

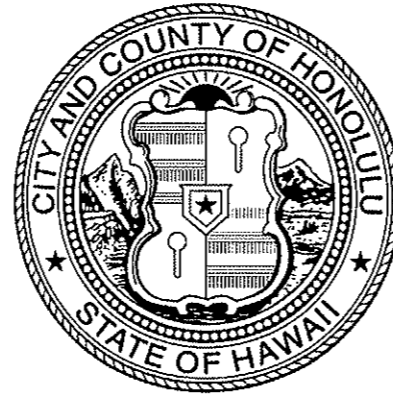
# **TRAFFIC SIGNAL MAINTENANCE FACILITY**

Project No. SHOP-09

Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii

TMK: 9-07-024:047

# **DRAFT ENVIRONMENTAL ASSESSMENT**



Prepared for

**City and County of Honolulu**  
Department of Transportation Services  
Honolulu, Hawaii 96813

Prepared by

**Wilson Okamoto Corporation**  
Honolulu, Hawaii 96826

May 2009

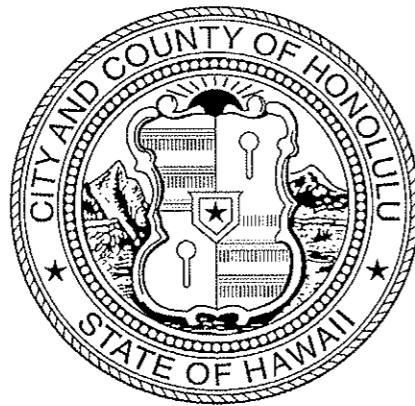
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Prepared for:

City and County of Honolulu  
Department of Transportation Services  
650 South King Street, 2<sup>nd</sup> Floor  
Honolulu, Hawaii 96813

Prepared by:

Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826  
WOC: 7704-01

May 2009

## SUMMARY

<b>Proposing Agency:</b>	City and County of Honolulu Department of Transportation Services 650 South King Street Honolulu, Hawaii 96813
<b>Accepting Agency:</b>	City and County of Honolulu Department of Transportation Services 650 South King Street Honolulu, Hawaii 96813
<b>EA Preparer:</b>	Wilson Okamoto Corporation 1907 South Beretania Street, Suite 400 Honolulu, Hawaii 96826 Contact: John L. Sakaguchi, AICP, Senior Planner Tel: 808.946.2277; Fax: 808.946.2253
<b>Project Location:</b>	1200 Waimano Home Road Pearl City, Oahu, Hawaii
<b>Recorded Fee Owner:</b>	City and County of Honolulu
<b>Tax Map Key:</b>	9-07-024:047, Waiawa, Manana-Uka, Ewa, Pearl City
<b>Project Site:</b>	32,000 square feet, or approximately 0.74 acres
<b>State Land Use Classification:</b>	Urban
<b>City and County Zoning:</b>	IMX-1, Industrial-Commercial Mixed Use
<b>Proposed Action:</b>	Construction of a Traffic Signal Maintenance Facility including one 2-story building with areas for warehouse/storage, shops, offices, and related support areas, and City vehicle and employee parking areas, for the maintenance of traffic signals and fiber optic systems for the City and County of Honolulu Department of Transportation Traffic Signals Branch on a site within the previously developed area of the City's Pearl City Bus Facility.
<b>Anticipated Impacts:</b>	Short-term construction-related impacts will be created by the generation of dust, noise, and increased construction-related traffic.  In the long-term, relocation of the DTS warehouse maintenance will decrease vehicle and operation

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noise from the adjacent residential areas of Pearl City. City and employee vehicle trips will not increase over current levels.

**Parties Consulted During  
Pre-Assessment Consultation:**

Federal

Department of the Army  
US Fish and Wildlife Service

State of Hawaii

Department of Business, Economic Development  
& Tourism  
DBED&T - State Energy Office  
Department of Hawaiian Home Lands  
Department of Health  
Department of Health - Environmental  
Management Division  
Department of Health – Solid and Hazardous  
Waste Branch  
Department of Health –Wastewater Branch  
Department of Land and Natural Resources  
Department of Land and Natural Resources  
Water Resources Management  
Department of Land and Natural Resources  
Historic Preservation Division  
Department of Transportation  
Office of Hawaiian Affairs

City and County of Honolulu Agencies

Fire Department  
Department of Planning and Permitting  
Department of Design and Construction  
Department of Environmental Services  
Department of Facility Maintenance  
Department of Parks and Recreation  
Police Department  
Board of Water Supply  
Neighborhood Board No. 21

Officials

Senator Clarence Nishihara, 18<sup>th</sup> District  
Representative Roy Takumi, House District 36  
Councilmember Gary Okino, District 8

Public Utilities

Hawaiian Electric Company

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## **PREFACE**

Chapter 343, Hawaii Revised Statutes (HRS), as amended, Environmental Impact Statements, requires that a government agency or a private developer proposing to undertake a project consider the potential environmental impacts of the proposed project by preparing an environmental assessment. Use of public funds for a project is among the criteria set forth in Chapter 343, HRS, which requires preparation of an environmental assessment. The Traffic Signal Maintenance Facility will be constructed with funds provided by the City and County of Honolulu Department of Transportation Services.

This Environmental Assessment (EA) has been prepared to meet the requirements of Chapter 343, HRS, as amended, and Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules. A Finding of No Significant Impact (FONSI) is anticipated for construction and operation of the DTS Traffic Signal Maintenance Facility project site.

The Traffic Signal Maintenance Facility project site will occupy a portion of the City's Pearl City Bus Facility that was previously cleared and improved during construction of the Pearl City Bus Facility. The Final Environmental Assessment for the Pearl City Bus Facility was issued by the City and County of Honolulu Department of Transportation Services in September 1998.

The Traffic Signal Maintenance Facility project site, the Pearl City Bus facility, and surrounding lands were included in the City and County of Honolulu Manana and Pearl City Junction Development Plan Final Environmental Impact Statement (EIS) issued by the City and County of Honolulu Department of Housing and Community Development in May 1996.

Funding for the Traffic Signal Maintenance project will also be provided by the US Department of Transportation Federal Highway Administration (FHWA). A Categorical Exclusion will be issued by the FHWA for the project.

## 1. INTRODUCTION

### 1.1 Project Background

The City and County of Honolulu Department of Transportation Services (DTS) is responsible for the efficient, safe, and expeditious movement of traffic on city streets and roadways, and for planning and coordinating public mass transportation systems and facilities. DTS operates with five divisions: Administration, Transportation Planning, Traffic Engineering, Public Transit, and Traffic Signals & Technology, which includes the Traffic Signals Branch.

The Traffic Signals & Technology Division Traffic Signals Branch is responsible for maintaining state and city traffic signals on Oahu. The Traffic Signals Branch traffic signal maintenance, adjustment, and modifications capabilities are available 24 hours a day. The Branch usually responds to any critical malfunctions within an hour, with most malfunctions corrected within a 2-hour span.

The Branch also maintains the extensive fiber optic and communication cable system, which spreads throughout the Oahu from the City's Traffic Center.

For State and City construction projects involving traffic signals, the Branch conducts inspections of the projects to insure operations are safe and equipment has been installed in accordance with local codes and standards. The Branch also conducts inspection management for the construction activities designed by the Traffic Technology Branch. The Traffic Signal Branch strives to improve the technology of the City's traffic signal systems and maintain efficient and safe traffic signal operations.

The existing Traffic Signal maintenance facilities are currently located at the end of Makolu Street in Pearl City on City-owned property, east of the Wal Mart store and west of the residential area along Luehu Street and Waimano Home Road. The existing Traffic Signal maintenance site is about 0.6 miles south of the proposed site and consists of the eastern portion of a warehouse (Building 15) a wooden structure originally constructed by the US Navy during World War II, a series of temporary buildings, and an adjacent open yard area.

The wood construction warehouse contains space used to assemble traffic lights and related work needed on the traffic poles. The usable space in Building 15 is limited as access and walkway spaces occupy the center portion of the building. The lack of storage space at Building 15 has impacted the Branch, which has been forced to order items in smaller quantities and more frequently. Lastly, this warehouse was constructed on top of a paved parking lot and does not include a raised floor. The wooden members of the structure do not meet current code for seismic construction. Moreover, the roof leaks and the space is subject to flooding during rain events.

The shops used to calibrate, maintain, and repair traffic signal control boxes and related electrical and electronic components are located in a temporary buildings purchased by the City. Although the buildings have provided working spaces, they were not designed and configured as shop space and also lack sufficient storage space. In addition, another temporary building is used for office and administrative functions. This building lacks office spaces for the assigned personnel and does not have a meeting-training room needed for efficient operation of the Branch.

## **1.2 Previous Environmental Documentation**

The Traffic Signal Maintenance Facility and Pearl Bus Facility project sites are located in the area which was part of the much larger Manana Storage Area (108.7 acres) and Pearl City Junction (13.8 acres) Development Plan area. The Plan was developed to cover two areas which were acquired by the City and County of Honolulu from the US Navy. In May 1996, the City and County of Honolulu Department of Housing and Community Development issued the Final Environmental Impact Statement (EIS) for the Manana and Pearl City Junction Development Plan area.

In September 1998, the City and County of Honolulu Department of Transportation Services (DTS) issued the Final Environmental Assessment for the Pearl City Bus Facility which covered construction and operation of a bus maintenance facility and the bus operations center. The Pearl City Bus Facility encompassed 21 acres and provided space to accommodate 250 buses and included facilities for administration, training, and bus operator support. The 21-acre site includes the area to be occupied by the DTS Traffic Signal Maintenance Facility.

Lastly, in February 1999, the City and County of Honolulu Department of Design and Construction (DDC) prepared an Environmental Assessment (EA) for construction and operation of the Manana Development Spine Road, now called Kuala Street. Since funds from the Federal Highway Administration (FHWA) were used for construction of Kuala Street, the EA was a joint Chapter 343/NEPA document. The EA showed Kuala Street to be a four-lane divided parkway with a landscaped median, with dedicated left-turn lanes, and limited access points.

### **1.3 Purpose and Need**

A properly designed Traffic Signal Maintenance Facility with the necessary space is needed for the Traffic Signals Branch to conduct its assigned City functions and activities. The Traffic Signal Maintenance Facility will include necessary space for the shops used to calibrate, maintain, and repair traffic signal control boxes and related electrical and electronic components, and for the storage of parts used to assemble and maintain traffic lights. The facility also needs space to conduct work on the traffic poles and to properly store the poles. The Traffic Signal Maintenance Facility will serve all areas of Oahu from this single location.

The Traffic Signal Maintenance Facility will be a public facility used by a public agency for public purposes.

### **1.4 Project Location and Conditions**

#### **1.4.1 Project Location**

The Traffic Signal Maintenance Facility will occupy a portion of the existing Pearl City Bus Facility site located at 1200 Waimano Home Road (Tax Map Key: 9-07-024:047, about 21 acres) in Pearl City, Oahu. The Traffic Signal Maintenance Facility project site is located along Kuala Street and will occupy about 32,000 square feet (0.74 acres) of space east of Kuala Street and south of Kuala Industrial Park.

The Traffic Signal Maintenance Facility project site was previously cleared and improved during construction of the Pearl City Bus Facility. Figure 1.1 shows the project location map. Figure 1.2 shows the project site map, including the location of the existing facility.

Figure 1.3 shows the Tax map Key. Figure 1.4 shows the project site photographs.. Figure 1.5 shows project site topographic map.

The project site is not located in a flood hazard area as identified in the Flood Insurance Rate Map issued by the Federal Emergency Management Agency (FEMA) or in a Prime farmland as defined by the US Department of Agriculture in the Code of Federal Regulations (CFR), Title 7, Volume 6, Parts 400 to 699, Section 657.5 (citation 7CFR657.5). In addition, the project site is not located in land that is specifically identified as habitat for any species on Federal or State threatened or endangered lists or within 100 feet of any wetlands as defined by CFR 40 CFR, Parts 230-233 and Part 22 and isolated wetlands or areas of special concern identified by other local rule, or within setback distances from wetlands prescribed in state or local regulations, as defined by local or state rule or law.

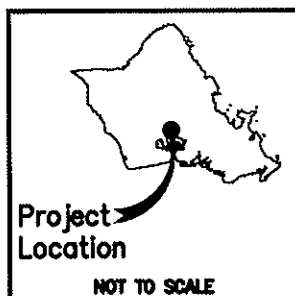
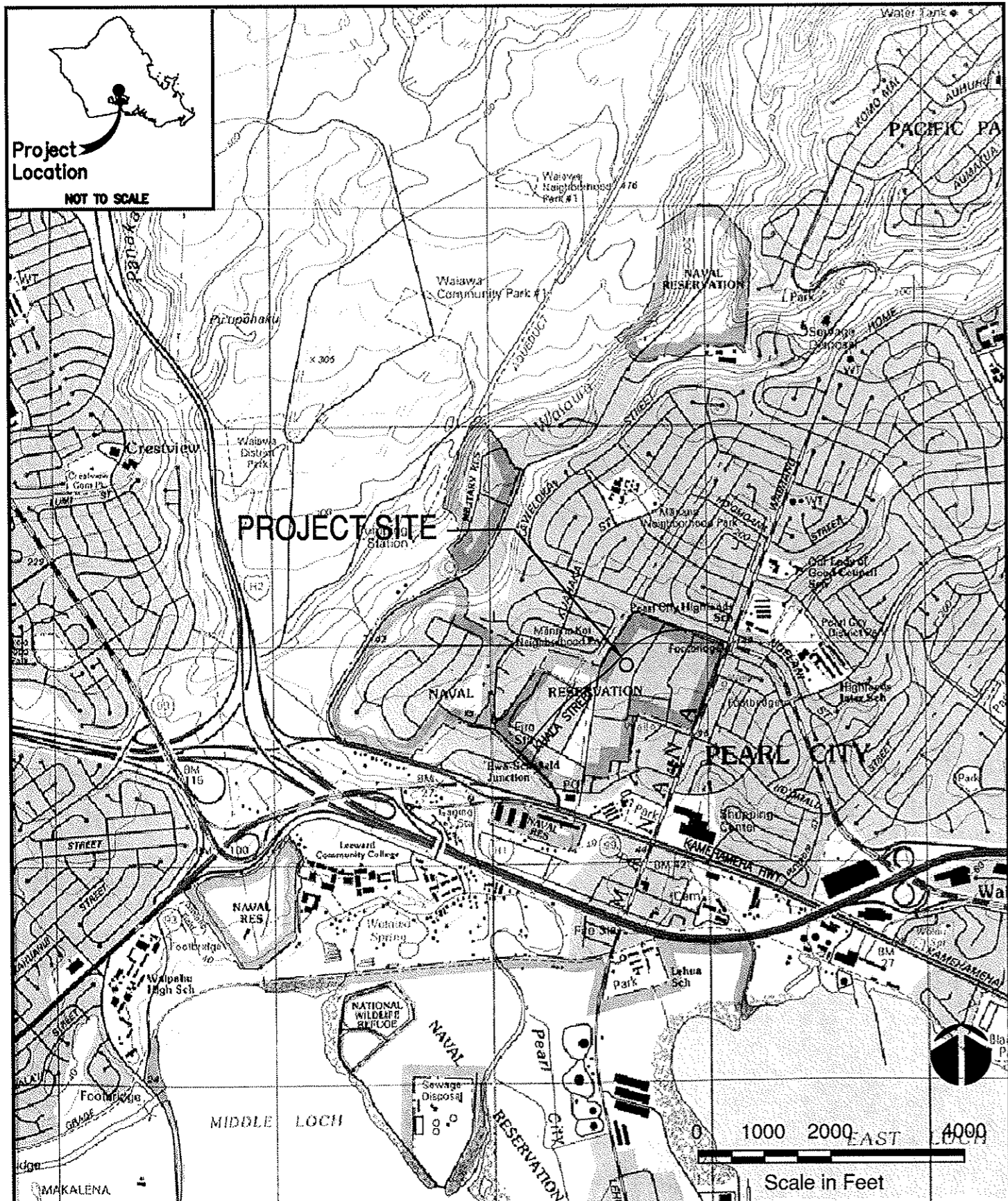
The Traffic Signal Maintenance Facility project site is not previously undeveloped land that is within 50 feet of a water body, defined as seas, lakes, rivers, streams and tributaries which support or could support fish, recreation or industrial use, consistent with the terminology of the Clean Water Act. The project site, prior to use as part of the Pearl City Bus Facility, was not public parkland.


#### **1.4.2 Existing Project Site Conditions**

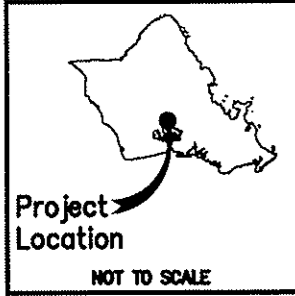
The ground elevation of the entire Manana Storage Area parcel ranges from about 50 to 145 feet mean sea level (msl). The topographic survey for the Traffic Signal Maintenance Facility project site shows the elevation to be about 119 to 120 feet msl. The project site was cleared and improved during construction of the Pearl City Bus Facility. The original topography was also most likely modified when the area was placed into sugarcane cultivation and again when the US Navy constructed warehouses on the project site and surrounding areas.

#### **1.4.3 Surrounding Land Uses**

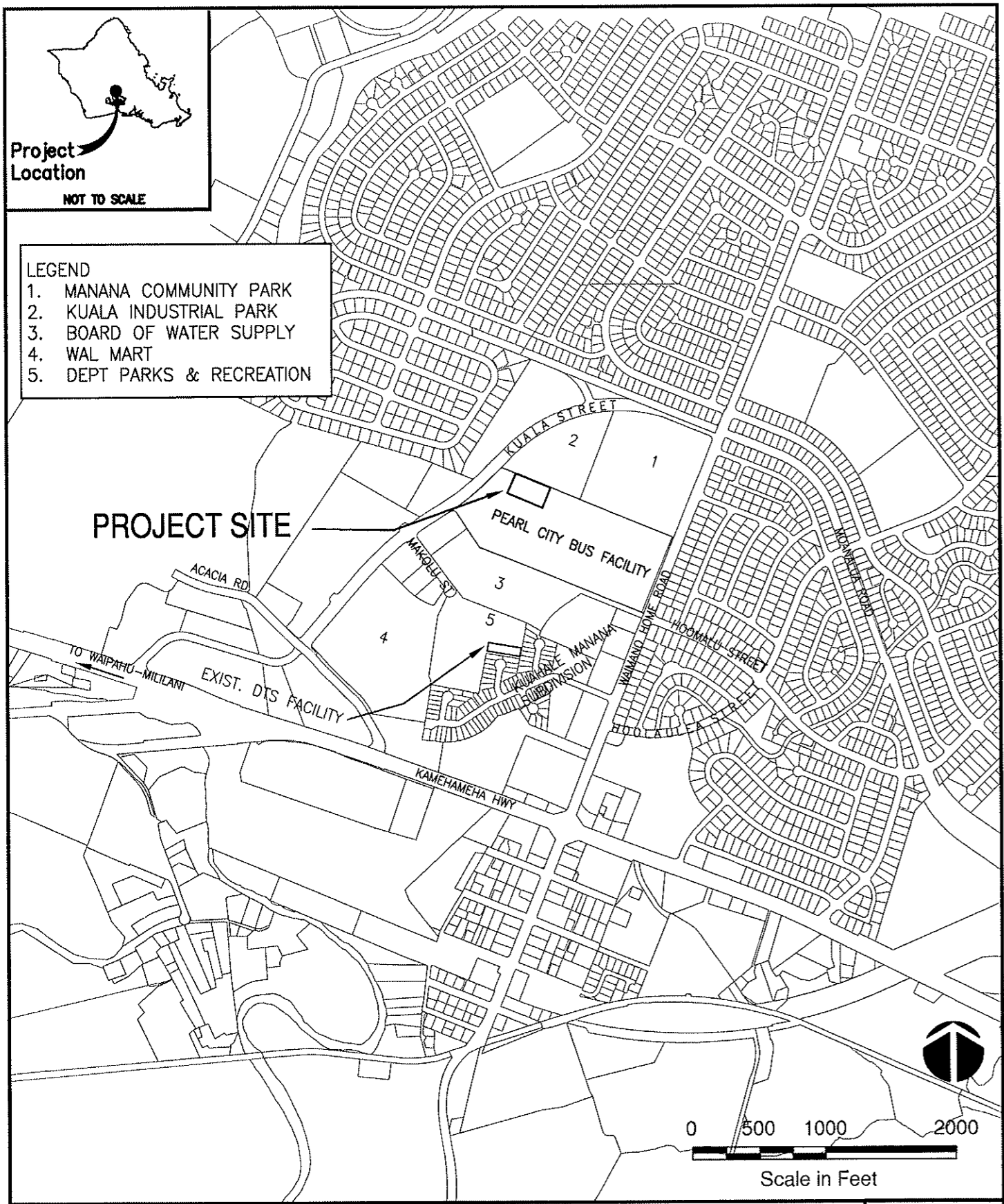
The Traffic Signal Maintenance Facility project site is bounded by Kuala Street to the west, Kuala Industrial Park (TMK: 9-7-024:052) to the north, and the Pearl City Bus Facility to the east and south. The closest residences are located about 400 feet from project site west of Kuala Street.




 <b>WILSON OKAMOTO CORPORATION</b> <small>ENGINEERS   PLANNERS   CONSULTANTS</small>	<b>TRAFFIC SIGNAL MAINTENANCE FACILITY</b> PROJECT NO. SHOP-09	FIGURE 1.1
	<b>PROJECT LOCATION MAP</b>	



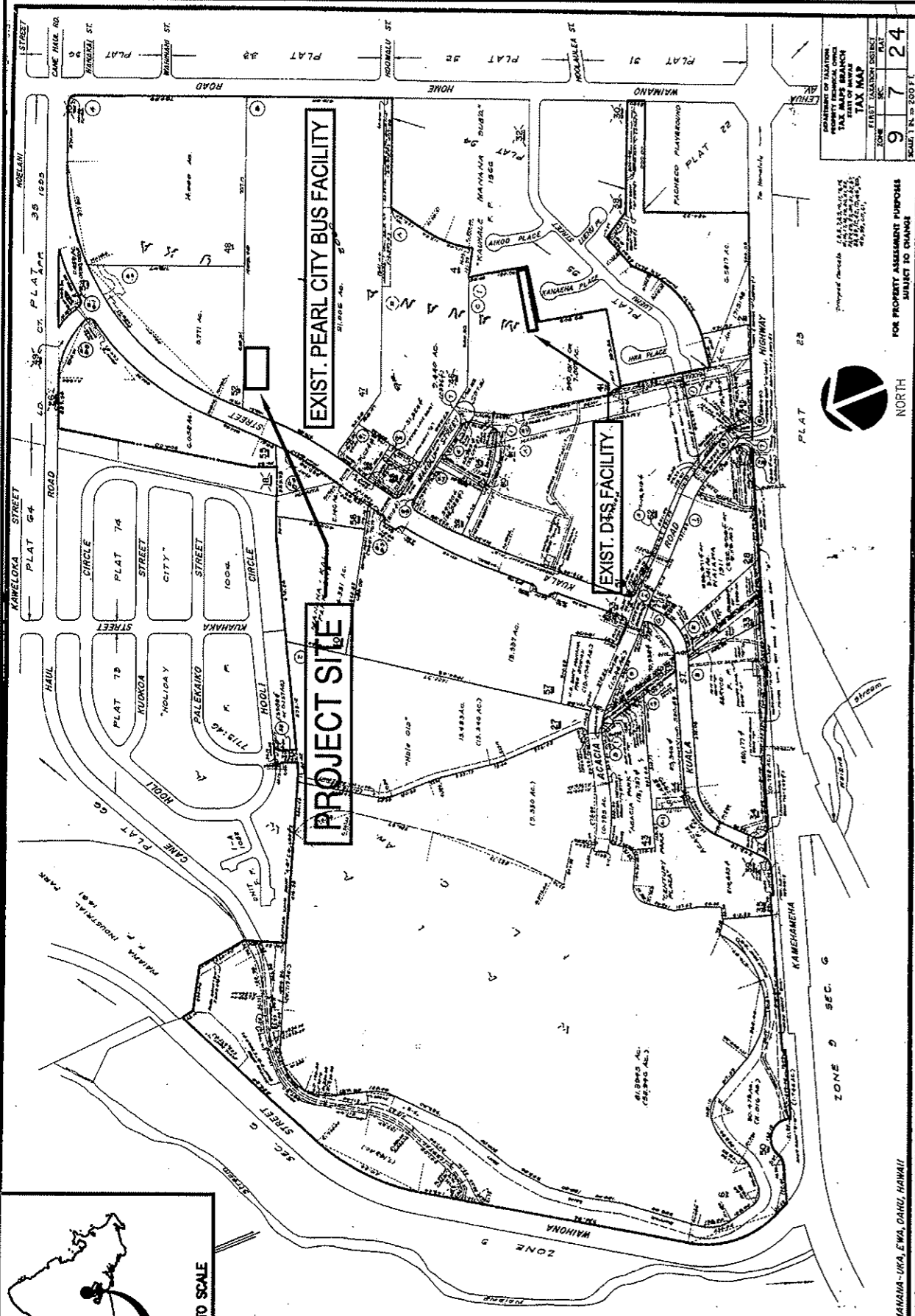
- LEGEND**
- 1. MANANA COMMUNITY PARK
  - 2. KUALA INDUSTRIAL PARK
  - 3. BOARD OF WATER SUPPLY
  - 4. WAL MART
  - 5. DEPT PARKS & RECREATION



 <b>WILSON OKAMOTO CORPORATION</b> <small>ENGINEERS   PLANNERS   CONSULTANTS</small>	<b>TRAFFIC SIGNAL MAINTENANCE FACILITY</b> PROJECT NO. SHOP-09	<b>FIGURE</b>
	<b>PROJECT SITE MAP</b>	<b>1.2</b>



Project Location  
NOT TO SCALE



WAIHANA, MAHAIANA - UKA, EWA, OAHU, HAWAII



FOR PROPERTY ASSESSMENT PURPOSES  
SUBJECT TO CHANGE

9 7 24



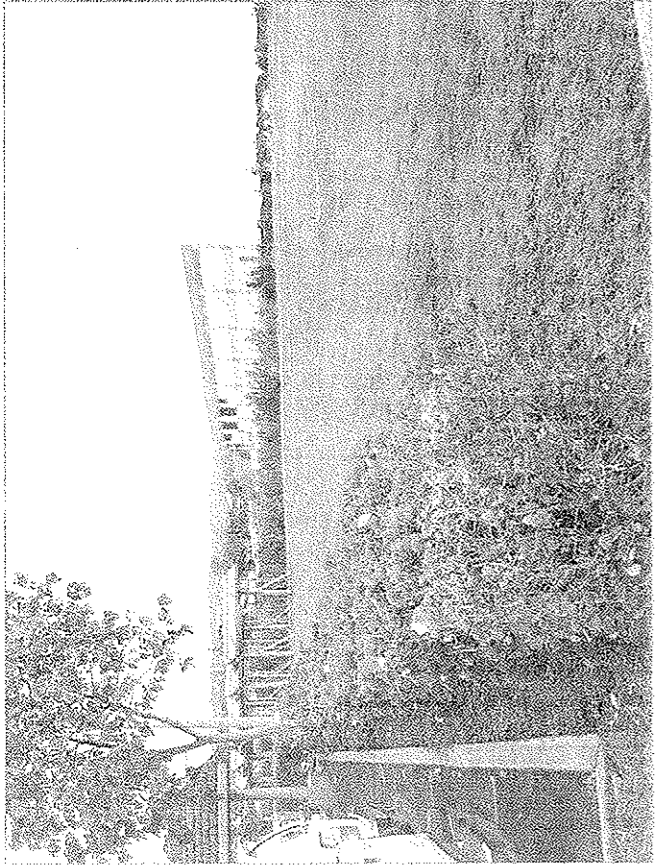
**WILSON OKAMOTO CORPORATION**  
ENGINEERS | PLANNERS | CONSULTANTS

TRAFFIC SIGNAL MAINTENANCE FACILITY  
PROJECT NO. SHOP-09

TAX MAP KEY

FIGURE  
1.3

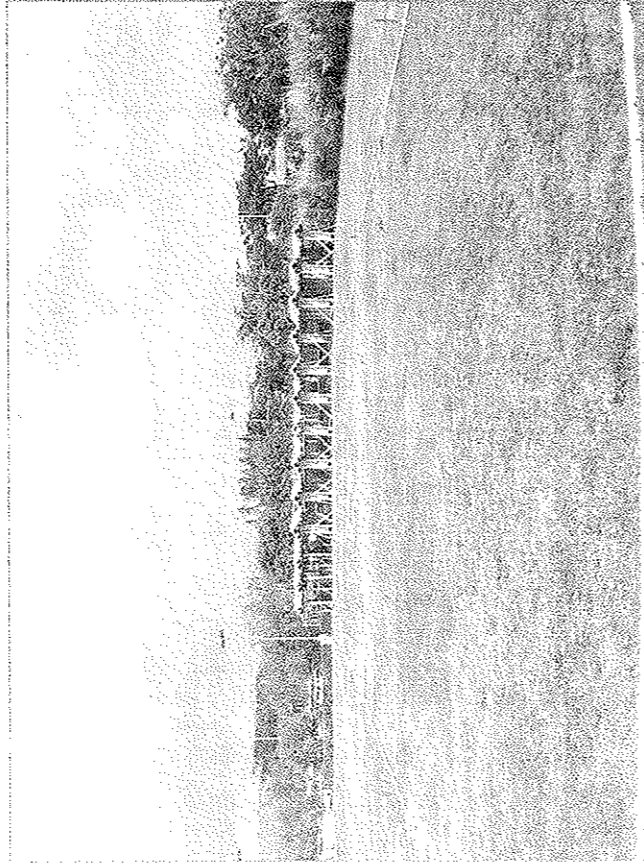




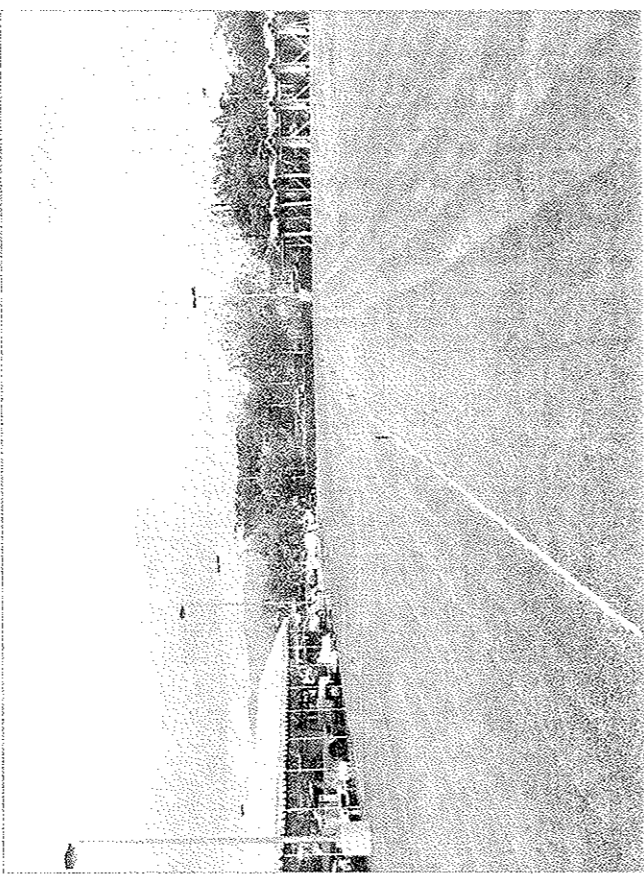
Project site looking north towards Kuala Industrial Park.



Project site looking northeast towards Kuala Industrial Park.



Project site looking west towards Kuala Street.



Project site looking towards Kuala Street.

**PROJECT SITE PHOTOGRAPHS FIGURE 1.4**



#### 1.4.4 Other Project Site Information

The State Land Use Commission designates the project site in the Urban District. The City and County of Honolulu zoning designation is IMX-1, Industrial-Commercial Mixed Use. The project site is not located within the City and County of Honolulu Special Management Area (SMA).

### 1.5 Project Description

#### 1.5.1 Project Site Plan

DTS proposes to construct a replacement Traffic Signal Maintenance Facility consisting of:

- A 8,4000- square foot building (140 feet long x 60 feet wide, and about 27 feet high), consisting of a 4,800 square-foot warehouse space with mezzanine storage area; a 3,600 square-foot ground floor space for shops, small parts storage, restrooms, and support spaces; and 2<sup>nd</sup> floor with a 3,600 square-foot office, administrative, and meeting room spaces located above the shop area;
- Exterior storage space of about 5,250 square feet for large items, including metal poles, pipes, and other items;
- Yard lighting to allow nighttime operations, when necessary;
- A diesel-powered emergency generator to provide power in the event of an outage of commercial power;
- Parking spaces for 14 City-owned vehicles and 18 employee vehicles;
- Entry driveway to provide access through the existing Bus Facility employee parking lot and the Bus Facility maintenance area; and
- Security fencing on all four sides.

Figure 1.6 shows the project site plan. Figure 1.7 shows the ground floor plan. Figure 1.8 shows the 2<sup>nd</sup> floor plan. Figure 1.9 shows the building elevations.

The total project site, including the Maintenance Facility, vehicle parking spaces, and exterior storage, will occupy about 32,000 square feet (160 feet x 200 feet), or approximately 0.74 acres.

No vehicle maintenance, other than routine preventative checks, will occur on the project site. Vehicle washing or fueling will be done off-site at approved City-owned locations. In addition, none of the traffic signal equipment maintained or stored at warehouse or materials used for maintenance activities contain material considered hazardous.

Access to the project site for both City and personnel vehicles will be from Kuala Street through the existing entry driveway at the south end of the Pear City Bus Facility employee parking lot and then through the Pearl City Bus Facility maintenance area.

Potable water services will be provided from existing lines under the north bound lane of Kuala Street. Fire protection will be provided by a connection to the existing line within the Pearl City Bus Facility. An on-site fire hydrant will be sited so that any portion of the building will be within 150 feet of the hydrant.

Drainage will be by inlets and a 36-inch diameter perforated underground retention pipe system located under vehicle parking area. There will be no connection to the existing Pearl City Bus facility drainage system.

Once the Kuala Street site is completed and occupied, the existing traffic signal warehouse and temporary buildings will be turned over to another City agency.

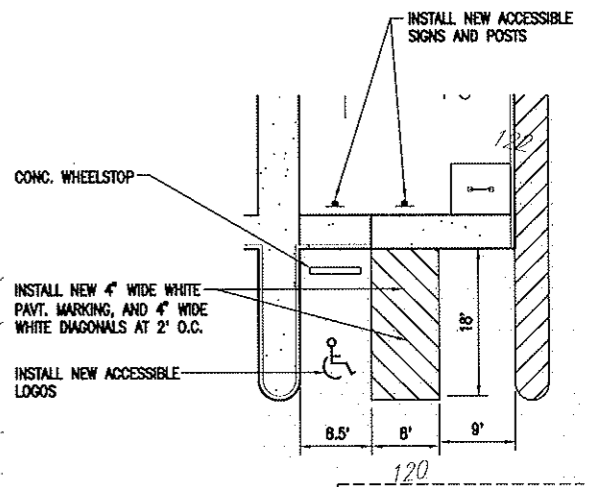
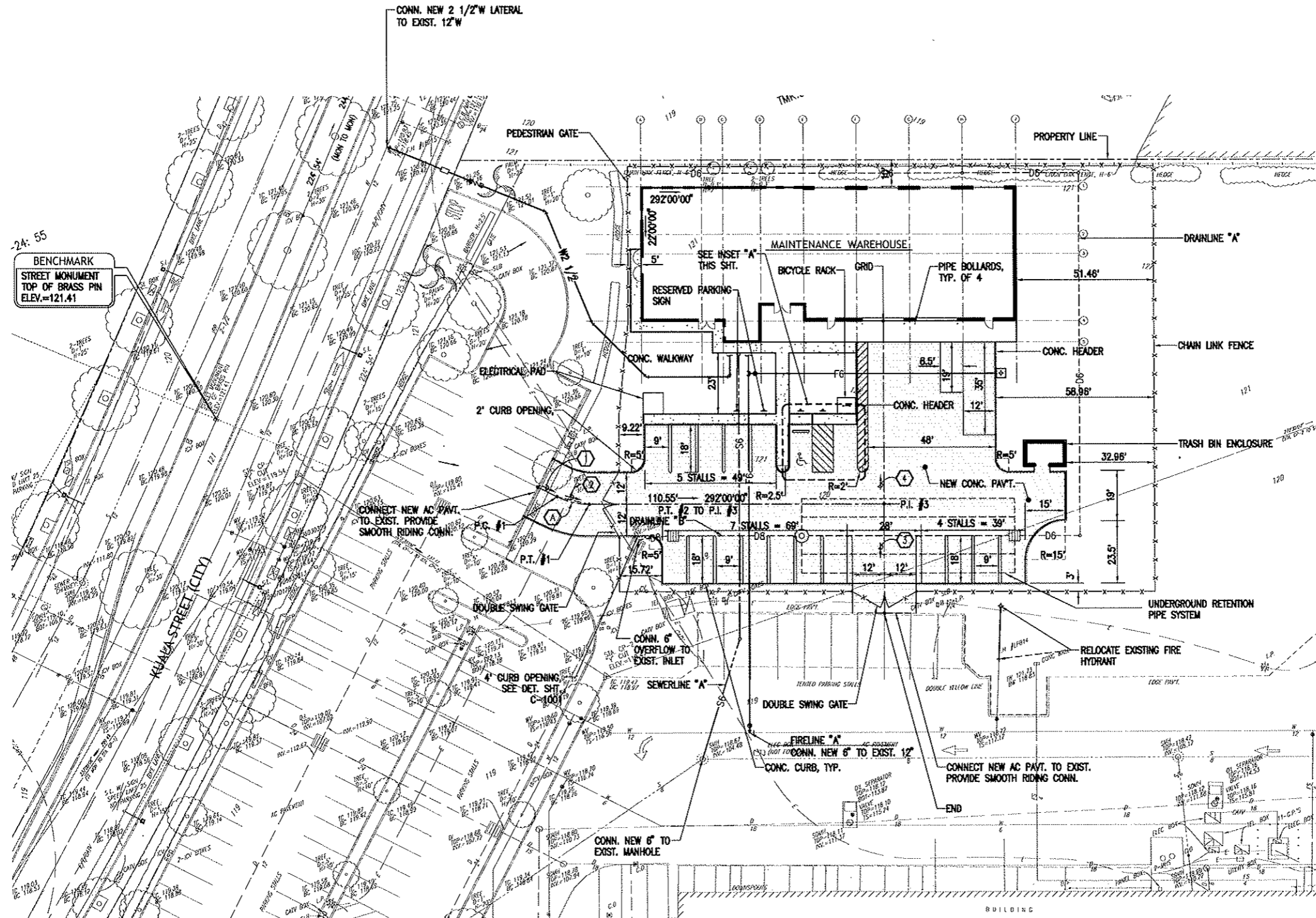
### **1.5.2 Traffic Signal Maintenance Building**

The 3,600 square-foot ground floor will include space for three shops (electric work room, electric repair, and electronics testing), small parts storage, restrooms and showers/lockers, a lobby with elevator, and support spaces. The ground floor shop spaces would be used to prepare, calibrate, maintain, and repair traffic signal control boxes and related electrical and electronic components. The ground floor shop spaces will have air conditioning.

The 3,600 square-foot 2<sup>nd</sup> floor will be located above the shop area and contain office, administrative, and conference/meeting room spaces, and a restroom. The 2<sup>nd</sup> floor office space would be used by working foremen to prepare reports and related paperwork. The meeting/conference room would be used for training, safety meetings, and presentations related to new equipment. The meeting/conference room would also

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.		2009	7	116

TRUE NORTH  
SCALE: 1" = 20'



INSET "A"  
SCALE: 1"=20'

FIGURE 1.6

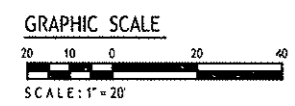
LEGEND

- A.C. PAVT.
- CONC. WALKWAY

CURVE DATA	
CURVE NO.	△
1	26°45'43"
2	13°22'52"
R	27.00
T	6.42
CH	12.50
LC	12.61

DRIVEWAY DATA			
①	ENTRY TO P.C. #1	318°45'43"	8.03'
②	P.C. #1 TO P.T. #1	305°22'52"	12.50'
③	P.T. #3 TO END	22°00'00"	41.10'
④	P.T. #3 TO GRID	202°00'00"	69.00'

SITE PLAN  
SCALE: 1"=20'

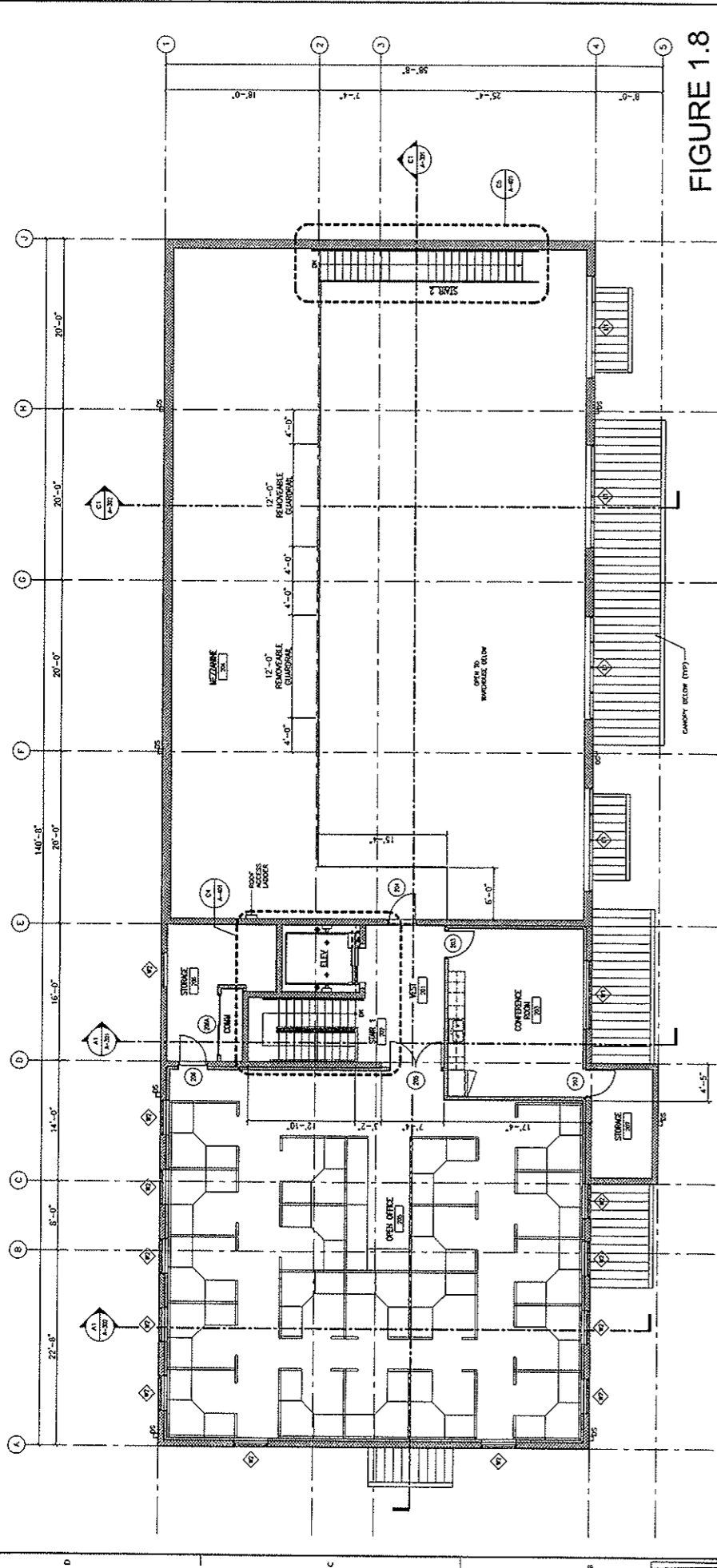


THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION. CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION.  
DATE: 4/30/10  
SIGNATURE: Barry A. Tojox

REVISION	DATE	SHT. NO.	APPROVED		
DEPARTMENT OF TRANSPORTATION SERVICES CITY AND COUNTY OF HONOLULU <b>MAINTENANCE WAREHOUSE</b> 1200 WAIMANO HOME ROAD PEARL CITY, HAWAII SITE PLAN					
DESIGN	FS	APPROVED:	<b>C-201</b> SHEET 7 OF 116 SHEETS		
DRAWN	JR				
CHECKED	BT				
DATE	MAR 23, 2009	DEPARTMENT OF TRANSPORTATION SERVICES	DATE		
PROJECT NO.		FILE	DRAW	FOLDER	NUMBER



FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	HAWAII		2009		



**FIGURE 1.8**

**B1** SECOND FLOOR PLAN  
SCALE: 3/16" = 1'-0"



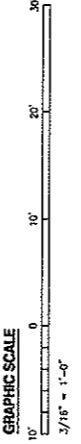
DESIGNER	DATE	DATE	DATE	DATE	DATE

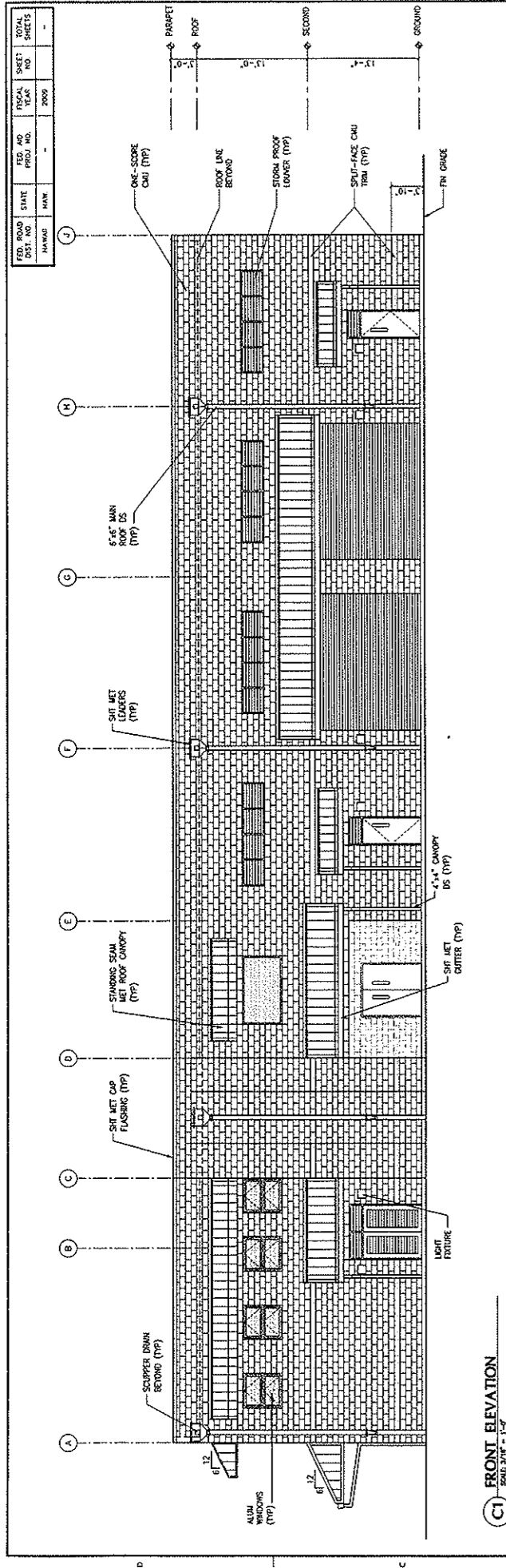
DEPARTMENT OF TRANSPORTATION SERVICES  
OFFICE OF THE CHIEF ENGINEER  
MAINTENANCE WAREHOUSE  
12000 WAIANAO MOLE ROAD  
PEARL CITY, HAWAII

SECOND FLOOR PLAN

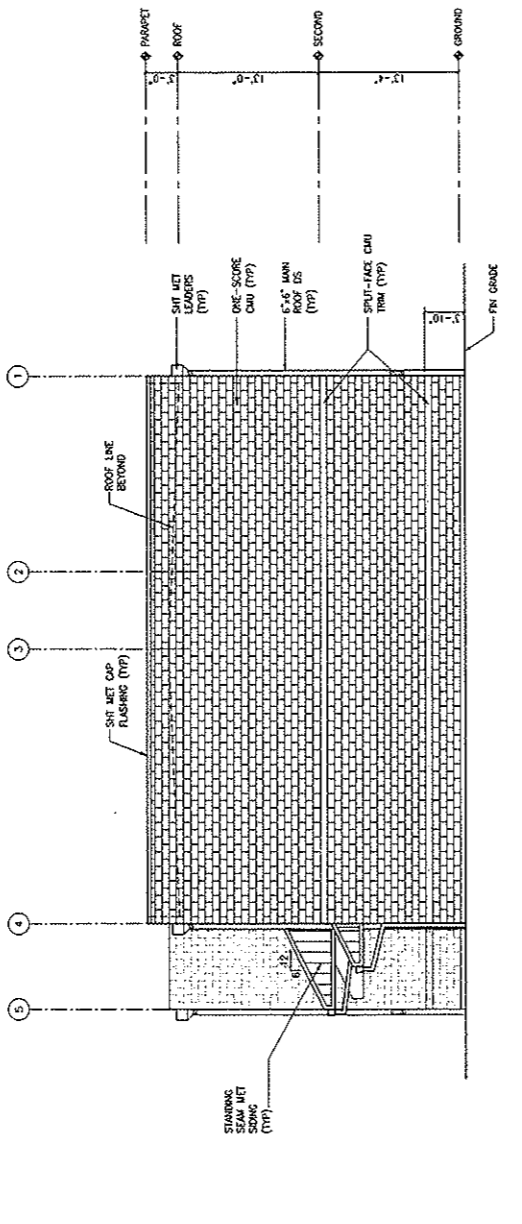
DESIGNER: SY  
CHECKED: SY  
DATE: JAN 14, 2009  
PROJECT NO.

APPROVED: A-102  
SHEET 22  
OF 80 SHEETS





**(C1)** FRONT ELEVATION  
SCALE 3/16" = 1'-0"



**(A1)** RIGHT ELEVATION  
SCALE 3/16" = 1'-0"

**FIGURE 1.9**

REVISION	DATE	DESCRIPTION

DEPARTMENT OF TRANSPORTATION SERVICES  
 CITY AND COUNTY OF HONOLULU  
**MAINTENANCE WAREHOUSE**  
 1200 WAIKANO HOAE ROAD  
 PEARL CITY, HAWAII

EXTERIOR ELEVATIONS  
 APPROVED: \_\_\_\_\_  
 A-201  
 SKETCHED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: JAN 14, 2009  
 PROJECT NO.: \_\_\_\_\_  
 FILE: \_\_\_\_\_ DRAWN: \_\_\_\_\_ PLOTTED: \_\_\_\_\_

HONOLULU  
 REGISTERED  
 ARCHITECT  
 No. 31313  
 1/20/10  
 1/20/10  
 1/20/10



contain a sink, stove and refrigerator for crew use. The 2<sup>nd</sup> floor office spaces will have air conditioning.

The 4,800 square-foot warehouse space will be used to store traffic signals, wires and wiring, and related electrical equipment. The warehouse space will include 2 roll-up doors to permit forklift and vehicles access to the warehouse storage space and to allow movement of large pieces of equipment. The mezzanine space will be used to store light weight materials, fixtures, and equipment. The warehouse area will have natural ventilation.

The building would be constructed of concrete-masonry unit block with a standing seam roof which would be painted green. The building would be painted a beige-earth tone.

The Traffic Signal Maintenance Facility building has been designed to include daylighting system on the roof to provide interior light for the 2<sup>nd</sup> story office and mezzanine areas. In addition, the office area on the 2<sup>nd</sup> floor, the shops, and warehouse areas will all have windows to use natural lighting. The building will also use a waste heat recovery system in the air conditioning system to provide hot water to various areas of the building. This system will be used in-lieu of a solar water heating system.

Use of the daylighting system on the roof limits the available roof area which could be used for a photovoltaic system. Analysis shows the limited roof area would make a photovoltaic system uneconomic or not cost effective to install.

## **1.6 Leadership in Energy and Environmental Design (LEED)**

Leadership in Energy and Environmental Design (LEED) is a program established by the US Green Building Council, a non-profit community of leaders, to certify a nationally accepted benchmark for the design, construction and operation of high performance green buildings. LEED promotes a whole-building approach to sustainability by recognizing performance in five areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. The LEED rating systems were developed by the US Green Building Council (USGBC) committees, in adherence with USGBC policies and procedures guiding the development and maintenance of rating systems.

LEED for New Construction is a performance-oriented rating system where building projects earn points for satisfying criterion designed to address specific environmental impacts inherent in the design, construction, operations and management of a building. The LEED certification system is organized into six environmental categories: Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality and Innovation & Design.

On February 15, 2006, the City adopted Ordinance 06-06 entitled Relating to Green Building Standards for City facilities. The purpose of Ordinance 06-06 is to require all new city facilities above 5,000 square feet to meet a minimum LEED™ Silver standard of environmentally sensitive design beginning in fiscal year 2008 and thereafter.

As described in Ordinance 06-06, LEED™ or Leadership in Energy and Environmental Design is a rating system established through a national consensus-based approach by the U.S. Green Building Council, based in Washington, D.C., to define green building practices by establishing a common standard of measurement. LEED™ provides a complete framework for assessing building performance and meeting sustainability goals. By adopting LEED™ Silver as a minimum standard, the City and County of Honolulu will promote integrated, whole-building design practices, energy and water efficiency, and indoor environmental quality while increasing worker productivity.

Ordinance 06-06 would not apply to certain types of facilities or to facilities that the Director of the Department of Design and Construction (DDC) has determined that compliance with LEED Silver would be infeasible or inappropriate.

## **1.7 Project Operation**

### **1.7.1 Personnel**

A total of 18 positions are authorized for the Traffic Signals Branch. Currently, a total of 13 personnel operate from the Pearl City facility. Normally, 4 personnel are assigned to the Maintenance Facility during the day with the other 9 personnel traveling to field sites. Typically, personnel will work in crews consisting of 2 or 3 personnel. In most cases, the crews will use about 6 City vehicles to travel to their assigned field sites, although the number of City vehicles used will vary depending on the needed work.

### **1.7.2 Hours of Operation**

The DTS Traffic Signal Maintenance Facility will operate between 7:00 am to 3:30 pm Monday through Friday. Personnel will arrive starting at around 6:30-6:45, spend about 45 minutes to get work assignments and mobilize prior to departure for work assignments in various locations in all of Oahu.

The crews will return to the Facility around 2:30 pm to clean up, prepare necessary reports, and then depart the project site.

No personnel are assigned to the Traffic Signal Maintenance Facility at night or weekends. Personnel are assigned City vehicles to take home for use to respond as needed during off-hours, emergency situations, and weekends. The assigned City vehicles are equipped with materials and equipment to undertake necessary repairs of traffic signals. However, if needed, the crews will travel to the Maintenance Facility to get additional materials and equipment to complete the needed repairs.

## **2. DESCRIPTION of EXISTING ENVIRONMENT, IMPACTS and MITIGATION MEASURES**

### **2.1 Geology and Soils**

#### **2.1.1 Existing Environment**

The majority of soils in the Pearl City Bus Facility/Manana Storage Area and surrounding region was formed from weathering of basaltic lavas. According to the US Department of Agriculture Soil Conservation Service (now Natural Resources Conservation Service) soil survey of the area, the soil on the Pearl City Bus Facility site consisted principally of Molokai silty clay loam, 3 to 7 percent slopes. Soils in this series have moderate permeability, slow to medium runoff and slight to moderate erosion hazard. They may be used for sugarcane, pineapple, pasture, wildlife habitat, and home sites.

The Land Study Bureau (LSB) inventoried lands in the state with the intent of developing a land inventory and agricultural productivity evaluation. The LSB designated the Manana property as "Urban", and did not classify it for agricultural purposes. Similarly, since Pearl City Bus Facility/Manana area is highly urbanized, the soils were not evaluated for the Agricultural Lands of Importance to the State of Hawaii (ALISH) mapping study.

#### **2.1.2 Impacts and Mitigation Measures**

Construction of the Traffic Signal Maintenance Facility will require subsurface excavation for placement of the foundations and footings for the building, and construction of the utility lines and the underground retention pipe system. This will disturb surface and subsurface soils and will displace the soils with asphaltic pavement and on-grade slab foundations for the various building. This disturbance will extend for about 3 to 5 feet below grade and will not adversely affect the soils and geology of the project site and surrounding area.

Subsurface excavation would be required to set footings and slab foundations for the buildings and structures. Although the decision on the specific method of construction is made by the contractor, it is expected the subsurface work will be done by grading, in

the case of slab foundations, and by using a backhoe or an augur to drill for the deeper footings. Typically, this type of drilling does not create vibrations which might affect surrounding facilities. It should also be noted there are no facilities close to the new building to be constructed.

The City and County of Honolulu has adopted the 2003 International Building Code (IBC) which addresses the design of buildings through requirements emphasizing performance. The IBC is designed to safeguard public health and safety by establishing a comprehensive code with minimum regulations for building systems using prescriptive and performance-related provisions. The IBC also assigns a value for snow, wind, and seismic load importance factors for various classifications of buildings based on the nature of occupancy of the building.

The IBC includes design requirements such that structures are to be designed and constructed to resist the effects of earthquake motions. The IBC uses ground motion accelerations to determine the structural design requirements of the buildings.

The Traffic Signal Maintenance Facility will be designed and constructed to meet the requirements of the 2003 IBC. Compliance with the 2003 IBC will ensure that the Traffic Signal Maintenance Facility can meet the seismic loadings established for Oahu. This will ensure that the geological conditions at the project site do not adversely affect the building.

## **2.2 Water Resources and Flood Hazard**

### **2.2.1 Existing Environment**

No surface water or wetlands occur on the project site or on adjacent portions of the former Manana Storage Area. According to US Geological Survey (USGS) topographical maps of the area, the closest water body is an unnamed intermittent drainageway located about 1,500 feet to the west in Waiau Gulch.

The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) Community Panel Number 15003C0239F (revised September 30, 2004) for the area indicates the project site is within Zone D defined as – “areas in which flood hazards are undetermined, but possible”.

On March 5, 2009, as part of the pre-assessment for this Environmental Assessment the US Army Corps Engineers Honolulu District confirmed this flood hazard information of the project site. Appendix A shows the US Army Corps Engineers letter.

### 2.2.2 Impacts and Mitigation Measures

Temporary erosion control measures will be used during construction to prevent runoff to nearby areas, including to adjacent facilities. These mitigation measures will include the use of temporary Best Management Practices (BMPs) consisting of silt fences and dust screens along the perimeter of the project site, use of silt screens to cover nearby drain inlets, and periodic watering on exposed areas, when necessary. These measures will contain surface flows within the project site during the construction period and limit runoff from entering the nearby City drainage system. In addition, during construction, a temporary crushed rock pad will be used at the ingress-egress point to prevent soil and other material from construction vehicles and equipment being carried onto nearby streets. Construction of the improvements and associated ground disturbing activities will not result in discharge into the waters of the U.S., as defined by the Section 404 of the Federal Water Pollution Act (33 USC 1341) [commonly called the Clean Water Act].

Section 404 of the Federal Water Pollution Act prohibits the discharge of dredged or fill material into waters of the U.S. without a permit from the Department of the Army Corps of Engineers. (Waters of the U.S. is a broader term than navigable waters of the U.S. Waters of the U.S. includes adjacent wetlands and tributaries to navigable waters and other waters where degradation or destruction of which could affect interstate or foreign commerce.)

In the long-term, construction of the Maintenance Facility will cover the project site with a structure and asphalt paved parking areas and driveways. Runoff on the project site will be collected in two inlets and then routed to a 36-inch diameter by about 450-foot long perforated underground retention pipe system under the vehicle parking lot. The retention pipe will be placed in a 5-foot wide by 5-foot deep trench that will be lined along the entire length with a geotextile fabric. A thick 1-foot base course will be placed around the entire pipe to allow percolation of the collected runoff. This system will allow the collected runoff to recharge the aquifer and prevent runoff from entering into the City drainage system.

## 2.3 Hazardous Waste

### 2.3.1 Existing Conditions

Prior to transfer of the Manana parcels to the City from the US Navy, according to the 1996 Manana and Pearl City Junction Development Plan Final EIS, to identify whether years of industrial use on the parcels resulted in improperly disposed of hazardous waste, the US Navy prepared an Environmental Baseline Survey to research past practices and test the soils and buildings for contamination. This report entitled, the *Comprehensive Long-Term Environmental Action Navy (CLEAN) for Pacific Division Environmental Baseline Survey for Transfer for Manana Storage Area and Pearl City Junction*, identified potential hazardous environmental conditions on the Manana parcels.

According to the Memorandum of Understanding (MOU) between the City and the U.S. Navy, the Navy was to "deliver the property to the City free of all surface and subsurface hazardous materials" and is "responsible for the remediation and costs thereof for any and all hazardous wastes which are directly or indirectly related to the Navy's prior use or ownership of the parcels."

Since the Traffic Signal Maintenance Facility project site was included in the area covered by the US Navy hazardous waste study and since the project site has not been used by the Pearl City Bus Facility for bus operations or maintenance, the project site should not have hazardous waste.

### 2.3.2 Impacts and Mitigation Measures

As previously discussed, no vehicle maintenance, other than routine preventative checks, will occur on the project site. Vehicle washing or fueling will be done off-site at approved City locations. In addition, none of the traffic signal equipment maintained or stored at the warehouse or materials used for maintenance activities contain material considered hazardous.

Based on the conditions of the MOU and the activities at the Maintenance Facility, the Traffic Signal Maintenance Facility project will not result in adverse impacts from hazardous waste.

## 2.4 Biological Resources

### 2.4.1 Existing Environment

#### Flora

In 1995, as part of the Manana and Pearl City Junction Development Plan Final EIS, a botanical assessment was performed to identify vegetation on the Manana Storage Area property and to determine if any significant vegetative resources existed. The 1995 study concluded that, most of the original flora of the area had been replaced by introduced weedy species and grassed areas. The botanical survey showed no listed or candidate threatened or endangered botanical species as set forth by the US Department of the Interior Fish and Wildlife Service (USFWS) were found within the Manana Storage area which includes the Traffic Signal Maintenance Facility project site.

#### Fauna

In 1995, also as part of the Manana and Pearl City Junction Development Plan Final EIS, a faunal survey was conducted to identify bird and mammal species present on the Manana Storage area, their abundance, and the presence of important wildlife habitat. The results indicated that mammals on the Manana Storage area were those typically found throughout urbanized portions of the Hawaiian Islands, i.e., feral cats, mongoose, and dogs. No endemic birds were observed, although 28 indigenous (migratory) Pacific golden plovers (*Pluvialis fulva*), which winter in Hawaii, were seen. Plovers are very site-faithful to their wintering grounds and establish foraging territories that they defend vigorously. None of these species noted in the survey is a listed or candidate threatened or endangered species as set forth by the USFWS.

The USFWS's April 8, 1996 letter commenting on the Manana and Pearl City Junction Development Draft EIS stated that the site "does not provide significant habitat for fish and wildlife resources."



## 2.4.2 Impacts and Mitigation Measures

### Flora

Construction of the Traffic Signal Maintenance Facility will require removal of the surface vegetation from the project site and grading for construction of the building, storage, and parking areas. The vegetation within the project site consists of planted grass material that can be found in other areas of Oahu. Removal of the surface vegetation will not create an adverse impact to the flora of this area of the island of Oahu.

The project site contains no listed or candidate threatened or endangered botanical species as set forth by the USFWS. Thus, construction of the Traffic Signal Maintenance Facility will not have an adverse impact to threatened or endangered plant species.

### Fauna

The Traffic Signal Maintenance Facility project site does not contain vegetation that could be usable habitat for bird species. The loss of the planted material would not adversely affect the bird or mammal population in the area. The project site contains no listed or candidate threatened or endangered faunal species as set forth by the USFWS. Thus, construction of the Traffic Signal Maintenance Facility will not have an adverse impact on threatened or endangered faunal species.

According to the Manana and Pearl City Junction Development Plan Final EIS, as part of their review of the Draft EIS, the USFWS confirmed that "the Service does not anticipate significant adverse impacts to fish and wildlife resources" from the proposed development of the Manana parcels. The Traffic Signal Maintenance Facility project site is within the Manana parcels discussed in the Draft and Final EIS.

On March 4, 2009, as part of the pre-assessment for this Environmental Assessment, the USFWS replied indicating they had conducted a review of the pertinent information in their files, including data compiled by the Hawaii Biodiversity and Mapping Program and the Hawaii GAP Program. Land cover information indicates that the proposed project area is classified as development. Based on their review, no Federally listed or

proposed threatened or endangered species, or proposed or designated critical habitats occur within the proposed project footprint. No impacts to Federally listed species or designated critical habitat are anticipated as the work will be conducted on existing infrastructure at previously disturbed sites. Appendix A contains the USFWS March 4, 2009 e-mail reply.

## **2.5 Traffic**

### **2.5.1 Existing Environment**

The project site is accessible from Kuala Street and other nearby streets which include Acacia Road, Waimano Home Road, and Kamehameha Highway. In this area, Waimano Home Road and Kamehameha Highway are major roadways which provide access to other areas of Oahu including Pearl City and Waipahu.

The existing traffic signal maintenance facility is located at the end of Makolu Street, or about the 0.6 miles south of the project site. The existing facility has a single access route, Makolu Street, which connects to Kuala Street. After exiting the existing facility, the DTS City vehicles have to turn south bound on Kuala Street to reach Acacia Road or north bound to reach the Kuala Street-Waimano Home Road intersection. In this area, Moanalua Road provides access to the east bound H-1 Freeway and the developed areas of downtown Honolulu and Waikiki.

### **2.5.2 Impacts and Mitigation Measures**

Short-term traffic impacts related to construction activities will occur while equipment and materials are moved to the project site by the contractor. However, this traffic will be local, short-term, and consistent with the industrial character of the Pearl City Bus Facility and other industrial and commercial land uses. Thus, construction of the improvements should not create an adverse impact to traffic.

In September 1998, DTS issued the Final Environmental Assessment (EA) for the Pearl City Bus Facility. The Final EA included analysis of traffic impacts from bus operations on the nearby street network, including Kuala Street, Waimano Home Road, Acacia Road, Kamehameha Highway. Since the existing traffic signal maintenance facility was

operating at that time, the Bus Facility traffic analysis would have included City and personnel vehicle traffic from the existing facility.

As previously discussed, during the day, 9 personnel assigned to the Traffic Signal Maintenance Facility will travel to field sites to all areas of Oahu. Typically, these personnel will work in crews consisting of 2 or 3 personnel. In most cases, the crews will use about 6 City vehicles to travel to their assigned field sites, although the number of City vehicles used will vary depending on the needed work. Since this vehicle traffic was already included in the Pearl City Bus Facility analysis, and since the Traffic Signal Maintenance Facility will not involve an increase in personnel or operations from current levels, there should be no adverse impacts to the nearby street network.

## **2.6 Air Quality**

### **2.6.1 Existing Environment**

The Department of Health, Clean Air Branch, monitors the ambient air in the State of Hawaii for various gaseous and particulate air pollutants. The U. S. Environmental Protection Agency (EPA) has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, ozone, and particulate matter (PM10 and PM2.5). Hawaii has also established a state ambient air standard for hydrogen sulfide. The primary purpose of the statewide monitoring network is to measure ambient air concentrations of these pollutants and ensure that these air quality standards are met. The State DOH monitoring station nearest to the project site is located at the Leeward Medical Center on Fourth Street in Pearl City. Only PM10 is monitored at this site.

### **2.6.2 Impacts and Mitigation Measures**

Construction of the Traffic Signal Maintenance Facility will occur near the Pearl City Bus facility, Kuala Industrial Park, and nearby commercial establishments. Potential short-term adverse air-quality impacts during the construction phase include: 1) generation of fugitive dust from vehicle movements and soil excavation; and 2) exhaust emissions from on-site construction equipment and from construction worker's vehicles traveling to and from the project site. These adverse impacts will be short-term during the period of

construction. The direction of the prevailing tradewinds will help to minimize potential impacts from fugitive dust on neighboring land uses.

Construction activities must comply with provisions of Chapter 11-60.1, Hawaii Administrative Rules (DOH), "Air Pollution Control" and, with respect to fugitive dust, Section 11-60.1-33. A dust control management plan will be developed which identifies and addresses all activities that have the potential to generate fugitive dust. It is expected that the contractor will comply with State regulations and provide adequate means to control dust during the various phases of construction. In order to control fugitive dust during construction, mitigation measures may include some or all of the following: 1) phasing of construction, 2) centralizing vehicular traffic routes, 3) frequent spraying of construction vehicles, construction debris, and bare areas, and 4) rapid covering of bare areas.

Once construction has been completed, operation of the Traffic Signal Maintenance Facility will result in exhaust emissions from City and personnel vehicles assigned to the Facility. The vehicle trips associated with the Facility will not change from the traffic volumes currently occurring from the existing facility at the end of Makolu Street. Thus, there will be no changes to air quality from construction and operations the Traffic Signal Maintenance Facility.

An 80-kilowatt emergency generator will be installed on a pad located between the Maintenance Facility building and parking area to provide electrical power in the event of outage of commercial service. The generator will be tested once or twice per month to ensure proper operation in the event of an outage of the HECO system. This level of testing of the emergency generator should not create adverse impacts to the air quality in the area.

## **2.7 Noise**

### **2.7.1 Existing Environment**

Current background noise levels in the vicinity of the Traffic Signal Maintenance Facility project site are primarily associated with vehicle traffic on Kuala Street, Waimano Home Road, and the adjacent Pearl City Bus Facility. The presence of various commercial uses along Kuala Street would contribute to vehicle traffic and related noise levels.

## 2.7.2 Impacts and Mitigation Measures

Construction activities such as grading, excavating for footings and foundations, and erecting the buildings will create noise during construction. The equipment used for these activities typically include pick-up trucks, excavators, graders, rollers, backhoes, concrete delivery trucks, water tank trucks, hydraulic cranes, and forklifts. Noise generated by these vehicles will be short-term during the period of construction. Once construction has been completed, the construction noise impact will no longer occur.

Impacts from construction noise is not anticipated to be significant on the residential area to the west as the closest residence lies about 400 feet west of the project site. Similarly, impacts from construction noise is not expected to be significant to the adjacent Kuala Industrial Park building as it lies about 575 feet to the north of the project site.

Once construction has been completed, noise will be generated by personnel and City vehicles traveling to and from the Maintenance Facility. The types of noise generated at the project site will be mostly vehicular noise associated with the movement of trucks of various types. The Traffic Signal Maintenance Facility does not include activities which involve excessive noise levels. Unless necessary at off-hours and weekends, activities at the Maintenance Facility would only occur during day-time hours and will not impact the adjacent Bus Facility or Kuala Industrial Park.

The City and County of Honolulu zoning designation is IMX-1, Industrial-Commercial Mixed Use for the project site and surrounding areas. Title 11 Hawaii Administrative Rules State of Hawaii Department of Health Chapter 46, Community Noise Control (September 23, 1996) identifies maximum permissible sound levels for classes of zoning districts using the zoning established by the counties. According to Chapter 46, the maximum permissible sound level at any point at or beyond the property line is 70 dBA for zoning district Class C, areas equivalent to lands zoned industrial, agricultural, or similar type. The maximum permissible sound level shall apply in a manner deemed appropriate by the Director of the Department of Health.

In the past, DTS has received complaints regarding noise, especially from at night from residents living adjacent to the existing traffic signal maintenance facility on Makolu

Street. Relocation to the Kuala Street site would decrease noise at the Makolu Street facility.

## **2.8 Archaeological and Cultural Resources**

### **2.8.1 Existing Environment**

In 1995, as part of the Environmental Impact Statement (EIS) for the Manana and Pearl City Junction Development Plan area, an assessment of historic and archaeological remains was prepared for the Manana Storage Area site. The 1995 assessment included a review of available documents and a field inspection of the entire Manana area which included with Traffic Signal Maintenance Facility project site and the adjacent Pearl City Bus Facility. The assessment also included a review of Land Court Awards and concluded that the Manana area had at one time been cultivated for dryland crops, such as yams and sweet potatoes. By the end of the 19th century, much of the area had been purchased by Honolulu Plantation and was used for sugarcane cultivation. The U.S. military assumed control of the Manana Storage Area property and much other land around Pearl Harbor during World War II and maintained control until the City acquired the property in the early 1990s.

The 1995 assessment report did not identify any potential historic, archaeological, or cultural resources. It concluded that, based on the extensive amount of disturbance to the property, the presence of historic or archaeological resources is unlikely.

### **2.8.2 Impacts and Mitigation Measures**

As part of the Pearl City Bus Facility Environmental Assessment, the State Historic Preservation Officer's March 25, 1996 letter to the City concurred with the findings and conclusion in the 1995 report and determined that the proposed re-use of the Manana Storage Area, including the Pearl City Bus Facility site, would have "no effect" on historic sites.

Lastly, as part of the pre-assessment for this Environmental Assessment, on February 5, 2009, (Log No. 2009.0543, DOC No. 0901T31) the State Historic Preservation Division determined that there will be "no affect to historic properties" from the Traffic

Signal Maintenance Facility as residential development/urbanization has altered the land. Appendix A contains the February 5, 2009 letter.

## **2.9 Cultural Impact Assessment**

### **2.9.1 Existing Environment**

The 1995 assessment of historic and archaeological remains on the Manana Storage Area site also noted that the property is bisected by the boundary between the *allupuaa*' of Waiawa and Manana and that there were few myths or legends relating specifically to the *allupuaa* of Manana or Waiawa. The 1995 assessment stated the only reference noted is in Sterling and Summers (1978), which contains an account of the legend of the Eel boy of Pilimoo, a pool in Pearl City. Both Manana and Waiawa are mentioned in a chant for Kualii recorded by Fomander, but both references pertain to the shoreline of Pearl Harbor, an area that is well *makai* of the Manana project site.

### **2.9.2 Impacts and Mitigation Measures**

The 1995 assessment report concluded that, based on the historic use of the Manana area for cultivation of dryland crops, and later for sugarcane cultivation, and lastly by the U.S. military for an extensive warehouse complex until the early 1990s, no native Hawaiian gathering rights were believed to be exercised on the Pearl City Bus Facility site and are therefore not expected to be an issue. Since the Traffic Signal Maintenance Facility will be constructed on a portion of the Pearl City Bus Facility, this finding would also apply to the Traffic Signal Maintenance Facility project site.

## **2.10 Infrastructure**

### **2.10.1.1 Electrical/Telecommunication Systems**

#### Existing Conditions

Electrical/Telephone/Cable TV service to this area of the former Manana storage area is provided by Hawaiian Electric Company (HECO)/Hawaiian Telecom/Oceanic Cable underground system located on Kuala Street. Individual parcels are services from these

lines including the adjacent Pearl City Bus Facility and the Kuala Industrial Park. This electrical service is provided at the primary voltage of 12.47kV.

The City's fiber optic line to this area is provided by an underground system located on Kuala Street.

#### Impacts and Mitigation Measures

Electrical service to the Traffic Signal Maintenance Facility will be provided by a underground connection to the existing HECO line located in the existing Pearl City Bus Facility. The connection will be routed from an existing HECO box in the Bus Facility to a pad mounted transformer located within the project site and then to the Traffic Signal Maintenance Facility building. The pad mounted transformer will provide the Maintenance Facility with 208Y/120V, 3-phase service.

The telephone/cable TV service to the Traffic Signal Maintenance Facility will be via underground infrastructure from the existing Hawaiian Telcom/Oceanic Cable box in the Bus Facility to the Traffic Signal Maintenance Facility.

The City's fiber optic line for the Traffic Signal Maintenance Facility will be provided by an underground system from a pullbox on Kuala Street to the building.

An 80-kilowatt diesel emergency generator will be installed between the Maintenance Facility building and parking area to provide electrical power in the event of outage of the HECO commercial service. The fuel tank on the generator will supply fuel to provide power for a 24-hour period. A separate fuel storage tank will not be used.

#### **2.10.1.2 Water**

##### Existing Conditions

The project site is served by the City and County of Honolulu Board of Water Supply (BWS) potable water system. There is an existing 12-inch water line beneath Kuala Street which currently provides potable water to the parcels located along Kuala Street including the Pearl City Bus Facility.



## Impacts and Mitigation Measures

Potable water service to the Traffic Signal Maintenance Facility will be provided by a 2-1/2-inch water line connection to the 12-inch line located along Kuala Street.

Fire protection will be from a 6-inch line connection to the existing fire protection line serving the Pearl City Bus facility. An on-site fire hydrant will be sited so that any portion of the building will be within 150 feet of the hydrant.

As part of the pre-assessment for this Environmental Assessment, on January 29, 2009, the BWS stated the existing water system is presently adequate to accommodate the proposed Facility. However, this information is based upon current data and, therefore, the BWS will reserve the right to change this position up until the final approval of the building permit application. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval. When water is made available, the City, as the applicant, will be required to pay BWS Water System Facilities Charges for resource development, transmission and daily storage. Appendix A contains the BWS letter.

The Traffic Signal Maintenance Facility will be subject to BWS cross-connection control and backflow prevention requirements prior to issuance of the building permit.

Fire protection for the buildings will include a fire suppression system and hand-held fire extinguishers. Design plans will account for the fire flow and fire hydrant requirements related to the specific facilities and structures in each area. An on-site fire hydrant will be sited so that any portion of the building will be within 150 feet of the hydrant. As part of the building permit approval process, plans will be submitted to the Fire Department for review to ensure the facilities meet the requirements of the applicable City codes, including the Uniform Fire Code.

### **2.10.2 Sewer**

#### Existing Conditions

The former Manana Storage Area wastewater system consists of an existing 8-inch sewer line located under Kuala Street which connects to a line that passes through the

Kauhale Manana Subdivision, crosses Kamehameha Highway where the line changes to a 10-inch line. This 10-inch line eventually connects to the City's Pearl City Wastewater Pump Station where the flows are pumped to the Honouliuli Wastewater Treatment Plant for treatment and disposal.

### Impacts and Mitigation Measures

Wastewater service for the Traffic Signal Maintenance Facility will be by a 6-inch line which will connect to the 8-inch line currently serving the Pearl City Bus Facility. The 8-inch line connects to the line located in Kuala Street. Thus, an individual wastewater system or cesspool will not be used for the Traffic Signal Maintenance Facility.

As part of the pre-assessment for this Environmental Assessment, on January 28, 2009, the State of Hawaii Department of Health Wastewater Branch (LUD-)( 7 024 047) stated the project site is located in the Critical Wastewater Disposal Area as determined by the Oahu Wastewater Advisory Committee. No new cesspools will be allowed in the area. Appendix A contains the Department of Health letter.

## **2.10.3 Drainage**

### Existing Conditions

Drainage in the Manana area is combination of on site drainage for each parcel and surface flow to the nearby street system. There is an existing drainage system which drains the developed areas of the Pearl City Bus Facility. However, this system was designed to handle flows within the Bus Facility.

### Impacts and Mitigation Measures

Surface flows from the Traffic Signal Maintenance Facility will be collected into two drainage inlets located along the southern end of the project site. An approximately 450-foot long by 36-inch diameter perforated underground high density polyethylene (HDPE) retention pipe will be used collect the flows from the drainage inlets. An overflow line will connect one of the inlets to the existing system which drains the Pearl City Bus Facility employee parking lot located along Kuala Street.

The retention pipe will be placed in a 5-foot wide by 5-foot deep trench that will be lined along the entire length with a geotextile fabric. A thick 1-foot base course will be placed around the entire pipe to allow percolation of the collected runoff. This will system will allow the collected runoff to recharge the aquifer.

## **2.11 Visual Considerations**

### **2.11.1 Existing Conditions**

The Traffic Signal Maintenance Facility project site was been cleared and graded and planted with grass as part of the construction of the Pearl City Bus Facility. The project site is relatively flat with a swale near the western end.

### **2.11.2 Impacts and Mitigation Measures**

Construction of the Maintenance Facility will introduce an industrial-type building which will be similar to the existing facilities at the adjacent Pearl City Bus Facility and Kuala Industrial Park. The Facility will be set back about 100 feet from Kuala Street. This set back will provide a visual separation for vehicles traveling on Kuala Street which will act to mitigate the visual impact of the 2-story building. Construction of the Traffic Signal Maintenance Facility will be consistent with the industrial character of the surrounding areas and will not create an adverse impact to the visual character of the local area.

## **2.12 COMPLIANCE WITH FEDERAL AUTHORITIES**

This project will be funded by Federal funds through the US Department of Transportation Federal Highway Administration (FHWA). This document includes the environmental information required for compliance with the FHWA program.

### **2.12.1 Archaeological and Historic Preservation Act of 1974 (16 USC Section 461)**

16 USC 461, declaration of national policy, states, "It is declared that it is a national policy to preserve for public use historic sites, buildings, and objects of national significance for the inspiration and benefit of the people of the United States. "

As discussed in Section 2.8, archival research and field work completed in 1995 indicates the Manana area had at one time been cultivated for dryland crops, such as yams and sweet potatoes. By the end of the 19th century, much of the area had been purchased by the Honolulu Plantation and was used for sugarcane cultivation. The U.S. military assumed control of the Manana Storage Area property and much other land around Pearl Harbor during World War II and maintained control until the City acquired the property in the early 1990s.

The 1995 assessment report did not identify any potential historic, archaeological, or cultural resources. It concluded that, based on the extensive amount of disturbance to the property, the presence of historic or archaeological resources is unlikely.

As part of the Pearl City Bus Facility Environmental Assessment, the State Historic Preservation Officer's March 25, 1996 letter to the City concurred with the findings and conclusion in the 1995 report and determined that the proposed re-use of the Manana Storage Area, including the Pearl City Bus Facility site, would have "no effect" on historic sites.

Lastly, as part of the pre-assessment for this Environmental Assessment, on February 5, 2009, (Log No. 2009.0543, DOC No. 0901T31) the State Historic Preservation Division determined that there will be "no affect to historic properties" from the Traffic Signal Maintenance Facility as residential development/urbanization has altered the land. Appendix A contains the February 5, 2009 letter.

### **2.12.2 Clean Air Act (42 USC § 7506 (C))**

During the late 1940s serious smog incidents in Los Angeles and Donora, Pennsylvania raised public awareness and concern about this issue once again. In 1955, the government decided that this problem needed to be dealt with on a national level. The Air Pollution Control Act of 1955 was the first in a series of clean air and air quality control acts which are still in effect and continue to be revised and amended.

Among the purposes of the Clean Air Act was (1) to protect and enhance the quality of the Nation's air resources so as to promote the public health and welfare and the productive capacity of its population; (2) to initiate and accelerate a national research and development program to achieve the prevention and control of air pollution; (3) to

provide technical and financial assistance to State and local governments in connection with the development and execution of their air pollution prevention and control programs; and (4) to encourage and assist the development and operation of regional air pollution prevention and control programs.

As discussed in Chapter 2.6, air quality in the State DOH monitoring station nearest to the project site is located at the Leeward Medical Center on Fourth Street in Pearl City. Only PM10 is monitored at this site.

Construction of the Traffic Signal Maintenance Facility will occur near the Pearl City Bus facility, the Kuala Industrial Park, and nearby commercial establishments. Potential short-term adverse air-quality impacts during the construction phase include: 1) generation of fugitive dust from vehicle movements and soil excavation; and 2) exhaust emissions from on-site construction equipment and from construction worker's vehicles traveling to and from the project site. These adverse impacts will be short-term during the period of construction. The direction of the prevailing tradewinds will help to minimize potential impacts from fugitive dust on neighboring land uses.

Construction activities must comply with provisions of Chapter 11-60.1, Hawaii Administrative Rules (DOH), "Air Pollution Control" and, with respect to fugitive dust, Section 11-60.1-33. A dust control management plan will be developed which identifies and addresses all activities that have the potential to generate fugitive dust. It is expected that the contractor will comply with State regulations and provide adequate means to control dust during the various phases of construction. In order to control fugitive dust during construction, mitigation measures may include some or all of the following: 1) phasing of construction, 2) centralizing vehicular traffic routes, 3) frequent spraying of construction vehicles, construction debris, and bare areas, and 4) rapid covering of bare areas.

Once construction has been completed, operation of the Traffic Signal Maintenance Facility will result in exhaust emissions from personnel and City vehicles assigned to the Facility. The vehicle trips associated with the Facility will not change from the traffic volumes currently occurring from existing facility at the end of Makolu Street. Thus, there will be no changes to air quality from construction and operations the Traffic Signal Maintenance Facility.

An 80-kilowatt emergency generator will be installed between the Maintenance Facility building and parking area to provide electrical power in the event of outage of commercial service. The generator will be tested once or twice per month to ensure proper operation in the event of an outage of the HECO system. This level of testing of the emergency generator should not create adverse impacts to the air quality in the area.

### **2.12.3 Coastal Barrier Resources Act, (16 USC 1451)**

In 1982, the US Congress passed the Coastal Barrier Resources Act (CBRA) (16 USC 3501) which established the John H. Chafee Coastal Barrier Resources System (CBRS), comprised of undeveloped coastal barriers along the Atlantic, Gulf, and Great Lakes coasts. The law encourages the conservation of hurricane prone, biologically rich coastal barriers by restricting Federal expenditures that encourage development, such as Federal flood insurance through the National Flood Insurance Program

The Coastal Barrier Resources Reauthorization Act of 2000 reauthorized the Coastal Barrier Resources Act (CBRA) and directed the U.S. Fish and Wildlife Service to complete a Digital Mapping Pilot Project that includes digitally produced draft maps for up to 75 John H. Chafee Coastal Barrier Resources System (CBRS) areas and a report to Congress that describes the feasibility and costs for completing digital maps for all CBRS areas.

The purpose of the CBRA is to minimize the loss of human life, wasteful expenditure of Federal revenues, and the damage to fish, wildlife, and other natural resources associated with the coastal barriers along the Atlantic and Gulf coasts and along the Great Lakes by restricting future Federal expenditures and financial assistance which have the effect of encouraging development along coastal barriers.

The Traffic Signal Maintenance Facility project site is located about 1.0-mile inland from the shoreline on the southern coast of Oahu. Thus, the Traffic Signal Maintenance Facility project will not involve construction of facilities along coastal barriers.

#### 2.12.4 Coastal Zone Management Act (16 USC § 1456(C)(1))

In 1972, the US Congress enacted the Federal Coastal Zone Management Act to ensure that each Federal agency undertaking an activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved State management programs. Each Federal agency carrying out an activity subject to the Act shall provide a consistency determination to the relevant State agency designated under section 1455(d)(6) of this title at the earliest practicable time.

In 1977, Hawaii enacted Chapter 205A, HRS, the Hawaii Coastal Zone Management (CZM) Program. The CZM area encompasses the entire state, including all marine waters seaward to the extent of the state's police power and management authority, including the 12-mile U.S. territorial sea and all archipelagic waters.

The Hawaii Coastal Zone Management Program focuses on ten policy objectives:

- Recreational Resources. To provide coastal recreational opportunities accessible to the public and protect coastal resources uniquely suited for recreational activities that cannot be provided elsewhere.
- Historic Resources. To protect, preserve, and where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.
- Scenic and Open Space Resources. To protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.
- Coastal Ecosystems. To protect valuable coastal ecosystems, including reefs, from disruption and to minimize adverse impacts on all coastal ecosystems.
- Economic Uses. To provide public or private facilities and improvements important to the State's economy in suitable locations; and ensure that coastal dependent development such as harbors and ports, energy facilities, and visitor

facilities are located, designed, and constructed to minimize adverse impacts in the coastal zone area.

- Coastal Hazards. To reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.
- Managing Development. To improve the development review process, communication, and public participation in the management of coastal resources and hazards.
- Public Participation. To stimulate public awareness, education, and participation in coastal management; and maintain a public advisory body to identify coastal management problems and provide policy advice and assistance to the CZM program.
- Beach Protection. To protect beaches for public use and recreation; and locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion.
- Marine Resources. To implement the State's ocean resources management plan.

Other key areas of the CZM program include: a permit system to control development within a Special Management Area (SMA) managed by each County and the Office of Planning; a Shoreline Setback Area which serves as a buffer against coastal hazards and erosion, and protects view-planes; and marine and coastal resources. Finally, a Federal Consistency provision requires that Federal activities, permits and financial assistance be consistent with the Hawaii CZM program.

The Traffic Signal Maintenance Facility project site is located about 1.0-mile inland from the coastline and not within the City and County of Honolulu SMA. The Traffic Signal Maintenance Facility project does not involve the placement, erection, or removal of materials near the coastline. Activities at the Traffic Signal Maintenance Facility project site do not have the potential to significantly affect coastal resources. Finally, it is consistent with the CZM objectives that are relevant to this type of project.



A copy of this Draft EA is being sent to the Office of Planning, attached to the State of Hawaii Department of Business, Economic Development, and Tourism. The Department's response is expected to confirm the consistency of the project with the CZM Act.

### **2.12.5 Endangered Species Act (16 USC 1536(A)(2) and (4))**

The Endangered Species Act (16 U.S.C. Section 1531-1544, as amended) provides broad protection for species of fish, wildlife, and plants that are listed as threatened or endangered in the U.S. or elsewhere. The Act mandates that Federal agencies seek to conserve endangered and threatened species and use their authorities in furtherance of the Act's purposes. Provisions are made for listing species, as well as for recovery plans and the designation of critical habitat for listed species.

16 USC Section 1536, Interagency Cooperation, states each Federal agency shall, in consultation with and with the assistance of the Secretary, insure that any action authorized, funded, or carried out by such agency (an "agency action") is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with affected States, to be critical, unless such agency has been granted an exemption for such action.

As discussed in Section 2.4, the Traffic Signal Maintenance Facility project site does not contain US Fish and Wildlife Service or Department of Land and Natural Resources listed or proposed threatened or endangered species of flora or fauna. See Appendix A.

Copies of the Draft EA will be provided to the U.S. Fish and Wildlife Service and to the State Department of Land and Natural Resources (DLNR) for review and comment.

### **2.12.6 Environmental Justice, Executive Order 12898**

Executive Order 12898, Environmental Justice, was signed on February 11, 1994. The intent of Executive Order 12898 (full title Federal Actions to Address Environmental Justice to Minority and Low Income Populations) is to avoid disproportionately high adverse human health or environmental effects of projects on minority and low income populations. Executive Order 12898 also requires Federal agencies ensure that

minority and low income communities have adequate access to public information related to health and the environment.

As previously discussed, construction and operation of the Traffic Signal Maintenance Facility will not result in adverse effects to the environment near the project site, including on adjacent properties or minority and low income populations. Copies of the Draft EA will be sent to the Pearl City Public Library and to the Neighborhood Board to inform the local area community about the Traffic Signal Maintenance Facility project and to solicit comments.

### **2.12.7 Floodplain Management, Executive Order 11988 as amended by Executive Order 12148**

Executive Order 11988, Floodplain Management, dated May 24, 1977 requires Federal agencies to take action to reduce the risk of flood loss, restore the natural and beneficial values of floodplains, and minimize the impacts of floods on human safety, health, and welfare. Executive Order 12148, July 20, 1979, amended Executive Order 11988. The main feature of the amendment added that agencies with responsibilities for Federal real estate properties and facilities shall, at a minimum, require the construction of Federal structures and facilities to be in accordance with the criteria of the National Flood Insurance Program.

As discussed in Section 2.2, the Traffic Signal Maintenance Facility project site is shown in the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) Community Panel Number 15003C0239F (revised September 30, 2004) within Zone D defined as – “areas in which flood hazards are undetermined, but possible”.

On March 5, 2009, as part of the pre-assessment for this Environmental Assessment the US Army Corps Engineers Honolulu District confirmed this flood hazard information for the project site. Appendix A shows the US Army Corps Engineers letter.

No surface water or wetlands occur on the project site or on adjacent portions of the former Manana Storage Area. According to US Geological Survey (USGS) topographical maps of the area, the closest water body is an unnamed intermittent drainageway located about 1,500 feet to the west in Waiiau Gulch. Thus, the project site

is not subject to flooding and would be consistent with applicable regulations and guidance relating to floodplain management.

#### **2.12.8 Protection of Wetlands Executive Order 11990**

Executive Order 11990, Protection of Wetlands, dated 1977 requires Federal agencies to avoid, preserve, or mitigate effects of new construction projects on lands which have been designated wetlands.

As discussed in Section 2.2, there are no surface water resources on the Traffic Signal Maintenance Facility project site. Further, no conditions were observed which would classify the project site as a wetlands.

Copies of the Draft EA will be sent to the administrator of the Pacific Island Eco-Region, US Fish and Wildlife Service and to the US Army Corps Engineers Honolulu District to ensure adequate consideration of this topic in the environmental review for this project.

#### **2.12.9 Farmland Protection Policy Act (7 USC § 4202(8))**

The US Congress adopted the Farmland Protection Policy Act (FPPA) (Public Law 97-98) on December 22, 1981. The US Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) has national leadership for administering the FPPA. The effective date of the FPPA rule (Part 658 of Title 7 of the Code of Federal Regulations) is August 6, 1984.

The stated purposes of the FPPA are to:

- Minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses.
- Assure that Federal programs are administered in a manner that, to the extent practicable, will be compatible with State, unit of local government, and private programs and policies to protect farmland.

"Farmland", as used in the FPPA, includes prime farmland, unique farmland, and land of statewide or local importance. "Farmland" subject to FPPA requirements does not have to be currently used for cropland.

The Traffic Signal Maintenance Facility project site is not classified in the Department of Agriculture "Agricultural Lands of Importance to the State of Hawaii" (ALISH) map, indicating that the lands are not the highest classification for productivity and high yield. Most of the nearby surrounding lands are not classified in the ALISH maps. Consequently, the Traffic Signal Maintenance Facility project is in substantial compliance with the FPPA.

#### **2.12.10 Fish and Wildlife Coordination Act (16 USC § 661-666)**

The Fish and Wildlife Coordination Act, as amended, authorizes the Secretaries of Agriculture and Commerce to require consultation with the Fish and Wildlife Service and the fish and wildlife agencies of States where the "waters of any stream or other body of water are proposed or authorized, permitted or licensed to be impounded, diverted... or otherwise controlled or modified" by any agency under a Federal permit or license. Consultation is to be undertaken for the purpose of "preventing loss of and damage to wildlife resources."

As previously discussed in Section 2.2, the Traffic Signal Maintenance Facility project site does not contain surface water resources. Thus, construction of the Traffic Signal Maintenance Facility will not result in a diversion of any water body and will not result in impacts on fish or wildlife resources.

#### **2.12.11 National Historic Preservation Act of 1966 (16 USC § 470 (F))**

Section 106 of the National Historic Preservation Act of 1966 (PL 89-665, codified as 16 USC 470f) requires that Federal agencies consider the effects of their projects on historic properties and allow the Advisory Council on Historic Preservation a reasonable opportunity to comment on such projects. The Section 106 review regulations are set forth in CFR 800. In most cases, the State of Hawaii Department of Land and Natural Resources Historic Preservation Division acts for the Advisory Council to undertake this review process. The Historic Preservation Division must concur that the proposed project will have "no effect" on historic properties.

As discussed in Section 2.8, archival research and field work completed in 1995 indicates the Manana area had at one time been cultivated for dryland crops, such as yams and sweet potatoes. By the end of the 19th century, much of the area had been purchased by the Honolulu Plantation and was used for sugarcane cultivation. The U.S. military assumed control of the Manana Storage Area property and much other land around Pearl Harbor during World War II and maintained control until the City acquired the property in the early 1990s.

The 1995 assessment report did not identify any potential historic, archaeological, or cultural resources. It concluded that, based on the extensive amount of disturbance to the property, the presence of historic or archaeological resources is unlikely.

As part of the Pearl City Bus Facility Environmental Assessment, the State Historic Preservation Officer's March 25, 1996 letter to the City concurred with the findings and conclusion in the 1995 report and determined that the proposed re-use of the Manana Storage Area, including the Pearl City Bus Facility site, would have "no effect" on historic sites.

Lastly, as part of the pre-assessment for this Environmental Assessment, on February 5, 2009, (Log No. 2009.0543, DOC No. 0901T31) the State Historic Preservation Division determined that there will be "no affect to historic properties" from the Traffic Signal Maintenance Facility as residential development/urbanization has altered the land. Appendix A contains the February 5, 2009 letter.

#### **2.12.12 Wild and Scenic Rivers Act (16 USC 1271-1287)**

The Wild and Scenic Rivers Act was first passed in October 1968 and has been amended a number of times. (16 U.S.C. §§ 1271-1287, October 2, 1968, as amended 1972, 1974-1976, 1978-1980, 1984, 1986-1994 and 1996.)

This Act established a National Wild and Scenic Rivers System for the protection of rivers with important scenic, recreational, fish and wildlife, and other values. Rivers are classified as wild, scenic or recreational. The Act also designated specific rivers for inclusion in the System and prescribes the methods and standards by which additional rivers may be added. The Act contains procedures and limitations for control of lands in federally administered components of the System and for disposition of lands and

minerals under Federal ownership. Hunting and fishing are permitted in components of the System under applicable federal and state laws.

The purpose of this act, as stated in Section (b) of its preamble is as follows:

*It is hereby declared to be the policy of the United States that certain selected rivers of the Nation which, with their immediate environments, possess outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural, or other similar values, shall be preserved in free-flowing condition, and that they and their immediate environments shall be protected for the benefit and enjoyment of present and future generations. The Congress declares that the established national policy of dam and other construction at appropriate sections of the rivers of the United States needs to be complemented by a policy that would preserve other selected rivers or sections thereof in their free-flowing condition to protect the water quality of such rivers and to fulfill other vital national conservation purposes.*

There are no rivers in Hawaii designated as wild and scenic as part of the Wild and Scenic Rivers Act.

As discussed Section 2.2, there are no surface water resources on the Traffic Signal Maintenance Facility project site. Thus, project is consistent with the provisions of the Wild and Scenic Rivers Act.

### **2.12.13 Fishery Conservation and Management, Magnuson-Stevens Fishery Conservation and Management Act (16 USC Sec. 1801)**

The Congress found and declared the following:

*(1) The fish off the coasts of the United States, the highly migratory species of the high seas, the species which dwell on or in the Continental Shelf appertaining to the United States, and the anadromous species which spawn in United States rivers or estuaries, constitute valuable and renewable natural resources. (2) Certain stocks of fish have declined to the point where their survival is threatened, and other stocks of fish have*

been so substantially reduced in number that they could become similarly threatened (3) Commercial and recreational fishing constitutes a major source of employment and contributes significantly to the economy of the Nation. (4) International fishery agreements have not been effective in preventing or terminating the overfishing of these valuable fishery resources. (5) Fishery resources are finite but renewable. If placed under sound management before overfishing has caused irreversible effects, the fisheries can be conserved and maintained so as to provide optimum yields on a continuing basis. (6) A national program for the conservation and management of the fishery resources of the United States is necessary to prevent overfishing, to rebuild overfished stocks, to insure conservation, to facilitate long-term protection of essential fish habitats, and to realize the full potential of the Nation's fishery resources. (7) A national program for the development of fisheries which are underutilized or not utilized by the United States fishing industry, including bottom fish off Alaska, is necessary to assure that our citizens benefit from the employment, food supply, and revenue which could be generated thereby. (8) The collection of reliable data is essential to the effective conservation, management, and scientific understanding of the fishery resources of the United States. (9) One of the greatest long-term threats to the viability of commercial and recreational fisheries is the continuing loss of marine, estuarine, and other aquatic habitats. (10) Pacific Insular Areas contain unique historical, cultural, legal, political, and geographical circumstances which make fisheries resources important in sustaining their economic growth.

The Traffic Signal Maintenance Facility project site does not include water resources which supports fishery resources. Thus, the Traffic Signal Maintenance Facility project will not have an adverse effect on fishery resources.

### 3. RELATIONSHIP to PLANS, POLICIES and CONTROLS

#### 3.1 Hawaii State Plans

The Hawaii State Plan, adopted in 1978 and revised in 1988, establishes the overall theme, goals, objectives, and priority guidelines to guide the future long-range development of the State. The Traffic Signal Maintenance Facility supports and is consistent with the following State Plan objectives and policies:

Section 226-17 Objectives and policies for facility systems--transportation.

*(b) (10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment;*

The Traffic Signal Maintenance Facility will be used by City personnel who maintain the traffic signals for State and City and County of Honolulu roadways on Oahu. A properly sized and well equipped Maintenance Facility will enhance the capability of the Traffic Signals Branch to service an increasing number of traffic signals which have been installed to meet the needs of affected areas. Proper maintenance of traffic signals will ensure proper traffic flow which will preserve the quality of life on Oahu.

Chapter 226-18 (4) Promote all cost-effective conservation of power and fuel supplies through measures including:

*(c) Adoption of energy-efficient practices and technologies.*

Chapter 344.4, Hawaii Revised Statutes, guidelines to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guideline:

*(7) Energy. (A) Encourage the efficient use of energy resources.*

The design drawings will show the facility has been designed to include daylighting system on the roof to provide interior light for the 2<sup>nd</sup> story office and mezzanine areas. In addition, the office area on the 2<sup>nd</sup> floor and the shops warehouse areas will all have



windows to use natural lighting. The building will also use a waste heat recovery system in the air conditioning system to provide hot water to various areas of the building. This system will be used in-lieu of a solar water heating system.

Use of the daylighting system on the roof limits the available roof area which could be used for a photovoltaic system. Analysis shows the limited roof area would make a photovoltaic system uneconomic or not cost effective to install. Thus, the Traffic Signal Maintenance Facility will be consistent with goal of adoption of energy-efficient practices and technologies which will also be consistent with energy efficient of resources.

## **3.2 Land Use Plans and Policies**

### **3.2.1 State Land Use District**

The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes, classifies all land in the State into four land use districts: Urban, Agriculture, Conservation, and Rural.

The Traffic Signal Maintenance Facility is located in the Urban District and will be consistent with the land uses in the Urban classification.

### **3.2.2 City and County of Honolulu General Plan**

The City and County of Honolulu General Plan is “a comprehensive statement of objectives and policies which sets forth the long-range aspirations of Oahu’s residents and the strategies of actions to achieve them. It is a focal point of a comprehensive planning process that addresses physical, social, economic, and environmental concerns affecting the City and County of Honolulu.” The revised 1992 edition of the General Plan reinforces this planning concept and is the current document used by the City.

The Department of Planning and Permitting strives to maintain the dynamic nature of the General Plan by keeping abreast of emerging issues, changing community attitudes, needs and conditions, as well as new opportunities and planning approaches. The emergence of any particular issue of City wide concern may also activate the need for our department to reassess pertinent objectives and policies of the plan.

The General Plan is a guide for all levels of government, private enterprise, neighborhood and citizen groups, organizations, and individual citizens in 11 areas of concern. The General Plan objectives and polices applicable to the Traffic Signal Maintenance Facility are set forth below.

*Area of Concern: Transportation and Utilities*

*Objective C*

*To maintain a high level of services for all utilities*

*Policy 1*

*Maintain existing utility systems in order to avoid major breakdowns.*

The Traffic Signal Maintenance Facility will facilitate the maintenance of state City-owned traffic signals which will maintain the level of service needed to promote orderly traffic flow. The Traffic Signal Maintenance Facility will provide the necessary space and facilities to increase the efficiency and effectiveness of City maintenance operations

*Objective D*

*To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.*

*Policy 5*

*Require the installation of underground utility lines wherever feasible.*

The Traffic Signal Maintenance Facility will have underground utility electrical and fiber optic service connections to maintain the visual character of the Kuala Street area.

*Area of Concern: Physical Development and Urban Design*

*Objective E*

*To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.*

### *Policy 9*

*Design public structures to meet high aesthetic and functional standards and to complement the physical character of the communities they will serve.*

The Traffic Signal Maintenance Facility will be designed to meet the functions and activities assigned to the Facility, including space and utilities for the various shops needed to maintain traffic signals located throughout Oahu.

### *Area of Concern: Government Operations and Fiscal Management*

#### *Objective A*

*To promote increased efficiency, effectiveness, and responsiveness in the provision of government services by the City and County of Honolulu.*

#### *Policy 1*

*Maintain City and County government services at the level necessary to be effective.*

The Traffic Signal Maintenance Facility will increase the efficiency and responsiveness of the City's services to areas where they are needed. An adequate facility with necessary spaces to perform assigned functions will help to maintain traffic signal services at an effective level.

### **3.2.3 Primary Urban Center Development Plan**

The Primary Urban Center (PUC) Development Plan, dated June 2004, serves as the policy guide to define the role and identity of the Primary Urban Center within the overall framework of islandwide planning and land management. Consistent with the provisions of the General Plan, the PUC is expected to accommodate a significant proportion of Oahu's projected growth in residential population and jobs during the 20-year horizon.

#### *CIVIC AND PUBLIC SAFETY FACILITIES*

This chapter of the PUC Development Plan is intended to give direction to the long-range functional and facility plans that should be prepared by each of the respective City service agencies. City agencies should coordinate the planning and construction of

infrastructure improvements so that: (1) services are available when needed; and (2) construction impacts to neighborhoods are minimized. Many of the PUC's support facilities are part of islandwide or interregional systems – (e.g., water supply and wastewater management).

#### *POLICIES*

*Provide adequate staffing and facilities to ensure effective and efficient delivery of basic governmental service and protection of public safety.*

The Traffic Signal Maintenance Facility will provide a replacement facility specifically designed to meet the facility needs of its users. The shop spaces will be designed to accommodate the specific types of equipment used to control traffic on state and City streets. An adequate facility will ensure that the traffic signals operate efficiently so that drivers and passengers can safely travel state and City streets.

### **3.2.4 Public Infrastructure Map**

The Public Infrastructure Map (PIM) serves to identify proposed public facilities in the City's various development plan areas. A Department of Transportation Services (DTS) corporation yard (CY) symbol was placed on the former PUC Development Plan Public Facilities Map (DPPFM) via Ordinance 98-34. The DTS "CY" symbol was later transferred to the PUC PIM when the PUC PIM was initially adopted by the City Council via Resolution 04-246, CD1, and replaced the PUC DPPFM. The DTS "CY" symbol is shown on the PUC PIM as PIM #108, and is identified as the "Manana DTS Corporation Yard," and includes the Traffic Signal Maintenance Facility. Based on these previous actions, the Traffic Signal Maintenance Facility conforms to the Primary Urban Center (PUC) PIM. Therefore, a revision to the PUC PIM is not required for the Traffic Signal Maintenance Facility.

### **3.2.5 City and County of Honolulu Zoning**

The City and County Land Use Ordinance (LUO) is the basic document which controls the various types of land uses, zoning, and development standards in the City. The Traffic Signal Maintenance Facility is on a portion of TMK: 9-7-024:047 which is occupied largely by an existing Pearl City Bus Facility. Parcel 047 and the rest of the former US Navy lands at Manana were rezoned in 2002 as Ordinance 02-13. A

unilateral agreement attached to Ordinance 02-13 included conditions that apply to the Traffic Signal Maintenance Facility project. The design plans for the Traffic Signal Maintenance Facility show no conflicts with the conditions set forth in unilateral agreement attached to Ordinance 02-13.

Parcel 047 is currently zoned IMX-1 Industrial-Commercial Mixed Use District. As a City facility, the Traffic Signal Maintenance Facility is considered a "public use and structure" which is a permitted use in all zoning districts in accordance with the LUO.

### **3.2.6 City and County of Honolulu Special Management Area**

The Coastal Zone Management Act contains the general objectives and policies upon which all counties within the State have structured specific legislation which created Special Management Areas (SMA). The Coastal Zone Management Law (CZM), set forth on Chapter 205A, Hawaii Revised Statutes, as amended, establishes that the counties shall designate and administer the SMA within the State's coastal area. Any development, as defined by Chapter 205A, within the Special Management Area boundary requires a SMA Use (SMP) permit.

The Traffic Signal Maintenance Facility is not located within the City's SMA and will not require an SMP.

## **4. ALTERNATIVES TO THE PROPOSED ACTION**

### **4.1 No Action Alternative**

The No Action alternative would retain the existing traffic signal maintenance facility at the end of Makolu Street, in a portion of a warehouse originally constructed by the US Navy during World War II and a series of temporary buildings, and an adjacent open yard area. The usable space in the warehouse is limited as access and walkway spaces occupy the center portion of the building. The lack of storage space at Building 15 has impacted the Branch, which has been forced to order items in smaller quantities and more frequently. This warehouse was constructed on top of a paved parking lot and does not include a raised floor. The wooden members of the structure do not meet current code for seismic construction. Moreover, the roof leaks and the space is subject to flooding during rain events.

The shops used to calibrate, maintain, and repair traffic signal control boxes and related electrical and electronic components are located in a temporary buildings purchased by the City. Although the buildings have provided working spaces, they were not designed and configured as shop space and also lack sufficient storage space. In addition, another temporary building is used for office and administrative functions. This building lacks office spaces for the assigned personnel and does not have a meeting-training room needed for efficient operation of the Branch.

The No Action alternative would continue the complaints regarding noise, especially at night from residents living adjacent to the existing traffic signal maintenance facility on Makolu Street.

Based on these considerations, the No Action alternative is not considered a feasible alternative.

### **4.2 Alternative Site**

Use of an alternative site is possible. However, the number of available City-owned parcels is limited. An alternative City-owned site is located in Waipio north of the triangle formed by the H-1 and H-2 Freeways. This site, identified as TMK: 9-04-007:004, is accessible from Kamehameha Highway and contains about 23 acres.

This alternative site is also undeveloped and lacks nearby utilities, water, sewer, and electrical, and a developed access road. Construction of the access road and supporting infrastructure would increase the development costs for a replacement facility. Although this alternative is sited on a City-owned parcel, the potentially higher development costs makes this alternative site infeasible when compared to the Pearl City project site.

## **5. DETERMINATION**

Based on analysis of the potential impacts, a Finding of No Significant Impact (FONSI) is anticipated for the Traffic Signal Maintenance Facility project. The significance criteria to make this determination are set forth below and in Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules.

- 1) *Involve an irrevocable commitment to loss or destruction of any natural or cultural resources;*

The Traffic Signal Maintenance Facility project site does not provide habitat for Federal or State of Hawaii listed or candidate threatened or endangered species of flora or fauna. The project site has been altered by historic and modern land uses, including construction of the Pearl City Bus Facility, and there are no distinctive or unique natural features. Thus, the Traffic Signal Maintenance Facility project will not result in the irrevocable loss or destruction of natural resources.

Based on findings from the previously completed archaeological reports, on February 5, 2009, (Log No. 2009.0543, DOC No. 0901T31) the State Historic Preservation Division determined that there will be "no affect to historic properties" from the Traffic Signal Maintenance Facility as residential development/urbanization has altered the land. Appendix A contains the February 5, 2009 letter.

- 2) *Curtail the range of beneficial uses of the environment;*

The Traffic Signal Maintenance Facility project site and surrounding lands are zoned IMX-1, Industrial-Commercial Mixed Use. The Traffic Signal Maintenance Facility project site had been used for warehouses by the US Navy. Development of the project site will be compatible with current zoning, adjacent land uses, and the overall industrial character of the area. Thus, the Traffic Signal Maintenance Facility project will not curtail the range of beneficial uses of the environment.

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



The Traffic Signal Maintenance Facility project will not involve actions or activities that would adversely affect natural resources on or near the project site. The project will benefit Hawaii's quality of life by supporting the maintenance of traffic signals on Oahu. As such, the Traffic Signal Maintenance Facility project will not conflict with the State's long-term environmental policies or goals as expressed in Chapter 344, HRS.

- 4) *Substantially affect the economic or social welfare of the community or state;*

The Traffic Signal Maintenance Facility will be a public facility to be used by public agencies for public purposes in support of the economic and social welfare of the region. It is identified on the Primary Urban Center Public Infrastructure Map (PIM) as an integral part of the region's public infrastructure. The Traffic Signal Maintenance Facility project will not have an adverse effect on the economic or social welfare of the community.

- 5) *Substantially affect public health;*

The Traffic Signal Maintenance Facility will be located in an industrial area away from residential communities. The location in an industrial area will ensure that activities at the Traffic Signal Maintenance Facility, including night time and off hours, do not affect adjacent residential uses. The design of the facilities will comply with State and City rules and regulations which will ensure there are no adverse effects on public health.

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

The Traffic Signal Maintenance Facility project is a planned infrastructure improvement that responds to the need for well maintained and properly functioning traffic signals on Oahu. City personnel assigned to the Traffic Signal Maintenance Facility project site will relocate from an existing nearby site. As such, the Traffic Signal Maintenance Facility will not contribute to population growth or create an increased demand for utility services. The Traffic Signal Maintenance Facility project will not create substantial secondary impacts, such as population changes or affect the need for public facilities.

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

The Traffic Signal Maintenance Facility is anticipated to result in short-term impacts to noise and air quality in the immediate vicinity of the project site during the period of construction. However, adjacent land uses are either industrial uses or currently vacant and will be unaffected by construction. In the long-term, additional noise and vehicle emissions will be generated on-site but will not have a significant impact on adjacent land uses.

The Traffic Signal Maintenance Facility project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. The project site has been altered by historic and modern land uses, including grading construction of the Pearl City Bus Facility.

The 1995 assessment report of historic and archaeological remains concluded that, based on the historic use of the Manana area for cultivation of dryland crops, and later for sugarcane cultivation, and lastly by the U.S. military for an extensive warehouse complex until the early 1990s, no native Hawaiian gathering rights were believed to be exercised on the Pearl City Bus Facility site and are therefore not expected to be an issue. The Traffic Signal Maintenance Facility will be constructed on a portion of the Pearl City Bus Facility.

Based on findings from the previously completed archaeological reports, on February 5, 2009, (Log No. 2009.0543, DOC No. 0901T31) the State Historic Preservation Division determined that there will be "no affect to historic properties" from the Traffic Signal Maintenance Facility as residential development/urbanization has altered the land. Appendix A contains the February 5, 2009 letter.

Based on the above findings, the Traffic Signal Maintenance Facility project will not result in a substantial degradation of environmental quality.

8) *Have a cumulative effect upon the environment or involves a commitment for larger actions;*

The Traffic Signal Maintenance Facility project will not involve a commitment to any other DTS development activity on Oahu. As a result, the Traffic Signal Maintenance

Facility project will not have a cumulative effect upon the environment or involve a commitment by the City to larger actions on Oahu.

9) *Affect a rare, threatened or endangered species;*

The Traffic Signal Maintenance Facility project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. Thus, the Traffic Signal Maintenance Facility project will not affect threatened or endangered species.

10) *Detrimentially affect air or water quality or ambient noise levels;*

Operation of construction equipment during the construction period will increase noise and exhaust emission levels in the immediate vicinity of the Traffic Signal Maintenance Facility project site. Since the project site is surrounded by industrial zoned land and the area does not contain noise and emissions-sensitive land uses, there will be no adverse effects to these resources.

Some short-term construction related impacts on air quality will be unavoidable. However, due to the limited size of the project site (0.74 acres), adverse impacts should not be significant. In addition, construction activities must comply with provisions of Chapter 11-60.1, Hawaii Administrative Rules (DOH), "Air Pollution Control," and, with respect to fugitive dust, Section 11-60.1-33. Once operational, the Traffic Signal Maintenance Facility project will contribute a slight increase in noise and air emissions to the local area.

Storm water runoff from the paved surfaces will be collected in an on-site retention pipe which will allow percolation of the collected flows. Flows from the Traffic Signal Maintenance Facility should not affect the City storm drain system.

Wastewater will be routed to the City collection system, and then to the City's Honouliuli Wastewater Treatment Plant for treatment and disposal. This method of handling wastewater will ensure that the Traffic Signal Maintenance Facility will not detrimentally affect either groundwater or marine water quality.

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

The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) Community Panel Number 15003C0239F (revised September 30, 2004) for the area indicates the Traffic Signal Maintenance Facility project site is within Zone D defined as – “areas in which flood hazards are undetermined, but possible”.

Construction of the Traffic Signal Maintenance Facility project will not cause damage to any environmentally sensitive area, as listed above.

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

Construction of the Traffic Signal Maintenance Facility will introduce an industrial-type building which will be similar to the existing facilities at the adjacent Pearl City Bus Facility and Kuala Industrial Park. The Facility will be set back about 100 feet from Kuala Street. This set back will provide a visual separation for vehicles traveling on Kuala Street which will act to mitigate the visual impact of the 2-story building.

- 13) *Require substantial energy consumption.*

The Traffic Signal Maintenance Facility will require additional energy inputs in this location adjacent to the Pearl City Bus Facility. However, the Facility will incorporate energy saving design features including daylighting system on the roof to provide interior light for the 2<sup>nd</sup> story office and mezzanine areas and windows to use natural lighting. The building will also use a waste heat recovery system in the air conditioning system to provide hot water to various areas of the building. This system will be used in-lieu of a solar water heating system.

Based on these findings and the assessment of potential impacts from the Traffic Signal Maintenance Facility project, a Finding of No Significant Impact (FONSI) is anticipated.

## **6. PERMITS AND APPROVALS**

Permits and approvals that will be required include the following:

### **State of Hawaii**

- State of Hawaii Department of Health National Pollutant Discharge Elimination System (NPDES) permit

### **City and County of Honolulu**

- Grading Permit
- Building Permit

## **7. CONSULTED PARTIES**

### **7.1 Pre-Assessment Consultation**

The following agencies were consulted during the pre-assessment phase of the Draft Environmental Assessment. Each agency was sent a copy of a project summary and a request for their written comments on the project. All written comments and responses are reproduced in Appendix A.

US Department of the Army Honolulu District Engineer  
US Fish and Wildlife Service  
Department of Business, Economic Development & Tourism  
DBED&T - State Energy Office  
Department of Hawaiian Home Lands  
Department of Health  
Department of Health - Environmental Management Division  
Department of Health – Solid and Hazardous Waste Branch  
Department of Health –Wastewater Branch  
Department of Land and Natural Resources  
Department of Land and Natural Resources Water Resources Management  
State of Hawaii DLNR Historic Preservation Division  
State of Hawaii Department of Transportation  
Office of Hawaiian Affairs  
Fire Department  
Department of Planning and Permitting  
Department of Design and Construction  
Department of Environmental Services  
Department of Facility Maintenance  
Department of Parks and Recreation  
Police Department  
Board of Water Supply  
Neighborhood Board No. 21  
Senator Clarence Nishihara, 18<sup>th</sup> District  
Representative Roy Takumi, House District 36  
Councilmember Gary Okino, District 8  
Hawaiian Electric Company

## **7.2 Agencies and Organizations Consulted on the Draft EA**

The following is a list of agencies and organizations will be consulted during the Draft Environmental Assessment 30-day comment period. All written comments and responses are reproduced in the Final EA.

### Federal

Department of the Army, US Army Engineer District, Honolulu  
US Department of the Interior of the Fish and Wildlife Service  
US Department of the Interior Geological Survey

### State Agencies

Department of Agriculture  
Department of Business, Economic Development and Tourism  
DBED&T - State Energy Office  
Department of Defense  
Department of Hawaiian Home Lands  
Department of Health  
Department of Health - Environmental Planning Office  
Department of Health – Solid and Hazardous Waste Branch  
Department of Health –Wastewater Branch  
Department of Land and Natural Resources  
Department of Land and Natural Resources Historic Preservation Division  
Department of Land and Natural Resources - Water Resource Management  
Department of Transportation  
Office of Hawaiian Affairs  
Office of Environmental Quality Control  
University of Hawaii Water Resources Research Center  
University of Hawaii Environmental Center  
Pearl City Public Library

### City and County of Honolulu Agencies

Board of Water Supply  
Fire Department  
Department of Planning and Permitting  
Department of Design and Construction

Department of Environmental Services  
Department of Facility Maintenance  
Department of Parks and Recreation  
Police Department  
Board of Water Supply  
Neighborhood Board No. 21

Officials

Senator Clarence Nishihara, 18<sup>th</sup> District  
Representative Roy Takumi, House District 36  
Councilmember Gary Okino, District 8

Public Utilities

Hawaiian Electric Company



## **8. REFERENCES**

City and County of Honolulu Department of Planning and Permitting. City and County of Honolulu General Plan. 2002.

City and County of Honolulu Department of Planning and Permitting. Review and Recommendation Pertaining to a Revision to the Ewa Public Infrastructure Map for the Kapolei Corporation Yard. May 2, 2003.

City and County of Honolulu Department of Transportation Services. Final Environmental Assessment for the Pearl City Bus Facility. September 1998,

City and County of Honolulu Department of Housing and Community Development. Final Environmental Impact Statement Manana and Pearl City Junction Development Plan Area. May 1996.

City and County of Honolulu Department of Design and Construction. State of Hawaii Department of Transportation, U.S. Department of Transportation Federal Highway Administration. Final Environmental Assessment Manana Development Spine Road; Pearl City, Oahu, Hawaii. February 1999.

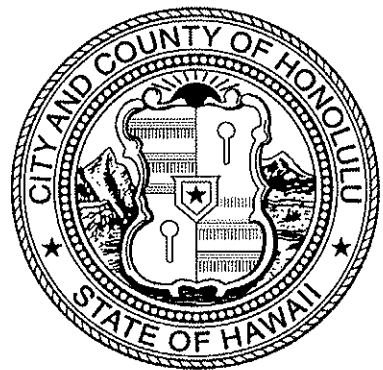
Federal Emergency Management Agency Flood Insurance Rate Map Community Panel Number 15003C0239F. September 30, 2004.

The Hawaii State Plan Chapter 226, Hawaii Revised Statutes. Office of the Governor Office of State Planning. 1988.

State of Hawaii Department of Health, Clean Air Branch. 2005 Annual Summary Hawaii Air Quality Data.

Title 11 Hawaii Administrative Rules State of Hawaii Department of Health Chapter 46 Community Noise Control. September 23, 1996.

US Department of Agriculture Soil Conservation Service. Soil Survey of Island of Oahu, State of Hawaii. 1972.



## APPENDIX A



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

REPLY TO  
ATTENTION OF CEPOHEC-T

March 5, 2009

Civil Works Technical Branch

Mr. John L. Sakaguchi, Senior Planner  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (DEA) for the Traffic Signal Maintenance Facility Project, Pearl City, Oahu (TMK 9-7-24: 47).

According to the Flood Insurance Rate Map (FIRM), Panel # 15003C0239F, dated September 30, 2004, the project parcel is located in the following flood hazard zones:

- a. Zone X (unshaded). These are areas determined to be outside of the 500-year/0.2% annual chance floodplain.
- b. Zone D. Areas where flood hazards have not been determined.

Should you require additional information, please contact Ms. Jessie Dobinchick of my staff at (808) 438-8876.

Sincerely,

Steven H. Yamamoto, P.E.  
Chief, Civil Works Technical Branch

Enclosures

7104-01  
3/14/09  
LH

cc: DS

RECEIVED

MAR 09 2009

WILSON OKAMOTO CORPORATION

<b>NATIONAL FLOOD INSURANCE PROGRAM</b>		<b>PANEL 0239F</b>
<b>FIRM</b> <b>FLOOD INSURANCE RATE MAP</b> <b>CITY AND COUNTY</b> <b>OF HONOLULU,</b> <b>HAWAII</b>		
<b>PANEL 239 OF 395</b> <small>(SEE MAP INDEX FOR FIRM PANEL LAYOUT)</small>		
<small>CONTAINS:</small> <b>COMMUNITY</b>	<small>NUMBER</small> <b>PANEL</b>	<small>SUFFIX</small> <b>F</b>
<small>HONOLULU,</small> <b>CITY AND COUNTY OF</b>	<small>15003</small> <b>0239</b>	<small>F</small>
<small>Notice to User: The Map Number shown below should be used when placing map orders. The Community Number shown below should be used on individual applications for the subject community.</small>		
		<b>MAP NUMBER</b> <b>15003C0239F</b> <b>MAP REVISED</b> <b>SEPTEMBER 30, 2004</b>
Federal Emergency Management Agency		





7704-01  
May 5, 2009

160 East Zionsville Street  
Anderson, IN 46016  
Wilson Yamamoto  
Tel: 765.545.7451  
www.wilsonyamamoto.com

Mr. Steven H. Yamamoto, Chief  
Civil Works Technical Branch  
Department of the Army  
U.S. Army Corps of Engineers District Honolulu  
Building 230  
Fort Shafter, Hawaii 96858-5440

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024: 047  
Response to Comment

Dear Mr. Young:

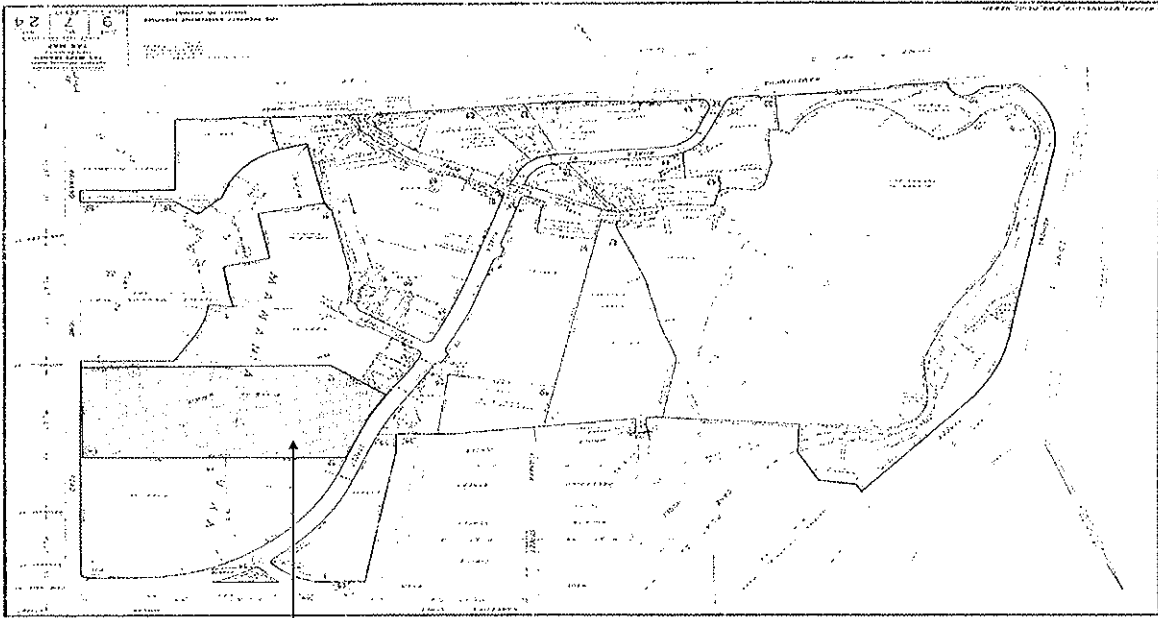
Thank you for your March 5, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the U.S. Army Corps of Engineers District Honolulu has confirmed the project site is located in Zone D (areas where flood hazards have not been determined) according to the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) Community Panel Number 15003C0239F, revised September 30, 2004.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS



TMK 9-7-24: 47

7104-01  
3/14/09

John Sakaguchi

From: Aaron.Nadig@hws.gov  
Sent: Wednesday, March 04, 2009 8:27 AM  
To: John Sakaguchi  
Subject: RE: DTS - Traffic Sig Fac -package

LINDA LINGLE  
GOVERNOR OF HAWAII



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

January 28, 2009

LUD-09 7 024 047

RECEIVED  
FEB 12 2009  
STATE DEPARTMENT OF HEALTH

Mr. John L. Sakaguchi, AICP  
Senior Planner  
Wilson Okamoto Corporation  
1907 South Beretania Street Suite 400  
Honolulu, Hawaii 96826

Subject: Individual Wastewater System Information Request  
Draft Environmental Assessment, Pre-Assessment Consultation  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waialua, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: (1) 9-7-024: 047

Thank you for allowing us the opportunity to review the above subject project which proposes to construct a replacement Traffic Signals Branch facility consisting of a 7,000 square foot building, parking space for 14 City owned vehicles and 18 employee vehicles. We have the following comments and information on the above subject property:

The subject project is located in the Critical Wastewater Disposal Area (CWDA) as determined by the Oahu Wastewater Advisory Committee. No new cesspools will be allowed in the area.

Wastewater treatment and disposal have not been addressed in this Draft EA Pre-Assessment Consultation, therefore, we can only offer our tentative approval on the subject project. Wastewater treatment and disposal should be through connection to a City & County of Honolulu sewer service system. Use of individual wastewater systems is not allowed for this project.

Should you have any questions, please contact the Planning & Design Section of the Wastewater Branch at 586-4294.

Sincerely,

TOMAS S. SEE, P.E., CHIEF  
Wastewater Branch

C: Mr. Jeff Lee, C&C of Honolulu  
Mr. Jacal Liu, EPO

Mr. Sakaguchi,

Thank you for your electronic mail with letter dated January 21, 2009, requesting information regarding environmental concerns related to the proposed project and a list of threatened and endangered species located within the project boundary. The proposed project includes construction of a Traffic Signal Maintenance Facility which will be located at the Pearl City Bus Facility, on the island of Oahu.

We have reviewed the information you provided and pertinent information in our files, including data compiled by the Hawaii Biodiversity and Mapping Program and the Hawaii GAP Program. Land cover information indicates that the proposed project area is classified as development. To the best of our knowledge, no federally listed or proposed threatened or endangered species, or proposed or designated critical habitats occur within the proposed project footprint. No impacts to federally listed species or designated critical habitat are anticipated because the work will be conducted on existing infrastructure at previously disturbed sites.

If you have any additional questions, please contact me.

Sincerely,

Aaron

Aaron Nadig  
Fish and Wildlife Biologist  
Consultation and Technical Assistance Program  
Pacific Islands Fish and Wildlife Office  
300 Ala Moana Boulevard, Room 3-122, Box 50088  
Honolulu, Hawaii 96850

Phone: (808) 792-9466  
Fax: (808) 792-9581

-----  
"John Sakaguchi" <jsakaguchi@wilsonokamoto.com>  
To: <Aaron.Nadig@hws.gov>  
cc  
Subject: RE: DTS - Traffic Sig Fac -package  
CS:042009 07:46 AM

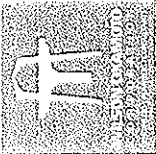
Aaron: Here's the package, incl the 1996 and 1998 ltr. The Traffic Signal Facility will be located within the Pearl

3:41:24 PM

7104-01  
2/16/09  
CHYONGE LEINAHU TURKINO, M.D.  
DIRECTOR OF HEALTH  
cc: DTS/em

In reply, please refer to:  
file:

JS



7704-01  
February 14, 2009

Mr. Tomas S. See, PE, Chief  
Wastewater Branch  
Department of Health  
State of Hawaii  
919 Ala Moana Boulevard, Rm. 309  
Honolulu, Hawaii 96814

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu., Hawaii  
TMK: 9-07-024:047  
Response to Comment

Dear Mr. See:

Thank you for your January 28, 2009 comment letter (LUD-09 7 024 047) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will state the project site is located in the Critical Wastewater Disposal Area as determined by the Oahu Wastewater Advisory Committee. No new cesspools will be allowed in the area.

The Draft EA will state the Traffic Signal Maintenance Facility wastewater treatment and disposal will be through a connection to the City and County of Honolulu wastewater system. An individual wastewater system or cesspool will not be used for the Traffic Signal Maintenance Facility.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

RECEIVED  
FEB 03 2009



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
STATE HISTORIC PRESERVATION DIVISION  
601 KAMOKILA BOULEVARD, ROOM 555  
KAPOLEI, HAWAII 96707

January 29, 2009

Mr. John L. Sakaguchi  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

SUBJECT: Chapter 6E-8 Historic Preservation Review ~  
DRAFT Environmental Assessment—  
Pre-Assessment Consultation; Traffic Signal Maintenance Facility Project No. SHOP-09, Waiawa, Manana-Uka, Ewa District, Pearl City, O'ahu, Hawaii  
TMK: (1) 9-07-024:047

LOG NO: 2009 0543  
DOC NO: 0901 WT31  
Archaeology

Thank you for the opportunity to comment on pre-assessment consultation for the DRAFT Environmental Assessment which we received on January 23, 2009. This project involves the construction of a new facility for the Traffic Signal Maintenance Facility on the existing Pearl City Bus Facility located at 1200 Waimanu Home Road in Pearl City. Though this department resides in WWII era temporary buildings, there are no archaeological concerns.

We determine that there will be no affect to historic properties by this project because:

- Intensive cultivation has altered the land
- Residential development/urbanization has altered the land
- Previous grubbing/grading has altered the land
- An accepted archaeological inventory survey (AIS) found no historic properties
- SHPD previously reviewed this project and mitigation has been completed
- Other

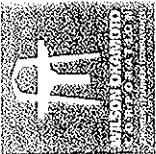
In the event that historic resources, including human skeletal remains, are identified during the construction activities, all work needs to cease in the immediate vicinity of the find, the find needs to be protected from additional disturbance and please contact the State Historic Preservation Division at (808) 692-8015.

Please call Wendy Tolleson at (808) 692-8024 if you have any questions or concerns regarding this letter.

Alele,

Nancy McMahon, Deputy SHPO/State Archaeologist  
and Historic Preservation Manager

7704-01  
LARRY R. THIEL  
2/16/09  
cc: DAC  
RESSELL J. ...  
MAY C. ...  
STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
STATE HISTORIC PRESERVATION DIVISION  
601 KAMOKILA BOULEVARD, ROOM 555  
KAPOLEI, HAWAII 96707



7704-01

February 14, 2009

Ms. Nancy McMahon, Deputy SHPO/State Archaeologist  
Historic Preservation Division  
Department of Land and Natural Resources  
State of Hawaii  
601 Kamokila Boulevard, Room 555  
Kapolei, Hawaii 96707

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu., Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Ms. McMahon:

Thank you for your February 4, 2009 comment letter (LOG No: 2009.0543, DOC NO: 0901WT31) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the State of Hawaii Department of Land and Natural Resources Historic Preservation Division has determined there will be "no affect to historic properties" by this project as residential development/urbanization has altered the land.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS

LINDA LINGLE  
GOVERNOR OF HAWAII



STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES  
LAND DIVISION  
POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

January 24, 2009

Wilson Okamoto Corporation  
1907 South Beretania Street Suite 400  
Honolulu, Hawaii 96826

Attention: Mr. John Sakaguchi, AICP

Gentlemen:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation for Traffic  
Signal Maintenance Facility Project

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) has no other comments to offer on the subject matter. Should you have any questions, please feel free to call our office at 587-0433. Thank you.

Sincerely,

for Morris M. Atta  
Administrator

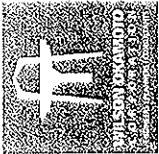
(7704-01)  
1/30/09  
LINDA LINGLE  
GOVERNOR OF HAWAII  
1/30/09  
cc: DTS Sem  
JS

RECEIVED

JAN 27 2009

DEPARTMENT OF LAND AND NATURAL RESOURCES





7704-01

February 14, 2009

Mr. Morris M. Atta, Administrator  
Land Division  
Department of Land and Natural Resources  
State of Hawaii  
1151 Punchbowl Street, Room 220  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waialua, Manana-Uka, Ewa, Pearl City, Oahu., Hawaii  
TMK: 9-07-024:047  
Response to Comment

Dear Mr. Atta:

Thank you for your January 24, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the State of Hawaii Department of Land and Natural Resources has no comments on the project.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS



LINDA LINGLE  
COMMUNICATIONS  
STATE OF HAWAII

STATE OF HAWAII  
DEPARTMENT OF HAWAIIAN HOME LANDS

PO BOX 1379  
HONOLULU, HAWAII 96833

February 9, 2009

Wilson Okamoto Corporation  
Attn: Mr. John L. Sakaguchi, AICP  
Senior Planner  
1907 South Beretania Street  
Artesian Plaza, Suite 400  
Honolulu, Hawaii 96826  
Tel: 808-946-2253  
Fax: 808-946-2253

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waialua, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024:047

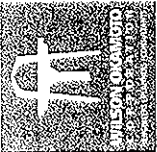
Thank you for the opportunity to review the subject proposal. The Department of Hawaiian Home Lands has no comment to offer at this time. If you have any questions, please contact our Planning Office at 620-9480.

Aloha and Mahalo,

Micah A. Kane, Chairman  
Hawaiian Homes Commission

7704-01  
MICAH A. KANE  
CHAIRMAN  
HAWAIIAN HOMES COMMISSION  
KAILASHA H. PARK  
DEPUTY TO THE CHAIRMAN  
ROBERT J. HALL  
EXECUTIVE ASSISTANT  
2/12/09

cc: DTS Lem



7704-01  
February 14, 2009

Wilson Okamoto  
Senior Planner  
91-5420 Kapelei Parkway  
Kapolei, Hawaii 96707

Mr. Micah Kane, Chairperson  
Department of Hawaiian Home Lands  
State of Hawaii  
Hale Kalanianaʻole  
91-5420 Kapelei Parkway  
Kapolei, Hawaii 96707

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu,, Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Mr. Kane:

Thank you for your February 9, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the Department of Hawaiian Home Lands has no comments to offer at this time.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS

LINDA LINGLE  
GOVERNOR



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

February 25, 2009

STP 8.3140

JS

Mr. John L. Sakaguchi, AICP  
Senior Planner  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024-047

Thank you for requesting the State Department of Transportation's (DOT) review of the subject project to construct a replacement facility for the City and County of Honolulu Department of Transportation Services (DTS), Traffic Signals Branch on a portion of the agency's existing Pearl City site.

DOT does not anticipate that the proposed project will generate any adverse, significant impacts to DOT's transportation infrastructure. Please be informed, however, that DOT may submit supplemental comments upon completion of the Highways Division's review of the proposed project.

DOT appreciates the opportunity to provide interim comments. If there are any other questions, please contact Mr. David Shimokawa of the Statewide Transportation Planning Office at (808) 587-2356.

Very truly yours,

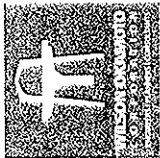
BRENNON T. MORIOKA, PH.D., P.E.  
Director of Transportation

7704-01  
2/27/09  
a: DTS  
in reply refer to:  
BRENNON T. MORIOKA  
DIRECTOR  
Deputy Directors  
MICHAEL D. FORBES  
FRANCIS PAUL KEENO  
SHANTI SENGUCHI  
JIRCA SUWADA

FILE

RECEIVED  
FEB 26 2009

TRANSPORTATION



7704-01  
May 5, 2009

Mr. Brennon T. Morioka, Ph.D., P.E., Director of Transportation  
Department of Transportation  
State of Hawaii  
869 Punchbowl Street, 5th Floor  
Honolulu, Hawaii 96813

Attention: Mr. David Shimokawa, Statewide Transportation Planning Office  
Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Mr. Morioka:

Thank you for your February 25, 2009 comment letter (STP 8.3140) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project.

The Draft EA will note the Department of Transportation (DOT) does not anticipate that the proposed project will generate any adverse, significant impacts to DOT's transportation infrastructure. However, the DOT may submit supplemental comments upon completion of the Highways Division's review of the proposed project.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS



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

STRATEGIC INDUSTRIES DIVISION  
255 South Beretania Street, Leisazes A Kamehameha Bldg., 5<sup>th</sup> Floor, Honolulu, Hawaii 96813  
Mailing Address: P. O. Box 2356, Honolulu, Hawaii 96804

Telephone: (808) 587-3877  
Fax: (808) 586-2556  
Web site: www.hawaii.gov/dbedt

*7704-01*  
*3/14/09*  
LEIDA LINGLE  
GOVERNOR  
THEODORE A. PECK  
MARK K. ANDERSON  
DEPUTY DIRECTOR

February 23, 2009

Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Attn: John L. Sakaguchi, AICP

Re: Draft Environmental Assessment (DEA), Pre-Assessment Consultation for the  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024-047

In response to your January 21, 2009, notice, thank you for the opportunity to provide comments on the DEA for the Traffic Signal Maintenance Facility Project No. SHOP-09.

We would like to call your attention to State energy conservation goals that encourage the efficient use of energy resources and call for project buildings, activities, and site grounds to be designed and/or retrofitted with energy saving considerations. The mandate for such consideration is found in Chapter 344, HRS ("State Environmental Policy") and Chapter 226 ("Hawaii State Planning Act"). In particular, we would like to call to your attention HRS 226 18(c) (4) which includes a State objective of promoting all cost-effective energy conservation through adoption of energy-efficient practices and technologies. There may be opportunities for energy efficient lighting, as well as incorporating daylighting and photovoltaic systems at the project.

Our website provides detailed information on guidelines, directives and statutes, as well as studies and reports on aspects of energy and resource efficiency at: (<http://www.hawaii.gov/dbedt/info/energy/efficiency/state>). Please also do not hesitate to contact Carilyn Shon, Energy Efficiency Branch Manager, telephone 587-3810, for additional information on energy efficiency and renewable energy resources.

Sincerely,

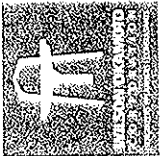
Theodore A. Peck  
Administrator

c: OEOC  
T. Fukumitsu, DTS

RECEIVED

MAR 06 2009

WILSON OKAMOTO CORPORATION



7704-01  
May 5, 2009

Mr. Theodore A. Peck, Administrator, Strategic Industries Division  
Department of Business, Economic Development and Tourism  
State of Hawaii  
P.O. Box 2359  
Honolulu, Hawaii 96804

Subject: Draft Environmental Assessment, Pre-Assessment Consultation,  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024:047; Response to Comment


Dear Mr. Peck:

Thank you for your February 23, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the design drawings will show the facility has been designed to include daylighting system on the roof to provide interior light for the 2<sup>nd</sup> story office and mezzanine areas. In addition, the office area on the 2<sup>nd</sup> floor and the shops warehouse areas will all have windows to use natural lighting. The building will also use a waste heat recovery system in the air conditioning system to provide hot water to various areas of the building. This system will be used in-lieu of a solar water heating system.

Use of the daylighting system on the roof limits the available roof area which could be used for a photovoltaic system. Analysis shows the limited roof area would make a photovoltaic system uneconomic or not cost effective to install.

Based on these design considerations, the Final EA will state the project will be consistent with Chapter 344.4, Hawaii Revised Statutes, Guidelines to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines (7) Energy. (A) Encourage the efficient use of energy resources. In addition, the Final EA will note the ARFF project is consistent with Chapter 226-18 (4) Promote all cost-effective conservation of power and fuel supplies through measures including: (C) Adoption of energy-efficient practices and technologies.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,  
  
John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS

PHONE (808) 594-1888

FAX (808) 594-1855



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

HRD09/4150

March 25, 2009

John L. Sakaguchi, Senior Planner  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, HI 96826

RE: Pre-consultation for a Draft Environmental Assessment for a traffic signal maintenance facility project in Waiawa, O'ahu, TMK: (1) 9-7-24: 47.

Aloha e John L. Sakaguchi,

The Office of Hawaiian Affairs (OHA) received the above-mentioned letter on January 27, 2009. The City and County of Honolulu Department of Transportation Services proposes to construct a replacement Traffic Signals branch facility consisting of a 7,000-square foot building and a parking lot in the Waiawa of Pearl City. OHA has reviewed the project and offers the following comments.

OHA requests clarification whether an archaeological inventory survey for the project will be submitted to the State Historic Preservation Division for review and approval. If so, OHA should be allowed the opportunity to comment on the criteria assigned to any cultural or archaeological sites identified within the archaeological inventory survey.

We request the applicant's assurances that should Iwi kūpuna or Naive Hawaiian cultural or traditional deposits be found during the construction of the project, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

In addition, OHA recommends that the applicant use native vegetation in its landscaping plan for the subject parcel. Landscaping with native plants furthers the traditional Hawaiian concept of mālama 'āina and creates a more Hawaiian sense of place.

7704-01  
5/12/09

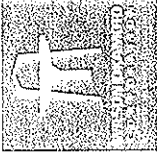
cc: DTS

Thank you for the opportunity to comment, and we look forward to reviewing the Draft Environmental Assessment when it becomes available. If you have further questions, please contact Sterling Wong by phone at (808) 594-0248 or e-mail him at [sterlingw@ohia.org](mailto:sterlingw@ohia.org).

ʻO wai iho aē me ka ʻōia iʻo.



Clyde W. Namu'o  
Administrator



7704-01  
May 8, 2009

Mr. Clyde Namuo, Administrator  
State of Hawaii  
Office of Hawaiian Affairs  
711 Kapiolani Blvd, Suite 500  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024:047  
Response to Comment

Dear Mr. Namuo:

Thank you for your March 25, 2009 comment letter (HRD09/4150) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the project site was subject to two previous archaeological reviews and documentation. First, archaeological documentation and review was included in the 1996 Final Environmental Impact Statement for the Manana and Pearl City Junction Development Plan area. Secondly, the project site was included in the September 1998 Final Environmental Assessment for the Pearl City Bus Facility. Based on these previously completed documentations and reviews, and subsequent clearing of the project site during construction of the Pearl City Bus Facility, additional archaeological documentation will not be undertaken for the project site.

The construction documents will include note: in the event that historic resources, including human skeletal remains are identified during construction activities, the State Historic Preservation Division needs to be contacted immediately at (808) 692.8015.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,



John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS

DEPARTMENT OF DESIGN AND CONSTRUCTION  
CITY AND COUNTY OF HONOLULU

550 SOUTH KING STREET, 11<sup>TH</sup> FLOOR  
HONOLULU, HAWAII 96813  
Phone: (808) 786-8480 • Fax: (808) 525-4667  
WWW.DDC.HONOLULU.HI



February 3, 2009

Mr. John L. Sakaguchi, AICP  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024-047

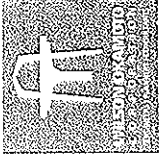
Thank you for giving us the opportunity to review the above Draft Environmental Assessment.

The Department of Design and Construction has no comments to offer at this time.

Very truly yours,

*Russell H. Takara*  
Russell H. Takara, P.E.  
Acting Director

RHT:lt (296414)



7704-01  
February -14-, 2009

Mr. Russell Takara, PE, Acting Director  
Department of Design and Construction  
City and County of Honolulu  
660 S. King Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Mr. Takara:

Thank you for your February 3, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the Department of Design and Construction has no comments to offer at this time.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

*John L. Sakaguchi*

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS

7704-01  
2/16/09 JS

cc: DTS/em  
RUSSELL H. TAKARA, PE  
ACTING DIRECTOR  
COLLINS D. JAMA, PE  
DEPUTY DIRECTOR

*JS*

RECEIVED  
FEB 15 2009  
DESIGN AND CONSTRUCTION

DEPARTMENT OF PARKS AND RECREATION  
CITY AND COUNTY OF HONOLULU

KAPOLEI: PALE • 1080 ULUOHA STREET, SUITE 309 • KAPOLEI, HAWAII 96707  
TELEPHONE (808) 768-3003 • FAX (808) 768-7053 • INTERNET: WWW.DPS.HONOLULU.HI



January 29, 2009

Mr. John L. Sakaguchi, AICP  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96813

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Pearl City, Oahu

TMK 9-07-024-047

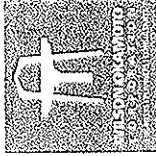
Thank you for the opportunity to review and comment at the Pre-Consultation Stage of the Draft Environmental Assessment for the City and County of Honolulu Department of Transportation Services traffic signal maintenance facility in Pearl City.

The Department of Parks and Recreation has no comment as the proposed project will not impact the programs or facilities of the department. You may remove us as a consulted party to the balance of the EIS process.

Should you have any questions, please contact Mr. John Reid, Planner, at 768-3017.

*John L. Sakaguchi*  
LESTER K. C. CHANG  
Director

LKCC:jfr  
(2/6/447)



7704-01  
February 14, 2009

2417 South Beretania Street  
Honolulu, Hawaii 96813  
Phone: 808.946.2277  
Fax: 808.946.2255  
www.honolulu.gov

Mr. Lester K.C. Chang, Director  
Department of Parks and Recreation  
City and County of Honolulu  
1000 Uluohia Street, Suite 309  
Kapolei, Hawaii 96707

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Mr. Chang:

Thank you for your January 29, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the Department of Parks and Recreation has no comment as the project will not impact the programs or facilities of Department.

As requested, we will remove the Department of Parks and Recreation from mailings on this project.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,  
*John L. Sakaguchi*  
John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS

POLICE DEPARTMENT  
CITY AND COUNTY OF HONOLULU  
801 SOUTH BERETANIA STREET - HONOLULU, HAWAII 96813  
TELEPHONE: (808) 529-3111 - INTERNET: www.honolulu.gov



HONOLULU, HAWAII  
96813

SALES REFERENCE BS-DK

January 26, 2009

Mr. John L. Sakaguchi, AICP  
Senior Planner  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

This is in response to your letter of January 21, 2009, requesting comments on a Draft Environmental Assessment, Pre-Assessment Consultation, for the Traffic Signal Maintenance Facility, Project No. SHOP-09, in Pearl City.

This project should have no significant impact on the facilities or operations of the Honolulu Police Department.

If there are any questions, please call Major Dave Kajihiro of District 3 at 723-8803 or Mr. Brandon Stone of the Executive Bureau at 529-3644.

Sincerely,  
BOISSE P. CORREA  
Chief of Police

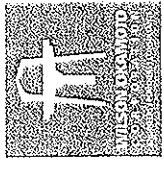
By *Deborah A. Tandal*  
DEBORA A. TANDAL  
Assistant Chief of Police  
Support Services Bureau

*(Tandol)*  
*1/20/09 g*  
*cc: DTS/jen*  
BOISSE P. CORREA  
CHIEF

PASU G. PRIZULU  
KARLA A. GOOSEY  
DEPUTY CHIEFS

*JS*

RECEIVED  
JAN 28 2009  
HONOLULU CORPORATION



7704-01  
February 14, 2009

801 South Beretania Street  
Honolulu Police Department  
Honolulu, HI 96813

Assistant Chief of Police Debora A. Tandal, Support Services Bureau  
Honolulu Police Department  
City and County of Honolulu  
801 S. Beretania Street  
Honolulu, HI 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu,, Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Chief Tindal:

Thank you for your January 26, 2009 comment letter (BS-DK) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. The Draft EA will note the project should have no significant impact on the facilities or operations of the Honolulu Police Department.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,  
*John L. Sakaguchi*  
John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS



**BOARD OF WATER SUPPLY**

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



January 28, 2009

770A-01

MUF HANDEMANN, Mayor  
RANDALL Y. S. CHUNG, Chairman  
SHANE L. KAMA  
ROBERT K. GUNDRIF

JEFFREY S. CUDRIMAT, Engineer  
BRENON T. WONGDA, Engineer

WAYNE M. HASHIRO, P.E.  
Manager and Chief Engineer

DEAN A. JOYANO  
Deputy Manager and Chief Engineer

cc: DDC Jey

JS

Mr. John L. Sakaguchi  
Wilson Okamoto Corporation  
1907 South Beretania Street, Suite 400  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Subject: Your Letter Dated January 21, 2009 on the Draft Environmental Assessment,  
Pre-Assessment Consultation; Traffic Signal Maintenance Facility, Project No.  
SHOP-09, Waialua, Manana-Uka, Ewa, Pearl City, TMK: 9-7-024-047

Thank you for your letter on the proposed development.

The existing water system is presently adequate to accommodate the proposed development. However, please be advised that this information is based upon current data and, therefore, the Board of Water Supply reserves the right to change any position or information stated herein up until the final approval of your building permit application. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.

When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.

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

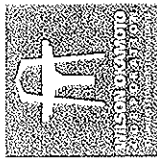
The proposed development is subject to Board of Water Supply cross-connection control and backflow prevention requirements prior to issuance of the building permits.

If you have any questions, please contact Robert Chun at 748-5443.

Very truly yours,

*K. Shida*

KEITH S. SHIDA  
Program Administrator  
Customer Care Division



7704-01  
February 14, 2009

Mr. Keith S. Shida, Program Administrator  
Customer Care Division  
Board of Water Supply  
City and County of Honolulu  
630 South Beretania Street  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waialua, Manana-Uka, Ewa, Pearl City, Oahu., Hawaii  
TMK: 9-07-024-047  
Response to Comment

Dear Mr. Shida:

Thank you for your January 23, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project.

The Draft EA will note that the existing water system is presently adequate to accommodate the proposed Facility. However, this information is based upon current data and, therefore, the Board of Water Supply (BWS) will reserve the right to change this position up until the final approval of the building permit application. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.

When water is made available, the City, as the applicant, will be required to pay BWS Water System Facilities Charges for resource development, transmission and daily storage.

The Draft EA will also note the proposed development is subject to BWS cross-connection control and backflow prevention requirements prior to issuance of the building permit.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

*John L. Sakaguchi*

John L. Sakaguchi, AICP, Senior Planner

cc: T. Fukumitsu, DTS

7709-01  
2/24/09  
KGS

HONOLULU FIRE DEPARTMENT  
CITY AND COUNTY OF HONOLULU

833 South Street  
Honolulu, Hawaii 96813-3037  
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/HFD



KCF HANSBANN  
MAYOR

February 20, 2009

Mr. John Sakaguchi, AICP  
Senior Planner  
Wilson Okamoto Corporation  
Suite 400, Artesian Plaza  
1907 South Beretania  
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Preassessment Consultation  
Traffic Signal Maintenance Facility, Project No. SHOP-09  
Waialae, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
Tax Map Key: 9-7-024: 047

In response to your letter dated January 21, 2009, regarding the above-mentioned subject, the Honolulu Fire Department (HFD) reviewed the material provided and requires that the following be compiled with:

1. Provide a fire apparatus access road for every facility, building, or portion of a building hereafter constructed or moved into or within the jurisdiction when any portion of the facility or any portion of an exterior wall of the first story of the building is located more than 150 feet (45 720 mm) from a fire apparatus access road as measured by an approved route around the exterior of the building or facility. (1997 Uniform Fire Code, Section 902.2.1.)
2. Provide a water supply, approved by the county, capable of supplying the required fire flow for fire protection to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed or moved into or within the county.

KENNETH G. SILVA  
FIRE CHIEF

ALVIN K. TOMITA  
SECTION CHIEF  
cc: DIS/EM

Mr. John Sakaguchi, AICP  
Page 2  
February 20, 2009

On-site fire hydrants and mains capable of supplying the required fire flow shall be provided when any portion of the facility or building is in excess of 150 feet (45 720 mm) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building. (1997 Uniform Fire Code, Section 903.2, as amended.)

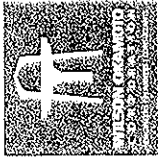
3. Submit civil drawings to the HFD for review and approval.

Should you have any questions, please call Battalion Chief Socrates Bratakos of our Fire Prevention Bureau at 723-7151.

Sincerely,

KENNETH G. SILVA  
Fire Chief

KGS/SY:bh



7704-01  
May 5, 2009

1907 South Eastern Street  
Honolulu, HI 96813, USA  
Phone: 808.946.2277  
Fax: 808.946.2273  
www.honolulu.gov

Chief Kenneth G. Silva, Fire Chief  
Honolulu Fire Department  
City and County of Honolulu  
636 South Street  
Honolulu, Hawaii 96813-5007

Attention: Battalion Chief Socrates Bratakos  
Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024:047  
Response to Comment

Dear Chief Silva:

Thank you for your February 20, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. Our responses follow:

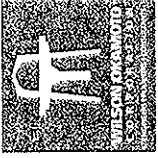
1. The Draft EA will show the design drawings provide two access routes and two gates into the facility and to the building.
2. The design drawings will also show the fire protection water line to the project site and an on-site fire hydrant to meet the 1997 Uniform Fire Code, as amended. The on-site fire hydrant will be sited so that any portion of the building will be within 150 feet of the hydrant.
3. As part of the building permit approval process, the design drawings will be submitted to the Honolulu Fire Department for review and approval.

We appreciate your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
Senior Planner

cc: T. Fukumitsu, DTS



7704-01  
May 5, 2009

1907 South Eastern Street  
Honolulu, HI 96813, USA  
Phone: 808.946.2277  
Fax: 808.946.2273  
www.honolulu.gov

Mr. David Tanoue, Director  
Department of Planning & Permitting  
City and County of Honolulu  
660 S. King Street, 7th Floor  
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;  
Traffic Signal Maintenance Facility Project No. SHOP-09  
Waiawa, Manana-Uka, Ewa, Pearl City, Oahu, Hawaii  
TMK: 9-07-024:047  
Response to Comment

Dear Mr. Tanoue:

Thank you for your February 20, 2009 comment letter (2009)ELOG-157 (TH) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, Traffic Signal Maintenance Facility Project No. SHOP-09 project. Our responses follow:

1. The Draft EA will include map to show both the existing and proposed location the Traffic Signal Maintenance Facility.
2. The Draft EA will clarify that the Traffic Signal Maintenance Facility will be part of the facilities and operations of the Traffic Signals Branch. The Draft EA will also clarify that TMK: 9-7-024:052 is occupied by the Kuiala Industrial Park and that the parcel lies adjacent to Traffic Signal Maintenance Facility project site.
3. The Draft EA will discuss how the proposed project supports the objectives and policies of the City's General Plan and the vision, principles and policies of the Primary Urban Center Development Plan (DP).
4. The Draft EA will include a discussion of the role of the City's Public Infrastructure Map (PIM) and state that the proposed project conforms to the Primary Urban Center (PUC) PIM. The Draft EA will state the Department of Transportation Services (DTS) corporation yard (CY) symbol was placed on the former PUC DP Public Facilities Map (PFM) via Ordinance 98-34. The DTS "CY" symbol was later transferred to the PUC PIM when the PUC PIM was initially adopted by the City Council via Resolution 04-246, CD1, and replaced the PUC DPPFM. The DTS "CY" symbol is shown on the PUC PIM as



7704-01  
 Letter to Mr. David Tanoue, Director  
 Page 2  
 May 5, 2009

DEPARTMENT OF PLANNING AND PERMITTING  
**CITY AND COUNTY OF HONOLULU**  
 650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813  
 PHONE: (808) 768-6000 • FAX: (808) 768-6041  
 DEPT. WEB SITE: [www.honolulu.gov](http://www.honolulu.gov)



MUFU HANNEVMANN  
 STAFF

DAVID K. TANGHE  
 ACTING DIRECTOR  
 ROBERT M. SUMITOMO  
 DEPUTY DIRECTOR

cc: DTS

2009/ELOG-157 (TH)

February 20, 2009

Mr. John L. Sakaguchi, AICP  
 Senior Planner  
 Wilson Okamoto Corporation  
 1907 South Beretania Street, Suite 400  
 Honolulu, Hawaii 96826

RECEIVED  
 FEB 23 2009

PLANNING DEPARTMENT

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment (DEA), Pre-Assessment Consultation  
 Traffic Signal Maintenance Facility, Project No. SHOP-09, Waiwala,  
 Manana-Uka, Ewa, Pearl City, Oahu, Tax Map Key: 9-7-024:047

In response to your letter of January 21, 2009, we offer the following comments.

1. The DEA should disclose both the current and proposed location (with a map) of the Traffic Signal Maintenance Facility.
2. As a follow up to a telephone conversation between Mr. John Sakaguchi and Mr. Tim Hata of our staff, the DEA should not make reference to TMK: 9-7-024:052, which is not part of this project but was inadvertently included in the Pre-Assessment Consultation Document. Furthermore, we suggest the DEA use one (1) term to refer to the project such as either the "Traffic Signal Maintenance Facility" or "Traffic Signals Branch Project" to minimize potential confusion that two (2) separate sites and facilities are being discussed.
3. The DEA should discuss how the proposed project supports the objectives and policies of the City's General Plan; and the vision, principles and policies of the Primary Urban Center Development Plan (DP).
4. The DEA should also include a section that discusses the role of the City's Public Infrastructure Map (PIM). This section should disclose that the proposed project conforms to the Primary Urban Center (PUC) PIM. For your information, a Department of Transportation Services (DTS) corporation yard (CY) symbol was placed on the former PUC DP Public Facilities Map (PFM) via Ordinance 98-34. The DTS "CY" symbol was later transferred to the PUC PIM when the PUC PIM was initially adopted by the City Council via Resolution 04-246, CD1, and replaced the PUC DPPFM. The DTS "CY" symbol is shown on the PUC PIM as

PIM #108, and is identified as the "Manana DTS Corporation Yard," and includes the Traffic Signal Maintenance Facility. Therefore, a revision to the PUC PIM is not required for the proposed project.

5. The Draft EA will include a section to discuss the project's conformance with the City's Land Use Ordinance (LUO). The Draft EA will state the Traffic Signal Maintenance Facility project will be situated on a portion of TMK: 9-7-024:047 which is occupied largely by the existing Pearl City Bus Facility and that Parcel 047 and the rest of the former Navy lands at Manana was rezoned in 2002 as Ordinance 02-13. The Draft EA will also discuss conditions of the unilateral agreement attached to Ordinance 02-13

The Draft EA will also note the Traffic Signal Maintenance Facility parcel (Parcel 047) is currently zoned IMX-1 Industrial-Commercial Mixed Use District. As a City facility, the project is considered a "public use and structure" which is a permitted use in all zoning districts in accordance with the LUO. The project may qualify for a zoning waiver if it cannot meet applicable development standards including parking requirements in accordance with the LUO.

We appreciate the information in your letter which will be used in preparation of the Draft EA and in your participation in the Draft EA process. If you have any questions, please call me at 808.946.2277 or fax to 808.946.2253.

Sincerely,

John L. Sakaguchi, AICP  
 Senior Planner

cc: T. Fukumitsu, DTS

Mr. John L. Sakaguchi, AICP  
Senior Planner  
Wilson Okamoto Corporation  
February 20, 2009  
Page 2

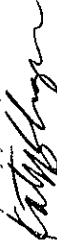
PIM #108, and is identified as the "Manana DTS Corporation Yard," and includes the traffic signal maintenance facility. Therefore, a revision to the PUC PIM is not required for the proposed project. A copy of Ordinance 98-34 is attached for your information and use.

5. The DEA should also include a section that discusses the project's conformance with the City's Land Use Ordinance (LUO). The proposed project will be situated on a portion of TMK: 9-7-024:047 which is occupied largely by an existing DTS bus facility. Parcel 047 and the rest of the former Navy lands at Manana was rezoned in 2002 as Ordinance 02-13. We recommend that the DEA disclose the rezoning since there is a unilateral agreement attached to Ordinance 02-13 that may have conditions that apply to the proposed project. A copy of Ordinance 02-13 is attached for your information and use.

Parcel 047 is currently zoned IMX-1 Industrial-Commercial Mixed Use District. As a City facility, the project is considered a "public use and structure" which is a permitted use in all zoning districts in accordance with the LUO. The project may qualify for a zoning waiver if it cannot meet applicable development standards including parking requirements in accordance with the LUO. For information regarding a possible waiver to the LUO's development standards, please contact Ms. Elizabeth Chinn at 768-8021.

Thank you for the opportunity to comment on this matter, should you have any questions, please contact Mr. Tim Hata of our staff at 768-8043.

Very truly yours,



David K. Tanoue, Acting Director  
Department of Planning and Permitting

DKT:js

Attachments



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

**ORDINANCE 98-34**  
BILL 32 (1998)

**A BILL FOR AN ORDINANCE**

TO DELETE AND ADD CERTAIN SYMBOLS ON THE PRIMARY URBAN CENTER DEVELOPMENT PLAN PUBLIC FACILITIES MAP FOR THE MANANA ON-SITE PUBLIC FACILITIES PROJECTS, PEARL CITY, OAHU, HAWAII.

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION I. A portion of the Development Plan Public Facilities Map for the Primary Urban Center area is hereby amended by deleting and adding certain symbols for the Manana On-site Public Facilities Projects, as shown on the maps attached hereto, marked Exhibits A through G, and by reference made a part hereof.

SECTION II. These public facilities map symbols shall be deleted from the Public Facilities Map by administrative procedure once completion of the facility has been certified in writing by the applicant/agency to the Planning Department and the City Council.



**CITY COUNCIL**  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

**ORDINANCE 98-34**  
BILL 32 (1998)

Section III. This Ordinance shall take effect upon its approval.

INTRODUCED BY:

*[Signature]*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Councilmembers

DATE OF INTRODUCTION:

March 5, 1998  
Honolulu, Hawaii

APPROVED AS TO FORM AND LEGALITY:

*[Signature]*  
Deputy Corporation Counsel

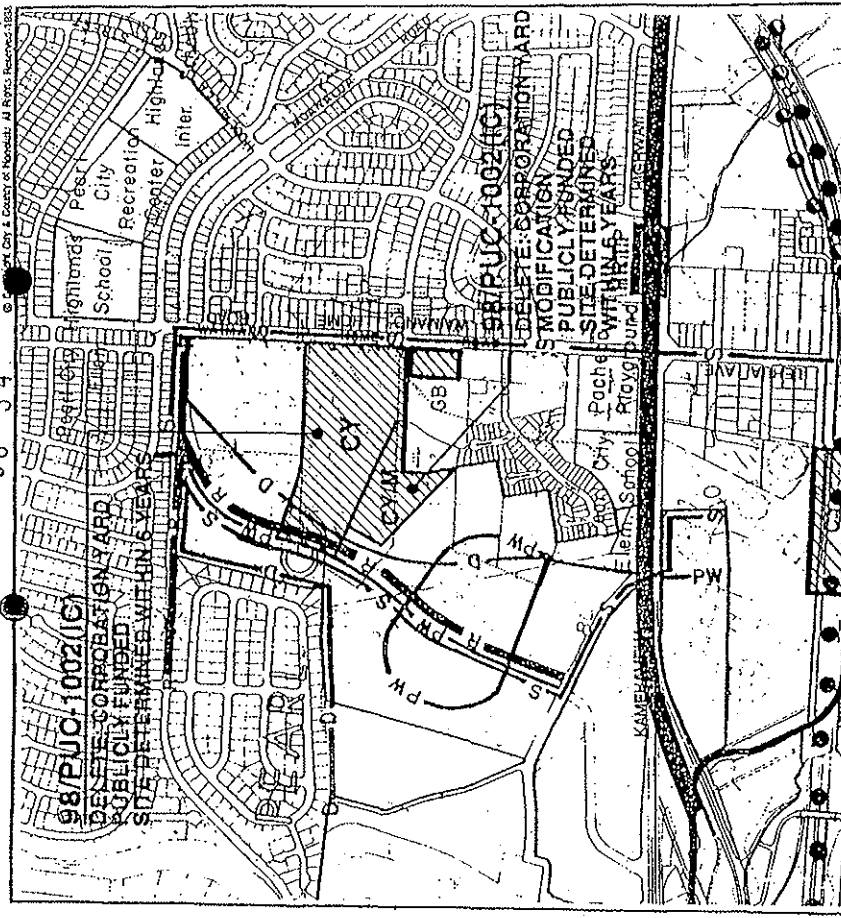
Approved this 9th day of June, 1998.

*[Signature]*  
JEREMY HARRIS, MAYOR  
City and County of Honolulu

DGP21002.B98

(0-189/3-3-98)  
EDPT

98 - 34



PORTION OF  
**DEVELOPMENT PLAN PUBLIC FACILITIES MAP**  
**PRIMARY URBAN CENTER**

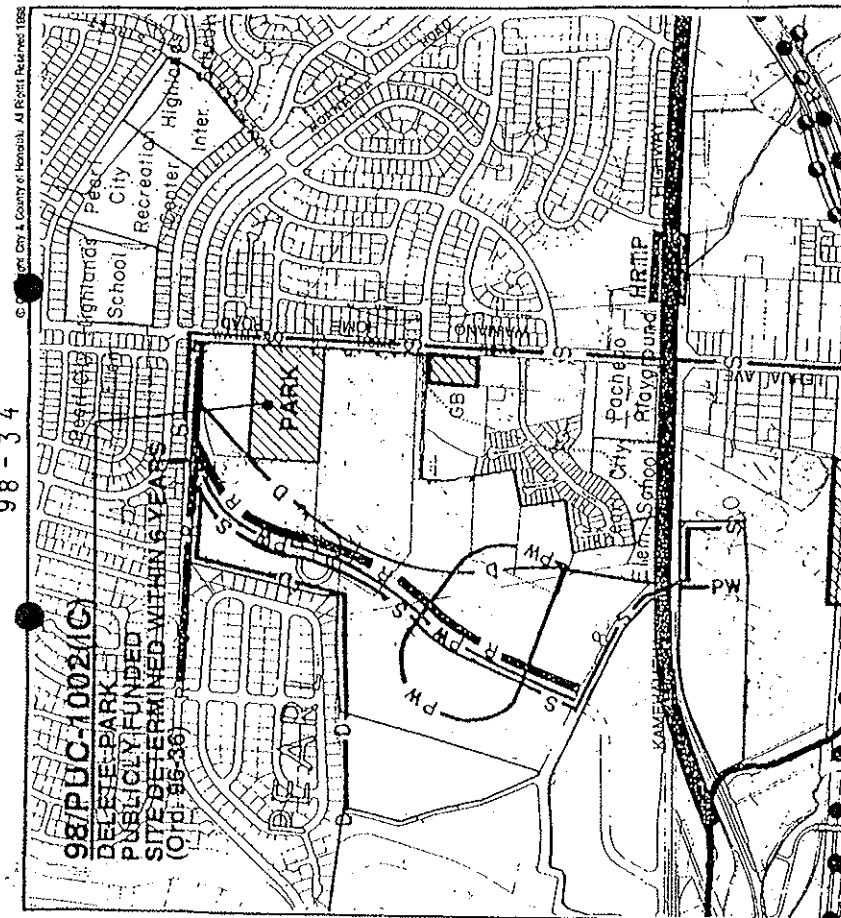
PROJECT NAME: MANANA ON-SITE PUBLIC FACILITIES PROJECTS  
 APPLICANT: BUILDING DEPARTMENT  
 TAX MAP KEY(S): 9-7-24; POR. 6  
 FOLDER NO: 98PUC-1002(IC)  
 LAND AREA: APPROXIMATELY 22.0 ACRES

PREPARED BY: DEPARTMENT OF LAND UTILIZATION  
 CITY AND COUNTY OF HONOLULU  
 PUBLIC HEARING: PLANNING COMMISSION 5/6/98  
 2-25-98; 3-2-98

ORD. NO. **98 - 34**  
 EFF. DATE: 6/9/98

BILL **32** (1998)  
 EXHIBIT **B**

98 - 34



PORTION OF  
**DEVELOPMENT PLAN PUBLIC FACILITIES MAP**  
**PRIMARY URBAN CENTER**

PROJECT NAME: MANANA ON-SITE PUBLIC FACILITIES PROJECTS  
 APPLICANT: BUILDING DEPARTMENT  
 TAX MAP KEY(S): 9-7-24; POR. 6  
 FOLDER NO: 98PUC-1002(IC)  
 LAND AREA: APPROXIMATELY 8.00 ACRES

PREPARED BY: DEPARTMENT OF LAND UTILIZATION  
 CITY AND COUNTY OF HONOLULU  
 PUBLIC HEARING: PLANNING COMMISSION 5/6/98  
 2/25/98; 3/2/98

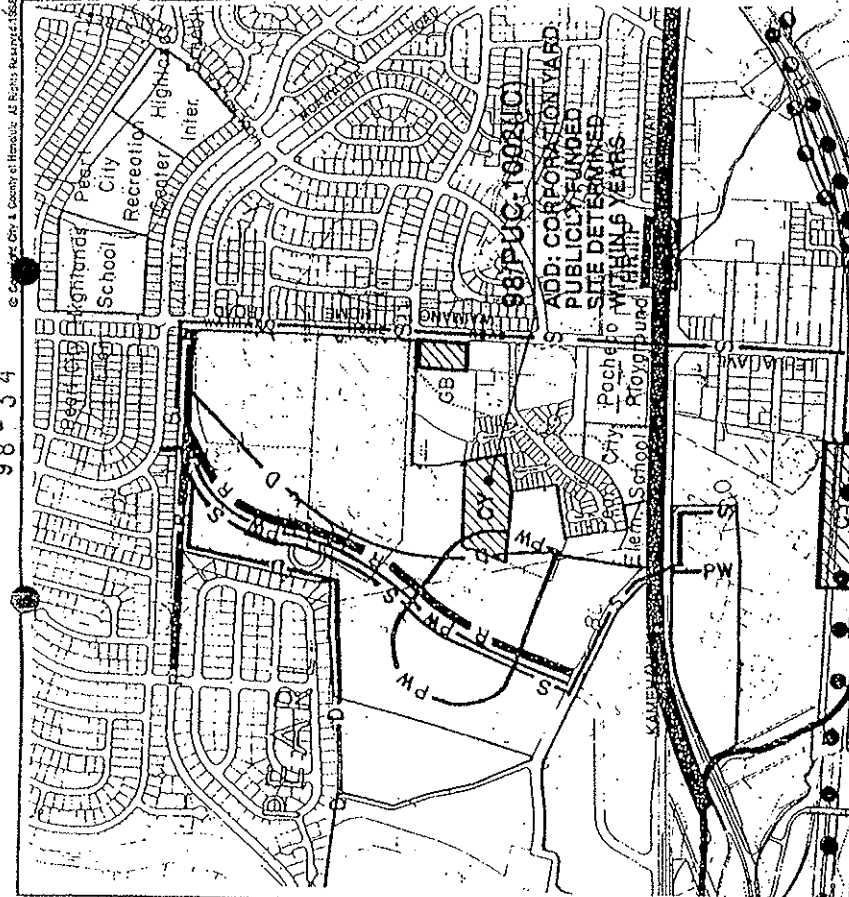
ORD. NO. **98 - 34**  
 EFF. DATE: 6/9/98

BILL **32** (1998)  
 EXHIBIT **A**





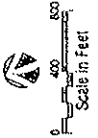
98-34



**PORTION OF  
DEVELOPMENT PLAN PUBLIC FACILITIES MAP  
PRIMARY URBAN CENTER**

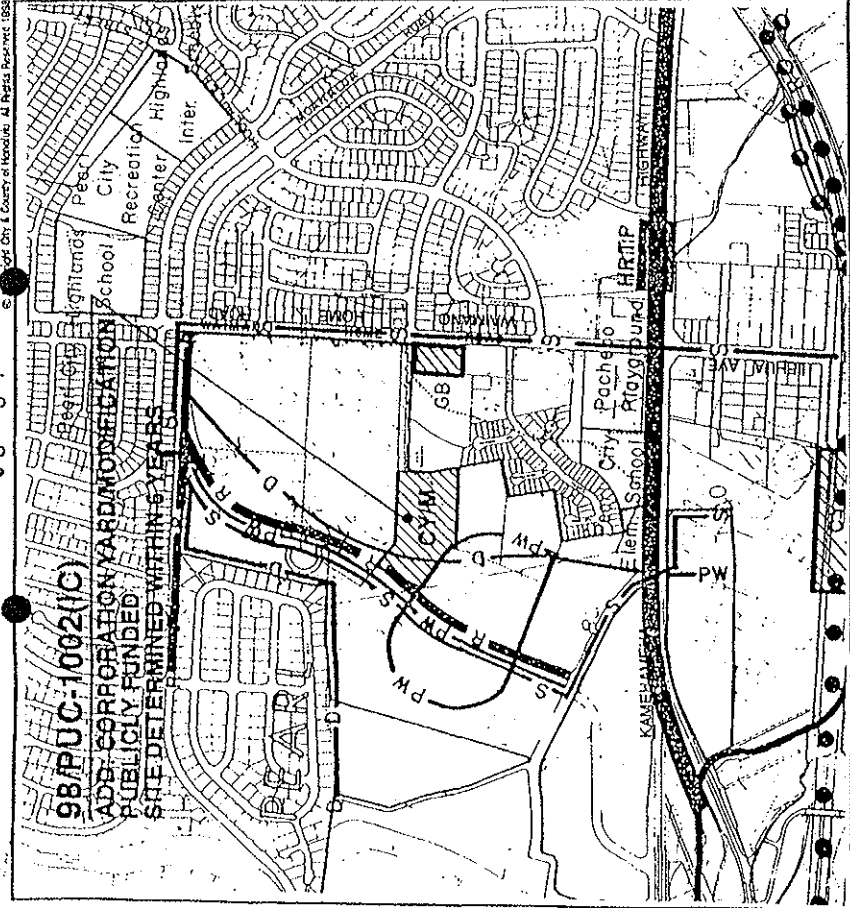


PROJECT NAME: MANANA ON-SITE PUBLIC FACILITIES PROJECTS  
 APPLICANT: BUILDING DEPARTMENT  
 TAX MAP KEY(S): 9-7-24; POR. 6  
 FOLDER NO: 98/PUC-1002(IC)  
 LAND AREA: APPROXIMATELY 4.5 ACRES  
 PREPARED BY: DEPARTMENT OF LAND UTILIZATION  
 CITY AND COUNTY OF HONOLULU  
 PUBLIC HEARING: PLANNING COMMISSION 5/6/98  
 CITY COUNCIL 2/25/98; 3/2/98



ORD. NO. **98-34**  
 EFF. DATE: 6/9/98  
 EXHIBIT F  
 BILL 32 (1998)  
 98/PUC-8

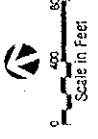
98-34



**PORTION OF  
DEVELOPMENT PLAN PUBLIC FACILITIES MAP  
PRIMARY URBAN CENTER**

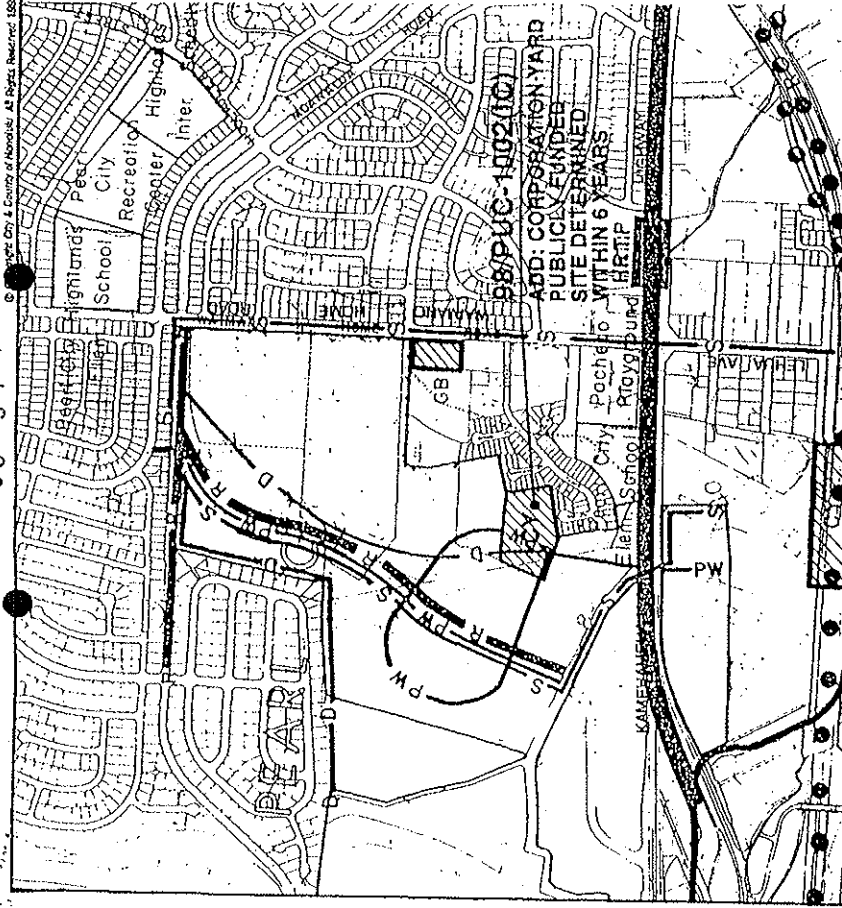


PROJECT NAME: MANANA ON-SITE PUBLIC FACILITIES PROJECTS  
 APPLICANT: BUILDING DEPARTMENT  
 TAX MAP KEY(S): 9-7-24; POR. 6  
 FOLDER NO: 98/PUC-1002(IC)  
 LAND AREA: APPROXIMATELY 7.42 ACRES  
 PREPARED BY: DEPARTMENT OF LAND UTILIZATION  
 CITY AND COUNTY OF HONOLULU  
 PUBLIC HEARING: PLANNING COMMISSION 5/6/98  
 CITY COUNCIL 2/25/98; 3/2/98



ORD. NO. **98-34**  
 EFF. DATE: 6/9/98  
 EXHIBIT E  
 BILL 32 (1998)  
 98/PUC-7

98 - 34



**PORTION OF  
DEVELOPMENT PLAN PUBLIC FACILITIES MAP  
PRIMARY URBAN CENTER**

PROJECT NAME: MANANA ON-SITE PUBLIC FACILITIES PROJECTS  
 APPLICANT: BUILDING DEPARTMENT  
 TAX MAP KEY(S): 9-7-24; P.O.R. 6  
 FOLDER NO: 98PUC-1002(IC)  
 LAND AREA: APPROXIMATELY 4.5 ACRES  
 PREPARED BY: DEPARTMENT OF LAND UTILIZATION  
 CITY AND COUNTY OF HONOLULU  
 PUBLIC HEARING: PLANNING COMMISSION CITY COUNCIL  
 2/25/98; 3/2/98 5/6/98



ORD. NO. **98 - 34**  
 EFF. DATE: 6/9/98

EXHIBIT G

BILL 32 (1998)

**CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
CERTIFICATE**

ORDINANCE **98 - 34**

BILL 32 (1998)

INTRODUCTION DATE: MARCH 5, 1998  
 INTRODUCED BY: CHAIR JOHN DESOTO (BY REQUEST)

<p><b>1ST READING DATE: 2/11/98</b>  <b>REMARKS:</b> Felix/Honmae - Bill passed 1st reading and referred to Economic Development, Planning and Tourism. - 8.          Excused: Mirikitani, * 1.</p>	<p><b>2ND READING DATE: 5/6/98</b>  <b>PUBLICATION DATE: 5/15/98</b>  <b>DRAFT:</b>          COMMITTEE REPORT: EDPTCR-211  <b>PUBLIC HEARING DATE: 5/6/98</b>  <b>REMARKS:</b> Hannemann/Felix - Bill passed 2nd reading. - 9.          Public hearing held concurrently, closed and referred to Economic Development, Planning and Tourism.</p>	<p><b>3RD READING DATE: 5/27/98</b>  <b>DRAFT:</b>          COMMITTEE REPORT: EDPTCR-269  <b>REMARKS:</b> Felix/Mansho - Bill passed 3rd reading and Findings of Fact approved. - 9.</p>																																																												
<table border="1"> <tr><td>BAINUM:</td><td>X</td></tr> <tr><td>FELIX:</td><td>X</td></tr> <tr><td>HANNEMANN:</td><td>X</td></tr> <tr><td>HOLMES:</td><td>X</td></tr> <tr><td>KIM:</td><td>X</td></tr> <tr><td>MANSHO:</td><td>X</td></tr> <tr><td>MIRIKITANI:</td><td>X</td></tr> <tr><td>YOSHIMURA:</td><td>X</td></tr> <tr><td>DESOTO:</td><td>X</td></tr> <tr><td>TOTAL:</td><td>8</td></tr> </table>	BAINUM:	X	FELIX:	X	HANNEMANN:	X	HOLMES:	X	KIM:	X	MANSHO:	X	MIRIKITANI:	X	YOSHIMURA:	X	DESOTO:	X	TOTAL:	8	<table border="1"> <tr><td>BAINUM:</td><td>X</td></tr> <tr><td>FELIX:</td><td>X</td></tr> <tr><td>HANNEMANN:</td><td>X</td></tr> <tr><td>HOLMES:</td><td>X</td></tr> <tr><td>KIM:</td><td>X</td></tr> <tr><td>MANSHO:</td><td>X</td></tr> <tr><td>MIRIKITANI:</td><td>X</td></tr> <tr><td>YOSHIMURA:</td><td>X</td></tr> <tr><td>DESOTO:</td><td>X</td></tr> <tr><td>TOTAL:</td><td>9</td></tr> </table>	BAINUM:	X	FELIX:	X	HANNEMANN:	X	HOLMES:	X	KIM:	X	MANSHO:	X	MIRIKITANI:	X	YOSHIMURA:	X	DESOTO:	X	TOTAL:	9	<table border="1"> <tr><td>BAINUM:</td><td>X</td></tr> <tr><td>DESOTO:</td><td>X</td></tr> <tr><td>FELIX:</td><td>X</td></tr> <tr><td>HOLMES:</td><td>X</td></tr> <tr><td>KIM:</td><td>X</td></tr> <tr><td>MANSHO:</td><td>X</td></tr> <tr><td>MIRIKITANI:</td><td>X</td></tr> <tr><td>YOSHIMURA:</td><td>X</td></tr> <tr><td>HANNEMANN:</td><td>X</td></tr> <tr><td>TOTAL:</td><td>9</td></tr> </table>	BAINUM:	X	DESOTO:	X	FELIX:	X	HOLMES:	X	KIM:	X	MANSHO:	X	MIRIKITANI:	X	YOSHIMURA:	X	HANNEMANN:	X	TOTAL:	9
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YOSHIMURA:	X																																																													
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TOTAL:	9																																																													

ORDINANCE PUBLICATION DATE: 6/18/98  
 Referred to: ECONOMIC DEVELOPMENT, PLANNING AND TOURISM  
 Reference: D-189-98

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this BILL.

*Genevieve G. Wong*  
 GENEVIEVE G. WONG, CITY CLERK

*Mufi Hannemann*  
 MUFU HANNEMANN, CHAIR AND PRESIDING OFFICER

98 - 34



CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE 02-13  
BILL 84 (2000), CD1



CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII

ORDINANCE 02-13  
BILL 84 (2000), CD1

A BILL FOR AN ORDINANCE

TO REZONE LAND SITUATED AT MANANA, OAHU, HAWAII (AMENDING A PORTION OF ZONING MAP NO. 7, HALAWA-PEARL CITY, ORDINANCE NO. 86-133).

BE IT ORDAINED by the People of the City and County of Honolulu:

SECTION 1. The Land situated at Manana, Oahu, Hawaii, hereinafter described, is hereby rezoned from the F-1 Military and Federal Preservation District and the R-5 Residential District to the IMX-1 Industrial-Commercial Mixed Use District with a 60-foot height limit, and the P-2 General Preservation District with a 25-foot height limit. The boundaries and area of said IMX-1 Industrial-Commercial Mixed Use District with a 60-foot height limit, and the P-2 General Preservation District with a 25-foot height limit, shall be described as shown on the map attached hereto, marked "Exhibit A" and made a part hereof, and further identified as Tax Map Keys 9-7-24: 4, 26, 41, 47, 48, and 49.

SECTION 2. A Unilateral Agreement marked "Exhibit B" is by reference incorporated herein and made a part hereof.

SECTION 3. This ordinance shall take effect upon its approval.

INTRODUCED BY:

Hon. Yoshimura (BR)

DATE OF INTRODUCTION:

October 30, 2000

Honolulu, Hawaii

Councilmembers

APPROVED AS TO FORM AND LEGALITY:

Deputy Corporation Counsel

APPROVED THIS 3rd DAY of MAY, 2002

~~XXXXX~~

JEREMY HARRIS, Mayor  
City and County of Honolulu

OCS00578.B01

(OCS/083101/MG)

-2-

02-13

02-13



UNILATERAL AGREEMENT AND  
DECLARATION FOR CONDITIONAL ZONING

THIS INDENTURE (hereinafter referred to as this "Unilateral Agreement" or this "Declaration"), is made this 10th day of September, 2001, by the CITY AND COUNTY OF HONOLULU, a municipal corporation of the State of Hawaii, whose principal business office is located at Honolulu Hale, 530 South King Street, Honolulu, Hawaii, 96813 (hereinafter referred to as the "Declarant"), the owner of those certain parcels of land situate at Manana, Oahu, State of Hawaii,

WITNESSETH:

WHEREAS, the Declarant is the owner in fee simple of certain parcels of land situated in Pearl City, City and County of Hawaii, State of Hawaii, consisting of approximately 112 acres, as described as Tax Map Key Numbers 9-7-24: 4, 26, 41, 47, 48, and 49, and more particularly described in Exhibit A attached hereto and made apart hereof (the "Land"), and desires to make the Land subject to this Unilateral Agreement; and

WHEREAS, the City Council (the "Council") of the City, pursuant to the provisions of the Land Use Ordinance ("LUO"), Revised Ordinances of Honolulu, 1990 (ROH) Section 21-2.80, as amended, relating to conditional zoning, is considering a change in zoning under the LUO of the land from F-1 Military and Federal Preservation District and R-5 Residential District to IMX-1 Industrial-Commercial Mixed Use District with a 60-foot height limit and P-2 General Preservation District with a 25-foot height limit; and

WHEREAS, a public hearing regarding the change in zoning, Bill 84 (2000), was held February 21, 2001; and

WHEREAS, the Council recommended by its Zoning Committee Report No. 388 that the said change in zoning be approved, subject to the following conditions contained in this Declaration to be made pursuant to the provisions of ROH Section 21-2.80, as amended, relating to conditional zoning, to become effective on the effective date of the zoning ordinance approving the change of zoning (the "Rezoning Ordinance");

NOW THEREFORE, the Declarant hereby covenants and declares as follows:

1. When deemed warranted by the City Department of Transportation Services (DTS), the Declarant shall implement the improvements identified in the "Traffic Impact Assessment Report for the Manana Spine Road," December 28, 1998, prepared by Pacific Planning and Engineering Inc., for Engineering Concepts, Inc. under the Environmental Assessment for the Manana Development Spine Road, February, 1999, except as may be modified, deleted, or otherwise revised by the DTS following subsequent traffic evaluations by the DTS. The

DTS shall establish base line data in the year 2001, and shall review conditions every three years thereafter until Year 2010, or until one year after the certificate of occupancy or similar event has occurred on the last vacant lot, whichever comes first.

2. Landscape Buffer.

There shall be a 20-foot wide landscaping buffer between existing apartment or residential uses and the IMX-1 zoning district. Other than unobtrusive fencing such as, but not limited to chainlink, at the property line, no structures, other improvements, or parking or delivery shall be allowed in the landscaping area. To minimize the visibility of a fence, a continuous hedge, of at least 42 inches in height, should be established adjacent to the fencing. In cases where an adjacent residence or apartment is at a lower grade, and is within approximately 10 feet of the common property line, the hedge may be omitted.

In the event the finished grade of the residential or apartment district is higher than that of the IMX-1-zoned property, the landscaping shall include large, close canopy-form trees; otherwise the landscaping shall include vertical-form trees. To the extent practicable, existing trees shall remain and additional trees planted to result in a continuous screen.

b. Yards and Height Setbacks.

- 1) Where a zoning lot in the Industrial-Commercial Mixed Use District adjoins a residential or apartment district, no portion of a structure shall exceed 15 feet in height along the buildable area boundary line on the adjoining side of the IMX-1 zoning lot, provided that additional height may be permitted if the additional height is set back one foot from the buildable area boundary line for each 2 feet in height or fraction thereof. This setback shall be a continuous plane from the top of the structure to the beginning of the additional height;

- 2) Frontage along Acacia Road should have a minimum 10-foot front yard, landscaped as a signature entry function, as well as a height setback with a slope not exceeding two feet of vertical rise for every foot of horizontal distance, beginning at a height of 15 feet at the buildable area boundary;

- 3) Lots fronting the Diamond Head/Makai side of Kuala Road, also identified as the "Spine Road" should have a minimum 20-foot front yard, while lots fronting the Ewa/Mauka side of Kuala Road should have a minimum 10-foot front yard. In both cases, no portion of a structure shall exceed 15 feet in height along the buildable area boundary line, provided that additional height may be permitted if the additional height is set back one foot from the buildable area boundary line for each 2 feet in height or fraction thereof. This setback should be a continuous plane from the top of the structure to the beginning of the additional height;

- 4) Lots adjacent to the area known as the "Old Cane Haul Road" should have a minimum front or side yard along the Cane Haul Road frontage of 15 feet, with no transitional height setbacks required; and
- 5) Lots fronting Waimano Home Road should have a minimum 10-foot front yard, with no transitional height setbacks required.

c. Landscape and Landscape Maintenance Plan.

Prior to the application for any further subdivision, or a building permit after September 1, 2001, the Declarant shall submit a landscape and landscape maintenance plan to the Department of Planning and Permitting, for review and approval. Such landscape plan should include the preceding elements. The Declarant shall comply with the approved plan.

- 3. Approval of this zone change does not constitute compliance with other LUO or other governmental requirements. They are subject to separate review and approval. The City shall be responsible for ensuring that the final plans for any future development or construction on the Land comply with all applicable LUO and other governmental provisions and requirements.
- 4. On an annual basis, the Declarant shall submit a written status report to the Department of Planning and Permitting documenting its satisfaction of and/or describing its progress toward complying with each condition of approval for this zone change. The status report shall be submitted to the Department of Planning and Permitting by December 31 of each year until such time as the Department of Planning and Permitting has determined that all conditions of approval have been satisfied.
- 5. In the event of noncompliance with any conditions set forth herein, the Director of Planning and Permitting shall inform the Council and may initiate action to rezone the Land, seek civil enforcement, or take appropriate action to terminate or stop any future development or construction on the land until applicable conditions are met.
- 6. Failure to fulfill any conditions to the zone change may be grounds for revocation of the permits issued under this zoning and grounds for the enactment of ordinances making further zone changes, including revocation of the underlying zoning, upon initiation by the proper parties in accordance with the Revised City Charter.

NOW, THEREFORE, the City hereby makes the following additional Declarations:

That the conditions imposed herein are reasonably conceived to fulfill public service demands created by the requested change in zoning and are rationally related to the objective of preserving the public health, safety and general welfare and the further implementation of the General Plan of the City and County of Honolulu.

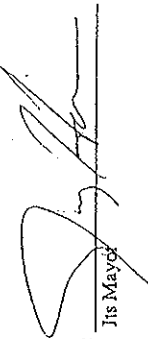
That the development of the Land shall conform to the aforesaid conditions with the understanding that, at the request of the Declarant and upon the satisfaction of the conditions set forth in this Unilateral Agreement, the Department of Planning and Permitting may fully or partially release, as applicable, any of the foregoing conditions that have been fulfilled.

That if there are any conflicts between this Unilateral Agreement and any previous unilateral agreement(s) applicable to the Land, the terms and conditions of this Unilateral Agreement shall apply.

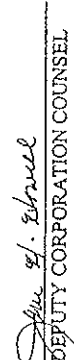
AND IT IS EXPRESSLY UNDERSTOOD AND AGREED that the conditions imposed in this Declaration shall run with the Land and shall bind and constitute notice to all parties hereto and subsequent lessees, grantees, assignees, mortgagees, lienors, successors, and any other persons who have or claim to have an interest in the Land, and the City and County of Honolulu shall have the right to enforce this Declaration by rezoning, appropriate action at law or suit in equity against all such persons, provided that the Declarant or its successors and assigns may file a petition with the Department of Planning and Permitting for amendment or removal of any conditions or termination of this Declaration, such petition to be processed in the same manner as petitions for zone changes.

IN WITNESS WHEREOF, this Unilateral Agreement and Declaration for Conditional Zoning has been executed on the day and year first above written.

CITY AND COUNTY OF HONOLULU,  
a municipal corporation of the State of Hawaii

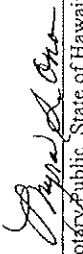
By:   
Iris Mayock

APPROVED AS TO FORM AND LEGALITY:

By:   
DEPUTY CORPORATION COUNSEL

STATE OF HAWAII )  
 )  
 ) SS.  
CITY AND COUNTY OF HONOLULU )

On this 11th day of September, 2001, before me personally appeared Jeremy Harris, to me personally known, who, being duly sworn, did say he is the Mayor of the CITY AND COUNTY OF HONOLULU, a municipal corporation, and that the seal affixed to said instrument is the corporate seal of said municipal corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its City Council, and said Jeremy Harris acknowledged said instrument to be the free act and deed of said corporation.

  
Notary Public, State of Hawaii  
My LA 5, 000  
My commission expires: 9/22/2001

MANANA STORAGE AREA

Land Situate at Waiawa and Manana-Uka, Ewa, Oahu, State of Hawaii  
Being portions of Royal Patent 4475, Land Commission Award 7713  
to V. Kamamalu and Grant 2060 to J. Raymond and L. Bernard.

Being, also the whole of Parcels A-2, A-9 and A-10 and portions  
of Parcels A-1, B-1 and B-4 as described in that certain  
Declaration of Taking filed in condemnation in U. S. Civil No.  
529 on September 17, 1945, in the U. S. District Court for the  
District of Hawaii, said Declaration of Taking having also been  
recorded in the Bureau of Conveyances of the Territory (now  
State) of Hawaii in Liber 1967 at page 388.

Beginning at the Northeast corner of this piece of land, being  
also the Northeast corner of said Parcel A-9 of said U. S. Civil  
No. 529, the coordinates of said point of beginning referred to  
Government Survey Triangulation Station "EWA CHURCH" being  
3,656.65 feet North and 4,556.01 feet East and running by  
azimuths measured clockwise from true South:

1. 22° 00' 00" 1,497.06 feet along former Parcels A-8, A-7, A-5  
and A-4 of said U. S. Civil No. 529  
(now portions of Waimano Home Road);
2. 112° 00' 00" 853.98 feet along the remainder of said Parcel  
A-1 of said U. S. Civil No. 529, along  
land conveyed to the Hawaii Housing  
Authority of the State of Hawaii by  
Quitclaim Deed dated July 9, 1973 and  
recorded in Liber 9342 at page 132, as  
amended by Correction Deed dated April  
17, 1974 and recorded in Liber 9869 at  
page 114, along Addition to Reservoir  
Lot conveyed to the City and County of  
Honolulu by Quitclaim Deed dated June  
18, 1963 and recorded in Liber 4541 at  
page 173, and along City and County  
Reservoir Lot (Exclusion 1 of said  
U. S. Civil No. 529);
3. 22° 00' 00" 165.93 feet along said Reservoir Lot;
4. 8° 34' 30" 200.77 feet along Addition to Reservoir Lot  
conveyed as aforesaid to the City and  
County of Honolulu;
5. 9° 10' 00" 92.42 feet along Kaunale Manana Subdivision,  
File Plan 1566;

EXHIBIT "A"

6. 11° 38' 00" 180.96 feet along same;
7. 99° 22' 00" 251.25 feet along same;
8. 10° 57' 00" 307.07 feet along same;
9. 100° 53' 00" 359.86 feet along same;
10. 9° 24' 30" 287.95 feet along same;
11. 99° 24' 30" 427.27 feet along same;
12. 149° 55' 53" 44.18 feet along Pearl City Post Office Site;  
thence on a curve to the left with a  
radius of 420.00 feet, the chord  
azimuth and distance being:
13. 141° 58' 16.5" 116.33 feet along same;
14. 134° 00' 40" 251.59 feet along same;
- thence on a curve to the right with a  
radius of 380.00 feet, the chord  
azimuth and distance being:
15. 136° 14' 50" 29.65 feet along same;
16. 136° 29' 00" 115.18 feet along same;
- thence on a curve to the left with a  
radius of 420.00 feet, the chord  
azimuth and distance being:
17. 134° 45' 00" 54.69 feet along same;
18. 131° 01' 00" 143.30 feet along same;
- thence on a curve to the right with a  
radius of 380.00 feet, the chord  
azimuth and distance being:
19. 132° 51' 00" 24.31 feet along same;
20. 134° 41' 00" 86.58 feet along same;
21. 224° 41' 00" 66.26 feet along U. S. Navy Manana Fire  
Station;
22. 210° 04' 45" 154.95 feet along same;

23. 120° 04' 45" 314.32 feet along same;
24. 214° 28' 30" 1,006.62 feet along "Hale Ola" Condominium  
(Horizontal Property Regime);
25. 300° 00' 00" 568.82 feet along Manana Kai Neighborhood  
Park;
26. 210° 00' 00" 400.00 feet along same;
27. 292° 00' 00" 225.42 feet along "Holiday City" subdivision  
(File Plan 1004);
28. 202° 00' 00" 115.35 feet along same;
29. 212° 40' 00" 900.00 feet along same;
30. 292° 00' 00" 1,508.00 feet along Cane Haul Road to the point  
of beginning and containing an area of  
108.678 acres, more or less.

SUBJECT, HOWEVER, to "Easement 1" reserved to the Board of Water Supply of the City and County of Honolulu in said U. S. Civil No. 529 for access and utilities to its Reservoir Lot (Exclusion 1 in said Civil 529) originally acquired by Deed dated July 25, 1932, and recorded in Liber 1174 at page 82, said "Easement 1" being more particularly described as follows:

EASEMENT 1

Being a perpetual easement for access and utilities over, under and across a portion of parcel A-1 of U. S. Civil No. 529 from Waimano Home Road (public) to the Reservoir Lot described as Exclusion 1 in said Civil 529.

Beginning at the South corner of this easement, being also the end of Course No. 1 of the above described Manana Storage Area, and on the Northwesterly side of Waimano Home Road, the coordinates of said point of beginning referred to Government Survey Triangulation Station "EWA CHURCH" being 2,268.60 feet North and 3,995.20 feet East and running by azimuths measured clockwise from true South:

1. 112° 00' 00" 853.98 feet along remainder of said Parcel A-1 of U. S. Civil No. 529, along land conveyed to the Hawaii Housing Authority of the State of Hawaii by Quitclaim Deed dated July 9, 1973 and recorded in Liber 9342 at page 132, as amended by Correction Deed dated April 17, 1974 and recorded in Liber 9869 at



page 114, along Addition to Reservoir Lot conveyed to the City and County of Honolulu by Quitclaim Deed dated June 18, 1963 and recorded in Liber 4541 at page 173, and along City and County of Honolulu Reservoir Lot (Exclusion 1 of U. S. Civil No. 529);

- 2. 202° 00' 00" 40.00 feet along remainder of Manana Storage Area;
- 3. 292° 00' 00" 853.98 feet along same;
- 4. 22° 00' 00" 40.00 feet along Waimano Home Road, being along former Parcel A-4 of said Civil 529, to the point of beginning and containing an area of 34,159 square feet or 0.784 acre, more or less.

SUBJECT, ALSO, to "Easement 1-A" granted to the State of Hawaii in that certain Grant of Easement, Navy Contract Number N6274279RP00001 dated January 18, 1979 and recorded in the Bureau of Conveyances of the State of Hawaii in Liber 13436 at page 699, said "Easement 1-A" being more particularly described as follows;

EASEMENT 1-A

Being a perpetual easement for access and utilities over, under and across a portion of Parcel A-1 of U. S. Civil No. 529 from Waimano Home Road (public) and being, also, a portion of the above described "Easement 1", appurtenant to the parcel of land conveyed to the Hawaii Housing Authority (HHA) of the State of Hawaii by Quitclaim Deed dated July 9, 1963 and recorded in the Bureau of Conveyances of the State of Hawaii in Liber 9342 at page 132, as amended by Correction Deed dated April 17, 1974 and recorded in Liber 9869 at page 114.

Beginning at the South corner of this easement, being also the point of beginning of the above described "Easement 1", and the coordinates of said point of beginning referred to Government Survey Triangulation Station "EWA CHURCH" being 2,268.60 feet North and 3,995.20 feet East and running by azimuths measured clockwise from true South:

- 1. 112° 00' 00" 497.80 feet along the parcel of land conveyed as described above to the HHA;
- 2. 202° 00' 00" 40.00 feet along remainder of "Easement 1", being also along remainder of Manana Storage Area;

- 3. 292° 00' 00" 497.80 feet along remainder of Manana Storage Area;
- 4. 22° 00' 00" 40.00 feet along Waimano Home Road to the point of beginning and containing an area of 19,912 square feet or 0.457 acre, more or less.

RESERVING, HOWEVER, to the United States of America, its successors and assigns, easements for the operation, maintenance, repair and replacement of facilities, together with rights of ingress and egress thereto and therefrom, said facilities being in, on, under and across the lands more particularly described as follows:

TEMPORARY EASEMENTS 7, 8 AND 9

(For Navy Power, Sewer and Water lines Serving the Navy Fire Station)

Being portions of the land hereby conveyed, and being strips of land ten (10.00) feet wide and lying five (5.00) feet on each side of the centerline of the existing Navy power, sewer and water lines which serve the Navy Fire Station at the intersection of Acacia Road and Kipaipai Street until such time as alternate sources of power, sewer and water are made available to serve said Navy Fire Station.

CITY COUNCIL  
CITY AND COUNTY OF HONOLULU  
HONOLULU, HAWAII  
CERTIFICATE

ORDINANCE 02-13

Bill 84 (2000)

BILL NO. 84 (2000)

3/13/02 - Cachola/Kobayashi—120-day extension of time granted, subject to receipt of letter from applicant; Bill deferred and stays on the Council floor. — 9.

4/24/02 - Cachola/Kobayashi – Bill passed 3rd reading, as amended. — 9.

INTRODUCTION DATE: OCTOBER 30, 2000

INTRODUCED BY: CHAIR JON YOSHIKURA (BY REQUEST)

1ST READING	DATE: 11/15/00	AYE	NO	A/E
REMARKS: Haimae/Mansho - Bill passed 1st reading and referred to Zoning. - 9.  2/21/01 - Desoto/Felix - Bill passed 2nd reading, closed and referred to Zoning. Public hearing held concurrently.	BAINUM	X		
	CACHOLA	X		
	DESOTO	X		
	FELIX	X		
	HOLMES	X		
	MANSHO	X		
	MIRIKITANI	X		
	OKINO	X		
	YOSHIKURA	X		
	TOTAL	9	0	0
2ND READING	DATE: 2/21/01	AYE	NO	A/E
DRAFT: COMMITTEE REPORT: ZCR-470; ZCR-3 PUBLIC HEARING DATE: REMARKS: 12/11/00 - ZCA-470 adopted/Recommend granting a 90-day extension of time. 1/24/01 - ZCS-3 adopted/Recommend passage on 2nd reading and scheduling of a public hearing. 2/21/01 - Desoto/Felix - Bill passed 2nd reading, - 9. Public hearing held concurrently, closed and referred to Zoning.	BAINUM	X		
	CACHOLA	X		
	DESOTO	X		
	FELIX	X		
	HOLMES	X		
	MANSHO	X		
	MIRIKITANI	X		
	OKINO	X		
	YOSHIKURA	X		
	TOTAL	9	0	0
3RD READING	DATE: 4/24/02	AYE	NO	A/E
DRAFT, CD: COMMITTEE REPORT: ZCR-143; ZCR-340; ZCR-388 REMARKS: 4/14/01 - ZCR-143 adopted/Recommend granting 120-day extension of time. 8/11/01 - ZCR-340 adopted/Recommend granting 90-day extension of time. 9/11/01 - Okiso/Felix - no objections from 9 members, Bill deferred until Council's October 17 meeting. No objections from 9 members, so ordered by Chair that ZCR-388 be adopted. 10/17/01 - Deobler/Felix - No objections from 9 members. Bill postponed, subject to discretion of Chair and 120-day extension of time approved. (Andy Mirikitani retired 12/1/01. Ann H. Kobayashi sworn in 2/19/02.) (Rene Mansho resigned 4/10/02. Darilyn Sunda appointed and sworn in 4/24/02.) 3/13/02 - See Sheet Attached	BAINUM	X		
	BUNDA	X		
	CACHOLA	X		
	DESOTO	X		
	FELIX	X		
	HOLMES	X		
	KOBAYASHI	X		
	OKINO	X		
	YOSHIKURA	X		
	TOTAL	9	0	0

Referred to: ZONING  
Reference: O-788-00; O-787-01

I hereby certify that the above is a true record of action by the Council of the City and County of Honolulu on this Bill.

*Genevieve G. Wong*  
GENEVEVE G. WONG, CITY CLERK

*John Desoto*  
JOHN DESOTO, CHAIR AND PRESIDING OFFICER