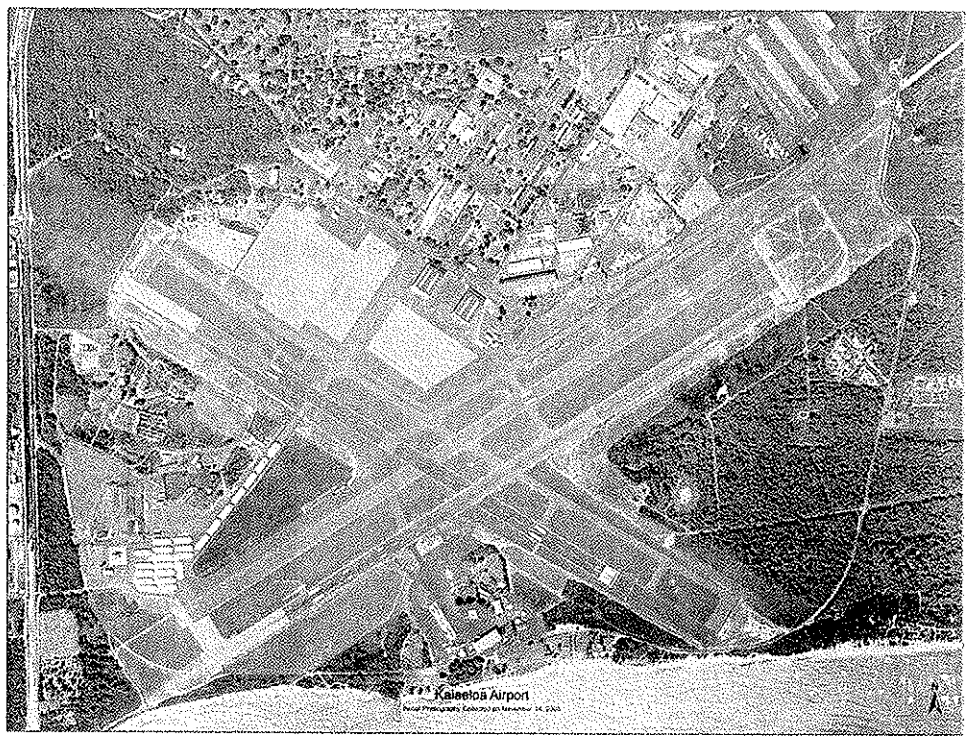
Kalaeloa Airport
Development Plan Improvements

Project No. AO5011-02

Honouliuli, Ewa, Oahu, Hawaii
TMK: 9-1-013:032 and 066

DRAFT ENVIRONMENTAL ASSESSMENT



Prepared for:

State of Hawaii
Department of Transportation Airports Division
Honolulu, Hawaii 96819

Prepared by:

Wilson Okamoto Corporation
Honolulu, Hawaii 96826

December 2009

DRAFT
ENVIRONMENTAL ASSESSMENT

Kalaeloa Airport Development

Project No. AO5011-02

Honouliuli, Ewa, Oahu, Hawaii

TMK: 9-1-013: 032 and 066

Prepared for:

State of Hawaii
Department of Transportation
Airports Division
700 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819

Prepared by:

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
WOA: 7541-03

December 2009

SUMMARY

Proposing Agency:	State of Hawaii Department of Transportation, Airports Division 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819
Accepting Agency:	State of Hawaii Department of Transportation, Airports Divisions 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819
EA Preparer:	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
Project Location:	Kalaeloa Airport, Honoulilui, Ewa District, Oahu, Hawaii
Recorded Fee Owner:	State of Hawaii
Tax Map Key:	9-1-013:032 and 066
Area:	54.37 acres approx. project site; 752.240 acres approx, total Kalaeloa Airport
State Land Use Classification:	Urban
County Zoning:	F-1, Military and Federal
Proposed Action:	Construct eight banks of T-hangars for 144 general aviation aircraft and develop 8 lease lots and related access roads for use by lessees on about 54.37 acres on the previously cleared and paved portion of the Airport that was used by the US Navy as an aircraft parking apron.
Anticipated Impacts:	Short-term construction-related impacts will be created by the generation of dust, noise, and increased construction-related traffic. In the long-term, noise from aircraft operations will not affect sensitive land uses off of the Kalaeloa Airport boundaries. The project site will not extend into the areas occupied by former US Navy structures

which have determine eligible for listing on the National Register of Historic Places.

Parties Consulted During Draft EA Consultation:

Federal
Department of the Army
US Fish and Wildlife Service
US Coast Guard

State of Hawaii
Department of Business, Economic Development & Tourism (DBEDT)
DBEDT, Office of Planning
DBEDT, Hawaii Community Development Authority
Department of Defense
Department of Hawaiian Home Lands
Department of Health (DOH)
Department of Land and Natural Resources (DLNR)
DLNR, State Historic Preservation Division
Office of Hawaiian Affairs

City and County of Honolulu Agencies
Civil Defense
Fire Department
Department of Planning and Permitting
Fire Department
Police Department
Department of Transportation Services
Board of Water Supply
Makakilo/Kapolei/Honokai Hale Neighborhood Board (NB) No. 34

Officials
Senator Mike Gabbard, 19th District
Representative Sharon E. Har, House District 40
Councilmember Todd K. Apo

Public Utilities
Hawaiian Electric Company

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PREFACE

Chapter 343, Hawaii Revised Statues (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 Kalaeloa Airport Development project will be constructed with funds provided by the State of Hawaii Department of Transportation, Airports Division. The Kalaeloa Airport development will also use funds provided by the US Department of Transportation Federal Aviation Administration (FAA).

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 Kalaeloa Airport T-Hangars project.

An approximately 26.4-acre portion of the Kalaeloa Airport is located in the City and County of Honolulu Special Management Area (SMA). The Kalaeloa Development Plan project site is not within SMA and a SMA Use Permit (SMP) will be not required for construction of facilities in the Kalaeloa Airport Development Plan project site.

1. INTRODUCTION

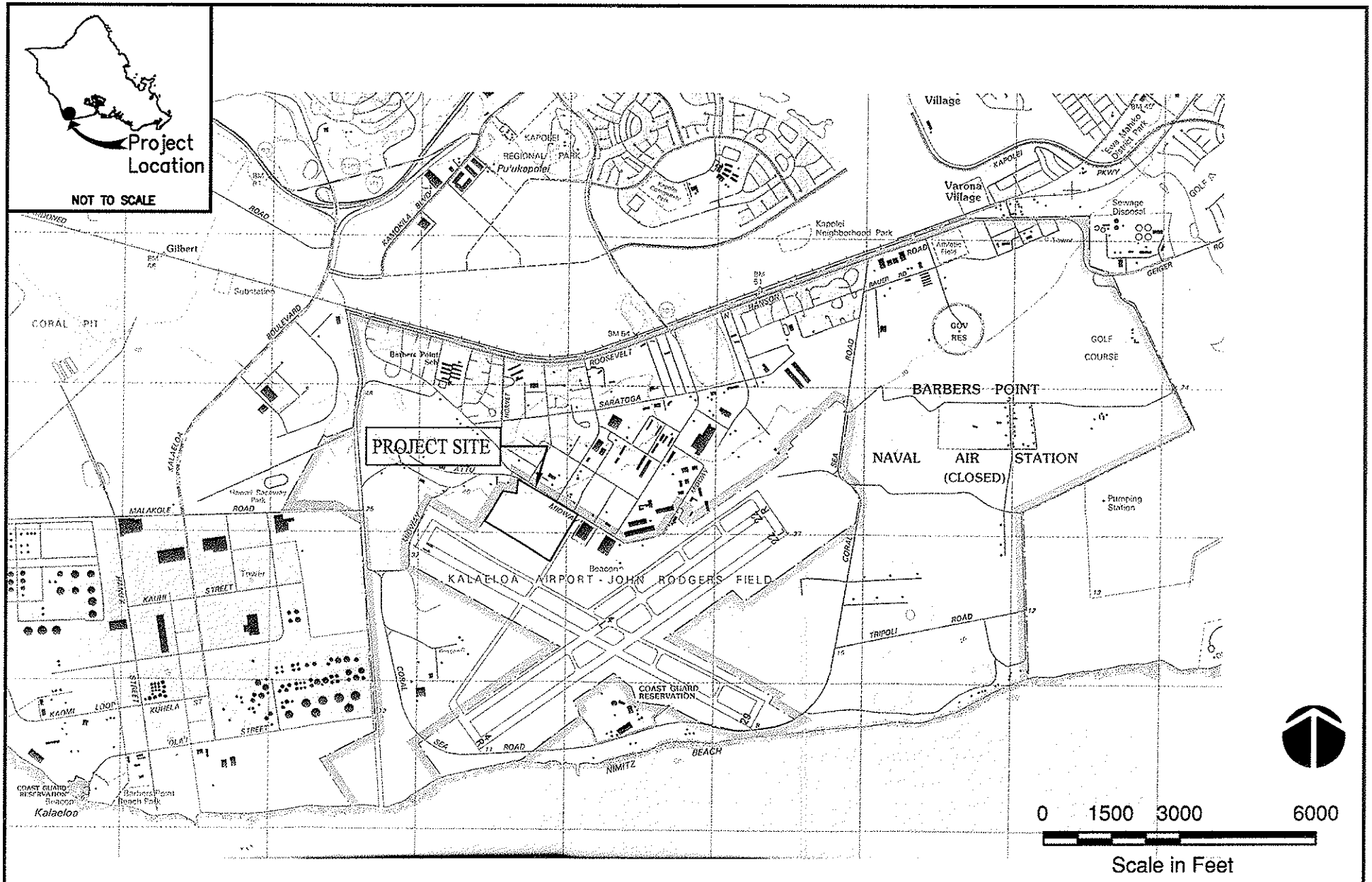
1.1 Project Background

Kalaeloa Airport occupies approximately 752.240 acres in the central portion of the former US Naval Air Station (NAS) Barbers Point and is located on the southwest coast of the Island of Oahu along the Ewa Plain and south of the Waianae Mountains. It is located 8 nautical miles west of Honolulu International Airport (HNL) and about 20 road miles west of the center of the City of Honolulu. Kalaeloa Airport includes the airport/aviation related facilities, including the three runways (two parallel runways and one cross wind) and air traffic control tower, of the former NAS Barbers Point. The Airport reference point elevation is 33 feet mean sea level. The U.S. Navy housing and base support facilities of the former Air Station and other State-owned areas are not part of Kalaeloa Airport.

Kalaeloa Airport has been conveyed to the State Department of Transportation (DOT) under a public benefit conveyance. Kalaeloa Airport is shown as TMK: 9-1-013:032 and 066. The Airport is bound by Midway Road on the north and Coral Sea Road on the east, south and west and includes about 20 percent of the 3,833-acre former Naval Air Station. Although shown as part of the Airport, TMK: 9-1-013:025 is a separate parcel owned by the University of Hawaii and consists of Hangar 111. Figure 1.1 shows the location map. Figure 1.2 shows the project site map. Figure 1.3 shows the Tax Map Key.

As a result of the 1993 Base Closure and Realignment Commission recommendation, NAS Barbers Point was to be closed on July 1, 1999. At the time of closure, NAS Barbers Point occupied 3,833 acres, which included 110 acres of non-contiguous lands at Kaula Island and Iroquois Point. Of the 3,833 acres, approximately 1,238 acres were retained by the US Navy, including all the non-contiguous areas, and approximately 1 acre was transferred to the West Oahu Community Credit Union and 457 acres were transferred to other Federal agencies. Thus, about 2,137 acres of the Air Station were declared surplus.

On October 8, 1996, the Barbers Point Redevelopment Commission adopted a final land use plan for the redevelopment of NAS Barbers Point which is described in the March 1997 Community Redevelopment Plan report. The Community Redevelopment



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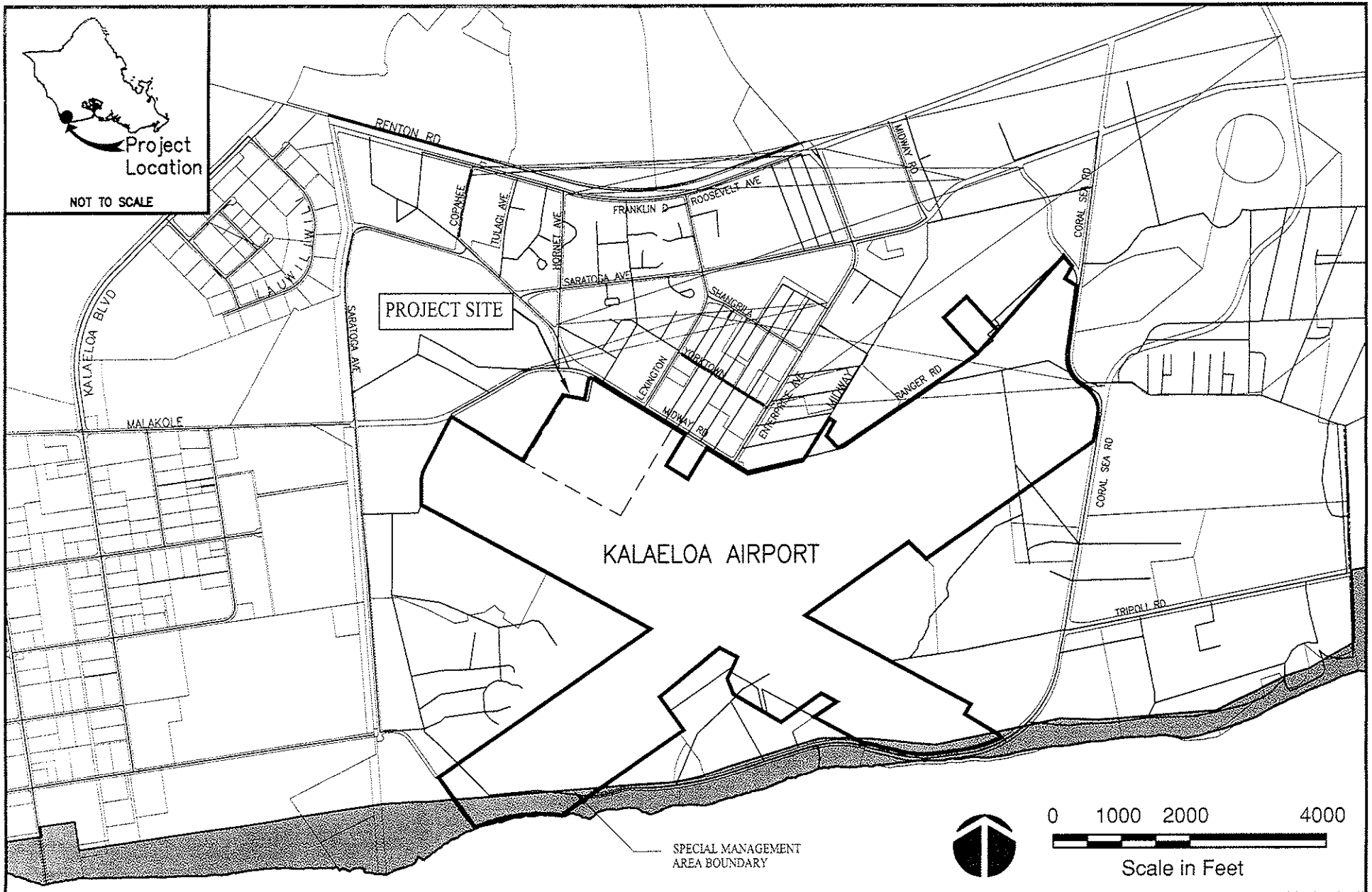
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION
KALAELOA AIRPORT DEVELOPMENT; PROJECT NO. AO5011-02

PROJECT LOCATION MAP

FIGURE
1.1



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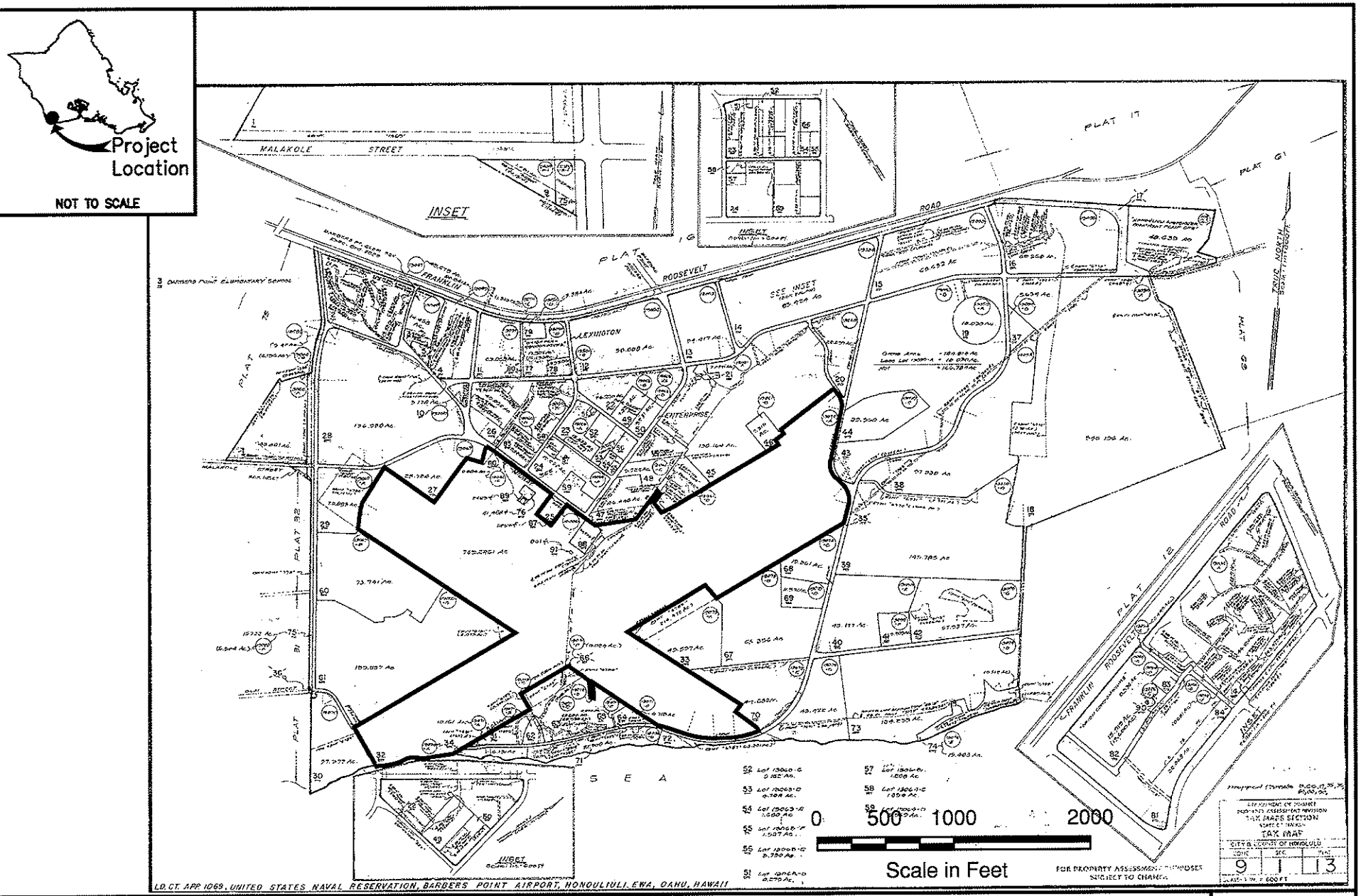
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION
KALAELOA AIRPORT DEVELOPMENT; PROJECT NO. AO5011-02

PROJECT SITE MAP

FIGURE
1.2



STATE OF HAWAII DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION
KALAELOA AIRPORT DEVELOPMENT; PROJECT NO. AO5011-02

TAX MAP KEY

FIGURE 1.3

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Plan recommended use of a portion of the Air Station for a general aviation reliever airport, aviation training, and an aviation component of the City's Life Safety Academy. The Plan for the Airport continued to accommodate the requirements of the commercial airlines and military for an alternate landing site designation as well as use by the US Coast Guard (USCG) and the Hawaii National Guard (HNG).

The State of Hawaii Department of Transportation (DOT) Airport Division requested the Redevelopment Commission to recommend transfer of a portion of the Naval Air Station to the DOT for use as a reliever airport. The DOT filed a formal application with the U.S. Navy for a public airport conveyance for use as the Kalaeloa Airport general aviation reliever airport. The Federal Aviation Administration (FAA) was the sponsor for disposal as a public airport in accordance with 49 U.S.C. 47151.

In 2002, the Hawaii Community Development Authority (HCDA) took responsibility from the Barbers Point Redevelopment Commission for development of the former Naval Air Station. HCDA prepared a new Kalaeloa Master Plan which was updated in 2006. DOT did not agree with a portion of the HCDA Master Plan which included the extension of Runway 4R to 11,000 feet to accommodate cargo aircraft at full fuel loadings. The DOT opposed the runway extension as it would have required the relocation of Coral Sea Road which, in 1997, the DOT had promised the communities would not be undertaken.

1.2 Historical Background

Aviation activity at Barbers Point began in the 1930's with a Navy Mooring Mast for the anticipated use of the Dirigibles Acron and Macon. The mooring mast is shown on the USGS/War Department map of 1933. A small turf airstrip was built nearby and Ewa Marine Corps Air Station (MCAS) evolved from 1940. Work on NAS Barbers Point began in November 1941. However, men and equipment were temporarily diverted to the construction of the interim airfield when it was decided that the airfield would be dedicated as Marine Corps Air Station (MCAS) Ewa. MCAS Ewa was completed in 1942.

As crews completed the work at MCAS Ewa, they were immediately transferred to the Barbers Point project. NAS Barbers Pont was originally laid out with four runways forming an "X' or modified radial layout. These runways were to be 500 feet wide with lengths varying from 3,400 to 4,800 feet. Later, it was decided to extend the runways by

increasing the overall lengths to 8,400 feet and 8,300 feet. With this radial arrangement of the runways, control of flight operations was facilitated and the necessity for long taxiways was obviated with the resultant greater operational traffic capacity.

1.3 Previous Environmental Documents

On June 17, 1999, the Department of the Navy, Pacific Division, Naval Facilities Engineering Command issued a Record of Decision for the Disposal and Reuse of Naval Air Station Barbers Point. The Record of Decision provides the Navy's decision regarding the proposed action and alternatives evaluated in the Final Environmental Impact Statement (EIS) for the Disposal and Reuse of Naval Air Station Barbers Point, which was issued in February 1999.

The Navy's Final EIS (February 1999) evaluated four reuse alternatives, each emphasizing various types of development, including residential, light industrial, recreation, and commercial. Three of the alternatives, including the plan approved by the Barbers Point Naval Air Station Redevelopment Commission and signed by the Governor, included a general aviation reliever airport. A fifth alternative, No Action, assumed the existing airfield would not be used and, along with other surplus land (land not being retained by the Navy or other federal agencies), would be retained by the Navy in caretaker status.

As discussed in the Final EIS, the State-preferred alternative, which was also the Navy's preferred alternative, proposed dividing the Air Station property into mixed land uses. The largest land component of the preferred alternative was the airport, which consists of a general aviation reliever airport and the University of Hawaii Aviation Training Center located in Hangar 111. According to the Final EIS, the proposed airport consisted of two parallel runways (Runway 4L-22R and Runway 4R-22L) and a crosswind runway (Runway 11-29), the existing air traffic control tower, and related land uses surrounding the runways. The U.S. Coast Guard would remain in its existing facilities adjacent to and south of Runway 4R-22L and would not be included in the DOT airport property. The Hawaii National Guard would be located adjacent to the airport and north of Runway 22R and would also not be included in the DOT airport property. Thus, the Navy's Final EIS discussed the existing conditions and environmental impacts to the area now designated as Kalaeloa Airport.

The Final EIS stated the airport in the State-preferred alternative would solve the problem of an unsatisfactory mix of small, light general aviation and large, heavy air carrier aircraft operations at Honolulu International Airport. The airport would serve about 60 percent of the small single-engine and light twin-engine propeller aircraft forecast to be based at Honolulu International Airport by the year 2020, and serve about 50 percent of the general aviation aircraft projected to be based at Dillingham Airfield. In total, approximately 105,900 annual general aviation aircraft operations from these two airports could be served by the airport at Barbers Point by the year 2020.

1.4 Kalaeloa Airport Master Plan

In November 1998, in anticipation of the closing of the Naval Air Station, the DOT prepared the Kalaeloa Airport Master Plan which also addressed the significant environmental impacts of the Master Plan, including those related to the noise impacts from uses of the airfield set forth in the Master Plan. The airfield was never out of service during the transition from Navy to State ownership and, on July 1, 1999, Kalaeloa Airport was opened as a DOT facility. The following provides an overview description of the airfield related facilities at Kalaeloa Airport. Figure 1.4 shows the Airport Master Plan.

1.4.1 Airfield

Kalaeloa Airport has two parallel runways (4R-22L and 4L-22L) and a crosswind runway (11-29) intersecting at midfield and associated taxiways. Runway 4R-22L is 8,000 feet x 200 feet; Runway 4L-22R is 4,500 feet x 200 feet; and Runway 11-29 is 6,000 feet x 200 feet. The centerlines of the parallel Runways 4R-22L and 4L-22R are separated by 625 feet and are oriented in an approximate southwest-northeast alignment, with runway azimuth of 234 degrees, 58 minutes 14 seconds true. Runway 4R-22L is 8,300 feet long by 200 feet wide with an effective gradient of 0.19 percent from a threshold elevation of 11 feet on Runway 4R up to a threshold elevation of 27 feet on Runway 22L. Runway 4L-22R is 8,300 feet long by 200 feet wide with an effective gradient of 0.19 percent from a threshold elevation of 13 feet on Runway 4L up to a threshold elevation of 29 feet on Runway 22R. Only 4,500 feet of Runway 4L is used. Figure 1.5 shows the existing Airport facilities map.

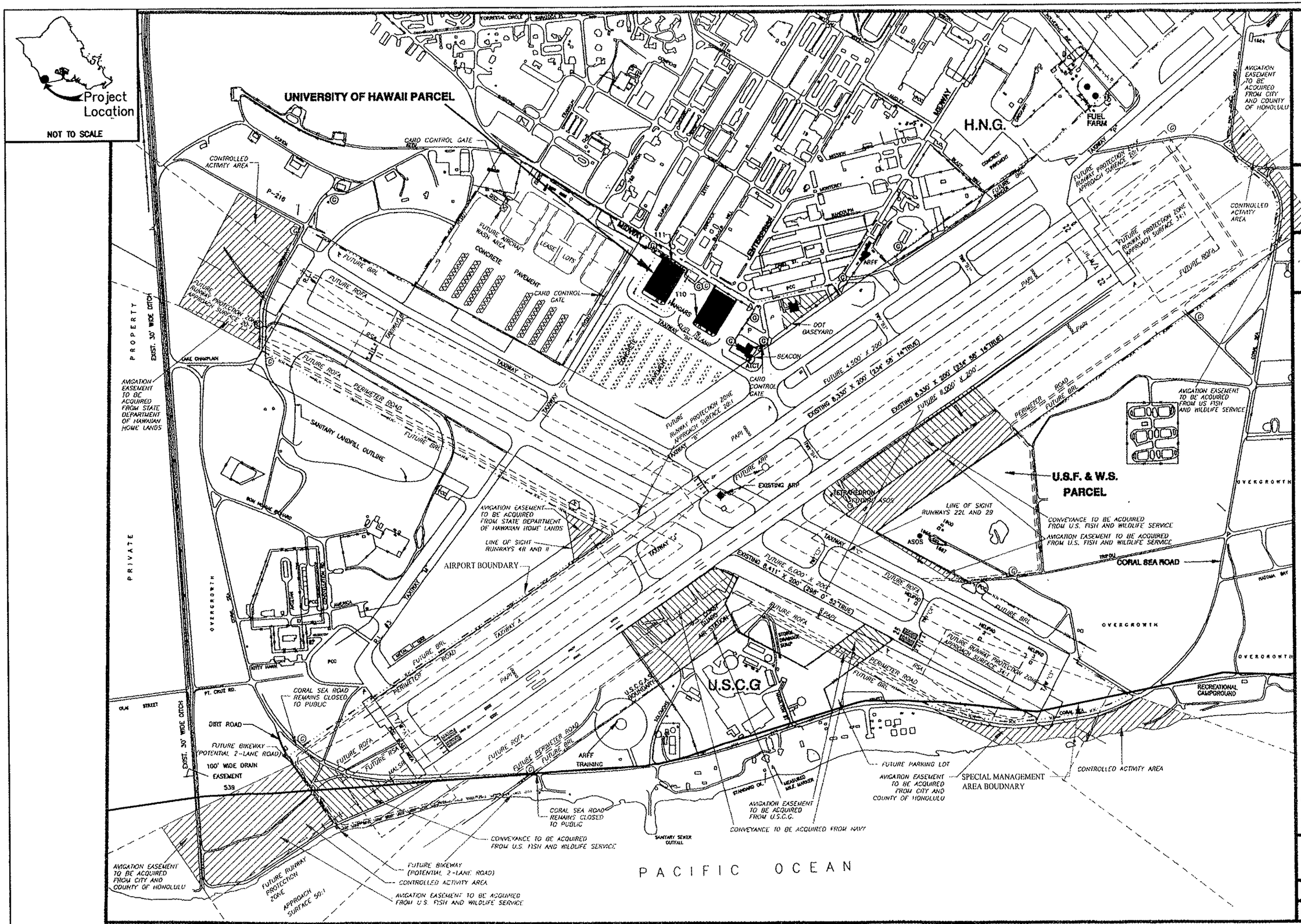
Aircraft arresting gear is located 2,400 feet from the threshold of Runway 4L and 1,500 feet from the threshold of Runway 22R. The arresting gear was removed by the Navy. Both runways are painted with precision instrument runway markings and equipped with High Intensity Runway Lights (HIRL). There are distance-to-go markers on both runways.

The *Hawaii Airports and Flying Safety Guide 2007-2008* published by the DOT states departures are not authorized on Runway 29. Similarly, arrivals are not authorized on Runway 11.

1.4.2 Aircraft Operations

The DOT collects airport activity statistics at all State-owned airports, including at Kalaeloa Airport. Data on aircraft operations, defined as aircraft movements, landings and takeoffs combined, are collected by the air traffic control tower and reported to the DOT. The data are collected for local operations and Itinerant operations. (Local operations are performed by aircraft which (1) operate in a local traffic pattern or within sight of the airport, (2) are known to be departing for, or arriving from, flight in local practice areas located within a 20-mile radius of the airport, and (3) execute simulated instrument approaches or low passes at an airport. Itinerant operations are all aircraft arrivals and departures other than local operations.)

Over the years, aircraft operations at Kalaeloa Airport have varied, most likely due to the high level of touch and go activity at the Airport. During the period calendar year (CY) 2003 to 2008, the highest level of activity was CY 2003 with 166,160 total operations and the lowest was CY 2007 with 123,184 total operations, a difference of about 25 percent. Table 1.1 shows aircraft operations at Kalaeloa Airport.



Airports Division
DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

KALAELOA AIRPORT MASTER PLAN

ISLAND OF OAHU

AIRPORT MASTER PLAN

EXISTING	FUTURE	LEGEND
■		STRUCTURE
		AIRFIELD/APRON PAVEMENT
		STRUCTURE TO BE REMOVED
		AIRPORT BOUNDARY
	BRL	BUILDING RESTRICTION LINE
		FENCING
●	○	AIRPORT REFERENCE POINT
		THRESHOLD LIGHTS
⅄	⅄	WIND SOCK
RSA		RUNWAY SAFETY AREA
ROFA		RUNWAY OBJECT FREE AREA
		T-HANGAR
	T	TIEDOWN
P	P	PARKING LOT
	G	GATE
		PAPI
		LAND CONVEYANCE
		AVIGATION EASEMENT
	8	FUEL ISLAND
		PERIMETER ROAD
		SEGMENTED CIRCLE

FIGURE 1.4

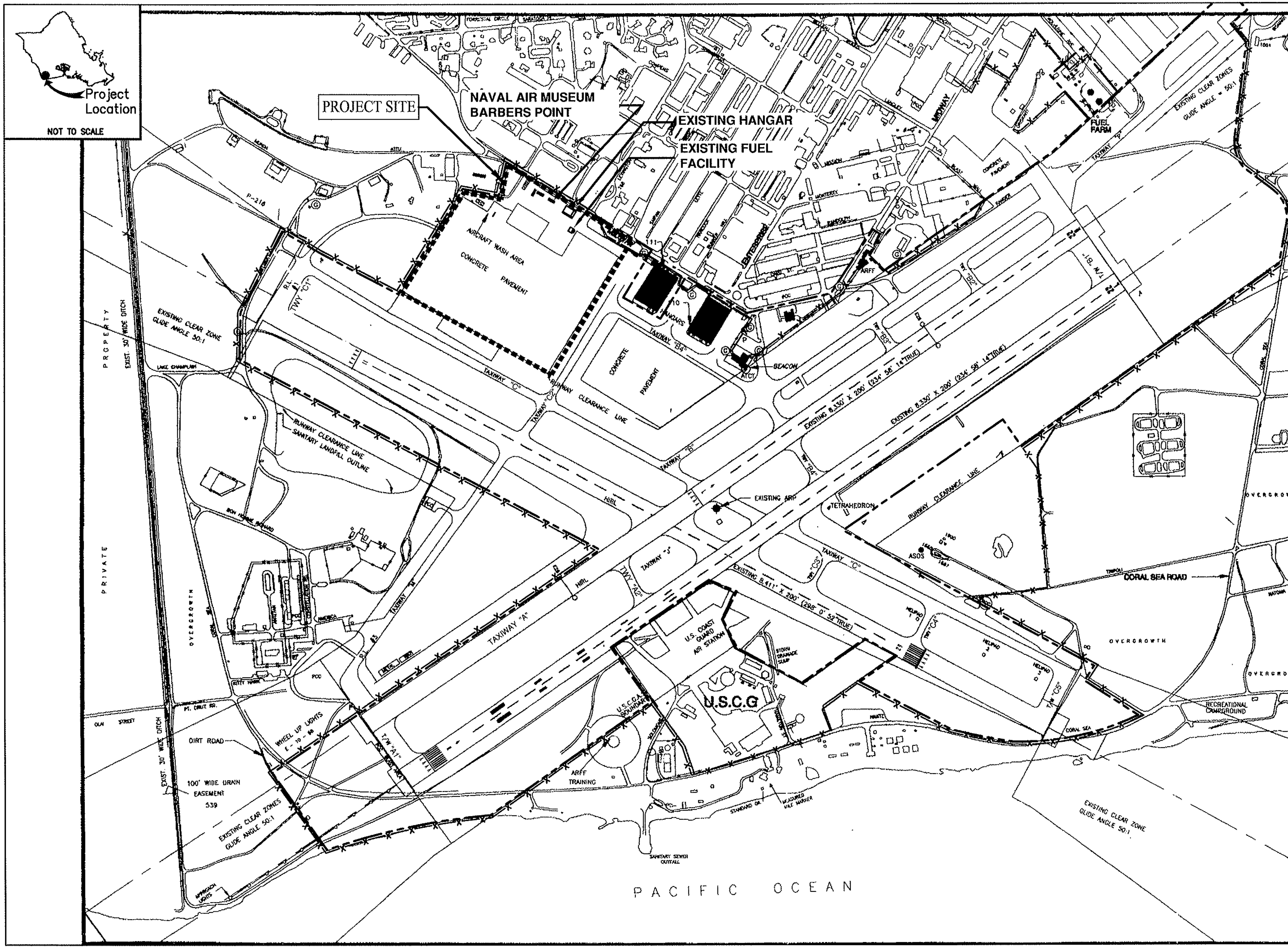
TRUE NORTH — MAGNETIC NORTH 10°30'E(1998)

0 400 800
GRAPHIC SCALE IN FEET

NOTE:
THIS DRAWING IS FOR PLANNING PURPOSES ONLY AND IS NOT INTENDED FOR CONSTRUCTION OR NAVIGATIONAL PURPOSES.

ARIES CONSULTANTS LTD.

DATE: 11-12-98	FIGURE NO.
DWG. NO.: BPA-01-MP	5-1


Project Location
NOT TO SCALE
PROJECT SITE
NAVAL AIR MUSEUM
BARBERS POINT
EXISTING HANGAR
EXISTING FUEL
FACILITY
AIRCRAFT WASH AREA
CONCRETE PAVEMENT
FUEL FARM
EXISTING CLEAR ZONES
GLIDE ANGLE = 50:1
EXISTING CLEAR ZONES
GLIDE ANGLE 50:1
RUNWAY CLEARANCE LINE
SANITARY LANDFILL OUTLINE
TAXIWAY "C"
TAXIWAY "B"
TAXIWAY "A"
TAXIWAY "B4"
ATCT
BEACON
ARFF
EXISTING ARP
TETRAHEDRON
ASOS
CORAL SEA ROAD
EXISTING 8,330' X 200' (234° 58' 14"TRUE)
EXISTING 8,411' X 200' (298° 0' 52"TRUE)
U.S. COAST GUARD AIR STATION
U.S.C.G
STORM DRAINAGE SUMP
RECREATIONAL CAMPGROUND
OVERGROWTH
DIRT ROAD
WHEEL UP LIGHTS
100' WIDE DRAIN EASEMENT
539
ARFF TRAINING
SANITARY SEWER OUTFALL
EXIST. 30' WIDE DITCH
PROPERTY
PRIVATE
PACIFIC OCEAN
EXISTING CLEAR ZONE
GLIDE ANGLE 50:1

STATE OF HAWAII

Airports Division

DEPARTMENT OF TRANSPORTATION
STATE OF HAWAII

KALAELOA AIRPORT MASTER PLAN

ISLAND OF OAHU

EXISTING AIRPORT FACILITIES

LEGEND	
	STRUCTURE
	AIRFIELD/APRON PAVEMENT
	FENCING
	AIRPORT REFERENCE POINT
P	PARKING LOTS
	WINDSOCK
	PROJECT BOUNDARY
	AIRPORT BOUNDARY
	FENCELINE

FIGURE 1.5

TRUE NORTH — MAGNETIC NORTH 10°30'E(1996)

0 — 100 — 400 — 800

GRAPHIC SCALE IN FEET

NOTE:
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DATE: 11-12-96

DWG. NO.: BPA-21EA

FIGURE NO. 2-1

Table 1.1
Aircraft Operations at Kalaeloa Airport

	Itinerant					Local			
	Air Carrier	Air Taxi	General Aviation	Military	SubTotal	General Aviation	Military	SubTotal	Total
CY 2003	0	1,162	141,397	23,601	166,160	0	0	0	166,160
CY 2004	146	942	89,415	13,694	104,197	32,861	3678	36539	140,736
CY 2005	187	2,617	126,536	17,632	146,972	15,495	2481	17976	164,948
CY 2006	0	3,102	122,319	19,843	145,264	0	0	0	145,264
CY 2007	0	1,706	102,407	19,071	123,184	0	0	0	123,184
CY 2008	0	679	105,865	25,783	132,327	0	0	0	132,327

Air carrier: landings and takeoffs of large commercial aircraft with more than 60 seats.
Air taxi: landings and takeoffs of small commercial aircraft with less than 60 seats.
General aviation: all types of civilian aviation aircraft.
Military: all military landings and takeoffs.
Source: State of Hawaii. Department of Transportation

1.4.3 Hangars

There are two large hangars (Building 110 and 111) north of the intersection of the runways. Hangar 110 (105, 284 square feet) and Hangar 111 (102,270 square feet) are located north of the aircraft parking aprons and south of Midway Road. Each hangar has an interior clear area of about 75,000 square feet for aircraft parking.

The hangars were built as part of the original base construction in the early 1940's and, according to the Navy's Final EIS, both hangars have been determined to be eligible for listing on the National Register of Historic Places. There are a total of 7 ready magazines adjacent to these hangars (4 adjacent to Hangar 110 and 3 adjacent to Hangar 111) which have also been determined to be eligible for listing on the National Register of Historic Places.

Hangar 110 is currently leased for aircraft storage purposes. When no longer used for aircraft storage, the hangar could be leased for commercial aviation uses. As previously discussed, Hangar 111 is used as the University of Hawaii Aviation Training Center.

Aircraft parking apron areas for based and itinerant aircraft tiedowns are provided for over 120 aircraft by 2020 on the existing easterly apron south of the two large hangars. Space is available for additional tiedowns as needed. The Plan keeps the line-of-sight between Runways 11 and 22R clear of tiedowns.

The Naval Air Museum Barbers Point occupies Building 1792 located west of Hangar 111. The Naval Air Museum, a volunteer run organization, also occupies apron space for parking aircraft near Building 1792.

1.4.4 Administration/Air Traffic Control Building

Building 4 is a 17,238-square foot, 3-story air operations building/air traffic control tower located north of the intersection of the runways and south of, and adjacent to, Midway Road. An airport rotating light beacon is located on top of the Air Traffic Control Tower. Currently, the Air Traffic Control Tower is operated by the Hawaii Air National Guard 297th Air Traffic Control Squadron.

The *Hawaii Airports Guide* shows the hours of operation of the air traffic control tower to be 0600 to 2200 hours (6:00am to 10:00pm).

According to the Navy's Final EIS, Building 4 has also been determined to be eligible for listing on the National Register of Historic Places.

1.4.5 Aircraft Rescue and Firefighting

Building 1755 is a 10,300 square-foot, 7-bay Aircraft Rescue and Fire Fighting (ARFF) facility located east of Midway Road and north of the air traffic control tower. A total of six fire apparatus vehicles are located at the Airport.

Kalaeloa Airport is classified as an Index B airport, an index rating based on the type of aircraft rescue and fire fighting equipment and quantity of fire extinguishing agent that the Airport must provide in accordance with Federal Aviation Regulations.

The *Hawaii Airports Guide* shows the aircraft rescue and fire fighting services are available 24 hours per day.

The firefighting training pit is located in the southwestern part of Kalaeloa Airport, south of Runway 4R-22L and north of Coral Sea Road. A 100-foot diameter concrete lined firefighting pit was built in 1984. The facility was closed in 1991.

1.4.6 Weather Service

There are wind cones near the ends of Runways 4L, 11, 22L and 29 and just west of the intersection of the runways and a tetrahedron just east of the intersection of the runways. There is an Automated Surface Observing System (ASOS) located east of the runway intersection. The *Hawaii Airports Guide* shows the weather service information is broadcast from 2200 to 0600, nightly.

1.4.7 Navigation Aids

Existing navigational aids include high intensity approach lights with sequenced flashers on Runway 4R. There are wheel-up lights for Runway 4L. There are also military tactical air navigational (TACAN), distance measuring equipment, and precision approach radar (PAR) systems located at the Airport.

The Ewabe nondirectional beacon (NDB), which is associated with the instrument landing system to Runway 8L at Honolulu International Airport, is located 4,700 feet northeast of Runway 4L-22R.

1.4.8 Fuel Storage

Aviation gasoline for aircraft fueling is provided by a 10,000-gallon above-ground fuel tank with attached dispenser. The fuel tank, located on the apron south of the Pacific Aviation Museum, is protected by a series of bollards. The DOT intends to lease the fueling facility to a fixed-base operator (FOB) to operate. The availability of fueling services will make Kalaeloa Airport attractive to general aviation aircraft owners, as it will provide an alternative location for fuel currently available at Honolulu International Airport and Dillingham Airfield.

1.4.9 Surrounding Land Uses

The U.S. Navy retained approximately 1,128 acres (1,238 acres less 110 acres of non- - contiguous areas), of land when NAS Barbers Point closed. The land is used for housing, recreation, operation and community support services. In 2000, the Navy sold or leased approximately 675 acres of Navy land along Franklin D. Roosevelt Road and select parcels in other areas of Oahu.

The Hawaii National Guard facility encompasses approximately 148 acres. The 29th Separate Infantry Brigade is the largest unit in the Hawaii Army National Guard. Units of the Separate Infantry Brigade at Kalaeloa include its Headquarters and Headquarters Company, the 229th Military Intelligence Company, and the 29th Support Battalion. The Hawaii Air National Guard also has a presence at Kalaeloa Airport as the 297th Air Traffic Control Squadron, operates the air traffic control tower.

U.S. Coast Guard retains 48 acres directly south of the intersections of Runways 4R and 29, adjacent to the Airport. Access to the airfield is provided from Taxiway J directly to Runway 4R and along Runway 4L, and from Taxiway C to Runway 11-29.

The University of Hawaii received conveyance of a 6-acre parcel within the airport. This parcel houses a large aircraft hangar and is used by the Pacific Aerospace Training Center (jointly operated by Honolulu Community College and the Garvin Flying Services). The training center is a FAA- approved program that provides students with a career path into the field of professional aviation. The curriculum meets training requirements for commercial air carriers. Graduates are prepared to continue in aviation academic fields to obtain baccalaureate training, to seek employment as flight instructors, or to obtain entry level pilot positions.

The Aircraft Rescue and Firefighting (ARFF) facility (Building 1755) is located northwest of Runway 4L-22R and east of Midway Road. The ARFF facility consists of 10,300 square feet, with 7 bays, a 1,000 square foot ARFF station, and fuel truck parking area.

1.5 Purpose and Need

According to the Kalaeloa Airport Master Plan, it is estimated that space will be required for about 200 based aircraft by the year 2020. Up to two-thirds (140) of the powered

based aircraft should be planned to be accommodated in T-hangars or conventional hangars in the long-range plan. Given the high value of most aircraft, there is a need to provide a secured hangar facility for parking these aircraft when not in use. The hangars also provide protection from weather conditions and from the corrosive salt air atmosphere. The Master Plan stated, ideally, the aircraft storage hangars should be consolidated in the same general area. The DOT has a waiting list of about 52 names for T-hangars at the three airports on Oahu, including 25 at Kalaeloa Airport, 16 at Honolulu International Airport, and 12 at Dillingham Airfield. Thus, there is a need for hangars to store privately-owned aircraft on Oahu.

Generally, a T-hangar consists of a structure formed in a "T" which can accommodate a single aircraft parked within the structure. A sliding or double-hinged overhead door allows the aircraft to be pushed into the structure. A series of these individual hangar bays are typically constructed in a row or series of rows to accommodate the aircraft. DOT has constructed T-hangars at Honolulu International Airport in the general aviation area along Lagoon Drive.

In addition, the Kalaeloa Airport Master Plan identified the need to provide space for lease lots which the DOT can lease to individual lessees for aviation-related uses. Use of lease lots is typically done at most of the State's airports. The terms and conditions of the lease can vary according to the lessee's intended use. Generally, one of the conditions of the lease is the lots must be used for aviation related purposes. The DOT has also developed lease lots at Honolulu International Airport along Lagoon Drive.

As previously discussed the Navy's Final EIS, included analysis of the State-preferred alternative, which was also the Navy's preferred alternative, for continued use of the existing runways and aviation related facilities at the area now designated as Kalaeloa Airport.

1.6 Project Location and Access and Site Conditions

1.6.1 Project Location

The project site is an approximately 54.5-acre (about 1,600 feet by 1,470 feet) rectangular area generally bounded by Midway Road on north, the Airport boundary on the west, Taxiway C on the south, and Taxiway C-2 on the east. The project site was

developed as a concrete aircraft parking apron by the US Navy. There are no buildings or structures on the project site for the T-hangars or lease lots. Figure 1.6 shows project site photographs.

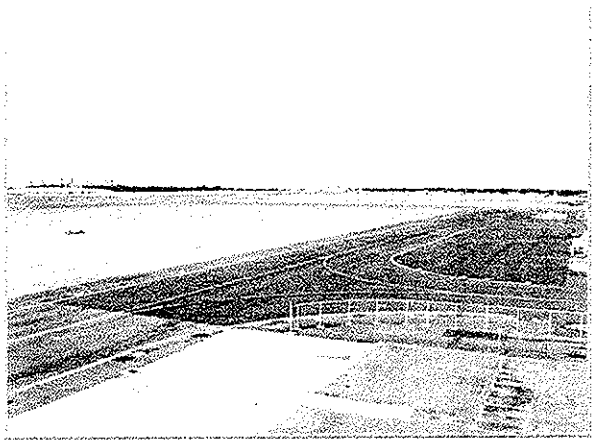
1.6.2 Project Access

Fort Barrette Road is the main access road from the Interstate H-1. Within the former air station, Fort Barrette Road continues as Enterprise Road to Midway Road which forms the northern boundary of the Airport. Several access points to various facilities on the north side of the Airport will be available from Midway Road. Access to Hawaii National Guard facilities will be from Enterprise Road via Saratoga Road, and access to the U.S. Coast Guard facilities will be from Franklin D. Roosevelt Road and Coral Sea Road. According to the Master Plan, the existing system of access roads will be adequate to serve the Airport through the planning period.

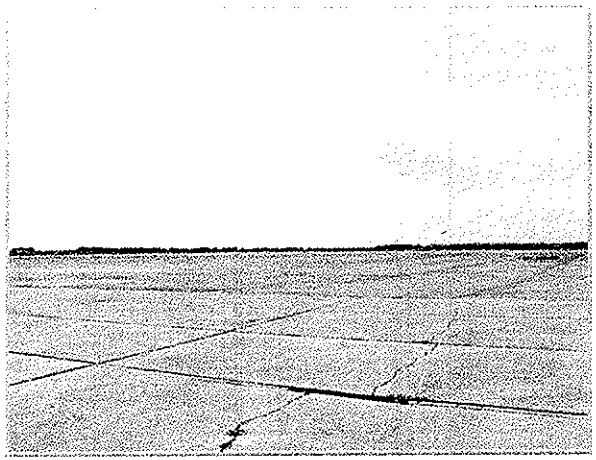
Access to the project site will be via three internal access roads, one on the west, one on the east, and one on the north, as shown on the Master Plan. The west and east access roads will be controlled by card access gate located near Midway Road. The two access roads will be used to reach the T-hangars and will include vehicle parking areas near the southern end of the road. The north access road will be used to reach the 8 lease lots located on the northern portion of the project site. Figure 1.7 shows the project site plan.

1.6.3 Existing Project Site Conditions

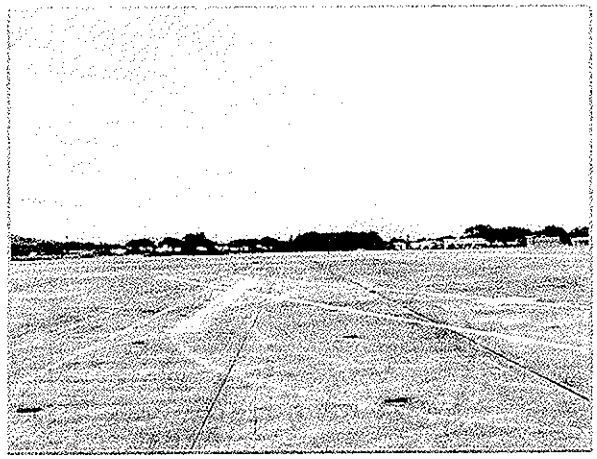
The project site is the concrete aircraft parking apron constructed by the US Navy. According to previous geotechnical studies, the entire project site is covered with about 7 to 11 inches of concrete pavement. As previously discussed, there are no existing structures or other uses on the project site. Although the project site appears to be relatively flat, the topographic survey shows the project site is sloped towards intersection of Taxiway C and Taxiway C-2, or to the southeast. Runway 11-29 lies to the south of the Taxiway C.



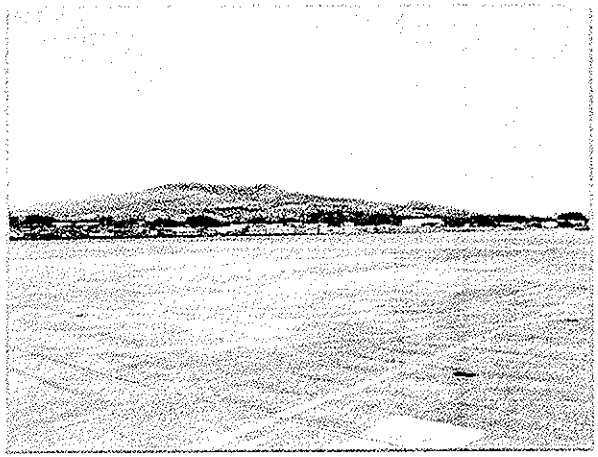
View of Taxiway B-4 from the Air Traffic Control Tower (looking towards Waianae).



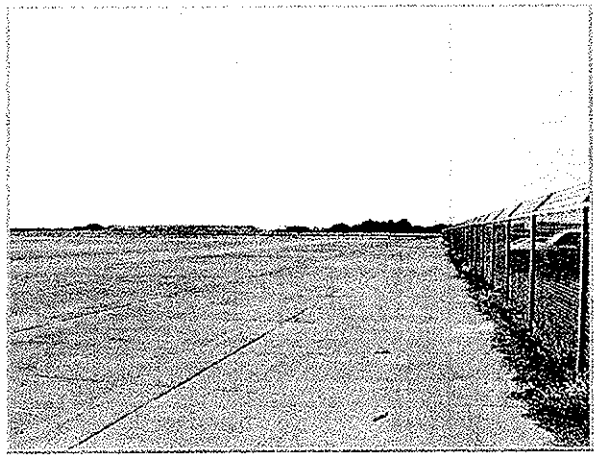
View of project site looking south.



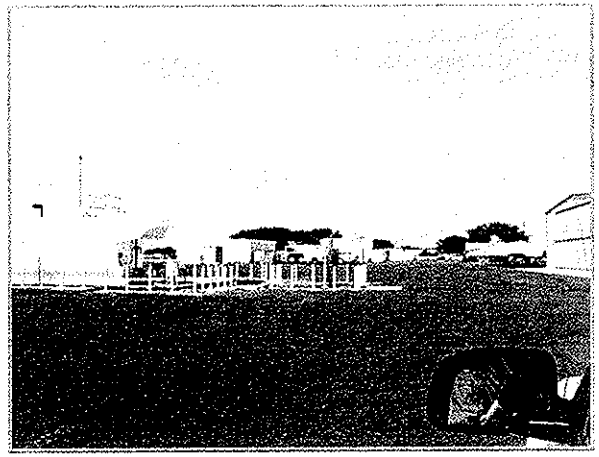
View of project site looking northeast.



View of project site looking towards Waianae.



View of the project site looking southwest. Fencing to the right is a portion of the Airport's northwestern boundary.



Fuel tank to the left and the Airport's northern boundary to the right.

Photos taken on February 19, 2009

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

STATE OF HAWAII DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION
KALAELOA AIRPORT DEVELOPMENT; PROJECT NO. AO5011-02

PROJECT SITE PHOTOS

FIGURE 1.6

1.7 Project Description

The DOT is proposing to construct 144 T-hangars in a series of 8 rows with 18 T-hangars in each row north of Taxiway C. Each hangar would be about 1,500 square feet and would accommodate a single aircraft. An office area would be located at one end of each structure and restrooms at the other end. The finished floors of the T-hangars will match the grade of the surrounding apron/taxilane area to allow entry of the aircraft without a change in elevation.

The DOT would design and construct the T-hangars and lease the hangars to individual lessees for aircraft storage. Typically, the DOT would lease the T-hangar on a 30-day revocable permit. T-hangar lessees would need to file a DOT Space Application permit which sets forth the terms and conditions of the lease and responsibilities of the lessee as it relates to the facilities being leased.

In addition, on February 11, 1999, DOT adopted Hawaii Administrative Rules Title 19 Department of Transportation Subtitle 2 Airports Division Chapter 17.1, Small Plane Hangar Units and Tie-Down Spaces at Public Airport (Title 19, Chapter 17.1). The policy of Title 19, Chapter 17.1 sets forth that small plane hangars and tie-down spaces are provided primarily for the storage and maintenance of active airworthy aircraft.

In addition to the T-hangars, the DOT would develop 8 lease lots south of the existing parking lots and buildings on Midway Road. The lease lots would be available for development of aviation related uses, including to construct large hangars to house aircraft larger than would fit within the T-hangar. The lease lots would include an apron area to store or maneuver aircraft and access to a taxilane.

DOT would provide water and sewer lines to the T-hangars to the office areas and restroom areas of the T-hangar. Individual hangar bays would not be provided water or sewer service. DOT would also make water and sewer service available in the area of the lease lots.

Fire protection would be provided by fire hydrants located according to the National Fire Protection Association (NFPA) fire code. Individual hangars would not be provided fire protection. The 12-inch water line would be connected to the existing 6-inch line along Midway Road. The 12-inch line will service the potable and fire protection systems.

Source: Airport Layout Drawing, Jun 10, 2003

Project Location

NOT TO SCALE

0 150 300 FT

CARD CONTROL GATE

NAVAL AIR MUSEUM BARBERS POINT

AIRPORT BOUNDARY

EXISTING HANGAR

EXISTING FUEL FACILITY

ACCESS ROAD TYPICAL 80'

1,700'

BRL

FUTURE ROFA

FUTURE AIRCRAFT WASH AREA

ACCESS ROAD

LEASE LOTS

TAXILANE

VEHICLE PARKING

T-HANGARS

CONCRETE PAVEMENT

2-WAY TAXIWAY

CARD CONTROL GATE

ACCESS ROAD

BRL 500'

RSA

TAXIWAY "B"

EL. 30' HIGH POINT

R/W "11"

PROJECT SITE

TAXIWAY "C"

FUTURE ROFA

PERIMETER ROAD

75'

TAXIWAY

AIRCRAFT TIEDOWN AREA

477'

280'

MIDWAY

SAIPAN

LEYTE

BUNKER HILL

ENTERPRISE

CARD ST.

DOT BASEYARD

PCC

HANGARS

TAXIWAY "B4"

FUEL ISLAND

TAXIWAY "C2"

CONCRETE PAVEMENT

AIR TRAFFIC CONTROL TOWER

326'

BEACON

ATCT

CARD CONTROL GATE

RUNWAY PROTECTION ZONE APPROACH SURFACE 20:1

426'

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STATE OF HAWAII DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION
KALAELOA AIRPORT DEVELOPMENT; PROJECT NO. AO5011-02

PROJECT SITE PLAN

FIGURE
1.7

Pressure reducing valves would be used to reduce the 12-inch line to a 2-inch line for the potable system.

The 2-½ -inch sewer line would use a low pressure below grade sewer pump station to pump flows to new 8-inch sewer line located on Midway Road. The 8-inch line would connect to an existing 18-inch line along Midway Road. Flows from this system are routed to the City and County of Honolulu Honouliuli Wastewater Treatment Plant for treatment and disposal.

Drainage for the project site would be by a series of drain inlets and underground injection wells located between the rows of T-hangars.

Electrical service would be provided to the T-hangars, including to individual hangar bays and the restroom and office areas.

Water, fire protection, and sewer lines will be constructed near the lease lots for connection by the lessee. Similarly, electrical service would be provided to the lease lots. Utility service to the facilities on the lease lot will be the responsibility of the lessees.

1.7.1 Project Site Plan

The T-hangar buildings would be sited in 2 sets of 4 rows. The area on both sides of the T-hangar buildings would be designated as taxilanes, defined as the portion of the aircraft parking area used for access between taxiways and aircraft parking positions, including within a hangar. See Figure 1.7.

The space between the 2 sets of buildings would be designated as a 2-way taxiway to allow aircraft access to the lease lots located north of the T-hangars. The site plans shows the separation to be about 250 feet to allow for taxilanes near the T-hangars and the taxiway, defined as a path established for the taxiing of aircraft from one part of an airport to another.

The south end of the T-hangar buildings would be sited about 80 feet behind, or north of, the building restriction line (BRL) which runs parallel to the center of Taxiway C. The

T-hangar buildings would be about 80 feet apart to meet FAA requirements for a taxilane. See Figure 1.7.

The 8 lease lots are sited south of Midway Road and would be provided with vehicle access roads to the back of the lots. The configuration of the lease lots has been modified from the Master Plan to accommodate the recently installed fuel tank and the hangar constructed along Midway Road. The lease lots would range in size from about 41,000 square feet to 75,000 square feet each. The lease lots are separated by a taxilane to allow aircraft access to the taxiway and by vehicle access roads. See Figure 1.7.

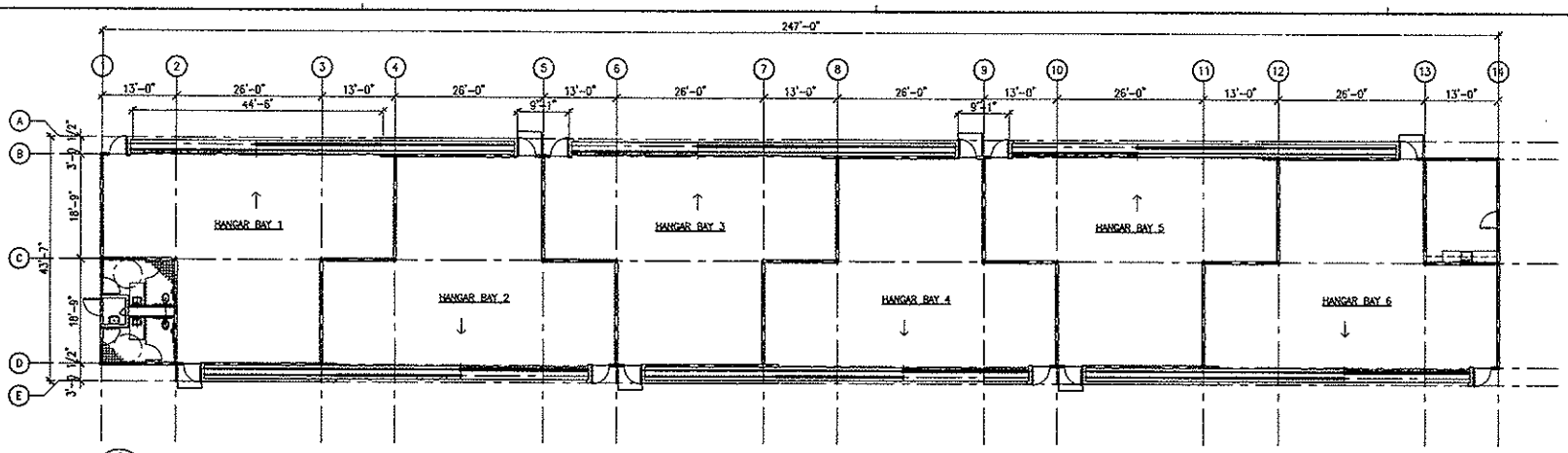
1.7.2 T-Hangar Plan

The individual T-hangar bays would be configured in the form of a back to back "T" shape. This would allow aircraft to enter the building on opposite sides to minimize conflicts during taxiing. Each T-hangar bay would be about 1,500 square feet with a 44'-4" opening provided by the double sliding doors. This opening would be the longest wing span of the aircraft which could use the T-hangar. Figure 1.8 shows the T-hangar plan.

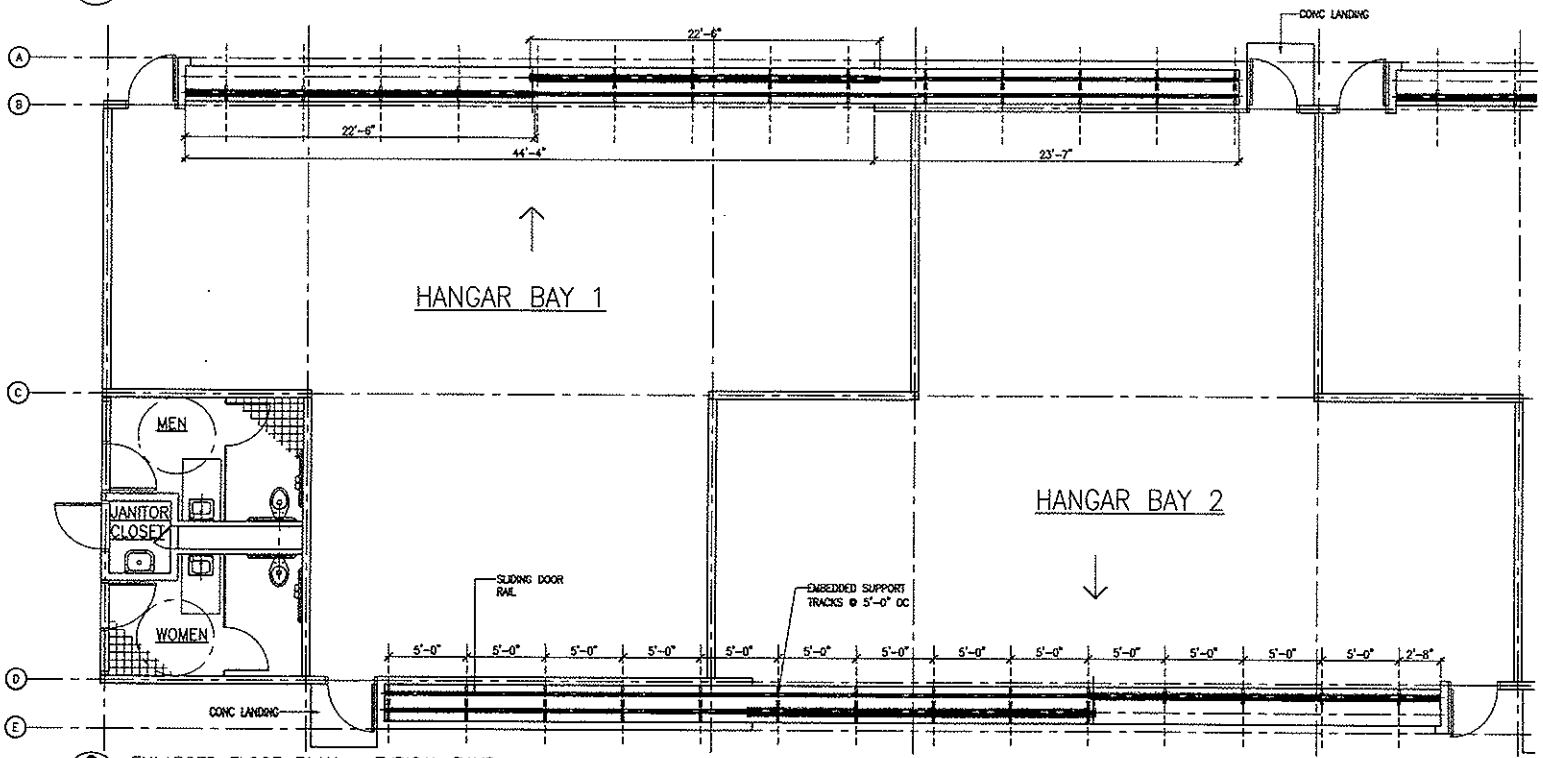
The clear height of the sliding door would be about 14-0 feet above grade. The building height would be 22'-3" at the center of the building and would slope to about 18 feet at the roof edge. The building would be a steel frame structure with all metal siding, including the double sliding doors. The steel columns and frame would be placed between the hangars so interior space in each hangar bay would be clear of obstructions. The building will use concrete footings to support the steel columns. Figure 1.9 shows the building elevations.

1.7.3 Aircraft Parking

The Master Plan also shows an aircraft parking apron area for based and itinerant aircraft tiedowns. A total of approximately 120 aircraft parking positions are shown by 2020 on the existing easterly apron south of the two large hangars. Space is available for additional tiedowns as needed. The Plan keeps the line-of-sight between Runways 11 and 22R clear of tiedowns.



1 / A-1 6-HANGAR BAY OVERALL FLOOR PLAN
SCALE: 3/32" = 1'-0"



2 / A-1 ENLARGED FLOOR PLAN – TYPICAL BAYS
SCALE: 1/4" = 1'-0"

Airports Division

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SIGNATURE

DSGN.	DRWN.	CHK'D.	APPD.

KEY PLAN / NOTES :

NO.	DATE	REVISIONS

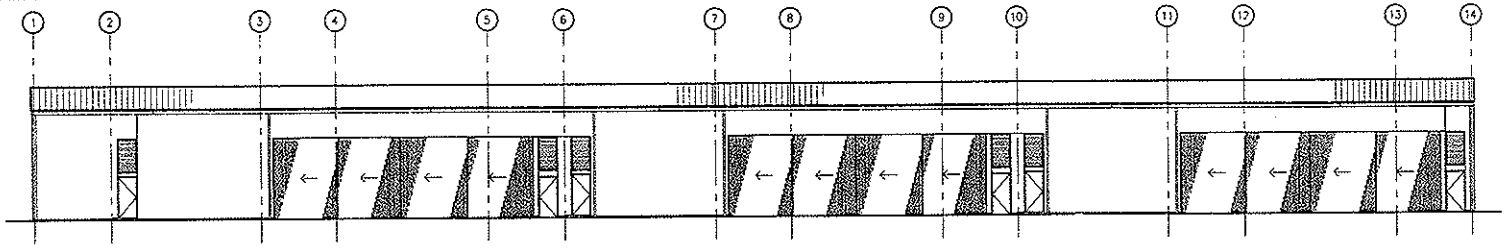
PROJECT TITLE :
T-HANGAR BUILDINGS
AT
KALAELOA AIRPORT
BARBERS POINT, OAHU, HAWAII

PROJECT NO. :
AO5021-04
AIP NO. X-XX-XXXX-XX

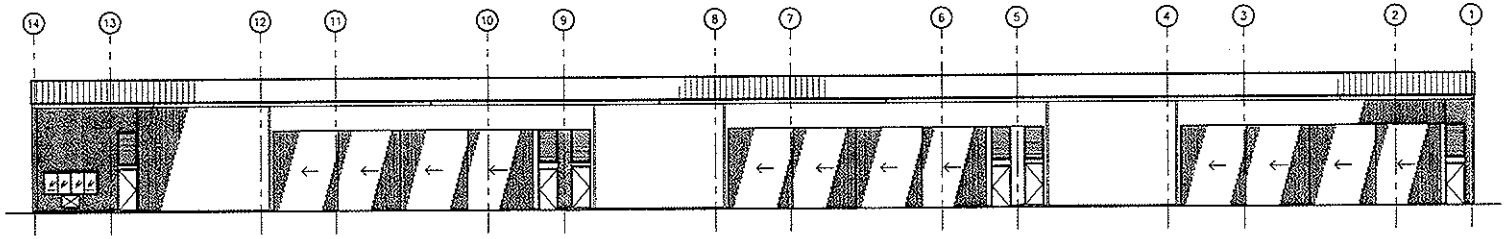
SHEET TITLE :
OVERALL FLOOR PLAN, ENLARGED FLOOR PLAN – TYPICAL BAY

DATE : 2/22/08
DWG. NO. : A-1
SHT of XX

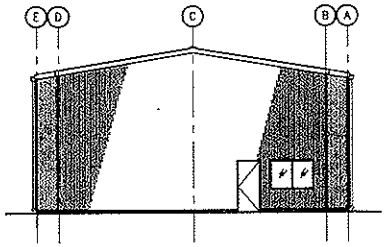
FIGURE 1.8



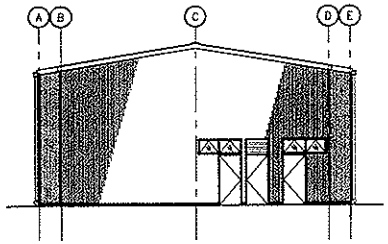
A A-2 BUILDING ELEVATION A
SCALE: 3/32" = 1'-0"



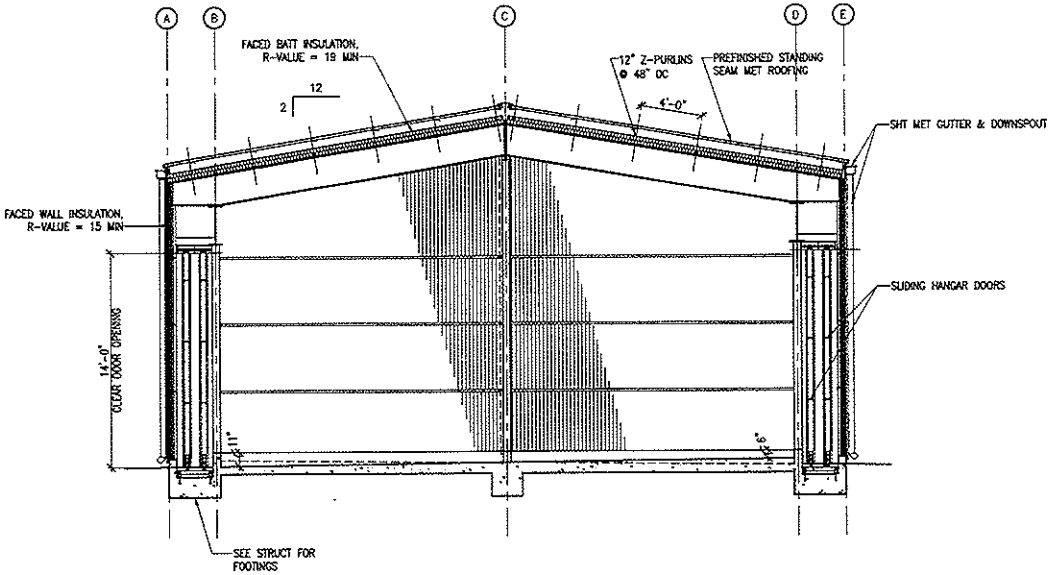
B A-2 BUILDING ELEVATION C
SCALE: 3/32" = 1'-0"



C A-2 BUILDING ELEVATION B
SCALE: 3/32" = 1'-0"



D A-2 BUILDING ELEVATION D
SCALE: 3/32" = 1'-0"



E A-2 BUILDING CROSS SECTION
SCALE: 1/4" = 1'-0"

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SIGNATURE

DSGN.	DRWN.	CHK'D.	APPD.

KEY PLAN / NOTES :

NO.	DATE	REVISIONS

PROJECT TITLE :
T-HANGAR BUILDINGS
AT
KALAELOA AIRPORT
BARBERS POINT, OAHU, HAWAII

PROJECT NO. :
AO5021-04
AIP NO. X-XX-XXXX-XX

SHEET TITLE :
EXTERIOR BUILDING ELEVATIONS, BUILDING CROSS SECTION

DATE :
2/22/08

DWG. NO. :
SHT of XX

A-2

FIGURE 1.9

2. DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS and MITIGATION MEASURES

2.1 Geology, Topography and Soils

2.1.1 Existing Environment

The Waianae Volcano created the western half of Oahu, and the Ko'olau Volcano formed the Ko'olau Range and Schofield Plateau. The former Naval Air Station is located at the edge of the Schofield Plateau on a coastal plain, which is composed of interbedded coral reef and alluvial volcanic sediments ("caprock") overlying the basalt (volcanic rock). The caprock ranges from 50 to 400 feet thick along the northern boundary of the former Naval Air Station and from 750 to 1,000 feet thick along the coast. The upper 100 feet (30 m) of caprock is marine sediment, consisting mainly of coral reef with minor layers of shell fragments and beach sands.

According to the Soil Conservation Service's "Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii" dated August 1972, Kalaeloa Airport is situated on coral outcrop (CR) with little or no soil cover. Across nearly the entire Airport, soil cover consists of a thin layer of friable, red material present in cracks, crevices, and depressions in the coral outcrop. Along the northern, western, and eastern boundaries of the Airport the soils are Mamala Stony silty clay loam. This soil type is formed in shallow alluvial deposits over the coral and is dark reddish-brown stony silty clay loam, neutral to mildly alkaline, with moderate permeability and slight to moderate erosion potential. The south shore comprises beach sand, which consists of light-colored sands derived from coral and seashells. The airfield is situated on filled land consisting of material dredged from the ocean or hauled from nearby areas, and general material from other sources.

In 1975, the US Department of Agriculture Soil Conservation Service (now Natural Resources Conservation Service) initiated a nationwide inventory of important farmlands. When completed, the inventory included three categories "prime", "unique", and "other farmlands of state-wide and local importance". This classification was later adopted by the State of Hawaii Department of Agriculture under the title "Agricultural Lands of Importance to the State of Hawaii" (ALISH).

The ALISH system defines "prime agricultural land" as lands best suited for food, forage, and timber crops. "Unique agricultural land" is defined as land other than prime, used for the production of high-value food crops. "Other agricultural land" is defined as land used for the production of food, feed, fiber and forage crops, but not classified as "prime" or "unique".

According to the January 1977 ALISH Ewa area map, the project site is not classified as "prime, unique or other agricultural land", indicating that the lands are not in the highest classification for productivity and high yield. No evidence of pre-historical, historical or modern agricultural use of the site has been documented.

2.1.2 Impacts and Mitigation Measures

Construction of the T-hangars and lease lot facilities will require subsurface excavation for placement of the foundations and footings for the various structures. Since the project site has been previously developed as a concrete aircraft parking apron, removal of the concrete will first be required. Subsurface excavation would be required to set footings and slab foundations for the buildings and structures. Excavation will also be required for the utility lines which would be placed in a trench at a depth of about 5 feet.

The subsurface work will be done by using a trenching machine or backhoe for the utility trenches. An augur could also be used to drill for the deeper footings. Excavation for the trenches and footing would not create adverse impacts to the geology and soils of this area of Oahu.

The State DOT uses 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 purpose of the seismic provisions in the IBC is primarily to safeguard against major structural failures and loss of life, not necessarily to limit damage or maintain functions. Structures are to be designed and constructed at a minimum to resist the effects of ground motion from seismic events.

The T-hangars will be designed and constructed to meet the requirements of the 2003 IBC. Compliance with the IBC will ensure that the structures can meet the seismic loadings established for the project site. This will ensure that the geological conditions at the project site do not adversely affect the building and related facilities.

2.2 Water Resources and Flood Hazard

2.2.1 Existing Environment

Surface Waters

There are no perennial streams, ponds, or other surface water resources on the project site.

The shoreline at Kalaeloa Airport is composed of terrestrial alluvium and coral limestone deposited by the ocean which forms a wedge of sediments and sedimentary rock referred to as "caprock". The caprock layer in the vicinity of the project site is approximately 250 feet thick. The uppermost layer of this caprock contains brackish groundwater which is too salty for most irrigation purposes. The lower layers contain groundwater of approximately seawater salinity.

The marine waters off of the coast from the project site are designated Class A waters, as outlined in Hawaii Administrative Rules 11-54. One of the objectives of Class A waters designation is to protect their use for recreational purposes and enjoyment.

Groundwater

The groundwater under area of the former Naval Air Station is within aquifers that are part of the Ewa aquifer system of the Pearl Harbor aquifer sector. A confined aquifer is a deep layer of basalt, as well as a shallow unconfined aquifer in the overlying caprock, and is present under Kalaeloa Airport.

This groundwater in the confined aquifer is brackish with a chloride content ranging from 250 to 1,000 milligrams per liter and considered too deep to be contaminated from the surface. According to the Federal Safe Drinking Water Act, this aquifer qualifies as a source of drinking water. However, the State has a more stringent standard for salinity and does not consider this aquifer a source for potable water use.

The shallow aquifer at Kalaeloa is brackish with chloride content ranging from 1,000 to 5,000 milligrams per liter; the water is not suitable for consumption or irrigation without desalination. This aquifer is at approximately 50 feet below ground surface along the northern boundary and at sea level along the shoreline. The aquifer is susceptible to contamination and no production wells have been developed.

Flood Hazard

The project site is located within the area covered by Panel 310, Map Number 15003C0310F and Panel 320, Map Number 15003C0320F, Flood Insurance Rate Map both dated September 30, 2004. According to these two maps, the project site is located within Zone D, "areas which flood hazards are undetermined, but possible."

In addition, Map Number 15003C0320F shows the shoreline portion of the Airport is located in Zone A, special flood hazard area subject to inundation by the 1% annual flood, and Zone AE, special flood hazard area with base flood elevation determined. The Zone AE shows a base flood of +7 feet mean sea level. The Zone AE flood elevation extends between 60 to 80 feet into the Airport property only along the shoreline.

A portion of the Airport is within the tsunami evacuation zone, as determined by City and State Civil Defense agencies. The tsunami evacuation zone depicts estimated inundation limits for all coastal areas of Oahu using available historical data. The evacuation zone designation extends about 3,000 feet from the shoreline on the western boundary and tapers to about 2,000 feet on the eastern boundary. The evacuation zone is an advisory designation meant to foster tsunami preparedness.

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 sediment control rolls, and dust screens along the perimeter of the project site, and periodic watering on exposed areas, when necessary. These measures will contain surface flows within the project site during the construction period. In addition, during construction, a crush rock pad will be used at the ingress-egress point to prevent soil and other material from being carried onto nearby streets by vehicles and equipment. Construction of the improvements and associated ground disturbing activities will not result in discharge into the waters of the United States.

In the long-term, construction of the T-hangars and lease lots will retain the same impervious characteristics as the existing concrete paved apron. Runoff from the project site will be collected in grated drain inlets and drainage injection wells for collection and disposal of rainfall runoff water. The Department of Health (DOH) regulates design and use of drainage injection wells which are permitted with approval by the DOH in areas with no municipal drainage system. Drainage injection wells are permitted at sites below (makai) the UIC line. Disposal of surface runoff within the project site will minimize adverse impacts to off-shore waters.

2.3 Hazardous Waste

2.3.1 Existing Conditions

Prior to release of the former Naval Air Station, the U.S. Navy conducted extensive hazardous waste surveys in accordance with the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA), 42 U.S.C. §9601 et seq. Existing areas of contamination needed to be identified and remediated to levels acceptable to protect human health and the environment (or have a proven, effective remediation under way).

An environmental baseline survey was performed at the former Naval Air Station to identify contaminated and uncontaminated areas. The contaminated areas identified under the Community Environmental Response Facilitation Act of 1992 (CERFA), Pub. L. 102-426, were referred to as points of interest (POIs). Three sites consisting of 5 locations were located within the Kalaeloa Airport property. Two sites consisting of 3 locations are located within the project site. According to the U.S. Navy's Final EIS,

Hangar 110, Hangar 111, and Substation S110 were identified POIs within the Kalaeloa Airport boundary. These POIs could potentially have released oil, solvents, or fuel.

One site located at the northwest boundary of the project site was identified as a transformer containing Polychlorinated Biphenyls (PCBs). The Navy's Final EIS indicates the sources have been either retrofitted (replaced with non-contaminated transformer) or retrofitted-replaced with a non-PCB dielectric fluid to flush out PCBs.

The other site consisting of 2 locations were located near Hangars 110 and 111. The Navy's Final EIS identified these sites as dry wells and stated dry wells pose no risk, and that dry well sediments exceeding hazardous waste levels were removed as part of the compliance program.

2.3.2 Impacts and Mitigation Measures

As previously discussed, lessees of T-hangars would be subject to Hawaii Administrative Rules Title 19 Department of Transportation Subtitle 2 Airports Division Chapter 17.1, Small Plane Hangar Units and Tie-Down Spaces at Public Airport (Title 19, Chapter 17.1). Specific sections of Title 19 Chapter 17.1 relate to fire safety and flammable liquids, including paints, thinners, and solvents. Title 19 Chapter 17.1 allows storage of flammable liquids if contained in approved closed metal containers of not more than five gallons. Further, use of these liquids is allowed in a designated area. Title 19 Chapter 17.1 does not allow use of gasoline for the cleaning of aircraft or aircraft parts within hangars. Also, no person shall spray paints, dopes, solvents, primers, thinners, or similar flammable materials within a hangar. Waste oil and other flammable liquid waste shall not be kept in a hangar but shall be discarded in the receptacles provided for this purpose. These rules are to protect the project site and surrounding areas from adverse impacts from use of the hazardous and flammable materials.

The project site currently includes an existing fuel facility which contains a 10,000-gallon double walled above ground fuel tank with dispensing equipment. The fuel facility is surrounded with bollards to protect against errant vehicles and aircraft. The double-walled above-ground tank with attached dispensers has a detection system to monitor leaks in between the walls. Use of double-walled, above-ground tanks will mitigate against the risk of contaminated soil and groundwater from leaks in the storage tank.

2.4 Recreation Resources

2.4.1 Existing Environment

The City and County of Honolulu Barbers Point Beach Park is located southwest of Kalaeloa Airport on a 7.390-acre parcel owned by the City. Access to the park is from the end of Olai Street. The park surrounds Germaine's Luau on two sides, north and east. Public amenities at the park include paved parking, restrooms, and showers. Access to the ocean is very difficult because the shoreline is a low limestone shelf bordered by a narrow strip of sand. The park is frequented primarily by picnickers and fishermen.

Nimitz Beach is located immediately south of the Airport.

2.4.2 Impacts and Mitigation Measures

The T-hangars and lease lots project site is not used for recreational uses open to the public. The public use of the existing recreation resources near the Airport will not be affected by construction of the T-hangars or development of the lease lots. Public access to the recreation resources will remain as currently available to the public. Thus, construction of the T-hangars and lease lots will not create adverse impacts to recreation resources.

2.5 Biological Resources

2.5.1 Existing Environment

Flora

The entire former Naval Air Station was included in botanical surveys conducted by the US Navy. According to the Navy's Final EIS, the endemic 'akoko shrub (Chamaesyce skottsbergii var. Skottsbergi), a Federally listed endangered species, occurs in an area east of Kalaeloa Airport.

There are no listed or candidate threatened or endangered botanical species as set forth by the US Department of the Interior Fish and Wildlife Service (USFWS) on the project site.

Fauna

The entire former Naval Air Station was included in the biological surveys conducted by the US Navy.

Mammalian species that may be expected to appear at the project site include the small Indian Mongoose, rats and feral cats and dogs. The project site is largely devoid of vegetation and surface water resources and does not constitute a desirable habitat for endangered or threatened bird species. It is possible that transient migratory species, such as the Pacific Golden Plover and Wandering Tattler, may appear at the project site, as the species regularly occur in other open coastal areas of Oahu. Other common bird species found throughout Oahu that may appear at the project site include Common Mynas, Red-Whiskered Bulbul, Zebra Doves, and House Sparrows.

None of these species is a listed or candidate threatened or endangered species as set forth by the USFWS.

2.5.2 Impacts and Mitigation Measures

Flora

The project site is a concrete aircraft parking apron constructed by the US Navy. No vegetation occurs on the project site. Construction of the T-hangars and lease lots will not create an adverse impact to the flora in this area of Oahu. Further, since the project site contains no listed or candidate threatened or endangered botanical species as set forth by the USFWS, construction of the T-hangars and lease lots will not have an adverse impact to threatened or endangered plant species.

As part of the Navy's transfer of the lands of the former Naval Air Station, the Navy, as a Federal agency, undertook consultation under Section 7 of the Endangered Species Act of 1973, as amended (Act) with the US Department of the Interior Fish and Wildlife Service (USFWS). As documented by the US Navy, on November 24, 1998, the Navy requested USFWS concurrence that the proposed transfer is not likely to adversely affect the Federally endangered plant species Chamaesyce skollsbergii var. skotlsbergii (akoko).

On December 1, 1998, the USFWS replied, based upon the Navy's assurance that each of the land conveyances will be made through the U.S. Department of the Interior (DOI),

the USFWS concurred with the Navy's determination that the proposed transfer is not likely to adversely affect the Federally endangered plant species Chamaesyce skollsbergii var. skotlsbergii (akoko).

Fauna

The project site is a concrete aircraft parking apron constructed by the US Navy. Thus, the project site has no vegetation that could be usable habitat for bird species. The project site contains no listed or candidate threatened or endangered faunal species as set forth by the USFWS. Thus, construction of the T-hangars and lease lots will not have an adverse impact on threatened or endangered faunal species.

As part of the Navy's transfer of the lands of the former Naval Air Station, the Navy also undertook consultation with the USFWS regarding the endangered Hawaiian black-necked stilt (Himantopus mexicanus knudseni). On November 3, 1998, the USFWS noted the sites supporting the endangered Hawaiian black-necked stilt (Himantopus mexicanus knudseni) will be transferred to the USFWS and concurred with the Navy that the transfer of surplus Naval property to the State of Hawaii for redevelopment is not likely to adversely affect these species.

On September 16, 1998, the Navy also consulted with the US Department of Commerce National Marine Fisheries regarding the Federally listed green sea turtle which are known to frequent the area offshore. However, the beaches of the former Naval Air Station are not known to be turtle nesting habitations. On November 25, 1998, the National Marine Fisheries concurred that the transfer is not likely to adversely affect listed species or critical habitat under the jurisdiction of the National Marine Fisheries Service, provided that any changes or improvements associated with the conveyance that increase potential storm water runoff over existing conditions, undergoes Section 7 evaluation at the appropriate time.

2.6 Traffic

2.6.1 Existing Environment

The main entrance to the Airport is from the north via Fort Barrette Road, which connects to the H-1 Freeway, the main regional thoroughfare in the area. Fort Barrette Road intersects with Franklin D. Roosevelt Road (which runs along the entire northern

boundary of the former Naval Air Station). Fort Barrette becomes Enterprise Road south of Franklin D. Roosevelt Road and continues onto the entrance of Kalaeloa Airport.

Vehicle parking is available in a lot adjacent to the air traffic control tower, in a large lot near Hangar 110 and Hangar 111, and smaller lots along Midway Road.

2.6.2 Impacts and Mitigation Measures

Short-term traffic impacts related to T-hangar and lease lots construction activities will occur while equipment and materials are moved to the project site. However, this traffic will be local, short-term, and consistent with the industrial character of the nearby land uses. In addition, the construction of the T-hangars and development of the lease lots will be phased over time and be dependent of funds available for construction. Thus, construction of the improvements should not create an adverse impact to traffic.

Traffic studies were undertaken as part of the Naval Air Station Barbers Point Redevelopment Master Plan. These studies contain estimates of the vehicle traffic that would be generated by the future uses at the former Naval Air Station, which included Kalaeloa Airport and various other land uses set forth in the Redevelopment Master Plan. The traffic estimates indicate that Kalaeloa Airport and the US Coast Guard facilities, south of the Airport, would generate approximately 3,260 vehicle trips per day. According to the Redevelopment Master Plan, these estimates were derived using standard trip-generation factors.

The Master Plan stated Airport-related traffic would amount to approximately 3,260 vehicle-trips per day. This is approximately 6.5 percent of the total number of daily vehicle-trips estimated to be generated by the proposed uses on the entire redeveloped area outside the boundaries of the Kalaeloa Airport. It is only 16 percent of the 19,900 daily vehicle-trips estimated from the West Reuse Area in which the aviation facilities would be located.

Estimates contained in the Master Plan report indicate that traffic from the proposed aviation activities would be an even smaller percentage of the peak hour traffic. Thus, development of the T-hangars and lease lots would not contribute significantly to overall

traffic in the area. The report stated, aviation-related traffic would be significantly lower than it has been for the past several decades.

2.7 Air Quality

2.7.1 Existing Environment

Federal ambient air quality standards (AAQS) have been established by the U.S. Environmental Protection Agency (EPA) for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), lead (Pb), ozone (O3), and concentrations of particulate matter less than 10 microns (PM10) and 2.5 microns (PM2.5). A summary of the federal and Hawaii ambient air quality standards that apply to the Kalaeloa Airport area is presented in Table 2.1.

Since 2003, the State has been participating in the National $PM_{2.5}$ speciation monitoring program. Additionally, a State standard has been established for hydrogen sulfide (H_2S) primarily associated with geothermal and volcanic activity since there are no federal standards for this pollutant. For selected criteria pollutants, the State of Hawaii has established State ambient air quality standards that are somewhat more stringent than the Federal standards. The State standards are set forth in Title 11, Chapter 59, Hawai'i Administrative Rules (HAR) as indicated in Table 2.1.

The State of Hawaii operates a network of air quality monitoring stations around the State. There are six quality monitoring stations on the island of Oahu. The State DOH's nearest air quality monitoring station is located in Kapolei at the entrance to Campbell Industrial Park south of Kapolei Fire Station. This station monitors CO, NO2, SO2, PM10 and PM2.5.

Due to the prevailing tradewinds, air quality at the project site is generally good. There are industrial sources of air pollution nearby related to petroleum refineries and the H-power generation plant. The pollutant levels remain well below both State and Federal ambient air quality standards for all pollutants monitored. The State DOH's 5-year trends of air quality data for PM10, PM2.5, SO2, NO2, O3, and CO from 2003 to 2007 indicate levels are within standards which further confirm this determination (State DOH, October 2008).

Table 2.1
State and Federal Ambient Air Quality Standards

Air Pollutant	Averaging Time	Hawaii AAQS	Federal (NAAQS)	
			Primary	Secondary
Carbon Monoxide (CO)	1-hour	9 ppm	35 ppm	--
	8-hour	4.4 ppm	9 ppm	--
Lead (Pb)	Quarterly	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$
Nitrogen Dioxide (NO_2)	Annual	0.04 ppm	0.053 ppm	0.053 ppm
Ozone (O_3)	8-hour	0.08 ppm	0.075 ppm	0.075 ppm
Particulate Matter ≤10 micrometers in diameter (PM_{10})	Annual	50 $\mu g/m^3$	--	--
	24-hour	150 $\mu g/m^3$	150 $\mu g/m^3$	150 $\mu g/m^3$
Particulate Matter ≤2.5 micrometers in diameter ($PM_{2.5}$)	Annual	--	15 $\mu g/m^3$	15 $\mu g/m^3$
	24-hour	--	35 $\mu g/m^3$	35 $\mu g/m^3$
Hydrogen Sulfide (H_2S)	1-hour	0.025 ppm	--	--
Sulfur Oxides (SO_2)	Annual	0.03 ppm	0.03 ppm	--
	24-hour	0.14 ppm	0.14 ppm	--
	3-hour	0.50 ppm	--	0.50 ppm

Source: State Department of Health, 2008.

2.7.2 Impacts and Mitigation Measures

Potential short-term adverse air-quality impacts during the construction phase include: 1) generation of fugitive dust from, demolition, soil excavation and vehicle movements; 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. 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 constructed, aircraft that are expected to use the T-hangars and lease lots at Kalaeloa Airport are currently based at Honolulu International Airport. These aircraft would be expected to encounter lower levels of delay at Kalaeloa Airport than if they were to continue to operate at Honolulu International Airport. Consequently, shifting general aviation activities to Kalaeloa Airport will lower overall emissions by these aircraft.

Further, emissions from aircraft using Kalaeloa Airport and from vehicle-trips related to airport activities will also be lower than historical emissions from aircraft and vehicle operations during the period when the former Naval Air Station was in operation. The ambient air quality conditions in the vicinity were not an issue during that time and reduced emissions from aviation activities at Kalaeloa Airport would not create an adverse impact to air quality in this area of Oahu.

2.8 Noise

2.8.1 Existing Environment

Noise is usually defined as unwanted sound, a definition that includes both the psychological and physical nature of the sound. Under certain conditions, noise may cause hearing loss, interfere with human activities at home and work, and may affect human health and well-being in various ways.

Different sounds have different frequency content. The human ear is not equally sensitive to sound at all frequencies. To account for this variability, a frequency-dependent adjustment called "A-weighting" has been developed so that sound can be measured in a manner similar to how the human ear responds. Sound and its effect on a human population are measured in the unit of A-weighted sound level or dBA. The use of A-weighted sound levels has been found to correlate well with people's judgments on the noisiness of different sounds. For example, 65 dBA is equivalent to normal speech at a distance of three feet.

Another descriptor, the day-night averaged noise level or DNL, was developed to evaluate the total daily community noise environment. DNL is the energy average A-weighted acoustical level for a 24-hour period with a 10 dB upward adjustment added to the nighttime levels (10:00 p.m. to 7:00 a.m.). This adjustment is an effort to account for the increased sensitivity of most people to noise in the quiet nighttime hours. DNL has been adopted by federal agencies including the Department of Defense, U.S. Environmental Protection Agency, the Federal Aviation Administration (FAA), and the Department of Housing and Urban Development as the accepted unit for quantifying human annoyance to general environmental noise.

The FAA has established land use compatibility criteria for various types of land uses and noise exposure levels as measured by DNL descriptor. For the purposes of determining noise acceptability for funding assistance from Federal agencies, including the FAA, an exterior noise level of 65 DNL or lower is considered acceptable.

The following discussion is based on the *Kalaeloa Airport Master Plan* and the U.S. Navy's EIS. The predominant source of noise is aircraft performing takeoff and landing operations at Kalaeloa Airport. The most recent noise study was for the former Naval Air Station in the *1989 Naval Air Station Barbers Point Air Installations Compatible Use Zones (AICUZ) Noise Contours and Supporting Data*. That study reflected the noise impacts associated with 1987 aircraft operations at the former Naval Air Station and Honolulu International Airport. Based on the 1989 AICUZ noise contours, noise levels range from over 80 DNL on and immediately adjacent to the runways, to 55 DNL approximately 8,000 feet from the sides of the runways. Several U.S. Navy housing and support facilities occur within the 60 DNL contour, which means the populations may be exposed to sound levels greater than 60 DNL.

Studies as part of the *Kalaeloa Airport Master Plan* show, between aircraft flyby events, background ambient noise levels are typically less than 55 dBA. These levels may decrease to levels less than 40 dBA during calm wind periods at locations which are removed from motor vehicle traffic, surf noise, or developed areas.

Aircraft noise events are typically as they are louder than the background ambient noise levels during an aircraft flyby event. Average background ambient (non-aircraft) noise levels measured at Site P, (south of Renton Road, along the northern boundary of the former Air Station) was 50 Leq. (The equivalent sound level (Leq) is the energy

produced by these sound pressures and averaged over a defined period of time. The day-night average sound level (DNL) is commonly used for measuring environmental noise in general and for relating the acceptability of the noise environment for various land use.) This measured value is typical of vacant or undeveloped land areas which are removed from major roadways or highways. This background ambient level is relatively low and compatible for noise sensitive land uses.

The number of aircraft operations at the former Naval Air Station had decreased 24 percent between 1987 and 1993. While the noise impacts are not only a function of the number of aircraft, a decline of this magnitude would be expected to cause a decrease in noise levels.

2.8.2 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 are not anticipated to be significant as the project site and much of the surrounding land uses are considered airport or industrial related. In addition, since construction will take place during day-time hours, evening activities in the surrounding areas will not be affected.

Once construction has been completed, aircraft operations, including those from aircraft using the T-hangars and lease lots, would create noise impacts to lands near Kalaeloa Airport. These noise levels were estimated during the preparation of the Kalaeloa Airport Master Plan and were also included in the Navy's Final EIS.

As discussed in those documents, aircraft noise levels were estimated based on annual aircraft operations by aircraft type. These data, compiled during the former Naval Air Station reuse planning process, used reviews of historical and forecast general aviation activity on Oahu, aircraft owner surveys, interviews with the commercial aviation and fixed base operators, and input from the U.S. Coast Guard and Hawaii National Guard.

A summary of the aircraft operations in 1993 and projected through the year 2020 was used as the basis to forecast aircraft operations at Kalaeloa Airport. The forecast show a total of 203,600 aircraft operations in 2020, including 21,900 annual operations for the University of Hawaii's aviation training center. The aircraft operations and the FAA Integrated Noise Model, modified to account for Airport user inputs, including airport runway configurations, runway uses, flight tracks, average daily frequency of aircraft operations and types, arrival and departure routes, resulted in a map showing noise contours from aircraft operations at Kalaeloa Airport, which was included in the Navy EIS. Figure 2.1 shows the noise contours from Navy EIS.

The noise model also used the DOT's Airport Layout Plan showing 8,000 feet for Runway 4R-22L, the inland-most 4,500 feet for Runway 4L-22R, and 6,000 feet for Runway 11-29 as the State-preferred alternative. The 8,000-foot runway would accommodate the requirements of the commercial airlines and the military for designation as an alternate landing site. The 4,500-foot runway would be used by general aviation aircraft operations; the 6,000-foot crosswind runway would be used for takeoffs over the ocean on Runway 11 and landings over the ocean on Runway 29. This alternative included the U.S. Coast Guard and Hawaii National Guard, in addition to the general aviation fixed-wing and helicopter aircraft. Figure 2.1 shows that the significant noise level of 60 DNL would not affect residential or other noise-sensitive areas. With the exception of a small area to the southeast of the former Naval Air Station property, none of the noise levels equal or exceed 60 DNL outside of the former Naval Air Station property boundaries.

The noise contours produced by the Integrated Noise Model (INM) for Kalaeloa Airport aircraft operations combined with the aircraft approaching Runway 8L at Honolulu International Airport were overlain with 2020 land use forecast.

The noise model assumptions were that, only small, single-engine, general aviation aircraft would use the northeast flight track corridor over the proposed north-south road towards H-I Freeway. This generalized route would be used for both departures to, and arrivals from, the H-I/Central Oahu area. The departing and arriving aircraft would be separated both horizontally and vertically in accordance with FAA approved procedures.

The twin-engine, small, general aviation aircraft would be routed to the south and below the Honolulu International Airport Class B airspace for flights to and from the east. No

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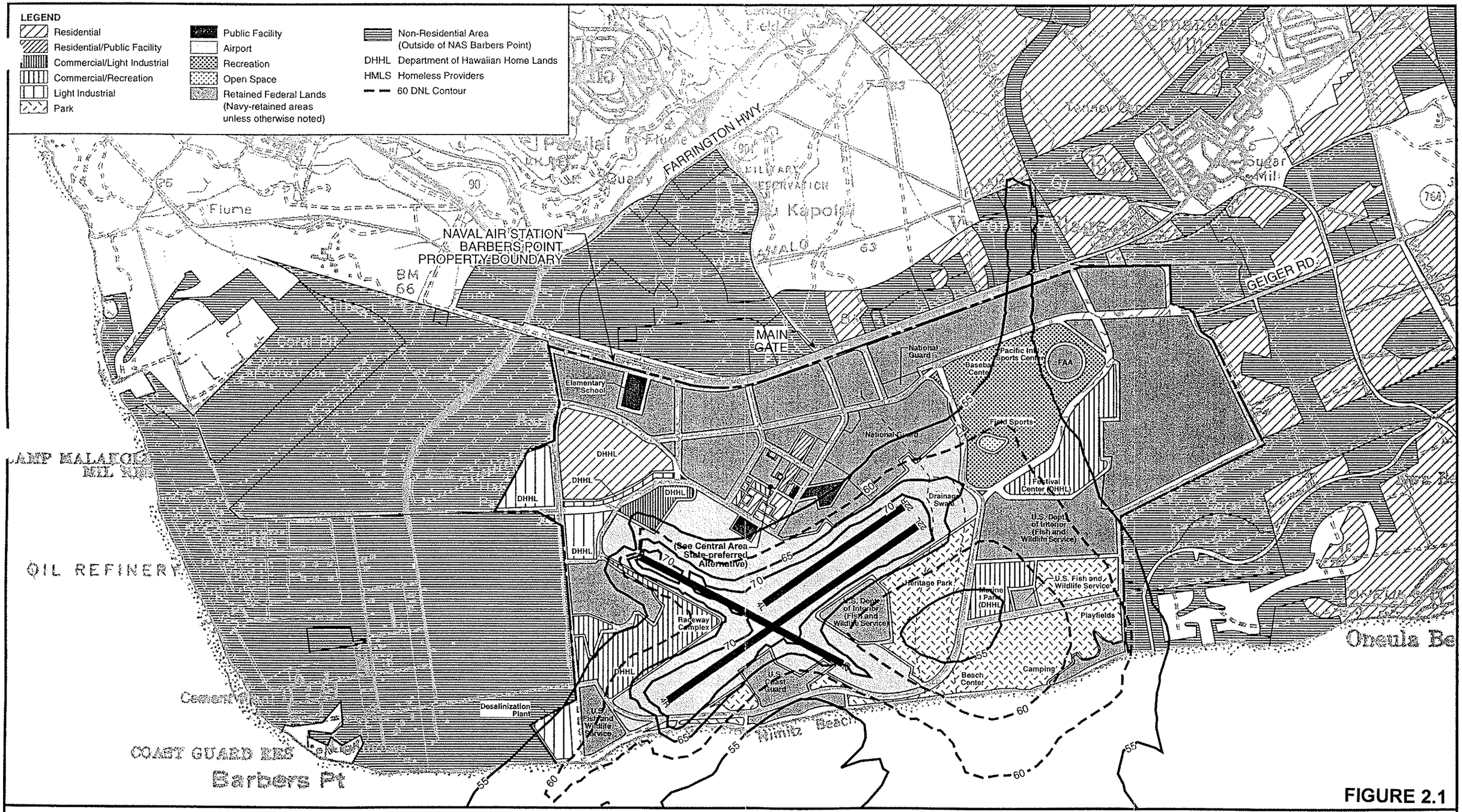


Sources: NASBP Land Use: Helber Hastert & Fee Planners (December 1997);
Federal Retention Areas: PACNAVFACENGCOM (September 28, 1998);
Land Use Outside of NASBP: The Estate of James Campbell, Kapolei Area Long Range Master Plan, October 1997;
Noise Contours: Aries Consultants Ltd. (March 1998);
Base Map: USGS Topographic Map of the Island of Oahu (1970).

FIGURE 2.1

NOISE CONTOURS:
2020 STATE-PREFERRED ALTERNATIVE

EIS for the Disposal and Reuse of
Naval Air Station Barbers Point, Hawaii

general aviation departures and arrivals are assumed over the H-l/Kapolei Boulevard corridor to and from the northwest.

Runway 11-29 would be used for only two purposes. The first is for takeoffs on Runway 11 by itinerant US Coast Guard, Hawaii Air National Guard, and twin-engine general aviation aircraft in tradewind conditions. The second is for landings on Runway 29 by these aircraft in Kona wind conditions. For this reason, there should be less risk of adverse noise impacts associated with the itinerant aircraft operations along the northeast ingress/egress corridor.

With the exception of a few acres of "preservation" land on the southwest corner of the adjacent Ewa Marina site, the 60 DNL contour is entirely within the boundaries of the former Naval Air Station.

With one exception, the 65 DNL contour is entirely within the Kalaeloa Airport boundaries approved by the Naval Air Station Barbers Point Redevelopment Commission. The exception occurs along the southwest side of Runway 4R-22L, where the 65 DNL contour extends about 200 feet into the former commercial recreation raceway complex planned by the Department of Hawaiian Home Lands for that location.

Except for the existing beach cottages within the former Naval Air Station, there are no planned noise-sensitive land uses between the 60 DNL and 65 DNL noise contours. The forecast aircraft noise levels in the cottages and other beach recreational areas with Kalaeloa Airport are well below the levels experienced while the former Naval Air Station was in operation. The 55 DNL contour does not extend into any noise-sensitive areas the Airport boundary.

Since Honolulu International Airport lies in close proximity to Kalaeloa Airport, aircraft operations from both airports have been considered in the noise evaluation. When compared with the 60 DNL contour for the baseline condition, noise levels with Kalaeloa Airport aircraft operations would decrease and the 60 DNL contour area of impact would be significantly smaller.

2.9 Archaeological Resources

2.9.1 Existing Environment

As part of the Navy's Final EIS, extensive documentation was undertaken of archaeological resources and historic structures. The Final EIS documented 62 archaeological sites on surplus lands that are eligible for listing in the National Register of Historic Places (NRHP). None of these sites is located within Kalaeloa Airport or the project site.

The project site has been altered by historic and modern land use including grading and grubbing of perhaps 85 percent of the site. Based on ethnographic accounts and past archaeological investigations in the vicinity, prior to extensive historic and modern land alteration, the project site would have possibly yielded the remnants of traditional Hawaiian temporary habitations used during forays for marine resources. Evidence of opportunistic seasonal agriculture and possibly burials would also have been likely. With the spread of Western land use in the 19th century, the project area may have been used for ranching, then for intensive military use as part of the Barbers Point Naval Air Station beginning in the 1930's.

According to the Navy's Final EIS, a total of 12 individual structures within Kalaeloa Airport have been determined to be eligible for listing on the National Register of Historic Places (NRHP). They include the air traffic control tower (Building 4), two large hangars (Hangars 110 and 111), the current DOT basyeard facility (Building 115), and a total of 8 ready magazines (7 adjacent to the hangars and one adjacent to Building 115). Since the time of the Navy's Final EIS, the Air Traffic Control Tower, Hangars 110 and 111 have been placed on the National Register.

2.9.2 Impacts and Mitigation Measures

As previously discussed, none of the archaeological sites are found within the Airport and three structures at the Airport have been placed on the National Register. Thus development of the T-hangars and the lease lots would not have an adverse affect on archaeological resources. On April 16, 2009, as part of the pre-assessment consultation of this Draft EA, the State of Hawaii Department of Land and Natural

Resources State Historic Preservation Division (SHPD) replied there will be "no effect" to historic resources for the proposed project. Appendix A contains the SHPD letter.

In addition, the construction documents will include: "should historic sites such as walls, platforms, pavements and mound, or remains such as artifacts, burials, concentration of charcoal or shells are encountered during construction work, work shall cease in the immediate vicinity of the find and the find shall be protected from further damage. Immediately contact the State Historic Preservation Division (1 808-692-6015), which will assess the significance of the find and recommend appropriate mitigation measure, if necessary."

Development of the T-hangars and lease lots does not involve construction or alterations which could affect the 12 structures within Kalaeloa Airport determined to be eligible for listing on the National Register of Historic Places (NRHP). Thus, development of the T-hangars and lease lots would not affect historic structures on Kalaeloa Airport.

2.10 Cultural Impact Assessment

2.10.1 Existing Environment

As previously discussed, the project site may have been used for ranching, then for intensive military use as part of the Barbers Point Naval Air Station beginning in the 1930's. During the period of use by the US Navy, the project site was developed as a concrete aircraft parking apron, a use which continued until Kalaeloa Airport was transferred to the DOT.

2.10.2 Impacts and Mitigation Measures

The project site has been used for aviation and aircraft-related use for over 60 years or more. During this period, public access to the project site would have been limited by the US Navy. Further, all uses and activities would have been restricted to military purposes. In the future, uses of the project site will be limited by the DOT to activities permitted by the Hawaii Administrative Rules Title 19 Department of Transportation Subtitle 2 Airports Division Chapter 17.1, Small Plane Hangar Units and Tie-Down Spaces at Public Airport. Thus, most likely, the exercise of native Hawaiian rights, or

any ethnic group, related to gathering, access or other customary activities will not be affected by the construction of the T-hangars and lease lots.

2.11 Infrastructure

2.11.1 Water

2.11.1.1 Existing Conditions

The water distribution system in Kalaeloa Airport is currently owned and operated by the U.S. Navy and serves all existing facilities at Kalaeloa Airport.

According to the Kalaeloa Airport Master Plan, the Barbers Point Well, the primary source of potable water used at Kalaeloa Airport, is located approximately three miles north of the Airport. This well has the capacity to pump approximately 4.6 million gallons per day.

There are two reservoirs located approximately two miles from the Airport each with a capacity of 1.0-million gallons. Water from the wells is chlorinated and fluoridated in a small structure located near the reservoirs prior to transmission and distribution.

Water is conveyed from the reservoirs to Kalaeloa Airport by a 24-inch diameter transmission main. The potable distribution system consists of underground pipes ranging from 6 inches to 24 inches.

2.11.1.2 Impacts and Mitigation Measures

Fire protection for the buildings will include fire hydrants on the exterior of the T-hangars. For the lease lots, the design plans will account for the fire flow and fire hydrant requirements related to the specific facilities and structures in each area. As part of the building permit process, plans will be submitted to the City and County of Honolulu Fire Department for review to ensure the facilities meet the requirements of the applicable City codes, including the Uniform Fire Code.

Water use related to the T-hangars will be from the restrooms and the office area of each row of T-hangars. The individual T-hangar will not be supplied with a connection

to the water system. The Kalaeloa Master Plan estimated the water usage will be about 3,000 gallons per day. This usage should not create an adverse impact to the water system or to the water source.

2.11.2 Sewer

2.11.2.1 Existing Conditions

Wastewater from the Airport is collected by a system of gravity sewers and wastewater pump stations and conveyed to the City and County of Honolulu's nearby Honouliuli Wastewater Treatment Plan (WWTP) for treatment and disposal. The wastewater is handled under a contract between the Navy and the City and County. The Navy has purchased 2.26 million gallons per day (mgd) of treatment capacity at the WWTP; the current wastewater allocation to the Base is 1.5 mgd, and the present flow ranges from 0.4 to 0.7 mgd.

According to the Kalaeloa Airport Master Plan, a 1992 analysis of the gravity mains in the system concluded that they are in generally good condition. However, it noted that the rungs in many of the manholes are badly corroded and will need to be replaced soon. The Master Plan also noted that sewers are only marginally adequate in sewer manholes 34 through 42 (SMH 34 through SMH 42); it noted that the capacity is exceeded infrequently, however, and concluded that no corrective action was necessary. None of these marginally adequate lines serve areas used for airfield-related activities. The evaluation of the wastewater pump stations in the system concluded that they were generally serviceable and adequate for the present flows.

2.11.2.2 Impacts and Mitigation Measures

Wastewater from the project site will be collected by a series of underground lines from the restroom and office areas of the T-hangars. A 2-1/2-inch sewer force main and low pressure pump station will be used to pump flows to new 8-inch sewer line located on Midway Road. The 8-inch line would connect to an existing 18-inch line along Midway Road. Flows from this system are routed to the City and County of Honolulu Honoluilui Wastewater Treatment Plant for treatment and disposal.

Flows from the lease lots can also use the 2-1/2-inch line to pump flows to the existing line on Midway Road. Additional low pressure pump stations may be needed to service the lease lots.

Based on the expected water usage, the wastewater flows to the Honouliuli Wastewater Treatment Plant would not be significant.

2.11.3 Drainage

2.11.3.1 Existing Conditions

For the most part, surface runoff at the Airport is currently handled through an extensive system of swales, underground pipes, and dry wells. With the exception of small amounts of runoff that may enter the Pacific Ocean as overland flow, storm flows from the Airport is disposed of entirely on-site. The 1994 Environmental Baseline Survey conducted as part of the Navy's CLEAN (Comprehensive Long-Term Environmental Action Navy) Program estimated that the existing stormwater disposal system consists of over 200 dry wells. These consist of bored or drilled shafts ranging from 8 inches to 8 feet in diameter and having depths of from 6 to 60 feet.

According to the Kalaeloa Airport Master Plan, stormwater runoff and washdown water from Hangar 110, Hangar 111, and the former underground fuel farm near Taxiway P enter catch basins then are piped underneath the runways and discharged to an earthen stormwater drainage ditch north of the U.S. Coast Guard facility on the south side of the runways. Water discharged to the drainage ditch reportedly either enters the dry wells located in the bottom of the trench or infiltrates the ground surface.

The State of Hawaii Department of Health Safe Drinking Water Branch manages and controls the Underground Injection Control (UIC) program. The purpose of the UIC program is to protect the quality of Hawaii's underground sources of drinking water from chemical, physical, radioactive, and biological contamination that could originate from injection well activity. Underground Injection Wells are wells used for injecting water or other fluids into a groundwater aquifer. DOH Administrative Rules, Title 11, Chapter 23 provides conditions governing the location, construction, and operation of injection wells so that injected fluids do not migrate and pollute underground sources of drinking water.

The DOH uses a UIC line to identify locations where underground injection wells will be allowed. Sites below (makai) of the UIC line are allowed to use injection wells to dispose surface runoff, as the underlying aquifer is not considered drinking water source. The Kalaeloa Airport, including the project site, is located below (makai) of the UIC line.

2.11.3.2 Impacts and Mitigation Measures

The project site will be designed to direct stormwater runoff to a series of grated drain inlets and underground pipes, and then to underground injection wells for disposal. Use of underground injection wells are allowed at the Airport, including at the project site, under the DOH UIC program. Thus, development of the drainage systems for the T-hangars and lease lots will not create an adverse impact to aquifers and groundwater resources.

2.11.4 Electrical

2.11.4.1 Existing Conditions

Electrical power for the Airport is provided by the Hawaiian Electric Company (HECO) through a distribution system consisting of overhead and underground lines. The primary distribution is via 11.5 KV, 3-phase circuits. Transformers at various locations reduce this voltage to 120/240 volt single-phase, three-wire circuits used to supply individual structures. HECO's generating capacity and the transmission and distribution system is adequate at the present time.

2.11.4.2 Impacts and Mitigation Measures

As part of the Pre-Assessment consultation of this EA, HECO has been apprised of the project and has asked to be kept informed during the planning process. They will evaluate the project's impact on their system as it develops. No significant impact from the project on electrical service is anticipated.

2.12 Visual Considerations

2.12.1 Existing Conditions

The project site is a relatively flat concrete aircraft parking apron. The project site has no vegetation and does not have any significant aesthetic features. The project site is south of Midway Road, the main roadway that provides access to the western and southern portions of the Airport. The general visual character of the Airport and the former Naval Air Station reflects industrial and former military use of the lands. The facilities and structures are functional, without extensive enhancements to the exterior finishes or features. The buildings also reflect the industrial-type character of former military facilities constructed by the Navy.

2.12.2 Impacts and Mitigation Measures

The primary visual impact of the T-hangars would be to the general public who visit the Kalaeloa Airport. The closest public roadway would be Midway Road which forms the northern boundary of the Airport. However, from Midway Road, the closest T-hangars would be about 1,000 feet from the roadway. This distance and the relatively low height of the structures (about 22'-3" at the center of the roof ridge) means travelers on Midway Road would see a series of low buildings in the distance. This impact would be mitigated as the buildings are sited approximately perpendicular to the Midway Road so that travelers would primarily see the end elevations of the T-hangar buildings, not the side elevations.

The lease lots would be located closer to Midway Road. The project site plan shows these lots would also be approximately perpendicular to the Midway Road so that buildings constructed on lots would also present end elevations. This would mitigate adverse visual impacts to travelers on Midway Road.

2.13 Federal Environmental Clearances

The Kalaeloa Airport development will use funds provided by the FAA. The following sub-sections address the proposed project's relationship to other Federal authorities.

2.13.1 Archaeological and Historic Preservation Act of 1974 (16 USC Section 461)

The declaration of national policy set forth in 16 USC 461 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. "

Aviation activity at Barbers Point began in the 1930's with the establishment of an emergency landing field in Ewa to support the airfield at Ford Island. According to the Navy's Final EIS, a total of 12 individual structures within Kalaeloa Airport have been determined to be eligible for listing in the National Register of Historic Places (NRHP). They include the air traffic control tower (Building 4), two large hangars (Hangars 110 and 111), the current DOT basyeard facility (Building 115), and a total of 8 ready magazines (7 adjacent to the hangars and one adjacent to Building 115). Since the preparation of the Final EIS, the Air Traffic Control Tower, Hangars 110 and 111 have been placed on the National Register.

Previous agricultural and military airfield related uses have displaced any former uses such that there are no known archaeological features within Kalaeloa Airport and at the project site. As stated in Section 2.10, the DOT has consulted with the State of Hawaii Historic Preservation Division (SHPD). On April 16, 2009, as part of the pre-assessment consultation of this Draft EA, the State of Hawaii Department of Land and Natural Resources State Historic Preservation Division (SHPD) replied there will be "no effect" to historic resources for the proposed project. Appendix A contains the SHPD letter.

Construction of the T-hangars and lease lots will not affect the 12 historic structures. The project site is located about 800 feet from Hangar 111, the closest structure to the project site.

2.13.2 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.

Due to the prevailing tradewinds, air quality at the project site is generally good. However, there are industrial sources of air pollution nearby related to petroleum refineries and the H-power generation plant. The pollutant levels remain well below both State and Federal ambient air quality standards for all pollutants monitored. The State DOH's 5-year trends of air quality data for PM_{10}, $PM_{2.5}$, SO^2, $NO^{2,}$ O^3, and CO from 2003 to 2007 indicate levels are within standards which confirm the air quality of the area.

Grading and excavation will be required for construction of the T-hangars and lease lots. Construction activities must comply with the Department of Health Air Pollution Control rules with respect to fugitive dust during construction.

Emissions from the construction vehicles will slightly degrade air quality for the short period of time they are in operation. However, all applicable emission and ambient air quality standards will continue to be met. Consequently, no adverse health effects from this source are anticipated.

The electrical power consumed in the operation of the T-hangars and lease lots will not require additional power generation. Thus, additional fuel consumption and gaseous emissions from the power generation will represent a small portion of total power use on Oahu.

2.13.3 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, including use of 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 US 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 T-hangars and lease lots project site is located about 4,500 feet inland from the shoreline on the southern coast of Oahu. Thus, development of the T-hangars and lease lots will not involve construction of facilities along coastal barriers.

2.13.4 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, 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 CZM 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 T-hangars and lease lots project site is located about 4,500 feet from the coastline and not located within the City and County of Honolulu SMA. The T-hangars and lease lots do not involve the placement, erection, or removal of materials near the coastline. Activities at the T-hangars and lease lots 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 will be provided to the Office of Planning, which is 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.

2.13.5 Endangered Species Act (16 USC 1536(A)(2) and (4))

The Endangered Species Act (16 USC 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.

Interagency Cooperation, 16 USC Section 1536, 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 2.6, the US Navy's flora and fauna surveys did not locate any plant or animal species currently listed or proposed for listing as endangered or threatened species within Kalaeloa Airport or at the T-hangars and lease lots project site.

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.

2.13.6 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.

Kalaeloa Airport was opened on July 1, 1999 and has been open to the public since that time. The T-hangars and lease lots project site is located within Kalaeloa Airport and the environmental effects will primarily be related to construction activities near the project site. The lands and properties surrounding the Airport will not be subject to adverse environmental effects during construction or operation of the T-hangars and lease lots. Thus, based on these considerations, the T-hangars and lease lots will not

result in a disproportionately high adverse human health or environmental effect on minority and low income populations.

2.13.7 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 project site is shown in Flood Insurance Rate Map Panel 310, Map Number 15003C0310F and Panel 320, Map Number 15003C0320F, both dated September 30, 2004. According to these two maps, the project site located within Zone D, "areas which flood hazards are undetermined, but possible."

2.13.8 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 project site. Further, no conditions were observed which would classify the project site as a wetland.

Copies of the Draft EA will be sent to the US Department of the Army Honolulu District and to the US Fish and Wildlife Service, Pacific Island Eco-Region for environmental review for this project.

2.13.9 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.

As discussed in Section 2.3, the project site occupies an area of about 54.37 acres of lands previously developed by the US Navy for an aircraft parking apron. Lands within the former Naval Air Station, including the Kalaeloa Airport, have not been used for agricultural production since the 1930's.

2.13.10 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 documented in Section 2.2, the project site does not contain surface water resources. Thus, construction of the T-hangars and lease lot will not result in a diversion of any water body and will not result in impacts on fish or wildlife resources.

Copies of the Draft EA will be sent to the US Fish and Wildlife Service and the State Department of Land and Natural Resources for review and comment.

2.13.11 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 (SHPD) acts for the Advisory Council to undertake this review process. The SHPD must concur that the proposed project will have "no effect" on historic properties.

Previous airport uses have displaced any former uses such that there are no known archaeological or historic features at the project site. As stated in Section 2.10, the DOT has consulted with the SHPD. On April 16, 2009, as part of the pre-assessment consultation of this Draft EA, the State of Hawaii Department of Land and Natural Resources State Historic Preservation Division (SHPD) replied there will be "no effect" to historic resources for the proposed project. Appendix A contains the SHPD letter.

In addition, the construction documents will include: "should historic sites such as walls, platforms, pavements and mound, or remains such as artifacts, burials, concentration of charcoal or shells are encountered during construction work, work shall cease in the immediate vicinity of the find and the find shall be protected from further damage. Immediately contact the State Historic Preservation Division (1 808-692-6015), which will assess the significance of the find and recommend appropriate mitigation measure, if necessary".

Development of the T-hangars and lease lots does not involve construction or alterations which could affect the 12 historic structures within Kalaeloa Airport. Thus,

development of the T-hangars and lease lots would not affect historic structures on Kalaeloa Airport.

Copies of the Draft EA will be sent to the SHPD ensure compliance with the statutes.

2.13.12 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 station project site. Development of the T-hangars and lease lots does not have the potential to affect the hydrology, water quality, or aquatic resources. Thus, T-hangars and lease lots project is consistent with the provisions of the Wild and Scenic Rivers Act.

2.13.13 US Department of Transportation Act Section 4 (F); (49 USC Section 303)

The Department of Transportation (DOT) Act of 1966 Section 4(f) included specific provisions providing special protection to publicly owned parks, recreational areas, wildlife and waterfowl refuges, and all historic sites. In 1983, the DOT Act was codified and Section 4(f) became 49 USC Section 303. (Note, some documents still use the term Section 4(f) when referring to this issue.) Under Section 303, the DOT may approve a project requiring the use of publicly owned land of a park, recreation area, or wildlife and waterfowl refuges, or historic site, only if there is no prudent and feasible alternative to using that land, and the project includes all possible planning to minimize harm to the park, recreation area, wildlife refuge, or historic site.

Kalaeloa Airport and the project site are not located on public property under the jurisdictional authority of 49 USC Section 303.

2.13.14 Department of Army Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Federal Water Pollution Control Act (33 USC 1341)

The Department of the Army Corps of Engineers (COE) regulates activities in the nation's waters. Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) prohibits the obstruction or alteration of navigable waters of the U.S. without a permit from COE. Navigable waters of the U.S. means those waters that are subject to the ebb and flow of the tide shoreward of the mean high water mark and/or presently used, or have been used in the past or may be susceptible to use to transport interstate or foreign commerce.)

Section 404 of the Federal Water Pollution Control Act (33 USC 1341), commonly called the Clean Water Act, prohibits the discharge of dredged or fill material into waters of the U.S. without a permit from the COE. (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.) A structure is considered fill material along with other fill or dredged materials placed in the waters of the U.S. COE permits continue in effect until they automatically expire or are modified, suspended, or revoked. The permit will specify time limits for completing the work and may also specify a date by which the work must be started.

As discussed Section 2.2, there are no surface water resources on the project site. Development of the T-hangars and lease lots project site does not have the potential to affect the waters of the U.S.

3. RELATIONSHIP to PLANS, POLICIES and CONTROLS

3.1 State of Hawaii

3.1.1 Hawaii State Plan

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. Development of the T-hangars and lease lots at Kalaeloa Airport supports and is consistent with the following State Plan objectives and policies:

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

> *(b) (6) Encourage transportation systems that serve to accommodate present and future development needs of communities.*

Since the concept of the second city in Kapolei, it has long been understood that facilities would be required to support the projected growth in population in the Ewa region. As the second urban center continues to grow, facilities to accommodate a variety of activities, including aviation activities will become increasingly important as the area develops. The T-hangars and lease lots will provide facilities to fulfill these needs.

3.1.2 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 Kalaeloa Airport is located in the Urban District and will be consistent with the Urban classification.

3.1.3 Kalaeloa Master Plan

In July 2002, Act 184 of the 2002 Hawaii State Legislature (SB 2702, SD2, HD2, CD1) transferred redevelopment responsibility for Kalaeloa from the Naval Air Station Barbers Point Redevelopment Commission to the Hawaii Community Development Authority (HCDA). HCDA assumed responsibility for redevelopment of Kalaeloa, overseeing

remaining conveyances, contract administration, promulgation of administrative rules, and other tasks related to the Redevelopment Commission.

In March 2006, HCDA prepared the Kalaeloa Master Plan to plan the future redevelopment of Kalaeloa, the former Naval Air Station. This Master Plan is intended to serve as an amendment to the existing Kalaeloa Community Redevelopment Plan, prepared as part of the U.S. Navy's Base Realignment and Closure (BRAC) process. Doing so will allow the Kalaeloa Community Redevelopment Plan to retain its statutory function as the principal policy and planning document for HCDA's use in coordinating with federal, state, and county government agencies, developers, private landowners, and the community. Once HCDA adopts rules to implement the Master Plan, HCDA will have sole jurisdiction for lands of the former Naval Air Station, including Kalaeloa Airport.

According to the Master Plan, the Airport is envisioned as a prime economic driver, creating jobs and providing services as population in the region continues to increase. According to the Kalaeloa Airport Master Plan, it is estimated that space will be required for about 200 based aircraft by the year 2020. Up to two-thirds (140) of the powered based aircraft should be planned to be accommodated in T-hangars or conventional hangars in the long-range plan. The State DOT is undertaking the development of the T-hangars and lease lots at this time to meet the demands of a growing secondary urban center.

The Airport will continue as a general aviation airport and as reliever to Honolulu International Airport. The T-hangars and lease lots are consistent with HCDA's Kalaeloa Master Plan.

3.2 City and County of Honolulu

3.2.1 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 is the current document used by the City.

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 Kalaeloa Airport are set forth below.

Transportation and Utilities

Objective A: To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost; serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.

Policy 12: Encourage the provision of separate aviation facilities for small civilian craft.

Objective C: Maintain a high level of services for all utilities

Policy 3: Plan for the timely and orderly expansion of utility systems

Objective D: To maintain transportation and utility systems which will help Oahu continue to e a desirable place to live and visit.

Policy 4: Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.

According to the *Kalaeloa Airport Master Plan*, it is estimated that space will be required for about 200 based aircraft by the year 2020. Up to two-thirds (140) of the powered based aircraft should be planned to be accommodated in T-hangars or conventional hangars in the long-range plan. Given the high value of most aircraft, there is a need to provide a secured hangar facility for parking these aircraft when not in use. The hangars also provide protection from weather conditions and from the corrosive salt air atmosphere. The *Kalaeloa Airport Master Plan* stated, ideally, the aircraft storage

hangars should be consolidated in the same general area. Development of the T-hangars and lease lots would accommodate general aviation needs.

Physical Development and Urban Design

Objective C: To develop a secondary urban center in Ewa with its nucleus in the Kapolei area.

Policy 2: Encourage the development of a major residential, commercial, and employment center within the secondary urban center at Kapolei.

The State and the City and County of Honolulu continue to promote increased residential and economic activity in the Kapolei area as the "Second City." The State DOT is undertaking the development of the T-hangars and lease lots at this time to meet the demands of a growing secondary urban center. Funds for construction of the project will be allocated from the State budget. Thus, development of the T-hangars and lease lots at Kalaeloa Airport will be consistent with the Physical Development and Urban Design objectives and polices of the City's General Plan.

3.2.2 Ewa Development Plan

The Ewa Development Plan, dated August 1997 (revised May 2000), serves as the policy guide for Ewa's future development. Kalaeloa Airport is consistent with the Ewa Development Plan Urban Land Use Map and Public Facilities Map, both of which show "Airfield" designations.

3.2.2.1 Kalaeloa Redevelopment Plan

Kalaeloa is designated as a Special Area, and its development is guided by the *Kalaeloa Redevelopment Plan A Special Area Plan of the Ewa Development Plan* (December 2000), which is consistent with the general policies, planning principles and guidelines in the Development Plan.

The Airport land use designation given in the Redevelopment Plan will conform to the Intensive Industrial Zoning District Classification (I-2). The FAA, National Guard and

Coast Guard lands surrounding the Airport are still Federally retained and shall conform to Military and Federal Zoning District Classification (F-1).

3.2.3 City and County of Honolulu Zoning

The City and County of Honolulu zoning designation for the project site is Federal and Military Preservation District (F-1).

3.2.4 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 administers 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 subject to Chapter 25, Revised Ordinances of Honolulu.

A small portion along southern boundary of Kalaeloa Airport is within the SMA. The project site is outside of the SMA. Development within the SMA will be subject to Chapter 25, Revised Ordinances of Honolulu, until jurisdiction for Kalaeloa Airport has been transferred to HCDA.

4. ALTERNATIVES TO THE PROPOSED ACTION

4.1 No Action Alternative

The no action alternative would retain Kalaeloa Airport in its configuration without construction of the T-hangars and the lease lots. Aircraft owners would not have a structure which would provide protection from weather and also provide security for the aircraft. The aircraft owners would have to continue to park aircraft at Honolulu International Airport. Use of Honolulu International Airport would continue the mix of heavy and light aircraft operations, which is not an optimal condition. In addition, given the air traffic patterns at Honolulu International Airport, heavy aircraft, which include commercial air carriers, have priority access to the runways and the surrounding air space. This condition forces light aircraft to wait before landings or takeoffs. Both conditions result in higher fuel consumption with a resultant increase in emissions and pollutants.

In addition, the small aircraft hangar area at Honolulu International Airport is currently fully used with existing structures and no space is available for construction of T-hangars and lease lots. The mix of heavy and light aircraft traffic and the lack of space for construction of additional facilities makes no action an infeasible alternative.

4.2 Alternate Sites – Dillingham Airfield

Use of Dillingham Airfield as an alternative to the T-hangars and lease lots is possible. Dillingham Airfield is under a 25-year lease from the US Army to the DOT. The most recent lease includes a 5-acre expansion of the lease area which makes the total area under lease approximately 140 acres. Construction of T-hangars and lease lots at Dillingham Airfield would be an alternative to use of Kalaeloa Airport.

Dillingham Airfield would not have the mix of heavy and light aircraft operations that would occur at Honolulu International Airport. However, Dillingham Airfield is located about 25 miles from Honolulu International Airport and even further from the urban Honolulu area. This distance makes Dillingham Airfield less attractive to aircraft owners who live in the main population areas of Oahu, including the Kapolei area which has been designated as the future urban growth area.

In addition, there are several other factors which make Dillingham Airfield less attractive to aircraft owners. Dillingham Airfield has a single 9,000-foot runway (8-26), which has displaced thresholds of 2,000 feet at both ends leaving a 5,000-foot runway. The runway has no lights and aircraft operations are limited to daytime hours. The control tower is operated from 0900 to 1700 (9:00am to 5:00pm). This compares to three runways with lights at Kalaeloa Airport and control tower operations from 0600 to 2200 hours (6:00am to 10:00pm).

The Airport Guide also states there are extensive glider operations and that gliders have the right of way. The same statement holds for parachute operations in the area of Dillingham Airfield. These factors make Dillingham Airfield less attractive to aircraft owners and makes the use of Dillingham Airfield a less viable alternative for the T-hangars and lease lots when compared to Kalaeloa Airport.

5. DETERMINATION OF FINDING OF NO SIGNIFICANT IMPACT

Based on analysis of the anticipated impacts, a Finding of No Significant Impact (FONSI) is anticipated for the development of the T-hangars and lease lots at Kalaeloa Airport. 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 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 grading, grubbing, and construction of the concrete aircraft parking apron. Further, there are no distinctive or unique natural features on the project site. Thus, development of the T-hangars and lease lots will not result in the irrevocable loss or destruction of natural resources.

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

The project site is located in an area zoned F-1 Military. Development of the T-hangars and lease lots will be compatible with existing and surrounding uses. The agricultural lands classification for the project site is "unclassified", indicating that the lands are not suited to high yield agriculture. The project site is a concrete aircraft parking apron. Development of the project site will be compatible with current zoning, adjacent land uses, and the overall industrial character of Kalaeloa Airport and the adjacent uses. Thus, the development of the T-hangars and lease lots 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*;

Development of the T-hangars and lease lots do not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii. The potential

adverse impacts are associated with short-term construction-related activities and can be mitigated through adherence to standard construction mitigation practices.

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

The T-hangars will be a public facility and will provide aircraft owners with secure facilities to store aircraft. The lease lots will be developed for aviation-related uses. Development of the T-hangars and lease lots will be beneficial as owners use aircraft for a variety of purposes including business and recreation. Both activities are an integral part of the economic and social welfare of the community. Development of the T-hangars and lease lots would provide short-term benefits in the form of construction jobs. In the long-term, development of the T-hangars and lease lots will have no adverse effects on the economy or social welfare of the community.

5) *Substantially affect public health*;

Development of the T-hangars and lease lots will provide aircraft hangars and land for aviation activities, including use of aircraft for recreation purposes. These activities will be located within the existing Airport and away from residential communities. The design of the facilities will comply with Federal, State, and City rules and regulations which will ensure there are no adverse effects on public health.

In addition, the analysis shows that there will be no adverse noise impacts from aircraft operations to noise sensitive land uses near the Kalaeloa Airport. Thus, there will be no adverse effects from aircraft noise on public health.

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

Development of the T-hangars and lease lots is a planned infrastructure improvement that responds to the aviation needs and demands of Kalaeloa Airport. Users of the T-hangars and lease lots are expected to be from existing areas on Oahu. As such, the Kalaeloa Airport development will not contribute to population growth or to an increased demand for utility services. Development of the T-hangars and lease lots 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;*

Development of the T-hangars and lease lots 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 airport related or industrial uses, so that they will be largely unaffected by construction. In the long-term, aircraft noise and vehicle emissions generated in the surrounding areas will not have a significant impact on adjacent land uses due to the type of land use. The noise models show aircraft operations from Kalaeloa Airport will not affect noise sensitive land uses within the Airport or in the surrounding areas.

The 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 construction of a concrete aircraft parking apron. The project site has no distinctive or unique natural features.

Construction of the T-hangars and lease lots will increase storm water runoff over the existing concrete apron. On-site drainage injection wells will be used to collect runoff so it can percolate into the subsurface and not affect surrounding land uses.

Based on the above findings, development of the T-hangars and lease lots 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 project site will be used as a facility for parking and storing aircraft used by private owners for business, recreation, and other uses. Development of the T-hangars and lease lots will not involve a commitment to any other development activity. As a result, development of the T-hangars and lease lots will not have a cumulative effect upon the environment or involve a commitment by the DOT to larger actions on Oahu.

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

The project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. Thus, development of the T-hangars and lease lots will not affect threatened or endangered species.

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

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

Some short-term construction related impacts on air quality will be unavoidable but not detrimental. 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 project will contribute a slight increase in noise and air emissions to the local area.

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 project site is located within the area covered by Flood Insurance Rate Map Panel 310, Map Number 15003C0310F and Panel 320, Map Number 15003C0320F, both dated September 30, 2004. According to these two maps, the project site located within Zone D, "areas which flood hazards are undetermined, but possible."

Development of the T-hangars and lease lots project will not cause damage to any environmentally sensitive area.

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

The primary visual impact of the T-hangars would be to the general public who visit the Kalaeloa Airport. The closest public roadway would be Midway Road which forms the northern boundary of the Airport. However, from Midway Road, the closest T-hangars would be about 1,000 feet from the roadway. This distance and the relatively low height of the structures (about 22'-3" at the center of the roof ridge) means travelers on Midway Road would see a series of low buildings in the distance. This impact would be mitigated as the buildings are sited approximately perpendicular to the Midway Road so that travelers would primarily see the end elevations of the T-hangar buildings, not the side elevations.

The lease lots would be located closer to Midway Road. The project site plan shows these lots would also be approximately perpendicular to the Midway Road so that buildings constructed on lots would also present end elevations. This would mitigate adverse visual impacts to travelers on Midway Road.

There are no scenic vistas or viewplanes that would be affected by development of the project site.

13) *Require substantial energy consumption.*

Development of the T-hangars and lease lots will not require substantial increase in energy and consumption.

Based on these findings and the assessment of potential impacts from development of the T-hangars and lease lots at Kalaeloa Airport, a Finding of No Significant Impact (FONSI) is anticipated.

6. PERMITS AND APPROVALS

Permits and approvals that will be required include the following:

Federal

- FAA Form 7460-1 Notice of Proposed Construction or Alteration

State of Hawaii

- State of Hawaii Department of Health National Pollutant Discharge Elimination System (NPDES) permit
- Underground Injection Control (UIC)

City and County of Honolulu

- Grading Permit
- Trenching Permit
- Building Permit
- Sewer connection 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.

Federal
Department of the Army, US Army Engineer District, Honolulu
US Department of the Interior of the Fish and Wildlife Service
US Coast Guard

State Agencies
Department of Business, Economic Development and Tourism (DBED&T)
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 Land and Natural Resources
Department of Land and Natural Resources Historic Preservation Division
Office of Hawaiian Affairs

City and County of Honolulu Agencies
Fire Department
Department of Parks and Recreation
Department of Planning and Permitting
Police Department
Department of Transportation Services
Board of Water Supply

Officials
Senator Mike Gabbard, 19th District
Representative Sharon E. Har, House District 40
Councilmember Todd K. Apo

Public Utilities
Hawaiian Electric Company

7.2 Agencies and Organizations Consulted on the Draft EA

The following is a list of agencies and organizations that will be consulted during the Draft Environmental Assessment 30-day comment period.

Federal
Department of the Army, US Army Engineer District, Honolulu
US Department of the Interior Fish and Wildlife Service
US Department of the Interior Geological Survey
U.S. Coast Guard

State Agencies
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Office of Planning
DEBDT, Hawaii Community Development Authority
Department of Defense
Department of Hawaiian Home Lands
Department of Health (DOH)
DOH, Office of Environmental Quality Control
Department of Land and Natural Resources (DLNR)
DLNR, State Historic Preservation Division
Office of Hawaiian Affairs

City and County of Honolulu Agencies
Fire Department
Department of Design and Construction
Department of Parks and Recreation

Department of Facilities Maintenance
Department of Planning and Permitting
Police Department
Fire Department
Department of Transportation Services
Board of Water Supply
Makakilo/Kapolei/Honokai Hale Neighborhood Board (NB) No. 34

Officials
Senator Mike Gabbard, 19th District
Representative Sharon E. Har, House District 40
Councilmember Todd K. Apo

Public Utilities
Hawaiian Electric Company

Other
Hawaii State Library
Kapolei Library

8. REFERENCES

Barbers Point Naval Air Station Redevelopment Commission. Kalaeloa Redevelopment Plan A Special Area Plan of the Ewa Development Plan, Ewa, Oahu, Hawaii. Prepared by R.M. Towill Corporation. December 2000.

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. Ewa Development Plan. August 1997 (Revised May 2000).

Federal Emergency Management Agency. Flood Insurance Rate Map Panel 310, Map Number 15003C0310F. September 30, 2004.

Federal Emergency Management Agency. Flood Insurance Rate Map Community Panel 320, Map Number 15003C0320F. September 30, 2004.

Hawaii Community Development Authority. Kalaeloa Master Plan. March 2006.

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

State of Hawaii Department of Health, Clean Air Branch. 2007 Annual Summary Hawaii Air Quality Data. 2008.

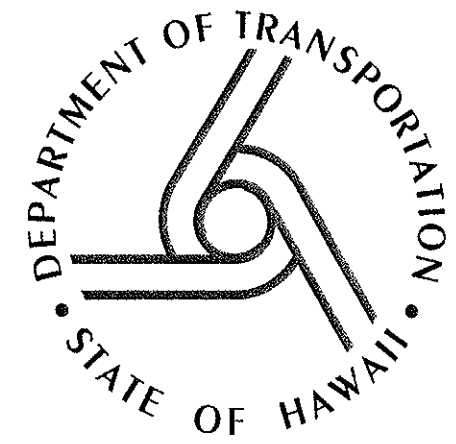
State of Hawaii Title 11 Hawaii Administrative Rules Department of Health Chapter 46 Community Noise Control. September 23, 1996.

State of Hawaii Department of Transportation, Airports Division. *Kalaeloa Airport Master Plan*. Prepared by Aries Consultants. November 1998.

State of Hawaii Department of Transportation, Airports Division. Hawaii Airports and Flying Safety Guide. 2007 – 2008 Third Edition.

U.S. Department of Agriculture Soil Conservation Service. *Soil Survey of Island of Oahu, State of Hawaii.* 1972.

U.S. Navy. *Final Environmental Impact Statement for the Disposal and Reuse of Naval Air Station Barbers Point, Hawaii.* February 1999.



APPENDIX A

7541-03

U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Sector Honolulu

400 Sand Island Parkway
Honolulu, Hawaii 96819
Phone: (808) 522-8264 x352
Fax: (808) 522-8271
Email: Marcella.A.Granquist.uscg.mil

2/23/09

cc: DOT A-EP/ em

16600/09-014
FEB 17 2009

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

Dear Mr. Sakaguchi:

This letter is in response to the Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development Airport Development, Project No. AO5001-02; Honouliuli, Ewa, Oahu, Hawaii soliciting comments on this proposed project.

After initial review of the draft, I have no comments or objections at this time to this proposed project and look forward to receiving additional information when it becomes available.

My point of contact regarding this matter is Lieutenant Commander Marcella Granquist. She can be reached at (808) 522-8264, extension 352.

Sincerely,

B. A. COMPAGNONI
Captain, U.S. Coast Guard
Captain of the Port Honolulu

Copy: Coast Guard Fourteenth District (dpw)
Coast Guard Air Station Barbers Point

WILSON OKAMOTO CORPORATION

7541-03
October 21, 2009

Captain B.A. Compagnoni
Captain of the Port Honolulu
United States Coast Guard
Sector Honolulu
400 Sand Island Parkway
Honolulu, Hawaii 96819

Attention: Lieutenant Commander Marcella Granquist

Subject: Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5001-02; Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 033 and 046 Response to Comment

Dear Captain Compagnoni:

Thank you for your February 17, 2009 comment letter (16600/09-14) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note the US Coast Guard had no comments or objections 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: L. Kawaoka, DOT-AIR-EP

LINDA LINGLE
GOVERNOR OF HAWAII

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

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

7541-03
1/30/09

cc: DOT-A
em

January 23, 2009

1/2

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

Attention: Mr. John Sakaguchi, AICP

Ladies and Gentlemen:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation for Kalaeloa Airport Development Project

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR), Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comment.

Other than the comments from Land Division-Oahu District, the Department of Land and Natural Resources 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,

Charlene E. Unoki
for Morris M. Atta
Administrator

LINDA LINGLE
GOVERNOR OF HAWAII

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

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

January 17, 2009

MEMORANDUM

2/2

From: ~~TO:~~ **DLNR Agencies:**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
__Engineering Division
__Div. of Forestry & Wildlife
__Div. of State Parks
__Commission on Water Resource Management
__~~Office of Conservation & Coastal~~ Lands
x Land Division –Oahu District

TO: ~~FROM:~~ for Morris M. Atta Charlene
SUBJECT: Pre-assessment consultation for draft environmental assessment for Kalaeloa Airport Development
LOCATION: Honouliuli, Oahu, TMK: (1) 9-1-13:32 (33 and 46 are owned by Feds)
APPLICANT: Wilson Okamoto Corporation

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by February 12, 2009.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact my office at 587-0433. Thank you.

Attachments

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

Signed: [signature]
Date: 1/22/09

7541-03
February 7, 2009

Mr. Morris M. Atta, Administrator
Land Division
Department of Land and Natural Resources
State of Hawaii
Post Office Box 621
Honolulu, Hawaii 96809

Subject: Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5011-02; Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 033 and 046 Response to Comment

Dear Mr. Atta:

Thank you for your January 23, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note Department of Land and Natural Resources, Land Division-Oahu Dsitrict had not comments.

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: L. Kawaoka, DOT-AIR-EP

LINDA LINGLE
GOVERNOR OF HAWAII

LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

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

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESEERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

JS

April 16, 2009

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

RECEIVED
APR 23 2009
WILSON OKAMOTO CORPORATION

LOG NO: 2009.0445
DOC NO: 0904NM18

Dear Mr. Sakaguchi:

SUBJECT: Historic Preservation Comments on DEA, Pre-Assessment Consultation
DOT Airports Division, Kalaeloa Airport Development Project No. AO5001-02
Honouliuli, Ewa, Island of O'ahu
TMK: 9-1-013: 032, 033,046

Thank you for your submittal of January 9, 2009. The SHPD believe there will be no effect to historic resources for the proposed undertaking.

Thank you for the opportunity to comment. Should you have any additional questions or concerns please do not hesitate to contact me, at 692-8015.

Sincerely,

Nancy McMahon
Deputy State Historic Preservation Officer

7541-03
October 21, 2009

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

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division;
Kalaeloa Airport Development, Project No. AO5001-02;
Honouliuli, Ewa, Oahu, Hawaii,
TMK: 9-1-013: 032 and 066
Response to Comment

Dear Ms. McMahon:

Thank you for your April 9, 2009 comment letter (LOG NO. 2009.0445; DOC NO: 0904NM18) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note State Historic Preservation Division believes there will be "no effect" to historic resources for 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: L. Kawaoka, DOT-AIR-EP

7541-03 JS

1/26/09

cc: DOT A

LINDA LINGLE
GOVERNOR OF HAWAII

CHIYOME LEINAALA FUKINO, M.D.
DIRECTOR OF HEALTH

8/4/2008

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

In reply, please refer to:
File:
09-033 RP

RECEIVED
JAN 23 2009
WILSON OKAMOTO CORPORATION

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

SUBJECT: Comments from HEER for the Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5001-02; Honouliuli, Ewa, Oahu,Hawaii, TMK: 9-1-013: 032, 033, and 046.

Dear Mr. Sakaguchi,

The HEER Office has no specific comments regarding the Kalaeloa Draft EA Pre-Assessment Consultation Project Summary. We look forward to reviewing the completed Draft Environmental Assessment, which should more fully explain the anticipated impacts of the project, and their potential effects on human health and the environment.

Sincerely,

Richard Palmer
Site Discovery, Assessment, and Remediation (SDAR) section
Hazard Evaluation and Emergency Response Office

7541-03
February 7, 2009

Mr. Richard Palmer, Site Discovery, Assessment, and Remediation Section
Hazard Evaluation and Emergency Response Office
State of Hawaii
Department of Health
919 Ala Moana Boulevard, Room 206
Honolulu, HI 96814-4920

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division; Kalaeloa
Airport Development, Project No. AO5011-02;
Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 033 and 046
Response to Comment

Dear Mr. Palmer:

Thank you for your comment letter (09-033 RP) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note the HEER office had no comments on the Pre-Assessment notice.

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: L. Kawaoka, DOT-AIR-EP

(7541-03)

PHONE (808) 594-1888 FAX (808) 594-1865

STATE OF HAWAI'I
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAI'I 96813

HRD09/4138

April 3, 2009

RECEIVED
APR 07

John Sakaguchi
Wilson Okamoto Corporation
1907 South Beretania Street
Artesian Plaza, Suite 400
Honolulu, HI 96826

RE: Pre-consultation for the Draft Environment Assessment for the Kalaeloa Airport Development, Honouliuli, 'Ewa, O'ahu, TMK: 9-1-013: 032, 033 and 046.

Aloha e John Sakaguchi,

The Office of Hawaiian Affairs (OHA) received the above-mentioned letter on January 13, 2009. The State Department of Transportation proposes to identify projects to construct eight banks of T-hangars and develop eight lease lots for use lessees. The T-hangars and lease lots will occupy about 56 acres on the previously cleared and paved portion of the airport that was used by the Navy as an aircraft parking apron. 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 Native 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.

Thank you for the opportunity to comment. If you have further questions, please contact Sterling Wong by phone at (808) 594-0248 or e-mail him at sterlingw@oha.org.

'O wau iho nō me ka 'oia'i'o,

Clyde W. Nāmu'o
Administrator

7541-03
October 21, 2009

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

Subject: Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5001-02; Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032 and 066
Response to Comment

Dear Mr. Namuo:

Thank you for your April 3, 2009 comment letter (HRD09/4138) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. Our responses follow:

Archaeological studies were conducted by the US Navy for Naval Air Station Barbers Point, which included the lands occupied by Kalaeloa Airport. The information is in U.S. Navy *Final Environmental Impact Statement for the Disposal and Reuse of Naval Air Station Barbers Point*, Hawaii, February 1999. As such, no further archeological studies are necessary for Kalaeloa Airport.

The Draft EA will note the construction documents will include: should historic sites such as walls, platforms, pavements and mound, or remain such as artifacts, burials, concentration of charcoal or shells are encountered during construction work, work shall cease in the immediate vicinity of the find and the find shall be protected from further damage. Immediately contact the State Historic Preservation Division (1 808-692-6015), which will assess the significance of the find and recommend appropriate mitigation measure, if necessary.

The project site is located on the existing concrete aircraft parking apron constructed by the US Navy. At this time, landscaping will not be added to the site plans.

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: L. Kawaoka, DOT-AIR-EP

O:\WOC\7541-03 jrf EA\pre asstipre rsp\oha rsp LT-1 doc; 10/22/2009

HONOLULU FIRE DEPARTMENT

CITY AND COUNTY OF HONOLULU

636 South Street
Honolulu, Hawaii 96813-5007
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

7541-03
2/12/09
cc: DOT-AIR-EP) em

MUFI HANNEMANN
MAYOR

KENNETH G. SILVA
FIRE CHIEF

ALVIN K. TOMITA
DEPUTY FIRE CHIEF

February 4, 2009

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

RECEIVED
FEB 09 2009

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Preassessment Consultation
State of Hawaii, Department of Transportation, Airports Division
Kalaeloa Airport Development, Project No. AO5001-02
Honouliuli, Ewa, Oahu, Hawaii
Tax Map Keys: 9-1-013: 032, 033, and 046

In response to your letter dated January 9, 2009, regarding the above-mentioned subject, the Honolulu Fire Department (HFD) reviewed the material provided and requires that the following be complied 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.

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 the 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

WILSON OKAMOTO CORPORATION

7704-01
October 21, 2009

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

Attention: Battalion Chief Socartes Bratakos

Subject: Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5001-02; Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 066 Response to Comment

Dear Chief Silva:

Thank you for your February 4, 2009 comment letter (16600/09-14) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. Our responses follow:

1. The Draft EA will note a fire apparatus road must be provided to the T-hangars or lease lots.

2. The Draft EA will include that the Fire Department requires the T-hangars be provide a water supply capable of supplying the required fire flow for the protection of all facilities and structures.

3. The Draft EA will state the civil design drawing will be submitted to the 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: L. Kawaoka, DOT-AIR-EP

7541-03 JS

1/26/09

cc: DOT A

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

BOISSE P. CORREA
CHIEF

PAUL D. PUTZULU
KEPLA P. GOODEY
DEPUTY CHIEFS

IN REPLY REFER TO: BS-DK

January 14, 2009

RECEIVED
JAN 21 2009
WILSON OKAMOTO CORPORATION

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 9, 2009, requesting comments on a Draft Environmental Assessment, Pre-Assessment Consultation, for the Kalaeloa Airport Development project in Ewa.

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 Michael Moses of District 8 at 692-4253 or Mr. Brandon Stone of the Executive Bureau at 529-3644.

Sincerely,

BOISSE P. CORREA
Chief of Police

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

Serving and Protecting With Aloha

WILSON OKAMOTO CORPORATION
(ENGINEERS | PLANNERS | CONSULTANTS)
1907 South Beretania Street
Aeasian Plaza, Suite 400
Honolulu, Hawaii 96826 USA
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Fax: 808.946.2253
www.wilsonokamoto.com

7541-03
February 7, 2009

Assistant Chief of Police Debora A Tindal, 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;
State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5011-02;
Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 033 and 046
Response to Comment

Dear Chief Tindal:

Thank you for your January 14, 2009 comment letter (BS-DK) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note the project should have no significant impact on the facilities or operations of 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, AICP, Senior Planner

cc: L. Kawaoka, DOT-AIR-EP

DEPARTMENT OF TRANSPORTATION SERVICES

CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 523-4730 • Internet: www.honolulu.gov

MUFI HANNEMANN
MAYOR

7541-03
1/30/09
cc: DOTA
em

WAYNE Y. YOSHIOKA
ACTING DIRECTOR

RICHARD F. TORRES
DEPUTY DIRECTOR

TP1/09-294834R

January 23, 2009

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

RECEIVED
JAN 26 2009
WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation; State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5001-02

This is in response to your letter requesting consultation in preparing for a DEA related to the subject project.

The department will reserve comment on the project pending the preparation of a traffic impact study for the DEA document. Upon completion of the study, we request that a copy of the study be forwarded to our department for review and comment.

Thank you for the opportunity to participate in the review process.

Very truly yours,

WAYNE Y. YOSHIOKA
Acting Director

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

1907 South Beretania Street
Alakea Plaza, Suite 400
Honolulu, Hawaii 96826 USA
Phone: 808.946.2277
Fax: 808.946.2253
www.wilsonokamoto.com

7541-03
February 7, 2009

Mr. Wayne Yoshioka, Director
Department of Transportation Services
City and County of Honolulu
650 S. King Street, 3rd Floor
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5011-02;
Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 033 and 046

Dear Mr. Yoshioka:

Thank you for your January 23, 2009 comment letter (TP1/09-29483R) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note DTS has reserved comment 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: L. Kawaoka, DOT-AIR-EP

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honoluludpp.org • CITY WEB SITE: www.honolulu.gov

MUFI HANNEMANN
MAYOR

DAVID K. TANOUE
DIRECTOR

ROBERT M. SUMITOMO
DEPUTY DIRECTOR

7541-03
JS 3/25/09
CC: DOT A EP
em

2009/ELOG-62 (BLB)

March 9, 2009

RECEIVED
MAR 10 2009
WILSON OKAMOTO CORPORATION

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

Dear Mr. Sakaguchi:

Subject: Pre-assessment Consultation
Draft Environmental Assessment (DEA)
Airport Development Project No. AO5001-02
91-1299 Midway Road BPNAS – Kalaeloa
Tax Map Key 9-1-13: 32, 33 and 46

This is in response to your request, received January 12, 2009, for pre-assessment consultation comments concerning the DEA for the subject project. We apologize for the lateness in our response. We have the following comments to offer:

Land Use Permits Division Comments:

It is our understanding that the Hawaii Community Development Authority (HCDA) recently developed a new master plan for the Kalaeloa (former Barbers Point Naval Air Station) area, and is currently in the process of adopting rules to implement this plan. Once the new rules are adopted, the HCDA will have sole jurisdiction concerning zoning over the Kalaeloa region. However, until such time as the HCDA adopts these rules, the project area is under the jurisdiction of the City for zoning and Special Management Area (SMA) purposes.

The site is currently zoned F-1 Military and Federal District. Land Use Ordinance (LUO) Section 21-3.4(d) reads, "*Should lands be removed from either the state-designated conservation district or from federal jurisdiction, all uses, structures and development standards shall be as specified for the P-2 General Preservation District.*" Pursuant to P-2 District standards, an airport development requires a Plan Review Use, which is approved by the City Council.

For any portion of the site within the SMA, development is also subject to the requirements of Chapter 25, Revised Ordinances of Honolulu. However, please note that upon the transfer of zoning jurisdiction to the HCDA, jurisdiction for SMA administration for the site will further transfer to the State of Hawaii Office of Planning.

Waste Water Branch Comments:

The applicant shall contact the Department of Environmental Services (ENV) for sewer infrastructure requirements, since the ENV is responsible for projects that fall within the Kalaeloa (Barbers Point) district. If you have any question concerning the Wastewater Branch's comments, please call Mr. Scott Gushi at 768-8207.

For any other questions, please feel free to contact Blake La Benz of our staff at 768-8011.

Very truly yours,

David K. Tanoue, Director
Department of Planning and Permitting

DKT:cs

G:\LandUse\PosseWorkingDirectory\blake\Correspondence\09ELOG-62.doc

7541-03
October 21, 2009

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

Attention: Blake La Benz

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division;
Kalaeloa Airport Development, Project No. AO5001-02;
Honouliuli, Ewa, Oahu, Hawaii.
TMK: 9-1-013: 032, and 066
Response to Comment

Dear Mr. Tanoue:

Thank you for your March 9, 2009 comment letter (2009/ELOG-62(BLB)) on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. Our responses follow:

Land Use Permits Division

The Draft EA will include discussion of the 2006 Hawaii Community Development Authority (HCDA) Kalaeloa master plan which includes Kalaeloa Airport. The Draft EA will also state, once HCDA adopts rules to implement the Master Plan, HCDA will have sole jurisdiction for lands of the former Naval Air Station, including Kalaeloa Airport.

The Draft EA will also note Kalaeloa Airport is zoned F-1 Military and Federal District and should the Airport be removed from the F-1 district, the lands will be considered P-2, General Preservation and a Plan Review Use permit will be required.

The Draft EA will show the area encompassed by the Special Management Area (SMA) and state development within the SMA will be subject to Chapter 25, Revised Ordinances of Honolulu.

Wastewater Branch

The Draft EA will indicate the City's Department of Environmental Services is responsible for sewer services within Kalaeloa Airport.

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: L. Kawaoka, DOT-AIR-EP

O:\WOC\7541-03 jrf EA\pre asst\pre rsp\dpp LT-1.doc, 10/22/2009

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

KAPOLEI HALE • 1000 ULUOHIA STREET, SUITE 309 • KAPOLEI, HAWAII 96707
TELEPHONE (808) 768-3003 • FAX (808) 768-7053 • INTERNET: www.honolulu.gov

7541-03

2/6/09

MUFI HANNEMANN
MAYOR

LESTER K. C. CHANG
DIRECTOR

GAIL Y. HARAGUCHI
DEPUTY DIRECTOR

cc: DOTA/EP

January 30, 2009

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

FEB 02 2009

WILSON OKAMOTO CORPORATION

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division;
Kalaeloa Airport Development, Project No. A05001-02

Thank you for the opportunity to review and comment at the Pre-Consultation Stage of the Draft Environmental Assessment for the State of Hawaii's Kalaeloa Airport Development.

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.

LESTER K. C. CHANG
Director

LKCC:jr
(294826)

WILSON OKAMOTO CORPORATION

7541-03
October 21, 2009

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

Attention: John Reid, Planner

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division;
Kalaeloa Airport Development, Project No. AO5001-02;
Honouliuli, Ewa, Oahu, Hawaii,
TMK: 9-1-013: 032 and 066
Response to Comment

Dear Mr. Chang:

Thank you for your January 30, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note the Department of Parks and Recreation has no comment as the proposed project will not impact the programs or facilities of the Department.

We will remove the Department of Parks and Recreation from the Draft EA mailing list.

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: L. Kawaoka, DOT-AIR-EP

BOARD OF WATER SUPPLY

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

7541-03
1/30/09

January 23, 2009

CC: DOT-A
EN

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

RECEIVED
JAN 27 2009
WILSON OKAMOTO CORP.

Dear Mr. Sakaguchi:

Subject: Your Letter Dated January 9, 2009 Requesting Comments on the Proposed Draft Environmental Assessment for Kalaeloa Airport Development Project No. AO5001-02, TMK: 9-1-13:32, 33, 46

Thank you for your letter seeking input on the proposed project.

The Board of Water Supply does not serve the Kalaeloa Airport. We recommend that you coordinate the airport's water requirements with owner of the private water system.

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

Very truly yours,

KEITH S. SHIDA
Program Administrator
Customer Care Division

WILSON OKAMOTO CORPORATION
ENGINEERS | PLANNERS | CONSULTANTS

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7541-03
February 7, 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;
State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, Project No. AO5011-02;
Honouliuli, Ewa, Oahu, Hawaii, TMK: 9-1-013: 032, 033 and 046
Response to Comment

Dear Mr. Shida:

Thank you for your January 23, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. The Draft EA will note the Board of Water Supply does not serve Kalaeloa Airport.

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: L. Kawaoka, DOT-AIR-EP

Hawaiian Electric Company, Inc. • PO Box 2750 • Honolulu, HI 96840-0001

March 17, 2009

Mr. Isaac Lee
Wilson Okamoto Corporation
Artesian Plaza - Suite 400
1907 S. Beretania Street
Honolulu, HI 96826

RECEIVED
MAR 18 2009
WILSON OKAMOTO CORPORATION

RECEIVED
MAR 18 2009
WMO CORP.

Dear Mr. Lee:

Re: **Kalaeloa Airport Development**
Honouliuli, Ewa, Oahu
TMK: 9-1-013: 032, 033 & 046

Thank you for the opportunity to comment on the above-referenced project. We have reviewed the pre-assessment information and have no objections at this time. In general, we have the following comments.

(1) Should HECO have existing facilities/easements on the subject property, we will need continued access for maintenance purposes. In addition, we reserve the opportunity to further comment on the protection of existing power lines and electric power facilities that may be affected by the project.

(2) As construction plans are finalized, please continue to keep us informed. We would appreciate receiving two (2) sets of pre-final plans for review, from which we will be better able to evaluate any effects of the project on our system facilities. Please show all affected HECO facilities on the construction plans and address any conflicts between the proposed plans and HECO's existing facilities.

(3) In the event that relocation of our facilities becomes necessary, please notify us immediately and forward a written request to proceed. We will work with you so that construction may progress as safely and as expeditiously as possible to minimize any delay or impact on the project schedule. All costs associated with any relocation or modification, either temporary or permanent, for the convenience of the contractor (e.g., temporary bracing, de-energizing of lines, etc.), or that enables the contractor to fulfill his contractual obligations shall be borne by the contractor. Please note that the requestor may also incur costs and experience delays associated with relocation and/or redesign.

Sincerely,

Kirk S. Tomita
Senior Environmental Scientist

cc: Ms. Katherine P. Kealoha (OEQC)

WILSON OKAMOTO CORPORATION

7541-03
October 21, 2009

Mr. Kirk S. Tomita, Senior Environmental Scientist
Hawaiian Electric Company, Inc.
Engineering Department
PO Box 2750
Honolulu, Hawaii 96840-0001

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
State of Hawaii Department of Transportation Airports Division;
Kalaeloa Airport Development, Project No. AO5001-02;
Honouliuli, Ewa, Oahu, Hawaii,
TMK: 9-1-013: 032 and 066
Response to Comment

Dear Mr. Tomita:

Thank you for your March 17, 2009 comment letter on the Draft Environmental Assessment (EA), Pre-Assessment Consultation, State of Hawaii Department of Transportation Airports Division; Kalaeloa Airport Development, (Project No. AO5011-02) project. Our responses follow:

(1) The Draft EA will note, HECO will need continued access for maintenance purposes for existing easements and facilities on Kalaeloa Airport.

(2) The Draft EA will indicate HECO needs to receive two sets of design drawings to evaluate the effects of the improvements on HECO facilities.

(3) The Draft EA will state, should relocation of HECO facilities become necessary, HECO should be notified so that HECO and the contractor can work together to ensure construction can proceed.

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: L. Kawaoka, DOT-AIR-EP