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

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OFFICE OF ENVIRONMENTAL
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TO: GENEVIEVE SALMONSON, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH

FROM: KAZU HAYASHIDA *KH*
DIRECTOR OF TRANSPORTATION

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT AND FINDING OF NO
SIGNIFICANT IMPACT FOR YOUNG BROTHERS, LIMITED
MAINTENANCE FACILITY AT HONOLULU HARBOR, HONOLULU,
OAHU, HAWAII

After careful review of the Final Environmental Assessment (EA), the State of Hawaii Department of Transportation has determined that the project exemplifies an environmentally responsible undertaking and will not result in any significant environmental impacts. The State of Hawaii Department of Transportation thus declares a Finding of No Significant Impact (FONSI) for the Young Brothers, Limited Maintenance Facility at Honolulu Harbor. ✓
Please publish the notice of availability for this project in the June 8, 2000 OEQC Bulletin.

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA and FONSI. Please contact Glenn Soma at 587-2503 if there are any questions.

Enc.

68

JUN 8 2000

FILE COPY

2000-06-08-DA-**FEA** -

FINAL ENVIRONMENTAL ASSESSMENT

YOUNG BROTHERS, LIMITED
MAINTENANCE FACILITY
Kalihi-Kai, Honolulu, Oahu, Hawaii

Prepared in Partial Fulfillment of the Requirements
of Chapter 343, Hawaii Revised Statutes, and
Title 11, Chapter 200, Hawaii Administrative Rules,
Department of Health, State of Hawaii

Prepared for

Young Brothers, Limited
Pier 40
PO Box 3288
Honolulu, Hawaii 96801-3288

Prepared by

Awa & Associates, LLC
1831 Young Street
Honolulu, Hawaii 96826

and

Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

June 2000

FINAL ENVIRONMENTAL ASSESSMENT

**YOUNG BROTHERS, LIMITED
MAINTENANCE FACILITY**

Kalihi-Kai, Honolulu, Oahu, Hawaii

Prepared for

Young Brothers, Limited
Pier 40
PO Box 3288
Honolulu, Hawaii 96801-3288

June 2000

SUMMARY INFORMATION

Project: Young Brothers, Limited
Maintenance Facility

Applicant: Young Brothers, Limited
Pier 40
PO Box 3288
Honolulu, Hawaii 96801-3288

Approving Agency: Department of Transportation
Harbors Division
State of Hawaii
PO Box 119
Honolulu, Hawaii 96810

Tax Map Key: 1-5-032: 002
Land Area: 1,102,244 square feet (25.3 acres)
Land Owner: State of Hawaii

Existing Use: Maintenance Facility
Maintenance Facility Parcel: Approximately 147,400 square feet (3.39 acres)

State Land Use Designation: Urban
Development Plan Area: Primary Urban Center
Land Use Map: Industrial
Public Facilities Map: No Symbol
Zoning: I-3 Waterfront Industrial

Need for Assessment: Use of State Land

Contact Person: Glenn Soma
Department of Transportation
Harbors Division
State of Hawaii
79 South Nimitz Highway
Honolulu, Hawaii 96816
Telephone: 587-2503

Note: Additions to the text of the Draft Environmental Assessment are shown in *bold italic* type.

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SECTION 1

DESCRIPTION OF THE PROPOSED ACTION

Young Brothers, Limited has built a maintenance facility at Pier 40, Honolulu Harbor to support its inter-island shipping operations. The maintenance facility was erected on State land and the State Department of Transportation-Harbors Division ("DOT-Harbors") has requested that Young Brothers, Limited prepare an Environmental Assessment to fulfill the requirements of its agreement for leasing State land at Piers 39 and 40. This after-the-fact environmental assessment is prepared to comply with the DOT-Harbors request. Because site conditions before construction of the project are unknown, this environmental assessment reports on existing conditions and environmental impacts resulting from the completed project.

Located to the north of Piers 39 and 40, the project site is bounded to the north by Nimitz Highway, to the east and south by a driveway to Piers 39 and 40, and by an undeveloped lot paved with asphalt concrete to the west. This latter area, which is referred to as the *Daishowa* property, is leased to a local transportation company for parking its fleet of buses. The maintenance facility occupies an area of approximately 147,600 square feet of tax map key 1-5-32: 02 which is approximately 1,102,244 square feet in size. A Location Map is shown in Figure 1.

A. Purpose of the Proposed Action

Young Brothers, Limited ("YB") is the largest common water carrier transporting cargo by barge between the islands of Oahu, Hawaii, Kauai, Maui, Molokai, and Lanai and has been serving Hawaii since 1913. YB owns and operates over 750 20-foot containers, over 300 refrigerated 20-foot and 40-foot containers, over 300 20-foot truck chassis, over 600 flatracks and platforms, and over 100 forklifts including six of 45-ton capacity in its loading/unloading operations. In addition, YB operates seven barges and five tug boats for transporting cargo inter-island.

The proposed action allows YB to consolidate its maintenance and repair functions at a location adjoining Piers 39 and 40 where all its shipping operations at Honolulu Harbor take place. Until 1998, maintenance functions and workers were dispersed at another pier site at Honolulu Harbor. The separate locations were considered to be operationally inefficient because it required transporting vehicles, equipment, and cargo containers in need of servicing or repair to the respective maintenance shop for repair then back to the piers (for use or shipment to Neighbor Island ports).

The project also provides YB with a covered work area for servicing and maintaining its complement of land-based equipment year around and space for inventorying tools and parts. Its location at the entrance to Piers 39 and 40 is out of the way of the main circulation route between the piers and Nimitz Highway yet accessible to vendors and suppliers .

B. Technical Characteristics

The maintenance facility consists of a single structure erected on a concrete apron and bordered by asphalt concrete. The 275 feet long by 90 feet wide by 52 feet high structure (with stub-outs on the south and east ends) is the most prominent feature of the project. Its 28,158 square feet under roof provides work space for repairing truck chassis, shipping containers, and forklifts (up to 45 ton capacity). Space is also provided for a diesel and electrical shop, a welding area, equipment storage, washdown area, bulk storage, locker and toilets for men and women, and office use. Space is generally allocated as follows and a floor

plan is shown on Figure 2.

<u>Space</u>	<u>Area</u>
Repair Facility, Washdown Area	26,195 square feet
Locker Rooms and Toilets	1,497 square feet
Equipment Shed	288 square feet
Equipment Enclosure	178 square feet

The facility is enclosed on the south and east sides and open on the west and north sides (See Photographs 1 and 2). The open sides aid in ventilating the building but does not help to attenuate noise during normal working hours. All equipment and vehicles in need of servicing or repair enter the various service bays from the north and west sides.

The height of the structure does not exceed the 60-foot height limit for the I-3 zoning district. A minimum 35-foot clearance is provided from finish grade to the bottom of an overhead bridge crane positioned inside the building on its west side. The bridge crane can be moved along its tracks the length of the building.

The interior is divided into 11 equal bays 25 feet wide and 90 feet deep. Several bays are combined to form separate but open-air work areas for chassis repair, a welding, storage, diesel/electrical shop, and forklift repair. The diesel/electrical shop is enclosed by a chain link fence and the office enclosed by gypsum board walls.

The structure is built primarily of pre-formed metal siding and metal roofing set on a reinforced concrete slab. Pre-engineered rigid metal frames posted 25 feet on center with steel columns in the center support the roof. The east wall is metal siding above CMU and the south wall is poured in place concrete (See Figures 3 and 4). The metal exterior is painted white with grey trim.

Bulky items such as ropes and cabling, tires, equipment parts, and 55-gallon drums are stored in shipping containers stacked 2 or 3 high placed around the perimeter of the site (Photograph 3). Shipping containers are repaired at the facility and those awaiting repair are also stacked on the premises. Similarly, chassis are queued around the building while awaiting repairs.

Four above ground storage tanks are located on the premises. A fuel station consisting of three fuel tanks is located about 160 feet from the facility near the northwest corner of the site (Photograph 4). Two tanks hold six thousand gallons of diesel fuel each and the third tank holds 500 gallons of gasoline. The fourth tank, a dual compartment 1,000 gallon tank, holds 500 gallons of used oil and 500 gallons of used antifreeze. This tank is located outside the structure adjacent to the washdown area. The fuel tanks are filled as needed and spent fluids drained periodically by an outside contractor.

The concrete apron and asphalt concrete surfaces around the structure are sloped to drain away from the building into drain manholes placed at locations away from but generally at each corner of the building.

A composition epoxy base/urethane topcoat has been applied to the concrete floor of the forklift repair area, the washdown area, and sections of the concrete apron on the south and west sides of the building. One purpose of the coating is to seal the concrete in areas of heavy vehicle traffic and where materials and fluids are used (or dropped and spilled) in overhauling heavy equipment. The chemical resistant finish prevents spilled fluids from seeping into the porous concrete and ultimately leaching into the underlying

soil. The finish also facilitates clean up of fluids. YB will apply the coating to other areas with concrete finishes as follow-on projects.

Outdoor lights mounted on the building and on free-standing poles illuminate the site during night hours. Nineteen (19) parking stalls per code requirement are provided on-site on the east side of the building. A 10-15 foot wide landscaped strip along Nimitz Highway planted with trees, hedges, and grass offers shade and greenery to an otherwise "industrial" landscape (Photograph 5).

C. Economic Characteristics

The project cost \$3.8 million to build and was funded by Young Brothers, Limited. The project was built in one construction phase of 12 months beginning in October 1997 and finishing in October 1998.

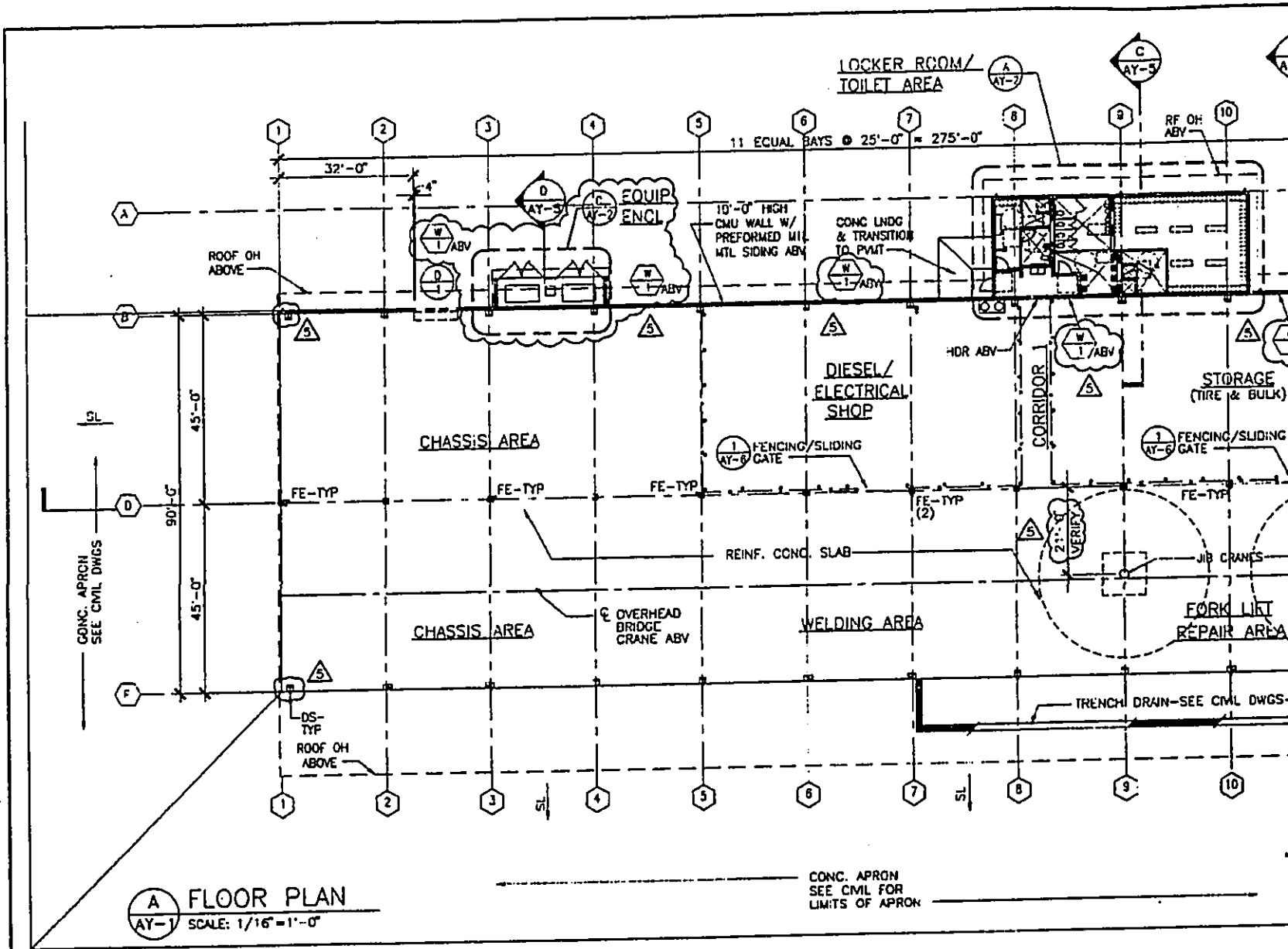
D. Land Tenure

The property is owned by the State of Hawaii and leased to Young Brothers, Limited for a term of 35 years from November 1998 through October 2033.

The State Department of Transportation has provided a 15-foot wide pipeline easement for the underground petroleum oil lubricant (POL) system which is owned, operated, and maintained by Chevron USA Products Company (Hawaii International Services, Inc., 1997). Beginning from Auiki Street the POL pipeline easement crosses the central portion of the site (parcel 22) in a westerly direction, parallels the south property line of the maintenance facility, crosses Waiakamilo Road on the harbor side, then exits the property near Kapalama Drainage Channel.

E. Social Characteristics

No residential or commercial activities were displaced to accommodate the maintenance facility.



ROOM FINISH SCHEDULE

MATERIAL CODE LIST

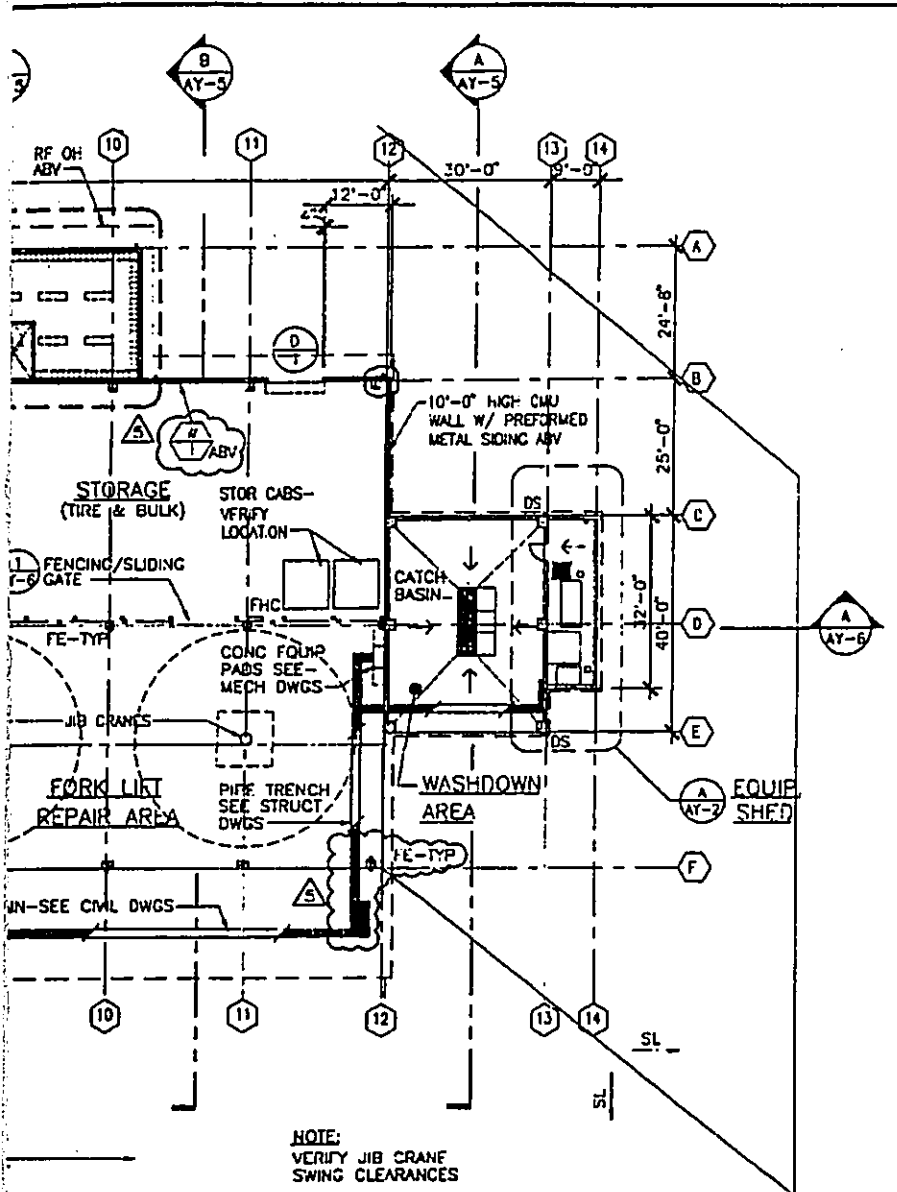
ROOM NAME	FLOOR/BASE	WALLS/WAINSCOT	CEILING	REMARKS	SIGNAGE	
					QTY	TEXT
CHASSIS AREA	A	B, C	A			
DIESEL/ ELECTRICAL SHOP	A	B, C	A			
WELDING AREA	A		A			
CORRIDOR 1	A	B, C	A			
STORAGE (TIRE & BULK)	A	A, B, C	A			
FORK LIFT REPAIR AREA	A	A	A			
WASHDOWN AREA	A	A	A			
EQUIPMENT SHED	A	A	A			
WOMEN'S LOCKER ROOM	C	C, E	B		1	WOMEN'S LOCKER ROOM
WOMEN'S SHOWER	B	D, F	B	1	1	SHOWER ROOM
WOMEN'S RESTROOM	B	D, F	B	1	1	RESTROOM
MEN'S RESTROOM	B	D, F	B	1		
MEN'S LOCKER ROOM	C	C, E	B		1	MEN'S LOCKER ROOM, RESTROOM
MEN'S SHOWER	B	D, F	B	1	1	SHOWER
CORRIDOR 2	A	C	B			

CODE	FLOOR/BASE	WALLS/WAINSCOT	CEILING
A	CONC/NO BASE	A CONCRETE	A PREFORMED SIDING
B	CER TILE/CER TLF	B PREFORMED METAL SIDING	B GYP BD
C	RESILIENT FLR/RESILIENT BASE	C CMU	C
		D CMU/CER TILE	
		E GYP BD	
		F TILE BACKER BD/CER TILE	

LEGEND TO REMARKS

- GLASS MAT WATER-RESISTANT GYPSUM CERAMIC TILE BACKER BOARD AT CERAMIC TILE WAINSCOT - TYP CAL

A101-PP-441 1997



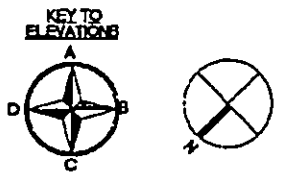
PROJECT DATA	
LAND USE ORDINANCE (LUD)	
TMK: 1-5-32:8 & PORTION 2 and 1-2-25: PORTION 11	
STREET ADDRESS:	
LOT AREA:	
ZONING DISTRICT: 1-3 WATERFRONT INDUSTRIAL	
HEIGHT LIM.T: 60 FEET	
REQUIRED PARKING: REPAIR FACILITY (1STALL/300 SF)	
STALLS REQUIRED:	87 STALLS
STALLS PROVIDED:	87 STALLS
UNIFORM BUILDING CODE (UBC)	
OCCUPANCY GROUP: H-4, REPAIR	
TYPE OF CONSTRUCTION:	
REQUIRED:	II-N (F.S.) MINIMUM
ACTUAL:	II-N (F.S.)
NUMBER OF STORIES: 1	
FLOOR AREA:	
GROUND FLOOR (TOTAL) -	27,726 SF
REPAIR FACILITY, WASHDOWN AREA -	25,950 SF
EQUIPMENT SHED -	320 SF
LOCKER ROOMS/TOILET AREA -	1,456 SF

LEGEND
NOT TO SCALE

	3 5/8" MET. STUDS @ 16" O.C. W/ 5/8" THK. TYPE "X" GYP. BD. ON BOTH SIDES, U.O.N.
	8" THK CMU WALL
	CHAIN LINK FENCE
	8" THK REINF. CONC. WALL
	RIGID FRAME COLUMN ON CONC. PEDESTAL

LIST

	CEILING
A	PREFORMED METAL SIDING
B	GYP BD
C	

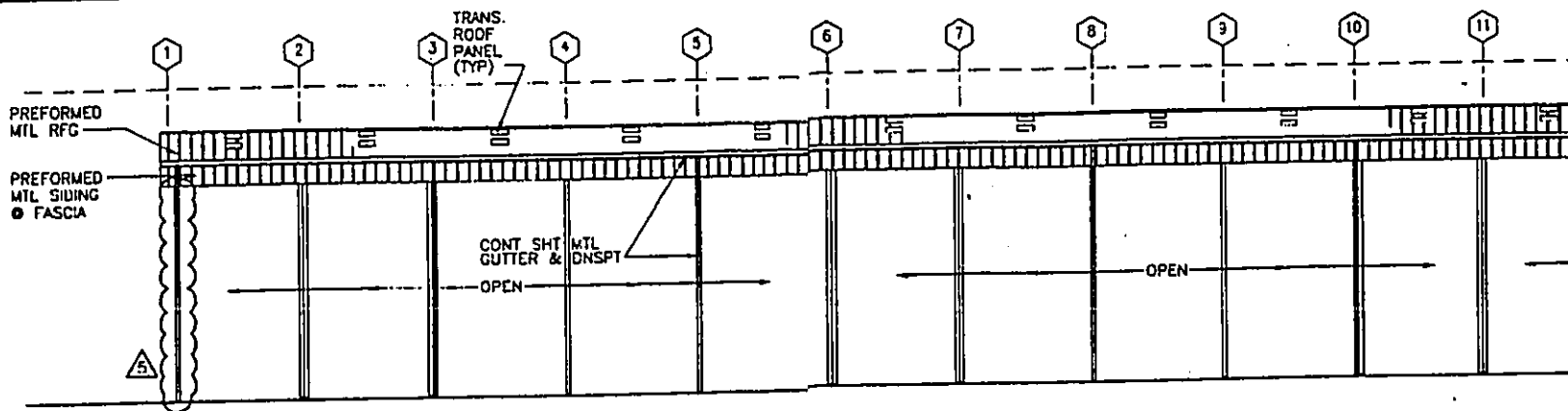


MARKS
FILE BACKER BOARD AT

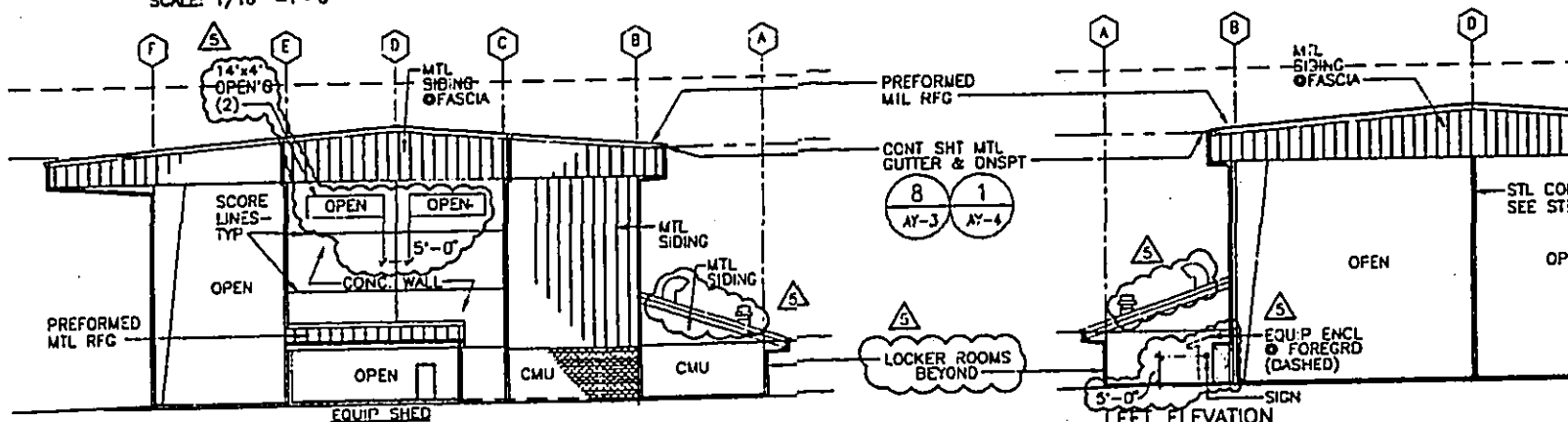
RKA
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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS DIVISION				
JOB TITLE YB MAINTENANCE FACILITY, PIER 40 IMPROVEMENTS HONOLULU HARBOR OAHU				
Figure 2. Floor Plan				
SUBMITTED BY:		RECOMMENDED BY:		
SECTION HEAD		ASSISTANT CHIEF FOR ENGINEERING		
DESIGNED BY: RKA	APPROVED BY:			SHEET
DRAWN BY: CAD	CHIEF, HARBORS DIVISION			AY-1
CHECKED BY: RKA	JOB NUMBER			
DATE: JULY 1997	H.C. 1865			11 of 34 SHEETS
SCALE: AS NOTED				

APPROVED BY _____
CAPUTY DIRECTOR OF HARBORS

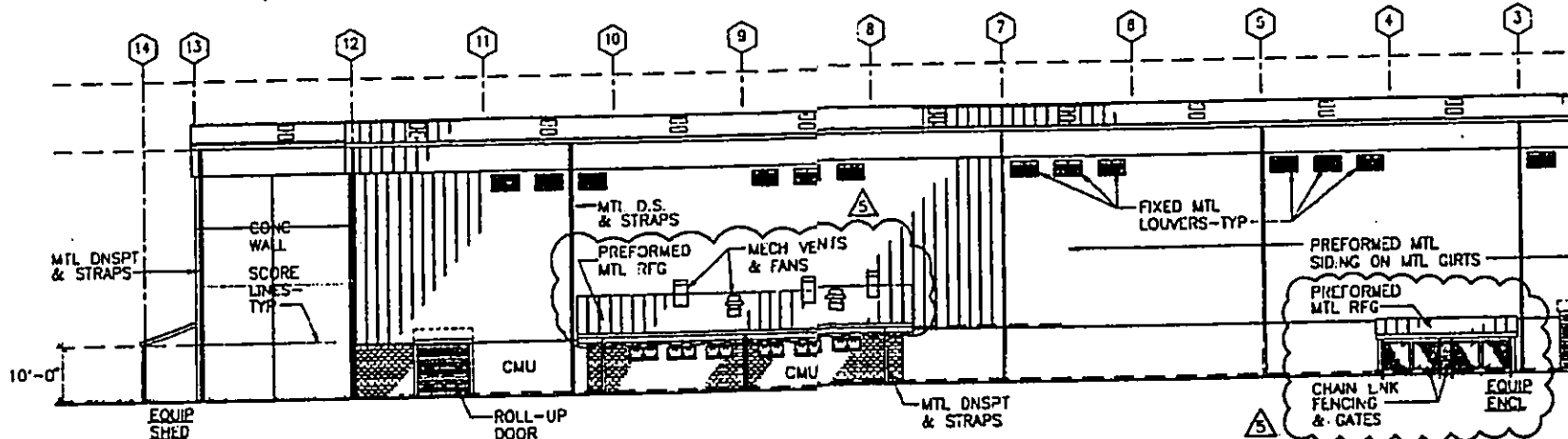


FRONT ELEVATION
SCALE: 1/16" = 1'-0"

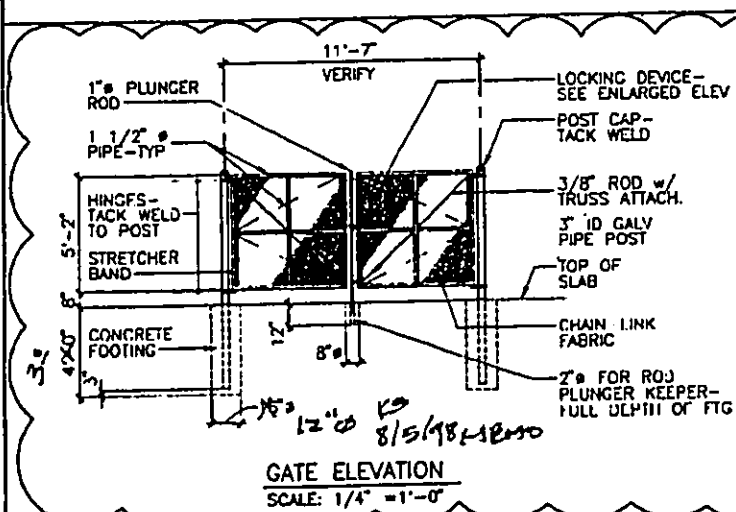


RIGHT ELEVATION
SCALE: 1/16" = 1'-0"

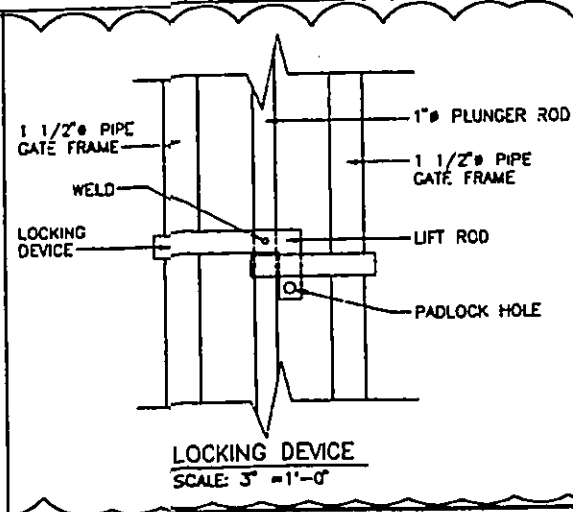
LEFT ELEVATION
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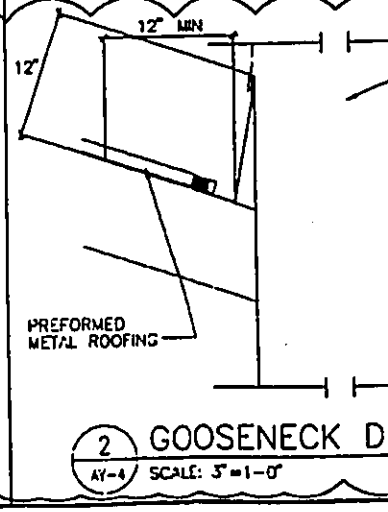
REAR ELEVATION
SCALE: 1/16" = 1'-0"



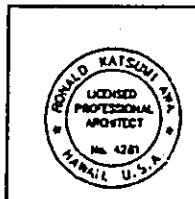
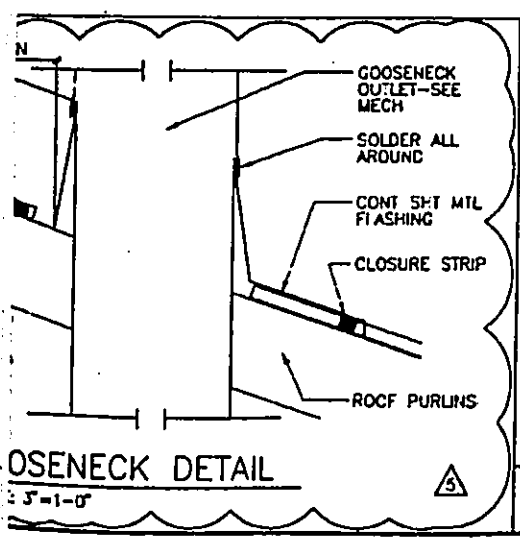
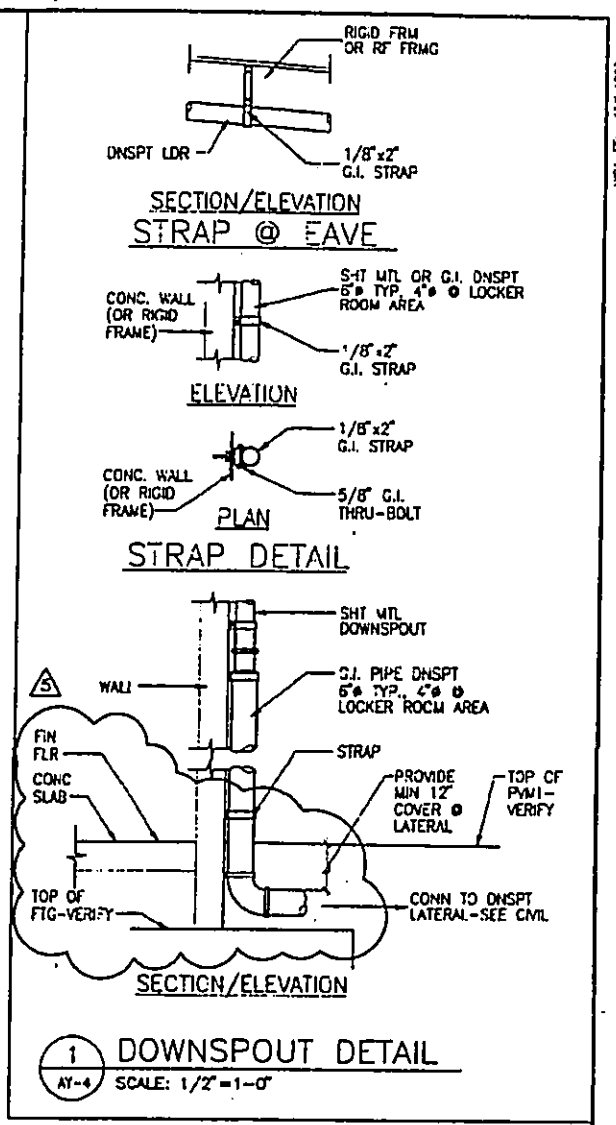
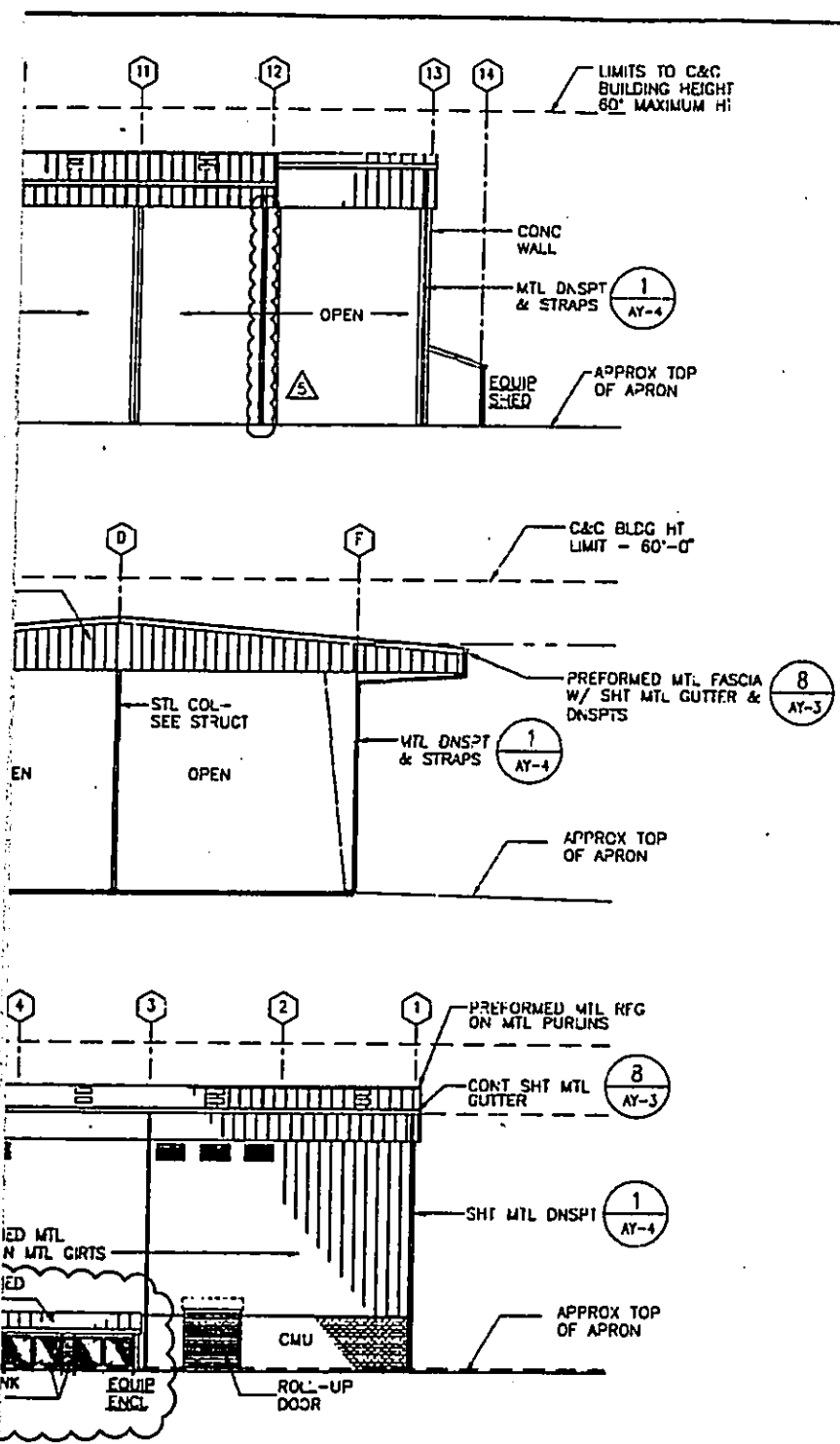
GATE ELEVATION
SCALE: 1/4" = 1'-0"



LOCKING DEVICE
SCALE: 3" = 1'-0"

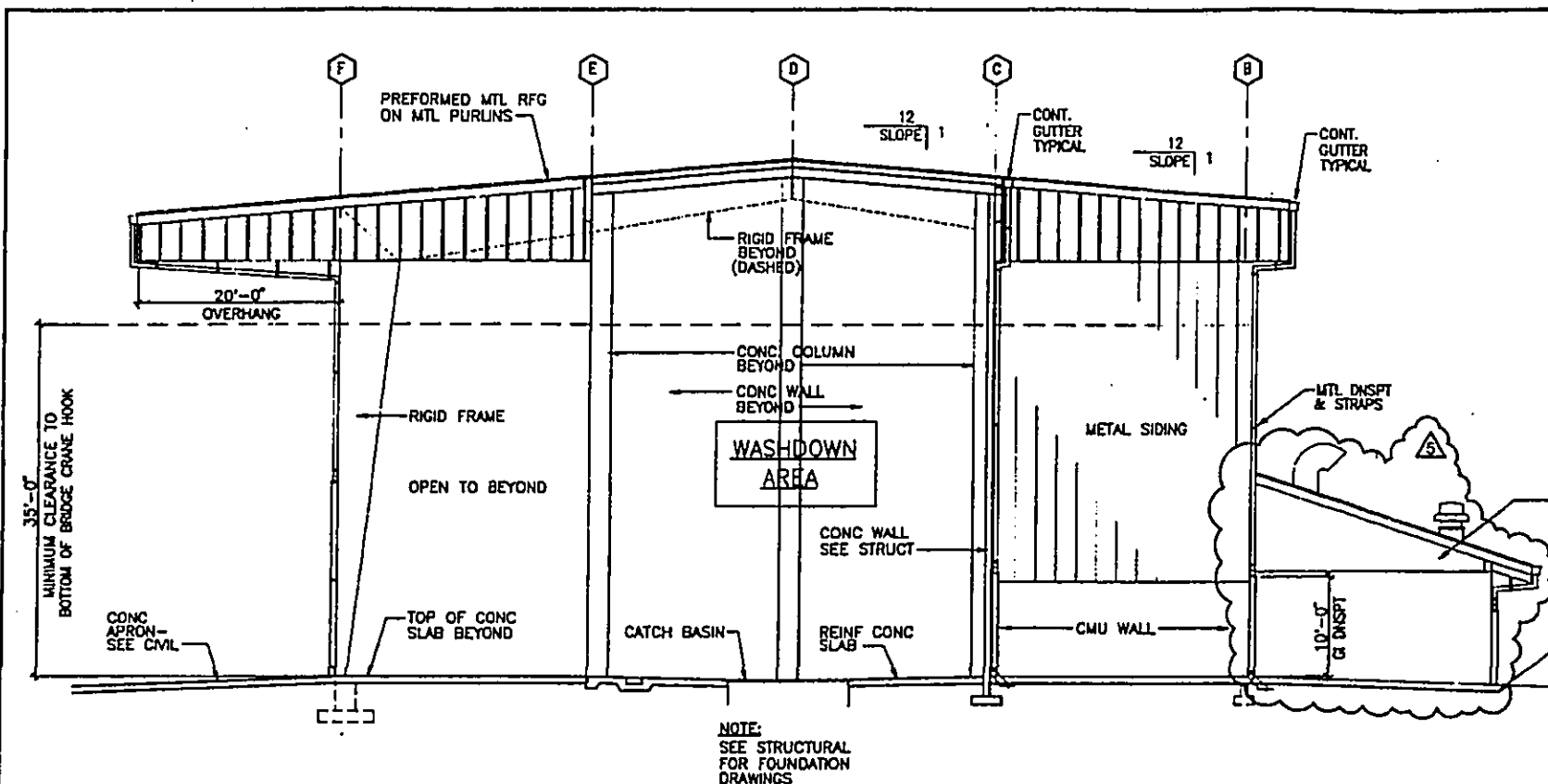


2 GOOSENECK D
AY-4 SCALE: 3" = 1'-0"

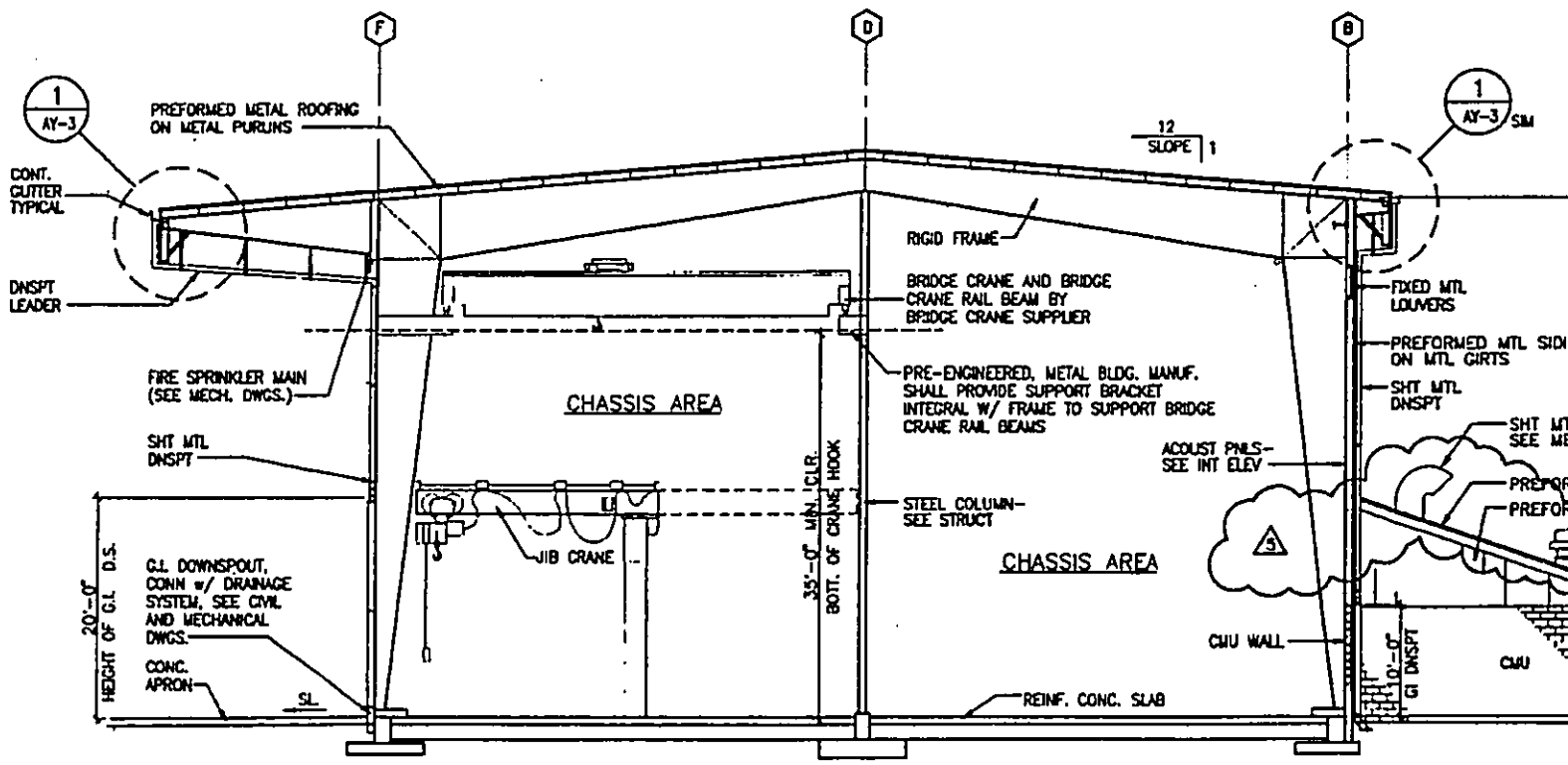


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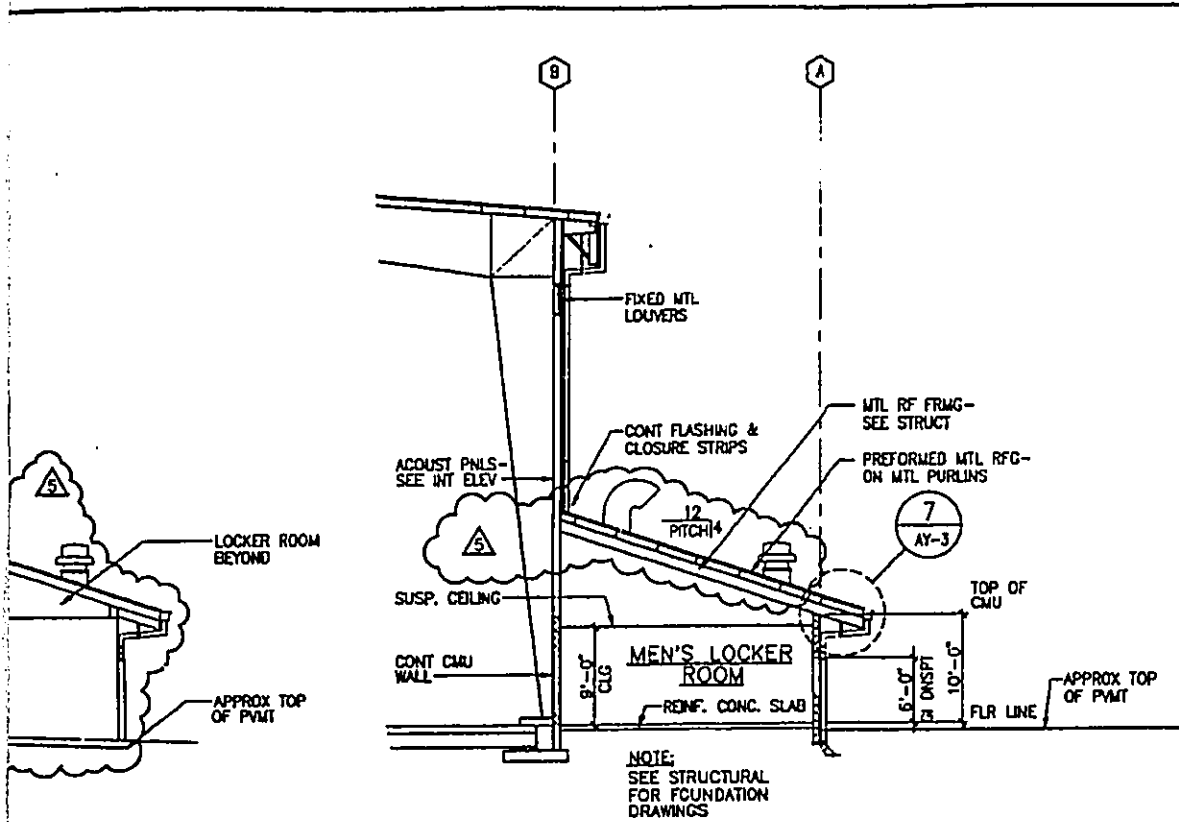
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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS DIVISION				
JOB TITLE YB MAINTENANCE FACILITY, PIER 40 IMPROVEMENTS HONOLULU HARBOR OAHU				
Figure 3. Exterior Elevations				
SUBMITTED BY:		RECOMMENDED BY:		
SECTION HEAD		ASSISTANT CHIEF FOR ENGINEERING		
DESIGNED BY: RKA	APPROVED BY:	SHEET		
DRAWN BY: CAD	CHIEF, HARBORS DIVISION	AY-4		
CHECKED BY: RKA	JOB NUMBER			
DATE: JULY 1997	H.C. 1865			
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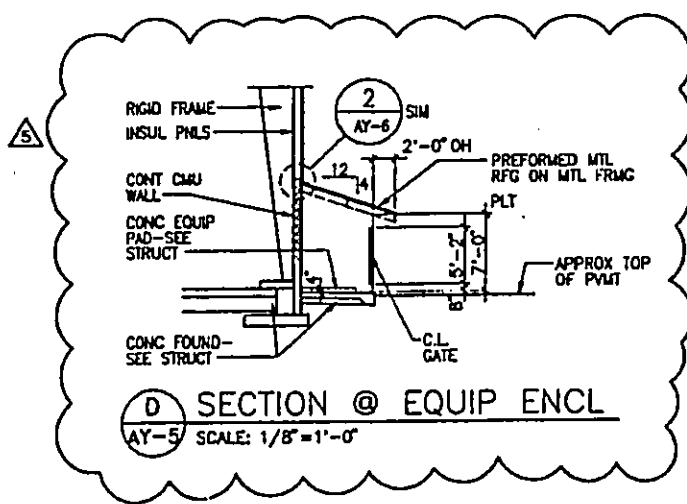
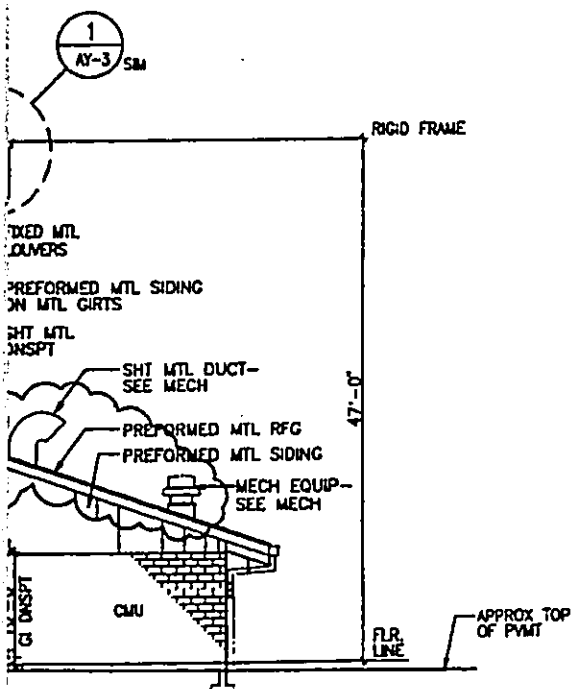
A BUILDING CROSS SECTION
 AY-5 SCALE: 1/8"=1'-0"



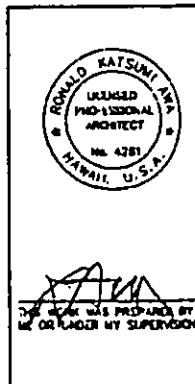
B BUILDING CROSS SECTION
 AY-5 SCALE: 1/8"=1'-0"



C PARTIAL CROSS SECTION @ LOCKER ROOM
 AY-5 SCALE: 1/8"=1'-0"

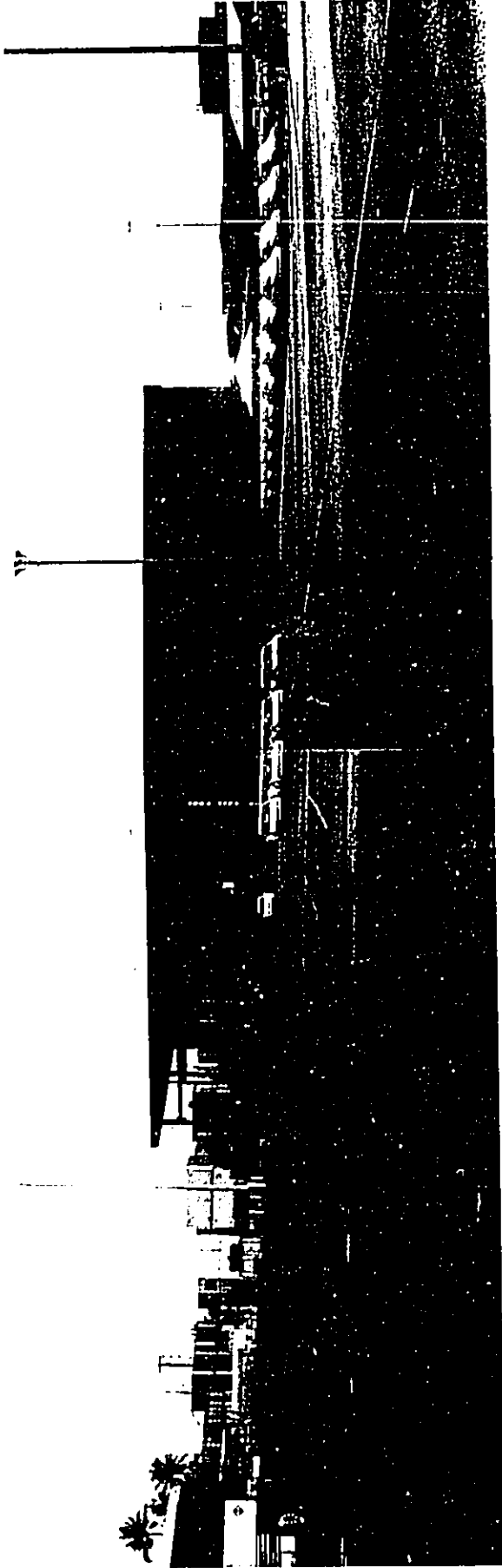


D SECTION @ EQUIP ENCL
 AY-5 SCALE: 1/8"=1'-0"

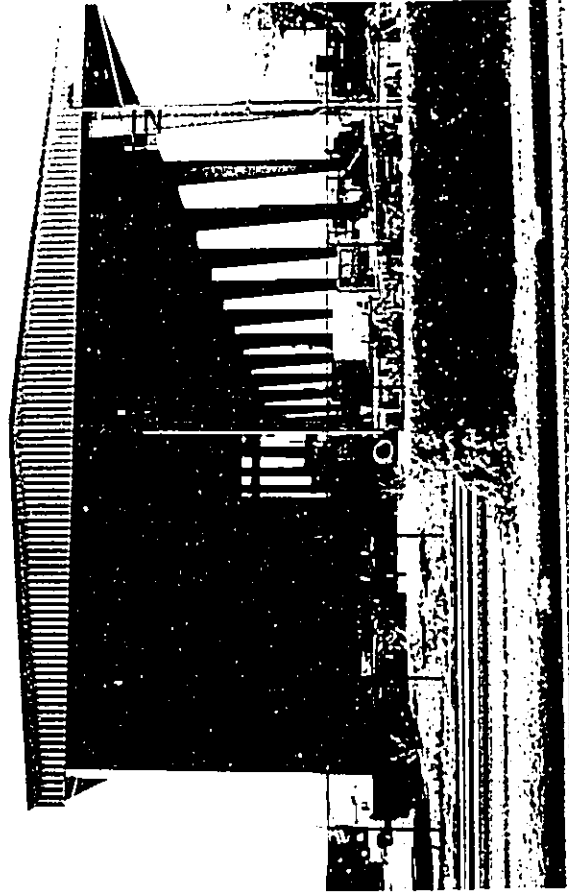


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REV	DATE	DESCRIPTION	BY	APPROVED
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HARBORS DIVISION				
JOB TITLE				
YB MAINTENANCE FACILITY, PIER 40 IMPROVEMENTS HONOLULU HARBOR OAHU				
Figure 4. Building Sections				
SUBMITTED BY:			RECOMMENDED BY:	
SECTION LEAD			ASSISTANT CHIEF FOR ENGINEERING	
DESIGNED BY: RKA	APPROVED BY:		SHIFT	
DRAWN BY: CAD	CHIEF, HARBORS DIVISION		AY-5	
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DATE: JULY 1997	H.C. 1865			
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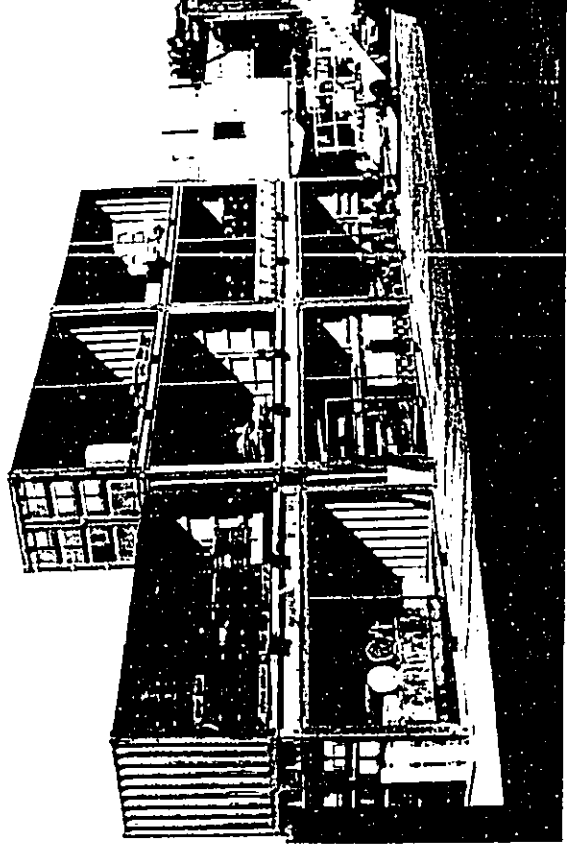
APPROVED BY: _____
 HARBORS DIVISION



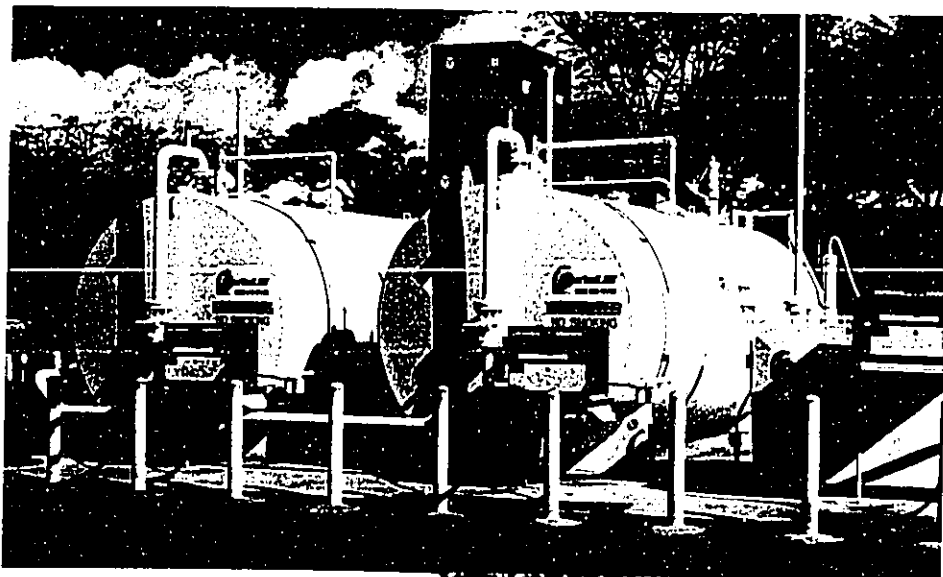
Photograph 1. West Side of the Maintenance Facility from Daishowa Property.



Photograph 2. North Side of Maintenance Facility from Nimitz Highway.



Photograph 3. Shipping Containers Used for Storing Bulky Items.



Photograph 4.
Fueling Facility.



Photograph 5.
Section of Landscaped Area.



Photograph 6.
Ewa View of Maintenance Facility From
Nimitz Highway Near Ala Kawa Street.

SECTION 2

DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. Topography

The site is relatively flat and, except for a landscaping strip paralleling Nimitz Highway, covered by impervious surfaces. Ground elevation over most of the site is between 7 to 8 feet above mean sea level.

B. Soils and Geology

Site soils are described as mixed fill land and typically are found in low-lying area of the coastal plain in Honolulu. In fact most, if not all, the lands comprising the present piers and support areas of Honolulu Harbor (e.g. Kapalama Military Reservation, Sand Island, Fort Armstrong) were reclaimed from the ocean by filling. This soil type consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources (Soil Conservation Service, 1972).

This soil type is used for urban developments including airports, housing areas, and industrial facilities.

Based on records for nearby water wells, the site is underlain by some 450 to 600 feet of interbedded clays, coral, and rock (Stearns and Vaksvik, 1938). This sequence is referred to as *caprock*, because compared to the underlying basalt of the *Koolau Volcanic Series*, it is relatively impermeable, a characteristic due principally to the thick sequences of clay. The caprock acts to reduce groundwater flow from the deeper basalt to the ocean (Hawaii International Environmental Services, 1997).

C. Hydrogeology

Shallow groundwater in the area of the site is part of the Nuuanu Aquifer System of the Honolulu Aquifer Section, which is an unconfined basal sedimentary aquifer that is ecologically important and highly vulnerable to contamination, but is not a drinking water source (Mink and Lau, 1990). Based on well records (Stearns and Vaksvik, 1938; DLNR, 1993) the basal aquifer is over 450 feet bgs beneath the site, coincident with the base of the caprock (Ibid, 1997).

The water table appears to fluctuate between 8 and 9 feet below ground surface. In the area of the site, the direction of groundwater flow in the shallow aquifer is west-southwest towards the harbor.

There are no drinking water supply wells within a half mile of the site. The nearest drinking water supply well is three-quarters of a mile to the northeast and hydraulically upgradient. Within a half mile of the site, there are seven water wells and two injection wells, all of which are hydraulically upgradient (Ibid, 1997).

D. Natural Hazards

Flood Insurance Rate Maps for this section of Honolulu designate the site Zone X (Shaded) which is defined by the Federal Emergency Management Agency (1987) "as areas determined to be outside the 500-year flood plain."

The site is not located in a coastal high hazard area and thus not susceptible to wave action.

All of the island of Oahu is located in seismic zone 1 which is defined generally as areas of minor damage. In comparison, the island of Hawaii is in seismic zone 3 which is defined as areas of major damage resulting from seismic activity.

E. Environmental Quality

In early 1997, Hawaii International Environmental Services, Inc. conducted an initial site assessment of the maintenance facility site. The purpose of the investigation was to document the quality of subsurface soil and groundwater with respect to contaminants associated with petroleum fuels, other petroleum waste products, solvents, and metals. Borings were drilled, temporary groundwater monitoring wells were installed, and soil and groundwater samples were collected.

Soil and groundwater samples collected from the borings were analyzed for TPH-g (Total Petroleum Hydrocarbons as gasoline), TPH-d (Total Petroleum Hydrocarbons as diesel), TPH-o (Total Petroleum Hydrocarbons as oil), BTEX (Benzene, Toluene, Ethylbenzene, and Xylene), PAHs (Polycyclic Aromatic Hydrocarbon), HVOCs (Halogenated Volatile Organic Compound), PCBs (polychlorinated biphenyls), and lead. TPH-d (3-12 mg/kg) was detected in three soil samples and TPH-o (55 to 160 mg/kg) was detected in two samples. None of the chemical constituents were detected at a concentration above the Department of Health SAL (soil action level) for soil.

TPH-d (0.09 mg/l), tetrachloroethylene 90.002 mg/l), and lead (0.03 mg/l) were detected in samples from two wells. Lead was detected in the sample from the upgradient well at concentrations above the DOH GAL for water where drinking water sources are not threatened (0.0056 mg/l). The source of the dissolved lead in groundwater is uncertain.

Parts, materials, and liquids are stored on the premises for use in the various repair shops. For example, oxygen, acetylene, and welding rods used in the welding shop and grease, various types of oil, solvents, hydraulic fluids, and brake fluid used in vehicle maintenance and repair activities are stored inside (in a storeroom) or outside the building. All flammable or combustible materials and fluids are stored in approved containers and/or secured locations.

No underground storage tanks are located on the property. Fuel and used fluids are stored in four above ground tanks.

Forklifts and trucks are periodically washed in a washdown area located on the south end of the building. Petrochemicals, solvents, and washwater are directed into catch basins under the wash area. Solids and liquids are separated with solids being diverted into a sump and hazardous liquids, following filtration, directed into the slop tank. The liquids remain in the tank until removed by a hazardous waste contractor. Filtered water is discharged into the sewer system.

A trench drain is built into the concrete apron on the west side of the building. The repair area is sloped so that fluids from accidental spills flow into the drain or can be washed into the drain. From the drain, hazardous fluids are filtered from washwater and pumped into the slop tank

F. Archaeological Features

There are no archaeological or cultural features per se on the premises. However, one set of human bones was uncovered during excavation for a utility trench near the site of the maintenance facility. The State Historic Preservation Division ("SHPD") was notified of the find. SHPD staff examined the find and

determined that it could be relocated. The burial site was assigned SIHP No. 50-80-13-5581 (DLNR, 1997). The burial was disinterred by archaeologists from Archaeological Consultants of the Pacific (1997) and a statement of "no adverse effect" upon historic sites issued by SHPD (1997). Following construction of the maintenance facility the bones were interred in a landscaped area on the property. Correspondence between Archaeological Consultants of the Pacific and the SHPD are found in Appendix A.

G. Flora and Fauna

Flora consists primarily of common ornamentals in a landscaped area inside the property paralleling Nimitz Highway and a section of Waiakamilo Road. The area is planted in grass and shaded by broad canopied royal poinciana trees planted along Nimitz Highway. Juvenile palms, plumeria, banana, hapuu, are also cultivated. Picnic tables placed under the trees are for employee use. The absence of litter in combination with the lush foliage strongly indicates that this area is well maintained and enjoyed by employees.

No animals or birds were observed during our field survey. Royal Poinciana trees in the landscaped area fronting Nimitz Highway may provide nesting habitats for birds but none were observed (OEQC Comment Letter, 2000).

H. Land Use Controls

State and County land use controls governing the use of the property are listed below.

State Land Use Designation: Urban
City and County of Honolulu General Plan: Primary Urban Center
Development Plan Area: Primary Urban Center
Development Plan Land Use Map: Industrial
Development Plan Public Facilities Map: No Symbol
Zoning: I-3 (Waterfront Industrial)
Special Management Area: Outside Special Management Area

Land uses in the State Urban district are regulated by the respective counties. The maintenance facility (and the activities carried out at the facility) are a permitted use under current land use controls and development standards of the Land Use Ordinance, City and County of Honolulu.

The State Department of Transportation's Oahu Commercial Harbors 2020 Master Plan (1997) is "a general long-range guide for commercial harbor development, based on the knowledge and experience of the users of the facilities and their anticipation of future trends. The 2020 Master Plan remains flexible, allowing adaptations to changing economic, social, land use policy and other forces that shape harbor developments."

The 2020 development plan identifies Piers 39 and 40 as the site of inter-island cargo operations with this policy statement regarding berth allocations: "Inter-island cargo vessel berths are provided at the inter-island cargo facility, Piers 39-40." That Piers 39 and 40 are committed to inter-island cargo operations follows recommendations in previous Master Plans and is further reflected in recent construction of new warehouses at both Pier 39 and Pier 40.

The 2020 Master Plan also talks about future expansion of the inter-island terminal area. This would be accomplished by acquiring the *Daishowa* property located to the northeast corner of this area. The Plan recommends "eventual acquisition of this privately-owned parcel" ... "to allow its development for

commercial harbor use and incorporation into the inter-island cargo terminal at Piers 39-40." A timetable for acquisition is not given but is expected to emerge in the near future in response to the need for commercial harbor space.

Construction of the maintenance facility at a cost of \$3.8 million is a significant investment by YB to improve its operational efficiency and support State objectives for this section of the harbor. It is also a major statement in supporting State of Hawaii efforts to improve commercial harbor operations, provide space for services that go hand in hand with the shipping industry, and attempting to deal with the inefficiencies associated with a lack of harbor space (DOT, 1997).

I. Public Facilities

Water is drawn from a private system serving Piers 39 and 40. The private system, which is state owned, consists of 12-inch mains with smaller sized laterals serving individual buildings and use areas.

Wastewater from the maintenance facility is discharged into a 4-inch lateral and conveyed to a 24-inch waste line on TMK: 1-5-32: 5 just outside the northwest property. The 24-inch line is within a 10-foot sewer easement that extends 650 feet southwest from Nimitz Highway then turns about 500 feet directly west on to Auiki Street.

Stormwater is directed into drainage manholes sited away from but generally in each corner of the maintenance facility. The manholes are connected by 18" drain pipe which discharges into an existing manhole in the southern corner of the lot. From this manhole, an existing 36" drain line conveys storm water into Honolulu Harbor between Piers 39 and 40.

Vehicle access to YB operations at Piers 39 and 40 is located makai (or south) of Nimitz Highway opposite Waiakamilo Road [Note: Waiakamilo Road ends at Nimitz Highway]. The access road, or driveway, is a two-way, four-lane, all weather surface road fully improved with curbs, gutters, and sidewalks on both sides within a 65-foot right-of-way. It is the principal access and egress point for Young Brothers Ltd. employees, customers, and vendors. Security guards are posted at the entry to the YB terminal.

The maintenance facility has been setback from Nimitz Highway in anticipation of future widening.

There are no schools, parks and playgrounds, and hospitals in the vicinity of the project site. The Kalihi-Kai Fire Station is located diagonally across the maintenance facility at Waiakamilo Road and Nimitz Highway. Pumper, ladder, and rescue companies are posted at the station.

SECTION 3

SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS

The scope of the project was discussed with Young Brothers, Limited and the consulting architect. State and County agencies were contacted for information relative to their areas of expertise. Time was spent in the field noting site conditions and conditions in the vicinity of the maintenance facility. The sum total of field investigations and consultation helped to identify existing conditions and features which could affect or be affected by the project. These influencing conditions include:

- No rare, threatened, or endangered flora or fauna are found on the premises;
- Human bones uncovered during site preparation are buried in a landscaped area of the property;
- The property is not located in flood hazard or coastal high hazard areas;
- Road, water, wastewater, and power systems are adequate.

A. Short-Term Impacts

Construction of the maintenance facility was completed in October 1998. YB is now operating its maintenance and repair activities at the building, thus, a discussion of short-term, construction related impacts and mitigating measures is not required.

B. Long-Term Impacts

Almost everything that YB uses in its shipping operations (except tugs and barges) is serviced and repaired at the maintenance facility. This can range from small, simple services such as replacing motor oil or replacing burned out instrument bulbs to complex repairs such as straightening out chassis or overhauling a 45-ton forklift.

All service and repair activities are performed by a staff of 33 workers. These include electricians, diesel mechanics, welders, reefer mechanics, storekeepers, and supervisors. In addition to the locational benefits of consolidating its maintenance and repair shops near its base of operations, the maintenance facility also brings together various tradespersons whose skills are often needed to collectively undertake repairs. This negates the need to transport equipment from shop to shop for individual repairs and delays while awaiting repairs. YB projects the maintenance facility will result in savings in transportation costs and opportunity costs when equipment is out of service for prolonged periods.

Flammable and combustible fluids are inventoried in the various shops and storeroom for use in maintenance activities and repair work. While the storage of such fluids can pose a long-term environmental hazard or threat to worker safety, the fluids are kept in containers or at locations following established federal, state, and company procedures for storing and handling such materials. Regulating authorities (such as the Fire Department) also periodically inspect the facility for compliance with the applicable safety codes and regulations. Diesel and gasoline are stored in above ground storage tanks per requirements of the Department of Health, State of Hawaii.

Petrochemicals, oil and other lubricants, solvents, and other cleaning fluids used in maintenance work also pose a potential environmental hazard. To prevent the release of such contaminants into the environment, YB has designated work bays where such materials are to be handled and stored and designed a system of trench drains to contain accidental spills that might occur in the work bays. The environmental coating

applied to concrete surfaces in areas inside and outside of the building functions to prevent fluids and materials from leaching through the concrete and into the ground below.

YB has also built a collection, filtering, and recycling system for solvents and cleaners used in washing its vehicles. Oil and water are separated after entering catch basins with solid materials collected in holding tanks and water filtered and recycled for use. Spent petrochemical fluids are directed into a tank for removal by a licensed hazardous waste contractor.

The maintenance facility is a prominent visual feature on the waterfront when seen from Nimitz Highway between Libby Street (Honolulu bound lanes) and Ala Kawa Street (Ewa bound lanes), Waiakamilo Road near Nimitz Highway, and locations in Kalihi-Kai near the property (Photograph 6). It is the tallest structure in this section of the harbor and there are no structures of the same height and mass nearby (except mauka of Nimitz Highway). Flat, asphalt paved land to the west of the maintenance facility is used partly for bus parking and for parking automobiles and/or trucks. This property is being leased by its owners to a party unrelated to Young Brothers. Views of the maintenance facility thus are generally unobstructed by intervening objects the absence of which makes it appear taller and larger than it really is.

The height and scale of the structure complies with the "building envelope" prescribed by zoning and development standards for the I-3 zoning district. Functionally, its height and scale are proportioned to accommodate the heavy machinery and equipment needed to service and repair large pieces of equipment employed by YB in its shipping operations.

The exterior of the building is painted in neutral colors of off-white and the metal fascia trimmed in grey—colors which are indicative of its industrial function and harbor location. Landscaping along the Nimitz Highway frontage adds greenery and when the young plants and vines mature, they should aid in screening views into the property from this busy thoroughfare. The grounds are well maintained and generally free of litter and debris.

To introduce and maintain landscaping in a waterfront industrial area strongly indicates a sense of pride in the facility and the property, an on-going commitment to enhance the appearance of the property, and a joining of private and public projects to improve the visual conditions of and along Nimitz Highway. These actions are consistent with the Primary Urban Center Development Plan Special Provisions for the highway corridor (Department of Planning and Permitting Comment Letter, 2000).

YB staff has apprised us that the activities in the facility can get noisy by repair activities in combination with the movement of trucks, forklifts, and buses starting and idling. To retard some of the noise, acoustical baffles have been installed on the inside walls of the maintenance facility. As funds become available, YB plans to enclose the Nimitz Highway side of the building and this should aid further in noise attenuation.

The improvements completed by YB are consistent with the Department of Transportation 2020 Master Plan for Honolulu Harbor. The plan designates Piers 39 and 40 for inter-island shipping. Toward that end, both the State of Hawaii and Young Brothers, Limited have built the infrastructure needed to support that use. Part of that infrastructure is the maintenance facility which directly benefits Young Brothers, Limited and indirectly the residents of the State of Hawaii.

SECTION 4

ALTERNATIVES TO THE PROPOSED ACTION

Because the maintenance facility has been built and in use for one year, the no action alternative or alternative locations and design of the facility are moot.

SECTION 5

PERMITS AND APPROVALS

Required permits and approvals are indicated below. Additional construction permits and approvals may be needed pending final construction plans.

<u>Authority</u>	<u>Permit</u>
State of Hawaii	
National Pollutant Discharge Elimination System [Variance from Pollution Controls]	Department of Health Department of Health]
City and County of Honolulu	
Building Permit for Building, Electrical, Plumbing Sidewalk/Driveway and Demolition Work	Department of Planning and Permitting
Certificate of Occupancy	Department of Planning and Permitting
Grubbing, Grading and Stockpiling	Department of Planning and Permitting
Sewer Connection	Department of Planning and Permitting

SECTION 6

**AGENCIES AND ORGANIZATIONS CONSULTED IN THE
PREPARATION OF THE ENVIRONMENTAL ASSESSMENT**

The Draft Environmental Assessment for the Young Brothers, Limited Maintenance Facility was published in the Office of Environmental Quality Control Environmental Notice of April 8, 2000 and April 23, 2000. Publication in the Environmental Notice initiated a 30-day public review period which ended on May 8, 2000. The Draft Environmental Assessment was mailed to agencies and organizations listed below. An asterisk * identifies agencies and organizations that submitted written comments during the review period. All comment letters and responses are found in Appendix A.

State of Hawaii

Department of Health

***Office of Environmental Quality Control**

Department of Land and Natural Resources

***State Historic Preservation Division**

City and County of Honolulu

***Board of Water Supply**

Department of Planning and Permitting

***Fire Department**

***Police Department**

Others

Councilmember Donna Kim

***GTE Hawaiian Tel**

Hawaiian Electric Company

Kalihi-Palama Neighborhood Board No. 15

***Daishowa America Co. Ltd. [No Comment via Telephone Conversation]**

Placement

Liliha Library

Kalihi-Palama Public Library

SECTION 7

DETERMINATION OF SIGNIFICANCE

Chapter 200 (Environmental Impact Statement Rules) of Title 11, Administrative Rules of the State Department of Health, establishes criteria for determining whether an action may have significant effects on the environment (§11-200-12). The relationship of the proposed project to these criteria is discussed below.

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

During site preparation activities, a human burial was uncovered. The bones were disinterred and, following construction of the maintenance facility, interred in a landscaped area on the site. In reviewing a letter report outlining the findings made and steps taken to disinter the burial, SHPD concluded that there will be "no adverse effect" upon significant historic resources.

- 2) Curtails the range of beneficial uses of the environment;

Based on the 2020 Master Plan for Oahu's Commercial Harbors, Piers 39 and 40 are to continue in use and should be improved as an inter-island cargo facility. Young Brothers, which is Hawaii's oldest and largest inter-island water cargo carrier, is investing in needed infrastructure to streamline its business activities and on a larger scale support commercial shipping activities vital to the State of Hawaii. The maintenance facility is a significant investment towards achieving both private and public goals for this section of Honolulu Harbor.

- 3) Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;

The project does not conflict with the state's long-term environmental policies and goals.

- 4) Substantially affects the economic or social welfare of the community or State;

The project does not directly affect the economic or social welfare of the community or State. The project, however, indirectly supports State goals and objectives for Honolulu Harbor, solidifies the consolidation of inter-island shipping activities at one location, and benefits Hawaii's maritime dependent economy.

- 5) Substantially affects public health;

The project will not substantially affect public health.

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

Substantial secondary impacts are not anticipated.

- 7) Involves a substantial degradation of environmental quality;

Environmental quality will not be degraded as a result of the project. Flammable and combustible materials and fluids and hazardous materials (e.g. petrochemicals, solvents) inventoried at the facility are stored and handled according to existing safety codes and regulations. Design measures have been constructed as part of the project to contain and prevent fluid spills from entering and potentially degrading the water table underlying the site.

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

The project does not involve a commitment for larger action.

- 9) Substantially affects a rare, threatened or endangered species, or its habitat;

No rare, threatened, or endangered flora or fauna are known to inhabit or frequent the project area.

- 10) Detrimentally affects air or water quality or ambient noise levels;

Repair noises may be audible in residential areas along Libby Street to the west of the site. Acoustical baffles have been installed on the interior walls of the facility and some noise attenuation is achieved. Young Brothers plans to enclose one of the open sides of the facility to aid in noise attenuation.

- 11) Affects 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, fresh water, or coastal waters.

The maintenance facility is not located in an environmentally sensitive area.

- 12) Substantially affects scenic vistas and viewplanes identified in county or state plans or studies; or,

Views of Honolulu Harbor from Nimitz Highway between Middle Street to the west and Sumner Street to the east are not identified as a scenic vista or highway on county plans.

- 13) Requires substantial energy consumption.

The maintenance facility requires electrical power to operate some repair equipment, office equipment, and for illumination.

REFERENCES

- Chu, Michael S. and Robert B. Jones. 1987. *Coastal View Study*. Prepared for City and County of Honolulu, Department of Land Utilization.
- Department of Land Utilization, City and County of Honolulu. 1986. *Land Use Ordinance (As Amended)*.
- _____. 1986. *Zoning Map No. 5 Kalihi-Nuuanu.. Ordinance No. 86-108*.
- Federal Emergency Management Agency. 1987. *Flood Insurance Rate Map, City and County of Honolulu*. Community Panel No. 150001 0115C.
- Hawai'i International Environmental Services Inc. June 1997. *Initial Site Assessment-Young Brothers Maintenance Facility Piers 39 & 40. Nimitz Highway, Honolulu, Hawaii*. Prepared for Mr. Dan Brechtel, Young Brothers, Limited, PO Box 3288, Honolulu, Hawaii 96801.
- Park, Gerald. 1998. *Field Observation*.
- Planning Department, City and County of Honolulu. 1983. *Primary Urban Center Development Plan Land Use Map and Public Facilities Map*. Ordinance No. 83-7.
- State of Hawaii, Department of Transportation, Harbors Division. 1997. *Oahu Commercial Harbors 2020 Master Plan Executive Summary*.
- U.S. Department of Agriculture, Soil Conservation Service. 1972. *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai*. In Cooperation with The University of Hawaii Agricultural Experiment Station. U.S. Government Printing Office, Washington D.C.

APPENDIX A

CORRESPONDENCE: ARCHAEOLOGY

BEUAMIN J. CAYETANO
GOVERNOR OF HAWAII



MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES

GILBERT COLOMA-AGAJAN

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
CONSERVATION AND

RESOURCES ENFORCEMENT

CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION

DIVISION

LAND DIVISION
STATE PARKS
WATER AND LAND DEVELOPMENT

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 5TH FLOOR
HONOLULU, HAWAII 96813

October 20, 1997

Ms. Melissa Suarez, Project Engineer
Hawaiian Dredging Construction Company
P.O. Box 4088
Honolulu, Hawaii 96812-4088

LOG NO: 20336 ✓
DOC NO: 9710SC11

Dear Ms. Suarez:

**SUBJECT: Chapter 6E-42 Historic Preservation Review of An Inadvertent Burial Recovery at Pier 40, Honolulu Harbor
Kapalama, Kona, O'ahu TMK: 1-5-032: 005**

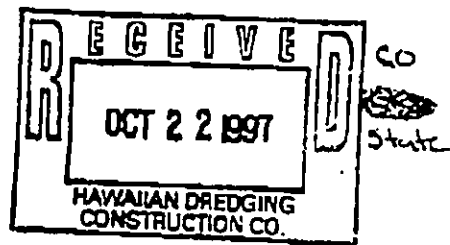
We have received the letter report documenting the recovery of an inadvertently discovered human burial during construction of a utilities trench at Pier 40, Honolulu Harbor. Prepared by James Moore, of Archaeological Consultants of the Pacific (ACP), the letter briefly outlines the findings made and steps taken. In addition, Sara Collins and Elaine Jourdane of our staff made a brief field inspection of the site on October 16, 1997.

The burial (assigned SIHP No. 50-80-13-5581) consisted of the remains of one individual, found partially *in situ*, with no associated grave goods. The Burials Program Director, Kai Markell, determined that the burial could be relocated, and so the ACP staff excavated all of the remains, documenting their context, and collecting appropriate samples. A report documenting this fieldwork will be prepared for review and approval by our office. In view of these facts, we believe that your company may proceed with construction of the utilities trench at this time, and that there will be "no adverse effect" upon significant historic sites.

Should you have any questions, please feel free to call Sara Collins at 587-0013.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division



SC:j

Post-it® Fax Note	7671	Date	3-1-00	# of pages	3
To	BERNARD PAUL	From	BARBARA KASHWA		
Co./Dept.		Co.	HDCC		
Phone #	942-7484	Phone #	532-2063		
Fax #	942-7485	Fax #	532-2062		

c:
Roai

the Pacific, 59-624 Pupukea

10/15/97

11:08

ARCHAEOLOGICAL CONSULTANTS

P. 01



JOSEPH KENNEDY
Senior Archaeologist

ARCHAEOLOGICAL CONSULTANTS OF THE PACIFIC, INC.

Post-Net Fax Note	7671	Date	10/15/97
To	M. Suarez	From	J. Kennedy
Co./Dept	HD	Co.	ACP
Phone #		Phone #	
Fax #	623-7581	Fax #	638-0703

October 15, 1997

Sara Collins, Ph.D., Oahu Island Archaeologist
Department of Land and Natural Resources
State Historic Preservation Division
33 South King Street, 6th Floor
Honolulu, Hawaii 96813

Dear Dr. Collins:

I am writing in regards to the inadvertent burial discovery made last week by Hawaiian Dredging at Pier 40 in Kapalama Ahupua'a, Kona District, Oahu. ACP made an initial assessment of the burial on October 9th, 1997, determining that both disturbed and in situ remains were present in the base of excavations made by Hawaiian Dredging. At that time, the DNLR-SHPD was notified and Kai Markell of SHPD's Burials Program made a site inspection. It was determined by the Burials Program personnel that the burial should be disinterred.

ACP conducted the disinterment on October 14th, 1997. It was discovered in the course of the disinterment that the burial likely consisted of a single individual which had been substantially disturbed by a backhoe during the excavation of a utilities trench. The in situ remains were extremely fragile, decomposing under the slightest exposure by trowel or whisk broom. Despite its fragility, a variety of skeletal elements including portions of skull and mandible as well as intact teeth were recovered from the in situ deposits. It was determined that the burial had been placed in a small crevice between ridges of coral bedrock. The stratigraphy of the immediate vicinity was documented and soil samples from every layer encountered were collected. A plan view of the in situ remains was recorded. All intact osteological remains were collected. All soils in the vicinity of the disturbed remains as well as all soils in the crevice were removed and sifted until coral bedrock was exposed in a one square meter area beneath the burial. Fieldwork was completed on Tuesday the fourteenth and all remains associated with the inadvertent burial discovery disinterred.

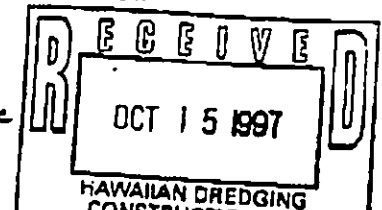
59-824 Pupukea Road • Haleiwa, Hawaii 96712

Telephone/Fax: (808) 838-7442 / (808) 638-0703

Samoa Office: P.O. Box 3735 • Pago Pago, American Samoa 96789

DBA: Archaeological Consultants of Hawaii • Archaeological Consultants of Samoa
Archaeological Consultants of Micronesia • Archaeological Consultants of the Pacific Rim

CC
SK
State



03/01/00 16:19 FAX 808 532 2062

HDCC WATERFRONT

003

12/15/97

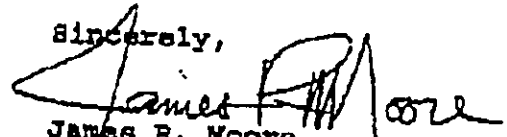
11:09

ARCHAEOLOGICAL CONSULTANTS

F.02

All disinterred remains are to be delivered to the appropriate personnel at the DNLR-SHPD. A report documenting this inadvertent burial discovery will be prepared in the upcoming weeks and submitted to your office for review and approval. Should you have any questions, please feel free to phone or fax.

Sincerely,



James R. Moore
Senior Archaeologist
ACP, Inc.

cc: Ms. Melissa Suarez

APPENDIX B
COMMENTS AND RESPONSES

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU
801 SOUTH BERTANIA STREET
HONOLULU, HAWAII 96813 - AREA CODE (808) 928-3111
<http://www.honolulu.gov>
www.cc.honolulu.hi.us

JEREMY HARRIS
MAYOR



OUR REFERENCE CS-DL

March 30, 2000

RECEIVED
4-5-00

LEE D. DONOHUE
CHIEF
MICHAEL CARVALHO
ROBERT AU
DEPUTY CHIEFS

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park

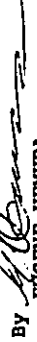
Subject: Young Brothers, Limited Maintenance Facility
THK: 1-5-032: 002
Kalihi-Kai, Honolulu, Hawaii

Thank you for the opportunity to review the subject document. We have no comment to offer at this time.

If there are any questions, please call me at 529-3255 or Lieutenant Russell Miyada of District 5 at 842-7737.

Sincerely,

LEE D. DONOHUE
Chief of Police

By 
EUGENE UEMURA
Assistant Chief
Support Services Bureau

GTE Hawaiian Tel

GTE Hawaiian Telephone Company Incorporated
P.O. Box 2200 • Honolulu, HI 96841 • (808) 548-4511

Beyond the call

April 6, 2000

RECEIVED
4-8-00

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

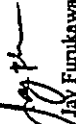
Subject: Young Brothers, Limited Maintenance Facility
Draft Environmental Assessment

Dear Mr. Park,

GTE provides service to Pier 40 through underground support structures on the property. The underground support structures begin at the poleline on Nimitz Street.

Thank you for the opportunity to comment on the above subject document. If you have any questions, please call Lynette Kimura at 840-5889.

Sincerely,



Jay Furukawa
Section Manager - Access Design and Construction
Infrastructure Provisioning

C: file
L. Kimura

WILLIAM J. CAYTON
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kalahele Building, Room 515
601 Kalia Road
Honolulu, Hawaii 96813

TRISTY L. JONES, CHAIRMAN
BOARD OF LAND AND NATURAL RESOURCES

COMPTROLLER
JANET L. LUMILO

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES
ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND AND NATURAL RESOURCES
STATE PARKS
WATER RESOURCE MANAGEMENT

April 20, 2000

Gerald Park
Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

SUBJECT: Chapter 6E-42 Historic Preservation Review - After-the-Fact Draft Environmental Assessment for Young Brothers, Limited Maintenance Facility, Kalihi-Kai, Kapalama, Kona, O'ahu
TMK: 1-5-032:002

LOG NO: 25255 ✓
DOC NO: 0004EJ10

RECEIVED
4-5-00

Thank you for the opportunity to review the after-the-fact draft EA prepared for the Young Brothers Limited Maintenance Facility. The EA has been prepared to fulfill Young Brothers, Limited's agreement for leasing State land at Piers 39 and 40.

The DEA, in Section F (Archaeological Features) adequately summarizes the inadvertent finding of a single set of human remains uncovered during excavation of a utility trench in 1997 near the maintenance facility. Appendix A also documents SHPD's "no adverse effect" determination through recovery and documentation of the site.

If you have any questions please call Sara Collins at 692-8026 or Elaine Jourdane at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division

EJ-dm

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3375 KOAUNA STREET, SUITE 4025 • HONOLULU, HAWAII 96819-1845
TELEPHONE: (808) 831-7741 • FAX: (808) 831-7750 • INTERNET: www.honolulu.gov



ROBERT HARRIS
MAYOR

RECEIVED
4-12-00

ATILDO E. LEONARDO
FIRE CHIEF
JOHN CLARK
DEPUTY FIRE CHIEF

April 6, 2000

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Subject: Young Brothers, Limited Maintenance Facility
Kalihi-Kai, Honolulu, Hawaii
Tax Map Key: 1-5-032: 002

We received your letter dated March 24, 2000, regarding the Draft Environmental Assessment for the Young Brothers, Limited Maintenance Facility. We conducted an on-site assessment and have no objections to the proposed project provided that you comply with the following:

Submit construction plans to the Honolulu Fire Department and the Department of Planning and Permitting.

Should you have any questions, please call Battalion Chief Kenneth Silva of our Fire Prevention Bureau at 831-7778.

Sincerely,

JOHN CLARK
Acting Fire Chief

JC/KS:jo

BELLAIR J. CAYEIAKO
GOVERNOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

14 SOUTH BEECH STREE
SUITE 102
HONOLULU, HAWAII 96813
PHONE: (808) 586-4188
FACSIMILE: (808) 586-4188

April 17, 2000

Kaui Hayashida
Department of Transportation, Harbor Div.
79 S. Nimitz Highway
Honolulu, HI 96817

Attn: Glenn Soma

Dear Mr Hayashida:

Subject: Young Brothers Maintenance Facility at Pier 40, Kalihā, Oahu

To conserve paper we recommend that you print on both sides of the pages in the final EA. In addition we have the following comments to offer:

- Spill Containment:** Four above ground tanks are mentioned in the draft EA. The federal Clean Water Act requires a spill plan for above-ground tanks that have a capacity of 660 gallons or more. The plan must include secondary containment for both the tanks and the transfer points. Has such a plan been filed with the federal EPA?
- Water Contamination:** Section 2E, *Environmental Quality*, notes that dissolved lead is present in the groundwater. What is the outcome of findings (mitigation measures and future prevention measures) of the Hazard Evaluation & Emergency Response (HEER) Office of the Department of Health regarding this contamination?
- Fauna:** Section 1B, *Technical Characteristics*, lists outdoor lights on free-standing poles for nighttime illumination. Disorientation, by night lights resulting in bird strikes against the poles is always a possibility. In Section 2G of the draft EA, *Flora and Fauna*, there is no discussion of the area's fauna (including aifauna). In the final EA include a full discussion of the area's fauna along with mitigation measures that will reduce any negative impacts to fauna.

If you have any questions call Nancy Heinrich at 586-4185

Sincerely,

GENEVIEVE SALMONSON
Director

c Gerald Park

May 16, 2000

Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813-2437

Dear Ms. Salmonson:

Subject: Young Brothers Maintenance Facility at Pier 40, Kalihā, Oahu

Thank you for reviewing the Draft Environmental Assessment prepared for the subject project. Our responses are numbered to coincide with your comments.

- Spill Containment:** The above ground storage tanks are double walled tanks. Because of this type of tank construction, a spill plan does not have to be filed with the EPA.
- Water Contamination:** Our response is taken from the Initial Site Assessment Young Brothers Maintenance Facility (1997) prepared by Hawaii International Environmental Services, Inc. ("HIES").

"This site assessment was conducted as a baseline study for Young Brothers. The analytical findings of this assessment should be kept on file for future reference. This report does not document any known releases to the environment, nor does it need to be submitted to the DOH. HIES does not recommend any further Site investigation at this time. Upon construction of the maintenance facility, HIES suggests Young Brothers install permanent groundwater monitoring wells at several locations and sample the wells annually. This is especially true since a chemical constituent of concern (lead) was detected in groundwater at concentrations above DOH action levels. Additionally, PCE was detected in trace amounts well below current action levels, but still represents a potential concern."

- Fauna:** The lights on top of the poles are shielded and directed to cast light towards the ground. A discussion of the area's fauna (including aifauna) was not included because none were observed at the time of our field survey. This statement will be included in the Final Environmental Assessment.

Your comments and our responses will be included in the Final Environmental Assessment.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: G. Soma, DOT



GERALD PARK
Urban Planner

Planning
Land Use
Research
Environmental
Studies

1400 Konohe Street
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Honolulu, Hawaii
96814-3021

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geraldpark@aol.com

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

180 SOUTH KING STREET - HONOLULU, HAWAII 96813
TELEPHONE: (808) 522-4118 • FAX: (808) 527-4743

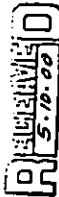


JEFFREY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA S.C. CHEE
PLANNING DIRECTOR

2000/CLOG-1960 (DT)



May 9, 2000

Mr. Gerald Park
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814-3021

Dear Mr. Park:

Draft Environmental Assessment (EA)
Young Brothers Maintenance Facility
Tax Map Key (TMK): 1-5-32: 2

Thank you for the opportunity to comment on the above EA. We have the following comments:

1. This is an after-the-fact compliance with environmental disclosure requirements since the building has been completed. There should be an explanation of the reasoning and/or circumstances that led to construction without the necessary approvals or disclosures.
2. The existing use is consistent with the Primary Urban Center Development Plan (DP) designation of Industrial. The structure's 52-foot height is below the DP Special Provisions general height limit of 60 feet and it appears that no significant scenic or panoramic views have been affected by the facility. However, the Draft EA does not discuss how the action complies with the City's General Plan and Primary Urban Center DP. The facility is located along the Nimitz/Ala Moana Corridor and Section 24-2.2(b) (7) of the DP Special Provisions calls for special considerations for this corridor since it is a major egress and ingress route for visitors and residents. The DP recommends measures to enhance the attractiveness of the corridor and encourages private and public implementation and maintenance of such improvements. Accordingly, the EA should contain an analysis of the project's compliance with the Special Provisions for the corridor. The analysis should include a site plan and landscape plan showing landscape materials used to mitigate any view impacts on the corridor.

Mr. Gerald Park
Page 2
May 9, 2000

3. The EA should contain a discussion on the project's compliance with the proposed Primary Urban Center DP, Public Review Draft dated July 1999 (PRD). For your information, the PRD identifies the area as being within the 'Heart of Honolulu'. The proposed plan recommends retaining lands makai of, and along either side, of Nimitz Highway and immediately surrounding areas in industrial use.

4. For your information, the adjoining 'Daishowa' property, TMK 1-5-32: 5, is owned by National Facilities Corporation and is the subject of a zone change request (File No. 1999/Z-13) from the I-3 Waterfront Industrial District to the I-2 Intensive Industrial District. We understand that the Department of Transportation intends to acquire this parcel for harbor facilities expansion in the near future.

Due to our reorganization, three additional permitting and review functions (Wastewater, Traffic, and Civil Engineering) are now part of our department. In the future, please send four copies of the preliminary assessment and/or draft environmental assessments to our department.

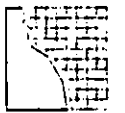
If you have any questions regarding this letter, please call Dana Teramoto of our staff at 523-4648.

Very truly yours,

RANDALL K. FUJIKI, AIA
Director of Planning and Permitting

RKF:fm

Please document no. 36205



GERALD PARK
Urban Planner

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Research
Environmental
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geraldpark@aol.com

May 16, 2000

Randall K. Fujiki, Director
Department of Planning and Permitting
City and County of Honolulu
630 South King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Young Brothers Limited Maintenance Facility
TMK: 1-5-32-2
Kalibi-Kai, Honolulu, Hawaii

Thank you for reviewing the draft environmental assessment for the subject project. Our responses to your comments are in the order presented.

1. Late in 1996, Young Brothers Limited (YBL) had substantially completed the Maintenance Facility design for a location at the south border of the Daishowa Property. The State Department of Transportation (DOT) had indicated to YBL that the maintenance facility project would be exempt from permitting requirements if it was combined with a DOT renovation project of Pier 40. The DOT started renovation work at Pier 40 in January 1997 with completion scheduled for mid 1998. At about the same time there arose a possibility that the State would acquire the Daishowa property and add it to the space available to YBL after the renovations. As a result, YBL decided to relocate the maintenance facility to its present position. DOT continued with its renovation project while YBL had to redesign its project for the present location.

At this point, DOT informed YBL that they would have to pursue its own permits (possibly because the two construction phases were no longer simultaneous). It was estimated that the permitting process would take about six months. YBL had to complete the maintenance facility at the same time as the Pier 40 renovations so that they could move their operations from Pier 24 in a timely fashion. They could not do so with a six-month delay. The DOT then agreed to exempt the project but only until YBL moved in and settled. YBL would then have to obtain the permits retroactively. That condition became a contractual requirement when YBL signed the lease for their current premises.

2. YBL has developed its property in compliance with the Land Use Ordinance use and development standards for the I-2 zoning district. As you pointed out, the height of the maintenance facility is well below the 60-foot height limit for the district. In addition, the building is set back from Nimitz Highway and adheres to all yard requirements.

Nimitz Highway between Libby Street and Waialamilo Road is perhaps the most landscaped section of this major egress and ingress route between Sand Island Access Road and Aloha Tower. Royal Poinciana trees and grass are planted along the makai side of the right-of-way and the center median is planted with shrubbery. On their own initiative, YBL landscaped its front yard facing Nimitz Highway. To introduce and maintain landscaping in a waterfront industrial area strongly indicates a sense of pride in the facility and the property, an on-going

Randall K. Fujiki
Page 2
May 16, 2000

commitment to enhance the appearance of the property, and a joining of private and public projects to improve the visual conditions of and along the highway.


3. We reviewed the July 1999 draft of the proposed Primary Urban Center DP. This plan was not discussed in the draft environmental assessment because it was a draft rather than approved plan.

4. Thank you for the information concerning the "Daishowa" property.

Your comments and our responses will be included in the Final Environmental Assessment. We appreciate the participation of the Department of Planning and Permitting in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER


Gerald Park

c: G. Soma, DOT

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
830 SOUTH BERTANHA STREET
HONOLULU, HAWAII 96813



May 4, 2000

JERRY HAYES, Mayor
EDIE FLOWER, JR., Chairman
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ROSS S. SARABURA, S-Office
CLIFFORD S. JAMILE
Manager and Chief Engineer

Mr. Gerald Park
Gerald Park Urban Planner
1400 Rycroft Street, Suite 876
Honolulu, Hawaii 96814

Dear Mr. Park:

Subject: Your Letter of March 24, 2000 Regarding the Draft Environmental Assessment for the Proposed Young Brothers Limited Maintenance Facility, Kalihikihi, Oahu

Thank you for the opportunity to review and comment on the Draft Environmental Assessment for the proposed maintenance facility.

We have the following comments:

1. We understand the proposed facility has already been constructed.
2. There is one existing water service, Premise ID No. 1132746, to the project site. This existing water service also serves Pier 40 and it is interconnected to an existing water service, Premise ID No. 1132737, which serves the adjacent Pier 39.
3. Our records indicate that Board of Water Supply approved reduced pressure principle backflow prevention assemblies have been installed after all domestic water meters serving the project site.

If you have any questions, please contact Kathryn Kami at 527-5221.

Very truly yours,


CLIFFORD S. JAMILE
Manager and Chief Engineer

RECEIVED
5.11.00