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2000/SMA-84(ask)

January 30, 2001

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
State of Hawaii
State Office Tower, Room 702
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

SPECIAL MANAGEMENT AREA ORDINANCE
CHAPTER 343, Hawaii Revised Statutes
Environmental Assessment (EA)/Determination
Finding of No Significant Impact

Recorded Owner	:	The Estate of James Campbell and State of Hawaii
Applicant	:	The Phoenician, LLC
Agent	:	PlanPacific
Location	:	91-607 Malakole Road, Kapolei, HI 96707
Tax Map Key	:	9-1-74: 35 and 9-1-14: 24
Request	:	Special Management Area Use Permit
Proposal	:	Development of a Harbor Industrial Subdivision (Small Boat Repair Facility, Boat Launch Ramp and Parking, and LPG Storage Facility)
Determination	:	A Finding of No Significant Impact is Issued

Attached and incorporated by reference is the Final EA prepared by the applicant for the project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, we have determined that preparation of an Environmental Impact Statement is not required.

6

We have enclosed a completed OEQC Bulletin Publication Form and four copies of the Final EA. If you have any questions, please contact Ardis Shaw-Kim of our staff at 527-5349.

Sincerely yours,

RANDALL K. FUJIKI, AIA
Acting Director of Planning
and Permitting

RKF:fm
cc: PlanPacific (Robin Foster)
Encl.

doc73580

2001-02-23-OA-FEA-

Harbor Services Subdivision

Final Environmental Assessment and
Supporting Document for a Special
Management Area Permit

Prepared for
The Phoenician LLC

Prepared by
PlanPacific, inc.

January 19, 2001

Harbor Services Subdivision

Final *Environmental Assessment and*
Supporting Document for a Special
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The Phoenician LLC

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PlanPacific, Inc.

January 19, 2001

TABLE OF CONTENTS

FIGURES

APPENDICES

1. PROJECT SUMMARY

Project Name:	Harbor Services Subdivision	
Applicant:	The Phoenician, LLC 91-607 Malakole Street Kapolei, Hawaii 96707 Contact: Fred Anawati, 682-1333	
Tax Map Keys	9-1-74: 35	9-1-14: 24 (por.)
Landowner	The Estate of James Campbell	State of Hawaii
Area:	7.5 acres	6,864 square feet (easement)
Existing Use:	Mostly vacant, with a small fenced enclosure used by The Gas Company for Liquefied Petroleum Gas (LPG) storage. The State property has landscaping and harbor lights.	
Proposed Use:	*Small Boat Repair Facility, Boat Ramp and Parking, Marine* Supply Store, Office, Liquefied Petroleum Gas Storage Terminal	
State Land Use:	Urban District	
Development Plan:	Industrial	
Zoning District:	I-3 Waterfront Industrial	
SMA:	The project is located within the Special Management Area	
Action Requested:	Environmental Assessment processed in compliance with Chapter 343, Hawaii Revised Statutes and Hawaii Administrative Rules, Title 11, DOH, Chapter 54	
Approving Agency:	Department of Planning and Permitting 650 South King Street Honolulu, Hawaii 96813	
Agencies Consulted:	Federal: U.S. Army Corps of Engineers State of Hawaii: Department of Health, Clean Water Branch; Department of Transportation, Harbors Division; Historic Preservation Division City and County of Honolulu: Department of Planning and Permitting	
Anticipated Determination:	Finding of No Significant Impact (FONSI)	

2. INTRODUCTION

2.1 IDENTIFICATION OF PROPOSING AGENCY

The Phoenician, LLC
91-607 Malakole Street
Kapolei, Hawaii 96707
Contact: Fred Anawati
Telephone: (808) 682-1333

2.2 IDENTIFICATION OF APPROVING AGENCY

Department of Planning and Permitting
650 South King Street
Honolulu, Hawaii 96813

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

The following agencies and organizations have been consulted during the planning process and for the preparation of the Draft Environmental Assessment:

City and County of Honolulu

Department of Planning and Permitting

State of Hawaii

Department of Land and Natural Resources, Division of Forestry and Wildlife
Department of Land and Natural Resources, Historic Preservation Division
Department of Health, Clean Water Branch
Department of Transportation, Harbors Division

Federal

U.S. Army Corps of Engineers
U.S. Fish and Wildlife Service
National Marine Fisheries Service

3. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

3.1 TECHNICAL CHARACTERISTICS

Description of the Property

The project area is comprised of a main parcel (TMK 9-1-74: 35) and an easement over an adjacent State harbor (TMK 9-1-14: 24 por.). The main parcel is 7.5 acres in size and is owned by The Estate of James Campbell. Located at the southwestern corner of Kalaeloa Barbers Point Harbor, at the end of Malakole Street, it is a remnant of parcel 24, which is the property acquired by the State for harbor development (see **Figure 1**).

Parcel 35 is bordered by Pier 1 (the Barge Pier) and Harbor Yard S-1 to the north and east; Kenai Industrial Park to the south; and the shoreline and ocean to the west (see **Figure 2**). It is irregularly shaped, with a long, narrow panhandle extending east to the access from Malakole Street. The State easement area, located along the edge of Yard S-1, is needed for a water channel to give access from the harbor basin to Parcel 35.

The land use designations for the property are as follows:

a. State Land Use District – Urban

b. Development Plan Land Use Map – Industrial

c. Development Plan Public Facilities Map – No amendment required

d. Zoning – I-3 Waterfront Industrial

Figure 3 shows zoning boundaries. The property lies entirely within the Special Management Area, as shown in **Figure 4**.

The project site is mostly vacant and unused, with the exception of a fenced plot used by The Gas Company. (See photographs, **Appendix A.**) Approximately 95 feet by 120 feet in size, the fenced plot contains a single aboveground LPG storage tank and related equipment. The Gas Company has operated on the subject property and loaded its barges in Kalaeloa Barge Harbor for the past 30 years.

Along the northern edge of the parcel, a 10-foot-high fence encloses the concrete-paved Harbor Yard S-1 and Pier 1. The area around the Harbor and The Gas Company plot is mostly crushed coral and dirt. An abandoned man-made pond and concrete salt pans lie in the northwestern corner of Parcel 35. A small wetland area has been identified seaward of the salt pans (see **Figure 5**).

The southern portion of the property is overgrown with kiawe trees and shrubs. A large scrap metal pile is visible beyond the boundary of Parcel 35, within Kenai Industrial Park. The western edge of the property runs along the beach berm, which is vegetated with trees and shrubs. The property is strewn with concrete piles and trash.

The property was surveyed and the shoreline delineated on May 17, 2000. As shown on

the survey, the shoreline runs along the edge of vegetation at the seaward toe of the beach berm (see **Figure 5**). The Department of Land and Natural Resources certified the shoreline survey on October 11, 2000.

Description of the Project

The proposed project involves the development of three new facilities and uses within parcel 35, which would be subdivided and provided with a cul-de-sac roadway. The proposed uses and approximate parcel sizes are as follows:

- Small Boat Repair Facility 3.1 acres
- Boat Launch Ramp and Parking 1.7 acres
- Liquefied Petroleum Gas Storage Terminal Facility 2.3 acres

Figure 6 shows the proposed site plan. A roadway would give access to all three facilities from Malakole Street. The road would have a 44-foot-wide right-of-way and end in a cul-de-sac in the center of the property.

The proposed project also involves the creation of a channel within an easement in parcel 24. A more detailed description is provided below.

Small Boat Repair Facility

The Phoenician, LLC proposes to create a new small boat repair facility on the southern side of the property. There is a need for additional boat repair facilities on Oahu, especially with the opening of the Ko Olina Marina. The facility would offer full repair services, maintenance services, and emergency services for owners/operators of pleasure craft, long-line fishing boats, and small workboats and tugs. Services to be provided include haul-outs, painting, machining, shaft repairs, outfitting, and hull condition surveys.

The project would entail creating a new channel flanked by concrete ramps for boat haul-out. The channel would be constructed within an easement granted by the Harbors Division, Department of Transportation. On January 28, 2000, the Board of Land and Natural Resources approved a non-exclusive easement for a "Haul Out Slip for Small Boat Repair Facility."

The channel is proposed to be 180 feet long and 38 feet wide and would have a depth of 20 feet (see **Figures 7a, 7b** and **7c**). Concrete aprons would be constructed on either side of the channel to provide travel-ways for a mobile boat hoist. The aprons would be supported by concrete pilings installed in holes drilled into the coral substrate.

Approximately 50 feet long and 35 feet in height, the mobile boat hoist would straddle the channel, using slings to lift boats out of the water (see **Figure 8**). Traveling on rubber wheels, the motor-driven hoist would transport boats to the boat yard. Boats undergoing maintenance and repair would be mounted on blocks and stored in the boat yard.

As shown in **Figure 6**, much of the 3.1-acre lot would be used as an open yard for storage and boat maintenance. In addition, The Phoenician, LLC proposes to build

three small structures to serve the boatyard:

- Retractable spray booth structure
- Marine supply store/office and parking
- Gatehouse/security station

Other small structures may be added in the future. The configuration of the boat repair facility relative to the adjacent boat parking may change, subject to operational requirements.

The retractable spray booth structure would measure 100 feet long by 60 feet wide at full extension, and 20 feet long by 60 feet wide when retracted. The retractable structure would be approximately 35-40 feet in height. It would be located on the southeast portion of parcel 35, behind the supply store/office parking lot. The covering is typically made of mylar with a plastic sealer. A boat would be transported via the mobile hoist to the edge of the folded structure, which would then be extended to envelope the work area. Activities such as sanding, grinding, and painting would be carried out within the spray booth building.

The supply store/office would be a two-story pre-fabricated steel building approximately 2,800 square feet in size. The ground floor would contain the store and a warehouse, while the second floor would contain office space. The store would carry maritime and boat repair goods as well as some convenience items. It would serve boat owners/operators who may need emergency supplies or who may want to do their own minor repairs on-site. A paved parking lot with about 20 spaces would be built behind the store/office building, serving both boat yard employees and customers.

The boat repair facility would be enclosed by a chain-link security fence, with sliding gates for ingress and egress. A small security station is shown on the site plan near the entry to the boat yard.

Boat Launch Ramp and Parking

The Phoenician, LLC also proposes to construct a boat ramp and parking, in partnership with the Ko Olina Companies. The boat ramp would be open to the public, and parking would be provided for trailers and automobiles. The boat ramp/parking facility would include a small comfort station for public use. In addition to providing a new launch site in Ewa, the boat ramp/parking facility would also provide public access for fishing, limu-gathering, and other shoreline activities. The Ko Olina Companies is proposing the boat ramp as a substitute for the boat ramp currently being operated at the Ko Olina Marina. The intent is to provide a public boat launch ramp that is nearer to the harbor channel and does not conflict with resort facilities.

The concrete boat ramp would lead from the parking lot down to the channel. As shown in **Figure 7B**, the ramp would descend from the level of the parking lot and continue into the water to elevation -5.0 feet. At that point, the ramp would drop off into the boat channel. About 100 feet in length, the ramp would have a slope of about 10 percent above water, increasing to about 17 percent below water.

The parking lot would have about 12 parking spaces for boat trailers and an additional nine spaces for passenger vehicles. A one-way loop would provide for safe maneuvering of boat trailers. A 20-foot-wide driveway would connect the boat ramp parking to the cul-de-sac roadway.

A comfort station would be located at the southeastern corner of the parking area. A wood-frame building of approximately 400 square feet, the comfort station would have a toilet, sink, washing area, and disposal bin for fishing wastes. Access to the comfort station would be available to the public at all times that the parking lot is open.

The boat ramp proposal is subject to financial support by the Ko Olina Companies. If that financial support were not made available, then The Phoenician, LLC may not develop the boat ramp and the boat trailer parking. Operation of the boat ramp and parking for public use is also dependent on the approval of the State Department of Transportation (DOT). The DOT's Harbors Division is concerned about control of recreational boat traffic within the commercial harbor and about potential conflicts with commercial ship traffic. In the event, The Phoenician, LLC would provide for public access to the shoreline, public parking, and a comfort station.

LPG Storage Facility

The Gas Company's intent is to relocate its liquefied petroleum gas (LPG) storage tanks and barge terminal from Pier 38 in Honolulu Harbor, which the State is converting to a commercial fishing village. The subject Kalaeloa property is well-suited as a replacement site for two reasons: (1) it is already being used by The Gas Company and has an existing underground LPG pipeline; and (2) it is adjacent to Pier 1 of Kalaeloa Harbor, where LPG barges would dock.

The project would involve the installation of nine new 36-foot long storage tanks and a portable 100-foot-diameter flare stack used for safe burning of gas residues. The cylindrical storage tanks would be installed horizontally on concrete pedestals and would stand about 17 feet high. The site would be completely fenced and equipped with emergency shut-off devices and fire-fighting equipment. Paved areas would be provided for driveways, truck parking, and turnarounds (see **Figure 6**). In compliance with National Fire Protection Association (NFPA) standards for this type of facility, the storage tanks would be sited to provide a minimum 50-foot clear zone from all property lines.

LPG (also called propane) would be transported through the existing pipeline from the Chevron refinery to the Barge Pier, Pier 1. LPG would also be transported by tanker truck from the Tesoro refinery and transferred to the storage tanks. The storage tanks would connect to this existing pipeline allowing transfer of LPG to Pier 1. At Pier 1, propane gas would be transferred onto LPG barges for regular weekly shipments to the neighbor islands.

The Gas Company would also use the site to stockpile new and used customer storage tanks. In the future, the company intends to construct a tank maintenance building where used customer tanks would be refurbished or reduced to scrap metal. (Customer tanks range in size from a 100-lb. cylinder (23.5 gallons) to a 30,000-gallon tank.) The

maintenance building would be approximately 160 feet by 40 feet in area and would stand about 20 feet high.

The first phase of development would include the storage tanks, paving, portable flare stack, and fencing. Initially, no employees would be assigned to the site. Construction of the tank maintenance building is not budgeted or scheduled at this time. When it is constructed, the tank maintenance building would house about 30 employees.

Construction

Most of the vegetation of Parcel 35 would be cleared. Lower portions of the parcel would be graded and filled, increasing the elevation to +8-10 MSL. This height increase would prevent run-off from flowing onto the boat yard property from both the harbor storage yards and the existing scrap metal dump that is located across the southern property boundary in the Kenai Industrial Park (see **Appendix A,** Photo A-2). The excavated coral material from the channel would be used as fill material. Drywells would be installed to capture runoff.

Construction of the entry road and the boat channel and ramp would proceed concurrently with filling and grading. The cul-de-sac entry road would be constructed of asphaltic concrete. Water, electric and telecommunication conduits would be installed under the roadway.

Developing the LPG Terminal Facility would entail construction of driveways, concrete tank pedestals, and valve boxes. The project would also include installation of underground utilities and fire protection equipment. The Gas Company site would be enclosed by a 10-foot-high fence. The maintenance building and individual wastewater system would be constructed at a future time.

To construct the boat channel and ramp would entail excavating the channel, building the ramp, and building the concrete aprons on either side of the channel. The channel would be excavated in the dry using a backhoe and working from the parking lot area toward the harbor. The ramp would be graded to the appropriate slope and paved with concrete. To prevent dust and rubble from being discharged into harbor waters, a barrier of coral rock would be left in place at the harbor end of the channel. In the final stage of construction, the barrier would be excavated and the channel opened to harbor waters.

Pre-cast concrete piles would support the concrete aprons on either side of the boat channel. The piles would be installed below grade in holes drilled in the coral substrate. The six-foot-wide concrete aprons would be formed and poured on top of the piles. Construction of the aprons and of the parking lot and driveways serving the boat ramp would be completed prior to opening the channel to harbor waters.

Construction of the LPG and boat yard facilities would proceed after completion of mass grading.

Timetable and Cost

The construction cost of the various components of the boat repair facility and boat ramp is estimated at $2.0 million. Construction cost of The Gas Company facilities is estimated at $1.5-2.0 million. Roadway and utility improvements would cost approximately $400,000. Construction of both facilities is expected to begin in March 2001 and to be completed by November 2001. The construction timetable is subject to change due to financing and development conditions.

3.2 ECONOMIC AND SOCIAL CHARACTERISTICS

The proposed uses would provide new jobs and support existing employment and economic activities. The proposed small boat repair facility would be under the same ownership as the neighboring large ship repair facility. The new small boat repair facility would create approximately twelve (12) new full-time positions and would also provide apprenticeship opportunities.

The LPG storage terminal facility is critical to The Gas Company's statewide LPG supply infrastructure. In the first phase of development, the facility would not have a habitable structure and therefore no staff would be assigned full-time to the site. The terminal would support existing storage and barge operations to be transferred from Honolulu Harbor. The Gas Company plans to build an administration and tank maintenance building and station about 30 employees at the facility.

3.3 HISTORIC AND CULTURAL CHARACTERISTICS

The property does not contain historic or archaeological sites; and, therefore, no mitigation measures are necessary. Cultural uses include fishing and gathering limu within the State-owned beach area and on the State-owned property at the edge of the harbor. Fishermen are accustomed to driving across Parcel 35 to reach the harbor edge, which is a preferred spot for fishing. The property is not used for religious practices. In determining cultural uses of the site, the applicant consulted with persons familiar with the site and its previous use for salt-making; fishermen; people employed in the area; and the neighborhood board.

3.4 ENVIRONMENTAL CHARACTERISTICS

LPG terminals and boat repair facilities have environmental characteristics that are typical of waterfront industrial uses. Both The Phoenician, LLC and The Gas Company would comply with all applicable federal and State health and environmental regulations. The Gas Company would take all necessary and appropriate measures to prevent gas leakage and would have onsite fire-fighting and emergency shut-off systems.

3.5 RELATION TO THE CITY'S GENERAL AND DEVELOPMENT PLANS

The *General Plan of the City & County of Honolulu* states broad objectives and policies for the overall physical and economic development of the island. In Section VII, Physical Development, Objective C states, "To develop a secondary urban center in Ewa, with its nucleus in the Kapolei area." Objective C includes two policies that specifically support harbor and industrial use at Barbers Point:

Policy 3: Encourage the continuing development of Barbers Point as a major industrial center.

Policy 5: Cooperate with the State and federal governments in the development of a deep water harbor at Barbers Point.

By contributing to harbor and industrial activity in the area, the proposed project supports the objectives and policies of the *General Plan.*

The *Ewa Development Plan*, adopted in 1996, provides specific map and text policies for development of the secondary urban center. The General Policies for Industrial Centers (Sec. 3.7.3.2) recognize the Campbell Industrial Park as the State's largest industrial area and Kalaeloa Barbers Point Harbor as an important industrial harbor and fuel transfer point. The Planning Principles (Sec. 3.7.3.2) call for: (1) limiting the visibility of large buildings and machinery through site planning and landscaping; and (2) environmental compatibility in the siting of industrial uses and setting buildings back from the shoreline.

The Guidelines for the Barbers Point Industrial Area (Sec. 3.7.3.2) call for the following:

- Set back buildings from the shoreline a minimum of 60 feet and 150 feet where possible.
- Provide a lateral public access easement along the entire shoreline.
- Buildings generally no more than 60 feet and machinery no more than 100 feet in height.
- Minimize visibility of industrial buildings and equipment along street frontages.
- Provide special landscape treatment on streets leading to shoreline access points.

The proposed project is consistent with the applicable policies and guidelines of the *Ewa Development Plan.* The proposed structures and machinery would be generally smaller and less visible than existing structures and machinery around Kalaeloa Barbers Point Harbor and in the adjacent industrial parks. As shown on the Proposed Site Plan (**Figure 6**), buildings would be set back at least 100 feet from the shoreline. The closest building to the shoreline would be the public comfort station. The marine supply store/office would be located along the Malakole Street frontage, while larger,

more industrial buildings and machinery would be located in the interior portion of the property.

4. DESCRIPTION OF THE AFFECTED ENVIRONMENT, IMPACTS, AND MITIGATION

4.1 CLIMATE

The climate of the area is characterized as sunny with persistent northeast tradewinds blowing at an average of 12 miles per hour and occasional Kona winds. The temperature and humidity are moderate, with temperature ranging from the high 60s to the mid 80s in degrees Fahrenheit. Precipitation is light, averaging 20 inches per year. The proposed project would have no effect on climatic conditions.

4.2 TOPOGRAPHY AND SOILS

Parcel 35 generally varies in elevation between +5 and +7 feet above mean sea level (MSL). There are some mounds and some low points. The top of the beach berm varies between +12 and +14 feet MSL. The small wetland area has an elevation of less than +2 feet MSL. Abutting the property to the north, Harbor Yards S-1 and S-2 consist of thick concrete pavement having an elevation of +7-8 feet MSL. On the eastern side, there is an embankment along Malakole Street, where the property drops off from the road elevation of about +11 feet MSL (edge of pavement) to about +6-7 feet MSL within parcel 35. On the southern side, the edge of the property lies in a depression varying from +4 to +6 feet. The adjoining Kenai Industrial Park lots lie at a higher elevation.

Soils within the project area are classified by the U.S Department of Agriculture (USDA) Soil Conservation Service as Coral Outcrop (CR) and Beaches (BS). The area where construction and activity are proposed has CR soils, which consist of coral or cemented calcareous sand with a thin layer of friable red soil in cracks and depressions. According to the *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*[1], CR soils are suited for military installations, quarries, and urban development. The soils within the project site are not suited for agriculture.

4.3 SURFACE HYDROLOGY, GRADING & DRAINAGE

Rainfall on the Ewa Plain is generally absorbed by the porous coral substrate, except in urban areas having a large amount of impervious surfaces. Although Ewa has no perennial streams, extreme rainfalls in the Waianae Range may cause occasional flooding of gulches.

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[1] Soil Conservation Service, U.S. Department of Agriculture, in cooperation with The University of Hawaii Agricultural Experiment Station, *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*, Washington D.C., August 1972

The project site fronts Kalaeloa Barbers Point Harbor. The general drainage pattern is toward the harbor. However, portions of the project site are lower than the adjacent concrete harbor storage yards (Yards S-1 and S-2).

The Preliminary Grading and Drainage Plan prepared for the project (see **Figure 10**) is intended to create a positive slope of approximately 1.0 percent in the general direction of the harbor storage yards. Drywells would be located throughout the property to intercept and retain runoff. Approximately 60,000 cubic yards of fill material are required to achieve the grading concept.

About nine drywells would be constructed. Stormwater runoff received by the drywells would be allowed to percolate into the soil stratum. The stratum below the site is composed of coral and sand materials, both of which exhibit high percolation rates. The drywells would be designed to dissipate 2-3cubic feet per second (cfs) each.

The applicant would conduct soils tests as well as field-testing to substantiate the drywells' design disposal rate. Drywells are used in neighboring Kalaeloa (the former Barber's Point Naval Air Station), where they have demonstrated effectiveness for more than 50 years.

Use of drywells would minimize the discharge of surface runoff to coastal waters. The alternative would be the conventional method of directing runoff through a catch-basin-and-pipe system that would discharge directly into the harbor basin. It should be noted that, when the State DOT first acquired the land for the deep-draft harbor, the Harbors Division acknowledged that parcel 35 would be allowed to drain to the harbor basin.

The drainage system would be maintained privately and not dedicated to the City and County of Honolulu. To implement the drainage concept, the applicant would apply for a modification from the City's Drainage Standards, as allowed by Paragraphs 1-2 of the Standards.

All grading operations would be conducted in compliance with dust and erosion control requirements of the City and County of Honolulu Grading Ordinance.

4.4 FLOOD HAZARD

The easement area of parcel 24 and the majority of parcel 35 are classified as "D" according to the Flood Insurance Rate Map (FIRM). A narrow band along the shoreline of parcel 35 is classified as "AE_8." (See **Figure 9**.) A rating of D designates areas in which flood hazards are undetermined. AE_8 indicates land within the 100-year flood plain having a base flood elevation of +8 feet MSL. The area where construction and activity are proposed is rated "D" on the FIRM.

The project is not expected to exacerbate flood hazards. Planning and design for the project would comply with flood district and other structural standards to mitigate any potential damages. The proposed embankment of fill material on the site would raise the ground elevation to +8-10 feet MSL, above the flood elevation.

According to the Hawaii Civil Defense System's Tsunami Evacuation Map, the site lies within the evacuation area. According to the *Leeward Oahu Hurricane Vulnerability Study, Determination of Coastal Inundation Limits* (Sea Engineering, 1993), the seaward half of the property lies within the Probable Hurricane inundation limits. The entire site lies within the Worst Case Hurricane inundation limits.

The potential impact of destructive winds and torrential rainfall of tropical hurricane and cyclones on structures within the project would be mitigated by compliance with the Uniform Building Code. All structures would be designed in accordance with the requirements of the City & County of Honolulu for earthquake and wind.

4.5 FLORA AND FAUNA

AECOS Consultants undertook a biological reconnaissance survey of the site in October 2000; the report is included as **Appendix B**. In addition, at the applicant's request, biologists from the U.S. Army Corps of Engineers (COE) surveyed the site for the presence of wetlands. The COE delineated a small wetland in the northwestern corner of parcel 35, which is shown on the topographic survey (**Figure 5**). Estimated to be approximately 0.02 hectares (or 0.05 acres) in size, the wetland would be left undisturbed and would be protected by a fence.

Although The Phoenician, LLC parcel (TMK: 9-1-74: 35) is mostly undeveloped, it is far from undisturbed. Given the close proximity to the old barge harbor (which predates the Deep Draft Harbor by several decades) this is not surprising. Various uses related to cargo transshipments, outdoor storage, and dumping of debris have occurred on and around the property for a long time. Further, this parcel is now one of the last remaining places along the entire Campbell Industrial Park/Barbers Point shoreline where access to the shore is not restricted or prevented. Consequently, the site attracts shore fisherman, along with others looking for a place to dump refuse and construction debris, test 4-wheel drive vehicles, or party in relative obscurity.

Although a sizable remnant of kiawe forest growing on limestone outcrop remains intact here, this ecosystem displaced the native dryland ecosystem that occupied these lands prior to the 20th century. Remnant populations of plants from the native ecosystem are sometimes found mixed with kiawe on the Ewa Plain, but none could be found on the project site. No threatened or endangered species of plants, and only six native species, are described by this survey as occurring in the immediate vicinity of the proposed project. Four of the six plant species thought to be native were observed only outside of the area proposed for development, and two of these (including dead coconut trees) are plantings made on the south side of the entrance channel off the on the property. All six are widespread in coastal environments on O`ahu. On the other hand, usually common species, such as `ilima (*Sida fallax*), were not seen at the site.

The Hawaiian stilt, an endangered species, was observed foraging at the site. However, stilt are very opportunistic, locating and utilizing various small bodies of water for their foraging activities. The small wetland and man-made pond fit this requirement. Stilt are reported to be breeding around man-made ponds at the Chevron refinery to the south (Parsons Brinckerhoff Quade & Douglas, 1995), and the birds observed here are more

often found around the refinery ponds or at the Honouliuli Unit of the Pearl Harbor National Wildlife Refuge, located 11 kilometers (6.8 miles) east of the project site. Preservation of the small wetland on the site would retain some foraging habitat, although increased human activity may be a detriment to use of the wetland by stilt in the future. The EIS for improvements at the Deep Draft Harbor (Parsons Brinckerhoff Quade & Douglas, 1995) noted that these birds are highly adaptable to the presence of "heavy industrial activity."

Direct impacts on the marine environment from excavating of the boat channel would be minor. While increased small boat traffic may have an impact on the endangered green sea turtle, the intent of locating the small boat repair facility within Kalaeloa Barbers Point Harbor (and near the Ko Olina Marina) is to concentrate such impacts in a single location and to minimize impacts on other coastal areas.

4.6 HISTORIC AND ARCHAEOLOGICAL RESOURCES

The property contains no known historic or archaeological sites, as confirmed in the letter from the State Historic Preservation Division (see **Appendix C**). Should remains or artifacts be unearthed during construction, the contractor would stop work and contact the State Historic Preservation Division.

4.7 NOISE

Construction activity would generate short-term noise impacts from the use of heavy machinery in clearing and grading of the site, excavation of the channel, and fabrication of concrete pavement and foundations and asphaltic concrete pavement.

Boat repair would create noise from vehicles, grinding and sanding activities, and the use of various power equipment and hand tools. The mobile boat hoist would be equipped with a muffler. Both construction and future operational activities would be limited to the daytime hours.

Activities at the LPG facility would also engender occasional noise from operation of power equipment and hand tools.

The level of noise generated from construction and future operations is expected to be negligible in comparison to the existing noise levels of operations on surrounding parcels, where heavy equipment is in daily use.

4.8 AIR QUALITY

Ambient concentrations of air pollution are regulated under both federal and State ambient air quality standards (AAQS). The State Department of Health (DOH) operates air quality monitoring stations at Barbers Point, Pearl City, Downtown Honolulu and Sand Island.

The 1998 *Annual Summary Hawaii Air Quality Data*, which is the latest publicly available annual report, shows that State AAQS are currently being met, with one minor

exception: ozone pollution standards were exceeded at the Sand Island site for seven out of a total of 8,760 measurement periods during the year. In 1998, no sites exceeded the less strict Federal AAQS.

Air quality impacts attributed to project development would include exhaust emissions of construction vehicles and dust generated by short-term construction-related activities. Site work such as clearing and grading would generate particulate matter. Dust control measures, such as regular watering and sprinkling, would be implemented to minimize wind-blown emissions during construction. All construction activities would comply with the provisions of Chapter 11-60.1, Hawaii Administrative Rules, Section 11-60.1-33 on Fugitive Dust.

The LPG terminal would emit occasional gas odors (ethyl mercaptan). Gas vapors emitted during these brief episodes would quickly dissipate in open air.

Boat yard operations (including hull cleaning, fiberglass repair, sanding and painting) entail activities that produce airborne emissions. Grinding, sanding and painting activities would be carried out in the spray booth building, which would contain airborne emissions.

4.9 WATER QUALITY

Kalaeloa Barbers Point Harbor is designated as "Class A" waters by the State Department of Health. For the purposes of the State water quality standards, it is classified as a marine embayment. The State Department of Transportation operates a commercial harbor, for which it has received a Section 401 Water Quality Permit. The proposed project would drain to the drywells on the site. Some runoff may filter through the coral substrate and reach harbor waters.

Construction of the Boat Channel and Ramp

The proposed channel would be excavated using a Komatsu backhoe. Excavation would proceed from the inland end of the channel out to the ocean. Excavating in this direction would minimize the amount and duration of any discharge into harbor waters. Break-through to the harbor waters would occur at the end of excavation, in order to minimize discharge and turbidity. A silt curtain would be deployed at the break-through, in order to mitigate against turbidity in the harbor basin. Short-term turbidity would be confined to the harbor waters.

Excavation and construction activities would comply with U.S. Army Corps of Engineers (COE) and the State Department of Health regulations. Prior to construction, the applicant will obtain a Section 10 Permit from the COE and a Section 401 Water Quality Permit from the DOH.

Boat Repair and Boat Ramp Operations

Boat hulls would be cleaned using a high-pressure wash system. Wash water would be directed to a sump and pumped through a sand-activated charcoal filter. Solids would be captured in a settling tank, bagged and analyzed for the presence of lead and other

hazardous substances. Waste materials would be transported to the appropriate disposal facilities. After testing, the filtered water would be discharged into onsite drywells.

Sanding, grinding, and painting would be confined to the spray booth building. Wash down waters from the spray booth would also be directed to the sump and filter system. Pump trucks would be used to transport liquid wastes to disposal facilities offsite.

Run-off from wash-down of boats using the public boat ramp would be directed to onsite drywells. The drywells would have gravel beds to filter out incidental pollutants in runoff – e.g., fluids leaking from automobiles or boats. The drywell system would provide better protection than the typical drain-and-pipe system that transmits runoff directly to receiving waters.

4.10 VISUAL RESOURCES

The project site is located in an existing harbor and industrial area. Kalaeloa Barbers Point Harbor has an industrial appearance, with cranes, paved storage yards, and coral stockpiles. Campbell Industrial Park has petroleum refineries, electricity generating plants, and other large-scale heavy industrial developments that are visible from long distances, some of which have high-intensity illumination at night.

The existing site is generally bare earth with patches of trees and vegetation (see photographs, **Appendix A**). Existing structures are limited to an LPG tank and a freight container. Prominent visual features in the immediate area include the yellow-painted harbor light standards, which are approximately 60 feet in height; the three-story Marisco. Ltd. building and floating drydock; and the scrap metal heap in Kenai Industrial Park, which is approximately 25 feet high.

The proposed development would not be visible from any significant urban viewpoints, and its visual appearance would be consistent with the industrial character of the area. Since the proposed buildings and machinery would be smaller than existing industrial facilities, they would not stand out visually.

4.11 SOCIAL AND ECONOMIC CONDITIONS

Employment

Previous uses provided minimal employment. In the 1950s, a former tenant constructed the poured-concrete salt pans and used them for collecting salt through evaporation. The salt pans have not been used for over 20 years.

Portions of the site may also have been used as a staging area for the adjacent barge pier, which pre-dates the deep-draft harbor. The site may also have been used during construction of the deep draft harbor.

In the short term, construction jobs would be created for development of the access road, the boat channel and ramp, public parking, the various boat repair facilities, and the LPG terminal. The total value of construction is estimated to be about $4.0 million.

Once completed, the boat repair facility would have about 12 full-time employees. The LPG terminal is a necessary element of The Gas Company's service delivering LPG to the Neighbor Islands.

In the long term, The Gas Company plans to develop a tank maintenance building on the LPG terminal site. Once constructed, the tank maintenance building would house about 30 full-time employees.

Government Finances

The proposed development would yield additional tax revenues to both the State and the City. The State would collect excise taxes and income taxes from business and employment, both in the construction phase and during long-term operations. The City would gain increased property taxes.

Population

Development of the project would have no impact on population growth. It would, however, support the City's official plans calling for development of jobs to support the secondary urban center in Kapolei.

Other Community Facilities and Services

Development of the project would not create a need for additional facilities and services. The marine supply store may serve other harbor and industrial business employees in that part of the Kalaeloa industrial area.

4.12 COASTAL ACCESS

The State-owned shoreline area and the harbor edge adjacent to the property are used for fishing and gathering limu. Fishermen are accustomed to driving across Parcel 35 to reach the harbor edge, which appears to be the preferred spot for fishing.

The proposed boat ramp facility would improve access for fishermen, limu-gatherers and others seeking to use and enjoy the shoreline. Improvements would include a paved access road and driveway, paved parking, and a public comfort station. In addition, the boat ramp facility would provide an opportunity for boat-owners to launch and dock at the site. Trailer parking would also be provided.

4.13 ROADWAYS AND TRAFFIC

Access to the site is from Malakole Street, which dead-ends at the harbor. The portion of Malakole Street fronting the project site lies within the boundaries of Kalaeloa Barbers Point Harbor and is owned by the State of Hawaii. This section of Malakole Street delivers traffic to the Barge Pier, the Marisco, Ltd. Ship Repair facility, and the storage yards fronting the southern edge of the harbor. Apart from workers commuting to the Marisco, Ltd. Ship Repair yard, this portion of Malakole Street currently experiences little traffic.

Traffic entering the project site from Malakole Street consists mostly of passenger

vehicles occupied by fishermen and others using the site for access to the harbor and the shoreline. There is no paved entry road.

4.14 PUBLIC SERVICES & UTILITIES

Water Supply & Fire Protection

The project site is served by a 20-inch Board of Water Supply main in Malakole Street. This facility is adequate to meet the demands of the proposed developments. To serve the project site, a 12-inch line would be installed under the subdivision roadway and the boat ramp driveway. To provide fire protection, hydrants would be installed within both the LPG terminal site and the boat repair yard. Fire protection service would be provided by the Honolulu Fire Department from the new Kapolei Station, located near the entrance to Campbell Industrial Park.

The Small Boat Repair Facility and the public boat ramp would use on average about 2,000 gallons per day (gpd). Most of the water would be used for wash-down of boats, and small amounts would be used for restrooms and human consumption. The LPG facility would use only minimum amounts of water initially. When the tank maintenance building is developed, staff use would require approximately 500 gpd.

Wastewater Disposal

There is no sewer service to the area. Restroom use would generate small amounts of sewage, which would be disposed of using individual wastewater systems (IWS). The public comfort station would have a single toilet and basin, as well as a wash-up area with a large sink. Wastewater would be directed to an IWS consisting of a septic tank and leaching field. An outdoor shower would drain into the adjacent ground. The marine supply store/office would also have a single toilet and basin, served by a separate IWS. At a future time, The Gas Company would need to add an IWS in conjunction with development of the tank maintenance building.

Electrical Power & Telecommunications

Electricity serving the project site and Kalaeloa Barbers Point Harbor is provided through a utility corridor in Malakole Street. Verizon Hawaii provides telephone service to the area. Electrical and telecommunications lines would be extended along the subdivision roadway into the site.

4.15 SUMMARY OF ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

Following are potential adverse effects:

- Increase in impervious surface area.
- Loss of small area where Hawaiian stilt forage.
- Limited silt discharge to Kalaeloa Barbers Point Harbor at time of channel break-through.

4.16 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

Once committed to the proposed uses, the land would be unavailable for other potential uses.

5. ALTERNATIVES TO THE PROPOSED ACTION

There are no feasible alternatives to siting the LPG terminal and small boat repair facility at this site. Relocating to the project site is the sole feasible option for The Gas Company's LPG terminal, since it must be relocated from Honolulu Harbor. The small boat repair facility also needs direct access to a harbor. There are no other known feasible options for locating this facility in or near Kalaeloa Barbers Point Harbor.

As an alternative, the public boat ramp could be omitted from the project. This could have the effect of reducing the amount of coral excavated. The other alternative is for no action. This could result in either maintaining the status quo or in another industrial use being introduced in the future.

6. LIST OF APPROVALS AND PERMITS REQUIRED

During the implementation stages of the project, the applicant would be working with the Federal, State and County review agencies for examination and approval of project plans and specifications.

Permit	Responsible Agency
Special Management Permit	Dept. of Planning & Permitting City Council
National Pollutant Discharge Elimination System Section 401 Water Quality Permit	State of Hawaii Dept. of Health
Rivers and Harbors Act Section 10 Permit	U.S. Army Corps of Engineers
Subdivision	Dept. of Planning & Permitting
Grading Permit, Building Permit	Dept. of Planning & Permitting

7. ASSESSMENT OF PROPOSED PROJECT IN RELATION TO CHAPTER 343 SIGNIFICANCE CRITERIA

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 would result from the development. 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:

1. ***Involves an irrevocable commitment to loss or destruction of any natural or cultural resources.***

   With the exception of a small wetland, the site has no natural or cultural resources of significant value. The wetland would be preserved and protected.

2. ***Curtails the range of beneficial uses of the environment.***

   The uses proposed are contingent upon the deep-draft harbor and consistent with the I-3 Waterfront Industrial zoning. The proposed uses constitute valuable coastal resource-based economic activities and beneficial use of these lands.

3. ***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 project is consistent with the State's long-term environmental policies.

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

   The proposed uses would create jobs and constitute an economic benefit to the Ewa region and the State.

5. ***Substantially affects public health.***

   The proposed uses would have no detrimental effect on public health. Short-term impacts due to construction would be controlled as described previously.

6. ***Involves substantial secondary impacts, such as population changes or effects on public facilities.***

   The proposed project increases jobs and economic activity in the Secondary Urban Center, designated by the *General Plan* of the City & County of Honolulu. As such, it may have positive secondary impacts of providing additional employment in a

growing residential population center.

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

   The project would not degrade environmental quality. Hazardous wastes used in boat repair would be captured and transferred to an appropriate disposal site. Stormwater runoff would be diverted away from harbor waters and directed to drywells.

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

   The project is limited to the proposed uses and involves no larger actions or further cumulative effects.

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

   Endangered Hawaiian stilt were observed foraging at a man-made pond, but the site is not considered primary or essential habitat. Stilt are known to be opportunistic in utilizing small bodies of available water.

10. ***Detrimentally affects air or water quality or ambient noise levels.***

    The proposed uses would not have a significant detrimental effect on air or water quality and would have much less significant effects than other harbor and industrial uses in the area. Apart from short-term construction noise, the site would not cause significant noise impacts.

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, freshwater, or coastal waters.***

    Like other coastal lots within Kenai Industrial Park and Campbell Industrial Park, the site is subject to inundation by tsunami and hurricanes. Other than this common hazard, it is not considered an environmentally sensitive area.

12. ***Substantially affects scenic vistas and view planes identified in county or state plans or studies.***

    Structures would be set back from the shoreline a minimum of 100 feet. The visual impact of the project would not be significant, especially considered in relation to surrounding harbor and industrial uses.

13. ***Requires substantial energy consumption.***

    None of the proposed uses incurs a high level of energy consumption.

Based on the findings of this Environmental Assessment, it is expected that the proposed project would not have a significant environmental impact and an Environmental Impact Statement (EIS) would not be required. Therefore, a Finding of No Significant Impact (FONSI) is anticipated.

8. ASSESSMENT OF PROPOSED PROJECT IN RELATION TO SPECIAL MANAGEMENT AREA ORDINANCE

The proposed project is located entirely within the Special Management Area (SMA). A SMA use permit is required for projects with a valuation in excess of $125,000 and when no significant impact to unique or special resources is anticipated.

As documented in this Draft Environmental Assessment, the expected determination for the proposed project is a Finding of No Significant Impact and the estimated value of the improvements is approximately $4 million. As such, issuance of a SMA use permit is warranted.

Projects proposed in the SMA are reviewed with respect to objectives and policies contained in *Hawaii Revised Statutes (HRS)*, Section 205A-2 (Coastal Zone Management Program) and review guidelines found in the *Revised Ordinances of Honolulu (ROH)*, Chapter 25 (Shoreline Management). The following provides supplemental information required for evaluation of the proposed project's impact on the SMA.

8.1 COASTAL ZONE MANAGEMENT OBJECTIVES AND POLICIES

Consistency with applicable coastal zone management objectives and polices, set forth in HRS, Section 205A-2 is summarized below:

Recreational Resources

The project does not involve any major coastal recreational area. An area that is currently used by a few people for shoreline fishing will remain accessible and public access will be improved and enhanced with paved parking and roads, a comfort station, and fishing waste disposal bins. In addition, the proposed boat ramp would create a new launch area for possible use by recreational boat owners.

Historic Resources

See Section 4.6.

Scenic and Open Space Resources

The project components are consistent with the industrial character of the surrounding area. Proposed buildings will be smaller than most of the existing buildings and will not alter significant public views of the shoreline. The project parcel does not contain, nor is it located next to any valued scenic landmark.

Coastal Ecosystems

The proposed construction will cause some disruption to the coastline, but it is not expected to alter valuable coastal ecosystems of significant biological or economic importance. See Section 4.9 for details on construction and mitigation, and **Appendix B** for a more detailed discussion on impacts to marine biota.

Economic Uses

The project is a coastal dependent development that would provide needed boat repair and gas storage services to Oahu as well as the State. It is located next to other maritime industrial activities, which are altogether important to the State's economy and well being.

Coastal Hazards

The proposed uses are specific to a harbor or coastal location. The structures proposed will be designed and built for uses related to waterfront industrial. Hazards to life and property from tsunami, storm waves, stream flooding, erosion, and subsidence are not expected to increase significantly in potential due to the proposed project.

Managing Development

This document will serve as both an environmental assessment and a support document for an SMA permit application.

Beach Protection

The proposed comfort station would be the structure nearest the shoreline, and the distance between it and the shoreline would be no less than 100 feet away. No erosion-protection structure seaward of the shoreline is proposed as part of this project.

8.2 SPECIAL MANAGEMENT AREA GUIDELINES

As documented in this Environmental Assessment, the proposed project is consistent with review guidelines set forth in Section 25-3.2 of the ROH. The proposed structures would not substantially interfere with the existing line of sight from the nearest State Highway toward the sea, nor would it reduce public access to the beach. The beach in parcel 35 is not a recreational beach.

8.3 COMPLIANCE WITH FLOOD HAZARD DISTRICTS

The western edge of parcel 35 lies within the City and County of Honolulu's flood fringe district. No structures are planned for that area of the parcel. The remainder of the parcel is in an area where flood hazards are undetermined. Design for the project components will comply with structural standards to mitigate any potential damages.

9. REFERENCES

M&E Pacific, Inc., for Department of Transportation, State of Hawaii, *Revised Environmental Impact Statement for the Barbers Point Deep-Draft Harbor*, 1978.

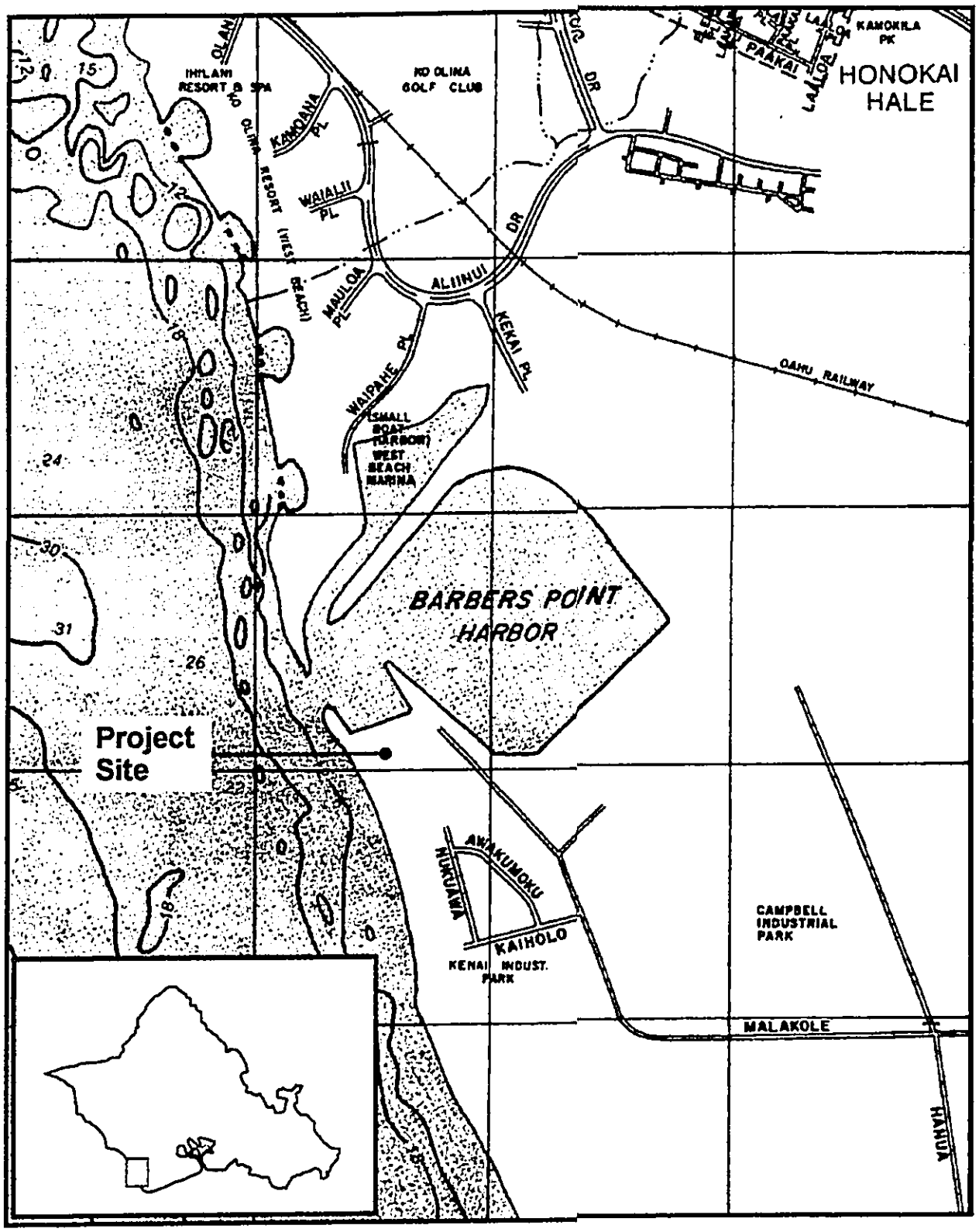
Parsons Brinckerhoff Quade & Douglas, Inc., for Department of Transportation, State of Hawaii, *Final Supplemental Environmental Impact Statement, Basin Expansion and Tug Pier at Barbers Point Harbor, Oahu*, 1995.

City & County of Honolulu, *Ewa Development Plan*, March 1996.

United States Department of Agriculture, Soil Conservation Service, *Islands of Kaua'i, O'ahu, Maui, Moloka'i, and Lana'i, State of Hawaii*, 1972.

Figures

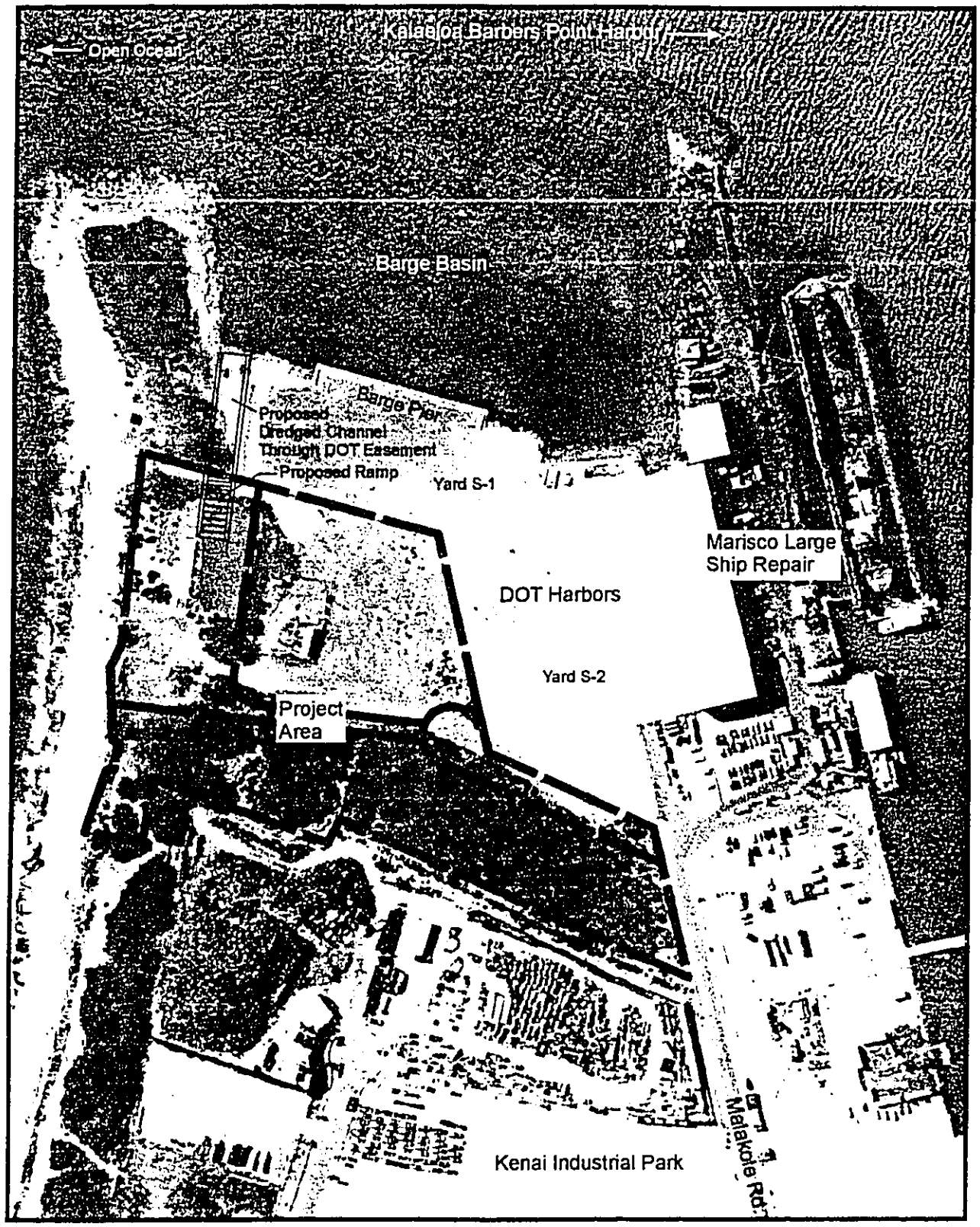
Figure 1
LOCATION MAP



Harbor Services Subdivision

Prepared By PlanPacific
Base Map Source: Bryan's Sectional Maps O'ahu, 1999 Ed.

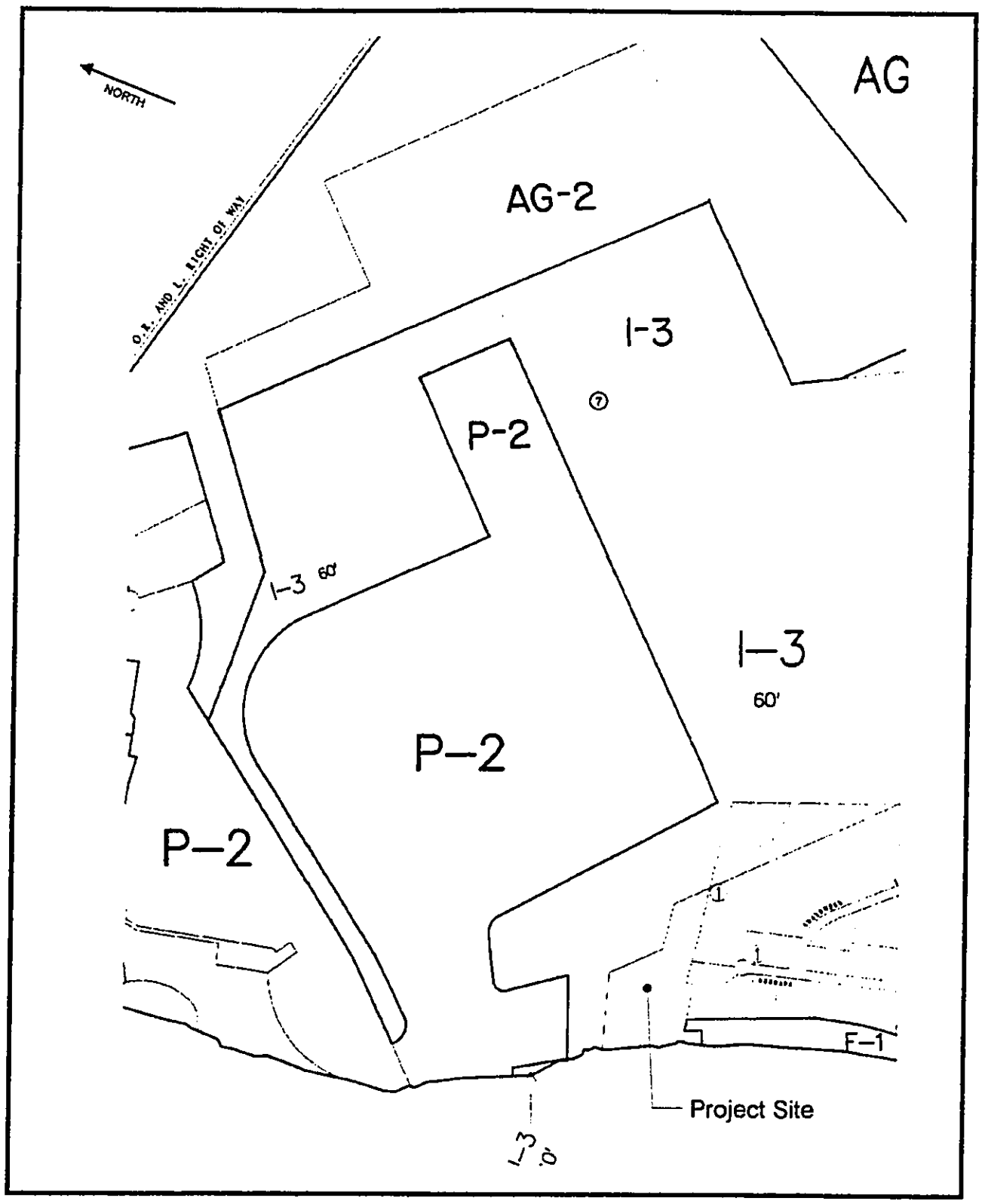
Figure 2
AERIAL PHOTO WITH SITE BOUNDARIES AND SURROUNDING USES



Harbor Services Subdivision

Prepared By PlanPacific

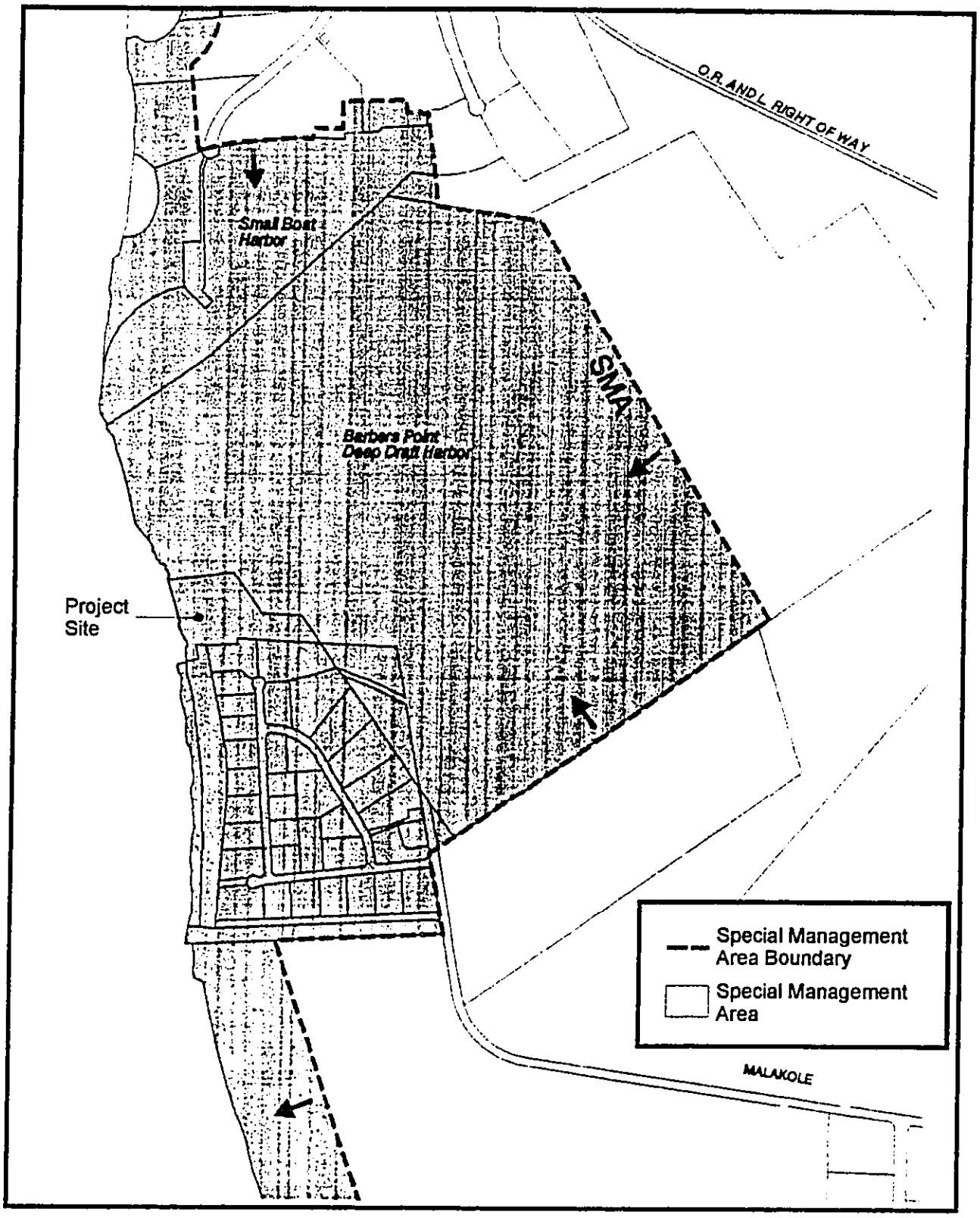
Figure 3
CITY AND COUNTY OF HONOLULU ZONING



Harbor Services Subdivision

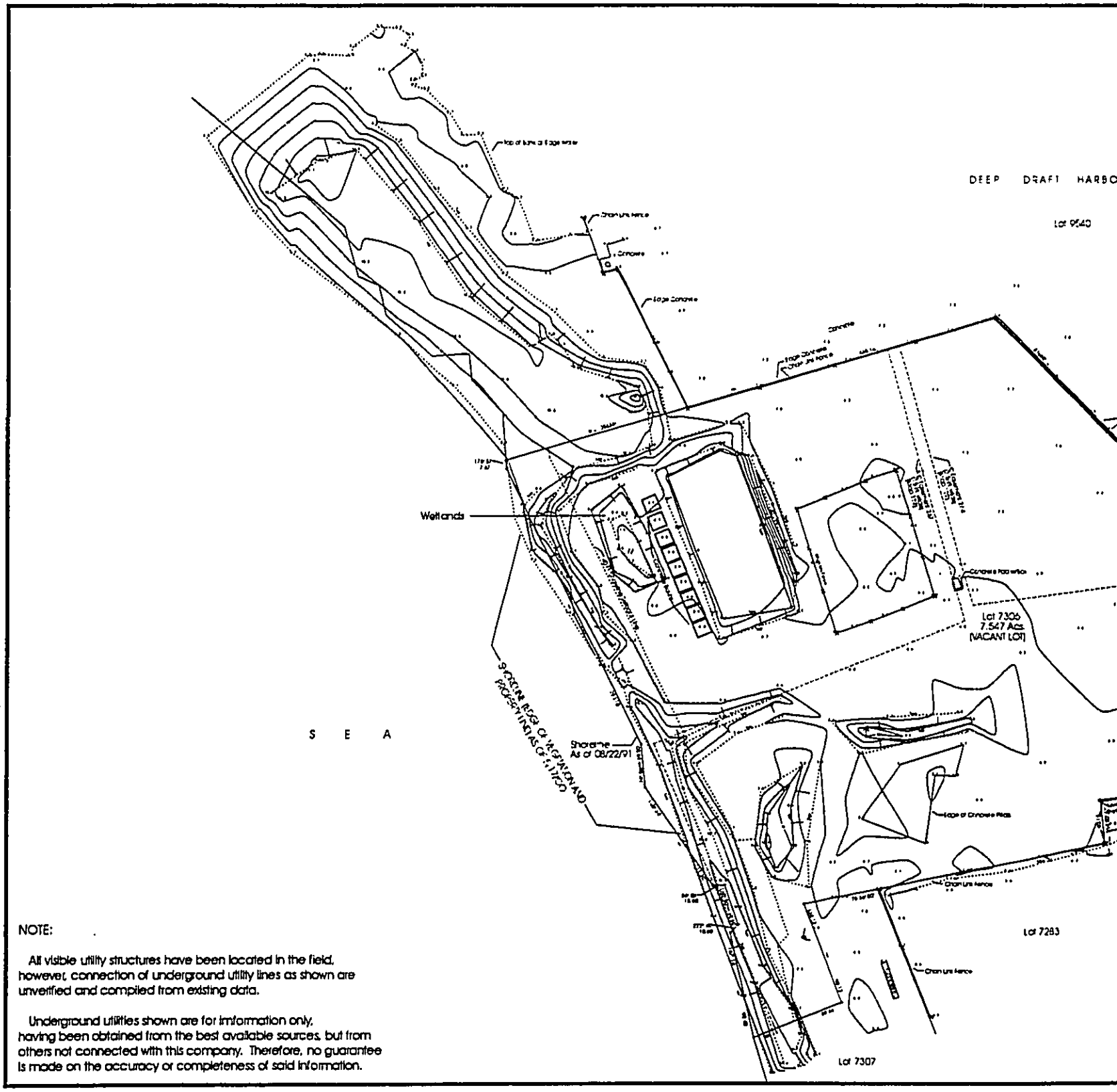
Source: City and County of Honolulu

Figure 4
SPECIAL MANAGEMENT AREA



Harbor Services Subdivision

Source: City and County of Honolulu



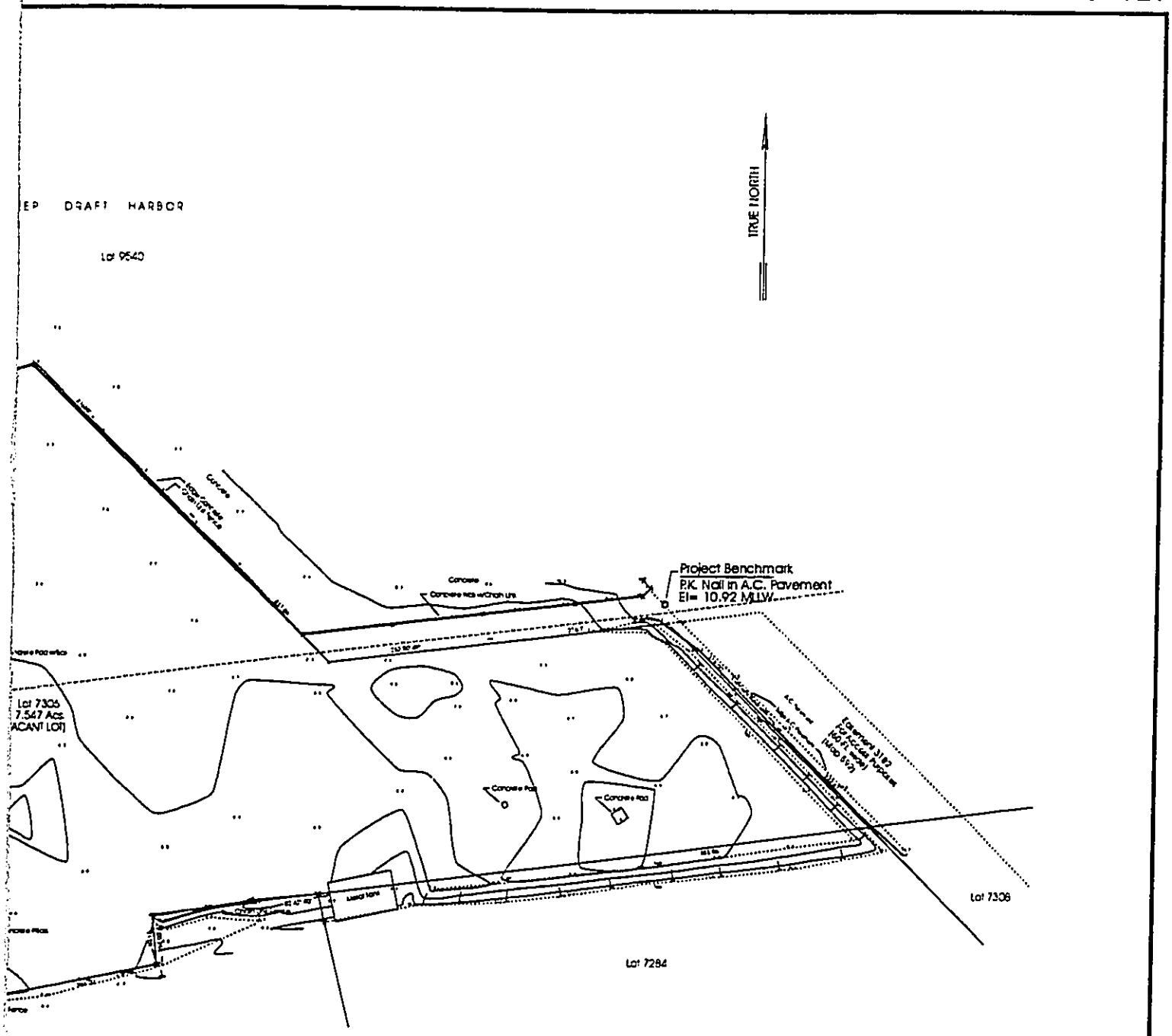
NOTE:

All visible utility structures have been located in the field, however, connection of underground utility lines as shown are unverified and compiled from existing data.

Underground utilities shown are for information only, having been obtained from the best available sources, but from others not connected with this company. Therefore, no guarantee is made on the accuracy or completeness of said information.

Harbor Services Subdivision

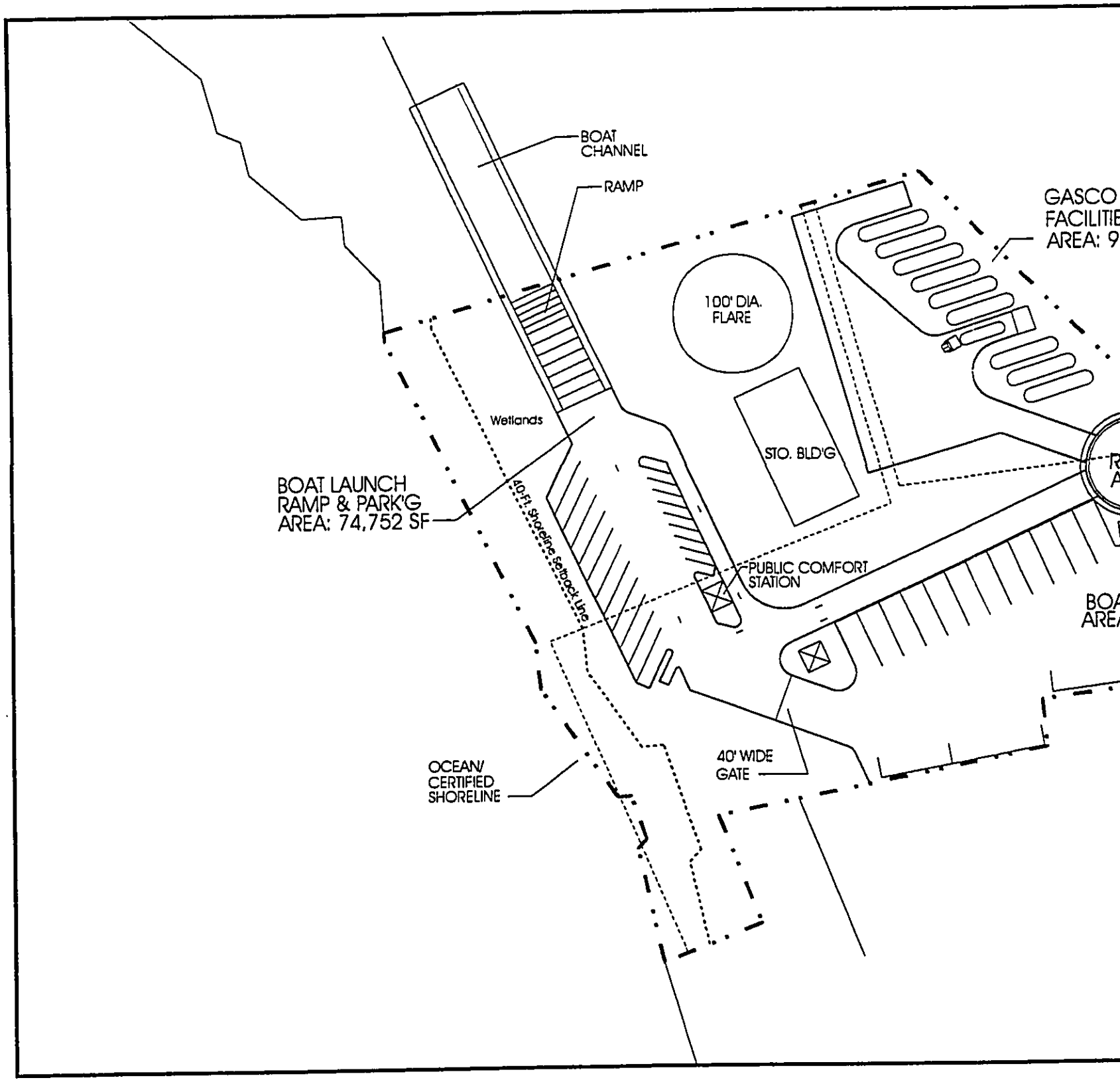
Figure 5
TOPOGRAPHIC SURVEY



TOPOGRAPHIC SURVEY
LOT 7306
LAND COURT APP. 1069, MAP 602
AT HONOULULI, EWA, OAHU, HAWAII

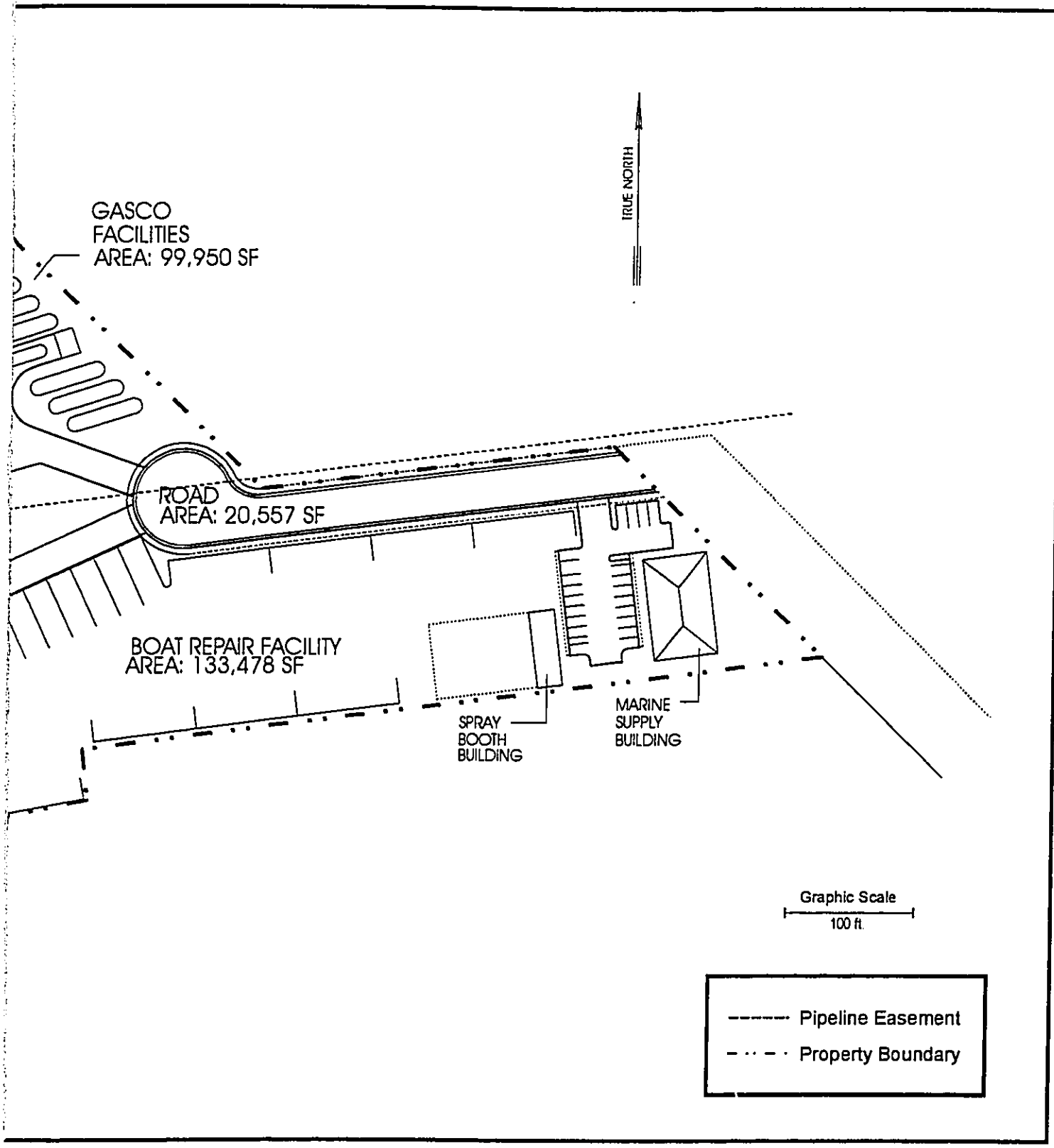
MAY 18, 2000

Prepared By Walter P. Thompson, Inc.

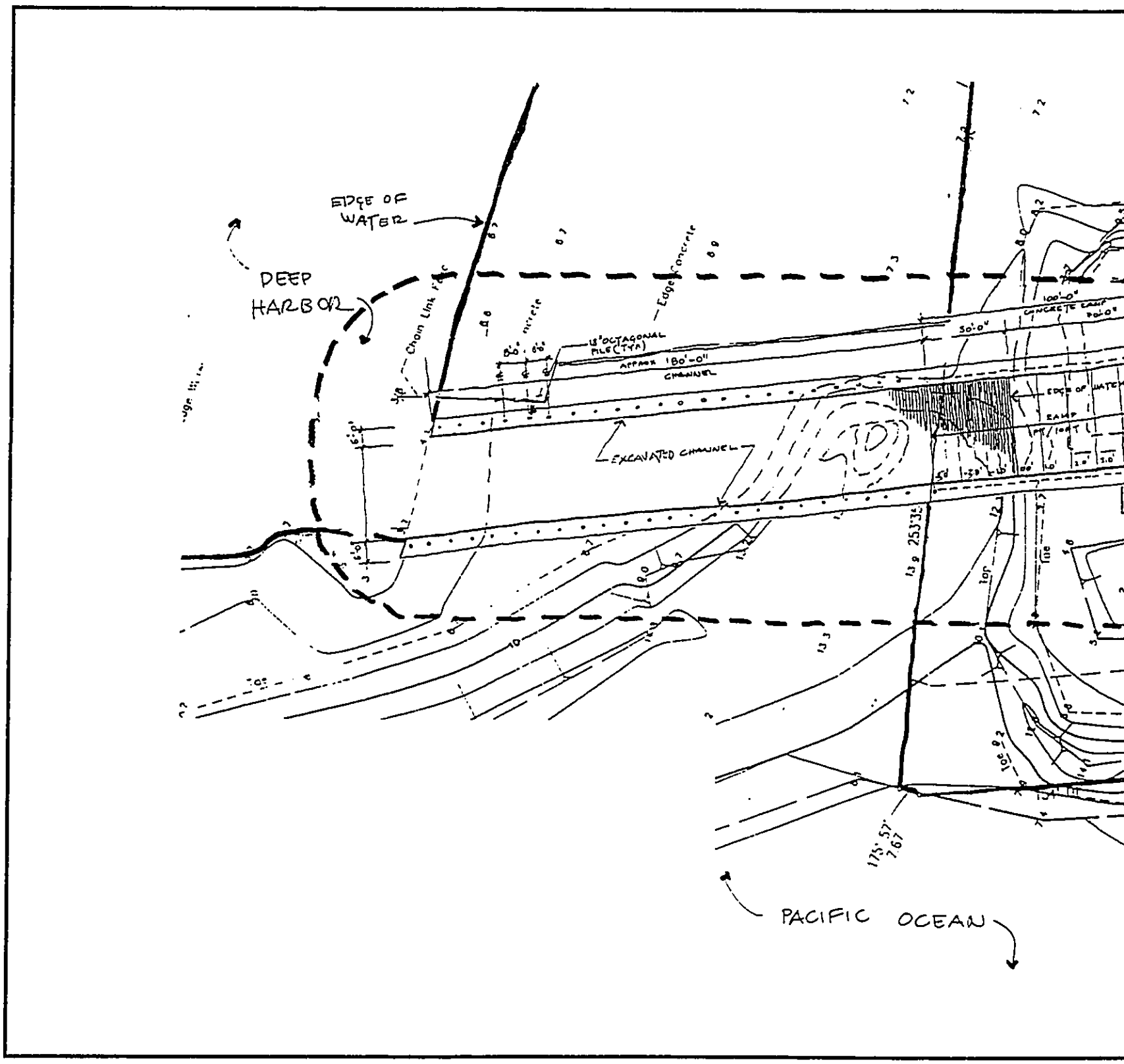


Harbor Services Subdivision

Figure 6
PROPOSED SITE PLAN

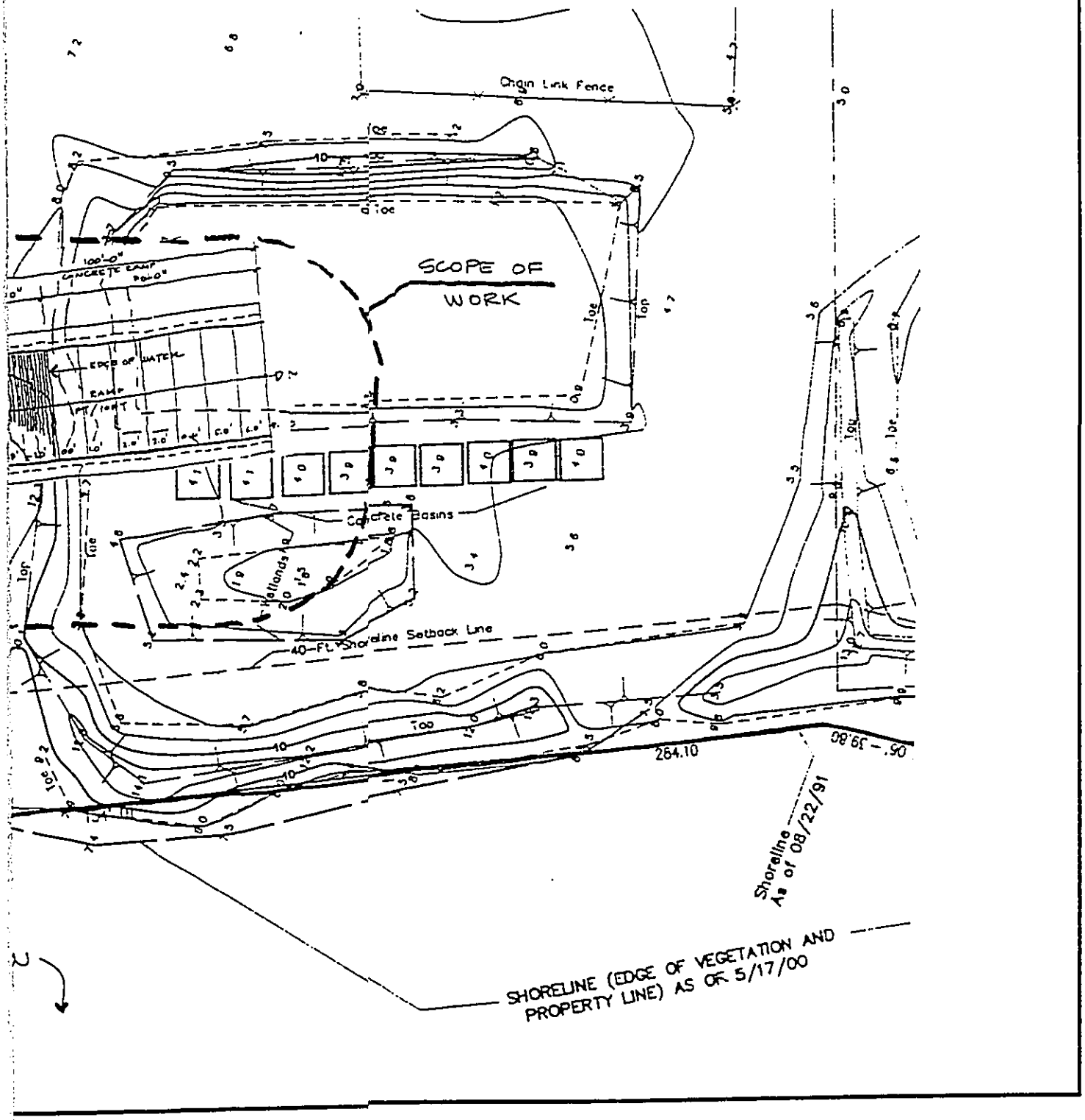


Prepared By Pacific Atelier, Inc.

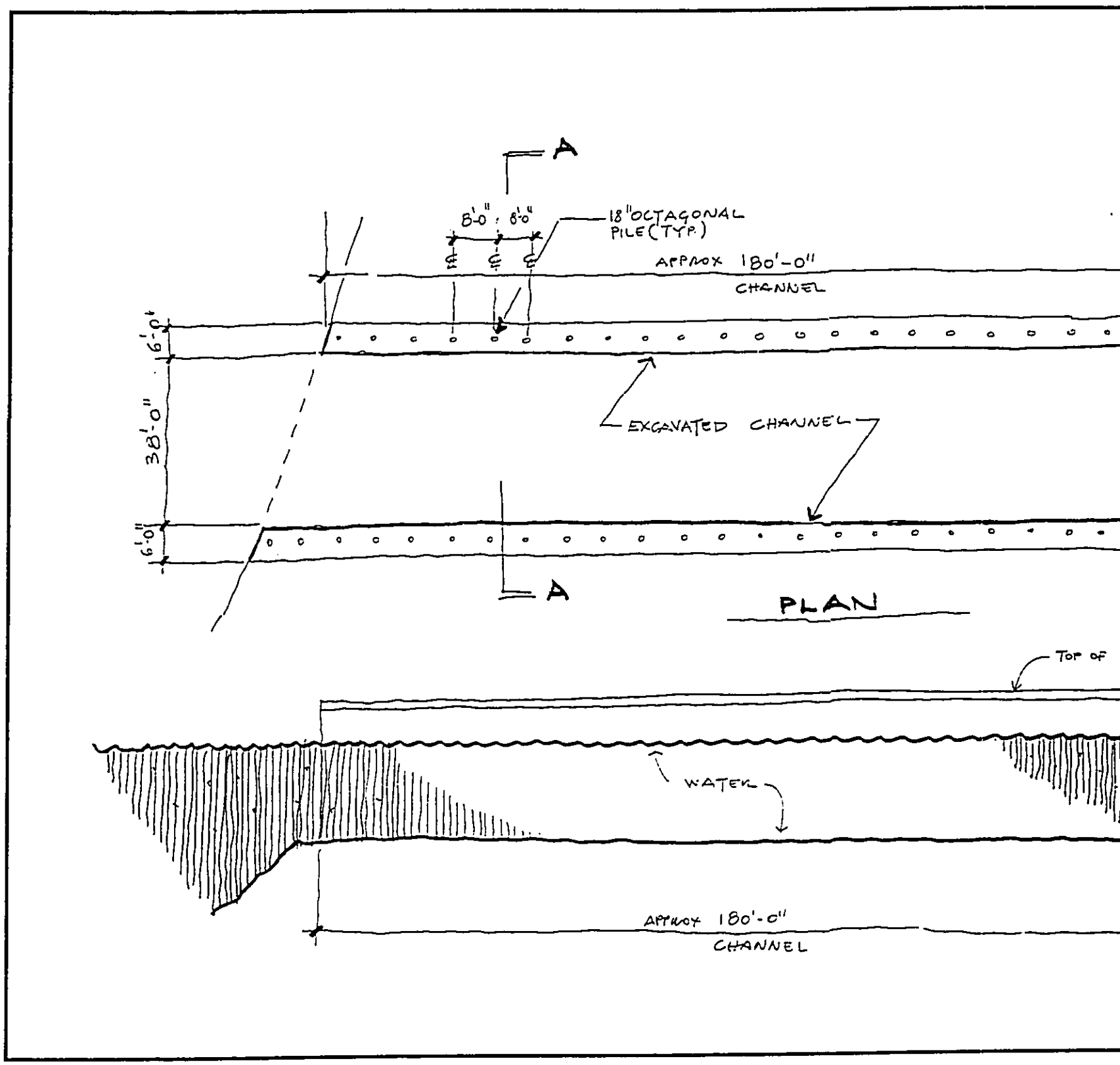


Harbor Services Subdivision

Figure 7A
CHANNEL AND BOAT RAMP SITE PLAN

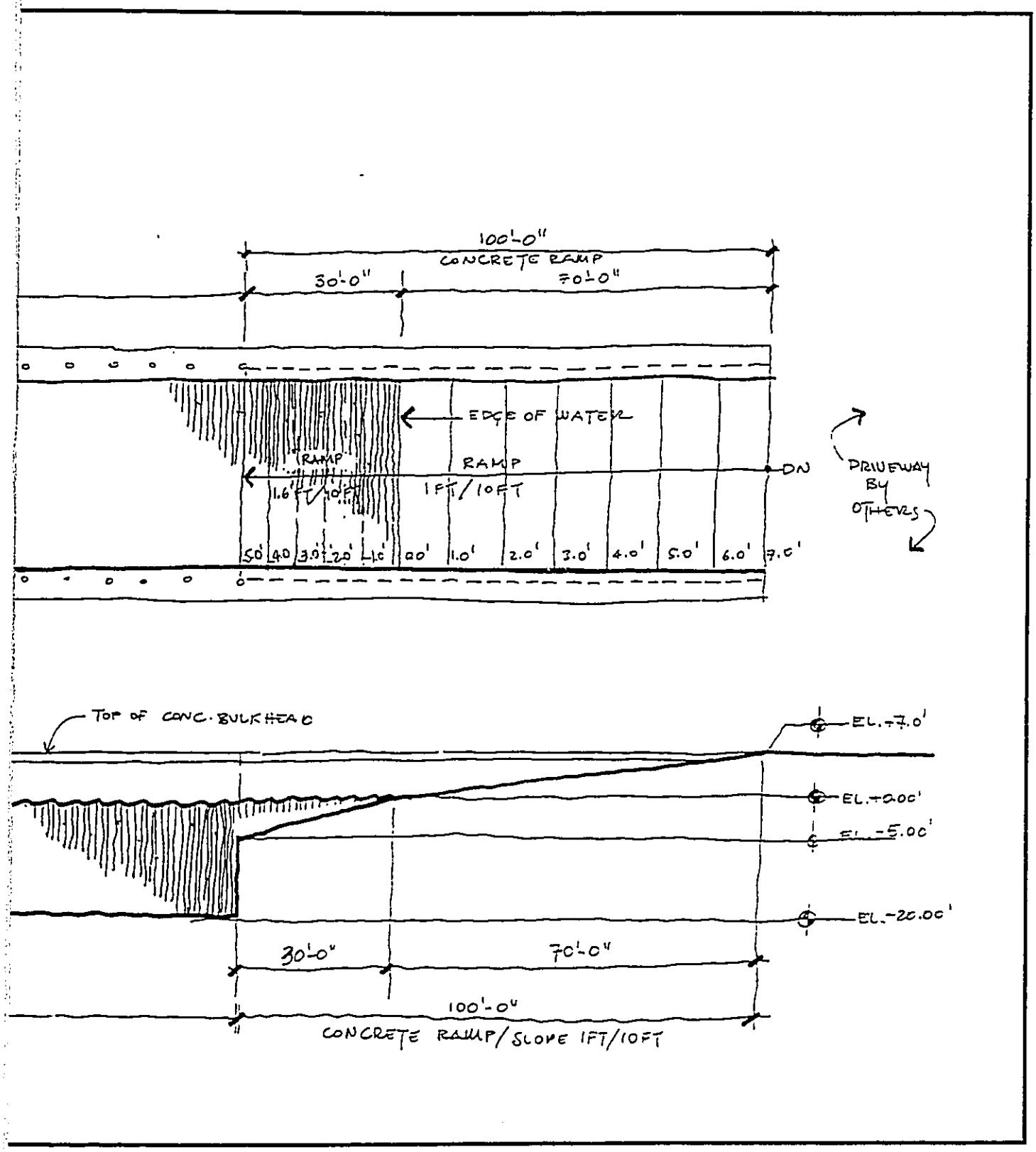


Prepared By Pacific Atelier, Inc.



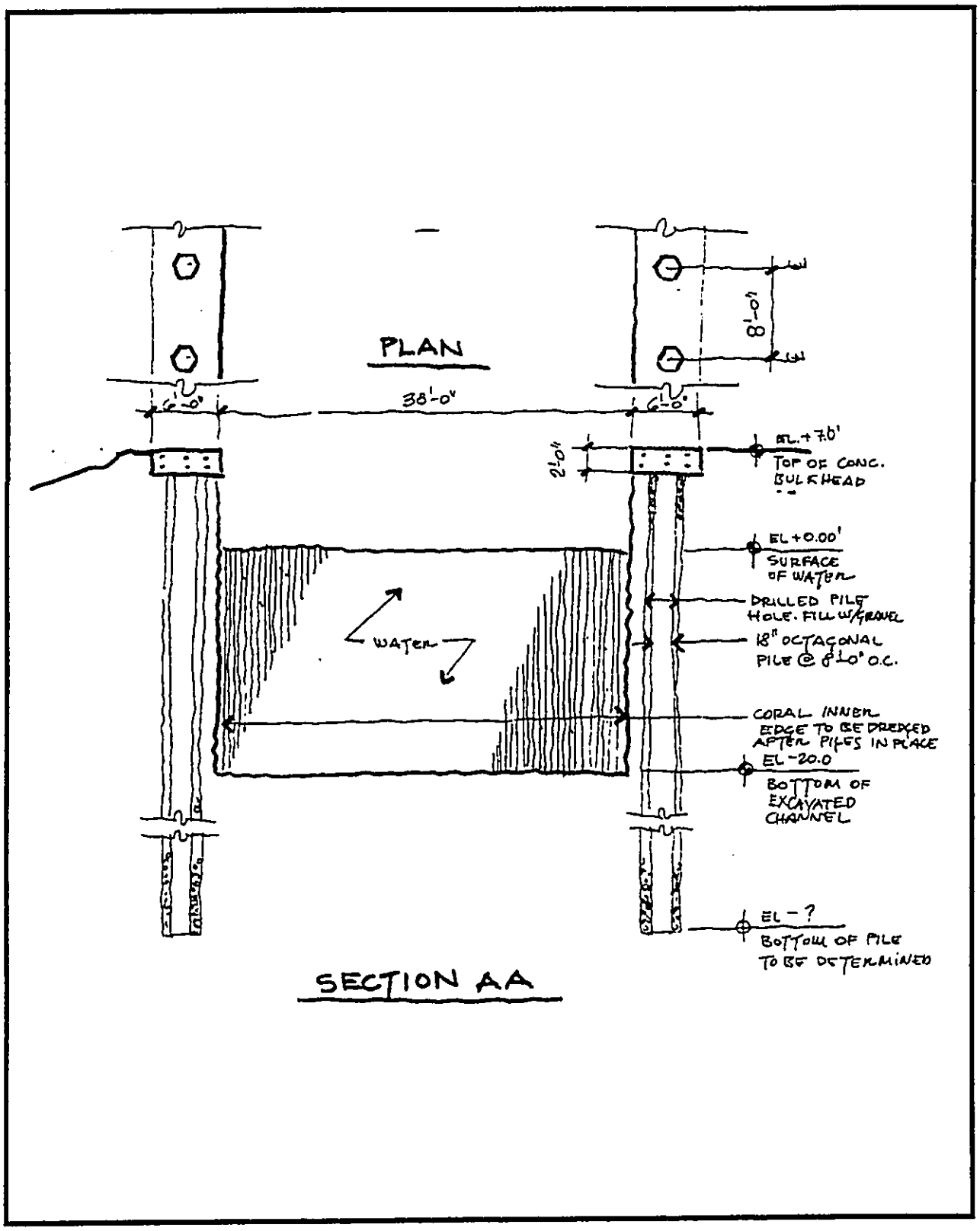
Harbor Services Subdivision

Figure 7B
CHANNEL AND BOAT RAMP PLAN AND SECTION



Prepared By Pacific Atelier, Inc.

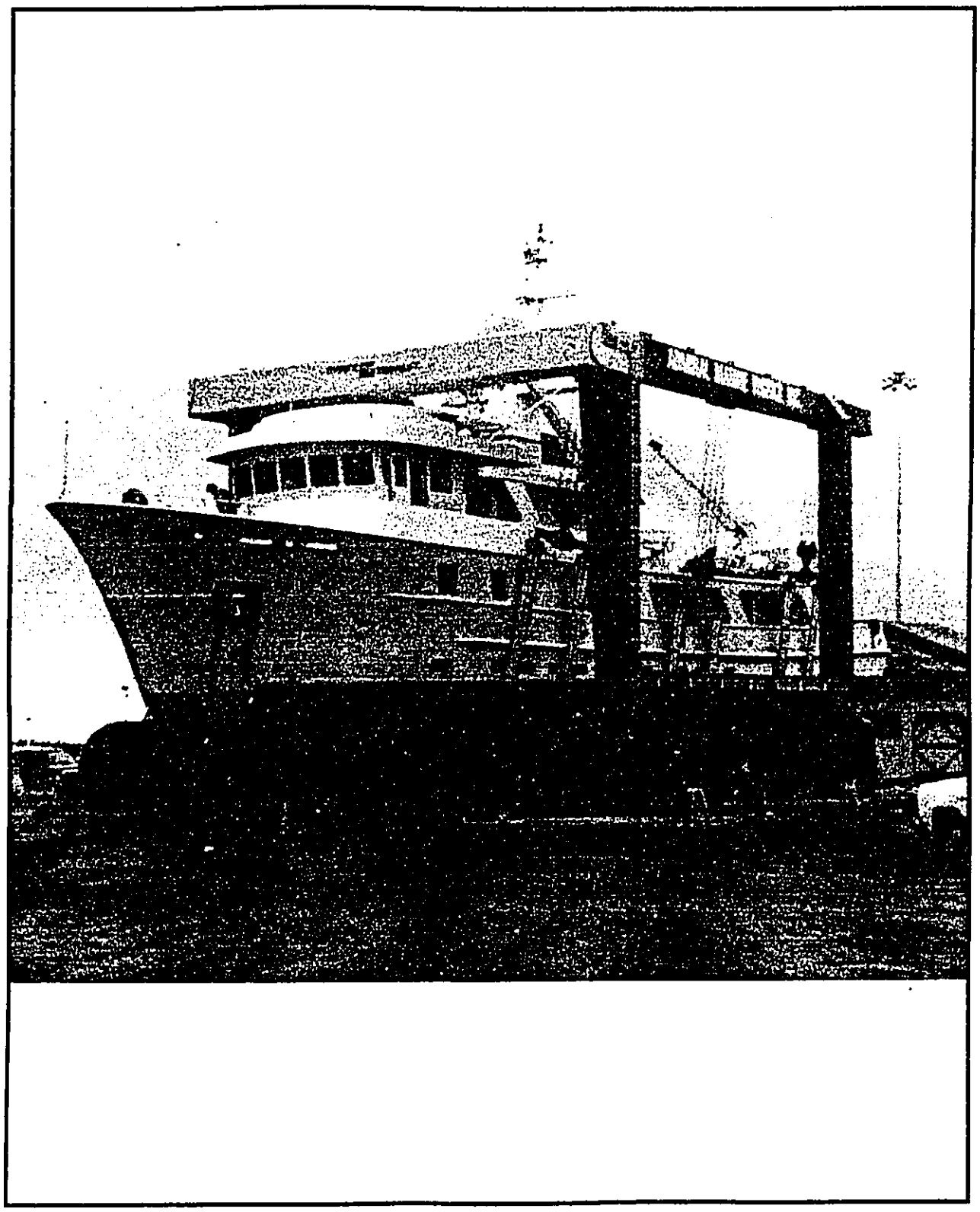
Figure 7C
CHANNEL AND BOAT RAMP DETAILED SECTION



Harbor Services Subdivision

Prepared By Pacific Atelier, Inc.

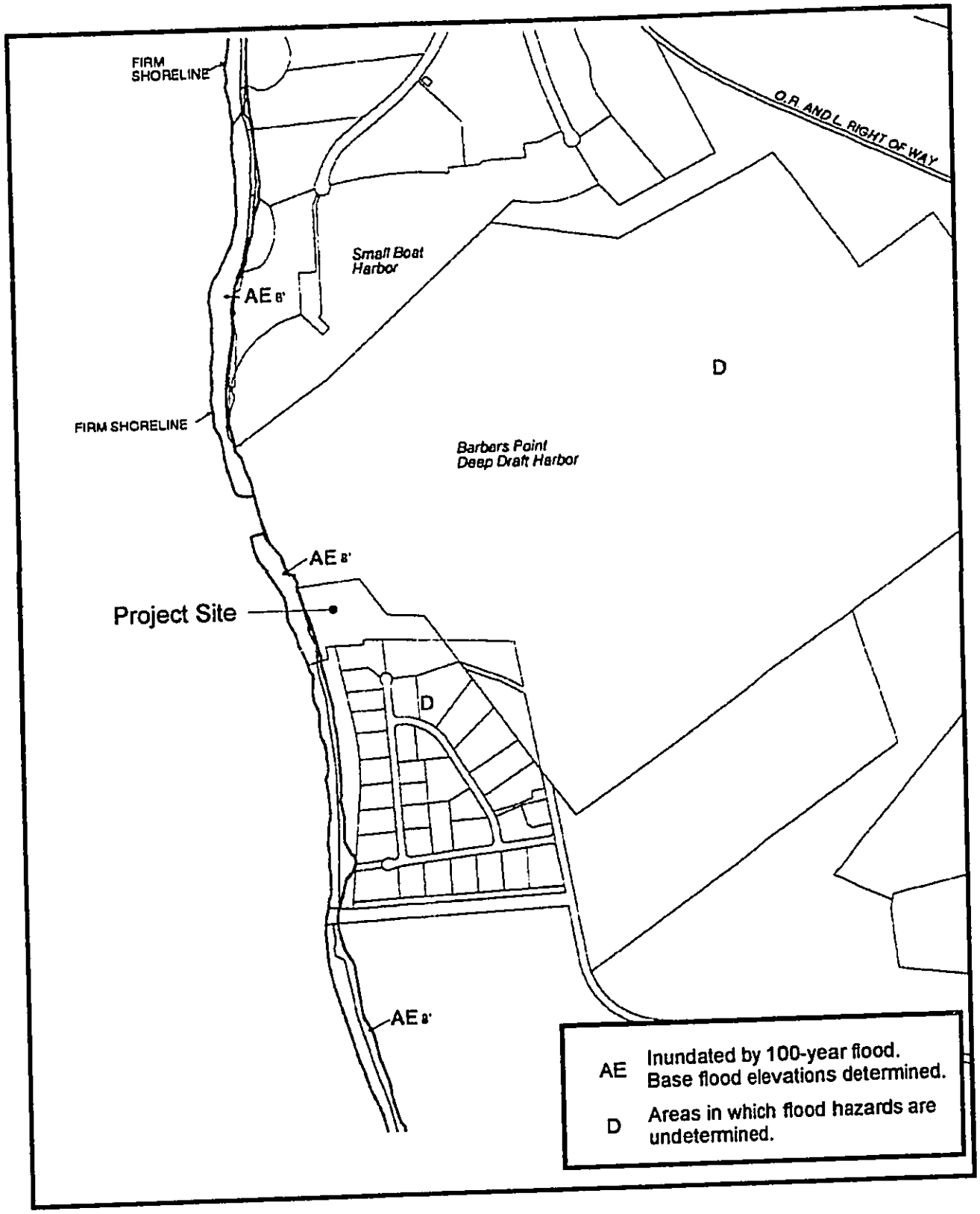
Figure 8
PHOTO OF 300 BFM MOBILE BOAT HOIST



Harbor Services Subdivision

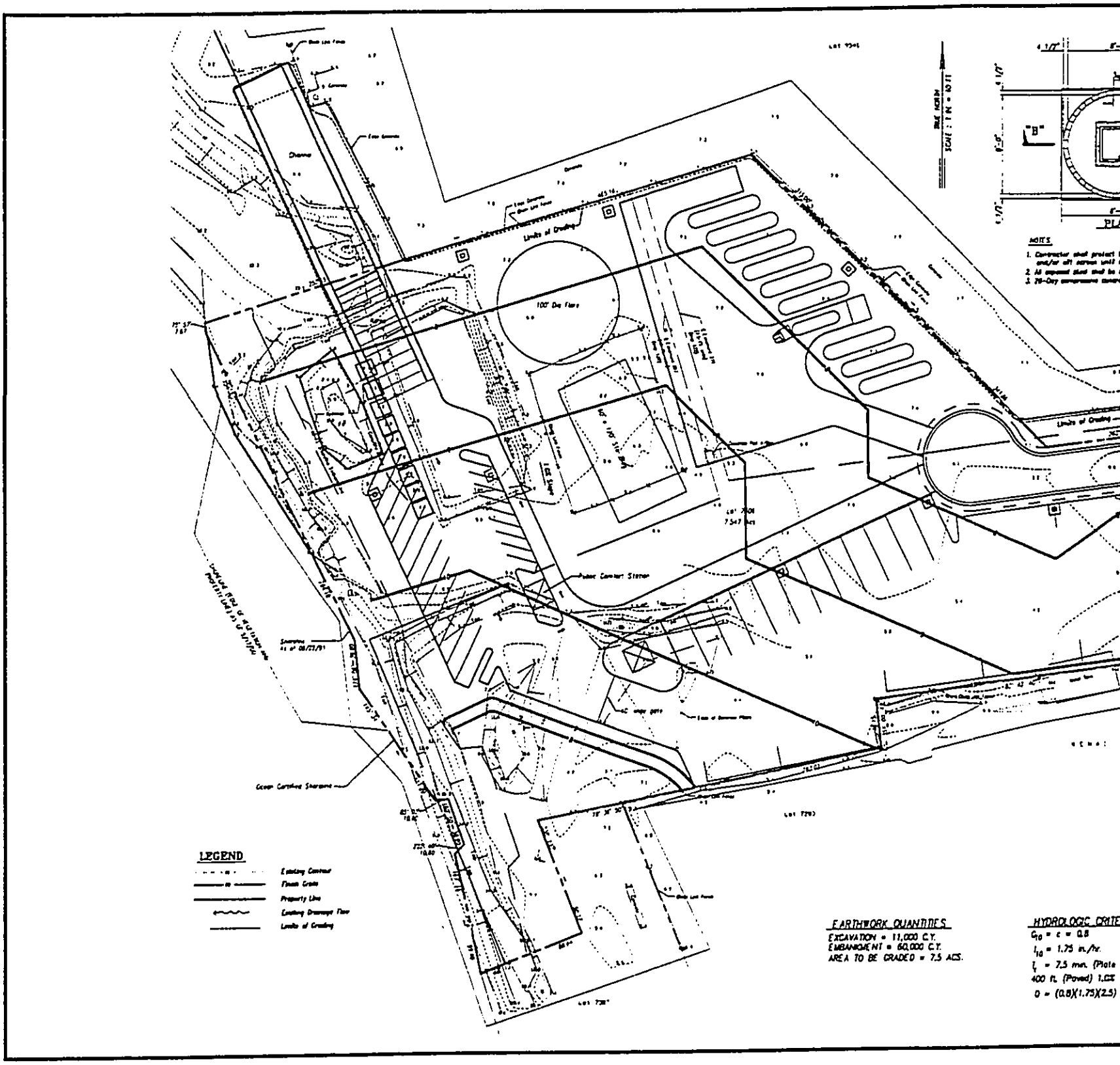
Source: Marine Travelift, Inc.

Figure 9
FLOOD HAZARD MAP



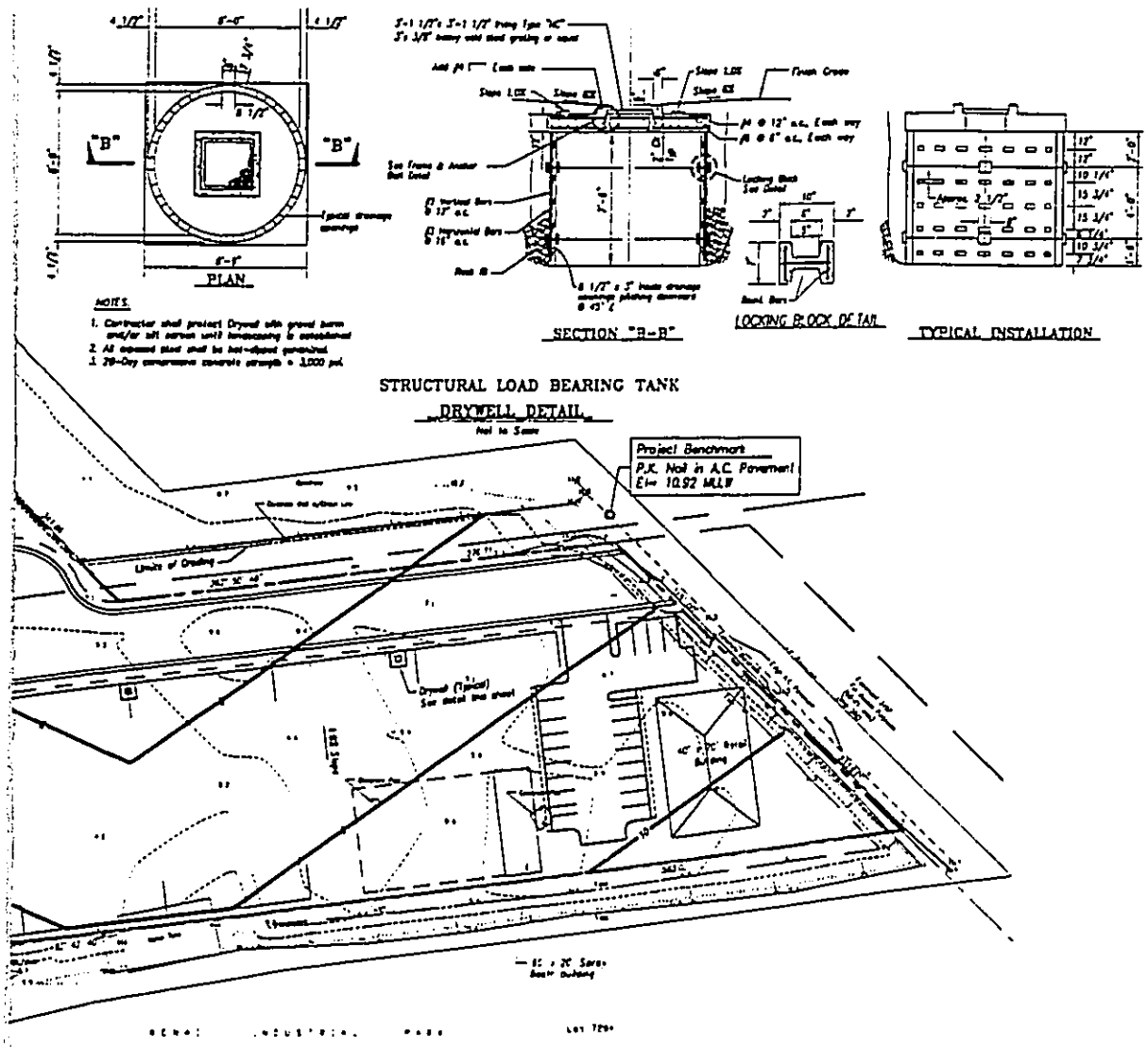
Harbor Services Subdivision

Source: City and County of Honolulu



Harbor Services Subdivision

Figure 10
PRELIMINARY GRADING AND DRAINAGE PLAN



PRELIMINARY
GRADING AND DRAINAGE PLAN
MARISCO SMALL BOAT REPAIR FACILITY
TMK: 9-1-7: 35, 9-1-14 POR. 24
BARBERS POINT, OAHU, HAWAII

HYDROLOGIC CRITERIA
C_{10} = c = 0.8
I_{10} = 1.75 in./hr.
t_c = 7.5 min. (Plate 3)
400 ft. (Paved) 1.0%
Q = (0.8)(1.75)(2.5) = 3.5 cfs/ac

Prepared By Gray, Hong, Bills & Associates

Appendix A
Photographs of Site

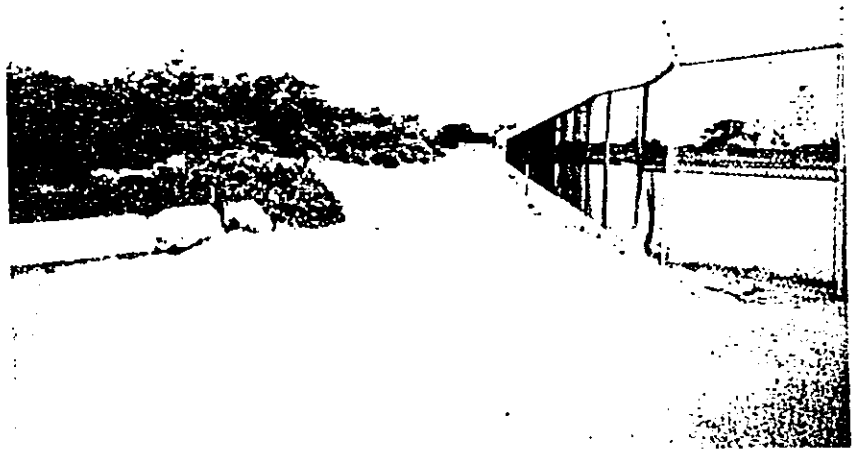


Photo A-1: Entry to Project Site

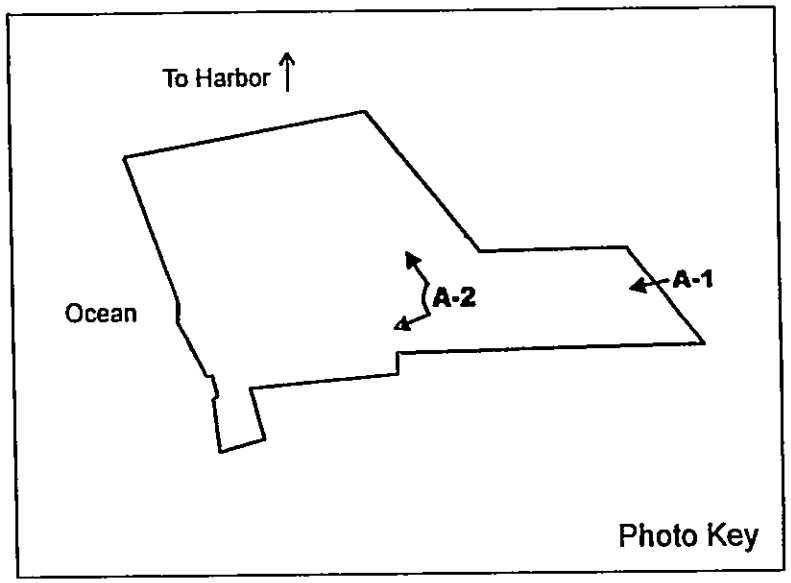


Photo A-1: Entry to Project Site

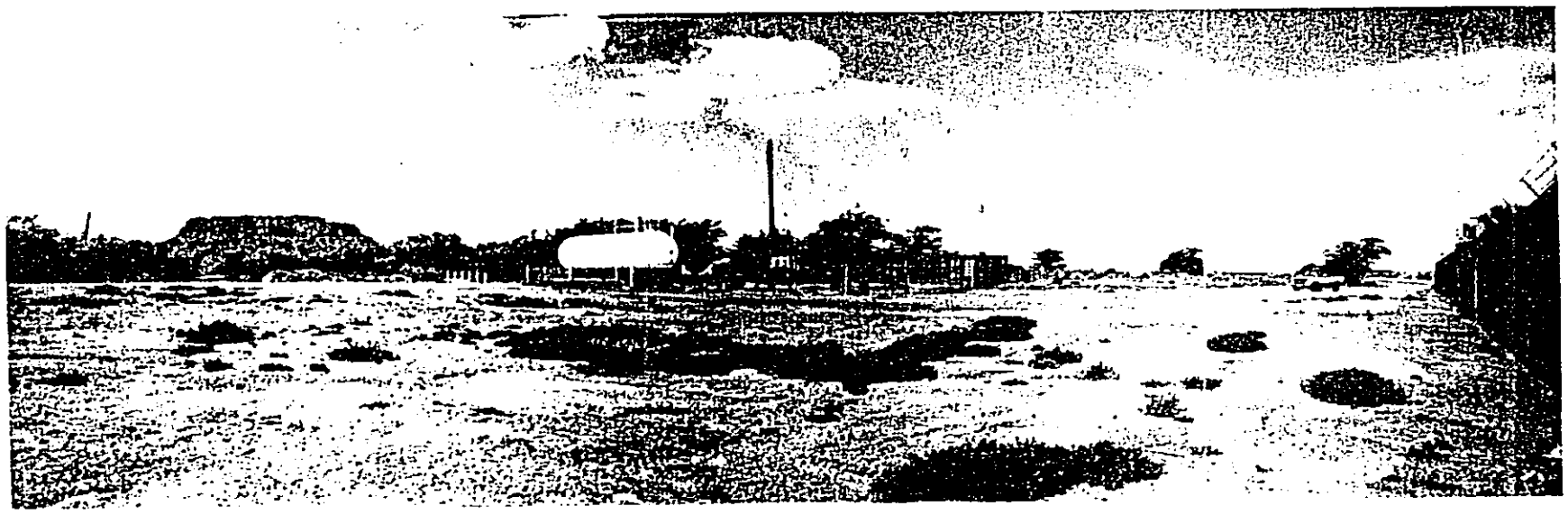


Photo A-2: Project Site Looking West/Makai

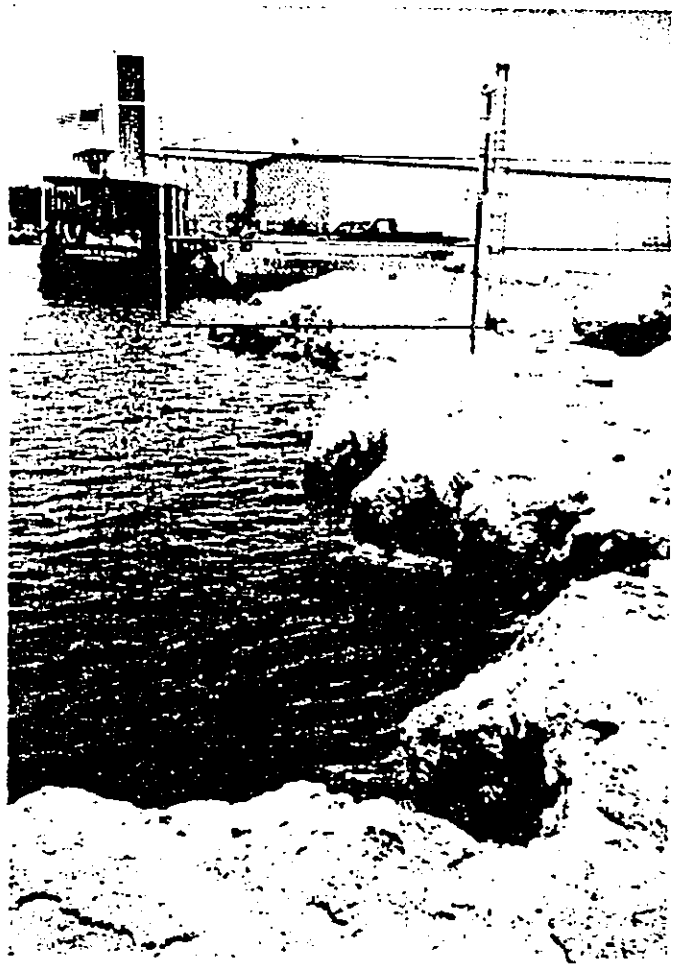
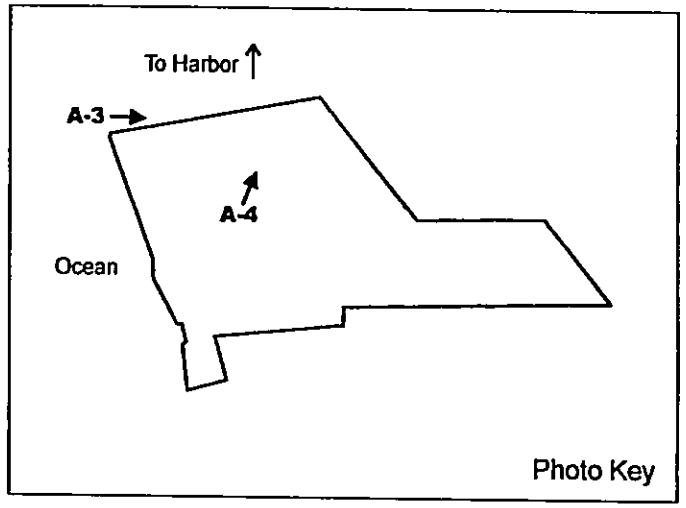


Photo A-3: Water's Edge Where Channel Will Be Dredged.



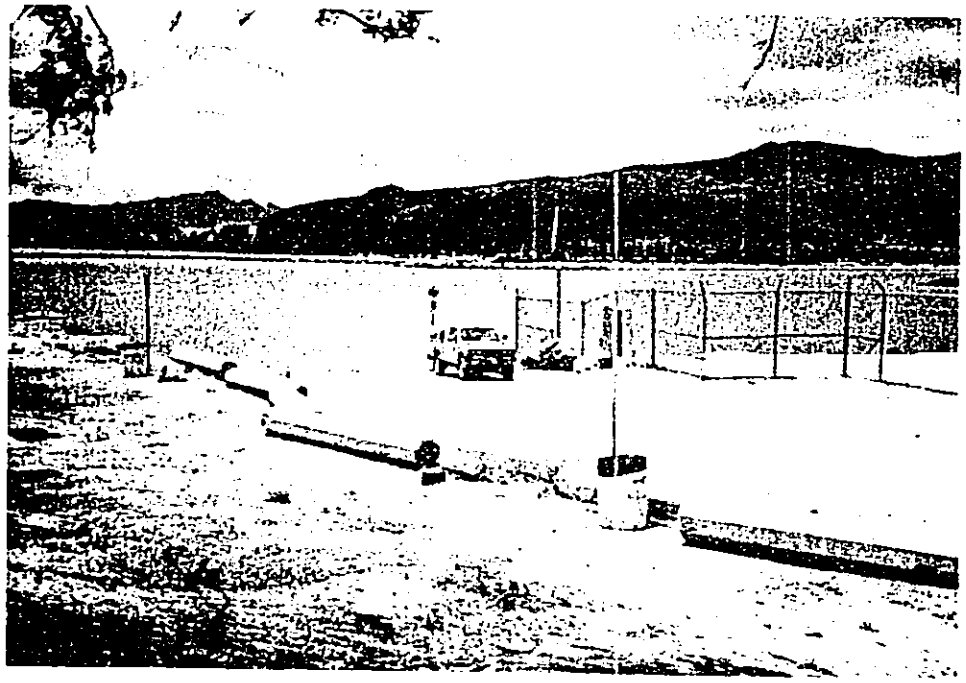


Photo A-4:Looking Out Toward the Harbor, Area to Be Dredged.

Appendix B
Biological Reconnaissance Report

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII

TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES
JANET E. KAWELO

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

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawaii 96707

October 20, 1999

Lisa Imata
Plan Pacific
737 Bishop Street, Suite 1520
Honolulu, Hawaii 96813

LOG NO: 24240
DOC NO: 9910EJ02

Dear Ms. Imata:

SUBJECT: **Chapter 6E-8 Historic Preservation Review -- Proposed Boat Repair Facility at Barbers Point Deep Draft Harbor Honouliuli, 'Ewa, O'ahu**
TMK: 9-1-14:008, 9-1-74:35

Thank you for the opportunity to provide comment for this project. Our comments are in response to your request of October 11 for information regarding the potential for historic sites on these parcels. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division.

A review of our records shows that there are no known historic sites at the project location. Archaeological investigations conducted for the Barbers Point Deep Draft Harbor did not identify any significant historic sites within the proposed project area. Therefore, we believe that this project will have "no effect" on historic sites.

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

Aloha,

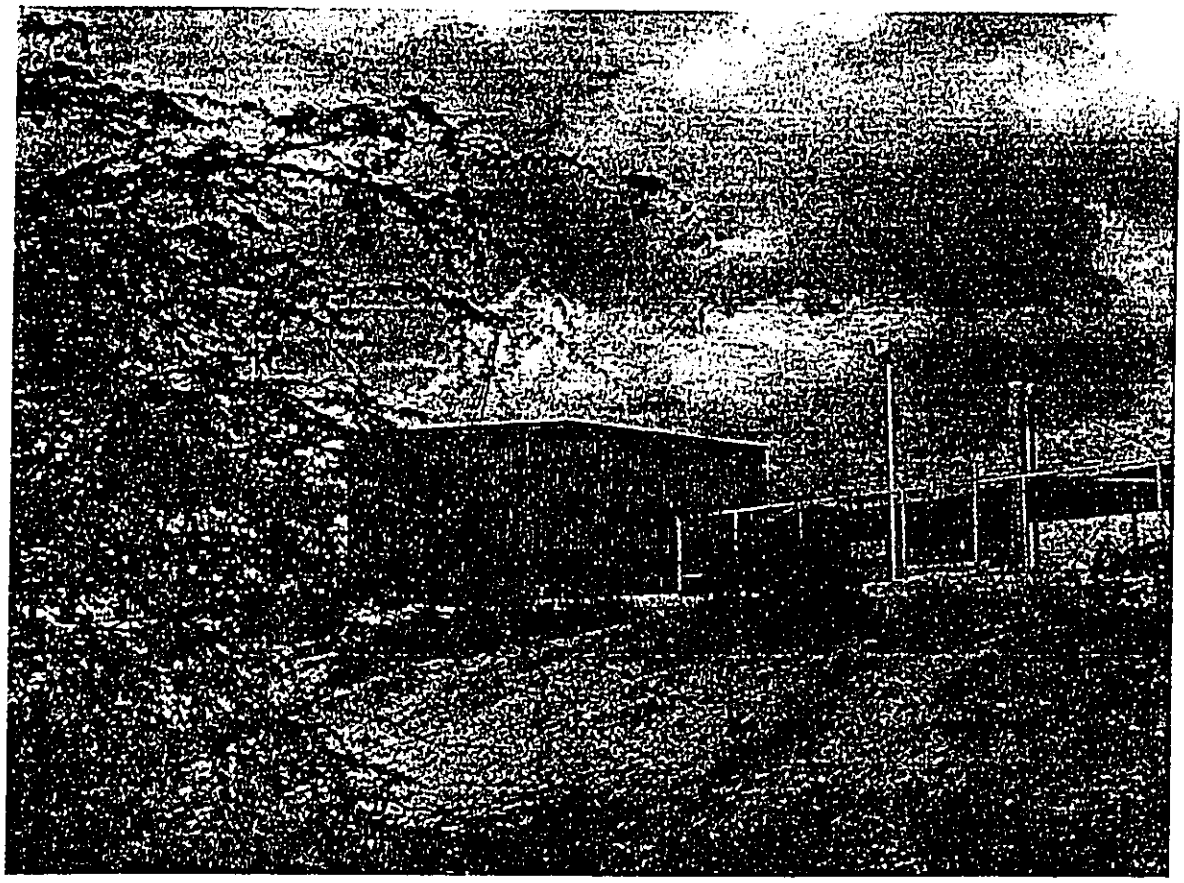
Don Hibbard, Administrator
State Historic Preservation Division

EJ:lm

Appendix C
Letter from State Historic Preservation Division

Report No. AC021

Biological reconnaissance survey of the Marisco Industrial Subdivision site at Kalaeloa Barbers Point Harbor on leeward O`ahu



AECOS Consultants ~ 45-309 Akimala Pl., Kane`ohe, Hawai'i 96744

Biological reconnaissance survey of the Marisco Industrial Subdivision at Kalaeloa Barbers Point Harbor on leeward O`ahu [1]

November 5, 2000 Report No. AC021

Eric B. Guinther
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Introduction

This report presents results of the biological survey of a parcel of land located at the deep draft harbor end of Malakole Road, Barbers Point, O`ahu. The property is mostly undeveloped and lies between the Marisco Ltd. facility at Kalaeloa Barbers Point Harbor and a scrap iron dealer at the Kenai Industrial Park off Malakole Road. Marisco Ltd. is proposing to build a small boat repair facility on the site. This facility would consist of a 74,752 sq. ft boat launch ramp and parking area and a 133,478 sq ft. boat repair facility. Another 99,950 sq ft of the parcel would become an enlarged LPG (Liquefied Petroleum Gas) terminal belonging to The Gas Company (a small portion of the property is presently devoted to this use already). Our biological survey, undertaken on October 30, 2000, was for the purpose of ascertaining whether any sensitive biological resources are extant on the property that would be displaced by the planned development. The survey consisted of a thorough walk-through of the entire site by biologist, Eric Guinther. Notes were taken, and specimens collected and examined as necessary to provide an accurate description of the flora and fauna. However, only a very limited attempt was made to identify smaller invertebrates, such as insects, when these were encountered. The survey ranged out onto directly adjacent parts of neighboring parcels where these could be readily accessed.

Conditions for the survey, especially listing of extant plant species, were marginal. Although wet season rains may have impacted the area somewhat, the vegetation appeared stressed and there were many dried plant remains. In most cases these

[1] Report prepared for Marisco Ltd., and their consultant, PlanPacific Inc., for inclusion in the public document "Environmental Assessment for the Marisco Industrial Subdivision".

could nonetheless be identified, but in a few some cases they could not. If the survey had been conducted early in the year following a normal wet season, more species of plants would be found on the property than were discovered in October. However, it is believed that these would be mostly annuals and ruderal species. Because of the highly disturbed condition of the land, it is very doubtful that any rare native plants occur here but were unnoticed due to the dry conditions at the time of this survey.

Site Description

Approximately one-third of the parcel consists of a large, cleared lot and unimproved access roadways to Malakole Road or the shore from this lot. In this area occur a propane storage tank surrounded by a chain-link fence, a man-made pond, a small salt works, and a wetland. This part of the land has been graded and largely cleared of vegetation. Most of it is destined to become an expanded LPG terminal.

The area presently occupied by the salt works (now abandoned), including a man-made pond approximately 45 m (145 ft) long and 20 m (65 ft) across, would be transformed into a parking lot for users of a proposed small boat launch ramp. An area occupied by an unimproved roadway to the harbor shore would be excavated then flooded to form a channel connecting Kalaeloa Barbers Point Harbor with the proposed boat ramp. At the north end (mostly off the site), a low hill sparsely covered by vegetation might have to be reduced at its south end. Remnants of a sprinkler system and plantings — coconut palms (*Cocos nucifera*), a sea grape (*Coccoloba uvifera*), and naupaka kahakai (*Scaevola sericea*) — on this hill are doing rather poorly, but speak of an earlier attempt to beautify the south side of the harbor entrance.

A small wetland between the salt works and a sand dune, would not be filled in, but left as is adjacent to the boat ramp area. Dimensions of the wetland are approximately 7 to 8 m wide (25 ft) by 25 m (85 ft) long. Standing water occupied only a few scattered pools on October 30. These pools were mostly less than 1 m (3 ft) in greatest dimension and no more than 10 cm (4 in) deep. Some were heavily crusted with salt.

Much of the remainder of the property is a kiawe (*Prosopis pallida*) forest. The proposed small boat repair facility would occupy this land. The seaward or western portion is highly disturbed, with considerable quantities of old fill and concrete debris dumped about the area. The forest is more intact to the east where it is growing on a limestone outcrop. Much of the ʻEwa Plain, which extends from near West Loch of Pearl Harbor to Barbers Point, represents an ancient reef formation

that was part of the ocean during a previous and higher stand of the sea. The Plain is now a mostly limestone platform with alluvium eroded from the nearby Waianae mountain covering much of the northern or interior part. Sinkholes of various sizes were once common (Char and Balakrishnan, 1979), but now mostly filled in. Scattered depressions (sinkholes) and thin soil development characterize the surface of this reef remnant in the project area. The sinkholes and smaller solution depressions vary in size from a few centimeters to a little over a meter in diameter. The largest of these approach 0.5 m depth, with silty-sand bottoms. There is ample evidence of disturbance in this area, although the extent of the limestone suggests minimal grading has occurred here.

A portion of the parcel closest to the ocean would not be developed. A coastal strip consisting of kiawe trees growing on deep sand (presumably with limestone underneath) extends southward behind the Kenai Industrial Park. A high mound of sand, possibly part of an old dune, but clearly now a man-made barrier topped by large limestone boulders, separates two parallel 4-wheel-drive tracks: one running south through the coastal kiawe belt and the other on the beach behind the limestone bench. The kiawe trees behind the coastal strand tend to be larger than those growing on the eastern arm of the Marisco parcel. Many of the latter were chopped down at some time in the, and have regenerated from stumps about 0.3 m (1 foot) high.

The ocean side of the sand and rock barrier slopes down onto a sand beach which lies behind a limestone formation at the shore. This formation resembles limestone outcropping all along the Barbers Point coastline, except the back portion is rather low. Consequently, waves wash over the top at high tide or during high surf, molding the beach behind. The limestone is worn smooth and convex from this wave action and the movement of sand across it. The seaward face of the limestone extends down into the sublittoral zone and is more or less continuous with the limestone bottom extending offshore. This shoreline bench supports a variety of fleshy algae (limu) and typical intertidal animals as described below.

Flora

A listing of the plants observed in the project area is given n Table 1. Almost no part of the property is undisturbed. The kiawe forest occupying the eastern one-third of the parcel and consisting of a partly exposed ancient reef surface, is the least-disturbed part of the property. Even here, however, there is ample evidence of old structures and dumping of debris. While the kiawe forms a nearly complete canopy, the small leaves and spread of the trees admits ample light to the forest floor. Beneath the kiawe, ground cover is sparse and consists of saltbush (mostly *A.*

Table 1. Checklist of plants found on and adjacent to the Marisco Industrial Subdivision parcel at Kalaeloa Barbers Point Harbor October 2000.

FLOWERING PLANTS

DICOTYLEDONE

Species	Common name	Status	Abundance
AMARANTHACEAE			
Achyranthes aspera L.		nat.	†
AIZOACEAE			
Sesuvium portulacastrum (L.) L.	ʻakulikuli	ind.	C
ASTERACEAE (COMPOSITAE)			
Conyza bonariensis (L.) Cronq.	hairy horseweed	nat.	R
Flaveria trinervia (Spreng.) C. Mohr		nat.	R
Pluchea indica (L.) Less	Indian fleabane	nat.	A
Pluchea symphytifolia (Mill.) Gillis	sourbush	nat.	R
Pluchea x *fosbergi*		nat.	C
Tridax procumbens L.	coat buttons	nat.	U
Verbesina encelioides (Cav.) Benth. & Hook.	golden crown-beard	nat.	O
BATACEAE			
Batis maritima L.	pickleweed	nat.	A
BORAGINACEAE			
Heliotropium curassavicum L.	kipukai	ind.	C
CASUARINACEAE			
Casuarina equisetifolia L.	ironwood	nat.	O
CHENOPODIACEA			
Atriplex semibaccata R. Br.	Australian saltbush	nat.	C
Atriplex suberecta Verd.		nat.	A
CONVOLVULACEAE			
Ipomoea pes-caprae (L.) R. Br.	*puhuehue*	ind.	U
EUPHORBIACEAE			
Chamaesyce hirta (L.) Millsp.	garden spurge	nat.	R
Chamaesyce hypericifolia (L.) Millsp.	graceful spurge	nat.	R
FABACEAE			
Desmanthus virgatus (L.) Willd.	virgate mimosa	nat.	O
Indigofera spicata Forssk.	creeping indigo	nat.	R
Leucaena leucocephala (Lam.) deWit	*koa haole*	nat.	U
Prosopis pallida (Humb. & Bonpl.) Kunth	*kiawe*	nat.	A
GOODENIACEAE			
Scaevola sericea Vahl	*naupaka kahakai*	ind.	U

Table 1. (continued).

Species	Common name	Status	Abundance
MALVACEAE			
Malvastrum coromandelianum (L.) Garck	false mallow	nat.	R
Sida ciliaris L.		nat.	U
NYCTAGINACEAE			
Boerhavia coccinea Mill.		nat.	R
PASSIFLORACEAE			
Passiflora foetida L.	love-in-a-mist	nat.	R
POLYGONACEAE			
Coccoloba uvifera (L.) L.	sea grape	orn.	R
SOLANACEAE			
Nicotiana glauca Graham	tree tobacco	nat.	U
STERCULIACEAE			
Waltheria indica L.	*`uhaloa*	nat.	U
MONOCOTYLEDONES			
ARECACEAE			
Cocos nucifera	*niu*, coconut palm	pol.	†
POACEAE (GRAMINEAE)			
Cenchrus ciliaris L.	buffelgrass	nat.	A
Cenchrus echinatus	sandbur	nat.	U
Chloris barbata (L.) Sw.	swollen fingergrass	nat.	C
Cynodon dactylon (L.) Pers.	Bermuda grass	nat.	O
Leptochloa uninervia (K. Presl.) Hitch. & Chase	sprangletop	nat.	R
Rhynchelytrum repens (Willd.) Hubb.	Natal redtop	nat.	U
Sporobolus diander (Retz.) P. Beauv.	Indian dropseed	nat.	R
Sporobolus virginicus (L.) Kunth	beach dropseed	ind.	O

Legend to Table 1

Status = distributional status
- end. = endemic; native to Hawaii and found naturally nowhere else.
- ind. = indigenous; native to Hawaii, but not unique to the Hawaiian Islands.
- nat. = naturalized, exotic, plant introduced to the Hawaiian Islands since the arrival of Cook Expedition in 1778, and well-established outside of cultivation.
- orn. = exotic, ornamental or cultivated; plant not naturalized (not established outside of cultivation), planted and hanging on, although no longer tended.
- pol. = Polynesian introduction before 1778.

Abundance = occurrence ratings for plants by section (as defined in text)
- R - Rare - only one or two plants seen.
- U - Uncommon - several to a half dozen plants observed.
- O - Occasional - found regularly, but not abundant anywhere.
- C - Common - an important part of the vegetation observed numerous times.
- A - Abundant - found in large numbers; may be locally dominant.
- † - Remains only; no live specimens observed.

suberecta) and `akulikuli (*Sesuvium portulacastrum*). Much of the ground is bare rock. Solution pits in the limestone up to several meters across harbored only kiawe. Many of these pits were examined closely, however, as potential microhabitat harboring native dry-land plant species.

To the west, tree cover is reduced in an area of heavy disturbance from dumping and/or storage of construction debris, and the ground cover consists mostly of buffelgrass (*Cenchrus ciliaris*), other grasses, and saltbush (*Atriplex suberecta* and *A. semibaccata*). Yet closer to the shore, the kiawe trees form a denser canopy and the substratum is deep sand, supporting only a sparse herbaceous understory, with buffelgrass and pluchea (*Pluchea indica* and *P.* x *fosbergi*) common to abundant. Golden crown-beard (*Verbesina enceliodes*), most plants now dried up, are present, most on the sand mound. This species, beach grass (*Sporobolus virginicus*), and puhuehue or beach morning glory (*Ipomoea pes-caprae*) form a thin cover on the mound and upper beach (strand plant community).

The `Ewa Plain, by virtue of the calcareous soil and generally dry conditions, once harbored a unique flora. Only remnants of this flora were evident in 1979: Char and Balaskrishnan noted that "[r]oughly 88 percent of the `Ewa Plains area is under either agricultural or residential use." A total of 396 vascular plant species were recorded in 1979. Of these, 347 (88%) were introduced species and only 49 (12%) were native species (either Polynesian introduction or indigenous species). Since 1979, the area of land under development has increased steadily. Even less of the native flora exists today than in 1979 (see *AECOS*, 1997, 2000). A total of 38 species of flowering plants were identified from the Marisco Subdivision property or immediately adjacent to it. Of these, 6 species or 15.8% are regarded as native to Hawai`i, all others having been introduced into the Islands after the visit of Cook in 1778. Most species are typical of dry disturbed sites on leeward O`ahu. None of the plants comprising this flora has any special significance, with the exception of *Batis maritima*. The extensive presence of *Sesuvium*, *Atriplex*, and *Batis* all indicate calcareous soils with a high salt content; *Batis* or pickleweed is considered a wetland indicator species (regionally, an obligate wetland species; USFWS, 1988). Although the densest growth of this plant is around the man-made pond, it is also found in many places that are very infrequently wetted. In part this is the result of pickleweed's ability to tolerate salty soil and tendency to send long runners out into surrounding sunny locations. Thus, the boundary of the pickleweed is clearly not the boundary of wetlands on the property.

Fauna

Several hours were spent surveying the property and these were during the afternoon. Consequently, bird activity was presumably at a minimum. Several

different species were noted (counts in parentheses): Kolea or Pacific golden plover (1; *Pluvialis fulva*), Red-vented bulbul (2; *Pycnonotus cafer*), House sparrow (8; *Passer domesticus*), Spotted dove (3; *Streptopelia chinensis*), and Hawaiian stilt (3; *Himantopus mexicanus knudseni*). The stilt, an endangered species, were observed along the margin of the man-made pond (Figure 1).

The man-made pond harbored only large populations of ephydrid flies (indet. Ephydridae). These flies were also the only animals observed in and around the salty pools of the wetland. The salinity was not measured, but presumably is greater than that of sea water (hyperhaline). Two different dragonflies, Globe skimmer (*Pantala flavescens*) and Green darner (*Anax junius*), were observed near the pond, but neither remained in the area for long. Both of these species are regarded as indigenous, with pantropical distributions. Conditions are too saline for dragonflies to breed in these waters (although suitable conditions might exist during the wettest months).

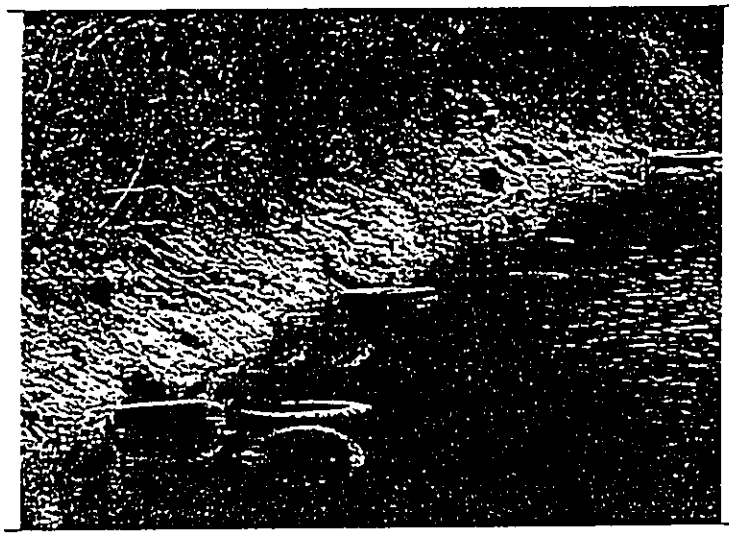

Figure 1.

Two Hawaiian stilt loafing in the man-made pond at the northwest corner of the Marisco, Ltd. parcel.

Stilt might well be attracted to the insect populations, but the absence of fishes or crustaceans (shrimp, crabs) limit the usefulness of the pond to other waterbirds such as the Black-crowned night heron (*Nyctocorax nyticorax*), which was not observed. The pond is too salty to attract wetland birds other than stilt and heron.

Marine Biota

Only a cursory survey was made along the two marine shorelines in the project area. The project would have no direct impacts on the ocean shore, and the impacts on the harbor would be minimal and not unusual for the type of

environment (a commercial harbor in a man-made basin). A previous marine survey was undertaken in this same area by *AECOS* (1989), and a number of studies have been conducted in the nearshore waters and north along the coastline for the Kalaeloa Barbers Point Harbor development and expansion, and the development of Ko Olina Resort (*AECOS*, 1985, 1991, 1992, 1994).

The ocean shore supports a typical marine bench flora of fleshy algae (seaweeds or limu). Prominent and roughly in order from highest to lowest on the shore, are *Giffordia breviarticulata, Porolithon onkodes, Ralfsia pangoensis, Enteromorpha* sp., *Acanthophora spicifera, Laurencia nidifica* and *L.* sp., *Padina japonica,* and *Sargassum, echinocarpum.* The zone occupied by *Acanthophora* and *Laurencia,* includes many other species of lesser abundance. Very numerous on the limestone, mostly in the upper part of the bench, is the pulmonate limpet, *Siphonaria normalis,* mixed with an occasional barnacle, *Balanus* sp. In the back part of the limestone formation occur tide pools seen to harbor at least two species of fishes: gobies (Gobiidae) and juvenile kupipi (*Abudefduf sordidus*).

The intertidal shore within the harbor in the area of the proposed new channel is mostly a vertical limestone surface with small shelves, indents, and fissures. Although limu is present, abundance is much less than on the same substratum of the ocean shore where wave action contributes to habitat complexity. The algae of this part of the harbor appeared to be limited to turf-forming reds (Rhodophyta) and *Porolithon.* Two macroinvertebrates were observed: the feather duster worm, *Sabellastarte sancti-josephi,* and oblong urchin, *Echinometra oblonga.*

Discussion

A review of records at U.S. Fish & Wildlife Service (USFWS) and the Hawaii Heritage Program at the Nature Conservancy indicates the following threatened or endangered species may potentially occur within or adjacent to the project site:

green sea turtle (*Chelonia mydas*)
Hawaiian monk seal (*Monachus schauinslandi*)
Hawaiian stilt (*Himantopus mexicanus knudseni*)
Achyranthes slendens var. *rotundata* (USFWS, 1999)

The first two, green sea turtle and Hawaiian monk seal, would only be found off the ocean shore or on the ocean beach (see Brock, 1990, 1992). Their occurrence within Kalaeloa Barbers Point Harbor (location of proposed boat channel and ramp) would be highly unusual. Of course, a consequence of an increase in small craft traffic within the channel leading to Kalaeloa Barbers Point Harbor and in the waters offshore encouraged by the proposed facility (including a new public boat ramp)

must be considered. The proposed facility is close to a boat ramp and marina located at Ko Olina resort. This ramp is presently open to the public. The Ko Olina Marina shares the entrance channel to the Harbor, and is somewhat easier to reach via local roads (closer to the H-1 freeway) than the proposed boat ramp. However, as a private facility, long-term public use of Ko Olina Marina may not be guaranteed, and non-member boat traffic presently using Ko Olina could shift to the proposed Marisco facility. The consequences to boat traffic and traffic patterns off Barbers Point are not likely to change from such a shift. The use of either or both of these launching facilities is likely to increase substantially as the planned population increase at nearby Kapolei proceeds apace. There are few other places to launch trailered boats on the Waianae to Pearl Harbor coast of leeward O`ahu. A public ramp has been proposed for the Ewa Marina project yet to be developed some 10.5 km (6.5 mi) south then east along the coast.

The conclusion must be that the proposed public boat ramp and small craft repair facility will attract small craft to the area, posing an increasing threat to both sea turtles and monk seals (the latter occur in extremely small numbers off O`ahu) from boat collisions in the sea lanes leading into and out of Kalaeloa Barbers Point Harbor. However, the increase in boat traffic is driven by population increases at Kapolei and adjacent areas of leeward and central O`ahu (where most new housing in the State is being constructed). The additional boating this growth is expected to generate is presently focused on Ko Olina Marina, where boats utilize the same sea lanes as would be the case if some or much of this traffic were diverted to the proposed Marisco facility.

The October 30 survey did not reveal any threatened, endangered, or proposed (candidate) for listing (CFR, 1999; Federal Register, 1999) species on the subject parcel or immediately adjacent properties. Nearly all of the lands surrounding the project are heavily used for industrial activities (parking and materials storage, scrap metal storage, harbor activities). The project site shows extensive past use for a variety of activities and dumping that have created a highly disturbed environment, unsuitable for most species of plants, except ruderal species adapted to very dry conditions. An introduced species of *Achyranthes* was observed (see Table 1), but not the native one (*A. splendens*) mentioned in the Revised EIS for the Barbers Point Deep Draft Harbor (M&E Pacific, 1978) as a species found growing in the general area. Nor was the endangered species, *Euphorbia skottsbergii* var. *kalaeloana*, also once known from the area found. The densest populations on the Ewa Plain of both of these species were extirpated during construction of the Harbor.

Three Hawaiian stilt were observed loafing and feeding along the shore of the man-made pond on the site. These birds moved on to another location after a short time. Stilt are known to frequent several similar water bodies along this coast,

particularly ponds at the Chevron Refinery less that 2 km (1.2 mi) south of the project site. The man-made pond is to be filled and will become part of the public parking area for the boat ramp, thus eliminating non-critical habitat for the stilt. The small "natural" wetland on the site will be retained. Removal of some of the accumulated sediment from this feature might improve conditions for stilt, although the close proximity to people and vehicles utilizing the parking area and boat ramp might discourage visits by stilt.

The site is presently used as an illegal dumping area because of unrestricted access. Barriers once constructed to prevent vehicles from driving onto the shoreline have been breached. Development of the parcel will have a positive impact on the coastal strip south of the harbor entrance by again preventing access of vehicles to the shore and remnant dune. Whether this will allow recovery of any of the native strand vegetation remains to be seen.

Conclusions

The Marisco Ltd. parcel (TMK: 9-1-74: 35) is mostly undeveloped, but is far from undisturbed. Given the close proximity to the old barge harbor (which predates the Kalaeloa Barbers Point Harbor by several decades) this is not surprising. Various uses related to cargo transshipments, outdoor storage, and dumping of debris have occurred on and around the property for a long time. Further, this parcel is now one of the last remaining places along the entire Campbell Industrial Park/Barbers Point shoreline where access to the shore is not restricted or prevented. Consequently, the site attracts shore fisherman, but also others looking for a place to dump refuse and construction debris, test 4-wheel drive vehicles, or party in relative obscurity. Although a sizable remnant of kiawe forest growing on limestone outcrop remains intact here, this ecosystem displaced the native dryland ecosystem that occupied these lands prior to the 20th century. Although remnant populations of plants from the native ecosystem are sometime found mixed with kiawe on the Ewa Plain, none could be found on the Marisco Ltd. parcel. No threatened or endangered species of plants, and only six native species, are described by this survey as occurring in the immediate vicinity of the proposed project. Four of the six native plant species were observed only outside (marginal to) the area proposed for development, and two of these (includes the dead coconut trees) are plantings made on the south side of the entrance channel off the property. All six are widespread in coastal environments on O`ahu. On the other hand, some usually common species such as `ilima (*Sida fallax*), were not seen at the site, perhaps because of chronic disturbance of the plant community from various uses, but especially vehicles at the present time.

None of the plants comprising the flora of this project site has any special significance, except, perhaps, *Batis maritima*. Although widespread in the islands, *Batis* or pickleweed is considered a wetland indicator species (regionally, an obligate wetland species; USFWS, 1988). Most of the pickleweed on this site is associated with the man-made pond, the abandoned salt works and a small wetland, all of which occupy an area at the northwest corner of the parcel. Plans call for the conversion of the salt-works and associated pond into a vehicle and boat-trailer parking area; the wetland would be left undisturbed. This small wetland (approx. 0.02 ha or 0.05 ac) is threatened with obliteration by sand moving inland from the nearby beach. Removal of accumulating sediment would benefit the small wetland, although at best the benefit would be marginal and might not justify the expense and difficulty of obtaining necessary permits. Cleanup of the area surrounding the wetland, including the sand barrier, could be beneficial.

The presence of endangered Hawaiian stilt is not significant because stilt are very opportunistic, locating and utilizing small bodies of water for foraging habitat. The small wetland and man-made pond fit this requirement. Stilt are reported to be breeding around man-made ponds at the Chevron refinery to the south (Parsons Brinckerhoff Quade & Douglas, 1995), and the birds observed here may be more often found around the refinery ponds or at the Honouliuli Unit of the Pearl Harbor National Wildlife Refuge, located 11 km (6.8 mi) east of the project site. Preservation of the small wetland on the site will retain some foraging habitat, although increased human activity may be a detriment to use of the wetland by stilt in the future. The EIS for improvements at the Barbers Point Harbor (Parsons Brinckerhoff Quade & Douglas, 1995) noted that these birds are highly adaptable to the presence of "heavy industrial activity." The small size of the wetland and continuing natural shrinkage as sand and sediment accumulate in it are problems that could be reversed.

Direct impacts on the marine environment from the proposed project will be minor. Excavation of an entrance channel connecting the proposed boat ramp with Kalaeloa Barbers Point Harbor may cause a temporary increase in turbidity during break-through to the Harbor, but this can be minimized by deployment of silt curtains, which would have a good chance of effectiveness given the relatively quiet waters of the harbor. Minor losses of marine epibenthic plants and animals directly resulting from the dredging will be offset by a substantial increase in limestone substratum represented by the walls of the new channel. Recovery and expansion of this community will occur rapidly.

The indirect impact on endangered green sea turtle of associated boating traffic will not be significant relative to total current and future boat, barge, and ship traffic using the commercial harbor and Ko Olina Marina. The project is expected to increase use of the nearshore waters by small boats, attracting these from

elsewhere where adequate repair facilities do not exist, and becoming a focal point for trailered boats from leeward O`ahu, especially the growing community of Kapolei located nearby. To a considerable extent, this boat traffic will simply be diverted from the existing ramp facility at Ko Olina Marina, now utilized by permission of the owner of this private marina. The Ko Olina Resort facility and the proposed Marisco Ltd. launch ramp share the same access channel to open water. Thus, the proposed project does not represent a new focus of boating activity on the leeward coast (i.e., with or without this project, boat traffic will increase in the future in this location because of the existing facilities).

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_____. 1988. National List of Plant Species That Occur in Wetlands: Hawaii (Region H). 88 p.

_____. 1999. Letter dated November 5, 1999 from Robert P. Smith, U.S. Fish & Wildlife Service, Honolulu, Hawai`i to Ms. Lisa Imata, PlanPacific, Inc., Honolulu, Hawai`i. 1 p.

Appendix D
Comments on Draft Environmental Assessment and Responses to Comments

The following table shows agencies receiving the Draft EA; the date of the agency's comment letter, if any; and the date of the applicant's response. Comments and responses are attached.

Agency	Comment Date / No Comment (NC)	Response Date / No Resp. Required (NRR)
Federal Agencies		
US Army Corps of Engineers	1/2/01	NRR
US Fish & Wildlife Service	NC	---
State Agencies		
DOT-Harbors Division	12/14/00	1/19/01
DLNR-Historic Sites	12/15/00	NRR
DLNR-Land Division/Oahu District, /Engineering, DOFAW, Division of Aquatic Resources	1/5/01	1/19/01
Department of Health	NC	---
DBEDT-Office of Planning	NC	---
OEQC	1/8/01	1/19/01
UH Environmental Center	1/10/01	1/19/01
City Agencies		
DPP	1/16/01	1/19/01
Board of Water Supply	1/2/01	1/19/01
Dept. of Environmental Services	12/7/00	NRR
Fire Department	12/18/00	1/19/01
Kapolei/Makakilo/Honokai Hale Neighborhood Board #34	NC	---

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FORT SHAFTER, HAWAII 96858-5440

REPLY TO ATTENTION OF

January 2, 2001

Regulatory Branch

Mr. Randall K. Fujiki
Director of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96809

Dear Mr. Fujiki:

Thank you for providing a review copy of the Draft Environmental Assessment (DEA) for the proposed Harbor Industrial Subdivision (Small Boat Repair Facility, Boat Launch Ramp and Parking, and LPG Storage Facility and Tank Repair) at Barbers Point, Oahu (TMK 9-1-74:35 and 9-1-14:por. 24).

Based on information previously provided by the applicant, I have determined that the proposed activity will require a Department of the Army permit. We have received and are currently processing a permit application for the project, which has been assigned File No. 990000420. If you require additional information, please contact Mr. William Lennan of my regulatory staff at 438-6986 (fax 438-4060).

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch

Copies Furnished:
Clean Water Branch, State of Hawaii Department of Health, P.O. Box 3378, Honolulu, HI 96801-3386
State of Hawaii, Department of Land and Natural Resources, Commission on Water Resource Management, P.O. Box 621, Honolulu, HI 96809

BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HARBORS DIVISION
79 SO. NIMITZ HWY • HONOLULU, HAWAII 96813-4898

Leading Hawaii Into The New Millennium
1959 2000

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

December 14, 2000

IN REPLY REFER TO:
HAR-EP
1489.01

Mr. Randal Fujiki, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Draft Environmental Assessment (DEA) and Special Maintenance Area Use Permit (SMP) for Harbor Services Subdivision

Forwarded for your use are our comments regarding the proposed improvements, which will require an easement through Harbors Division property.

1. Project Summary - Existing Use:

It should also include the current access to shoreline for fishermen. The area under Harbors Division jurisdiction includes landscaping and lighting improvements and erosion control measures.

3.1 Technical Characteristics - Description of the Project – Boat Launch Ramp and Parking:

The boat launch ramp was not discussed previously. We do not support recreational boating activity through our property. While the intent of this ramp is to be a substitute for the Ko Olina ramp, the introduction of recreational boaters within the commercial harbor especially the entrance channel and berthing area at Pier P-1 would create serious operational and potential environmental concerns. Recreational boaters, unlike commercial craft utilizing Kalaeloa Barbers Point Harbor (KBPH), do not communicate directly with the Aloha Tower Operator who is responsible for all commercial traffic. Commercial activities currently occurring adjacent to the proposed area include liquid propane and petroleum fuel handling. Recreational Boaters would potentially infringe on clear-zones associated with fuel handling barges and would create a hazard as they await

use of the launching ramp. Furthermore, recreational boaters would pose a safety issue for incoming and outgoing vessels from Kalaeloa Barbers Point Harbor. The Department of Land and Natural Resources, Division of Boating and Ocean Recreation (DLNR-DBOR) is charged with recreational boating. Constructing a boat ramp in areas under jurisdiction of DLNR-DBOR away from our commercial harbors would be a proper action route.

Security and oversight of the ramp is not clear. There is the potential for abuse of the ramp due to a lack of management. We are also concerned about run-off associated with wash down facilities entering the harbor waters without proper mitigation.

Description of the Project – LPG Storage Facility:

All clearance/blast zones should not infringe on harbors property due to safety concerns.

4.9 Water Quality:

Filtered water should not be discharged into the dry wells prior to receiving favorable test results regarding hazardous substances as the document notes that the filtered run-off may reach harbor waters.

Overall, the project needs to implement the alternative of omitting the public boat ramp from the project to gain our favorable consideration. We trust that any further revised document will be forwarded for our review. Should there be any interim comments please have your staff contact our Planning Engineer, Mr. Fred Pascua, at 587-1887.

Very truly yours,

Thomas T. Fujikawa
Harbors Administrator

PLANPACIFIC

January 18, 2001

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

Dear Mr. Fujikawa:

Subject: Comments on the Draft Environmental Assessment (DEA) for the Harbor Services Subdivision, Kalaeloa

Thank you for your comment letter dated December 14, 2000. We respond as follows:

1. Project Summary – Existing Use: The description of existing uses has been modified to reflect existing conditions and harbor improvements.

3.1 Technical Characteristics – Boat Launch Ramp and Parking:

- Both in your letter and in meetings with staff, the Harbors Division has expressed concern about potential conflicts between small boats and commercial ships using the entrance channel and about the lack of traffic control in this area. The Phoenician LLC will not open the launch ramp to public use unless and until operational and safety issues are resolved and we have obtained explicit approval from the Harbors Division. In the event that Harbors Division approval is not forthcoming, The Phoenician will not open the property for public boat launching and trailer parking.
- If public use of the boat launch ramp is allowed, staff of The Phoenician boat yard facility will provide security and supervision of the boat ramp and parking lot at all times that they are open for public use.
- The Gas Company is also concerned about possible operational conflicts between recreational boaters and its barge loading operations. In addition, the Coast Guard regulates The Gas Company's marine operations and may impose certain restrictions or requirements on recreational boating and/or propane barge-loading operations. The Gas Company is open to working with the various parties to address this concern, but does not want the responsibility of having to police recreational boat traffic.
- Run-off from boat wash-down will be directed to drywells and will not flow into the harbor.

Response to Mr. Thomas T. Fujikawa, Harbors Division

3.1 Technical Characteristics – LPG Storage Facility:

The Gas Company has operated on the subject property and loaded its barges in Kalaeloa Barge Harbor for the past 30 years. The Gas Company has a strong safety record and plans to upgrade its facilities as part of this project. The proposed storage facility will be built to comply with current NFPA (National Fire Protection Association) industry standards (Section 58) and will include appropriate safety features for the safe and reliable operation of the storage facility. In accordance with NFPA standards, the LPG tanks will be located at least 50 feet from our property line, which meets minimum setback requirements. Compliance with this standard ensures that the presence of the tanks will not infringe upon the use of surrounding properties, including those of the State Harbors Division and The Phoenician LLC.

4.9 Water Quality:

The staff of The Phoenician boat repair facility will test filtered water and will transfer any polluted wastewater to an appropriate facility offsite. Only water that meets water quality standards will be discharged into onsite drywells.

In closing, please be assured that the project alternative of omitting public use of the proposed boat launch ramp and the proposed public boat trailer parking is feasible. The Phoenician will implement the no-public-use alternative if it does not receive Harbors Division approval for public boat launch operations.

Should you have any questions, please telephone me at 521-9418, ext. 13.

Sincerely,

Robin Foster, AICP

EDUARDO J. CAYETANO
GOVERNOR OF HAWAII

TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DEPUTIES
JANET E. KAWELO
LINNEL NISHIOKA

STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
Kakuhihewa Building, Room 555
601 Kamokila Boulevard
Kapolei, Hawaii 96707

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

December 15, 2000

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

LOG NO: 26666
DOC NO: 0012EJ04

Dear Mr. Fujiki:

SUBJECT: Chapter 6E-42 Historic Preservation Review – Draft Environmental Assessment Phoenecian, LLC Development of a Harbor Industrial Subdivision at Barbers Point Deep Draft Harbor
Honouliuli, `Ewa, O`ahu
TMK: 9-1-14:008, 9-1-74:35

Thank you for the opportunity to review the Draft Environmental Assessment for this project. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division.

The DEA contains our comments that a review of our records shows that archaeological investigations conducted for the Barbers Point Deep Draft Harbor did not identify any significant historic sites within the proposed project area and that we believe that this project will have "no effect" on historic sites.

Our entire comments are included in Appendix C of the DEA.

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:jk

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P O BOX 621
HONOLULU, HAWAII 96809

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

January 5, 2001

LD-NAV

Ref.: 2000/SMA84.RCM

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

Dear Mr. Fujiki:

SUBJECT: I.D.: SMA 2000/SMA-84 Harbor Industrial Subdivision (Small Boat Repair Facility, Launch Ramp, Parking and LPG Storage Facility and Tank Repair) Oahu, Hawaii

Thank you for the opportunity to review and comment on the subject matter.

The subject informational material was transmitted to our appropriate divisions for their review and comment on the proposed project.

Enclosed is a copy of our Division of Aquatic Resources, Division of Forestry and Wildlife, Land Division Engineering Branch and Oahu District Land Office comments.

The Department has no other comment to offer on the subject matter at this time. Should you have any questions, please feel free to contact Nicholas Vaccaro of the Land Division Support Services Branch at 808-587-0438.

Very truly yours,

DEAN Y. UCHIDA
Administrator

C: Oahu District Land Office

Division of Forestry & Wildlife

1151 Punchbowl Street, Rm. 325 • Honolulu, HI 96813 • (808) 587-0166 • Fax: (808) 587-0160

December 5, 2000

MEMORANDUM

TO: Nick Vaccaro, Land Agent
Land Division

THRU: Dean Uchida, Administrator
Land Division

FROM: Michael G. Buck, Administrator
Division of Forestry and Wildlife

SUBJECT: **Draft Environmental Assessment and Special Management Area Use Permit, by applicant Phoenecian, LLC, agent Plan Pacific, The Estate of James Campbell Landowner, for Harbor Industrial Subdivision (Small Boat Repair Facility, Launch Ramp, Parking and LPG Storage Facility and Tank Repair) ID: 2000-SMA-84, Oahu, Hawaii.**

We have reviewed the above referenced draft EA and SMA use permit by applicant Phoenecian, LLC, agent Plan Pacific and have no objections to this request as it will not impact any of DOFAW's programs. We appreciate the applicant's inclusion of a biological reconnaissance survey which helped us assess the project for endangered plants. Thank you for the opportunity to comment.

C: Oahu DOFAW Branch

RECEIVED
2000 DEC -7 P 3:34
OFFICE OF PLANNING
CITY & COUNTY OF HONOLULU

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P.O. BOX 621
HONOLULU, HAWAII 96809

AQUACULTURE DEVELOPMENT PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

December 8, 2000

Ref.: LD/BC

MEMORANDUM

TO: Dean Y. Uchida, Administrator, Land Division

ATTN: Nicholas A. Vaccaro

FROM: Barry Cheung, Oahu District Land Office

SUBJECT: Draft Environmental Assessment – Special Management Area Use Permit – Harbor Industrial Subdivision (Small Boat Repair Facility, Launch Ramp, Parking and LPG Storage Facility and Tank Repair) I.D. 2000-SMA-84, Oahu, Hawaii

The applicant needs to get an easement for the boat channel from the BLNR as the area concerned falls within GEO 3383 set aside to DOT for Piers and Shoreline Facilities. No further comment on the draft EA.

Dean

DLNR-LAND DIVISION
ENGINEERING BRANCH

COMMENTS

LD/NAV

Ref.: 2000/SMA84.COM

The proposed project does not affect our current projects.

We confirm that the area where construction and activity are proposed, according to FEMA Community Panel Number 150001 0130 C, is located in Zone D. This is an area in which flood hazards are undetermined.

However, if further studies determined that the project site is within the flood zone, the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) and all applicable Country Ordinances. If there are questions regarding the NFIP, please contact the State Coordinator, Sterling Yong, of the Department of Land and Natural Resources at
If there are questions regarding flood ordinances, please contact the applicable County representative.

M:\WLD\MAKAISUZIE\OAHU\Barbersharbor.084.DOC

Suspense Date: 12/19/00

State of Hawaii
Department of Land and Natural Resources
Division of Aquatic Resources

TO: William Dovick, Administrator Date: 12/28/00
THROUGH: Richard Sixberry
FROM: Brian Kanonaka, Aquatic Biologist
SUBJECT: Comments on File No.: Draft EA-SMAUP

Comment Requested by:	Date of Request:	Date Rec'd:
D. Uchida, Admin. Land Division	12/01	12/06

Summary of Proposed Project

Title: Draft Environmental Assessment-Special Management Area Use Permit - Harbor Industrial Subdivision

Project by: Phoenecian, LLC

Location: Kalaeloa Barbers Point Harbor, Oahu

Brief Description:

The applicant is proposing to construct a small boat repair facility, boat ramp and parking, marine supply store, and liquefied petroleum gas storage terminal near the old barge pier of the harbor. The applicant plans to build a boat ramp and parking for 12 boat trailers with an additional nine spaces for passenger vehicles "subject to financial support by the Ko Olina Companies. The new boat ramp/parking facility including small comfort station would be for public use. The draft EA states "The Ko Olina Companies is proposing the boat ramp as a substitute for the boat ramp currently being operated at the Ko Olina Marina" and if the "financial support were not made available", then the applicant "may not develop the boat ramp and the boat trailer parking." The applicant would still provide for public access to the shoreline, public parking, and a comfort station.

Comments:

The Division is concerned about construction debris and other hazardous substances entering into the marine environment. Therefore all preventative measures must be taken to preclude loose soils, petroleum products, and other pollutants from blowing, flowing, and leaching into the nearby ocean.

The applicant notes that the subject "parcel is now one of the last remaining places along the entire Campbell Industrial Park/Barbers Point shoreline where

access to the shore is not restricted or prevented." In addition, the nearby Ewa/Kapolei area is a growing community and where future growth is planned. As such it is very important that public access to the shoreline and ocean be preserved in this area.

We note that the applicant is proposing to construct a public boat ramp and parking for a dozen boat trailers provided financial support by the Ko Olina Companies becomes available. The number of parking stalls proposed is totally inadequate especially during times of good fishing. As the only public ramp between Waianae and Honolulu a traffic jam and parking problems along the access roads will no doubt happen during "ahi runs".

The text mentions that "the comfort station would be available to the public at all times that the parking lot is open." We recommend that the boat ramp, parking, and comfort station be open on a 24-hours basis or as long as possible.

We are also concerned about the safety of fishermen and boaters with the relocation of the liquefied petroleum gas storage tanks adjacent to a public boat ramp.

It should be noted that a number of green sea turtles are commonly observed in the harbor, the harbor entrance channel and on both sides of the channel. The impact of increased small boat traffic due to the new public boat ramp on the safety of the turtles needs to be throughly addressed due to the public interests and concerns on these sea creatures.

Finally, previous uses of the subject area were noted on page 14 and 15 of the EA, but it should be noted that this Division (with approval from DOT) used a portion of the northern side of the subject property for the staging of a major artificial reef project as early as the 1960s and as recent as the years between 1988-1992. More than 9,000 tons of damaged and surplus construction material were delivered to an half acre parcel just south of the old barge pier by various companies located in the Campbell Industrial Park before being load on barges and deployed at the Waianae and Ewa Artificial Reefs.

PLANPACIFIC

January 18, 2001

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

Dear Mr. Uchida:

Subject: Comments on the Draft Environmental Assessment (DEA) for the Harbor Services Subdivision, Kalaeloa

Thank you for your comment letter dated January 5, 2001, in which you enclosed comments prepared by four DLNR agencies. We will respond to each set of comments.

Division of Forestry and Wildlife: Thank you for your comment.

Land Division – Oahu District Land Office: On January 28, 2000, the Board of Land and Natural Resources approved a non-exclusive easement for a "Haul Out Slip for Small Boat Repair Facility."

Land Division – Engineering Branch: Thank you for the information.

Division of Aquatic Resources: Our responses follow the order of your memorandum:

- The Phoenician will take every practical measure to prevent discharge of construction debris and other materials to ocean waters and will comply with all regulations and permit requirements during construction.
- You indicate that the proposed number of stalls for public boat trailer parking should be increased and that the boat launch facilities be open to the public on a 24-hour basis. We will consider your suggestion to increase boat trailer parking, provided that (a) the Harbors Division decides to allow public boat launching at this location; and (b) there is sufficient physical space and sufficient funding to build and maintain additional trailer parking. Likewise, The Phoenician is considering 24-hour access, subject to security needs and funding.
- If the Harbors Division decides to allow public boat launch operations, then The Phoenician will work with The Gas Company to establish appropriate safety measures.
- Moving the boat ramp from the Ko Olina Marina to the subject site is unlikely to substantially increase boat traffic. Regardless of where they launch in the harbor, boat operators must comply with National Marine Fisheries Service regulations regarding protection of green sea turtles and other endangered species.

Should you have any questions, please telephone me at 521-9418, ext. 13.

Sincerely,

Robin Foster, AICP

145 Queen Street
Suite 302
Honolulu
Hawaii 96813

Tel (808) 521-9418
Fax (808) 521-9668

BENJAMIN J. CAYETANO
GOVERNOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
236 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

GENEVIEVE SALMONSON
DIRECTOR

January 8, 2001

Mr. Fred Anawati
Phoenecian LLC
91-607 Malakole Street
Kapolei, Hawai'i 96707

Dear Mr. Anawati:

Having reviewed the draft environmental assessment for the Harbor Services Industrial Subdivision, Honolulu, O'ahu, Tax Map Keys 9-1-74-35 and 9-1-14-24, we offer the following comments for your consideration and response:

1. *CULTURAL IMPACT ASSESSMENT*: Act 50, Session Laws of Hawai'i 2000, requires that actions requiring an environmental assessment asssess cultural impacts. Enclosed is a copy of the "Cultural Impact Assessment Guidelines" adopted by the Environmental Council in 1997 for your use in meeting this requirement prior to submission of a final environmental assessment. This would include contacting neighbors and community members in the area. Section 11-200-9 of the Hawai'i Administrative Rules requires that you consult with "other agencies having jurisdiction or expertise as well as those citizen groups and individuals which the approving agency reasonably believes to be affected." You must consult with the local neighborhood board and other individuals using the area to ascertain what cultural uses (if any) are occurring in the area encompassing the project. A directory of cultural impact assessment providers can be found on the OEQC website at http://www.state.hi.us/health/oeqc/index.html.

2. *PRE-CONSULTATION REQUIREMENTS*: As noted above, Section 11-200-9, Hawai'i Administrative Rules requires that "individuals and organizations" having jurisdiction or expertise be consulted in addition to agencies. OEQC interprets this to include neighbors and community members. Please list all individuals contacted in the final environmental assessment and include copies of any correspondence and responses sent/received.

If there are any questions, please call Leslie Segundo, Environmental Health Specialist, at (808) 586-4185. Thank you for the opportunity to comment.

Sincerely,

GENEVIEVE SALMONSON
Director

c: Ms. Ardis Shaw-Kim, Dept. of Planning and Permitting
→ Robin Foster

PLANPACIFIC

January 18, 2001

Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
236 S. Beretania Street – Suite 702
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Subject: Comments on the Draft Environmental Assessment (DEA) for the Harbor Services Subdivision, Kalaeloa

Thank you for your comment letter dated January 8, 2001.

With regard to cultural impact assessment, we have consulted with individuals who work near the subject site and with fishermen who use the site. We have also consulted with the Kapolei/Makakilo/Honokai Hale Neighborhood Board No. 34. Ocean fishing appears to be the only cultural use occurring on the site. The proposed project would improve access for fishermen and provide paved parking and a comfort station. The Final EA has been revised to reflect this assessment.

Should you have any questions, please telephone me at 521-9418, ext. 13

Sincerely,

Robin Foster, AICP

[illegible]
Suite 902
[illegible]
Honolulu, Hawaii 96813

Tel: (808) 521-9418
Fax: (808) 521-9468

University of Hawai'i at Mānoa

Environmental Center
A Unit of Water Resources Research Center
2550 Campus Road • Crawford 317 • Honolulu, Hawai'i 96822
Telephone: (808) 956-7361 • Facsimile: (808) 956-3980

January 10, 2001
EA:0253

Mr. Fred Anawati
Phoenecian, LLC
91-607 Malakole Street
Kapolei, Hawaii 96707

Dear Mr. Anawati:

Draft Environmental Assessment
Harbor Services Industrial Subdivision
Ewa, Oahu

The applicant Phoenecian, LLC proposes to construct three new structures consisting of a small boat repair facility, a boat launch ramp and parking, and a liquefied petroleum gas (LPG) storage facility. The total area of the project site is approximately 7.1 acres. The boat repair facility would offer full repair and maintenance services, as well as emergency services for owners and operators of pleasure craft, long-line fishing boats, and work boats. Dredging of the channel is included in this project. The boat launch and parking is proposed for public use and parking would be provided for trailers automobiles. A comfort station is proposed and would consist of a toilet, sink, washing area, and disposal bin. The boat ramp proposal is subject to the financial support of Ko Olina Companies. The LPG storage facility is proposed as a site of relocation from the current storage facility at Pier 38 in Honolulu Harbor. The project would include the installation of 9 storage tanks enclosed by a fence. Necessary fire fighting and safety equipment is included in the plan. The total estimated cost of this project is $3.9 million to 4.4 million.

This review was conducted with the assistance of Leonard Freed, Zoology; and Renee Thompson, Environmental Center.

Historic and Cultural Characteristics

Section 3.3 on Historic and Cultural Characteristics on page 8 states the "property does not contain historic or archaeological sites and therefore no mitigation measures are necessary." We would like to know how this conclusion was reached. Determinations of the presence or absence of historic and cultural sites of significance are made by traditional leaders or by experts in anthropology or archaeology. Did the authors have access to such expertise? Where any knowledgeable people consulted?

Environmental Characteristics

This section on page eight was short on details. What are some of the environmental-characteristics that are typical of waterfront industrial uses? Will there be a presence of toxic or hazardous chemicals? Can we expect that there will be petroleum products stored in the vicinity with the chance that they might be accidentally released. The reviewer is left to image what environmental characteristics are associated with LPG terminal and boat repair facilities. It would be better to state some of the characteristics associated with these types of uses and leave the guess work out.

Flora and Fauna

The proposed mitigation measures for the endangered Hawaiian Stilt bird are insufficient. While we agree that the stilt is an opportunistic and adaptive species one cannot assume that there will be no impact without proper mitigation. Since the plan calls for paving over the man-made pond, one of the stilt foraging sites, one should properly mitigate by creating a new pond nearby. It is inadequate to assume that the stilt will move to other sites miles from the current one, as stated on page 14.

Current plans for preserving the small wetland area i.e. fencing it off, is insufficient. According to the biological reconnaissance survey page 10 the small "natural" wetland is saturated with sediment. The sediment should be removed from the wetlands area as recommended by AECOS. This would better preserve the wetland and protect its value to the ecosystem.

Water Quality

The section on water quality on page 13 states that some "runoff may filter through the coral substrate and reach harbor waters." Can you estimate how much sediment and under what conditions it will reach the receiving waters?

Sincerely,

Peter Rappa
Environmental Review Coordinator

cc: Ardis Shaw-Kim, Department of Planning and Permitting
Robin Foster, Plan Pacific
OEQC
Leonard Freed
Renee Thompson

PLANPACIFIC

January 18, 2001

Mr. Peter Rappa, Review Coordinator
UH Environmental Center
2650 Campus Road – Crawford 317
Honolulu, Hawaii 96822

Dear Mr. Rappa:

Subject: Comments on the Draft Environmental Assessment (DEA) for the Harbor Services Subdivision, Kalaeloa

Thank you for your comment letter dated January 10, 2001. We respond according to the order of your comments.

Historic and Cultural Characteristics: As documented in Appendix C of the DEA, we consulted with the Historic Preservation Division of the State Department of Land and Natural Resources. Based on the Division's records of previous archaeological investigations, no significant historic site was found in the area. This conclusion is reiterated in the Division's comment on the DEA, included herein.

Environmental Characteristics: The proposed uses are described under Technical Characteristics and in the exhibits. Whenever there is storage of hazardous materials, such as liquefied petroleum gas, there is a chance of accidental release. Facilities and operations involving hazardous substances are regulated by the Fire Department, the State Department of Health, the federal Environmental Protection Agency, and the Coast Guard. The Gas Company has been operating at the site for 30 years and has a good record of compliance with federal, state and county regulations.

Flora and Fauna: Your suggestion to create a new pond for occasional foraging by Hawaiian Stilts is inconsistent with the site and the proposed uses. Harbor industrial property is scarce and supports economic activities that cannot be conducted elsewhere. Moreover, intensive industrial use is generally incompatible with good wildlife habitat.

With regard to the small wetland, the applicant will remove sediment as recommended by AECOS. The Final EA has been revised accordingly.

Water Quality: As stated in the Draft EA, run-off will be directed to onsite drywells. The drywells will have gravel beds to filter out incidental pollutants –e.g., fluids leaking from parked vehicles. Run-off water would then percolate into the coral substrate, which also acts as a filter. The drywell

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system will provide better protection than the typical drain-and-pipe system that transmits runoff directly to receiving waters. While it would be very difficult to quantify the amount of runoff water absorbed onsite that might eventually reach receiving waters, it will have fewer pollutants and much less sediment that run-off conveyed via a typical urban storm drain system.

Should you have any questions, please contact me at 521-9418, ext. 13.

Sincerely,

Robin Foster

Robin Foster, AICP

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET • HONOLULU, HAWAII 96813
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JEREMY HARRIS
MAYOR

RANDALL K. FUJIKI, AIA
DIRECTOR

LORETTA K.C. CHEE
DEPUTY DIRECTOR

January 16, 2001

2000/SMA-84(ask)

Mr. Robin Foster, AICP
PlanPacific
345 Queen Street, Suite 345
Honolulu, Hawaii 96813

Dear Mr. Foster:

Draft Environmental Assessment (Draft EA)
Harbor Services Subdivision
Tax Map Keys: 9-1-74: 35 and 9-1-14: 24
Special Management Area Use Permit (SMP)

This letter provides our comments and transmit agency comments on the above document. In addition, it responds to your December 12, 2000 inquiry and recaps our meeting of January 5, 2001 regarding concurrent processing and other project concerns.

Concurrent Processing

As discussed during our January 5, 2001 meeting, the language of Chapter 25, Revised Ordinances of Honolulu does not appear to allow for concurrent processing of an environmental assessment (EA) prepared pursuant to Chapter 343, Hawaii Revised Statutes (HRS) with a Special Management Area Use Permit.

Aside from this legal question, is the practical consideration of trying to meet statutory notification deadlines for placing the permit on a Zoning Committee agenda prior to the March 20, 2001 meeting agenda.

Given the above, we estimate that the March 20, 2001 Zoning Committee, with consideration at the April 4, 2001 Council Meeting is the earliest that one can reasonably expect the Council to act on this matter. This schedule assumes that processing is expedited at every step possible (including submittal of the Final EA.)

Based on the above, concurrent processing will not be undertaken. It should be noted that, due primarily to the Council schedule, concurrent processing would shorten the processing time by no more than three weeks.

Draft E A/ Special Management Area Use Permit Application (SMA) Comments and Questions

Insofar as the submitted document is intended to satisfy Chapter 343, HRS assessment as well as SMA requirements, we offer the following comments:

1. Page 3 of the Draft EA notes that a gas tank occupies the project site. The Final EA should explain the purpose of the gas tank and its disposition upon implementation of the project.

2. The Final EA should provide an indication of the height of the proposed retractable spray booth and supply store.

3. The proposed security station should be labeled on the site plan.

4. Will the burning of gas residues impact air quality? Page 3 states that the LPG terminal will emit occasional gas odors. Are these releases hazardous to the environment or the public and are they regulated by any governmental agency?

5. What activities will occur in the "100 DIA. Flare" area noted on the site plan?

Public Boat Ramp

1. We note that the State Department of Transportation (DOT) objects to the proposed public boat ramp and has regulatory authority over the Deep Draft Harbor, including the proposed ramp and channel. (Refer to their December 14, 2000 letter, attached.)

   While it is advisable that this matter be resolved with the approval of Department of Land and Natural Resources and DOT prior to permit processing, we recognize this might delay the project. We agree to continue processing of the request, but recommend that you continue to work with these agencies to gain their support.

Please be advised that since the DOT regulates use of the harbor, your client will ultimately be bound by its requirements regarding construction and use of a publicly accessible boat ramp.

2. Who will maintain and manage the proposed public facilities?

3. What hours will these facilities be open?

4. The Final EA should identify the "clear-zones" referred to in the DOT's Harbors Division letter and describe applicable regulations, if any, that could impact the project site or the adjacent fuel handing operation.

5. How will runoff from boat wash down operations be disposed of? Will water quality be impacted?

Public Access

1. Fishermen presumably have 24 hour access across the property to shoreline and harbors edge. Will the proposed development limit the hours of access?

2. The Final EA should describe in greater detail what areas will be open to the public.

Drainage

Page 10 states that runoff would be captured in dry wells and allowed to percolate into the ground and possibly into the harbor. Will hazardous or potentially polluting substances be present on site? What is the possibility that these chemicals could enter into the storm runoff? How might water quality be impacted?

Wastewater

Our Site Development Division notes that the municipal sewer system is not available and that the State Department of Health should be contacted regarding acceptable wastewater disposal methods.

Ewa Development Plan

The proposal is generally consistent with the Ewa Development Plan.

With respect to landscape treatment, the Ewa Development plan guideline for landscape treatment of developments in the Barbers Point Industrial Area, Section 3.7.3.3, states that "...The visibility of parking, storage, industrial equipment and operations areas from the street should be minimized through the planting of a landscape screen, consisting of trees and hedges, along street frontages." Project landscaping should be consistent with this guideline.

Any reference to the Ewa Development Plan Public Facilities Map should be eliminated since that component of the Ewa Development Plan has been replaced with the Ewa Public Infrastructure Map (PIM). For your information, the project is not required to be included on the Ewa PIM

Should you have questions regarding the above, you may contact Ardis Shaw-Kim of our staff at 527-5349.

Sincerely yours,

RANDALL K. FUJIKI, AIA
for Acting Director of Planning
and Permitting

RKF:nt

cc: The Gas Company (Steven Golden, Manager
Governmental Affairs and Planning)

Doc. No. 71176

PLANPACIFIC

January 18, 2001

Mr. Randall K. Fujiki, Director
Department of Planning and Permitting
650 S. King Street
Honolulu, Hawaii 96813

Dear Mr. Fujiki:

Subject: Comments on the Draft Environmental Assessment (Draft EA) for the Harbor Services Subdivision, Kalaeloa

Thank you for your comment letter dated January 10, 2001. We appreciate your efforts to schedule the permit process in a timely fashion. Responses to your questions and comments follow.

General

1. The Gas Company has operated on the subject property and loaded its barges in Kalaeloa Barge Harbor for the past 30 years. The Gas Company has a strong safety record and plans to upgrade its facilities as part of this project. The existing storage tank is used to store and load propane gas onto barges. It will either be reused or replaced when the new storage facility is constructed.

2. The retractable spray booth will be 35-40 feet high, in order to accommodate the larger vessels. The supply store will have one or two stories and is not expected to exceed 30 feet in height. A second story may be needed to accommodate offices.

3. The proposed security station is currently represented on the site plan as the small, unlabeled building at the makai end of the driveway. The current location is tentative until boat ramp operations and security programs have been fully developed. Please note that the site plan is schematic only and that the location and size of structures may change. Given that the boatyard is a new business, it may need additional structures in the future. All structures will comply with the zoning code and conditions of the SMA Permit.

4. Gas residues are burned off, so that gas does not escape into the atmosphere. Residues are minimal, and flaring activities occur occasionally and are of brief duration. Exhaust from flaring will have no measurable effect on air quality.

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Response to Mr. Randall K. Fujiki, DPP

5. As stated on page 6 of the DEA, the flare stack will be used to burn gas residues from used consumer storage tanks. This is a normal element of tank maintenance.

Public Boat Ramp

1. We concur that the DOT Harbors Division regulates use of the harbor and that The Phoenician LLC needs to obtain the explicit permission of the Harbors Division in order to operate a public boat launch ramp at this site.

2. The Phoenician LLC will maintain and manage the public facilities.

3. Hours of operation have not been determined. The Phoenician LLC has stated that it is amenable to 24-hour operation of the boat launch ramp, subject to Harbors Division operational requirements, security needs at the site, and the availability of ongoing funding to support extended hours.

4. Storage tanks must be located a minimum of 50 feet from property lines. There is no specific clear zone for barge-loading operations at Pier 1. The U.S. Coast Guard determines safety requirements for barge-loading operations.

5. Wash-down water will be directed to onsite drywells, similar to stormwater runoff.

Public Access

1. The public will be allowed 24-hour access to the shoreline, subject to security concerns. Unless security personnel are posted onsite, it may not be feasible to keep the comfort station open after working hours. Currently, people are using the site without the permission of the landowner.

2. Conceptually, the entire parking area serving the boat launch ramp will be open to the public, while the boatyard and the Gasco facility will be fenced. If the public use of the boat launch ramp and parking is not implemented, however, areas open to the public may be limited to the public parking, comfort station, shoreline area, and connecting driveways and footpaths. If the project proceeds without the public boat ramp, the driveway, public parking and comfort station may be reconfigured.

Drainage

Hazardous materials or substances that could cause water pollution will be stored in secure containers. As stated on page 14 of the Draft EA, wastes from hull maintenance work will be directed to a sump and gathered in a settling tank. Any hazardous or potentially polluting waste will be transferred to an appropriate disposal facility.

The drywells will have gravel beds to filter out incidental pollutants in stormwater runoff – e.g., fluids leaking from parked vehicles. The drywell system will provide better protection than the typical drain-and-pipe system that transmits runoff directly to receiving waters.

Response to Mr. Randall K. Fujiki, DPP

Wastewater

We are currently processing the application with the State of Hawaii Department of Health showing individual wastewater systems for their review and comment.

Ewa Development Plan

The applicant will site structures and install plantings in a manner that is consistent with the Ewa Development Plan guideline for landscape treatment in industrial areas. Naupaka and other plants tolerant of the Ewa climate will be used to enhance the appearance of roadways and public areas.

Should you have any questions, please telephone me at 521-9418, ext. 13

Sincerely,

Robin Foster

Robin Foster, AICP

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96843

January 2, 2001

TO: RANDALL K. FUJIKI, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: CLIFFORD S. JAMILE

SUBJECT: YOUR TRANSMITTAL OF NOVEMBER 29, 2000 OF THE DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PHOENICIAN, LLC HARBOR INDUSTRIAL SUBDIVISION, BARBERS POINT HARBOR, TMK: 9-1-74: 35, 9-1-14: 24

Thank you for the opportunity to review the subject document for the proposed industrial subdivision project.

We have the following comments to offer:

1. The existing off-site water system cannot provide adequate fire protection as required by our Water System Standards. Our Standards require a fire hydrant that can provide a flow of 4,000 gallons per minute to be located within 125 linear feet of each subdivided lot. The developer will be required to extend our water system to serve the proposed subdivision or obtain water service and fire protection from the State water system. The construction drawings should be submitted for our review and approval.

2. The availability of water will be determined when the Building Permit Applications are submitted for our review and approval. When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development.

3. There are no existing water services to the project site. However, there are fire and domestic services for the adjacent State Harbor facilities.

4. If a 3-inch or larger water meter is required, the construction drawings showing the installation of the meter should be submitted for our review and approval.

5. The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

6. Board of Water Supply approved reduced pressure principle backflow prevention assemblies (RPs) are required to be installed immediately after all domestic water meters serving the proposed facilities. In addition, RPs are required after any fire meters serving fire fighting systems utilizing chemicals or storage tanks.

If you have any questions, please contact Scot Muraoka at 527-5221.

cc: Plan Pacific
Office of Environmental Quality Control

PLANPACIFIC

January 18, 2001

Mr. Clifford S. Jamile, Manager and Chief Engineer
Board of Water Supply
City & County of Honolulu
630 S. Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Jamile:

Subject: Comments on the Draft Environmental Assessment (Draft EA) for the Harbor Services Subdivision, Kalaeloa

We have received a copy of your memorandum to the Department of Planning and Permitting dated January 2, 2001 regarding the subject project. We respond as follows:

1. We understand that the existing system is inadequate and as stated in the Draft EA and in your memo, system improvements extending the system will be made to provide 4,000 gpm within 125 feet of each lot. Construction drawings will be submitted for your review and approval.

2. It is understood the availability of water will be made at the time building permits are applied for. It is also understood that the project will pay the Water System Facility Charge for resource development only.

3. The water system will be expanded to provide service for the project in conformance with the standards discussed in item 1 above.

4. It is anticipated that the project will have at least one meter greater than 3-inch size: construction drawings will be submitted.

5. Onsite fire protection will be coordinated with the Fire Department.

6. BWS-approved RP devices will be installed after all domestic meters and fire meters. The construction plans will provide details.

Should you have any questions, please call me at 521-9418, ext. 13.

Sincerely,

Robin Foster, AICP

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FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

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JEREMY HARRIS
MAYOR

ATTILIO K. LEONARDI
FIRE CHIEF

JOHN CLARK
DEPUTY FIRE CHIEF

December 18, 2000

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: ATTILIO K. LEONARDI, FIRE CHIEF

SUBJECT: CHAPTER 343, HAWAII REVISED STATUTES
DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
SPECIAL MANAGEMENT AREA USE PERMIT (SMP)

We received your memorandum dated November 29, 2000, regarding the Draft Environmental Assessment Special Management Use Permit for 91-697 Malakole Street, Kapolei.

The Honolulu Fire Department (HFD) requests that the following be complied with:

1. Provide a private water system where all appurtenances, hydrant spacing, and fire flow requirements meet Board of Water Supply standards.

2. Provide a fire department access road within 150 feet of the first floor of the most remote structure. Such access shall have a minimum vertical clearance of 13 feet 6 inches, be constructed of an all-weather driving surface complying with Department of Transportation Services (DTS) standards, capable of supporting the minimum 60,000 pound weight of our fire apparatus, and with a gradient not to exceed 20%. The unobstructed width of the fire apparatus access road shall meet the requirements of the appropriate county jurisdiction. All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround having a radius complying with DTS standards.

3. Submit civil drawings to the HFD for review and approval.

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

Attilio K. Leonardi

ATTILIO K. LEONARDI
Fire Chief

AKL/KS:jo

PLANPACIFIC

January 18, 2001

Mr. Attilio K. Leonardi, Fire Chief
Honolulu Fire Department
City & County of Honolulu
3375 Koapaka Street, Suite H425
Honolulu, Hawaii 96819

Dear Chief Leonardi:

Subject: Comments on the Draft Environmental Assessment (Draft EA) for the Harbor Services Subdivision, Kalaeloa

Thank you for your comment letter dated December 18, 2000. We respond as follows:

1. A private water system will be designed to BWS standards.
2. Access to the site will be by roadways and driveways complying with the 150-foot distance requirement, vertical clearance of 13'-6", minimum pavement requirement, 20 percent slope requirement, and turnaround requirements.
3. Construction plans will be submitted for review and approval.

Should you have any questions, please contact me at 521-9418, ext. 13.

Sincerely,

Robin Foster, AICP

[illegible]
[illegible]
[illegible]
[illegible]

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DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
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PHONE: (808) 527-5263 • FAX: (808) 527-5214 • Website: [illegible]

JEREMY HARRIS
Mayor

KENNETH E. SPRAGUE, P.E., Ph.D.
Director

BARRY FUKUNAGA
Deputy Director

ENV 00-98

DEC - [illegible]

MEMORANDUM

TO: RANDALL K. FUJIKI, AIA, DIRECTOR
DEPARTMENT OF PLANNING AND PERMITTING

FROM: KENNETH E. SPRAGUE, DIRECTOR
DEPARTMENT OF ENVIRONMENTAL SERVICES

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA)
HARBOR INDUSTRIAL SUBDIVISION
SPECIAL MANAGEMENT AREA USE PERMIT (SMP)
TMK: 9-1-74: 35 AND 9-1-14: 24

We have reviewed the subject DEA and have no comments to offer at this time.

Should you have any questions, please contact Alex Ho at extension 4150.