.900 AC LOT 1346

- -54 15.971 AC LOTS 7236 & 7237

- -50 5.286 AC LOT 7254

- -51 5.130 AC LOT 7255

- -52 10.129 AC LOT 7256

- -53 44.421 AC LOTS 7257 & 84-A-2-A

CONS LOTS 1346, 7236, 7237, 7254, 7255, 7256, 7257 & 7267 & RESUBD INTO
LOTS 8204 TO 8212 INCL TOG/E PER MAP 653 LCAPP 1069

TO: 9116-50 9.090 AC LOT 8204

- -52 8.631 AC LOT 8205

- -53 2.324 AC LOT 8206

- -54 21.919 AC RD LOTS 8208, 8209, 8211, 8212 & 84-A-2-A

THE NOTE: LEASE FROM EWA SUGAR CO, INC ASSIGNED TO OAHU SUGAR CO, LTD
PER ASSMT/LEASE REC DOC 500009

F/D: AREA, BDRY: LOTS 8210 & 7266

OWNERSHIP: NAME F TC %-OWNER TITLE-DESC

F 0011 *JAMES CAMPBELL TRUST ESTATE

L 0011 *OAHU SUGAR CO LTD

FOR ASSESSMENT YEAR 1994

--PITT: 300 AREA: 9.05400 & VALUE: 4732700 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR

TMK: 1 9 1 016 001

PAGE: 3

NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

FOR ASSESSMENT YEAR 1994

-PITT: 500	AREA: 350.61800 A	VALUE: 272600	EXEMPT:
-BLDG: 0004	CODE: 000 YB:	VALUE: 800	EXEMPT:
	BLDG TOTALS-->	VALUE: 800	EXEMPT:

FOR ASSESSMENT YEAR 1994

-PITT: 800	AREA: 66.24900 A	VALUE: 4968700	EXEMPT:
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NOTE: APPEAL EXISTS FOR THIS YEAR

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
 1001 KAMOKILA BLVD
 KAPOLEI, HI 96707

09/15/93-----

INSTR-DESC: LUC MAP R/S

TMB:M930000463
 INST-DATE: 01/05/94
 REC-DATE:

AREA: 424.03800 ACRE
 FORMER ZONING: A & U
 CHANGED TO: U
 U: 424.038 AC
 TOTAL AREA: 424.038 AC
 CANCEL: TMB M90-13
 SOURCE: LUC BDRY AMEND A87-613 6/17/93

OWNERSHIP: NAME	F TC	%-OWNER	TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE			LE
L 0011 *OAHU SUGAR CO LTD			

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
 1001 KAMOKILA BLVD
 KAPOLEI, HI 96707

06/05/92-----

INSTR-DESC: SUBD. MAP 598 LCAPP 1069

TMB:M920000263
 INST-DATE: 07/20/92
 REC-DATE:

AREA: 424.03800 ACRE
 SUBD OF LOT 7263 INTO LOTS 7266 & 7267 MAP 598 LCAPP 1069
 F/O: SUBD; LOTS 7266 & 7267

OWNERSHIP: NAME	F TC	%-OWNER	TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE			LE
L 0011 *OAHU SUGAR CO LTD			

FOR ASSESSMENT YEAR 1993

-PITT: 300	AREA: 9.05400 A	VALUE: 4732700	EXEMPT:
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NOTE: APPEAL EXISTS FOR THIS YEAR
 NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

FOR ASSESSMENT YEAR 1993

-PITT: 500	AREA: 414.98400 A	VALUE: 1874600	EXEMPT:
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DOCUMENT CAPTURED AS RECEIVED

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-BLDG: 0004 CODE: 000 YB: 1988 VALUE: 700 EXEMPT:
BLDG TOTALS--> VALUE: 700 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR
NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

MAILING ADDRESS: JAMES CAMPBELL TRUST ESTATE
1001 KAMOKILA BLVD
KAPOLEI, HI 96707

05/27/92-----
INSTR-DESC: SUBD. MAP 586 LCAPP 1069 TMB:M920000261
INST-DATE: 07/20/92
REC-DATE:

AREA: 424.03800 ACRE
OTHER-TMKS: 1 9 1 016 001 0000 ETC.
SUBD OF LOT 7253 INTO LOTS 7258 TO 7263 INCL. PER MAP 596 LCAPP 1069
TO: 9116-54 0.500 AC LOTS 7258 TO 7262 INCL
F/D: AREA, BDRY; LOT 7263

OWNERSHIP: NAME	F TC	%-OWNER	TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE			
L 0011 *OAHU SUGAR CO LTD			LE

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT STREET MALL 500
HONOLULU, HI 96813

05/27/92-----
INSTR-DESC: SUBD. MAP 595 LCAPP 1069 TMB:M920000260
INST-DATE: 07/20/92
REC-DATE:

AREA: 424.53800 ACRE
OTHER-TMKS: 1 9 1 016 001 0000 ETC.
SUBD OF LOT 7234 INTO LOTS 7246 TO 7253 INCL AND SUBD OF LOT 7235 INTO
LOTS 7234 TO 7257 INCL TOG/E PER MAP 595 LCAPP 1069.
LOTS 7246 TO 7252 INCL. 7254 TO 7256 INCL. TO NEW PARCEL 9116-43 TO 52
INCL.
LOTS 7237 & 84-A-2-A TO NEW PARCEL 9116-53
ROWY LOTS 7236 & 7237 TO NEW PARCEL 9116-54
F/D: AREA, BDRY; LOT 7253

OWNERSHIP: NAME	F TC	%-OWNER	TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE			
L 0011 *OAHU SUGAR CO LTD			LE

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT STREET MALL 500
HONOLULU, HI 96813

05/20/92-----
INSTR-DESC: CONS. MAP 593 LCAPP 1069 TMB:M920000259
INST-DATE: 07/20/92
REC-DATE:

DOCUMENT CAPTURED AS RECEIVED

TMK: 1 9 1 016 001

PAGE: 5

AREA: 548.83400 ACRE
DELETION OF POR ESMT 5 & POR ESMT 31.
CONS OF LOT 70-B & 1347-A AND RESUBD INTO LOTS 7234, 7235, 7236 & 7237
TDG/E PER MAP 593 LCAPP 1069.

F/D: SUBD, LOTS 7234 TO 7237 INCL & LOT 84-A-2-A
OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD LE

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT STREET MALL 500
HONOLULU, HI 96813

03/12/90-----
INSTR-DESC: LUC MAP R/S
TMB:M900000013
INST-DATE: 03/12/90
REC-DATE:

AREA: 548.83400 ACRE
OTHER-TMKS: 1 9 1 016 001 0000 ETC.

FORMER ZONING: A
CHANGED TO: A & U
A: 414.984 AC
U: 133.85 AC
TOTAL AREA: 548.834 AC
SOURCE: LUC BDRY AMEND A87-613 (2ND AMEND 5/30/89)
BDRY INT 89-29

OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD LE

FOR ASSESSMENT YEAR 1992
-PITT: 300 AREA: 133.85000 A VALUE: 31134900 EXEMPT:

FOR ASSESSMENT YEAR 1992
-PITT: 500 AREA: 414.98400 A VALUE: 4450800 EXEMPT:
-BLDG: 0004 CODE: 000 YB: VALUE: 700 EXEMPT:
BLDG TOTALS--> VALUE: 700 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR
NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

FOR ASSESSMENT YEAR 1991
-PITT: 300 AREA: 91.55000 A VALUE: 21774000 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR
NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

FOR ASSESSMENT YEAR 1991
-PITT: 500 AREA: 457.28400 A VALUE: 5101800 EXEMPT:
-BLDG: 0002 CODE: 000 YB: VALUE: 700 EXEMPT:
-BLDG: 0004 CODE: 000 YB: VALUE: 700 EXEMPT:
BLDG TOTALS--> VALUE: 1400 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR
NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

DOCUMENT CAPTURED AS RECEIVED

TMK: 1 9 1 016 001

PAGE: 6

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT STREET MALL 500
HONOLULU, HI

96813

10/08/87-----
INSTR-DESC: MAP R/S (MAP 407 LCAPP 1069) TMB:M870100025
INST-DATE: 02/29/88
REC-DATE:

AREA: 548.83400 ACRE STATE-CONV-TAX: \$.00
OTHER-TMKS: 1 9 1 014 002 0000 ETC.
DESIGNATION OF SEWER ESMT "1442" (117,412 SF) PER MAP 407 LCAPP 1069.
F/D: ESMT
OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD

FOR ASSESSMENT YEAR 1990
-PITT: 500 AREA: 548.83400 A VALUE: 4069900 EXEMPT:
-BLDG: 0002 CODE: 000 YB: VALUE: 700 EXEMPT:
-BLDG: 0004 CODE: 000 YB: VALUE: 700 EXEMPT:
BLDG TOTALS--> VALUE: 1400 EXEMPT:

NOTE: APPEAL EXISTS FOR THIS YEAR
NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

FOR ASSESSMENT YEAR 1989
-PITT: 500 AREA: 548.83400 A VALUE: 430500 EXEMPT:
-BLDG: 0002 CODE: 000 YB: 1988 VALUE: 500 EXEMPT:
-BLDG: 0004 CODE: 000 YB: 1988 VALUE: 500 EXEMPT:
BLDG TOTALS--> VALUE: 1000 EXEMPT:

NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

FOR ASSESSMENT YEAR 1988
-PITT: 520 AREA: 548.83400 A VALUE: 564771 EXEMPT:
-BLDG: 0001 CODE: 611 YB: VALUE: 88 EXEMPT:
BLDG TOTALS--> VALUE: 88 EXEMPT:

NOTE: AMENDED ASSESSMENT EXISTS FOR THIS YEAR

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT STREET MALL 500
HONOLULU, HI

96813

10/08/87-----
INSTR-DESC: MAP R/S (MAP 394 LCAPP 1069) TMB:M870100060
INST-DATE: 01/26/88
REC-DATE:

AREA: 548.83400 ACRE
(9116-1)
DESIGNATION OF SEWER ESMT "1414" (4828 SF) PER MAP 394 LCAPP 1069.
F/D: ESMT
OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD

DOCUMENT CAPTURED AS RECEIVED

TMK: 1 9 1 016 001

PAGE: 7

MAILING ADDRESS: JAMES CAMPBELL TR ESTATE
828 FORT STREET MALL 500
HONOLULU, HI 96813

10/07/87-----
OWNERSHIP: NAME F TC %-OWNER TITLE-DESC
F 0011 *JAMES CAMPBELL TRUST ESTATE
L 0011 *OAHU SUGAR CO LTD A/LE

MAILING ADDRESS: JAMES CAMPBELL ESTATE
828 FORT STREET
HONOLULU HAW 96813

-----SEE PARCEL SHEETS FOR MORE INFORMATION-----

DOCUMENT CAPTURED AS RECEIVED

TAX MAPS BRANCH HISTORY SHEET				C.				
NO	PAGE 5	GRANTOR, ETC	AREA OF PARCEL	GRANTEE ETC	2	5	PLAT	P
DATE								
LOCATION HONOLULU								
TITLE				9	1	16	1	
19	TMB M87- 100060	JY/bn 1/26/88						
	R/S: Designation of Sewer Esmt "1414"	548.834 Ac.		James Campbell Trust Est				
	[4828 0] per Map 394 LCApp 1069			(Oahu Sugar Co Ltd)lc.				
	F/D: Esm't							
20	TMB M87-100025	JY/bn 2/29/88						
	R/S: Designation of Sewer Esmt "1442"	do		do				
	[117,412 0] per Map 407 LCApp 1069							
	F/D: Esm't							
NOTE: INFORMATION ON THIS SHEET IS SUBJECT TO CHANGE								

DOCUMENT CAPTURED AS RECEIVED

in the freehold and inheritance of said premises, provided, that the acreage reserved under said Lease shall be reduced as herein provided.

DOCUMENT CAPTURED AS RECEIVED

TAX MAPS BRANCH HISTORY SHEET			
DATE:		Z	S PLAT
LOCATION:	Honouliuli		
TITLE:			
NO.	GRANTOR, ETC.	AREA OF PARCEL	GRANTEE, ETC.
13	Page 4 As shown on tax map	578.961 Ac	James Campbell Trust Estate (Oahu Sugar Co Ltd) L
14	TMB 22739'72-73 (16.338 Ac, rd per 4, 5, 7, 8) drop into Rd Jdgmt, and/jdgmt & F/O/C: American Security Bank etal Civ 17295, 1st Cir To: State of Hawaii Bk 8897 p 95 to 172 Doc 615482 C-15790 etal 12/11, 12/16/70 & 12/13/72 Rec 1/29/73 F/D: Area, bdry	JT/en 2/8/73 552.623 Ac	do
15	TMB 24155'72-73 R/S: to 9116-30, New 13.789 Ac F/D: Area & bdry	JT/en 2/9/73 548.834 Ac	do
16	A/D: James Campbell Tr Est To: State of Hawaii Doc 623619 C-15790 10/18/72 3/23/73 KEYED ONLY - Quitclaim abutters' rights (T. K. 9116-1 & 25)	do	do
17	TMB M-544'72-73 R/S: For 9116-1, designation of (543.820 Ac) as Lot 1347-A, (0.154 Ac) as Lot 84-A-2-A, Map 229, LCApp 1069. F/D: Lots 1347-A, 84-A-2-A, etc.	JT/en 5/17/73 do	do
18	TMB M-324'77 R/S: Deletion For Esmt "5" per revised Map 229, LCApp 1069. F/D: Esmt out	GN/ak 11/10/77 do	do

NOTE: INFORMATION ON THIS SHEET IS SUBJECT TO CHANGE

CONTINUED

DOCUMENT CAPTURED AS RECEIVED

TAX MAPS BRANCH HISTORY SHEET				DIV.		
DATE:	LOCATION:	TITLE:	Z	B	PLAT	PAR
1/25/66	Honouliuli	Lot 1346 Map 142 LCApp 1069	9	1	16	1
NO.	page 3	GRANTOR, ETC.	AREA OF PARCEL	GRANTEE, ETC.		
9	TMB 10677'65 (9115-4 etc) HB/cf 1/25/66	Lis/P: State of Hawaii Civ 17295 VS A-rr. Security Bank etal Doc 367087 C-15790, 88226 & 99503 8/4/65 8/5/65 F/D: 9116-1; Lis/P	2303.959 Ac	James Campbell Trust Estate (Ewa Plantation Co.) le (Lis/P Civ 17295 over por)		
10	TMB 16441'67(9116-26)JT/WD/ay 12/19/67	To: 9116-26(new), 14.806 Ac 9116-25(new), 1710.192 Ac F/D: 9116-1; Area, des & hdry	578.961 Ac	do		
11	TMB 10521'68 (9110-2,etc) JT/fo 6/12/68	Cert. of Mergers Bk 6076 p-432 5/21/68 8/29/68 EWA PLANTATION CO INTO EWA SUGAR CO INC.	do	James Campbell Trust Est (Ewa Sugar Co Inc) le		
12	TMB 36355'69-70(9110-2 etc)DL/en 6/10/70	A/L: Doc 500009-10 C-15790 SCT500 Cons: 810 4/9/70 5/1/70	do	James Campbell Trust Estate (Oahu Sugar Co Ltd)le		
13	Rt of Entry Agrmt: State of Hawaii	To: Haw'n Independent Refinery Inc' Bk 8074 p 30 Doc 566790 C-15790, 88226 1/13/72 1/24/72 KEYED ONLY (T. K. 9116-1, 4, 8, 15 & 16; 9117-6; 9118-1; 9302-23 & 24; 9408-7 & 23; 9420-30; 9448-16; 9602-33 & 21; 9603-29 & 39; 9450-47)	do	do		

FORM 9-18 HISTORY SHEET

NOTE: INFORMATION ON THIS SHEET IS SUBJECT TO CHANGE (Cont)

DOCUMENT CAPTURED AS RECEIVED

TAX MAPS BRANCH HISTORY SHEET			
NO.	GRANTOR, ETC.	AREA OF PARCEL	GRANTEE, ETC.
DATE: (1/8/63 (D Take) 1963			
LOCATION: Honolulu 9 1 16 1			
TITLE: lot 1346 Map 142 Id Ct App 1069			
6	TMB 2050'63 (9-1-16-18) DL 1/8/63 Subl le. To 9-1-16-18(1) 1.900 ac lot 1346, Doc: 305432 Cert: 15790 2/12/63 3/25/63 F/D: 9-1-16-1, area, lot 1347, etc Id Ct App 1069	2303.959 ac	James Campbell Trust Estate (Ewa Plantation Co, Ltd)le
7	TMB 6554'63(9114-2 etc) DL/sy 8/19/63 Surr/E, Gr: James Campbell Trust Est To: Standard Oil Co of Calif Doc 312815-17 C-15790, 71042 & 76329 2/19/63 7/30/63 Grantee, in exch for Rs-W granted surrender & quitclaim unto grantors, all rts in & to those certain Rs-W, etc; grantors in exch grant & convey unto grantee the rt in nature of a R/W, etc. KEYED ONLY	2303.959 Ac	do
8	TMB 2073'65(9115-12 etc)JY/sy 4/6/65 SURRENDER & GRANT: United States of America To: James Campbell Trust Est Doc 354892 C-15790, etc. 4/17/64 2/23/65 Govt. release, remise, surrender & quitclaim unto Trustees all the est, rt, title & int of the Govt in & to premises; Trustees grant & convey unto Govt as an appurtenance to land shown, rts, in nature of perpetual easements, etc. KEYED ONLY	2303.959 Ac	do
NOTE: INFORMATION ON THIS SHEET IS SUBJECT TO CHANGE			

DOCUMENT CAPTURED AS RECEIVED

SOURCE:		LOC. & TITLE: Honolulu, Ewa		1962		DIV	
BY: JY/sy	DATE: 8/24/62	DEED. ETC:	TMB NO.	9	1	16	1
NO	GRANTOR ETC	AREA OF PARCEL	GRANTEE ETC				
1.	As shown on Tax Maps	2300.999 Ac	James Campbell Trust Estate (Ewa Plantation Co., Ltd) Le				
2.	TMB M-653'62, 1/2(2/2, 9116-5) JY/sy 8/24/62						
	R/S: Subd of Lot 84 into Lots 84-A to 84-F incl., and Lot 220 into Lots 220-A to 220-D per Map 118, Id Ct App 1069, F/D: 9116-1; Por Subd. Lots 84 etc.	2300.999 Ac	do				
3.	TMB M-652'62, 1/4(1/4, 9114-2) JY/sy 8/24/62						
	R/S: Subd of Lot 84-A into Lots 84-A-1 (575.127 Ac) & 84-A-2(0.833 Ac) per Map 132, Id Ct App 1069. Other subareas- O.K. F/D: 9116-1; Por Subd, Lots 84-A-1 etc, Id Ct App 1069	2300.999 Ac	do				
4.	TMB M-901 '62 1b						
	R/S: 9116-1 per (575.168 Ac) Cons of lots 84-A-1 & 220-B and resubd. into lots 1316 & 1347 per map 142 of ICapp 1069 F/D: 9116-1, subareas	2300.999 Ac	do				
5.	TMB M-1153 '62 1b 3/1/63						
	R/S: Fr 9115-4 (3) Ac Lot 70-B per request of AHL 4.800 Ac. F/D: 9116-1, area & bdry	2305.859 Ac	do				

NOTE: LAST AREA & GRANTEE FINAL DATA AS SHOWN ON TAX MAPS.

DOCUMENT CAPTURED AS RECEIVED

SOURCE Record LOCATION Honolulu, HI
 BY: W. Kerr DATE 11/23/40
 4808 DEED 1940
 Doc: 55070
 Cert: 22756
 Cons: \$675.60
 Rev Stamp:
 Date: Sept 6, 1940
 Rec: Oct 24, 1940
 James Campbell Estate to Trustees

TAX MAPS	<input checked="" type="checkbox"/>
TAX OFFICE	<input checked="" type="checkbox"/>
TRACING	<input checked="" type="checkbox"/>
ROUTE SLIP	<input checked="" type="checkbox"/>
SKETCH	<input checked="" type="checkbox"/>
ADJOINING PARCELS	<input checked="" type="checkbox"/>
FB LEDGER	<input checked="" type="checkbox"/>
RETURN PLATE	<input checked="" type="checkbox"/>

Lot 10 Area .857 Acre Portion of Parcel 2 dropped into road
 " 11 " .12 " Portion of Parcel 1 dropped into road
 " 13 " .022 " Ld Ct App 1069 Portion of Parcel 3 dropped into road
 " 12 " .67 " " Portion of Parcel 1 dropped into road
 Ewa Plantation Co, Lessee, for the consideration of \$1.00, do hereby release unto the Grantors all right, title and interest and unexpired residue of the term of lease dated Jan 2, 1929 and recorded in Liber 1155, p 66 in and to the land hereinabove described and conveyed to the Grantees; to the intent that the unexpired term of said lease shall, as to the within land, be merged and extinguished (O V E R)

FORMER KEY				CHANGE	FINAL DATA AS SHOWN ON TAX MAPS AS OF 11/25/40				OWNER	INT
ZONE	SEC	PLAT	PARCEL		ZONE	SEC	PLAT	PARCEL	AREA	
				Area	9	1	18		990.54 Ac	James Campbell Est
9	1	18	For 1	dropped into road						(Ewa Plantation Co Ltd) Lo
9	1	18	For 2	dropped into road						

DOCUMENT CAPTURED AS RECEIVED

SOURCE	M-36	LOCATION	
BY	EM	DATE	5/4/45
			9 1 1

E-55 ✓

ROUTE SLIP

Being a sub-division of Lot 85 of Ld Ct App 1069 into Lots 220, 221 and 222

- Lot 220 596.501 ac
- Lot 221 3.678 ac
- Lot 222 1113.638 ac
- Lot 84 587.134 ac

TAX MAPS	
TAX OFFICE	
TRACING	
ROUTE SLIP	
SKETCH	
ADJOINING PARCELS	
F.B. LEDGER	
RETURN PLATE	

FORMER KEY				CHANGE	FINAL DATA AS SHOWN ON TAX MAPS AS OF				OWNER	INT.	
ZONE	SEC.	PLAT	PARCEL		ZONE	SEC.	PLAT	PARCEL	AREA		
				subdivision	9	1	15	1	2500.999ac	James Campbell Trust Estate (Eva Plantation Co.)-le	

Br Co

5/4/45

JUN 11 11 33 AM '77

DOCUMENT CAPTURED AS RECEIVED

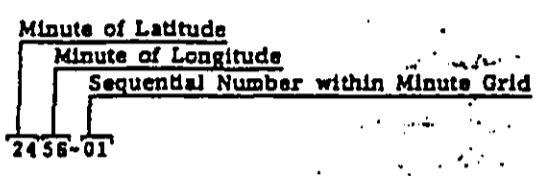
APPENDIX C - GROUND WATER INDEX

Department of Land and Natural Resources

EXPLANATION

Ground Water Index

- **WELL NUMBER** - Six-digit well numbers are assigned by the Department of Land and Natural Resources, Division of Water and Land Development and are based on the latitude and longitude position of the well.



- **QUAD MAP NO.** - U.S. Geological Survey 7 1/2 Minute topographic quadrangle maps, 1" = 2000' scale. Maps have arbitrarily assigned reference numbers.

- **TYPE CONS** - Type of Well Construction

Symbols listed: ROT - Rotary TUN - Tunnel
 PER - Percussion DUG - Dug

- **CSG DIA IN** - Casing diameter in inches
- **GRD ELEV FT** - Ground surface elevation in feet, referenced to mean sea level
- **TOTL DEP FT** - Total depth of well in feet
- **CSG DEP FT** - Casing depth in feet
- **MAJ USE** - Major use of well

Symbols listed: MUN - Municipal UNU - Unused LOS - Lost
 IRR - Irrigation SLD - Sealed RCH - Recharge
 IND - Industrial OBS - Observation OTH - Other
 DOM - Domestic DIS - Disposal

- **CL** - Chloride content of water
- **WTR LEV** - Water level
- **WTR TEM** - Water temperature
- **CHEM ANAL** - Chemical analysis of water
- **DRFT** - Draft or withdrawal from well

Symbols listed: ANN - Annually DLY - Daily
(above 5 headings) MON - Monthly REC - Recorder
 WKY - Weekly OCC - Occasional

Ground Water Summary

- **YEAR DRLD** - Year well was drilled
- **CSG DIA IN** - Casing diameter in inches
- **GRD SURF** - Ground surface
- **BOT OF HOLE** - Bottom of hole, i.e., total depth of well
- **BOT SOL CSG** - Bottom of unperforated section of casing
- **BOT PERF CSG** - Bottom of perforated or screened section of casing
- **STAT HEAD FT** - Static water level elevation in feet
- **CL MG/L** - Chloride content of water in milligrams/liter
- **PUMP RATE GPM** - Maximum test pumping rate in gallons per minute
- **DRAWDOWN FT** - Drawdown of well in feet at stated rate
- **SPEC CAP** - Specific well capacity in gallons per minute per foot of drawdown
- **C MG/L** - Chloride content of water during maximum pumping rate
- **WTR TEMP C** - Field water temperature in degree Celsius
- **PUMP CAP MGD** - Installed pump capacity, million gallons per day
- **DRFT MGD** - Average annual draft from well in million gallons per day
- **BATT** - Battery of wells connected together to one source
- **AQFR** - Aquifer tapped by well. Symbols listed are geologic formation symbols used on published inland geologic maps

Do not fill in this information. It is computer generated.

DEPARTMENT OF LAND AND NATURAL RESOURCES
 DIVISION OF WATER RESOURCE MANAGEMENT
 AUG 26, 1993

GROUND WATER INDEX - DAHU CODE 3

WELL NO	NAME OR LOCATION	QUARTER	OWNER	YEAR DRILLED	DRILLER	COORDINATES		PHYSICAL DATA				MAJ USE	RECORDS AVAIL AT USGS			
						LAT	LONG	TYPE	CSG	GRD	TOTL		CSG	DEP	CL	MTR
								IN	FT	FT	FT	IN	FT	LEV	TEM	ANAL
1900-21	PUULOA G C 198	10	SOGO HAW INC	1991	ROSCOE MOSS	211938	1590019	PER	12	18	30	30		IRR		
1900-22	OUG WELLS	10	PUULOA G.C.	1998	ROSCOE MOSS	211937	1590001	DUG						IRR		
1901-01	EMA BEACH P.24	10	DAHU SUGAR	1932	SAMSON-ZERBE	211947	1580117	DUG	12	24	29			IRR	HKY	MON
1901-02	EMA BEACH	04	PODMORESONS	1962	SAMSON-ZERBE	211942	1580156	DUG	8	26	30	30		ODH		
1901-03	EMA G C TR 1	10	SETOU HAW INC	1990	ROSCOE MOSS	211937	1580104	PER	15	21	26	26		IRR		
1902-01	EP 27453, 29529	05	DAHU SUGAR	1964	ROSCOE MOSS	211903	1580233	DUG	5	8				IRR	HKY	REC
1902-03	HONOLULU 1	04	C C C HONOLULU	1991	ROSCOE MOSS	211959	1580231	PER	12	36	51	51		OTH		
1902-04	MESCHOULE 2	05	C C C HONOLULU	1991	ROSCOE MOSS	211959	1580231	PER	12	36	51	51		OTH		
1904-01	BABBERS PT 31032	06	DAHU SUGAR	1965	ROSCOE MOSS	211965	1580422	DUG	5	8				IRR	HKY	REC
1904-02	MAKAKILO G C 1	06	MAKAKILO GOLF	1991	ROSCOE MOSS	211952	1580429	PER	12	77	77	77		UNU		
1904-03	MAKAKILO G C 2	06	MAKAKILO GOLF	1992	ROSCOE MOSS	211952	1580429	PER	12	77	77	77		UNU		
1905-01	CAMPRELL IND PK	04	CAMPRELL EST	1957	SAMSON-SMOCK	211901	1580556	PER	7	18	50	3		UNU	OCC	OCC
1905-02	CAMPRELL IND PK	05	CAMPRELL EST	1957	SAMSON-SMOCK	211944	1580545	PER	10	62	90	3		UNU	OCC	OCC
1905-03	BABBERS POINT	06	HAW TEL CO	1966	ROSCOE MOSS	211939	1580508	PER	8	56	70			DIS	OCC	OCC
1905-04	EMA DESALT PLANT	04	STATE DONALD	1987	ROSCOE MOSS	211945	1580534	PER	12	380	275	0TH		OTH		
1905-05	EMA CAPROCK	04	STATE DONALD	1987	ROSCOE MOSS	211945	1580536	PER	14	80	80	80		OTH		
1905-06	MAKAKILO 1	04	HONOLULU SMS	1990	ROSCOE MOSS	211937	1590530	PER	12	72	72	72		SLO		
1905-07	MAKAKILO 2	06	HONOLULU SMS	1991	ROSCOE MOSS	211939	1580530	PER	12	78	78	78		UNU		
1905-08	KAPOLEI	05	KAPOLEI CITY	1991	ROSCOE MOSS	211956	1580517	PER	12	84	84	84		UNU		
1905-09	MAKAKILO 3	06	STATE DONALD	1992	ROSCOE MOSS	211940	1590530	PER	12	54	80	80		UNU		
1906-01	EMA BEACH	04	CAMPRELL EST	1957	SAMSON-SMOCK	211928	1580621	PER	6	32	50	4		UNU	OCC	OCC
1906-02	EMA BEACH	06	CAMPRELL EST	1957	SAMSON-SMOCK	211946	1580618	PER	10	60	75	4		UNU	OCC	OCC
1906-03	EMA BEACH	05	GRACE PACIFIC	1987	ROSCOE MOSS	211950	1580638	PER	16	119	65			IND		
1906-04	EMA BEACH	06	GRACE PACIFIC	1988	ROSCOE MOSS	211948	1580636	PER	16	120	63			IND		
1906-05	EMA BEACH	06	GRACE PACIFIC	1989	ROSCOE MOSS	211945	1580634	PER	16	120	60			IND		
1906-06	FJA BEACH	05	GRACE PACIFIC	1989	ROSCOE MOSS	211952	1580640	PER	12	250	100			IND		
1907-01	BABBERS POINT	05	U S STATE OPT	1951	NAT WHITON	211940	1580710	PER	6	8	30	8		UNU	OCC	OCC
1907-02	BABBERS PT CHEV	05	CHEVRON USA	1991	FOUND INTL	211901	1580706	ROT	35	41	39	0TH		OTH		
1939-01	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211909	1573959	ROT	18	2	26	25		IND		
1939-02	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211911	1573959	ROT	18	2	25	24		IND	OCC	
1939-03	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211911	1573958	ROT	2	2	20	0IS		DIS		
1939-04	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211909	1573958	ROT	2	2	15	0IS		DIS		
1940-01	MAKAPUU	15	SEA LIFE PARK	1960	PACIFIC DRUG	211906	1574000	ROT	5	25	80			UNU		
1940-02	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211904	1574004	ROT	14	42	105	14		IND	OCC	OCC
1940-03	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211906	1574006	ROT	14	28	70	30		DIS		
1940-04	MAKAPUU	15	SEA LIFE PARK	1963	SAMSON-ZERBE	211904	1574001	ROT	15	32	99	36		DIS		

1907-01 MAKAKILO 1 PK TUV 52

STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 DIVISION OF WATER RESOURCE MANAGEMENT

GROUND WATER INDEX - OAHU CODE 3

WELL NO	NAME OR LOCATION	QUAD MAP NO	OWNER OR USER	YEAR DRILLED	DRILLER	COORDINATES		PHYSICAL DATA					MAJ RECORDS AVAILABLE AT USGS					
						LAT	LONG	TYPE	CSC	GRD	TOTL	CSC	USE	CL	MTR	CHEP	DRFT	
								CONS	IN	ELEV	DEP	DEP						
								IN	FT	FT	FT	FT						
1959-07	FT HEAVY 3D	10	HOKA	1972	CONTINENTAL	211907	1575946		4	6	106	105	OBS					
1959-09	DUG WELL 4	10	PULUOA G.C.	1987		211940	1575950	OUG	12	25	30	30	IRR					
2000-01	HONOLULULI 21	10	OAHU SUGAR	1930		212003	1580054	OUG	6	15	30	20	UMU					
2000-02	HONOLULULI	10	U S NAVY	1939	MULLIN	212006	1580003											
2000-03	HONOLULULI	10	AT CO	1957	SAMSON-SMOCK	212012	1580018		12	20	50	50	IRR					
2000-04	HONOLULULI	10	CO	1957	SAMSON-SMOCK	212018	1580014		12	20	55	50	IRR					
2000-05	HONOLULULI	10	"D	1957	SAMSON-SMOCK	212015	1580022	OUG	12	20	53	50	IRR					
2001-01	HONOLULULI SP 23	10		1931		212034	1580109		12	43	47		IRR					
2001-02	EWA	06	GENTRY	1987	ROSCOE MOSS	212038	1580152	PER	8	28	39	38	IRR					
2001-03	GETZER PARK	05	GENTRY		ROSCOE MOSS	212013	1580148	PER	12	41	60	60	IRR					
2001-06	PALM VILLA 1	04	GENTRY-PAC		ROSCOE MOSS	212051	1580153	PER	12	34	50	48	IRR					
2001-07	3200'S GV-1	05	GENTRY-PAC		ROSCOE MOSS	212034	1580149	PER	12	34	50	48	IRR					
2001-08	PALM VILLA 2	04	GENTRY-PACIFIC		ROSCOE MOSS	212030	1580158	PER	12	35	60	60	IRR					
2002-01	EWA	04	EWA PLANTN	1999	CANDLESS	212032	1580222		12	47	507	419	SLO					
2002-02	EWA	04	EWA PLANTN	1999	CANDLESS	212032	1580222		10	46	523	450	SLO					
2002-03	EWA	04	EWA PLANTN	1999	CANDLESS	212032	1580222		10	46	551	430	SLO					
2002-04	EWA	04	EWA PLANTN	1999	CANDLESS	212032	1580222		12	46	550	430	SLO					
2002-05	EWA	05	EWA PLANTN	1999	CANDLESS	212032	1580222		10	46	522	490	SLO					
2002-06	EWA	05	EWA PLANTN	1999	CANDLESS	212032	1580222		10	46	536	445	SLO					
2002-07	EWA	05	EWA PLANTN	1999	CANDLESS	212032	1580222		12	46	478		SLO					
2002-08	EWA	06	EWA PLANTN	1998	CANDLESS	212032	1580222		12	46	497	464	SLO					
2002-09	EWA	06	EWA PLANTN	1998	CANDLESS	212032	1580222		12	48	105	63	UMU					
2002-10	EWA	06	U S NAVY	1941	MULLIN	212003	1580253		12	40	213	60	IRR					
2002-11	EWA	06	U S NAVY	1944	MAT WHITTON	212032	1580222	PER	12	40	50		IRR					
2002-12	PALM COURT 3	05	GENTRY-PACIFIC	1989	ROSCOE MOSS	212031	1580208											
2003-01	KAUNALEA 192 A	05	STATE HFDC	1991	ROSCOE MOSS	212020	1580333	PER	12	60	94	84	IRR					
2003-02	KAUNALEA 192 B	05	STATE HFDC	1991	ROSCOE MOSS	212024	1580333	PER	12	59	82	82	IRR					
2003-03	KAUNALEA 192 C	05	STATE HFDC	1991	ROSCOE MOSS	212024	1580333	PER	12	77	77	77	IRR					
2003-04	KAUNALEA 192 D	05	STATE HFDC	1991	ROSCOE MOSS	212026	1580332	PER	12	73	73	73	IRR					
2003-05	KAUNALEA 192 E	05	STATE HFDC	1991	ROSCOE MOSS	212026	1580332	PER	12	59	99	99	IRR					
2003-06	KAUNALEA 192 F	05	STATE HFDC	1991	ROSCOE MOSS	212026	1580332	PER	12	40	147	102	UMU					
2003-07	KAUNALEA 192 G	05	STATE HFDC	1991	ROSCOE MOSS	212026	1580332	PER	12	40	147	102	UMU					

MAJ RECORDS AVAILABLE AT USGS
 USE CL MTR CHEP DRFT
 LEV TEM ANAL

1957-06 11

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APPENDIX D - PHOTOGRAPHS

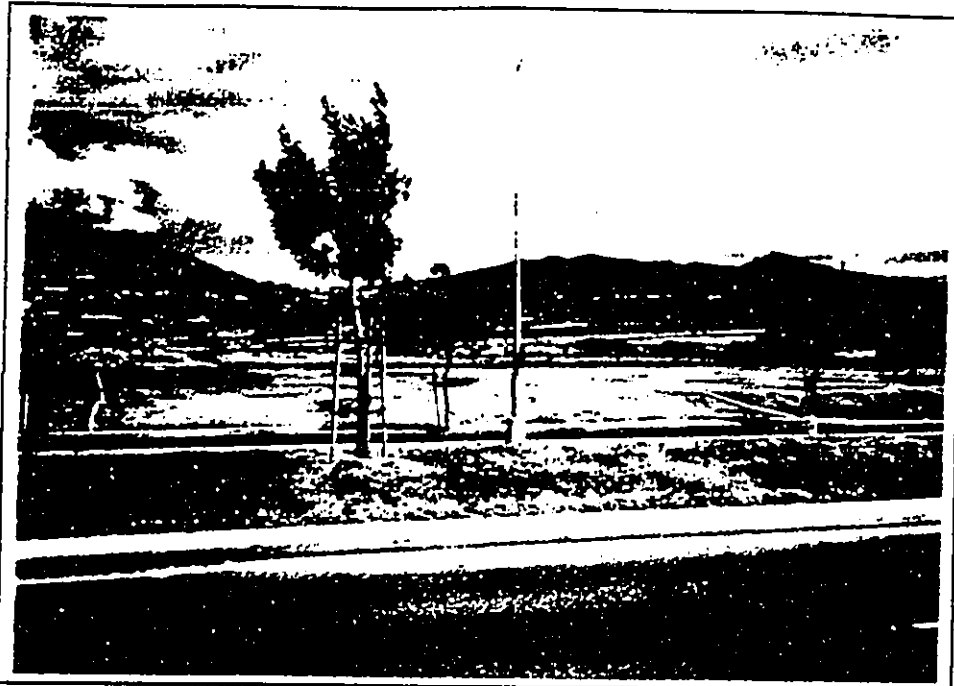


Photo A: Middle portion of property, looking north across Kamokila Boulevard.



Photo B: Southwestern portion of the property looking northwest across Kamokila Boulevard. The former Palailai landfill is located in the background.

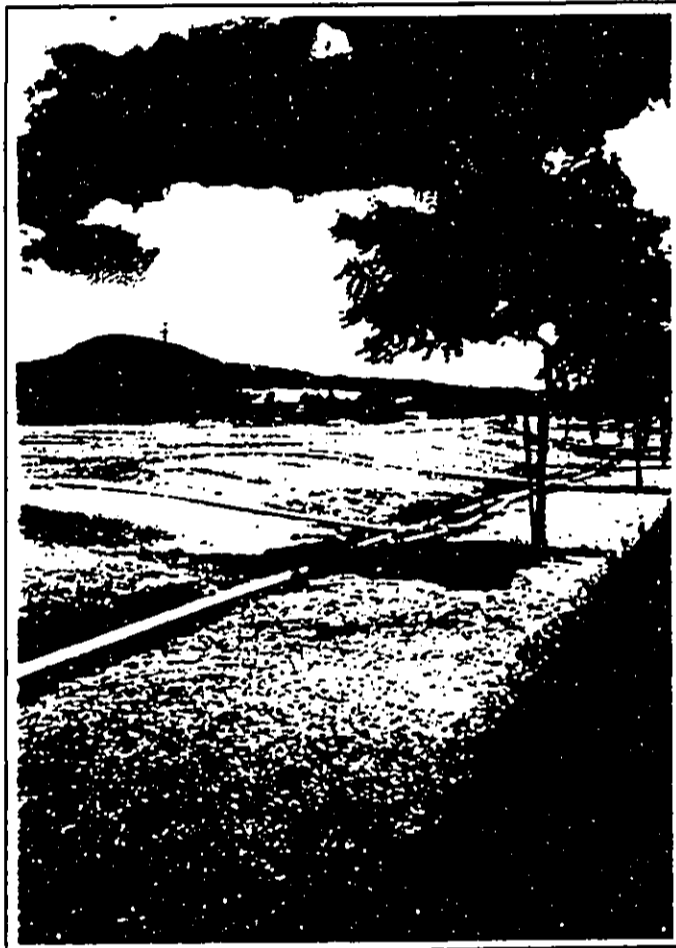


Photo C: Irrigation pipes and landscaping present on the Kamokila Boulevard border of the property; looking northeast.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
PHOTOGRAPHER: D. L. SMITH

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
Date: 7-18-95



Photo D: Minor debris visible in the middle of the property, which likely originated from the site's recent use as a stockpile area for adjacent excavated soils; looking north.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
PHOTOGRAPHER: D. L. SMITH

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
Date: 7-18-95

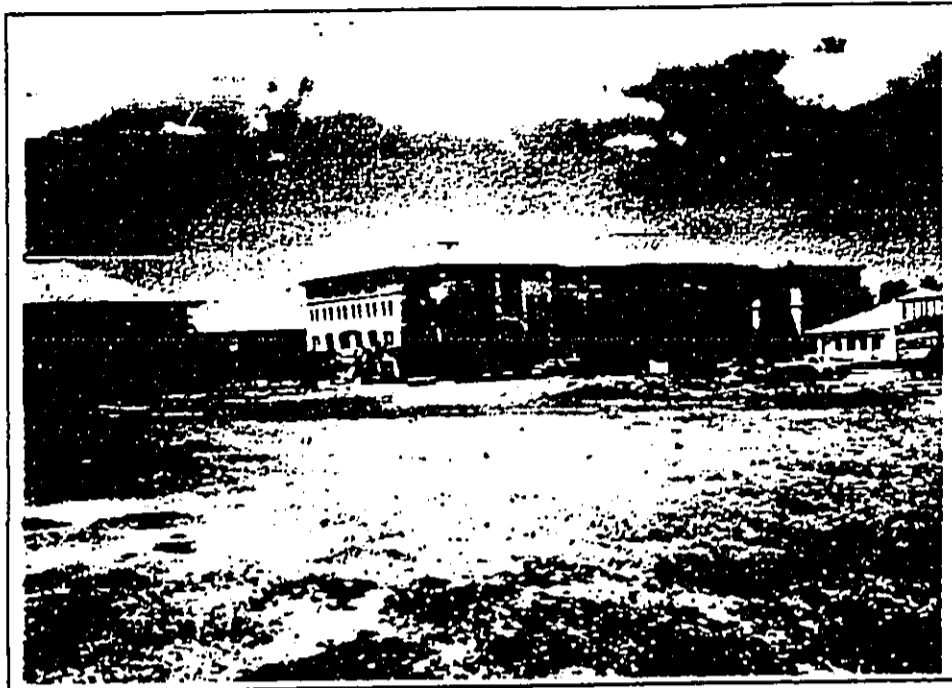


Photo E: Property looking south towards Campbell Square.



Photo F: Vegetation visible in the middle of the property; looking south.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
PHOTOGRAPHER: D. L. SMITH

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
Date: 7-18-95



Photo G: Drainage channel bordering the property to the north; looking east.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
PHOTOGRAPHER: D. L. SMITH

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
Date: 7-18-95



Photo H: Current construction of a fast food establishment southwest of the property; looking west.

PHASE I ENVIRONMENTAL SITE ASSESSMENT
SITE NAME: PROPOSED EWA PLAINS POLICE STATION
PHOTOGRAPHER: D. L. SMITH

R. M. TOWILL CORPORATION
Job No. 1-17362-0-E
Date: 7-18-95

APPENDIX E

ENVIRONMENTAL ASSESSMENT ASSOCIATION
SITE WALK-THROUGH CHECKLIST

7/10/95

Environmental Assessment Association

INITIAL SELECTION FORM

Instructions:

Complete this selection form for properties based on any available information. Following completion, identify the appropriate checklists to be completed during an onsite review.

If YES or UNKNOWN, Checklist to be completed.

- | | Answer (circle one) | | | |
|---|--------------------------------------|-------------------------------------|---------|---|
| 1. <i>Is there any evidence of the presence of current or former service stations, or of commercial or industrial activities that suggest that underground storage tanks may be located on the property?</i> | YES | <input checked="" type="radio"/> NO | UNKNOWN | A |
| 2. <i>Is there any evidence that aboveground storage tanks may be located on the property?</i> | YES | <input checked="" type="radio"/> NO | | B |
| 3. <i>Is there any evidence that a landfill, dump, wastepile, wastewater lagoon, or other land disposal activity is currently present on the property?</i> | YES | <input checked="" type="radio"/> NO | UNKNOWN | C MINOR DEBRIS OBSERVED IN MIDDLE OF SITE |
| 4. <i>Is there any evidence that hazardous substances such as paints, solvents, acids, bases, flammables, compressed gases, poisons, or other chemical materials are currently used on the property (other than normal household use)?</i> | YES | <input checked="" type="radio"/> NO | UNKNOWN | C |
| 5. <i>Is there any evidence that radiological materials or radiological equipment such as found in research laboratories, medical equipment, or industrial operations may be used on the property?</i> | YES | <input checked="" type="radio"/> NO | | D |
| 6. <i>Is there any evidence that past operations located on the property used hazardous substances or radiological materials that may have been released into the environment, or that the property may have been used for dumping, landfilling, or disposing of hazardous or radiological materials in the past?</i> | YES | <input checked="" type="radio"/> NO | | E |
| 7. <i>Is there any evidence that electrical equipment, such as transformers, capacitors, and light ballasts or hydraulic equipment (found in machinery and elevators) is present on the property?</i> | YES | <input checked="" type="radio"/> NO | UNKNOWN | F |
| 8. <i>Is there any evidence of insulation or fire retardant materials such as pipe wrap and ceiling spray within the buildings on the property?</i> | YES | <input checked="" type="radio"/> NO | UNKNOWN | H |
| 9. <i>Is there any evidence that pesticides (including insecticides, fungicides, and rodenticides) have been manufactured or used on the property) other than normal household use)?</i> | <input checked="" type="radio"/> YES | NO | | I SITE FORMERLY USED FOR CULTIVATING SUGAR CANE |

Environmental Assessment Association

If YES or UNKNOWN, Checklist to be completed.

- | | Answer (circle one) | | |
|--|---------------------|----------------------------------|---------|
| | YES | NO | UNKNOWN |
| 10. <i>If any building on the property was built before 1978 —1) could a buyer be applying for a FHA loan to purchase the building OR 2) are any tenant(s) of the building receiving Housing Assistance payments from a Public Housing Authority?</i> | | <input checked="" type="radio"/> | J |
| 11. <i>Are there any coastal areas, rivers, streams, springs, lakes ponds, swamps, marshes, or other bodies of water on or immediately adjacent to the property? Do not include stormwater collection ponds, swimming pools, and other similar bodies of water.</i> | YES | <input checked="" type="radio"/> | K |
| 12. <i>Does the property contain an undeveloped area or areas greater than one acre in size that exhibit natural vegetation? Include woodlots, brush areas, fields and other overgrown areas, and areas that are subject to infrequent or irregular maintenance such as pastures and gold course roughs.</i> | YES | <input checked="" type="radio"/> | L |
| 13a. <i>Is the property located within 1,000 feet of a coastal shoreline?</i> | YES | <input checked="" type="radio"/> | M |
| 13b. <i>Is the property substantially undeveloped, larger than 50 acres in size, and adjacent to or contiguous with lands managed by a governmental agency primarily for wildlife, refuge, sanctuary, open space, recreational, historical, cultural, or natural resource conservation purposes?</i> | YES | <input checked="" type="radio"/> | M |
| 14a. <i>Does his property contain archaeological resources, including fossils, or is it close to or similar to property containing such resources?</i> | YES | <input checked="" type="radio"/> | N |
| 14b. <i>Is the property a designated natural landmark?</i> | YES | <input checked="" type="radio"/> | N |
| 14c. <i>Does the property contain buildings or structures that are more than 50 years old?</i> | YES | <input checked="" type="radio"/> | N |
| 14d. <i>If the property contains buildings or structures that are less than 50 years old, can they be considered exceptionally significant in American history, architecture, engineering or culture OR can the property be considered an historic site or part of an historic district?</i> | YES | <input checked="" type="radio"/> | H |

Diana L. Smith
Signature of Preparer

7-10-95
Date

11119 CEI
CEI or CES # and SEAL

7/10/95

PESTICIDES

1. *Is this property used for a business involved in a pesticide manufacturing, formulation, or application?*

Check One:

- Yes Proceed to CHECKLIST OUTCOME, Item C.
- No Proceed to Question 2.
- Unknown Proceed to Question 2.

2. *Is this property used for agricultural purposes?*

Check One:

- Yes Proceed to Question 3.
- No Proceed to Question 3.

3. *Has there been routine or occasional use of pesticides in excess of typical household use on the land or in the buildings on the property?*

Check One:

- Yes Proceed to Question 4.
- No Proceed to CHECKLIST OUTCOME, Item A.
- Unknown Proceed to Question 5.

4. *Which of the following pesticides have been used? Obtain specific names of products, if possible.*

Check one for each item:

GENERAL INSECTICIDES:

- Yes
- No
- Unknown Product Name: _____

GENERAL HERBICIDES, RODENTICIDES, FUNGICIDES:

- Yes
- No
- Unknown Product Name: _____

List provided by
ASPA for pesticide
usage over last 15-20
years.

OTHER

- Yes
- No
- Unknown Product Name: _____

5. Have there been any suspected pesticide spills or misapplications? Inquire of onsite personnel.

Check One:

- Yes Proceed to Question 6. *According to visual observations*
- No Proceed to Question 7. *and conversations with personnel knowledgeable of site history.*
- Unknown Proceed to Question 6.

6. Did any health complaints follow actual or suspected pesticide spills or misapplications?

Check One:

- Yes Proceed to CHECKLIST OUTCOME, Item C.
- No Proceed to Question 7.
N/A

7. Are there currently any "pesticide odors" ("bug spray" odors) noted in any of the buildings?

Check One:

- Yes Proceed to CHECKLIST OUTCOME, Item B.
- No Proceed to Question 8.
N/A

8. Are there any significant number of drums or other containers present on the property marked with pesticide labels?

Check One:

- Yes CHECKLIST OUTCOME, Item B.
- No CHECKLIST OUTCOME, Item A.

PESTICIDES CHECKLIST OUTCOME:

A. Property is not recommended for further study ____.

Information obtained during this survey indicates that pesticides are not normally used on this property; or that pesticides are used but there is no evidence of potential contamination through its use. This site is not recommended for further study in regards to pesticides.

B. Property is recommended for a Phase I ESA .

Information obtained during this survey indicates that onsite contamination may have resulted through use of pesticides. A Phase I ESA should be initiated to further evaluate onsite conditions and determine if onsite pesticide use or storage resulted in contamination.

C. Property is recommended for an immediate Phase I ESA ____.

Either a pesticide manufacturing, formulation, or application business is present onsite; or a pesticide spill/misapplication occurred and potentially resulted in harmful health effects. A Phase I ESA should be initiated on this property to determine whether onsite contamination has resulted from pesticide use.

<u><i>Diana Smith</i></u>	<u>8/14/95</u>	<u>1119 CEI</u>
Signature of Preparer	Date	CEI or CES # and Seal

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APPENDIX F
AGRICULTURAL CHEMICAL USAGE IN HAWAII
HAWAII SUGAR PLANTERS ASSOCIATION

R. M. TOWILL CORPORATION

420 Waiakamilo Rd. #411 Honolulu, HI 96817-4241 (808) 842-1133 Fax (808) 842-1037

June 12, 1992

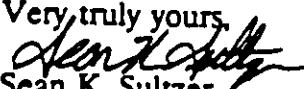
Mr. W. D. Balfour Jr.
Vice President and Manager
Hawaiian Sugar Planters Association
P.O. Box O
Waipahu, Hawaii 96797

Dear Mr. Balfour:

**SUBJECT: Historical Information on Pesticide/Herbicide
Rate Use, Frequency, Types & Method of
Application for Ewa Sugarcane Fields**

Per our conversation on June 5, 1992, we have been tasked to perform a survey for the future development of Ewa Villages in Ewa, Oahu. We have been in touch with Mr. Jim Wriston of the Oahu Sugar Company seeking information on past pesticide/herbicide use for the Ewa area. Mr. Wriston suggested that we write to you concerning this information. We would appreciate your assistance in helping us to either set up an interview with a former sugar company employee and/or obtain data regarding rates, types, and methods of pesticide/herbicide application.

Thank you for your time and consideration. If you have any questions concerning this request, please do not hesitate to contact me at 842-1133.

Very truly yours,

Sean K. Sultzer
Environmental Project Manager

SS:wpc4

Engineers Planners Photogrammetrists Surveyors Construction Managers

REC'D		R.M.T.C.
RCE	SS	
GSY		

OAHU SUGAR
PO Box "O"
Waipahu, Hawaii 96797
(808) 677-3577

Amfac

June 22, 1992

Mr. Sean K. Sultzer
Environmental Project Manager
R. M. Towill Corporation
420 Waiakamilo Road, #411
Honolulu, HI 96817-4941

Dear Mr. Sultzer:

In answer to your letter of June 12th, I have enclosed a list (Table I) from an HSPA publication giving the crop protection chemicals used in the sugar industry.

All of these chemicals were registered for use in sugarcane or non-croplands by the U.S. Environmental Protection Agency at the time of use.

Oahu Sugar Company and the Ewa Plantation Company at one time used many of these chemicals listed, according to the label instructions at the time of application.

For more specific label information, you might consult with the manufacturer or his distributor.

Very truly yours,

W. D. Balfour, Jr.

W. D. Balfour, Jr.
Vice President and Manager

WDB/DRG:yk

cc: Jim Wriston

TABLE 1
Crop-Protection Chemical Usage from 1982 Through 1991
 (Pounds Active Ingredient)

Chemical	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982
Herbicides										
Atrazine	293,263	284,898	358,293	330,629	376,476	390,807	381,690	368,788	343,920	306,294
Diuron	292,495	285,142	403,316	456,768	434,377	404,784	330,589	322,751	320,102	304,002
Ametryn	288,130	378,718	409,177	416,904	452,958	474,823	472,040	467,689	549,494	411,622
Trifluralin	103,084	30,956	11,528	5,064	156	—	—	—	—	—
2,4-D	65,465	81,292	76,920	99,493	100,537	94,876	128,251	109,500	114,660	91,893
Glyphosate	55,398	49,816	49,411	46,867	39,900	43,948	36,777	53,949	46,971	53,400
Hexazinone	41,771	42,963	37,825	32,744	28,580	25,837	23,435	25,589	29,314	28,283
Dalapon	15,200	1,867	66,567	202,042	199,494	277,975	266,315	276,524	274,397	209,317
Simazine	14,554	4,050	3,299	4,114	6,152	3,214	530	—	2,755	1,472
Terbacil	8,733	9,898	9,634	9,514	7,669	4,434	3,170	3,020	719	1,446
Dicamba	3,566	2,128	1,656	524	160	384	24	—	—	—
Asulam	906	1,687	2,198	2,392	1,216	2,058	1,982	4,850	5,728	2,642
Sulfometuron methyl	72	12	7	7	48	18	9	—	—	—
Paraquat	30	—	—	—	—	40	—	—	—	—
Oxyfluorfen	4	—	—	—	—	—	—	—	—	—
Picloram	—	—	—	64	184	76	150	1,182	8,786	468
Metribuzin	—	—	—	—	—	—	—	361	2,638	6,828
STCA	—	—	—	—	—	—	—	—	—	3,348
Silvex	—	—	—	—	—	—	182	724	172	320
Total	1,182,671	1,173,427	1,429,831	1,607,126	1,647,907	1,723,274	1,645,144	1,634,927	1,699,856	1,421,335
Growth Regulators										
Ethephon	8,648	2,068	2,032	4,688	96	2,332	8,620	1,404	256	—
Glyphosate	26,877	26,032	28,208	33,834	37,786	37,900	36,194	35,749	41,937	35,164
Paraquat	—	—	—	—	—	—	—	—	272	808
Diquat	—	—	—	—	—	—	—	—	290	234
Total	35,525	28,100	30,240	38,522	37,882	40,232	44,814	37,153	42,505	36,206

TABLE 1 -- Continued

Chemical	1991	1990	1989	1988	1987	1986	1985	1984	1983	1982
Fungicides										
Propiconazole	2,330	3,326	3,420	3,987	153	—	—	—	—	—
Benomyl	—	840	9	2,950	10,818	14,416	11,617	11,675	13,322	11,343
Thiophanate, methyl	—	—	—	—	—	—	—	—	3,395	4,518
Sodium Bisulfate	—	—	—	—	—	—	—	—	—	—
Total	2,330	4,166	3,429	6,937	10,971	14,416	11,617	14,430	16,717	15,861
Insecticides										
Chlorpyrifos	—	—	135	235	240	12	640	—	—	—
Methoprene	—	—	<1	—	—	—	—	—	—	—
Cyano benzene acetate	—	—	—	—	34	—	—	—	—	—
Heptachlor	—	—	—	—	—	—	258	228	1,484	940
Amdro	—	—	—	—	—	2	8	—	—	—
Diazinon	—	—	—	—	—	200	—	2,362	1,359	5,790
Carbaryl	—	—	—	—	—	55	—	—	—	—
Total	—	—	135	235	274	269	906	2,590	2,843	6,730
Rodenticides										
Zinc phosphide	3,271	2,230	4,195	4,258	4,948	3,152	5,936	5,988	4,525	4,192
Pindone	5	6	8	10	9	11	12	11	9	—
Diphacinone	—	<1	<1	<1	—	<1	—	—	—	—
Coumatufuryl	—	—	—	1	<1	—	<1	—	—	—
Total	3,276	2,236	4,203	4,269	4,957	3,163	5,948	5,999	4,534	4,192
GRAND TOTAL	1,223,802	1,207,929	1,467,838	1,657,089	1,701,991	1,781,356	1,708,429	1,695,099	1,766,455	1,484,324