

BENJAMIN J. CAYETANO  
GOVERNOR



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

Pier 51A Sand Island Comfort  
Station

KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:  
HAR-ED  
4382.99

July 6, 1998

RECEIVED  
'98 JUL 10 10:56

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

TO: GARY GILL, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH

FROM: KAZU HAYASHIDA *KH*  
DIRECTOR OF TRANSPORTATION

SUBJECT: FINDING OF NO SIGNIFICANT IMPACT FOR OPERATIONS BUILDING  
AND UTILITIES FOR COMFORT STATION AT PIER 51A  
SAND ISLAND, OAHU - JOB H. C. 1986

In accordance with Act 241, SLH 1992, we have completed the formal Draft Environmental Assessment (EA) 30-day review period. We have not received any adverse comments and have determined that this project will not have a significant environmental effect. Therefore, we are filing a Finding of No Significant Impact (FONSI). Please publish this notice in the July 23, 1998 OEQC Bulletin. ✓

Enclosed are the original and four (4) copies of the Final EA and a completed OEQC Bulletin Publication Form.

Should you have any questions, please have your staff contact Napoleon Agraan of our Harbors Division at 587-1956.

Enc. Project Description (Disk, File Name: 1986sum.WP6.0) - Please Return

c: Mr. Norman Arakaki, Sea-Land Service, Inc.

75

0000 0020 2333

1998-07-23-0A - FEA - Pier 51A Sand  
Island Comfort Station

001-6  
**FILE COPY**  
001-6

**FINAL**

**Environmental Assessment**

**For**

**Operations Building and Utilities for Comfort Station**

**At**

**Pier 51A**

**Sand Island, Honolulu, Oahu, Hawaii**

**Job H.C. 1986**

**June 30, 1998**

**TABLE OF CONTENTS**

<b>I. Applicant</b>	<b>3</b>
<b>II. Approving Agency</b>	<b>3</b>
<b>III. Agencies Consulted</b>	<b>3</b>
<b>IV. Description of Proposed Action</b>	<b>3</b>
<b>V. General Description of The Actions Characteristics</b>	<b>4</b>
<b>VI. Economic and Social Characteristics</b>	<b>6</b>
<b>VII. Environmental Characteristics</b>	<b>6</b>
<b>VIII. Affected Environment</b>	<b>7</b>
<b>IX. Project Impacts</b>	<b>10</b>
<b>X. Alternatives To The Proposed Action</b>	<b>12</b>
<b>XI. Mitigation Measures</b>	<b>12</b>
<b>XII. Determination</b>	<b>12</b>
<b>XIII. Findings and Reasons Supporting The Determination</b>	<b>13</b>

**APPENDICIES**

**Appendix A: Comments and Responses to the Draft Environmental Assessment**

#### I. Applicant

Department of Transportation, Harbors Division

#### II. Approving Agency

State Department of Transportation, Harbors Division

#### III. Agencies Consulted

C & C of Honolulu, Department of Land Utilization

*The Draft EA was published for public comment on March 23, 1998. Comments were received from the OEQC and DLU. These comments were addressed and incorporated into the Final EA.*

#### IV. Description of Proposed Action

The proposed improvements are intended to upgrade the container handling facilities along Pier 51-A to better serve the public.

Container handling facilities are an integral part of the shipping industry in Hawaii. Since approximately 80% of all products (energy, food, and goods) must be shipped from the mainland United States or other overseas countries. Improvements to these facilities represent better service to the residents of Hawaii.

*The proposed project will promote productivity at the Sea-Land terminal that will then improve container flow to and from the Island. Productivity improvements will benefit State residents through delivery of import goods to the Island.*

*The existing State comfort station facilities are outdated. Sea-Land inherited them from the former shipping company, United States Lines, over ten years ago. These existing facilities are inadequate to support current container operations at the terminal due to their size, condition, and location.*

The proposed improvements to the Sea-Land container handling facility at Pier 51-A include utilities to a new *Hawaii Stevedores, Inc. (H.S.I.)* longshore comfort station/breakroom that will replace existing, outdated facilities and to a new Sea-Land Operations (Ops) Building that will house Sea-Land's Marine/Yard/Crane personnel to improve container flow in and out of the facility.

## V. General Description of The Actions Characteristics

### A. Location

Sea-Land's container handling facility is located at Pier 51-A on the northwest portion of Sand Island, Oahu. It is accessible by Sand Island Parkway, an extension of Sand Island Access Road that intersects with Nimitz Highway. The project is adjacent to Matson container handling facilities located at Piers 51-B, 52, and 53. See Figure 1.

*The project area at Pier 51A is owned by the State of Hawaii, Department of Transportation and is currently leased to Sea-Land Service, Inc.. The proposed project site in relation to the current Tax Map Key boundaries is shown on the portion of Tax Map Key 1-5-41: por. 111 given in Figure 1A & 1B.*

### B. General Description

The proposed facility upgrade consists of constructing a new, two-story, 3328-square-foot building. The H.S.I. longshore comfort station/breakroom and Sea-Land crane maintenance shop will be housed on the first floor. Sea-Land marine and yard departments and H.S.I. office will be located on the second floor.

Two canopies will be attached to the side of the building. A 780-square-foot canopy will provide an additional H.S.I. longshore break area. A 1300-square-foot canopy will be used to protect the crane maintenance area.

### C. Technical Characteristics

#### 1. New Building

Sea-Land proposes to construct a new, two-story 3328-square-foot building structure at the northwest corner of Sea-Land's container handling facility. Access through Sea-Land's gate to Sand Island Parkway. See Figure 2.

The existing area of the proposed building footprint is paved with asphalt concrete and used for container yard parking. The proposed building location is sited to facilitate container-handling operations.

The building will likely be masonry/steel construction, and capped with a metal hip roof design. The roof eave height will be about 20 feet above the ground floor; the overall building height of the roof ridge will be about 29 feet. See Figures 3A & 3B.

#### 2. Building Canopies

Two steel-framed/canvas canopies will be attached to the sides of the new building. The lean-to roof canopies will have overall heights of 12 and 20 feet. A hoist system will be installed under the higher canopy for crane maintenance.

### 3. Storage Containers

Five permanently out of service (POS) containers will be placed adjacent to the side of the crane maintenance canopy. These containers have an overall height of 8 feet and will provide additional storage space for the crane maintenance shop.

### 4. Site Utilities

A site utility plan is indicated in Figure 4. The nearest existing domestic water system is a 16-inch Board of Water Supply (BWS) water line within a 20-foot-wide easement located approximately 130 feet from the proposed building.

The proposed domestic water connection will consist of a new 2-inch lateral to the existing 16-inch water main. A new 1-inch meter with reduced-pressure, backflow prevention device will be installed within the existing easement.

The nearest existing sanitary sewer system is a 6-inch gravity sewer located in the parking area adjacent to the Sea-Land Administration Building. The existing sewer line is under State Harbors jurisdiction as it flows south through Sea-Land and Matson container handling facilities and it enters Sand Island Parkway where it becomes City and County of Honolulu jurisdiction.

The proposed sanitary sewer system will consist of a sanitary lift station and approximately 1,600 linear feet of 3-inch sewer forcemain that connects to an existing sewer manhole adjacent to the Administration Building.

Electric service to the new building will be provided by an existing 480-volt switchgear that is owned by Sea-Land and located approximately 700 feet south of the proposed building.

Telecommunication conduit will be installed between the new building and the existing Sea-Land Administration Building.

Both the electric and telecommunication conduit will be installed in the same trench alignment of the sewer force main.

Utility construction for the project will require saw-cut/removal of pavement and repaving of the new utility trenches.

Refuse disposal will continue to be handled by a commercial refuse firm, with collection on a weekly basis.

the second channel is currently closed to navigation by the Sand Island Bridge. Sand Island was created by the incremental deposit of dredged material from Honolulu Harbor and Keehi Lagoon.

Available subsurface information indicates the general surface and substrata soils of the area consist mainly of fill material from past dredging operations. This material is characterized by silty sand and coral gravel that has a high porosity and permeability. The land type is classified as fill land, mixed (FL) and is used for urban development including airports, housing areas, and industrial facilities.

*The Department of Health, Hazard Evaluation and Emergency Response (HEER) was contacted to determine whether the project site has any potentially contaminated soils. HEER provided historical records that did not indicate evidence of potentially contaminated soils at the project site.*

The existing project site is flat and paved with asphalt concrete. Water and wind erosion hazards are slight for both the existing and proposed project conditions. The project area is presently stabilized by pavement, and will be stabilized by building upon completion.

Existing storm runoff patterns will not be altered by the proposed project. Storm runoff sheet drains into the existing storm water conveyance system that outfalls into Honolulu Harbor.

The project site is designated as Zone X, "areas determined to be outside 500-year flood plain and not in any flood hazard area", according to the Federal Flood Insurance Rate Map (FIRM) that depicts the Federal FIRM Zone and LUO Flood hazard district classification.

## VIII. Affected Environment

### A. Surrounding Land Use

Sand Island is a man-made island centrally located within the Honolulu Harbor complex on the southeast coast of Oahu. Sand Island shelters the harbor from the open sea and is connected to the Kapalama Peninsula by a bridge at the island's western end.

*The U.S. Coast Guard (USCG) Office of Aids to Navigation was contacted. They are currently undergoing a Truman-Hobbs Act analysis to determine if the Sand Island Bridge is a hazard to navigation and needs to be modified, or replaced, by another bridge or tunnel. The USCG indicated the proposed project on Sand Island will not conflict with any future USCG plans for modification or replacement of the Sand Island Bridge at this time or the foreseeable future.*

Sea-Land's handling facilities occupy the island's northwestern portion. Located opposite Sand Island are port facilities such as Fort Armstrong, the downtown waterfront area, Iwilei, Waiakamilo, and Mokauea. The harbor is fringed by an industrial belt extending from the Fort Armstrong Peninsula to the Kapalama Peninsula.

Honolulu Harbor has one entrance channel. The Fort Armstrong entrance channel lies to the east of Sand Island and extends to the main harbor basin. The Kalihi Channel lies to the west of Sand Island and extends to the Kapalama Basin. It is used as an auxiliary accessway to the Harbor for small boats since the bascule bridge has been in a fixed position for years.

Adjoining land uses surrounding the project area include the US Coast Guard station, light industrial activities such as auto wrecking and storage yards, the sewage treatment plant, and Sand Island State Park.

Sea-Land container handling facilities occupy Pier 51-A. Matson container handling facilities occupy Piers 51-B, 52 and 53 that are located immediately adjacent to Sea-Land's facility.

The Development Plan land use is Commercial. The site is zoned Industrial I-3.

#### B. Climate

The climate of Sand Island is typical of the leeward coastal lowlands of Oahu. The area is characterized by abundant sunshine, persistent tradewinds, relatively constant temperatures, moderate humidity, and infrequent severe storms. Rainfall averages 20 to 25 inches a year, about 50% of which occurs from December through February.

Sand Island has a dry climate, flat terrain, and highly porous soils. Surface runoff conditions are not a serious problem. Even during heavy rains, no undue ponding occurs in the low areas. While there are no natural surface water features on Sand Island, two nearby streams discharge into Honolulu Harbor.

#### C. Recreation

Many recreational opportunities are available along the south shore area of Sand Island. Most recreation occurs at Sand Island Park, a developed park occupying 87 acres of land owned and managed by the State Department of Land and Natural Resources, Division of State Parks, Outdoor Recreation and Historic Sites.

The nearshore waters around Sand Island offer recreational activities such as sailing and boating, water skiing, surfing, sunbathing, fishing, limu (seaweed) gathering, snorkeling and swimming.

Sand Island supports a large recreational fishery, consisting mainly of pole fishing and occasional spearfishing. Honolulu Harbor is used as a bait fishery (nehu) for the Skipjack tuna fleet.

There are no recreational resources in the harbor fronting the container yard since this is a staging area for ship loading and unloading.



#### D. Public Service

There are seven fire stations within a two-mile radius of the Sand Island project area. However, access is limited to the Sand Island Access Road via a two-lane bridge and the two-lane John H. Slattery Bascule Bridge. The Kalihi-Kai Station (Pier 40) and the Waterfront Station (Pier 15) are within the immediate vicinity of Sand Island. There is also a 110-foot-long, 126-ton fireboat funded by the State and operated by the City and County of Honolulu stationed at Pier 15.

The project site is within Police Beat 30 of the Honolulu Police Department (HPD) which includes Sand Island and the Iwilei District. HPD provides 24-hour service and regularly patrols the Sand Island area. Patrol officers assigned to the beat are stationed at the Kalihi substation. Also, the State has a Harbor Police force stationed at Pier 10. They also provide 24-hour service and patrol the harbor area from Kewalo Basin to Pier 52 at Sand Island. The Honolulu Harbor Operations Control Center at the Aloha Tower coordinates Harbor Police and fire activities.

#### E. Flora and Fauna

Vegetation in the Sand Island area is influenced by low rainfall, saline soil, the man-made origin of the area and the high degree of development and human activity. Consequently, only a limited variety of plant life can be found on Sand Island. Plants are characterized as drought resistant, highly salt tolerant, and hardy in dry areas. No Federal or State listed or candidate threatened or endangered plant species are currently found on any areas of Sand Island.

The inland portions of Sand Island are dominated by hale koa shrubs (*Leucocephala leucaena*) and kiawe trees (*Prosopis pallida*). The seaward areas have large sections of dry, brown desmanthus (*Desmanthus virgatas*) which grow several feet tall. Patches of sourbrush (*Pluchea odorata*) and Indian pluchea (*Pluchea indica*), opiuma (*Pithecellobium dulce*) and ironwood trees (*Casuarina equisetifolia*) are scattered throughout the area. Three species of grass exist; manila grass (*Zoysia Metralla*), star grass (*Chloris divarcata*), and swollen finger grass (*Chloris inflata*).

The project site is entirely paved with asphalt concrete. No stands of vegetation are present.

Wildlife on Sand Island is limited to mammals and birds that have adapted to the urban environment. Mongooses, rats, mice, feral dogs and cats are common. Most of the existing wildlife can be found in the under utilized and more heavily vegetated areas of the island. A variety of migratory shorebirds frequent Sand Island, especially the seaward shore areas. No Federal or State listed or candidate threatened or endangered bird species are known to inhabit Sand Island.

Wildlife habitats at the project site are non-existent due to extensive paved areas within the container handling facilities.

#### F. Historic, Cultural and Archeological Resources

Most of Sand Island is composed of dredged material from past improvements to Honolulu Harbor in the early 1900's and the seaplane runway in the early 1940's. It is highly unlikely that there are areas of archeological significance on Sand Island because it is manmade landfill.

There are no known archaeological sites or buildings, structures or other manmade features of historic significance on the container handling facility.

#### G. Coastal Views

Coastal views from the project site and Sand Island Parkway consist of the industrial belt that fringes Honolulu Harbor, the port facilities opposite Sand Island and the downtown waterfront area.

### IX. Project Impacts

#### A. Short-Term Impacts

Short-term impacts are those resulting from and limited to the construction phase of the project. Provisions to minimize these impacts will be made.

##### 1. Dust

Building foundation and utility construction may temporarily generate dust during dry and windy conditions. This is expected to be minimal due to the short duration of these activities. Appropriate mitigative measures such as spraying or sprinkling the soil with water will be implemented as necessary during construction to minimize dust-related problems.

##### 2. Noise

Noise will be generated by equipment such as equipment trucks, concrete trucks and material delivery vehicles during construction of the project. This noise will not impact adjoining industrial land uses.

##### 3. *Stormwater Runoff*

*During construction of the proposed project, mitigation measures will be taken in order to control dust, debris, sediment, and other pollutants from flowing into Honolulu Harbor. The duration of exposed pavement subgrade will be limited; pavement will be removed from the building footprint and permanently stabilized with the building foundation slab; the length of open utility trenching shall be limited and restored in segments.*

*Inlet filter protection will be installed at the locations of existing storm drain inlets to prevent sediments from entering the existing storm drain system.*

Sediment pollution control arising from construction activities will be performed in accordance with applicable requirements of the State of Hawaii, Department of Health, Administrative Rules, Chapter 55, "Water Pollution Control", Chapter 54, "Water Quality Standards" and City/County of Hawaii Revised Soil Erosion Standards & Guidelines.

#### 4. Traffic

Traffic impacts due to construction of the project are not anticipated to be significant. Construction equipment and vehicles will enter and exit the project area from Nimitz Highway, Sand Island Access Road, and Sand Island Parkway Road. This construction activity should not adversely impact the existing commercial/industrial traffic flow along these roadways.

To minimize potential impacts, all movement of heavy construction vehicles will be scheduled to avoid peak traffic hours. Flagmen will be employed when necessary to provide additional traffic safety enhancements.

#### 5. Public Safety

Necessary measures to assure public safety will be implemented throughout all phases of construction. When construction is not ongoing (nights, weekends and holidays), construction areas will be secured by safety signs, barricades and/or other safety devices as required by State and County regulations.

### B. Long-Term Impacts

#### 1. Recreation

No recreational impacts are anticipated since the project site and the adjoining harbor is not used for recreational purposes.

#### 2. Aesthetic

The new building will be visible from the Sand Island Parkway that provides the sole vehicular access to Sand Island. The height of the proposed two-story structure is similar to the existing Sea-Land Administration Building. It is significantly lower than both the container freight stacked four high in the terminal and the cranes used to move freight to and from the ships.

The exterior architectural hip roof design will soften the building height and create a simple and aesthetically pleasing roofline. It will also conceal mechanical equipment that is typically mounted on a flat roof.

## X. Alternatives To The Proposed Action

*Alternatives to the proposed action are limited.*

- a. *Do Nothing: The existing comfort station facilities are in poor condition, and will continue to deteriorate until they become non-functional. This will negatively impact container operations at the terminal.*
- b. *Renovation of Existing Structures: The existing comfort station facilities are outdated. Renovation is not practical or feasible.*

*The proposed project is the selected viable alternative.*

Honolulu Harbor is the primary overseas and inter-island cargo handling area for the State of Hawaii. The proposed improvements will be made within an existing container handling facility, and will not negatively impact Sand Island.

The proposed scheme was developed after working closely with State Harbors for almost nine months.

The proposed project will upgrade the H.S.I. longshore comfort station/breakroom and Sea-Land marine/yard/crane operations. These improvements will enhance Sea-Land's container handling facilities at Pier 51-A to better serve the public.

## XI. Mitigation Measures

Provisions during construction will be made to minimize the short-term impacts identified under Section IX.

## XII. Determination

The *determination* of this FINAL Environmental Assessment are that this proposed project will have no major adverse impacts.

This proposed project will have beneficial economic impact on the State. It is compatible with existing and planned land uses and activities in the area. It is compatible with the physical conditions and capabilities of the area.

Any adverse impacts of the project have been determined to be insignificant.

During construction, the Applicant will comply with applicable statutes, ordinances and rules of the Federal, State and County governments.

### XIII. Findings, & Reasons for Supporting Determination

*According to the Department of Health Rules (11-200-12), an applicant or agency must determine whether an action may have a significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short and long-term effects. In making the determination, the Rules establish "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have a significant impact on the environment if it meets any one of the following criteria:*

- a) **Involves an irrevocable commitment to loss or destruction of any natural or cultural resources:**

*Sand Island is a man-made island mostly composed of dredged material from past Honolulu Harbor improvement projects. The project site is comprised of asphalt concrete pavement. This project is proposed within an existing developed facility and will not impact any natural or cultural resources.*

- b) **Curtails the range of beneficial uses of the environment:**

*The project site is located within the existing Sea-Land container handling facility. This project is consistent with the current land use.*

- c) **Conflicts with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders:**

*The proposed project is consistent with the environmental policies expressed in Chapter 344, HRS, and the National Environmental Policy Act.*

- d) **Substantially affects the economic or social welfare of the community or state:**

*The proposed project positively benefits the economic and social welfare of the State through increased productivity at the Sea-Land container terminal. Increased productivity improves the flow of inbound and outbound cargo to the Islands for the benefit of all Hawaii residents.*

- e) **Substantially affect public health:**

*The proposed project will conform to federal, state; city and county pollution control policies and will not impact either short-term or long-term public health.*

- f) ***Involves substantial secondary impacts, such as population changes or effects on public facilities:***

*The proposed project will not impact population growth. It will provide short-term employment opportunities during construction and when completed will support employment of the longshore labor force at the Sea-Land containerized freight terminal.*

- g) ***Involves a substantial degradation of environmental quality:***

*The proposed project will be located within an existing developed industrial area. No strands of vegetation are present at the project site. It is presently one hundred percent impervious. The project will not degrade the environmental quality at the site nor significantly alter coastal views of the island.*

- h) ***Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger actions:***

*The proposed project will not adversely impact the environment on either a short-term or long-term basis.*

- i) ***Substantially affects a rare, threatened or endangered species or its habitat:***

*There are no rare, threatened, or endangered plant or animal life located at the proposed site.*

- j) ***Detrimentially affects air or water quality or ambient noise levels:***

*Short-term impacts to air, water quality, and noise levels will be limited to the construction phase of the project. Mitigation measures to minimize these impacts arising from construction-related activities will be done in accordance with applicable requirements of the State of Hawaii, Chapter 55, "Water Pollution Control", Chapter 54, "Water Quality Standards", Chapter 19, "Ambient Air Quality", Chapter 60, "Air Pollution Control Law", Chapter 44a, "Vehicular Noise Control".*

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

*Development of the proposed project is located near a coastal waterway. Its location is necessitated by the coastal-dependent nature of the containerized freight industry. The project is being designed in accordance with applicable building codes to resist potential damage resulting from natural environmental events.*

0000 0020 2346

**l) Substantially affects scenic and view planes identified in county or state plans or studies:**

*The proposed project will not impact scenic or view planes from Sand Island Parkway or the downtown waterfront area. The visual impact of the proposed project will be insignificant against the background of the existing container operation in the Sea-Land terminal and the industrial development on Sand Island.*

**m) Requires substantial energy consumption:**

*The energy consumption demand of the proposed project can be satisfied by existing utility infrastructure at the Sea-Land terminal and on Sand Island. Modern energy-efficient systems will be installed during construction of the project.*



Kazu Hayashida  
Director of Transportation

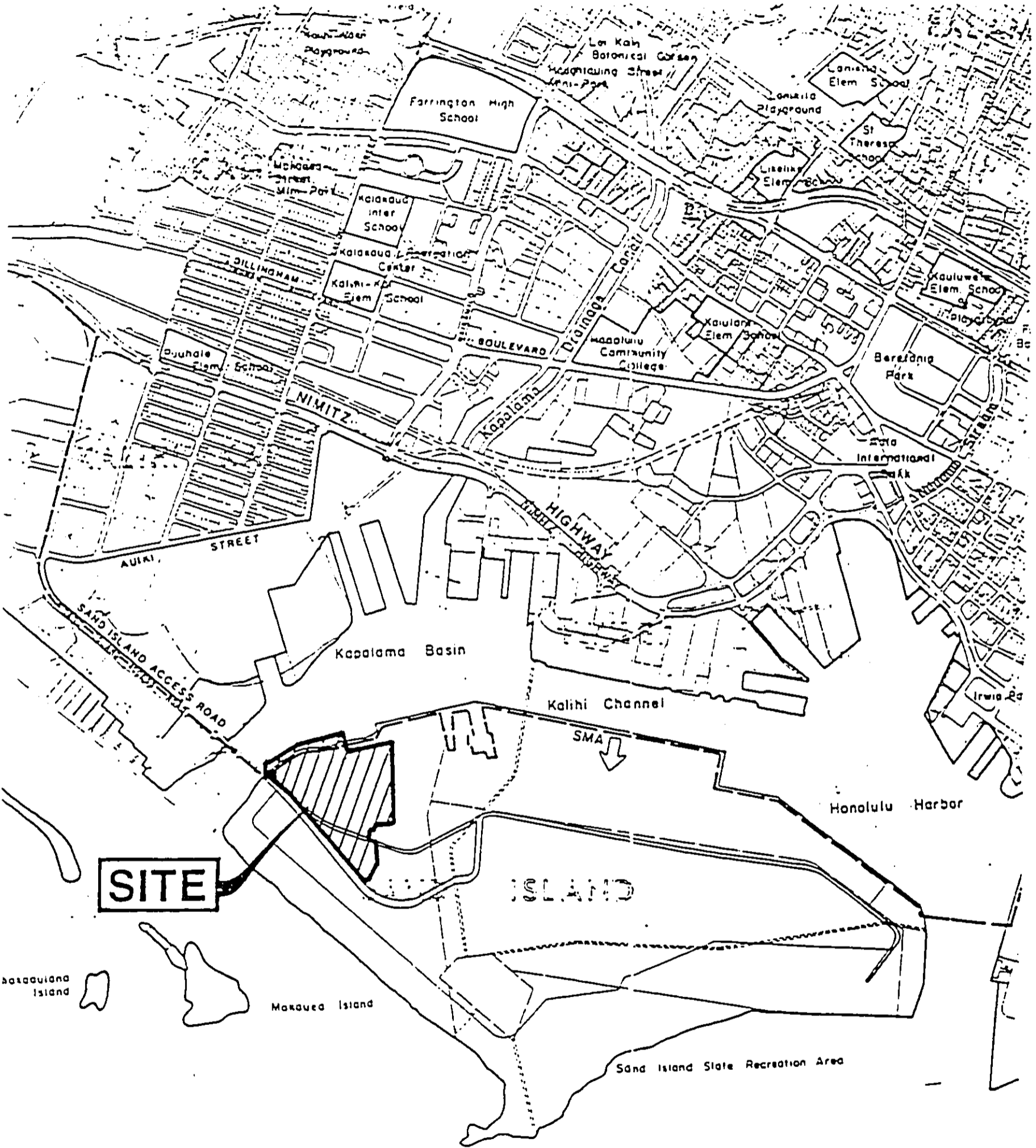
7/7/98

Date







0000 0020 2348

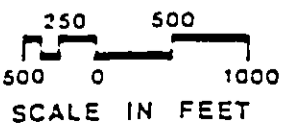


**SITE**

ISLAND

**LEGEND**

 SMA BOUNDARY LINE  




**EXHIBIT /A**

**LOCATION MAP**

TMK: 1-5-41: Por. 111



0000 0020 2350

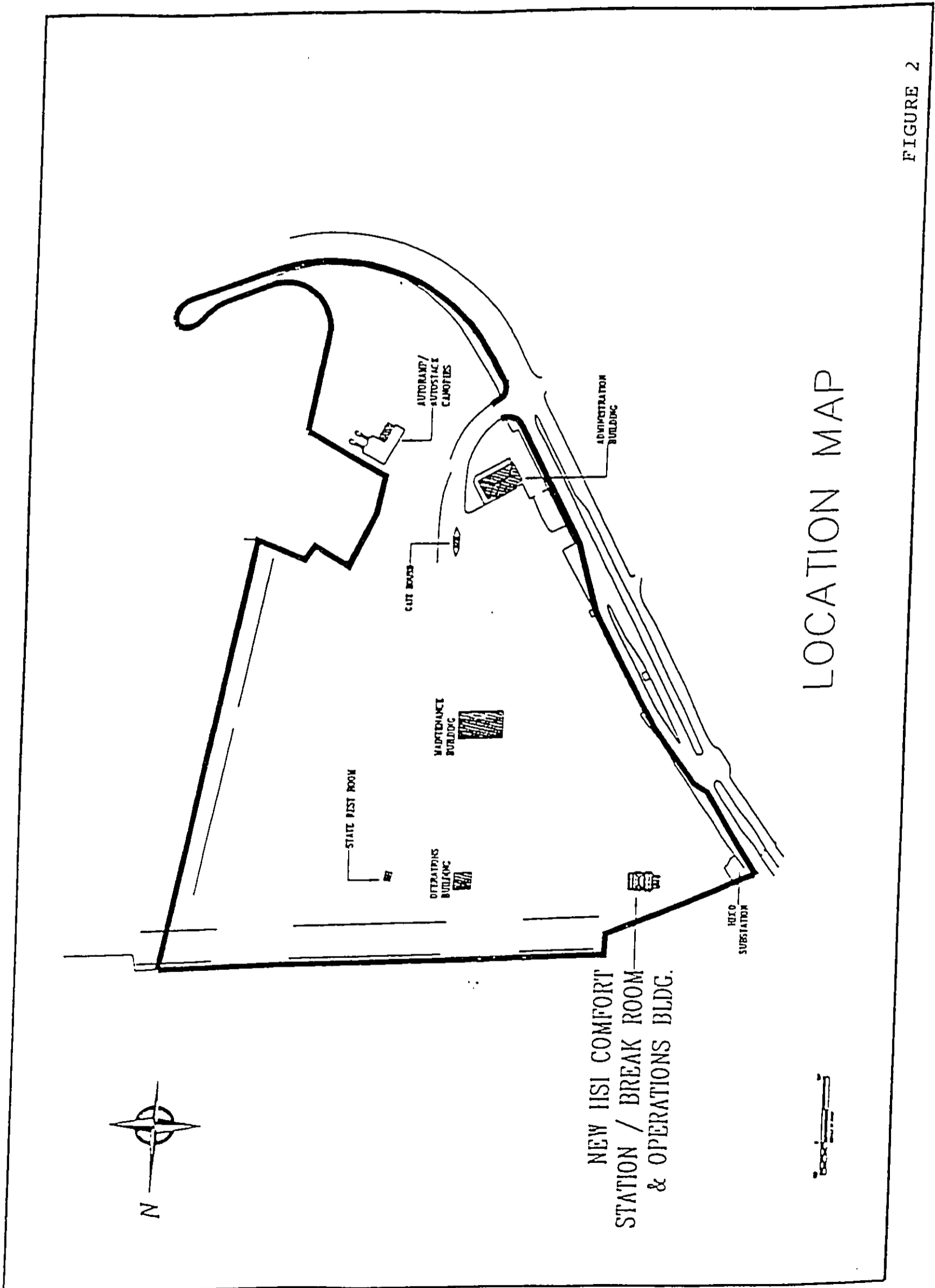
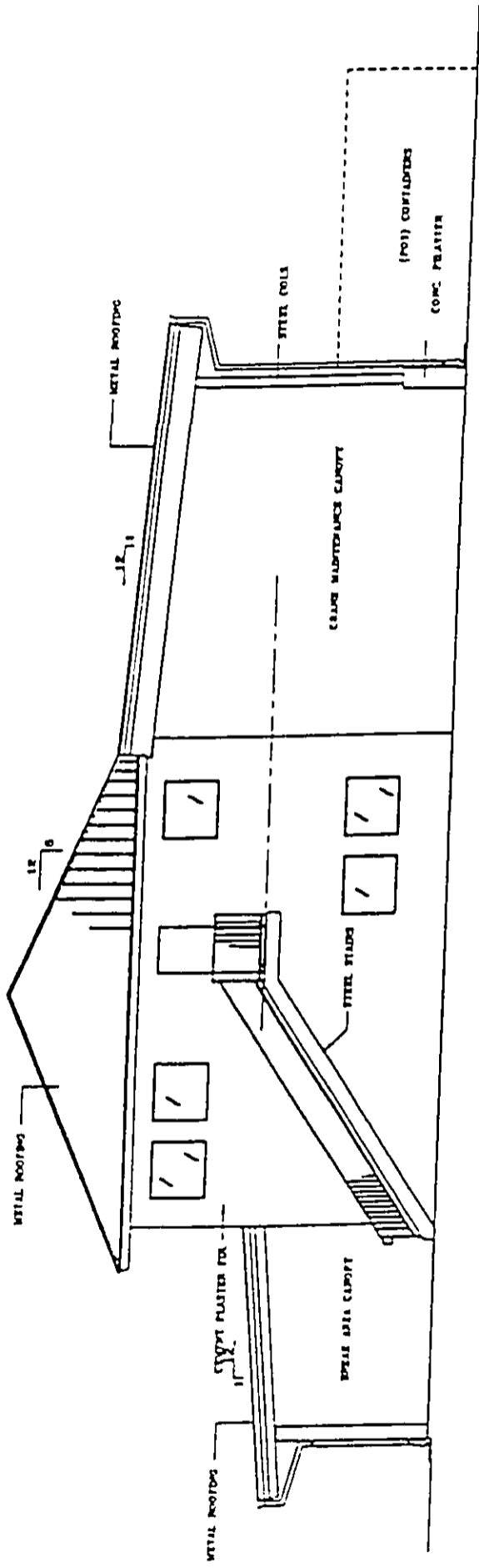


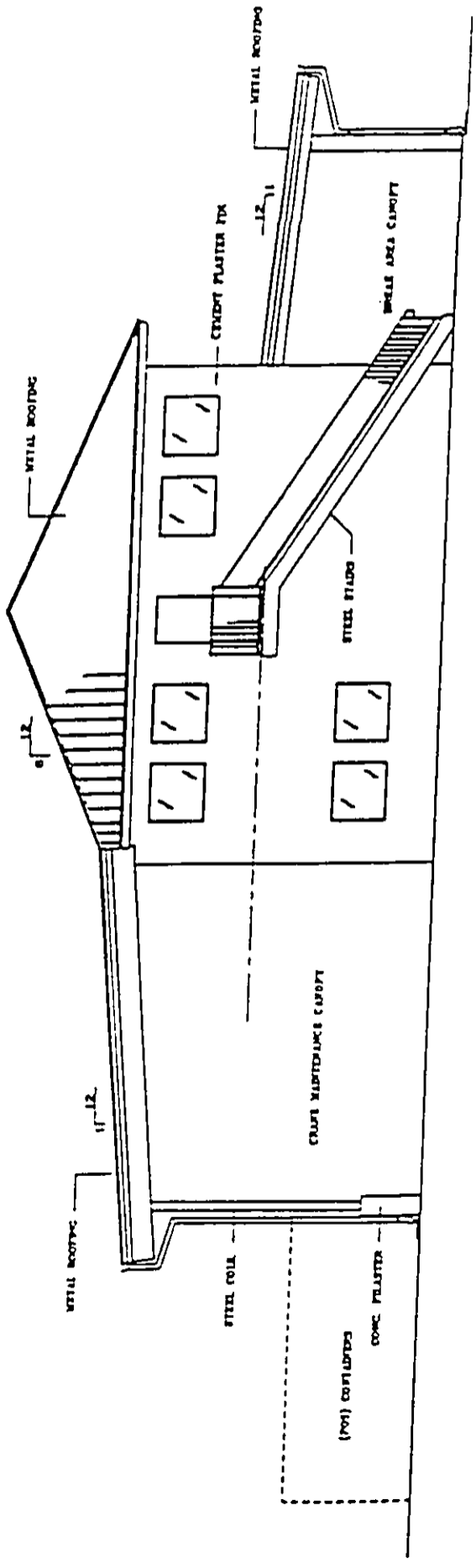
FIGURE 2

LOCATION MAP

0000 0020 2351

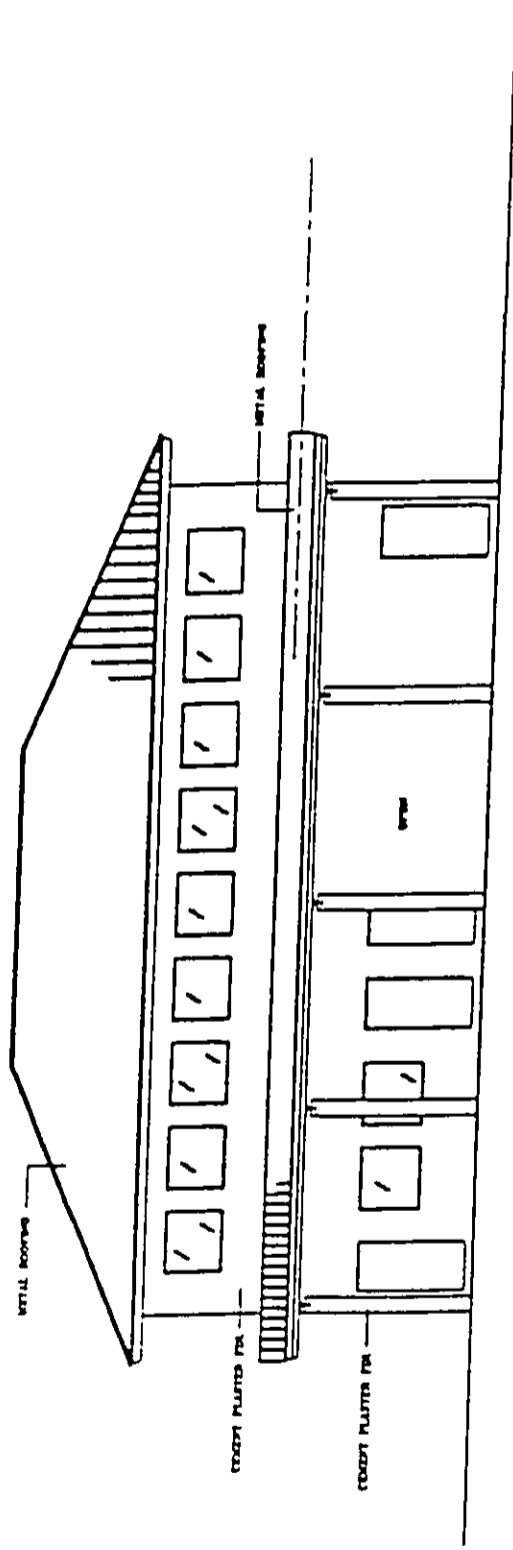


NORTH ELEVATION

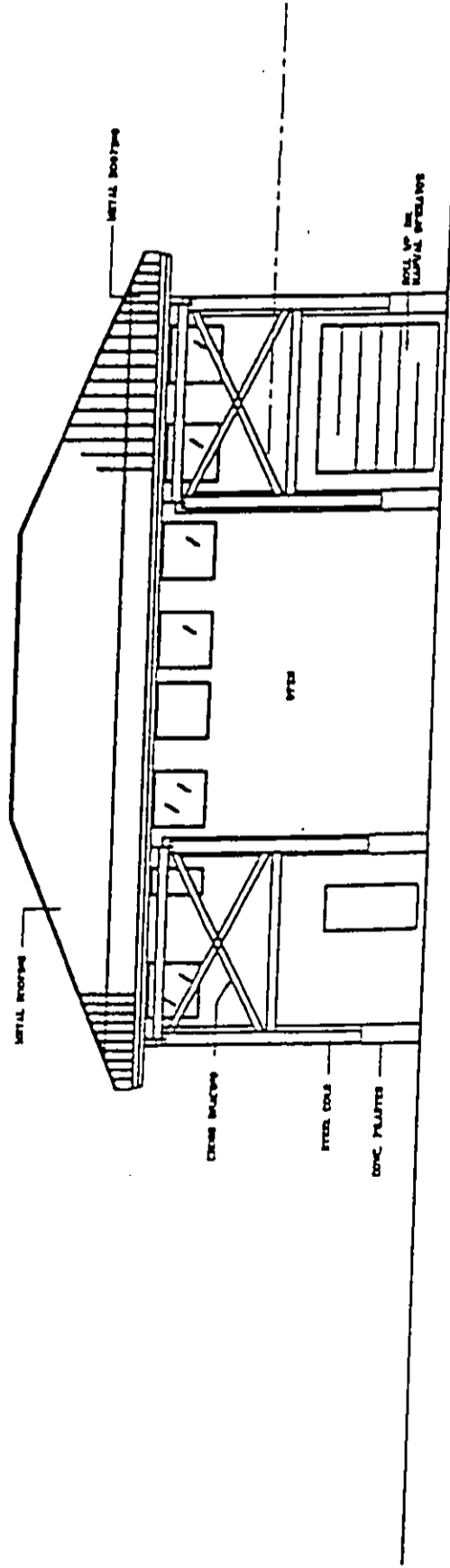


SOUTH ELEVATION

0000 0020 2352

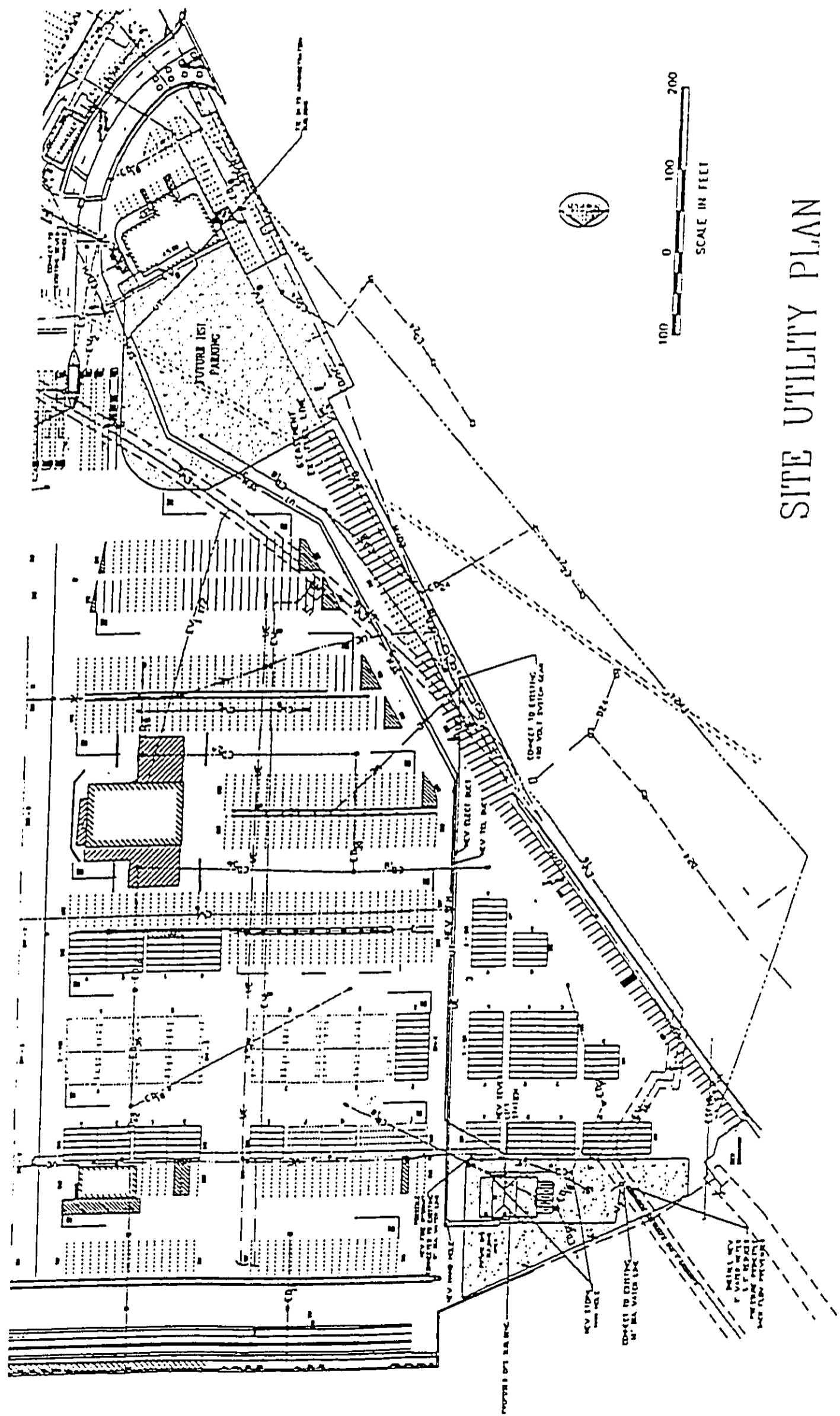


EAST ELEVATION



WEST ELEVATION

0000 0020 2353



SITE UTILITY PLAN

FIGURE 4

0000 0020 2354

## Appendices

---

APPENDIX A - Comments and Responses to the Draft Environmental Assessment

0000 0020 2355

R/S 98.2418

HAR-ED  
4206.98

June 8, 1998

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: Special Management Area Use Permit (SMP) Application and Draft  
Environmental Assessment (EA) for Operations Building and Utilities  
for Comfort Station at Pier 51A, Sand Island, Oahu - Job H. C. 1986

Please withdraw the subject SMP application which indicated two separate projects within the Special Management Area Boundary as shown on the attached Exhibit 1A. In accordance with an agreement between the State and Sea-Land Service, Inc. (SLS), the State is required to construct a new comfort station and utilities for use of Longshoremen in SLS's container terminal and at the same time, SLS will be constructing a new operations building and utilities. The State and SLS are jointly completing the two projects to reduce costs and minimize disruptions at the container yard.

In accordance with Hawaii Revised Statutes, Section 226-2(b), we hereby exempt these improvements from SMP requirements. Although these improvements were not identified in SLS's SMP #90/SMA-94 (ASK) by the Honolulu City Council Resolution No. 91-91 dated April 10, 1991 (copy attached) as future expansion, it is consistent with our 2020 Master Plan for Honolulu Harbor. We do not anticipate these improvements to have any significant impacts to the environment.



0000 0020 2356

Mrs. Jan Naoe Sullivan  
Page 2  
June 8, 1998

HAR-ED  
4206.98

We apologize for any inconvenience this SMP application may have caused your department, and appreciate your input in our Draft EA. If you have any questions, please call Napoleon Agraan at 587-1956.

Very truly yours,

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

Thomas T. Fujikawa  
Harbors Administrator

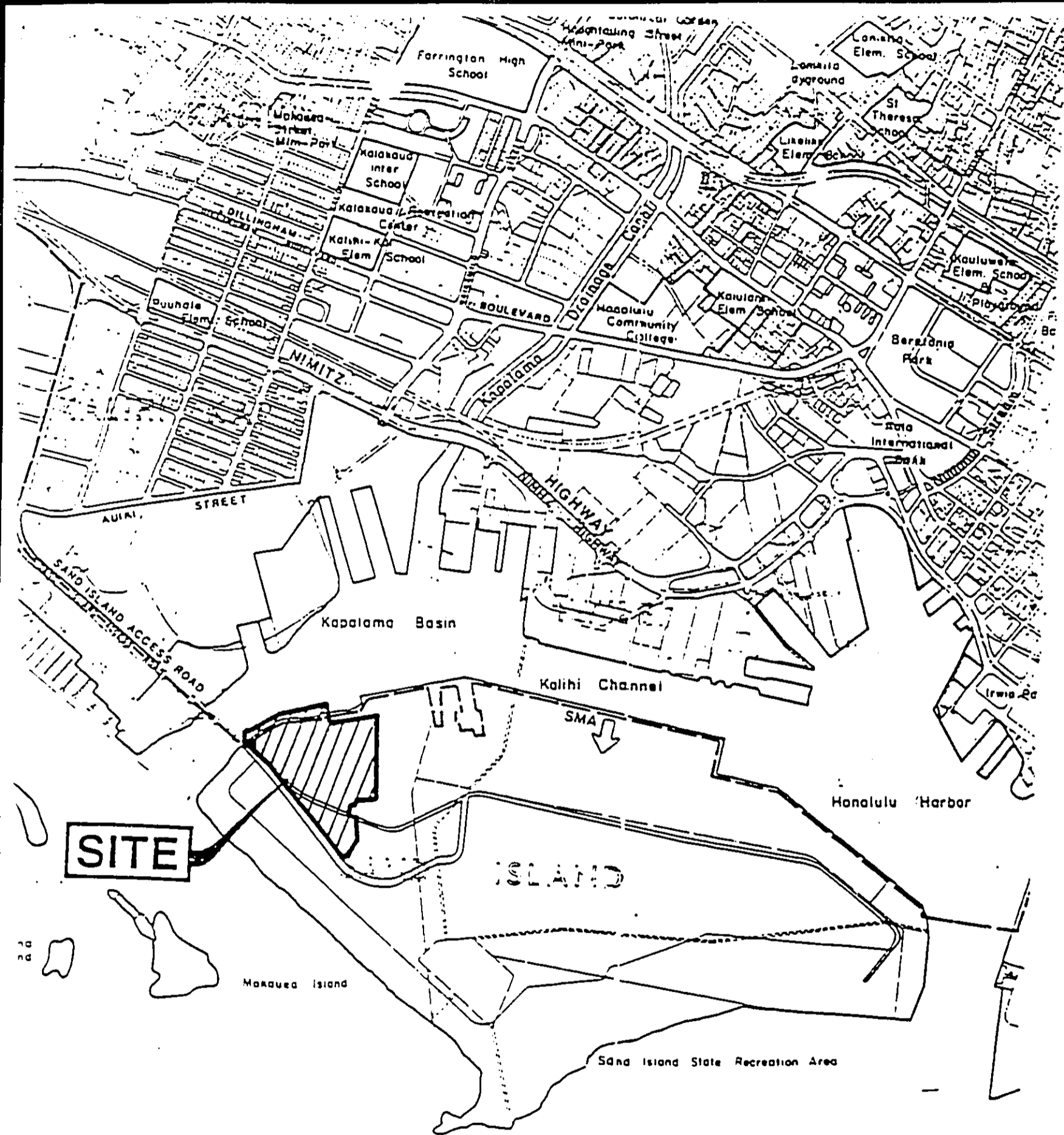
Att.

c. Mr. Clint Taylor - Sea-Land Service, Inc



bc: HAR-O

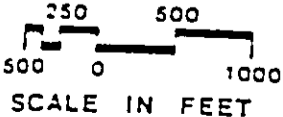
NA:sd

0000 0020 2357



LEGEND

 SMA BOUNDARY LINE  




# EXHIBIT 1A

## LOCATION MAP

TMK: 1-5-41:Por. 111

0000 0020 2358

FEB 22 08 11 52 AM QUALITY COPY SEA-LAND 7245 146cc TO 010010425356 2.25 77

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

4  
No. 91 - 91

RESOLUTION

GRANTING A SPECIAL MANAGEMENT AREA USE PERMIT FOR  
THE SEA-LAND SERVICE, INC.  
CONTAINER-YARD ACCESSORY BUILDINGS

WHEREAS, the Department of Land Utilization (DLU) on January 15, 1991, accepted the application of Sea-Land Service, Inc., herein referred to as the APPLICANT, for a Special Management Area Use Permit (SMP) to construct improvements to the Sea-Land Service, Inc., including a new office building, gate house and guard house at Piers 51-A, in Honolulu and identified as Tax Map Key 1-5-41: Parcels 111, 126, 167, 197, 286 and 307; Reference Number 90/SMA-94; and

WHEREAS, the DLU held a public hearing on February 26, 1991, and received no testimony opposing the proposal; and

WHEREAS, on March 12, 1991, within ten (10) working days after the close of the public hearing, the DLU, having duly considered all evidence and reports of said public hearing and the review guidelines as established in Sections 33-3.1 and 33-3.2, Revised Ordinances of Honolulu, completed its report and transmitted its findings and recommendation of approval to the Council; and

WHEREAS, the City Council having received the findings and recommendation of DLU on March 12, 1991, and at its meeting of April 10, 1991, having duly considered all of the findings and reports on the matter, approved the subject application for an SMP with the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that a SMP be issued to the APPLICANT under the following conditions:

0000 0020 2359

OFFICE OF THE CITY CLERK DEPT. OF LAND AND NATURAL RESOURCES 512223-25396

P. 25/27

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU HAWAII

5

No. 91 - 91

## RESOLUTION

- A. Prior to implementation of the project, the applicant must meet the requirements and obtain approval of all government agencies normally required for such projects.
- B. If, during construction, any previously unidentified sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings or walls) are encountered, the applicant shall stop work and contact the State DLNR Historic Sites Office at 548-7460 immediately. Work in the immediate area shall be stopped until the office is able to assess the impact and make further recommendations for mitigative activity.
- C. The project shall be constructed within three years of the date of this permit. Failure to obtain a building permit within this period shall render this permit null and void, provided that the Director of Land Utilization may extend this period if the applicant demonstrates good cause.
- D. Construction permits shall be issued for plans which are substantially consistent with plans on file with the Department of Land Utilization. Any change in the size or nature of the project which has a significant effect on coastal resources addressed in Chapter 33, ROH, shall require a new application. Any change which does not have significant effect on coastal resources shall be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of Land Utilization.

0000 0020 2360

APR 22 1991 11:52 AM DEPT SEA-LAND 7245714855 TO 918286425356

# RESOLUTION

BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the Clerk be, and he is, hereby directed to transmit copies of this resolution to Mr. Donald A. Clegg, Director of Land Utilization; Mr. Herbert Muraoka, Director and Building Superintendent, Building Department; Mr. William W. Paty, Chairperson, State Department of Land and Natural Resources, Historic Preservation Office, P. O. Box 621, Honolulu, Hawaii 96809; and Awa and Associates, 1831 Young Street, Ground Floor, Honolulu, Hawaii 96826.

INTRODUCED BY:

*[Signature]* (BE)

DATE OF INTRODUCTION:

MAR 25 1991

Honolulu, Hawaii

Councilmembers

sma.grf

## CITY COUNCIL

CITY AND COUNTY OF HONOLULU  
HONOLULU HAWAII

I hereby certify that the foregoing RESOLUTION was adopted by the COUNCIL OF THE CITY AND COUNTY OF HONOLULU on the date and by the vote indicated to the right.

ATTEST:

*[Signature]*  
RAYMOND K. PUA  
CITY CLERK

*[Signature]*  
ARNOLD MORGADO, JR.  
CHAIR AND PRESIDING OFFICER

Dated APR 10 1991

ADOPTED MEETING HELD		
APR 10 1991		
	AYE	NO
DAWTO		
DOO		
FELIX		
GILL		
HOUDE		
KIM		
MORCNO		
SECRETARY		
MORGADO		

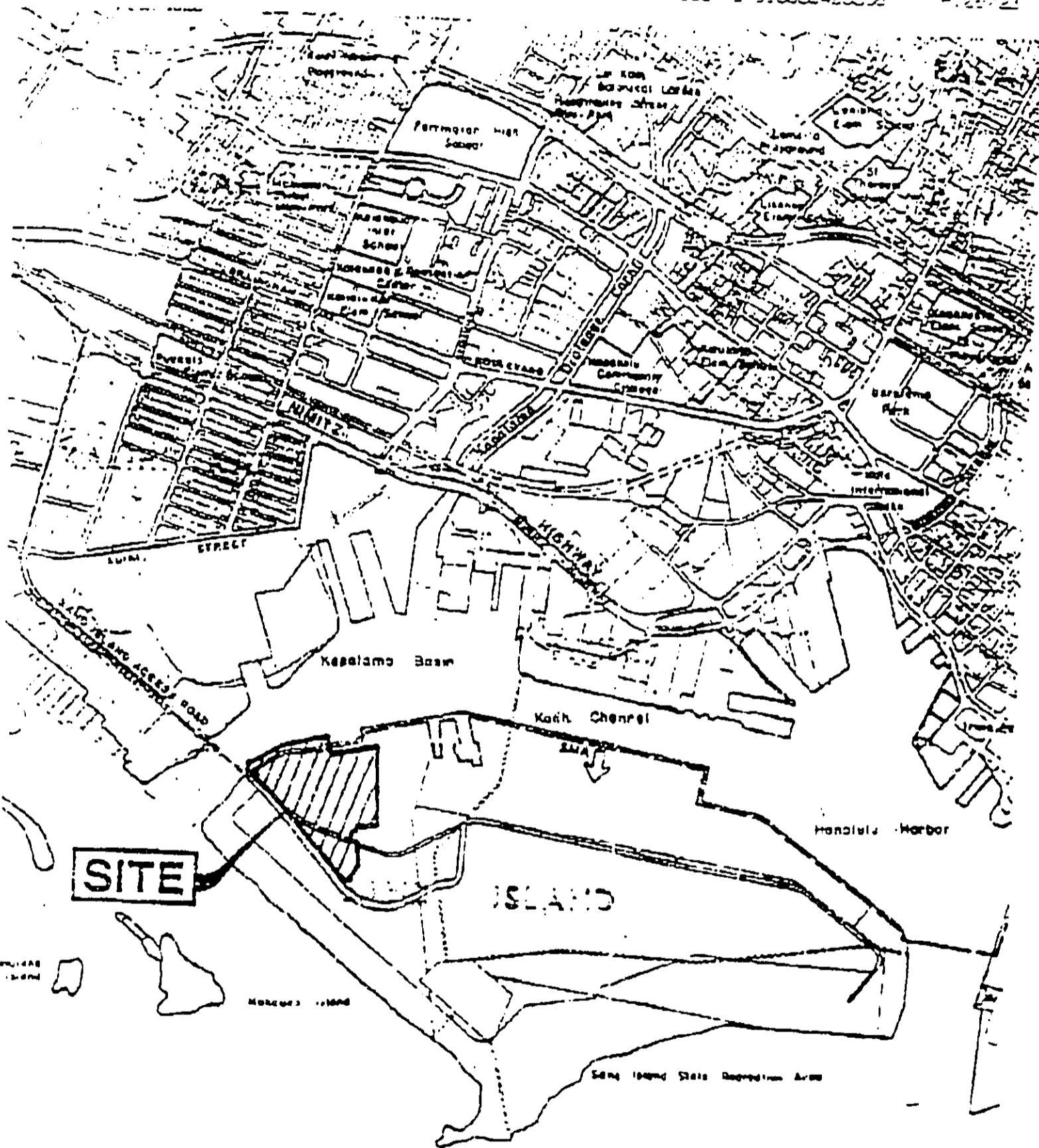
Reference: D-208

Report No. 2-139

Resolution No.  
91 - 91

0000 0020 2361

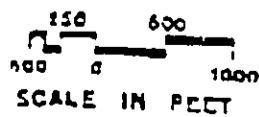
STATE OF CALIFORNIA DEPARTMENT OF PUBLIC WORKS  
STATE HIGHWAY DEPARTMENT  
SAN FRANCISCO DISTRICT  
SAN FRANCISCO, CALIFORNIA  
PROJECT NO. 90/SMA-94



7

### LEGEND

--- SMA BOUNDARY LINE  
↓



### EXHIBIT A

### LOCATION MAP

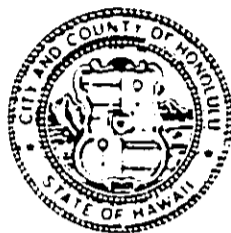
TMK: 1-5-41; Pop. 111; 126; 167;  
187; 286; & 307  
90/SMA-94



0000 0020 2363

DEPARTMENT OF LAND UTILIZATION  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET 17TH FLOOR • HONOLULU, HAWAII 96813  
PHONE (808) 523-4414 • FAX (808) 523-6743



April 21, 1998

JEREMY HARRIS  
MAILER

R/S 98.2418

JANNAE SULLIVAN  
DIRECTOR

LORETTA K. C. CHEE  
DEPUTY DIRECTOR

98-02339 (ST)

98/SMA-31

Mr. Thomas T. Fujikawa, Administrator  
Harbors Division  
Department of Transportation  
State of Hawaii  
79 South Nimitz Highway  
Honolulu, Hawaii 96813

Attn: Napoleon Agraan

Dear Mr. Fujikawa:

Special Management Area Use Permit (SMP) Application and  
Draft Environmental Assessment (EA): Sea-Land Service, Inc.'s  
New Utilities & Comfort Station/Operations Building  
Pier 51, Sand Island, Oahu  
Tax Map Key: 1-5-41: por. 111

We are in receipt of your SMP application and Draft EA filed on April 1, 1998. However, pursuant to Section 25-3.3, Revised Ordinances of Honolulu (ROH), your application cannot be accepted for processing until a significance determination is made in accordance with Chapter 343, Hawaii Revised Statutes (HRS).

The following are our comments on the Draft EA:

**Section III Agencies Consulted**

Inasmuch as the Environmental Impact Statement (EIS) Rules, Section 11-200-9(a)(6), Hawaii Administrative Rules requires that agencies and citizen groups with jurisdiction or expertise in the proposed action be consulted, the Draft EA should be sent to the State's Department of Land and Natural Resources and Department of Health; the City and County of Honolulu's Fire and Wastewater Management Departments and the Board of Water Supply; as well as the Kalihi-Palama Neighborhood Board No. 15.



0000 0020 2364

Mr. Thomas T. Fujikawa, Administrator  
Page 2  
April 21, 1998

#### Section IV Description of Proposed Action

- This section does not describe how "The proposed improvements will upgrade the container handling facilities along Pier 51A to better serve the public." This section should be expanded in the Final EA to *briefly* discuss what is the "problem" with the current facilities which makes the construction of the new structure necessary (i.e., Are the existing facilities too small, dilapidated, poorly located, etc.?).
- The term "H.S.I." in the last paragraph (page 3) should be clarified or initially written out in full.

#### Section V General Description of the Actions Characteristics

- The Draft EA does not identify why the preparation of this document was required. This section should be revised in the Final EA to describe what type of action was "triggered" pursuant to the EIS law, Chapter 343, HRS.
- The land tenure of the Pier 51 project area is not disclosed (i.e., State-owned land leased to the applicant, etc.). This land ownership information should be included in the Final EA. An exhibit should also be incorporated into this section which illustrates the proposed project site in relation to current Tax Map Key (TMK) boundaries.
- The Draft EA does not list the permits that are required, which includes an SMP. The Final EA should include a list of all permits necessary to develop the proposed facility.
- Insofar as an SMP is required, a section should be added to the Final EA which describes how the proposed project conforms to the goals, objectives and guidelines of the Special Management Area (SMA), Chapter 25, Revised Ordinances of Honolulu. An exhibit should also be included in the Final EA which illustrates the SMA boundaries in the area relative to the project site.

We should also point out that the notice of this document in Office of Environmental Quality Control's (OEQC) March 23, 1998, Environmental Notice did not list an SMP as one of the "Permits Required."

0000 0020 2365

Mr. Thomas T. Fujikawa, Administrator  
Page 3  
April 21, 1998

#### Section VI Economic and Social Characteristics

This section in the Final EA should be revised to include a cost estimate of the proposed project, as well as a time-frame for construction and any phasing of proposed improvements.

#### Section VII Environmental Characteristics

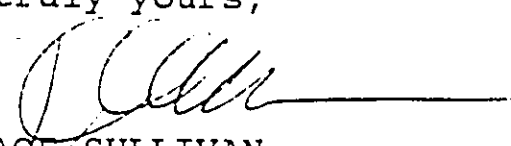
The last paragraph of this section (page 6), incorrectly indicates that the project area is designated within Zone "Z" on the Federal Flood Insurance Rate Map (FIRM). There is no such zone. The Final EA should be revised to correctly indicate that the project site is located within the FIRM's Zone X.

#### Section X Alternatives to the Proposed Action

This section does not provide a discussion of alternatives that were considered, but simply reiterates the justification for the proposed facility. The Final EA should discuss what are the actual alternatives to this proposal (i.e., do nothing, renovation of existing structures, etc.).

We have no further comments to offer at this time. If you have any questions, please contact Steve Tagawa of our staff at 523-4817.

Very truly yours,

  
JAN NAOE SULLIVAN  
Director of Land Utilization

JNS:am

cc: Lloyd Sako, Project Design, Inc.  
Clinton Taylor, Sea-Land Service, Inc.  
Gary Gill, Office of Environmental  
Quality Control

g:\ppd\DEApie51.sht

0000 0020 2366

FILE COP

BENJAMIN J. CAYETANO  
GOVERNOR



GARY GILL  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4186  
FACSIMILE (808) 586-4186

April 20, 1998

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

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Pier 51A Sand  
Island Comfort Station (Job H.C. 1986), Oahu

Thank you for the opportunity to review the above project. We have  
the following questions and comments.

1. The project is located next to the ocean. Storm runoff sheet flows into the existing storm drain system that outfalls into Honolulu Harbor. Please describe mitigation measures that will be employed to prevent construction related sediments in the runoff from entering the harbor.
2. The project includes a crane maintenance shop. Oil and chemicals associated with the maintenance activities may leach into Honolulu Harbor. Please describe mitigation measures that will be employed to prevent these contaminants from entering the harbor.
3. Please describe whether the soils on the site are contaminated. If so, please consult with the Department of Health, Hazard Evaluation and Emergency Response Office to determine the proper course of action for the site. Document the findings of this consultation in the final environmental assessment.
4. The Coast Guard is evaluating new plans for the Sand Island Bridge. Please consult with the Coast Guard to determine whether their plans are compatible with this project. Document the findings of this consultation in the final environmental assessment.
5. Please list all federal, state and county permits that would be required for this project.

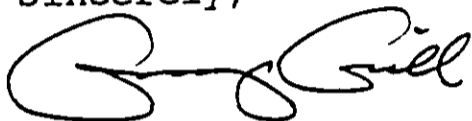
0000 0020 2367

Mr. Hayashida  
Page 2

6. Please discuss the findings and reasons for supporting the FONSI determination based on the significant criteria listed in §11-200-12 of the EIS rules. Please see the enclosed example.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Mahalo.

Sincerely,



Gary Gill  
Director

c: Sealand

Attachment

0000 0020 2368

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
NEROKMAYASINIA  
GLENN M. OKIMOTO  
BRIAN K. MINAII

IN REPLY REFER TO

HAR-ED  
4188.98

'98 MAY 21 AM 5:1

May 19, 1998

OFFICE  
QUALITY

TO: GARY GILL, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH

FROM: KAZU HAYASHIDA *K.H.*  
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR OPERATIONS  
BUILDING AND UTILITIES FOR COMFORT STATION AT PIER 51A  
SAND ISLAND, OAHU - JOB H. C. 1986

Thank you for your letter of April 20, 1998 regarding our Draft EA for the subject project. As discussed with Mr. Jeyan Thirugnanam of your staff, your concerns/comments will be addressed in the Final EA.

Should you have any questions, please contact Napoleon Agraan of our Harbors Division at 587-1956.