SEP 2 3 2004

LINDA LINGLE
GOVERNOR

RODNEY K. HARAGA
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Deputy Director
BRUCE Y. MATSUI
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IN REPLY REFER TO:
HAR-PM
3272.05

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

August 25, 2004

TO: GENEVIEVE SALMONSON, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: GLENN M. OKIMOTO
HARBORS ADMINISTRATOR

SUBJECT: FINDING OF NO SIGNIFICANT IMPACT (FONSI) FOR CHEVRON JET DELIVERY PROJECT, TAX MAP KEY NO. 1-2-025: PORTIONS OF 002, 011, 020 AND 069, KALIHI-KAI, HONOLULU, OAHU

The Department of Transportation, Harbors Division has reviewed the comments received during the 30-day public comment period that began on June 23, 2004. Our Department has determined that this project will not have significant environmental effects and has issued a Finding of No Significant Impact (FONSI). Please publish this notice in the next edition of the Environmental Notice.

A completed OEQC Publication Form and four copies of the Final Environmental Assessment are enclosed.

Should you have any questions, please call Derrick Lining, Property Manager, at 587-1944.

Enc.

2004-09-23 ~~EISA~~ FONSI
CHEVRON PIPELINE PROJECT

FINAL ENVIRONMENTAL ASSESSMENT

JET DELIVERY PROJECT

Kalihi-Kai, Honolulu, Hawaii

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

Prepared for

Chevron Products Company
Hawaii Refinery
91-480 Malakole Street
Kapolei, Hawaii 96707-1807

Prepared by

Gerald Park Urban Planner
1221 Kapiolani Boulevard, Suite 211
Honolulu, Hawaii 96814

August 2004

PROJECT PROFILE

Proposed Action:	Jet Delivery Project
Applicant:	Chevron Products Company Hawaii Refinery 91-480 Malakole Street Kapolei, Hawaii 96707-1807
Accepting Authority:	Harbors Division Department of Transportation for Governor, State of Hawaii
Need for Assessment:	Hawaii Administrative Rules Title 11, Chapter 200 §11-200-5(c) Propose the use of state land
Location:	Kalihi-Kai, Honolulu, Hawaii
Tax Map Key:	1-2-025: por. 002, 011, 020, 069
Land Area:	Not Determined
Landowner:	Department of Transportation, State of Hawaii 002, 069: Airports Division 011: Harbors Division 020: Highways Division
Existing Use:	Road-right-of-way, Walkway and Planting Strip, Jet Fuel Terminal
State Land Use Designation:	Urban
Development Plan:	Primary Urban Center
Land Use Map:	Industrial
Zoning:	I-3 Waterfront Industrial
Special Management Area:	Within Special Management Area
Anticipated Determination:	Finding of No Significant Impact
Contact Person:	Derrick Lining, CPM Harbors Division Department of Transportation State of Hawaii 79 Nimitz Highway Honolulu, Hawaii 96813 Telephone: 587-1944

Note: Substantive revisions to the Draft Environmental Assessment are shown in ***bold italic*** type. Deleted text is shaded.

TABLE OF CONTENTS

FIGURES

TABLES

IMAGES

1 DESCRIPTION OF THE PROPOSED ACTION

Chevron Products Company proposes to install a pipeline from the intersection of Auiki and Mokauea Streets to the Honolulu Fueling Facility Corporation ("HFFC") terminal on Sand Island Access Road, Kalihi-Kai, City and County of Honolulu. The properties to be affected by the proposed action are identified as TMK: 1-2-025: por. 002, 011, 020, and 069. A Location Map and Tax Map are shown in Figures 1 and 2.

A. Purpose and Need for the Project

The project will help improve the environmental and safety management of operating the existing pipeline system from Chevron's Kapalama Tank Facility at Pier 38 to storage tanks at Honolulu International Airport (See Section 2, Existing Conditions). The existing pipeline is not equipped with leak detection devices and cannot be internally inspected.

Chevron's Kapalama Tank Facility is on public land leased to Chevron. The Department of Transportation (the landowner) plans to expand its Commercial Fishing Village at Pier 38 and has requested Chevron to vacate the property.

B. Technical Characteristics

Approximately 2,780 lineal feet of 8" seamless carbon steel pipe would be installed within the right-of-way of Kapalama Mililtary Reservation Access Road and Sand Island Access Road. The pipeline would transport jet product only to the HFFC terminal (TMK: 1-2-025: 020) for delivery to Honolulu International Airport. The pipeline would begin from a take-off facility (a valve station) to be installed at the intersection of Auiki Street and Kapalama Military Reservation Access Road. The take-off facility would be sited within an existing fuel line easement (Easement P-1) on the makai side of Auiki Street and outside its right-of-way.

Between Auiki Street and Sand Island Access Road, approximately 1,300 lineal feet of pipe would be installed entirely on the south side of Kapalama Military Reservation Access Road except for a short section where it crosses over a portion of the former Kapalama Military Reservation at Sand Island Access Road. Along Sand Island Access Road, approximately 955 lineal feet of pipe would be installed on the mauka side of the road in an existing fuel oil line easement (Easement F-6). The easement runs beneath an existing planting strip between a sidewalk and the edge of the right-of-way.

On the Sand Island end of the HFFC terminal, a 12-inch diameter tunnel will be bored under Sand Island Access Road into the terminal proper. Piping and fiber optic conduits will be pulled through the borehole to an aboveground meter and valve station to be built in the makai corner of the HFFC terminal. This station is approximately 520 square feet (26' X 20') in area. The pipeline will be placed underground and piping and valve connections made to existing pipes inside the terminal grounds. Drilling is projected to take about one week to include equipment mobilization and demobilization. This last section of line measures approximately 530 feet. The pipeline alignment is shown in Figure 3.

The pipeline trench will be excavated using a cut and cover method or variations thereof as determined by field conditions. In its simplest application, the asphalt pavement will be saw cut (or excavated in the case of the planting strip on Sand Island Access Road), basecourse

and underlying material removed by a backhoe to a pre-determined depth, and the material hauled by truck to a stockpile site. Excavation will precede pipe laying and the contractor will coordinate the interaction between excavation, material delivery, pipe installation, and site restoration. A maximum trenching length of 500 lineal feet will be exposed at any one time. The 8" pipe and two 1" fiber optic conduits would be placed in a 2' wide by 3.5' deep trench on a layer of cushion fill. The trench will be excavated outside the travel lanes of the affected roadways.

As the line is installed, it will be pressure tested for leaks. Assuming there are no leaks, the trench would then be backfilled and excavated areas restored to pre-construction conditions or better. Plans for excavation within State rights-of-way will be submitted to engineering staff of the Harbors, Airports, and Highway Divisions for review and approval.

Fiber optic pull boxes also will be installed at intermittent locations along the alignment.

Chevron currently delivers approximately 30,000 barrels (equivalent to 1,260,000 gallons) of jet product three times a week to the airport. It is anticipated that the delivered volume through the new pipeline will remain about the same.

Chevron will be preparing a baseline environmental study of surface and subsurface conditions along the pipeline alignment. Quantitative and qualitative information collected will create a database for measuring future changes on environmental conditions.

C. Economic Characteristics

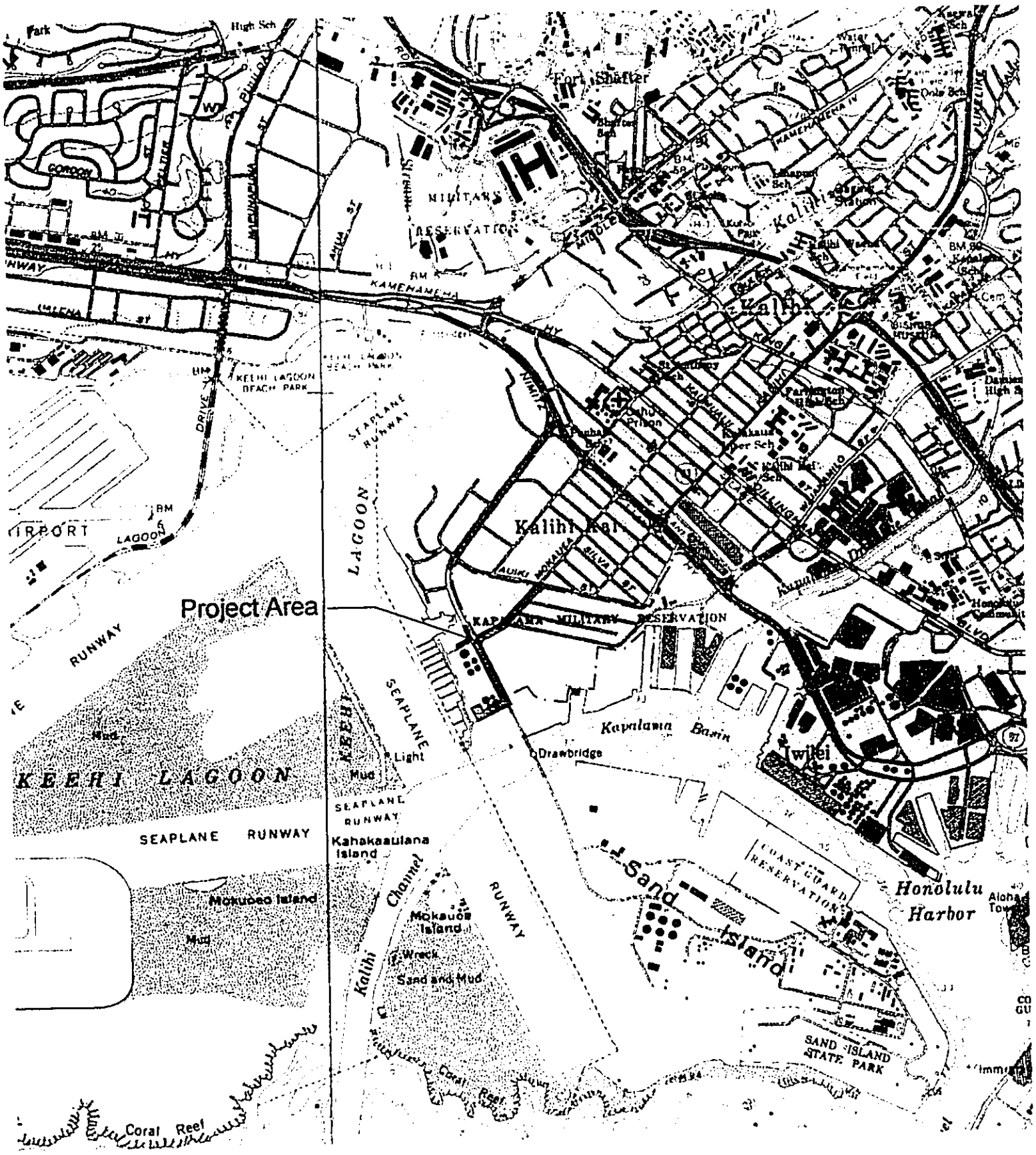
Construction is proposed to commence in September 2004 and should be completed by December 2004. One construction phase is proposed. Construction would commence at Auiki Street and end inside the HFFC terminal.

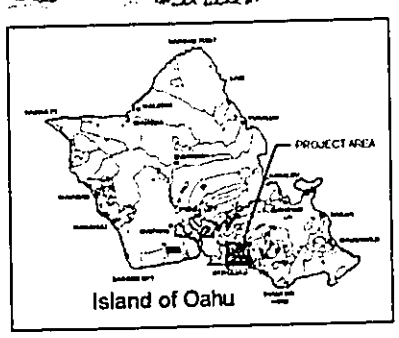
The estimated construction cost is $3.2 million and will be borne by Applicant.

The project is proposed on public land under the jurisdiction of several divisions of the Department of Transportation. Applicant is negotiating with the Harbors Division to lease an easement along Kapalama Military Reservation Access Road, with the Airports Division to lease an easement crossing a section of the former Kapalama Military Reservation, and with the Highways Division to occupy an existing fuel line easement along Sand Island Access Road. An easement also will be required for the pipeline section to be tunneled under Sand Island Access Road.

D. Social Characteristics

No business establishment or industrial use will be displaced as a result of the proposed action.





Source: USGS, Waipahu & Honolulu Quadrangles

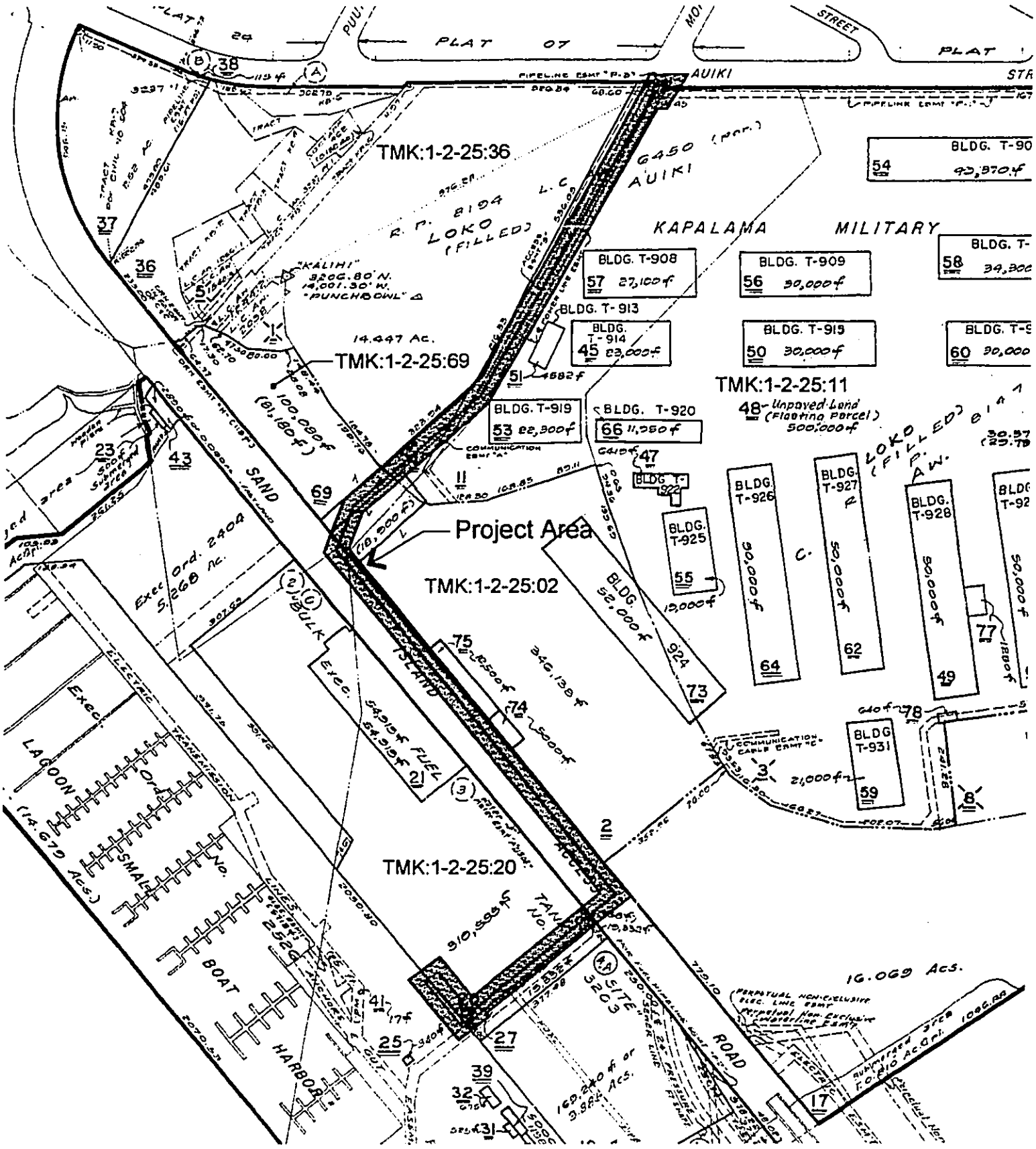
Figure 1
Location Map
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET)
1000 500 0 500 1000 2000

Gerald Park
Urban Planner
May 2004



DEPARTMENT OF TAXATION
PROPERTY TECHNICAL OFFICE
TAX MAPS BRANCH
STATE OF HAWAII

TAX MAP

FIRST TAXATION DISTRICT		
ZONE	SEC.	PLAT
1	2	25

SCALE: 1 IN. = 200 FT.

Source: City & County of Honolulu Website

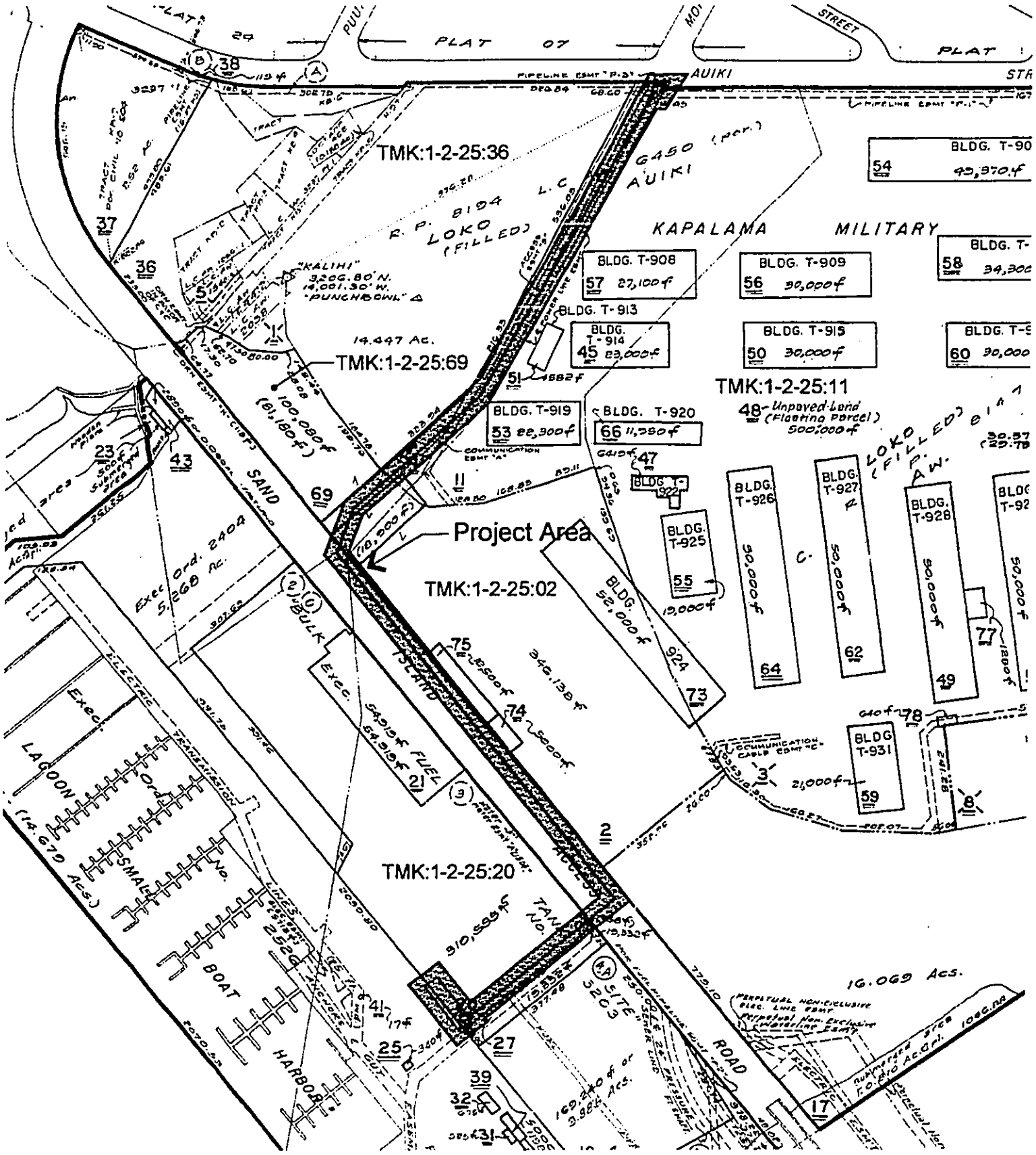
Figure 2
Tax Map Key
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET) 150 75 0 75 150 300

Gerald Park
Urban Planner
May 2004



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FIRST TAXATION DISTRICT		
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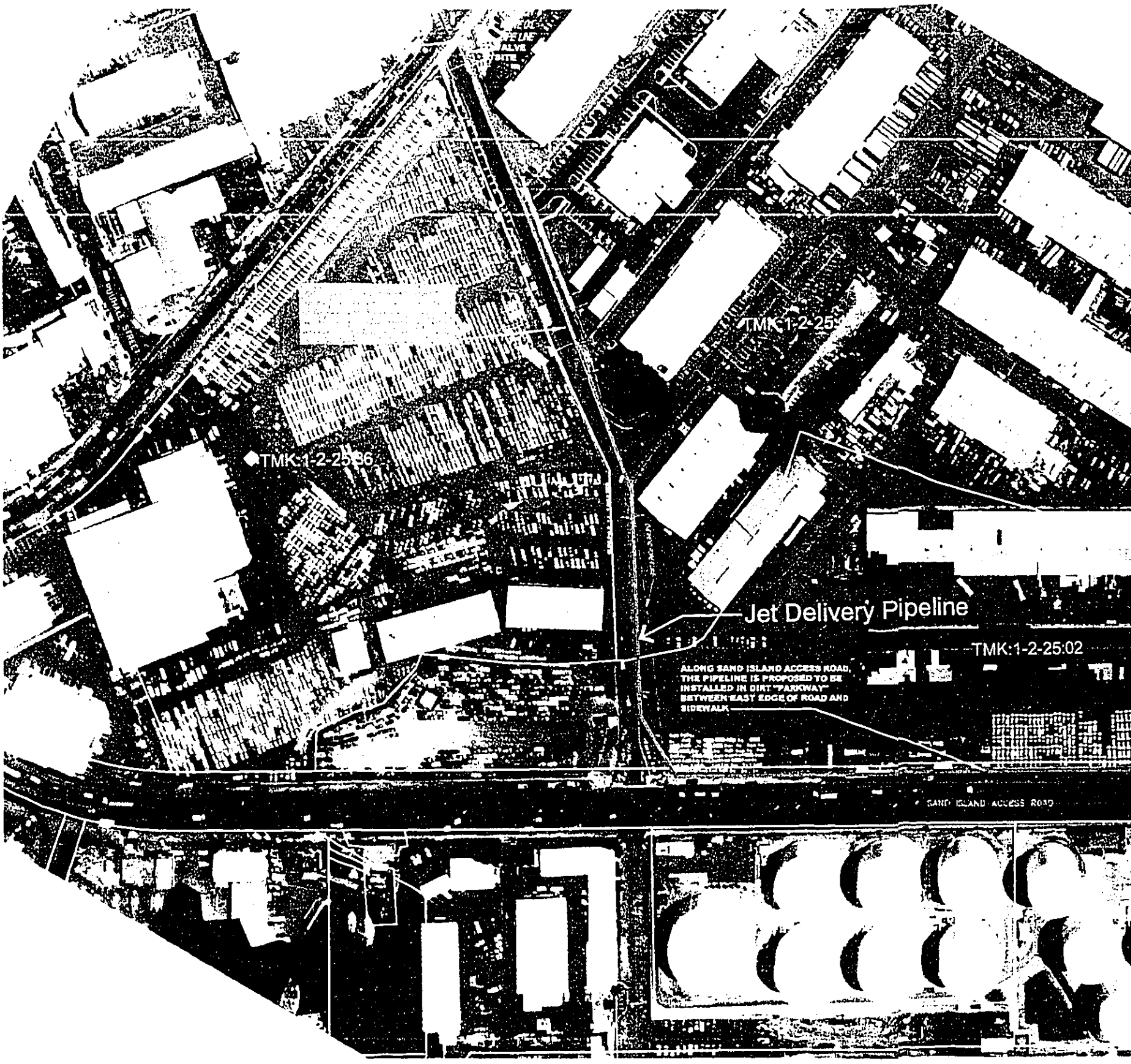
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET)
150 75 0 75 150 300

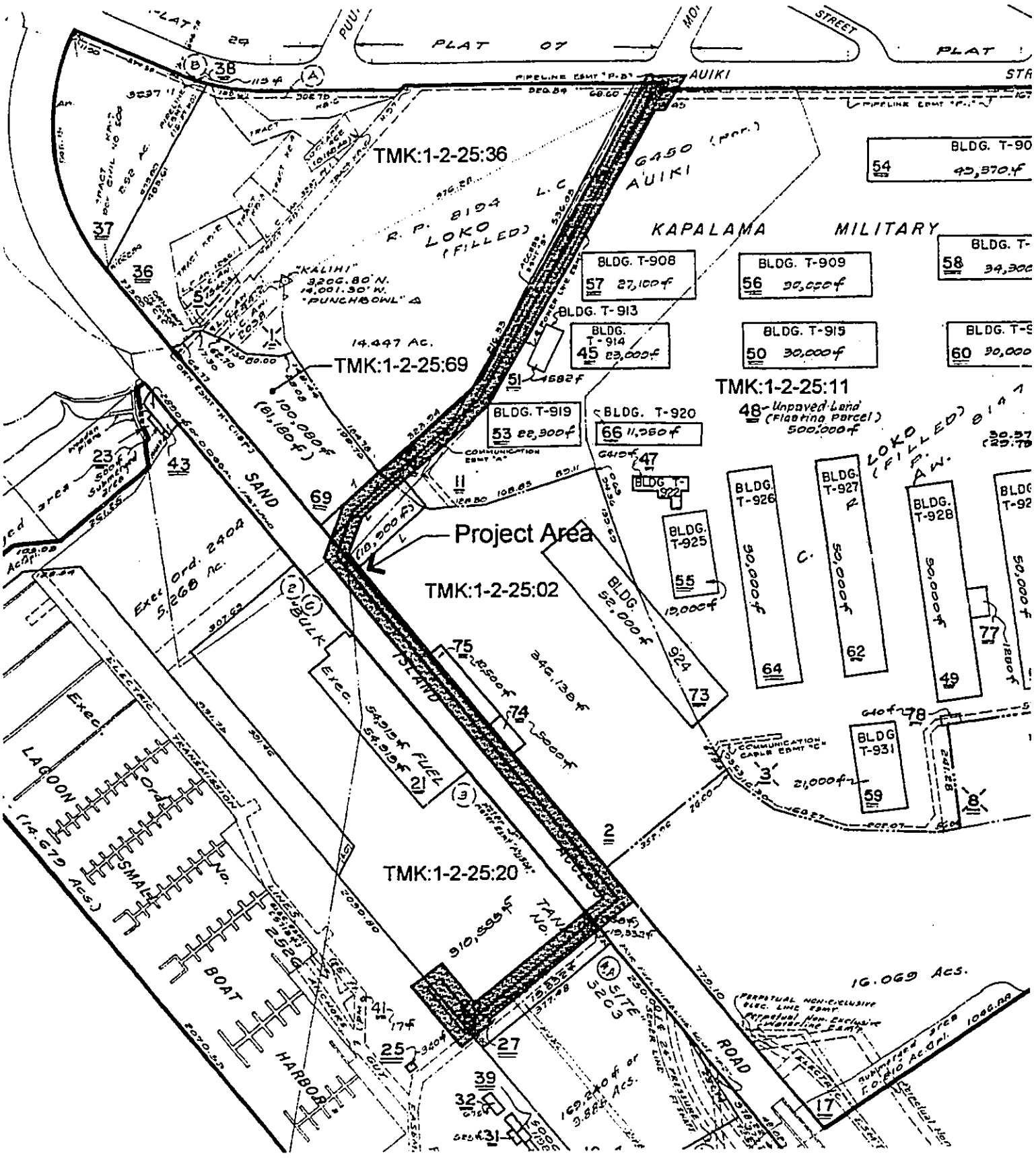
Gerald Park
Urban Planner
May 2004



Source: Willbanks Engineering Co., 2003

CORRECTION

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



DEPARTMENT OF TAXATION PROPERTY TECHNICAL OFFICE TAX MAPS BRANCH STATE OF HAWAII TAX MAP		
FIRST TAXATION DISTRICT		
ZONE	SEC.	PLAT
1	2	25
SCALE: 1 IN. = 200 FT.		

Source: City & County of Honolulu Website

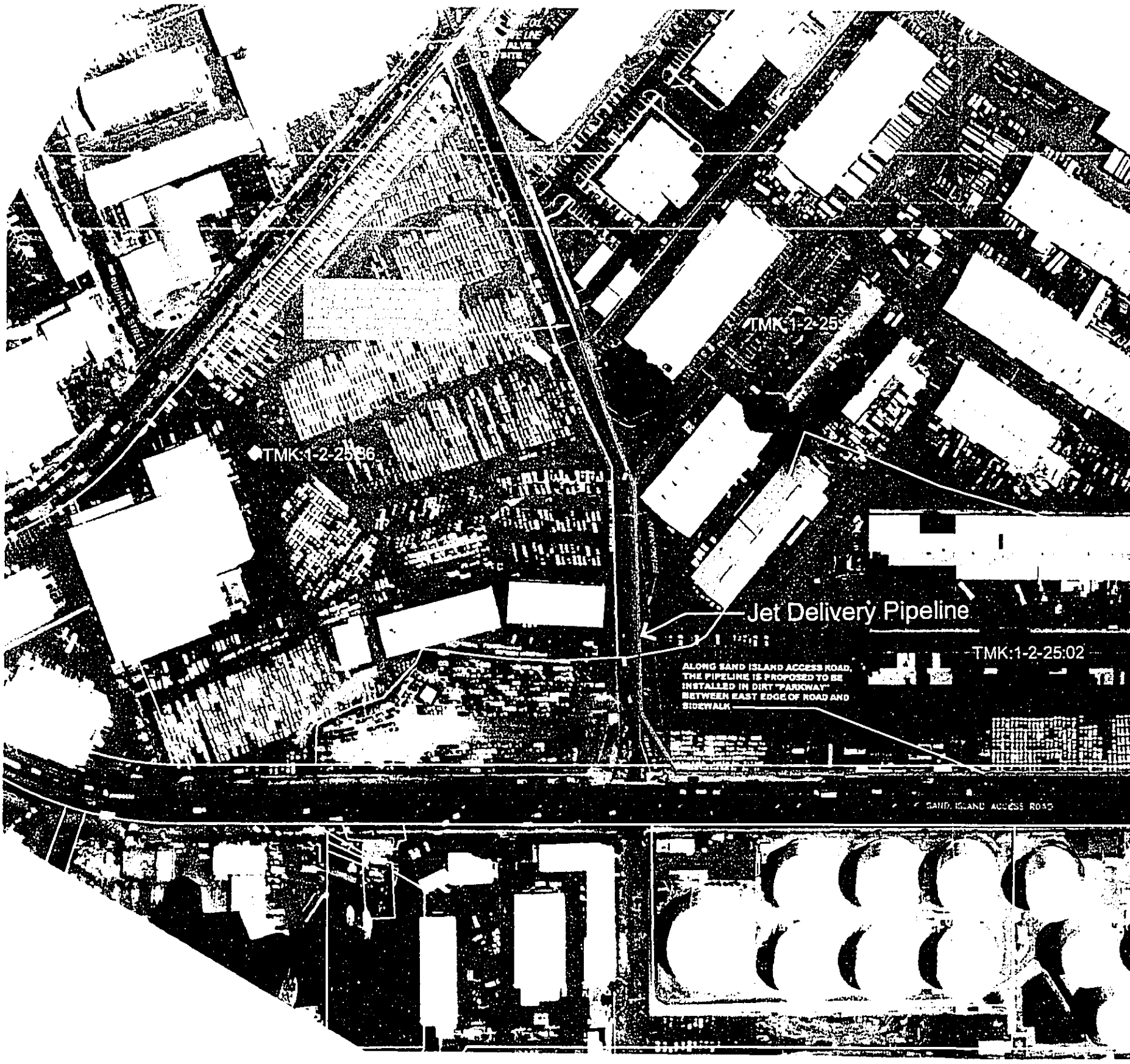
Figure 2
Tax Map Key
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET) 150 75 0 75 150 300

Gerald Park
Urban Planner
May 2004



Source: Willbanks Engineering Co., 2003

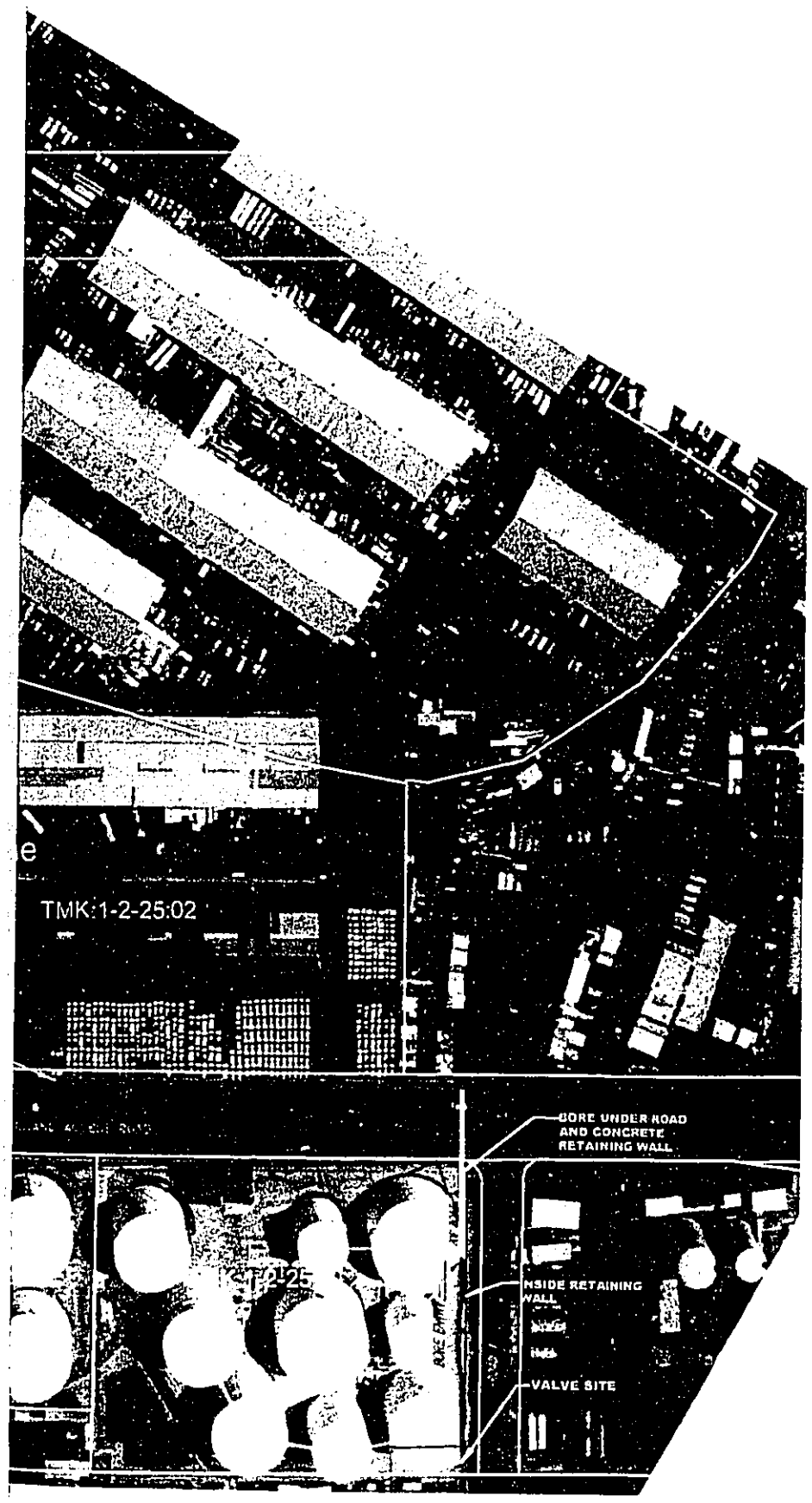


Figure 3
Pipeline Alignment
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET)
100 50 0 50 100 200

Gerald Park
Urban Planner
May 2004

2 DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. Existing Conditions

Chevron currently transports jet product via an 8" pipeline from the Chevron Refinery at Campbell Industrial Park to its Kapalama Tank Facility at Pier 38 (this pipeline also ships Mogas and Diesel to Chevron's Pier 30 facility). The jet product is stored in two tanks and allowed to settle out for a determined amount of time (the settling rate is 1 foot per hour). When settling is completed, jet product is then shipped via two 4" pipelines from the Kapalama Tank Facility directly to tanks at Honolulu International Airport. In the vicinity of the project area, the 8" and 4" lines are in easements (P-1, P-2, and P-3) on the makai side of Auiki Street. Chevron also has another 8" line within these easements used to deliver fuel oil from the refinery.

Chevron delivers about 30,000 barrels of jet product three times a week to Honolulu International Airport. At a flow rate 1,700 barrels per hour, it takes about 18 hours to deliver each batch of 30,000 barrels (1,260,000 gallons).

The new pipeline from the planned take-off facility at Auiki Street to the HFFC Terminal will bypass the Kapalama Tank Facility. The existing 8" pipeline will remain in place for shipping product to Chevron's Pier 30 facility. The take-off facility site is approximately 550 square feet in area and covered by aggregate (See Image 1).

The HFFC terminal is located on the makai side of Sand Island Access Road between its intersections with Road One and Road Two. The latter roads provide access to Keehi Lagoon Small Boat Harbor on the ocean side of the terminal. The terminal consists of 16 breakout tanks of different volume, an assortment of incoming and outgoing pipelines of different size, and a small office building. The terminal receives jet product from fuel providers other than Chevron [but will set aside four tanks at the Sand Island end of the terminal for Chevron's use] ***(Airport Group International Comment)***. Jet product is shipped directly from the terminal to the airport via an existing 10" and two 6" pipelines.

A combination concrete/hollow tile wall (5' high) topped by a chain link (4' high) and barbed wire (1' high) fence bounds the entire facility. Vehicle access is through a gated entry off Road 2. The proposed pipeline and metering station will be constructed on crushed coral (See Image 2). No vegetation was observed at the site of the metering facility.

The former Kapalama Military Reservation functions as a break-point for receiving, storing and shipping goods either on land or sea. Small goods are stored in warehouses and large, bulky items such as automobiles and shipping containers are stored in the open. The State of Hawaii Department of Agriculture (Quality Assurance Division, Plant Quarantine Branch, Commodities Branch, and Measurement Standards Branch) fronts on Kapalama Military Reservation Access Road.

The United States Government established the Kapalama Military Reservation in 1941 through land condemnation. The reservation was the U.S. Army's Port Service Facility that handled shipping requirements for the armed forces from World War II through 1993. Beginning in 1976 portions of the reservation was returned to the State of Hawaii (and in

Image 1. Makai facing view of the take-off facility site at Auiki Street. Kapalama Military Reservation Access Road is on the right.

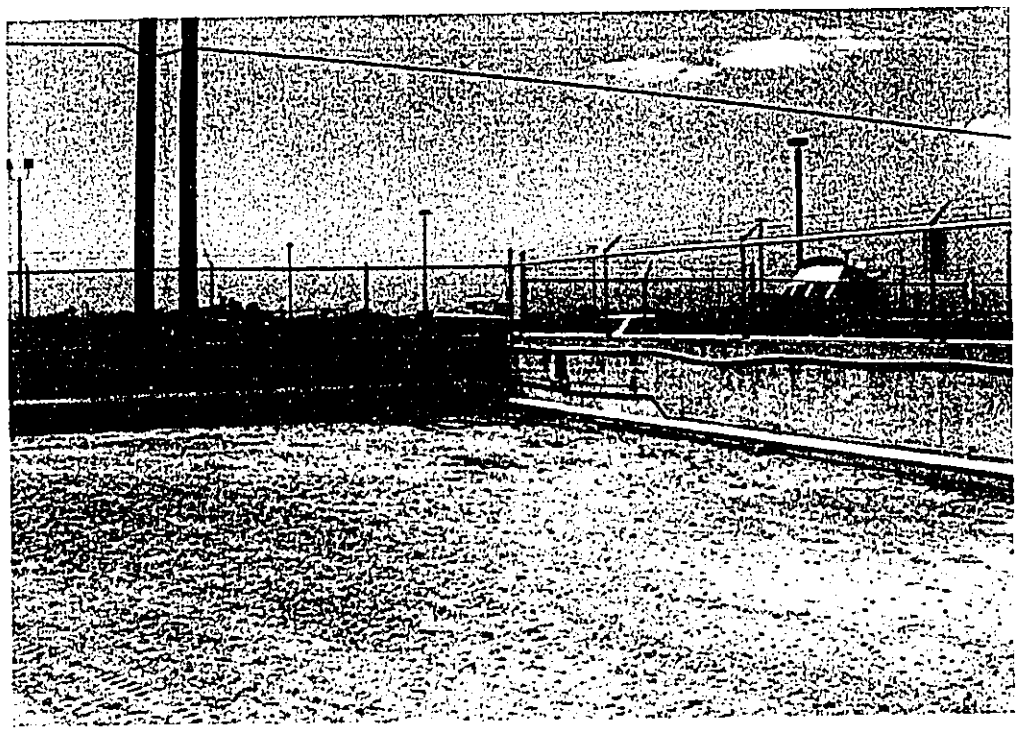


Image 2. Metering station site in southern corner of HFFC Terminal. The compacted coral surface is typical for the HFFC property.

some instances sold to commercial interests) and in 1993 the remaining land was returned to the State of Hawaii. Perhaps the most well known tenant at the reservation was the U.S. Army's Central Identification Laboratory, which was responsible for identifying remains of servicemen retrieved from the Pacific and Asia.

The University of Hawaii Marine Center at Snug Harbor is located on the Kalihi Basin side of the former military reservation.

A. Physical Conditions

The road shoulder is **relatively flat** having been graded and paved for roads or improved with curbs, gutters, sidewalks, and a planting strip. Ground elevation ranges from 5 feet along above mean sea level at Sand Island Access Road to 8 feet above msl at Auiki Street.

The Soil Conservation Service (1972) soil map for the area identifies one **soil type**--- Fill Land (FL)--- over the entire project limits. This land type occurs mostly near Pearl Harbor and in Honolulu adjacent to the ocean. The soil consists primarily of dredged form the ocean or hauled from nearby areas, garbage, and other general material. Muranaka (In Towill, 2001) reported, "From the period between 1900 and 1940, the northern portions of the Kapalama shoreline area were used as a municipal waste disposal area, junkyard, and asphalt batch processing plant."

The **Flood Insurance Rate Map** (Figure 5) places almost all of the project area in Flood Zone "X" which is defined as "areas determined to be outside 500-year flood plain (Federal Emergency Management Agency, 2000)". The site of the metering facility inside the HFFC terminal is in Zone AE, which is defined as "areas of 100-year flood; base flood elevation determined." The base flood elevation is calculated at 5 feet above sea level.

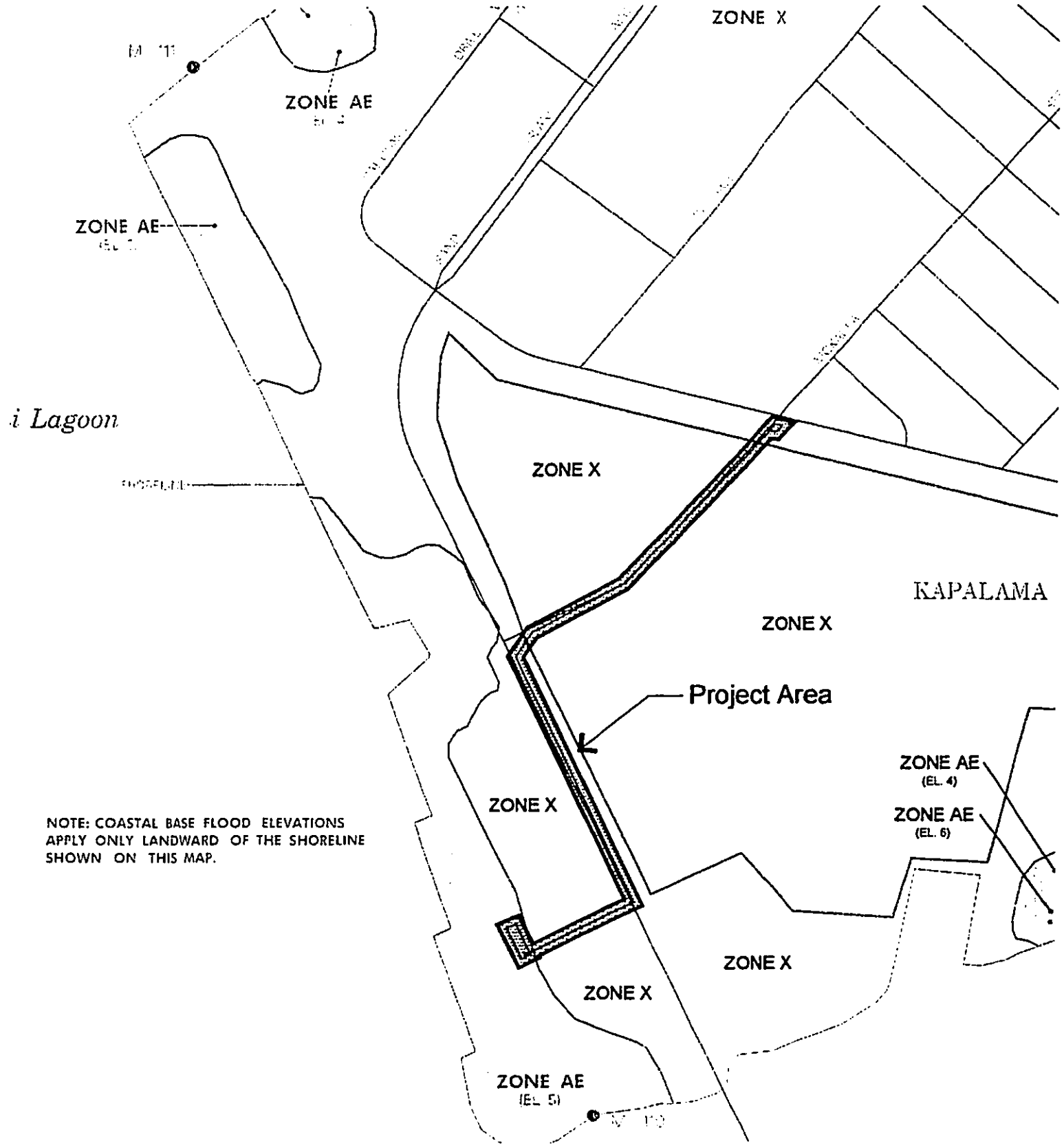
There are no **ponds or wetlands** within the project limits. The nearest **streams** are Kalihi Stream which discharges into Keehi Lagoon about .75 miles to the north and Kapalama Stream which discharges into Kapalama Basin about .75 miles to the south.

Kalihi-Kai overlies the Kalihi **aquifer** of the Honolulu Sector (Mink and Lau, 1990). The Kalihi aquifer is characterized by an unconfined basal aquifer composed of sedimentary geological deposits above a flank-confined aquifer. The sedimentary aquifer is classified as currently used but not ecologically important. Salinity is moderate (1,000 to 5,000 mg/l Cl^-) and the aquifer is considered replaceable and highly vulnerable to contamination.

The flank-confined aquifer is used for drinking because of low salinity (<250 parts mg/l Cl^-). The aquifer is considered irreplaceable with a low vulnerability to contamination (Mink and Lau, Ibid).

The project is proposed in significantly disturbed areas paved over by asphalt concrete or improved with sidewalks and planting strips. **Vegetation** consists of common species such as carissa, plumeria, Bermuda grass, bougainvillea, and money plant all of which were observed on properties outside the pipeline alignment.

Roadside **weeds** such as garden spurge, milkweed, and akulikuli grow inside the planting strip along Sand Island Access Road. The weedy species are common to Hawaii. There are no trees, shrubs, or groundcover in the planting strip.



NOTE: COASTAL BASE FLOOD ELEVATIONS APPLY ONLY LANDWARD OF THE SHORELINE SHOWN ON THIS MAP.

Legend

Special Flood Hazard Zone Inundated by 100-Year Flood

Zone AE Base Flood Elevation Determined.

Zone X Areas Determined to be Outside 500-Year Floodplain.

Source: Federal Emergency Management Agency
Flood Insurance Rate Map
Map Number 15003C0353E
Date: November 2000.

Figure 4
Flood Insurance Rate Map
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET)

250 125 0 125 250 500

Gerald Park
Urban Planner
May 2004

No evidence of **archaeological or cultural features** was observed on the ground surface. Grading and subsequent general roadway improvements have removed any surface features if they previously occurred in the various rights-of-way.

State Historic Preservation Division records indicate that the area between Auiki Street on the east and Sand Island Access Road on the west was once a **fishpond** (Loko Auiki). The makai edge of the pond marked the pre-historic shoreline before land filling created fast land that is seen today. Muranaka (In Towill, 2001) reported, "From the period between 1900 and 1940, the northern portions of the Kapalama shoreline area were used as a municipal waste disposal area, junkyard and asphalt batch processing plant."

B. Land Use Controls

The State Land Use District boundary map for this section of Honolulu designates land within the project area and all of Sand Island **Urban**. The Draft Primary Urban Center Development Plan (Department of General Planning, 2002) designates all of Kalihi-Kai below Nimitz Highway and the mauka portions of Sand Island **Industrial**. Coastal lands from Keehi Lagoon Beach Park through Kalihi Kai (makai Sand Island Access Road) and Sand Island are designated of **Parks and Open Space**.

The former Kapalama Military Reservation, the HFFC terminal, Sand Island and container shipping yards fronting the Kalihi Basin of Honolulu Harbor are zoned **I-3 Waterfront Industrial** (See Figure 5).

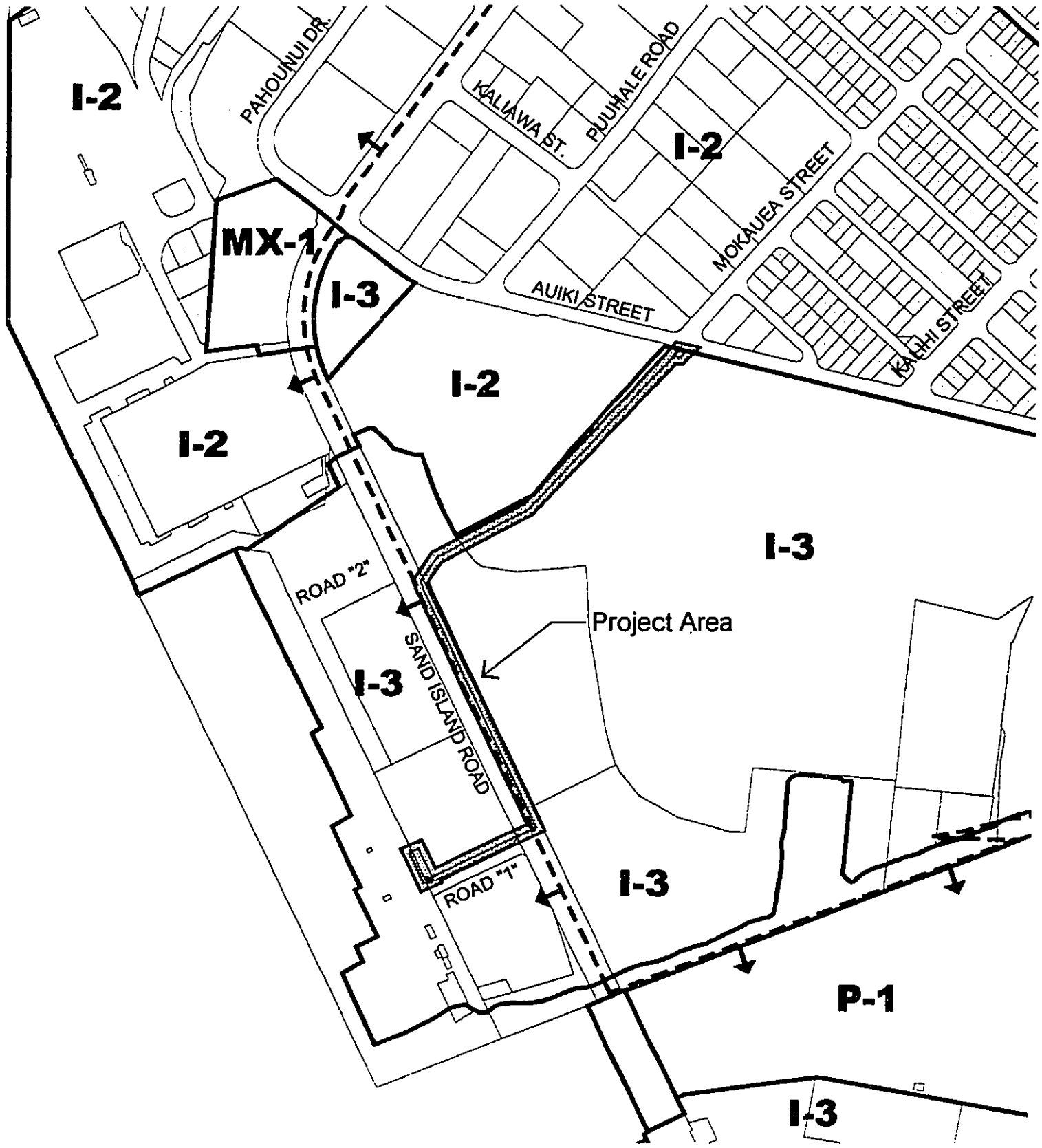
The centerline of Sand Island Access Road marks the inland boundary for the County delineated **Special Management Area** ("SMA") shown in Figure 5. Although most of the pipeline is located outside the SMA, approximately 500 lineal feet of pipe and planned pipe and valve connections inside the HFFC terminal and within the Sand Island Access Road right-of-way are within the SMA. Consultation with staff of the Department of Planning and Permitting indicates that the project could qualify for a Special Management Area Permit Minor.

C. Public Facilities and Utilities

Kapalama Military Reservation Access Road was built by the US Army and turned over to the State of Hawaii. The road is under jurisdiction of the Harbors Division. At Auiki Street, the right-of-way measures about 46 feet with two-12-foot travel lanes. The Diamond Head shoulder is improved with a 4' wide concrete sidewalk and curbing; in contrast the Ewa shoulder consists of asphalt pavement (2'6" wide) and crushed rock (16 feet). Fronting the Department of Agriculture Building, the right-of-way widens by another 12-15 feet.

Although the two-lane road is fully paved, a 10-foot high chain link fence situated about mid-way along its length prevents through access (See Image 3). The gate is accessible by pedestrians and is secured during night hours. A security gate at Auiki Street is open for vehicles and pedestrians during the day and secured during nights and weekends. Outbound traffic onto Sand Island Access Road is controlled by a STOP sign.

Sand Island Access Road is a fully improved roadway connecting Sand Island on the south with Nimitz Highway on the north. Between Roads One and Two, the undivided 100-foot wide right-of-way has four travel lanes (two inbound to Sand Island and two outbound to



Legend

I-2	INDUSTRIAL (INTENSIVE)
I-3	INDUSTRIAL (WATERFRONT)
MX-1	INDUSTRIAL MIXED USE
P-2	PRESERVATION (RESTRICTED)
	SPECIAL MANAGEMENT AREA

Source: City & County of Honolulu Online GIS Database

Figure 5
Zoning & SMA
Jet Delivery Project

Chevron Products Company — Kalihi-Kai, Honolulu, Island of Oahu

NORTH

LINEAL SCALE (FEET)
250 125 0 125 250 500

Gerald Park
Urban Planner
May 2004

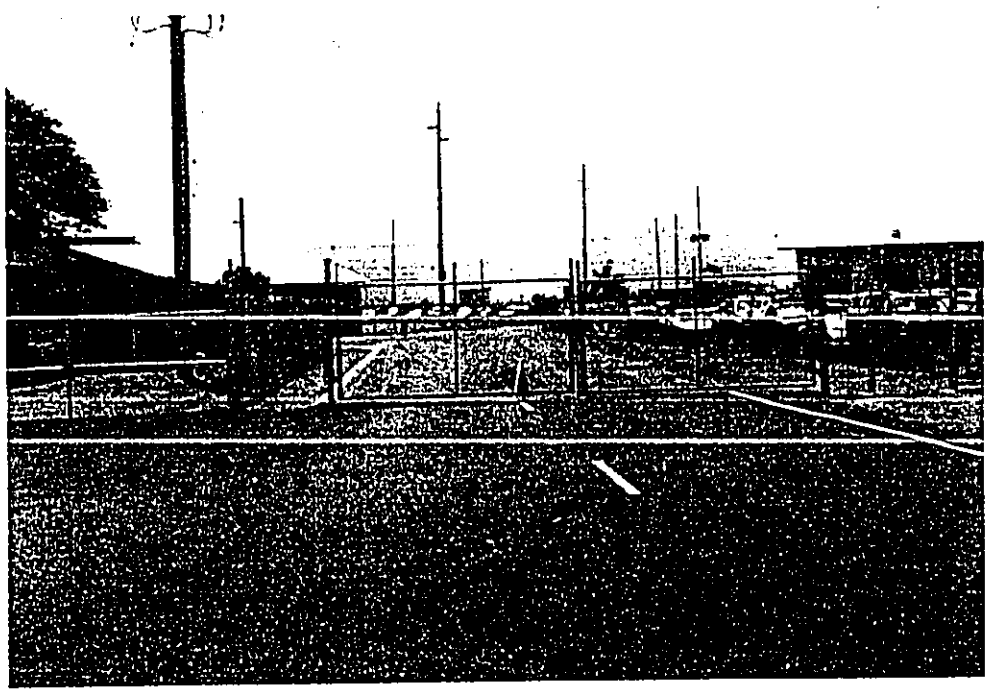


Image 3. Makai facing view of Kapalama Military Reservation Access Road. The fence precludes vehicle access. A pedestrian gate is on the right.

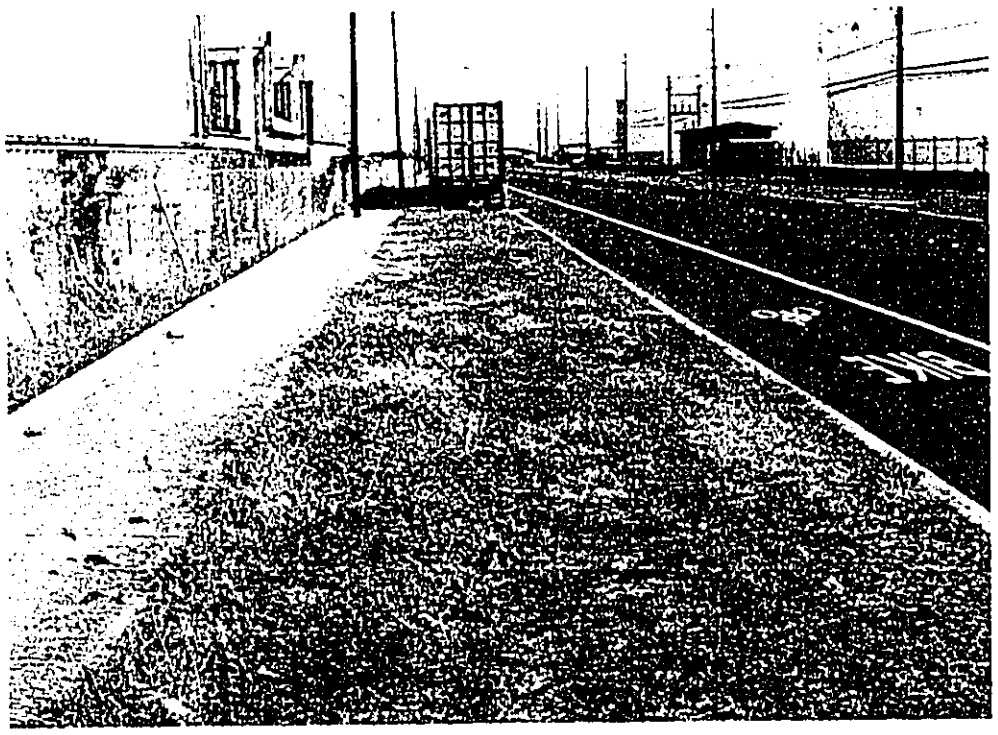


Image 4. View of the mauka shoulder of Sand Island Access Road. The 8-inch pipeline will be installed in a fuel line easement beneath the planting strip. The HFFC terminal is on the right.

Nimitz Highway), a storage lane for left turn movements, inbound and outbound bicycle lanes, and curbs, gutters and sidewalks on both sides. The mauka side includes a 12-foot wide planting strip (See Image 4).

The posted speed limit is 35 mph for vehicles and 25 mph for trucks. Traffic movement at the intersection of Sand Island Access Road and Road Two is controlled by a soon to be activated traffic signal. Outbound traffic on Road One is controlled by a STOP sign.

A traffic impact analysis was prepared for the Department of Agriculture and Food Distribution Center relocation to Kapalama Military Reservation (Okaneku in Towill, 2001). Traffic counts taken at the Kapalama Military Reservation Access Road and Sand Island Access Road intersection during morning and afternoon peak hours shows substantial traffic volume on both roads (See Table 1). Although the data is dated and also accounts for journey to work/from work traffic, it is indicative of the volume of traffic that may be encountered in areas where the pipeline will be installed.

Table 1. Traffic Counts at Sand Island Access Road and Kapalama Military Reservation Access Road

Direction	AM Peak (7:00 to 8:00 AM)	PM Peak (3:15 to 4:15 PM)
Inbound to Sand Island	841	638
Outbound from Sand Island	418	878
	1,259	1,509
Inbound to KMR	254	172
Outbound from KMR	140	262
	394	434

Source: The Traffic Management Consultant, 2001.

During the field survey for this project traffic flow on both roads was judged to be heavy and about the same volume in both directions. It was also observed that most vehicles were not passenger vehicles but small and large pick up trucks, vans, panel trucks, flatbed trucks, and tractor-trailers. The vehicle types clearly are indicative of the industrial and maritime activities and shipping (via sea or land) operations prevalent in this area.

The State Department of Transportation recently announced plans to close two lanes of the Sand Island Access Road Bridge. The two town-bound lanes would be closed first for about one year while the metal grating is replaced. Traffic would be limited to the other two lanes with on the bridge with one lane marked town bound traffic and the other for Sand Island. The Plan is to contraflow the two lanes 24 hours a day for the duration of the project (Honolulu Advertiser, April 30, 2004).

A Board of Water Supply 16" **water** transmission main is located under the inbound lanes of Sand Island Access Road. The line gradually shifts towards the outbound lanes as it approaches the bascule bridge. In addition, BWS 8" and 12" mains are located in Auiki Street.

No municipal **sewer** lines are located within the right-of-way of Kapalama Military Reservation Access Road and Sand Island Access Road. A 24-inch line belonging to the US Army runs under the inbound travel lanes of Sand Island Access Road.

A 2" **gas** line is located in the middle of the Sand Island Access Road right-of-way.

Two major **easements** are located within the Sand Island Access Road right-of-way. The State Energy Corridor, a 30-foot wide easement, is located under the outbound travel lanes and a bicycle lane on the mauka side of the road. The easement extends about four feet into the existing planting strip. Currently, there are no utility lines in the energy corridor.

The second easement, for fuel line purposes (Easement F-6), is located between the mauka edge of the right-of-way and the energy corridor. The 15-foot wide easement comprises a portion of the planting strip and an adjoining sidewalk. Pipelines belonging to Tesoro (a 10" line for shipping jet, diesel, and mogas) and HFFC (18" line for jet product only) occupy the easement.

Easements within or crossing Kapalama Military Reservation Access Road includes a 25-foot wide power line easement in favor of Hawaiian Electric located on the south side of the road, a 10-foot wide communications easement (Easement "A") near the entrance to the former Kapalama Military Reservation, an access easement in favor of Servco Pacific, Inc., owner of property adjoining the road to the northwest (TMK: 1-2-025: 036), and a drainage easement near Auiki Street.

Electrical and telephone services are provided by overhead lines on poles along Kapalama Military Reservation Access Road and Sand Island Access Road.

3 SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS AND MEASURES TO MITIGATE ADVERSE EFFECTS

The scope of the project was discussed with the client, members of the design team, and staff of the Department of Transportation. State and County agencies were contacted for information relative to their areas of expertise. Time was spent in the field noting site conditions and conditions in the vicinity of the project. The sum total of the consultations and field investigations helped to identify existing conditions and features that could affect or be affected by the project. These conditions include:

- There are no rare, threatened, or endangered flora or fauna or habitat within the project limits;
- There are no recorded archaeological resources within the affected rights-of-way;
- Along Kapalama Military Reservation Access Road the pipeline crosses through a filled in fishpond (Loko Auiki);
- Most of the pipeline and ancillary facilities are not located in a flood hazard area;
- The location of public utilities along the proposed alignment has been identified; and
- The borehole under Sand Island Access Road will encroach into the State Energy Corridor.

A. Short-term Impacts

A summary of the proposed construction methods was discussed in Section 1 of this assessment. Because the project is route specific (versus site specific), construction would proceed from one location to another along a specified alignment. Thus, construction impacts, although repetitive over the length of the project limits and the construction period, essentially are temporary at any one location.

Site work is a persistent source of fugitive dust. Site contractors are aware that dust is a nuisance to both workers and people living or working near to work sites and it is imperative for them to maintain stringent dust controls. Frequent water sprinkling is probably the most effective dust control measure given the size of the site and the type and scale of proposed improvements. The Contractor, however, may choose to implement other measures based on their experience with similar projects and job sites.

The Contractor will be responsible for general housekeeping of the site and for keeping drain systems and adjacent areas free of mud, sediment, and construction litter and debris. Pollution control measures will comply with Chapter 60.1, Air Pollution Control regulations of the State Department of Health.

Like fugitive dust, construction noise cannot be avoided. The right-of-way is bounded by industrial-type activities such as petroleum storage, car lots, container storage facilities, warehousing, and other waterfront-related activities. None of these are noise sensitive uses. Exposure to noise will vary by construction phase, the duration of each phase, and the type of equipment used during the different phases. Maximum sound levels in the range of 82-96 db(A) measured at 50 feet from the source would be generated by heavy machinery and pneumatic impact equipment during the site work phase. After site work is

completed, reductions in sound levels, frequency, and duration can be expected during actual installation, backfilling, and restoration operations.

Community Noise Control regulations establish maximum permissible sound levels for construction activities occurring within "acoustical" zoning districts. Based on the industrial zoning of the area, the project is located in the Class C zoning district for noise control purposes. The maximum permissible daytime sound level in the Class C zoning district is 70 dBA all day (Chapter 46, Community Noise Control, 1996).

In general, construction activities cannot exceed the permissible noise levels for more than ten percent of the time within any twenty-minute period except by permit or variance. Any noise source that emits noise levels in excess of the maximum permissible sound levels cannot be operated without first obtaining a variance (or noise permit) from the State Department of Health. Although the variance does not attenuate noise per se it regulates the hours during which excessive noise is allowed.

The general contractor will be responsible for obtaining and complying with conditions attached to the variance. Work will be scheduled between the hours of 8:00 AM to 3:00 PM Mondays through Fridays. The contractor will also ensure that construction equipment with motors is properly equipped with mufflers in good operating condition.

Trenching, grading, and stockpiling of soil will be performed in accordance with erosion control standards of the City and County of Honolulu and approved grading plans. Best Management Practices (BMPS) for erosion and drainage control during construction will be prepared for review and approval by the Department of Planning and Permitting. Construction work will not exceed one acre in area thus a NPDES General Permit Authorizing Discharges of Storm Water Associated with Construction Activity will not be required from the State Department of Health.

If contaminated soil is unearthed, digging will stop and proper agencies notified to investigate the source of the contamination. Contaminated soil will be hauled to an approved site for remediation. Chevron will be responsible for remediation of the contaminated soil only.

Flora observed outside the alignment and in the planting strip is common to the Island of Oahu and State of Hawaii. None is considered rare, threatened, or endangered or proposed for such status.

The pipeline is proposed in areas that have been significantly altered by prior construction of roads and utility installation. Should excavation unearth subsurface archaeological sites, artifacts, or cultural deposits, work in the immediate area will cease and the proper authorities notified for disposition of the finds. If *iwi* are uncovered and appear to be less than 50 years old, the Honolulu Police Department will be notified. If the burials appear to be more than 50 years old, then the State Historic Preservation Officer will be notified. As a matter of protocol, both agencies will probably be notified for inspection and disposition of the finds.

Construction will have some effect on traffic circulation on Kapalama Military Reservation Access Road. The road is closed to through traffic about mid-way along its length, which limits the amount of vehicles on the road creating two dissimilar conditions. At Auiki Street, traffic is light. Government functions occupying the Department of Agriculture Building are

not significant trip generators and construction can be accomplished without adversely affecting traffic on this segment. Construction should not affect the access easement in favor of Servco Pacific, Inc. ***FFF Distributing, Inc. commented that construction would affect their operations, as the driveway opposite Mokauea Street is their only in and out access. In response to their concern, Chevron or its contractor will meet with Triple FFF and its staff to discuss site-specific measures to minimize impacts to traffic at the entrance to its facility and on daily operations.***

On the makai side of the fence, traffic between the former military reservation and Sand Island Access Road is heavy throughout the day (See Table 1). A major entry (if not the primary entry) to the former reservation is located on this section of the road and this intersection is a critical crossing for the pipeline. Unlike the Sand Island Access Road crossing that will be tunneled under the road, a trench will be excavated across the T-intersection. The Contractor will coordinate its construction activities with management personnel and security at the reservation and take reasonable efforts to maintain access at all times. Chevron and its contractor also are considering making the crossing on a weekend or at night to minimize the impact on traffic at the intersection.

There is little to no traffic movement between the entry and the fence blocking the road thus there should be no effect on traffic. Between the entry and Sand Island Access Road, construction will proceed on the grounds of the former reservation and should not affect traffic.

Along Sand Island Access Road, pipeline installation will take place off the travel lanes and for the most part should not impede inbound or outbound traffic but could slow traffic speeds. It is anticipated that upon seeing construction alongside the road drivers would tend to slow their vehicles for safety reasons. Future activation of the traffic signal at Road 2 would also slow traffic and contribute to a "platooning" effect in both directions.

Drilling a bore hole under Sand Island Access Road between the UH Marine Center and the HFFC terminal should not affect traffic movement on Sand Island Access Road. The UH Marine Center commented that many cars and trucks use the entrance to their facility, primarily during working hours. They also noted that the UH Marine Center operates 24 hours a day, 7 days a week. To minimize construction impacts at the entry to the facility (similar to the FFF Distributing comment) Chevron or its contractor will meet with Marine Center staff to discuss site-specific measures to minimize impacts to traffic at the entrance to its facility and on daily operations.

There may be times when one outbound lane will have to be temporarily closed for material deliveries and for safety reasons when construction occurs close to the edge of the road. Lane closures, even if temporary could further inconvenience outbound traffic coming off the Sand Island Access Road Bridge (a single lane would be open for town bound traffic). Any closure will be coordinated with the State Department of Transportation and its general contractor for the bridge project.

A Traffic Control Plan will be submitted to the Department of Transportation for review and approval prior to construction. State DOT approval is also required for work in the highway right-of-way. Measures to be prescribed in the plan to mitigate impacts on traffic on all affected roadways include but are not limited to:

- Posting warning signs on both sides of the work area to alert drivers of road work and to slow traffic speed;
- Positioning traffic cones or other directional devices in the roadway to divert vehicles around work areas;
- Posting flagmen to assist in traffic control;
- Maintaining egress and ingress at driveway crossings and providing alternative access if driveway closings cannot be avoided;
- Placing traffic plates over exposed trenches during non-working hours and posting warning lights alongside the trench;
- Installing temporary barriers to separate workers from passing traffic;
- Limiting construction to between 8:00 AM and 3:00 PM, Monday through Friday (except if the pipeline crossing at the entry to the former Kapalama Military Reservation is carried out on a weekend or at night).

Material deliveries will be scheduled during non-peak traffic hours to minimize impacts on local traffic. Flagmen will be posted for traffic control during material loading and off-loading. The contractor will coordinate driveway crossings with property owners. Vehicle access may be temporarily restricted to one side of the driveway during construction.

Utility poles and traffic signs within the right-of-way should not be affected during construction. Construction plans will be submitted to the respective utility companies and government agency for review and approval prior to construction.

In the event of accidental breakage of utility lines, emergency crews will be summoned immediately to repair the break and affected uses notified of the disruption. If extensive repair work is required, the contractor will make reasonable effort to provide service to the customers affected by the outage.

B. Long-term Impacts

When completed, the pipeline will not visible to the public eye. Under normal conditions, product flow should not emit air pollutants and affect acoustical conditions in the project area. Impacts to flora and fauna, historical sites, groundwater, traffic, utility systems, and existing uses within the project limits and that on adjoining properties are not anticipated. There are no streams or wetlands within the project limits to be affected by the project.

FIRM maps place a portion of the HFFC terminal in a flood hazard zone with a base flood elevation of 5 feet above mean sea level. A 5-feet high wall encircling the HFFC facility should prevent floodwaters from entering the terminal. The above ground metering station, which consists of valves and meters, should not increase the calculated base flood height.

Chevron will collect data on existing subsurface conditions during construction. This database would be used to measure and evaluate order of magnitude impacts at some future time (for example upon expiration of leases or if there is a pipeline leak) both within the pipeline easement and areas adjoining the easement.

Jet fuel evaporates upon contact with air but a constant release could pose a risk to public health and safety. A leak detection system will be installed to minimize this risk. Should leaks occur, the sensors would activate valves at either end of the line (the take-off

station and the metering station) by remote control and shut off product flow. The line would remain closed until the leak is found and sealed.

The State of Hawaii will derive revenues from lease rents for the easements along both roads. Monthly rents will be based on appraised fair market value by mutual agreement between Chevron and the Department of Transportation.

Chevron will vacate its Kapalama Tank Facility at Pier 38 after the jet delivery project is completed. This will enable the further development of the "Domestic Commercial Fishing Village" at that location consistent with the Department of Transportation Harbors Division Oahu Commercial Harbors 2020 Master Plan.

4 ALTERNATIVES TO THE PROPOSED ACTION

A. No Action

A no action alternative would maintain the status quo thus precluding the occurrence of all environmental impacts, short and long-term, beneficial and adverse described in this Assessment.

B. Weekend Work and Night Work

Work on a weekend and at night is being considered for the section of the pipeline crossing the vehicle entry onto the former Kapalama Military Reservation. The primary purpose for working after hours would be to negate potential impacts on vehicle circulation at this busy intersection. It should take no more than two days to excavate a trench, install the pipeline, test, backfill, and restore the excavation to pre-construction conditions. This phase of the project will be coordinated with management and security personnel at the reservation. There are no nearby noise sensitive activities that would be adversely affected by this alternative.

5 PERMITS AND APPROVALS

Permits required for the project and responsible authorities are identified below. Additional permits and approvals may be required depending on final construction plans.

Permit/Approval	Approving Authority
State of Hawaii	
Variance From Pollution Controls (Noise Permit)	Department of Health
Occupancy Agreement	***Department of Transportation (Highways Division)***
Permit to Perform Work within a State Highway Right-of-Way	Department of Transportation (Highways Division)
Permit to Cross or Enter the State Energy Corridor	Department of Transportation (Harbors Division)
City and County of Honolulu	
Special Management Area Permit (Minor Permit)	Dept of Planning and Permitting
Grubbing, Grading, and Stockpiling Permit	Dept of Planning and Permitting
Building Permit for Building, Electrical, Plumbing Sidewalk/Driveway and Demolition Work	Dept of Planning and Permitting

6 AGENCIES AND ORGANIZATIONS CONSULTED IN THE ENVIRONMENTAL ASSESSMENT PROCESS

The Draft Environmental Assessment for the Jet Delivery Project was published in the Office of Environmental Quality Control Environmental Notice of June 23, 2004 and July 8, 2004. Publication initiated a 30-day public review period ending on July 23, 2004. The Draft Environmental Assessment was mailed to agencies and organizations listed below for review. An asterisk * identifies agencies and organizations that submitted written comments during the public review period. All comment letters and responses are found in Appendix A.

State of Hawaii
- Department of Agriculture
  - Plant Quarantine
  - Weights and Measures
- Department of Health
  - Environmental Planning Office
  - ****Office of Environmental Quality Control***
- Department of Land and Natural Resources
  - *Historic Sites Division
  - *Land Division
  - ****Engineering Division***
- Department of Transportation
  - Airports Division
  - Harbors Division
  - *Highways Division
- *University of Hawaii Marine Center

City and County of Honolulu
- *Board of Water Supply
- *Department of Planning and Permitting
- Department of Transportation Services

Others
- Hawaiian Electric Company, Inc.
- *Airport Group International (Honolulu Fueling Facility Corporation)
- *Sand Island Business Association
- *Servco Pacific, Inc.
- Tesoro Hawaii Corporation
- *Citizens Energy Services The Gas Company
- Kalihi-Palama Neighborhood Board No. 15
- Kalihi-Palama Public Library (Placement)
- ***CB Richard Ellis, Kapalama Military Reservation***
- ****FFF Distributing, Inc.***

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

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

   No natural, archaeological, and cultural resources are known to be present within the project limits. Most of Kalihi-Kai, including the project area, was once comprised of fishponds that were filled to create fast land.

   Should subsurface artifacts be unearthed, construction in the immediate area will cease, and historic authorities notified for proper disposition of the finds. If *iwi* are uncovered and appear to be less than 50 years old, the Honolulu Police Department will be notified. If the burials appear to be more than 50 years old, then the State Historic Preservation Officer will be notified. As a matter of protocol, both agencies will probably be notified for inspection and disposition of the finds.

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

   The project does not curtail the beneficial uses of the environment. Most of the pipeline would be routed in existing easements established for fuel line purposes.

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

   The project does not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii.

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

   The project will not substantially affect the economic or social welfare of the State.

5) **Substantially affects public health;**

   Public health will not be adversely affected. Short-term environmental impacts in the form of fugitive dust, noise from construction equipment, and minor erosion can be expected. These impacts can and will be mitigated by measures described in this Assessment and measures, such as Best Management Practices for erosion control, to be written into construction plans and specifications.

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

   Substantial secondary impacts are not anticipated.

7) **Involves a substantial degradation of environmental quality;**

Previous grubbing and grading and the construction of facilities within the road rights-of-way or adjoining the right-of-way have already altered the environmental quality of the project area.

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

The proposed project will not result in significant adverse short and long-term environmental impacts or involve a commitment to a larger action.

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

No rare, threatened, or endangered species or habitat is found within the project limits.

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

Ambient air quality will be affected by fugitive dust and combustion emissions during construction but can be controlled by measures stipulated in this Assessment. Construction noise may be pronounced during site preparation work but should diminish once the structural improvements are completed. All construction activities will comply with air quality and noise pollution regulations of the State Department of Health.

Erosion control measures will be prescribed in grading plans and best management practices prepared for the project.

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

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

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

The underground pipeline will not be seen thus should not adversely affect scenic vistas and view planes identified in county or state plans.

13) **Requires substantial energy consumption.**

The completed project will not require substantial energy consumption.

REFERENCES

Chevron Products Company. 2004. *Project Plans.*

Department of Planning and Permitting, City and County of Honolulu. October 1986. *Land Use Ordinance* (As Amended through Ordinance No 96-72).

Department of Planning and Permitting, City and County of Honolulu. May 2002. *Primary Urban Center Development Plan (Draft).*

Department of Transportation, State of Hawaii. 1997. *Oahu Commercial Harbors 2020 Master Plan Executive Summary.*

_____. 2004. *Port Hawaii.* Commercial Harbors System Handbook.

Federal Emergency Management Agency. November 2000. *Flood Insurance Rate Map, City and County of Honolulu.* Community Panel No. 15003C0353E.

Park, Gerald. April 2004. *Field Observation.*

Mink, John F. and L. Stephen Lau. February 1990 (Revised). *Aquifer Identification and Classification for O'ahu: Groundwater Protection Strategy for Hawai'i.* Technical Report No. *179.* Water Resources Research Center, University of Hawaii at Manoa. Honolulu, Hawaii.

Towill, R.M. June 2001. *Draft Environmental Assessment for Kapalama Facilities for Department of Agriculture and Food Distribution Center.*

U.S. Department of Agriculture, Soil Conservation Service. August 1972. *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai.* In Cooperation with The University of Hawaii Agricultural Experiment Station. U.S. Government Printing Office, Washington D.C.

APPENDIX A

COMMENT LETTERS AND RESPONSES

Sand Island Business Association

June 23, 2004

received
6.25.04

Mr. Gerald Park
Gerald Park Urban Planner
1221 Kapiolani Blvd., Ste. 211
Honolulu, HI 96814

Jet Delivery Project

Dear Mr. Park:

Thank you for asking the Sand Island Business Association (SIBA) for our opinion on this jet delivery project.

Please be advised that SIBA, after review of the Draft Environmental Assessment, has no objection to this project.

Our only concern is possible disruption of mauka-bound traffic from the bridge to Auiki Street. On page 17 of your report, you address this issue. We hope the contractor will do its best to minimize any lane closings in this area.

Very truly yours,

Rodney Kim
Executive Director

SIBA • P.O. Box 17603 • Honolulu, HI 96817-0603 • (808)942.1359 • Fax (808)841.1270

GERALD PARK
Urban Planner

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96814

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(808) 596-7484
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(808) 596-7485
e-mail
geraldpark@aol.com

August 10, 2004

Rodney Kim
Executive Director
Sand Island Business Association
PO Box 17603
Honolulu, Hawaii 96817-0603

Dear Mr. Kim:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer this response to your comment.

The contractor for the project will coordinate work along Sand Island Access Road with the contractor for the Sand Island Bridge Deck Replacement Project. The Highways Administrator of the Department of Transportation also commented on the need for coordination between the contractors for both projects.

We thank the Sand Island Business Association for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

BOARD OF WATER SUPPLY

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

July 8, 2004

Mr. Gerald Park
Gerald Park Urban Planner
1221 Kapiolani Boulevard, Suite 211
Honolulu, Hawaii 96814

received
7.9.04

Dear Mr. Park:

Subject: Your Letter of June 15, 2004 on the Environmental Assessment for the Jet Delivery Project, TMK: 1-2-25: 2, 11, 20, 69

Thank you for the opportunity to comment on the subject document.

The construction drawings should be submitted for our approval.

If you have any questions, please contact Joseph Kaakua at 748-5442.

Very truly yours,

K. Sumida

for CLIFFORD S. JAMILE
Manager and Chief Engineer

GAS

PO Box 3000
Honolulu, Hawaii 96802-3000

July 6, 2004

Gerald Park Urban Planner
1221 Kapiolani Boulevard, Suite 211
Honolulu, Hawaii 96814

received
7.7.04

Attention: Mr. Gerald Park

Gentlemen:

Subject: Draft Environmental Assessment for
Jet Delivery Project

Please be advised that The Gas Company, LLC, maintains underground utility gas mains in the project vicinity, which serves commercial and residential customers in the area and is interconnected with the utility network in Kalihi-Kai. We would appreciate your consideration during the project planning and design process to minimize any potential conflicts with the existing gas facilities in the project area.

Thank you for the opportunity to comment on the Draft Environmental Assessment. Should there be any questions, or if additional information is desired, please call Chris Anderson at 594-5564.

Sincerely,

The Gas Company, LLC

Charles E. Calvet, P.E.
Manager, Engineering

CEC:krs
04-213

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geraldparkuh@aol.com

August 10, 2004

Charles E. Calvet, P.E.
Manager, Engineering
The Gas Company
PO Box 3000
Honolulu, Hawaii 96802-3000

Dear Mr. Calvet:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer this response to your comment.

Construction drawings will be submitted to The Gas Company for review prior to construction.

Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

LINDA LINGLE
GOVERNOR OF HAWAII

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186
E-mail: oeqc@health.state.hi.us

received
7.12.04

July 8, 2004

Mr. Rodney K. Haraga, Director
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813

Dear Mr. Haraga:

Subject: Draft Environmental Assessment for the Chevron Jet Fuel Pipeline Project, Oahu

Thank you for the opportunity to review the subject document. We have the following comment.

1. Please provide a map that shows the existing and future jet fuel pipelines from Kalihi Kai to the Airport.

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

Sincerely,

Genevieve Salmonson
Director

c: Gerald Park

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August 10, 2004

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

Dear Ms. Salmonson:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following response to your comment.

A single map depicting existing and future jet fuel pipelines to the Airport is not available. Besides Chevron, other operating companies such as Tesoro and Honolulu Fueling Facility Corporation also own and operate pipelines for jet deliveries to the Airport.

Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

LINDA LINGLE
GOVERNOR OF HAWAII

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

YVONNE Y. IZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
KAKUHIHEWA BUILDING, ROOM 555
601 KAMOKILA BOULEVARD
KAPOLEI, HAWAII 96707

Received
7-13-04

July 6, 2004

Gerald Park
Urban Planner
1221 Kapi'olani Boulevard
Honolulu, Hawai'i 96814

LOG NO: 2004.1983
DOC NO: 0406EJ40

Dear Mr. Park:

SUBJECT: **Chapter 6E-42 Historic Preservation Review- Draft Environmental Assessment for the Chevron Jet Delivery Project at Kalihi Kai, O'ahu**
Kalihi Kai, Kona, O'ahu
TMK: (1) 1-2-025:por. 002, 011, 020, 0694-S-042

Thank you for the opportunity to comment on the DEA for the proposed installation of a pipeline from the intersection of Auiki and Mokauea Streets to the Honolulu Fueling Facility Corporation (HFFC) terminal on Sand Island Access Road. The line would be installed in the right-of-way of Kapalama Military Reservation Access Road and Sand Island Access Road and would transport jet product to the HFFC terminal for delivery to Honolulu International Airport. We received your request for comments on June 18, 2004.

The project proposes the use of open trench excavations and micro-tunneling methods to install the pipeline. Open trench excavation will extend from Auiki Street to Sand Island Access Road and run approximately 955 lineal feet on the *mauka* side of Sand Island Access road. Micro-tunneling will be used to cross Sand Island Access Road and run *makai* to the terminal where it will connect to an above ground meter and valve station within the terminal grounds. Expected depth of ground disturbance will not exceed 5 feet.

A review of our records shows that there are no known surface archaeological sites at this location. The project is located in the vicinity of Loko Auiki (State Site No. 50-80-14-73) a buried fishpond that may be eligible for the National Register of Historic Places for its information on Hawaiian history and prehistory. Paleo environmental investigations conducted within portions of the pond identified likely fishpond deposits covered by modern fill deposits, at a depth of over 2.5 meters.

Since the depth of fill exceeds the depth of proposed ground disturbance, we believe that "no historic properties will be affected" by this project. In addition we ask that Section 3.A and Section 7.1 be revised to clarify that in the unlikely event that historic sites, including human burials, are uncovered during routine construction activities, all work in the vicinity must stop and the State Historic Preservation division must be contacted at 692-8015.

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

Aloha,

P. Holly McEldowney

P. Holly McEldowney, Administrator
State Historic Preservation Division

EJ: sky

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geraldpark@aol.com

August 10, 2004

P. Holly McEldowney, Administrator
Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
555 Kakuhihewa Building
601 Kamokila Boulevard
Kapolei, Hawaii 96707

Dear Ms. McEldowney:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following in response to your comments.

1. The statement that "no historic properties will be affected" by this project will be included in the Final Environmental Assessment.

2. A statement to this effect is already included in the environmental assessment (Refer to Section 3.A, page 16, paragraph 7 and Section 7.1, page 22).

We thank the State Historic Preservation Division for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

LINDA LINGLE
GOVERNOR OF HAWAII

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

YVONNE Y. IZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

LD-NAV

July 9, 2004
CHEVRONDELIVERY.RCH

received
7.13.04

Mr. Gerald Park, Urban Planner
1221 Kapiolani Blvd.
Honolulu, Hawaii 96814

Dear Mr. Park:

SUBJECT: Draft Environmental Assessment
Jet Delivery Project
TMK: (1) 1-2-025: Portion 002, 011, 020 and 069
Kalihi-Kai, Honolulu, Hawaii

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

A copy of the Draft Environmental Assessment pertaining to the subject matter was transmitted or made available to the following Department of Land and Natural Resources' Divisions for their review and comment.

- Division of State Parks
- Engineering Division
- Commission on Water Resource Management
- Office of Conservation and Coastal Lands
- Land-Oahu District Land Office
- Land-Planning and Development
- Land-Project Development

Enclosed please find a copy of the Engineering Division comment.

The Department of Land and Natural Resources has no other comment to offer on the subject matter.

Should you have any questions, please contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 587-0384.

Very truly yours,

DIERDRE S. MAMIYA
Administrator

C: ODLO

LINDA LINGLE
GOVERNOR OF HAWAII

PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

DAN DAVIDSON
DEPUTY DIRECTOR - LAND

YVONNE Y. IZU
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

RECEIVED
LAND DIVISION
2004 JUN 25 P 2:07
DEPT. OF NATURAL RESOURCES
STATE OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

June 22, 2004
CHEVRONDELIVERY.CMT

Suspense Date: 6/22/04

MEMORANDUM:

TO: [redacted]
*XXX Engineering Division
*XXX State Parks
*XXX Commission on Water Resource Management
*XXX Office of Conservation and Costal Lands
*XXX Oahu District Land Office
*XXX Oahu-Land Planning and Development
*XXX Oahu-Project Development

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: Jet Delivery Project (Chevron Products Company)
TMK: (1) 1-2-025: por 002, 011, 020 and 069
Kalihi-Kai, Honolulu, Hawaii
Consultant: Gerald Parks Urban Planner
Authority: DOT Harbors Division

Please review the document pertaining to the subject matter and submit your comments (if any) on Division letterhead within the time requested above.

Note: One copy of the document is available for review in the Land Division Office, Room 220.

Should you need more time to review the subject matter, please contact Nick Vaccaro at 587-0384.

If this office does not receive your comments on or before the suspense date, we will assume there are no comments.

( ) We have no comments. (X) Comments attached.

Division: Engineering Name: _____

Date: _____ Signed: ERIC T. HIRANO, CHIEF ENGINEER

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LA/NAV

Ref.: CHEVRONDELIVERY.CMT

COMMENTS

(X) We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zones X and AE.

( ) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Zones ___.

( ) Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is ___.

(X) Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

Please be advised that 44CFR indicates the minimum standards set forth by the NFIP. Your Community's local flood ordinance may prove to be more restrictive and thus take precedence over the minimum NFIP standards. If there are questions regarding the local flood ordinances, please contact the applicable County NFIP Coordinators below:

(X) Mr. Robert Sumimoto at (808) 523-4254 or Mr. Mario Siu Li at (808) 523-4247 of the City and County of Honolulu, Department of Planning and Permitting.

( ) Mr. Kelly Gomes at (808) 961-8327 (Hilo) or Mr. Kiran Emler at (808) 327-3530 (Kona) of the County of Hawaii, Department of Public Works.

( ) Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.

( ) Mr. Mario Antonio at (808) 241-6620 of the County of Kauai, Department of Public Works.

( ) The applicant should include project water demands and infrastructure required to meet water demands. Please note that the implementation of any State-sponsored projects requiring water service from the Honolulu Board of Water Supply system must first obtain water allocation credits from the Engineering Division before it can receive a building permit and/or water meter.

( ) The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.

( ) Additional Comments: _____

( ) Other: _____

Should you have any questions, please call Mr. Andrew Monden of the Planning Branch at 587-0229.

Signed: Andrew M. Monden
for ERIC T. HIRANO, CHIEF ENGINEER

Date: 6/25/04

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4414 • FAX: (808) 527-6743 • INTERNET: www.co.honolulu.hi.us

JEREMY HARRIS
MAYOR

ERIC G. CRISPIN, AIA
DIRECTOR

BARBARA KIM STANTON
DEPUTY DIRECTOR

2004/ELOG-1352(AM)

July 14, 2004

received
7.15.04

Mr. Derrick Lining
Harbors Division
Department of Transportation
State of Hawaii
79 Nimitz Highway
Honolulu, Hawaii 96813

Dear Mr. Lining:

Draft Environmental Assessment
Jet Delivery Project
Chapter 343, Hawaii Revised Statutes
Tax Map Keys: 1-2-25: por. 2, 11, 20 and 69

We have reviewed the above-referenced Draft Environmental Assessment (EA) submitted on June 16, 2004 for the proposed 2,780-foot long carbon steel pipeline from Auiki Street to the Honolulu Fueling Facility Corporation terminal on Sand Island Access Road. We confirm that the portion of the pipeline proposed within the Special Management Area (SMA) and outside of any easement or right-of-way, and the 520-square foot aboveground meter and valve station will require an SMA Use Permit. The project proposal may qualify for a minor SMA Permit provided the valuation or fair market value of the proposed project does not exceed $125,000. The SMA Use Permit may be processed upon issuance of a Finding of No Significant Impact for the project.

If you have any questions, please contact Ann Matsumura of our staff at 523-4077.

Sincerely yours,

ERIC G. CRISPIN, AIA
Director of Planning and Permitting

EGC:nt

cc: Gerald Park, Gerald Park Urban Planner
Robert Rippel, Chevron Products Company

drc310152

LINDA LINGLE
GOVERNOR

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

RODNEY K. HARAGA
DIRECTOR

Deputy Directors
BRUCE V. MATSUI
LINDEN H. JOESTING
BRIAN H. SEKIGUCHI

IN REPLY REFER TO:
HWY-T
2.4662

JUL 1 4 2004

received
7.19.04

Mr. Gerald Park, Urban Planner
1221 Kapiolani Boulevard, Suite 211
Honolulu, Hawaii 96814

Dear Mr. Park:

Subject: Environmental Assessment
Jet Delivery Project
TMK: 1-2-025: por 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

We have reviewed the environmental assessment and our comments are as follows:

1. This project should be coordinated with our Sand Island Bridge Deck Replacement Project.
2. Chevron needs to submit a request for a use and occupancy agreement for utilities within the highway right-of-way to our Right-of-Way Branch, Room 691, Kakuhihewa Building, 601 Kamokila Boulevard, Kapolei, Hawaii 96707.

Should there be any questions, please call the Traffic Branch at 692-7670.

Very truly yours,

GLENN M. YASUI
Administrator
Highways Division

GERALD PARK
Urban Planner
Planning
Land Use
Research
Environmental
Studies
1221 Kapiolani Blvd
Suite 211
Honolulu, Hawaii
96814
Telephone
(808) 596-7494
Facsimile
(808) 596-7495
e-mail
geraldparkhi@aol.com

August 10, 2004

Glenn Yasui, Administrator
Highways Division
Department of Transportation
State of Hawaii
869 Punchbowl Street, Room 513
Honolulu, Hawaii 96813

Dear Mr. Yasui:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments.

1. The contractor for the Jet Delivery Project will coordinate work along Sand Island Access Road with the State contractor for the Sand Island Bridge Deck Replacement Project.

2. A request for a use and occupancy agreement will be submitted to the highways right-of-way branch.

Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

UNIVERSITY OF HAWAI'I
MARINE CENTER
#1 Sand Island Access Rd. Pier 45
Honolulu, Hawaii 96819-2386
Toll Free#: 1.888.800.0460
T.808.847.2661/F.808.848.5451
E-mail: snug@soest.hawaii.edu

13 July 2004

received
7.19.04

Mr. Gerald Park, Urban Planner
1221 Kapiolani Blvd.
Suite 211
Honolulu,HI 96814

Dear Mr. Park,

In response to your letter dated 15 June 2004 concerning the Draft Environmental Assessment on the "Jet Delivery Project", I am concerned with the impact of the project on our facility. The University of Hawaii marine Center at #1 Sand Island Access Road. It appears from the drawings that a major portion of the construction will be at the entrance to our facility. We have a very active facility with many cars and trucks of all descriptions using the entrance, primarily during working hours; however, this is a 24hr/day 7 day a week operation that can not afford to have a major disruption at our entrance at any time. Measures must be in place to keep the negative impact of this project on our facility to a minimum.

Stan Winslow
Marine Superintendent

GERALD PARK
Urban Planner
■
Planning
Land Use
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Studies
■
1221 Kapiolani Blvd
Suite 211
Honolulu, Hawaii
96814
■
Telephone
(808) 596-7484
Facsimile
(808) 596-7485
e-mail
geraldpark@aol.com

August 10, 2004

Stan Winslow
University of Hawai'I Marine Center
#1 Sand Island Access Road, Pier 45
Honolulu, Hawaii 96819-2386

Dear Mr. Winslow:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments.

Island Mechanical Corporation, the pipeline contractor, will directional drill that section of the pipeline crossing under Sand Island Access Road between the UH Marine Center and the HFFC Refinery. The entry pit for the drilling rig and the bore hole would be on the Ewa side of the entry to the UH Marine Center.

A representative of the contractor will be contacting you to discuss construction plans affecting your facility. Chevron and its contractor will work with you and your staff to implement site-specific measures to minimize impacts to traffic at the entrance to your facility and on your daily operations.

We thank the University of Hawaii Marine Center for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

PHONE: (808) 842-9133 FAX: (808) 842-1184

July 21, 2004

received
7.21.04

Gerald Park
Gerald Park Urban Planner
1221 Kapiolani Blvd. Suite 211
Honolulu, Hawaii 96814

Subject: Jet Delivery Project
TMK:1-2-025:por.002011,020,069
Kalihi-Kai, Honolulu, Hawaii

Dear Mr. Park,

I am responding to your letter dated June 22, 2004 as Mr. Salassa is out of town and not expected back until August 5th.

In reviewing the map and the location of the trench for the pipe line this project will significantly affect our operations. The plan states that no business will be displaced, however, the pipeline will affect our operations as our only access in and out is the driveway opposite Mokauea Street. (Your Image 1 shows our location). The report mentions the Department of Agriculture Building and Serveo but there is no mention of our facility which utilizes the Kapalama Military Reservation Access Road on the Mauka end, exiting to Auiki Street. We operate several shifts beginning at 5:30 a.m. and ending, generally, about 2 a.m.. We have to have access for our delivery trucks as well as our containers that are delivered throughout the day. In addition we also have customers and employees that are continually entering and existing our building throughout the hours of 5:30 a.m. to 4:30 p.m.

I suggest that Chevron take into consideration an alternate entrance and exit at the Diamond Head area of our property to Auiki Street during the construction period.

Sincerely,

Carol Lee Owens

Carol Lee Owens
President

GERALD PARK
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(808) 596-7485
e-mail
geraldpark@aol.com

August 10, 2004

Fred Salassa
Triple FFF Distributing, Inc.
1845 Auiki Street
Honolulu, Hawaii 96819-3100

Attn: Carol Lee Owens

Dear Mr. Salassa:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments.

Your concern about maintaining access to your business from Kapalama Military Reservation Access Road is well taken. While most of the trenching and installing of the pipeline would take place during normal working hours, there are locations where construction could disrupt daily traffic circulation. The entrance to Kapalama Military Reservation was identified in the Draft EA as one of those locations. Your comment letter points out another.

A representative of Island Mechanical Corporation, the pipeline contractor, will be contacting you to discuss construction plans for the pipeline fronting your business. Chevron and its contractor will work with you and your staff to implement site-specific measures to minimize impacts to traffic at the entrance to your facility and on your daily operations.

We thank Triple FFF Distributing for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

AIRPORT
GROUP International

July 22, 2004

received
7.24.04

Gerald Park, Urban Planner
1221 Kapiolani Blvd. Suite 211
Honolulu, Hawaii 96814

Subject: Jet Delivery Project, (Re: your letter dated June 15, 2004)

Mr. Park,

Thanks for the opportunity to review your draft Environmental Assessment for the project to tie-in to the Hawaii Fueling Facilities Corporation (HFFC) Sand Island Terminal Facility. Aside from the correction identified below, we have no other comments on the assessment.

Please note the following: In Section 2 (Page 6), the fourth paragraph, fourth sentence indicates, "The terminal receives jet product from fuel providers other than Chevron but will set aside four tanks at the Sand Island end of the terminal for Chevron's use." Since there is no plan to set aside tanks for Chevron's exclusive use, we recommend the sentence be deleted in its entirety.

If we can clarify further, or you have any questions please call my Maintenance Supervisor, Mr. Ben Chun at 295-5263 – or you can reach me at 295-5261.

Thanks again,

Don Grimes
Operations Manager – AGI Honolulu

Cc: Bryan Deitner

Airport Group International, Inc. Honolulu International Airport 200 Rodgers Boulevard Honolulu, Hawaii 96819
Tel 808 836 1381 Fax 808 839 0512
A Member of the TBI Group

GERALD PARK
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Facsimile
(808) 596-7495
e-mail
geraldpark@aol.com

August 10, 2004

Don Grimes
Operations Manager, AGI Honolulu
Honolulu International Airport
200 Rodgers Boulevard
Honolulu, Hawaii 96819

Dear Mr. Grimes:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Thank you for reviewing the Draft Environmental Assessment prepared for the subject project. In response to your comment, the phrase "but will set aside four tanks at the Sand Island end for Chevron's exclusive use" will be deleted.

Thank you for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company

SERVCO PACIFIC INC.

P.O. Box 2788 · Honolulu, Hawaii 96803-2788 · Telephone (808) 944-4300 · Facsimile (808) 983-4827 · www.servco.com

July 27, 2004

VIA FACSIMILE 596-7485

Gerald Park
Gerald Park Urban Planner
1221 Kapiolani Blvd., Suite 211
Honolulu, HI 96814

Re: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kalihi-Kai, Honolulu, Hawaii

Dear Mr. Park:

Thank you for the opportunity to review and comment on the draft Environmental Assessment for Chevron's Jet Delivery Project.

It is our understanding that Chevron will collect data on existing subsurface conditions during construction. The purpose of this letter is to request that Chevron provide Servco with its sampling work plan and copies of the analytical data from these sampling activities. The location, timing and scope of Chevron's planned sampling activities is unclear in the Draft EA. Sampling on Servco's property will not be permitted unless coordinated through my office.

Please be aware that the State of Hawaii Department of Health Underground Storage Tank Branch is working with the U.S. Army Environmental Office to address existing soil and groundwater contamination in your project area. Bob Caplan, who can be reached at 586-4226, is the DOH staffperson most knowledgeable about these activities.

The following are some additional concerns and requests for information regarding this project:

1) Please provide confirmation that pipeline is on the Diamond Head side of the Kapalama Military Reservation Access Road. Would pipeline be installed inside the KMR fenceline?

2) Our car carrier vendor uses the gate located at the Kapalama Military Reservation Access Road on a daily basis. The trailer is very long and the driver needs the entire width of the road to exit/enter our property. Could the work on the area located near our gate be done during off hours?

3) We have hundreds of new cars stored on the property and the dust from this project could be a problem. Besides frequent water sprinkling, could dust barriers be set up to protect our car inventory.

4) Please provide the project contact person and phone number from Chevron should problems arise during construction.

5) Who will be the responsible party should the pipeline leak and impact our property, the State or Chevron?

6) Is there a regular inspection program setup for the new pipeline?

7) Is there a disaster plan in place in case of natural disaster (i.e. hurricane) and/or fire explosion?

Very truly yours,

SERVCO PACIFIC INC.

Glenn H. Takeuchi (B)
Vice President

GHT:ek

GERALD PARK
Urban Planner

Planning
Land Use Research
Environmental Studies

1221 Kapiolani Blvd
Suite 211
Honolulu, Hawaii
96814

Telephone
(808) 596 7494

Facsimile
(808) 596 7495

e-mail
geraldpark@aol.com

August 10, 2004

Glenn H. Takeuchi
Vice-President
Servco Pacific Inc.
PO Box 2788
Honolulu, Hawaii 96803

Dear Mr. Takeuchi:

Subject: Jet Delivery Project
TMK: 1-2-025: por. 002, 011, 020, 069
Kaliahi-Kai, Honolulu, Hawaii

Thank you for reviewing the environmental assessment prepared for the subject project. We offer the following responses to your comments in the order they were presented.

A. Baseline data on subsurface conditions will be collected from materials excavated during construction along the pipeline alignment. There are no plans to collect samples on Servco's property. The baseline study is being performed for the State Department of Transportation, Harbors Division. The Harbors Division should be contacted for a copy of the study's findings.

B. Thank you for the name of the point of contact

1. The pipeline would be routed on the Diamond Head side of the Kapalama Military Reservation Access Road. Approximately 500 lineal feet of pipeline would be installed inside the KMR fenceline between the entry to Kapalama Military Reservation and Sand Island Access Road.

2. The general contractor for the project will contact Servco to discuss the possibility of installing the pipeline during night hours to minimize interference with your car carrier.

3. The contractor would be responsible for selecting appropriate dust mitigation measures. Your suggestion for including dust barriers will be passed on for consideration.

4. You can contact Bryan Deitner, P.E., Project Engineer at 682-2238.

5. Chevron would be responsible for repairing pipeline leaks. If a third party causes a pipeline leak, Chevron would repair the leak and seek to recover the repair and clean up costs from the third party.

6. The pipeline route would be visually inspected every two weeks. Every two years Chevron will run internal inspection tools to examine the structural integrity of the pipeline. The pipeline also incorporates a 24-hour leak detection monitoring system.

7. Chevron has developed Spill Prevention Counter Control Measure Plan (SPCC) in case of pipeline leaks. The manual identifies the prescribed protocols for dealing with such occurrences.

We thank Servco Pacific for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

Gerald Park

c: D. Lining, DOT-Harbors
B. Deitner, Chevron Products Company