



HAWAII COMMUNITY
DEVELOPMENT AUTHORITY



KAKA
KOA
KALAELOA

Neil Abercrombie
Governor

C. Scott Bradley
Chairperson


Anthony J. H. Ching
Executive Director

Ref. No.: ENGR 312.6

February 24, 2011

MEMORANDUM

TO: Mr. Gary Hooser, Director
Office of Environmental Quality Control
Department of Health

FROM: 
Anthony J. H. Ching, Executive Director
Hawaii Community Development Authority

SUBJECT: Draft Environmental Assessment for Kalaeloa Energy Corridor,
Kalaeloa Community Development District, Ewa, Oahu, Hawaii

The Hawaii Community Development Authority ("HCDA") has reviewed the Draft Environmental Assessment ("Draft EA") for the proposed energy corridor in Kalaeloa, Oahu, Hawaii, and anticipates a Finding of No Significant Impact ("FONSI") determination. Please publish a notice of availability for this project in the March 8, 2011 issue of *The Environmental Notice*.

We have enclosed a completed Office of Environmental Quality Control Publication Form, a hard copy of the Draft EA, and a PDF file of the Draft EA and MS Word file of the completed Publication Form on disk.

If you have any questions regarding this matter, please contact Glen Koyama of Belt Collins Hawaii at (808) 521-5361.

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DRAFT ENVIRONMENTAL ASSESSMENT

KALAELOA ENERGY CORRIDOR

Ewa District, Oahu, Hawai'i



DRAFT ENVIRONMENTAL ASSESSMENT

KALAELOA ENERGY CORRIDOR Ewa District, Oahu, Hawai'i

February 2011

PREPARED FOR:

HAWAII COMMUNITY DEVELOPMENT AUTHORITY
STATE OF HAWAII

PREPARED BY:



BELT COLLINS HAWAII LTD.

TABLE OF CONTENTS

Chapter One: Introduction.....	1
1.1 Introduction.....	1
1.2 Purpose and Need	1
Chapter Two: Proposed Action and Alternatives Considered.....	3
2.1 Proposed Action	3
2.2 Project Schedule and Estimated Cost.....	3
2.3 Alternatives Considered	3
2.3.1 No Action Alternative	3
2.3.2 Alternative Route Alignments	7
2.3.3 Alternative Overhead Alignment	7
Chapter Three: Affected Environment	8
3.1 Land Use and Land Tenure.....	8
3.1.1 Existing Conditions	8
3.1.2 Potential Impacts and Mitigation Measures	12
3.2 Geology, Soils and Topography	12
3.2.1 Existing Conditions	12
3.2.2 Potential Impacts and Mitigation Measures	13
3.3 Hydrology	13
3.3.1 Water Resource.....	13
3.3.2 Groundwater	13
3.3.3 Surface Water.....	15
3.3.4 Potential Impacts and Mitigation Measures	15
3.4 Archaeological and Cultural Resources	16
3.4.1 Archaeological Resources	16
3.4.2 Cultural Resources	16
3.4.3 Potential Impacts and Mitigation Measures	17
3.5 Flora and Fauna	18
3.5.1 Flora.....	18
3.5.2 Fauna.....	18
3.5.3 Potential Impacts and Mitigation Measures	18
3.6 Public Health and Safety	18
3.6.1 Flood Hazards	18
3.6.2 Earthquakes.....	18

3.6.3	Brushfires.....	19
3.6.4	Probable Impacts and Mitigation Measures.....	19
3.7	Air Quality.....	19
3.7.1	Existing Conditions	19
3.7.2	Probable Impacts and Mitigation Measures.....	20
3.8	Noise	20
3.8.1	Existing Conditions	20
3.8.2	Probable Impacts and Mitigation Measures.....	20
3.9	Circulation and traffic.....	21
3.9.1	Existing Conditions	21
3.9.2	Future Roadway Improvements.....	21
3.9.3	Probable Impacts and Mitigation Measures.....	23
3.10	Infrastructure	23
3.10.1	Water	23
3.10.2	Sewer.....	23
3.10.3	Electricity, Telephone, and Cable TV	23
3.10.4	Fuel and Utility Gas Lines.....	24
3.10.5	Drainage	24
3.10.6	Probable Impacts and Mitigation Measures.....	24
3.11	Public Services and Facilities	25
3.11.1	Police, Fire, and Emergency Services.....	25
3.11.2	Medical Centers.....	25
3.11.3	Solid Waste.....	25
3.11.4	Probable Impacts and Mitigation Measures.....	25
3.12	Visual and Aesthetic Resources.....	25
3.12.1	Existing Conditions	25
3.12.2	Probable Impacts and Mitigation Measures.....	26
3.13	Socio-Economic Setting	26
3.13.1	Existing Conditions	26
3.13.2	Probable Impacts and Mitigation Measures.....	26
Chapter Four: Federal, State, and County Land Use and Environmental Policies		27
4.1	Federal Laws.....	27
4.1.1	Coastal Zone Management Act of 1972	27
4.1.2	Rivers and Harbors Act of 1899.....	27
4.1.3	Section 1424(E) of the Safe Drinking Water Act of 1974.....	27
4.1.4	Endangered Species Act of 1973	28
4.1.5	National Historic Preservation Act of 1966	28

4.1.6	Environmental Justice.....	28
4.2	State Policies and Statutes	29
4.2.1	State Land Use Law	29
4.2.2	State Environmental Policy.....	29
4.2.3	Hawaii Coastal Zone Management Program.....	30
4.2.3.1	Recreational Resources	30
4.2.3.2	Historic Resources.....	30
4.2.3.3	Scenic and Open Space Resources.....	30
4.2.3.4	Coastal Ecosystems	30
4.2.3.5	Economic Uses.....	30
4.2.3.6	Coastal Hazards	30
4.2.3.7	Managing Development.....	30
4.2.3.8	Public Participation	31
4.2.3.9	Beach Protection	31
4.2.3.10	Marine Resources.....	31
4.2.4	Kalaeloa Redevelopment Plan	31
4.2.5	Kalaeloa Master Plan.....	31
4.2.6	Kalaeloa Airport Master Plan	31
4.2.7	Hawaii Army National Guard Facility Improvements	32
4.3	City and County of Honolulu.....	32
4.3.1	General Plan.....	32
4.3.2	Ewa Development Plan	33
4.3.3	Ewa Roadway Connectivity Study	33
4.3.4	City Land Use Ordinance.....	33
4.3.5	Special Management Area of the City and County of Honolulu.....	35
4.3.6	Summary of Required Permits and Approvals.....	35
	Chapter Five: Anticipated Determination	36
	Chapter Six: Findings And Reasons Supporting Anticipated Determination	37
	Chapter Seven: References.....	39

APPENDIX

Preconsultation Letters

FIGURES

Figure 1	Location Map.....	4
Figure 2:	Proposed Utility Ductline	5
Figure 3:	Typical Duct Section.....	6
Figure 4:	Existing Land Use Map	9
Figure 5:	Aerial Photo of Project Area	10
Figure 6:	Kalaeloa Master Plan	11
Figure 7:	USGS Quadrangle Topographic Map.....	14
Figure 8:	Ewa Development Plan	34

ACRONYMS AND ABBREVIATIONS

AAQS	Ambient Air Quality Standards
AC	Asphalt Concrete
BWS	Board of Water Supply, C & C of Honolulu
BMP	Best Management Practice
BPNASRC	Barbers Point Naval Air Station Redevelopment Commission
CAA	Clean Air Act
CIA	Cultural Impact Assessment
CWA	Clean Water Act of 1977
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act
DES	Department of Environmental Services, C & C of Honolulu
DHHL	Department of Hawaiian Home Lands, State of Hawaii
DLNR	Department of Land and Natural Resources, State of Hawaii
DOE	Department of Education, State of Hawaii
DOH	Department of Health, State of Hawaii
DPP	Department of Planning and Permitting, C & C of Honolulu
EA	Environmental Assessment
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FHWA	Federal Highways Administration
FIRM	Flood Insurance Rate Map
FONSI	Finding of No Significant Impact
HAR	Hawaii Administrative Rules
HECO	Hawaiian Electric Company, Inc.
HCDA	Hawaii Community Development Authority
HDOT	Hawaii Department of Transportation, State of Hawaii
HFD	Honolulu Fire Department
HIARNG	Hawaii Army National Guard
HPD	Honolulu Police Department
HRS	Hawaii Revised Statutes
JFHQ	Joint Forces Headquarters
LUC	Land Use Commission
NAAQS	National Ambient Air Quality Standards
NAS	Naval Air Station
NHPA	National Historic Preservation Act

NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
NAS	Naval Air Station
NOAA	National Oceanic and Atmospheric Administration
OR&L	Oahu Railway & Land Company
PVC	polyvinyl chloride
ROW	right-of-way
SHPD	State Historic Preservation Division
SMA	Special Management Area
SOBA	Southern Oahu Basal Aquifer
WWTP	Wastewater Treatment Plant
TMK	Tax Map Key
TPM	Traffic Management Plan
UH	University of Hawaii
US	United States
USFWS	United State Fish and Wildlife Service

Project Name:	Kalaeloa Energy Corridor
Proposed Action:	The proposed action calls for the installation of an underground electrical and communications distribution system in lower Fort Barrette Road, Enterprise Avenue, Saratoga Avenue, and Midway Road to provide for extensions of Hawaiian Electric Company, Hawaiian Telcom, and Oceanic Time Warner Cable services into Kalaeloa. As part of this improvement, electrical work will be performed to separate the Non-U.S. Navy users in Kalaeloa from the existing Navy system and to reconnect these loads to the new utility service. Also, along the affected roads, street lighting fixtures will be installed.
Proposing Agency:	State of Hawaii, Hawaii Community Development Authority (HCDA)
Approving Agency:	State of Hawaii, HCDA
Preliminary Determination:	Anticipated Finding of No Significant Impact
Project Cost:	Preliminary estimate of \$5 million
Project Location:	The proposed action will occur in lower Fort Barrette Road and in existing rights-of-way (ROWs) of Kalaeloa, Ewa District, Oahu, Hawaii. The affected ROWs in Kalaeloa include Enterprise Avenue, Saratoga Avenue, and Midway Road. Tax Map Keys (TMK) for the project area are 9-1-13 and 9-1-16.
Area:	Approximately 8,400 linear feet of utility ductline will be installed within the rights-of-way that vary in width from 70' to 120'
State Land Use District:	Urban District
County Zoning:	F-1 Federal and Military Preservation District
Special Management Area:	The proposed action will occur outside of the City & County of Honolulu's (City) Special Management Area.
Flood Insurance Rate Map:	The proposed action is located in Flood Zone D: Areas in which flood hazards are undetermined, but possible.
Existing Use:	The alignment for the proposed utility ductline is within existing ROWs owned by the State and City.

Surrounding Uses:

In addition to the lower Fort Barrette Road, the project site is located in the former Naval Air Station-Barbers Point, now known as Kalaeloa. The majority of the sites in Kalaeloa has been or is being transferred to State and City agencies. Some of the sites will continue to be held by the U.S. Navy for military support as well as for housing and recreational uses. Kalaeloa Airport and the Hawaii Air National Guard are among the largest non-Navy occupants in the area. Other major non-Navy occupants include the Department of Hawaiian Home Lands, Hawaii Public Housing Authority, Hawaii Community Development Authority, Ford Island Ventures LLC, Carmel Partners, planned City park lands, and Honolulu Community College - Pacific Aerospace Training Center.

Required Permits:

- o Work within State and City Rights-of-Way
- o Grading, Grubbing, Excavation and Stockpiling Permit
- o Building Permit
- o National Pollutant Discharge Elimination System (Storm Water Associated with Construction Activity) Permit

CHAPTER ONE: INTRODUCTION

1.1 Introduction

In 1993, the Base Realignment and Closure Commission recommended to the President of the United States the closure, among others, of the Naval Air Station–Barbers Point (NAS-Barbers Point). In 1999, the U.S. Department of Defense closed the NAS-Barbers Point. From there, naval operations transferred to other bases on the island of Oahu with a large contingent moving to the Marine Corps Base Hawaii in Kaneohe. The State of Hawaii, meanwhile, took responsibility for the subsequent ownership and use of the released lands in the former NAS-Barbers Point and identified it as the Kalaeloa Community Development District (Kalaeloa). The State further designated the Hawaii Community Development Authority (HCDA) to plan and administer the re-use of the area as well as develop new or replacement facilities and services.

Based on its 2006 Master Plan, Kalaeloa will include as its major users: the Hawaii Army National Guard (HIARNG), Hawaii Department of Transportation’s (HDOT) Kalaeloa Airport, a Department of Education (DOE) school, City & County of Honolulu (City) recreational facilities, University of Hawaii (UH) community college flight training center, State Department of Hawaiian Home Lands (DHHL) facilities, Hawaii Public Housing Authority (HPHA) housings, non-military federal operations and U.S. Navy support facilities, private enterprises, and City and State rights-of-way. Many of the new occupants have moved in and are already re-using and upgrading existing facilities left by the U.S. Navy. Many others will be developing their properties once planning and project funding are completed.

1.2 Purpose and Need

The existing electrical distribution system in Kalaeloa presently serves both Navy and non-Navy facilities. This system was built in the 1930s and has been continuously modified to serve the ongoing operations of the former NAS – Barbers Point. Since the closure of NAS-Barbers Point, State and City facilities as well as private enterprises have begun operating facilities in the area. A few Navy support facilities have remained and are also operating in the area.

As a military operation, the U.S. Navy wishes to maintain a separate electrical distribution system from the non-Navy users of the utility. The HCDA, which is responsible for guiding and coordinating development in Kalaeloa, is proposing to separate the existing electrical distribution system, so one system will serve the Navy users and the other will serve the non-Navy users. Each system would have its own set of electrical meters. Electrical service for the non-Navy users will be provided by Hawaiian Electric Company (HECO), but eventually, the Navy users in Kalaeloa will connect to HECO’s utility system.

In association with the provisions of a separate electrical system for Kalaeloa's non-Navy users, telephone and cable TV lines will also be installed in the new utility system. The inclusion of these lines within the proposed underground ductline will satisfy the potential long-range plan for widening and improving Enterprise Avenue.

CHAPTER TWO: PROPOSED ACTION AND ALTERNATIVES CONSIDERED

2.1 Proposed Action

The proposed action calls for the installation of a utility ductline along lower Fort Barrette Road and Enterprise Avenue from Kapolei Parkway to Midway Road. A connecting ductline will also be installed along Saratoga Avenue from an existing electrical substation to the new ductline along Enterprise Avenue (see Figures 1 and 2).

The proposed ductline will be placed within the road rights-of-way (ROWs) of Fort Barrette Road and Enterprise Avenue, both owned by the State, and Saratoga Avenue and Midway Road, both owned by the City. It is intended that the State-owned ROWs eventually be dedicated as City roads.

The proposed ductline will have a total length of approximately 8,400 feet. Its cross-section will measure up to 1-1/2 feet by 3 feet and will encase several PVC conduits to separately hold electrical cables, telephone lines, and cable TV lines (see Figure 3). The ductline will be installed predominantly under the road pavement at a depth of approximately five feet. The top of the ductline would be approximately three feet below the ground surface.

The electrical and communications cables in the ductline will have laterals that connect with existing lines in the adjacent non-Navy properties located along Enterprise Avenue and Midway Road. Each of the electrical connections will have associated electrical meters.

The specific location of the ductline within the rights-of-way will be coordinated with the U.S. Navy and utility companies having existing facilities within the ROWs. With the provision of power along Enterprise Avenue, HCDA is also proposing to install street lighting fixtures. Under previous Navy use, Enterprise Avenue remained unlit for security purposes. The new lighting fixtures will meet current City standards or HDOT, Highways Division standards as applicable to their respective roadway jurisdiction.

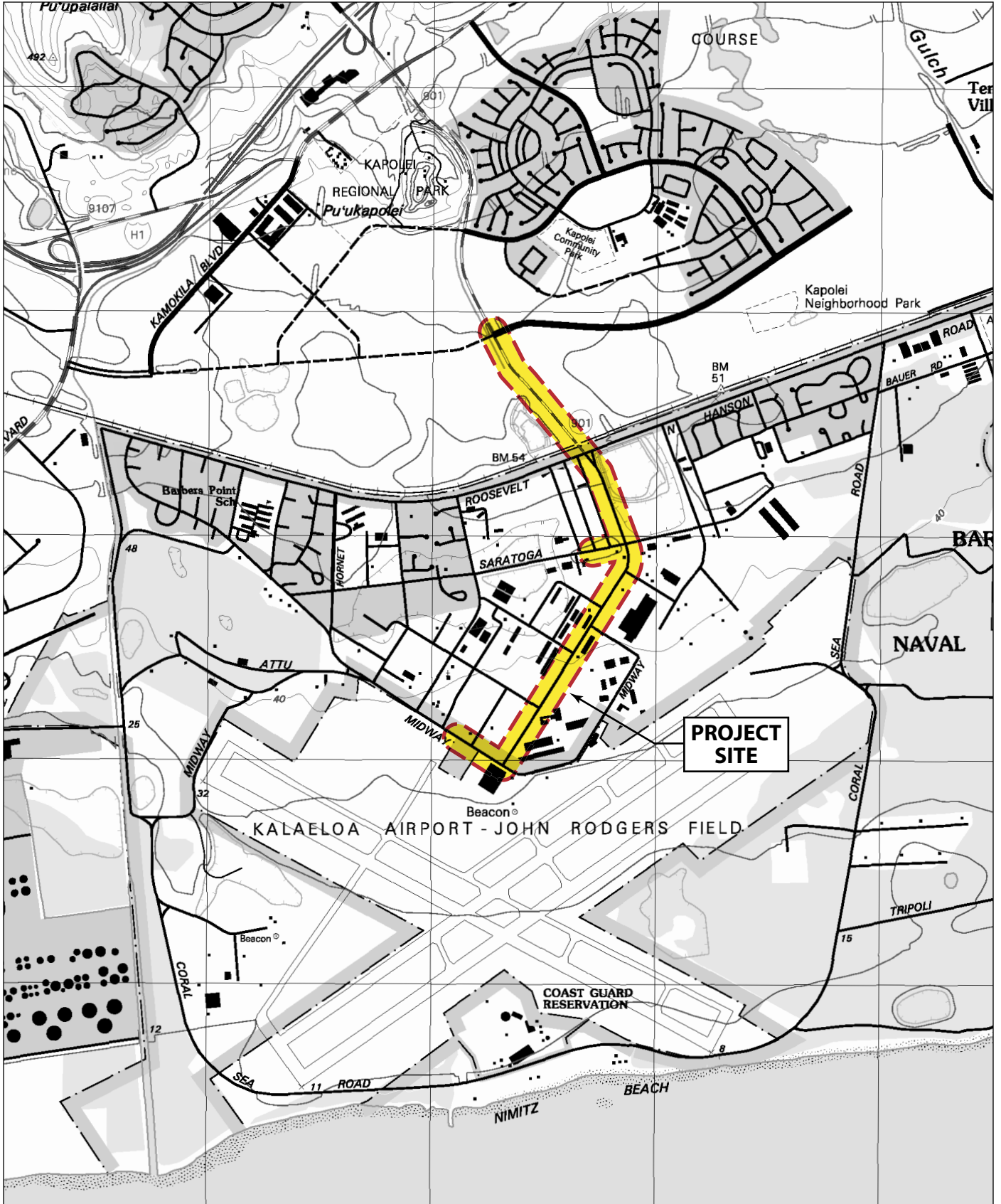
2.2 Project Schedule and Estimated Cost

The source of funding for the new utility ductline and street lights will be State of Hawaii monies through the HCDA. Construction is anticipated to begin in mid 2011 and be completed by the end of 2012.

2.3 Alternatives Considered

2.3.1 No Action Alternative

Under the No Action Alternative, the existing electrical system in Kalaeloa would continue to serve both U.S. Navy and non-Navy users. Notably, the Navy has previously indicated that it



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Figure 1
LOCATION MAP

Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawaii'

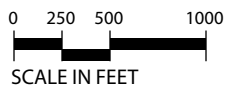
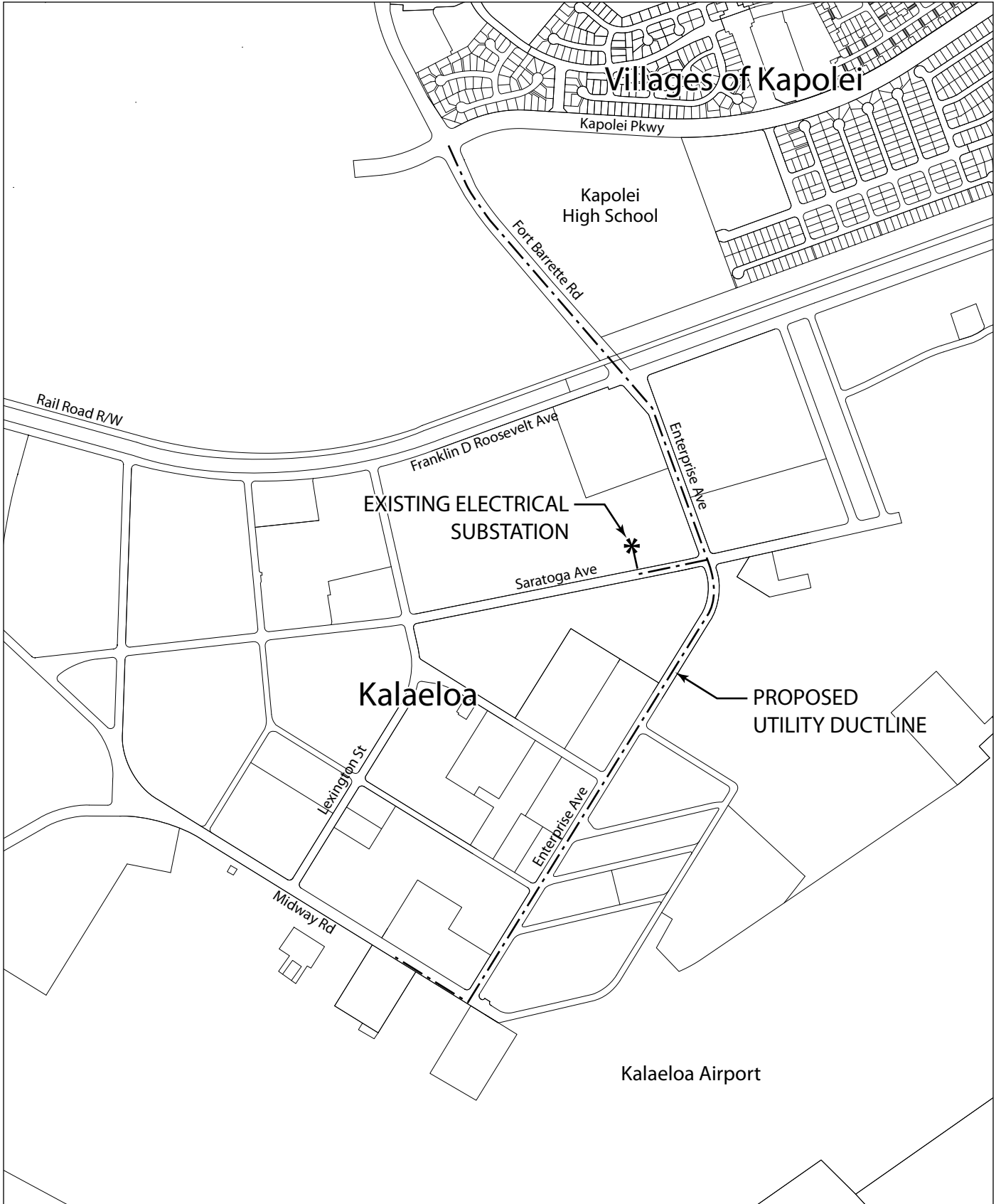
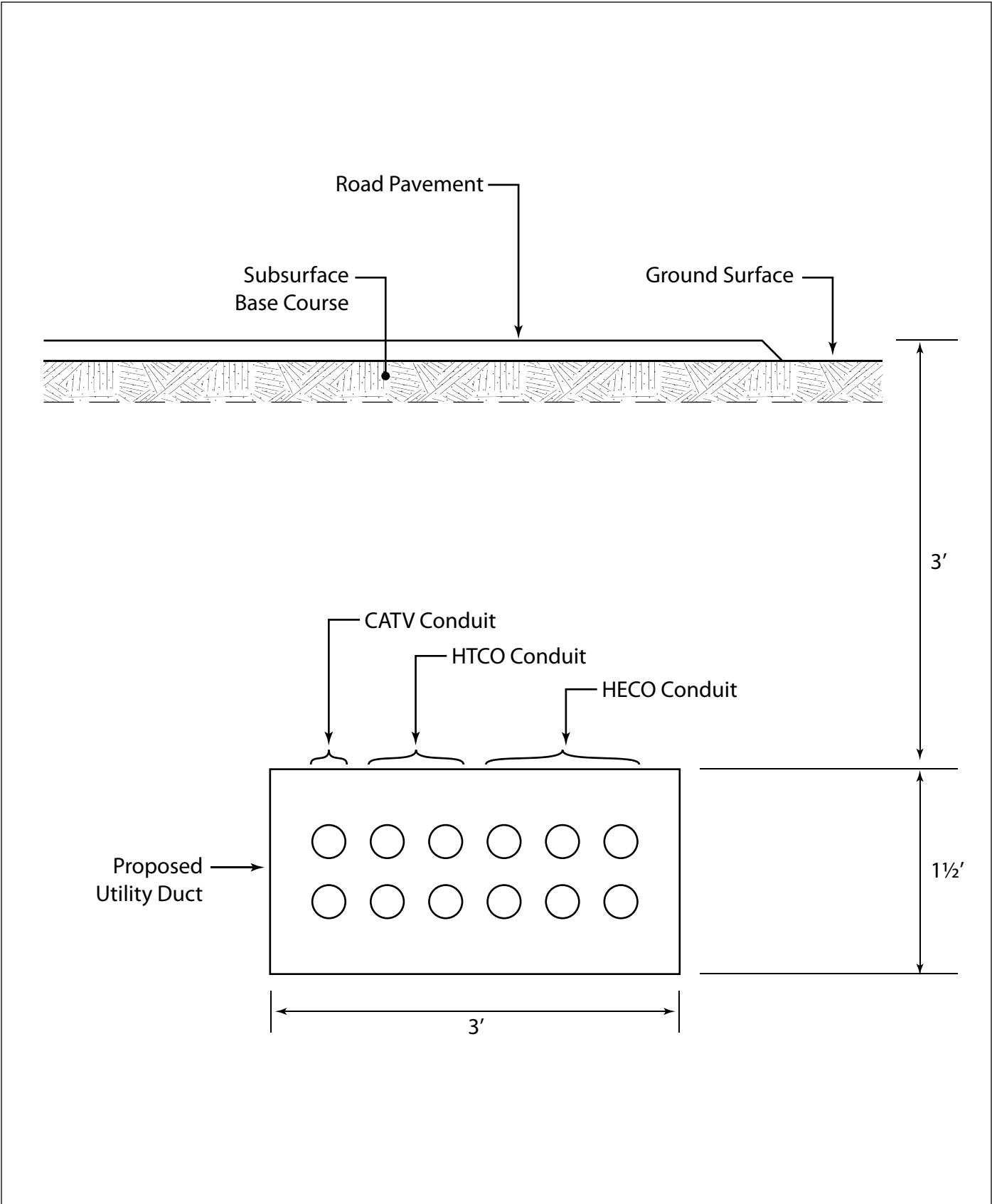


Figure 2
PROPOSED UTILITY DUCTLINE

Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawaii'



NORTH NOT TO SCALE

Figure 3
TYPICAL DUCT SECTION

Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawai'i

would eventually cease maintenance of the electrical system and that the system would consequently become non-functional.

The No Action Alternative would result in no dedicated power distribution system for either party. The U.S. Navy would rely upon an electrical grid that it does not have total control. As a military operation, it would be vital that there is a dependable system that is not vulnerable to outside forces that could jeopardize national security.

It should be noted that the no-action alternative would also result in no impact or change to the existing natural or man-made environment, and as a consequence, the existing environmental setting would continue to prevail.

2.3.2 Alternative Route Alignments

Alternative alignments for the proposed ductline were considered. During the early planning stages of the project, various alignments over Kalaeloa's existing roadways were reviewed. After determining the primary non-Navy users for the new electrical system, a preferred corridor for the ductline was identified. It is noted the selected corridor, Enterprise Avenue, is the main access into Kalaeloa and hub of existing facilities in the project area.

After the selection of Enterprise Avenue (Franklin D. Roosevelt Avenue to Midway Road) as the proposed route for the new ductline, extensions to the alignment were made to accommodate HECO requirements. The final alignment for the proposed ductline now extends into lower Fort Barrette Road and into a portion of Midway Road.

2.3.3 Alternative Overhead Alignment

Overhead utility lines in lieu of underground ductlines were considered during the preliminary planning stages of the project. Although overhead utility lines are less expensive to install than underground ducts, the protective features of the new ductline makes this alternative more attractive. Additionally, the underground location of the ductline would have real visual benefits to the community, as no unsightly overhead lines would occur along the main entry road of Kalaeloa.

The City and County of Honolulu General Plan has adopted land use policies and objectives that promote development that do not obstruct or interfere with existing vistas or viewplanes. The Revised Ordinances of Honolulu typically require, with exceptions, electric and communication utilities to be installed underground in urban ROWs. Furthermore, HCDA's draft Kalaeloa Community Development District Rules, which are currently being developed, establishes similar requirements.

CHAPTER THREE: AFFECTED ENVIRONMENT

3.1 Land Use and Land Tenure

3.1.1 Existing Conditions

Kalaeloa's existing land uses consist of a mixture of government facilities, aeronautical-related operations, industrial uses, residential homes, planned recreational uses, and vacant parcels. Most of the lands are still vacant, but under the Kalaeloa Master Plan, they are projected for future use. Figure 4 is a map of existing land uses in Kalaeloa, Figure 5 is an aerial photo of the project area, and Figure 6 presents the Kalaeloa Master Plan. The Plan, which was prepared by HCDA, is a land use guide for the long-term development of Kalaeloa.

The largest landowner in Kalaeloa is the State of Hawaii, which has a number of its agencies occupying different parcels throughout the district. The existing airport, which was previously operated by the U.S. Navy, is now under the jurisdiction of the HDOT, Airports Division. It alone occupies approximately 752.2 acres and includes the airfield, hangars, and air traffic control tower.

The Department of Hawaiian Home Lands (DHHL), which initially had 278 acres transferred to it from the Navy, is currently looking at potential uses (including residential homes) for its properties. The Hawaii Army National Guard (HIARNG) has approximately 150 acres in Kalaeloa abutting either side of Enterprise Avenue. HIARNG, which adopted a complex of buildings and hangars from the Navy when it moved to the area, plans to upgrade and expand certain of these facilities to establish a permanent home in Kalaeloa.

The City is awaiting final transfer of almost 500 acres from the Navy, which it is planning for public park use. Notably, much of the lands between Roosevelt Avenue and Saratoga Avenue are designated for residential use. Vacant lands occur between these roads along Enterprise Avenue as well as on the west side of Fort Barrette Road to the north.

The roadways in Kalaeloa are currently owned by the State and City. Enterprise Avenue is the main right-of-way into Kalaeloa and to Kalaeloa Airport. Ownership of the road transferred to the State when the Navy closed its facilities in 1999. Saratoga Avenue, which traverses Kalaeloa east to west, is a primary access that serves the residential areas to the north and former main facilities of NAS-Barbers Point to the south. This road is now under the jurisdiction of the City.

The other side roads from Enterprise Avenue, including Shangrila Street and Yorktown Street, are owned by the City. Roosevelt Avenue which abuts the northern border of Kalaeloa provides a connecting route between Fort Barrette Road and Geiger Road in eastern Ewa. Roosevelt Avenue (previously owned by the Navy) is a two-lane, two-way road currently operated by the City.



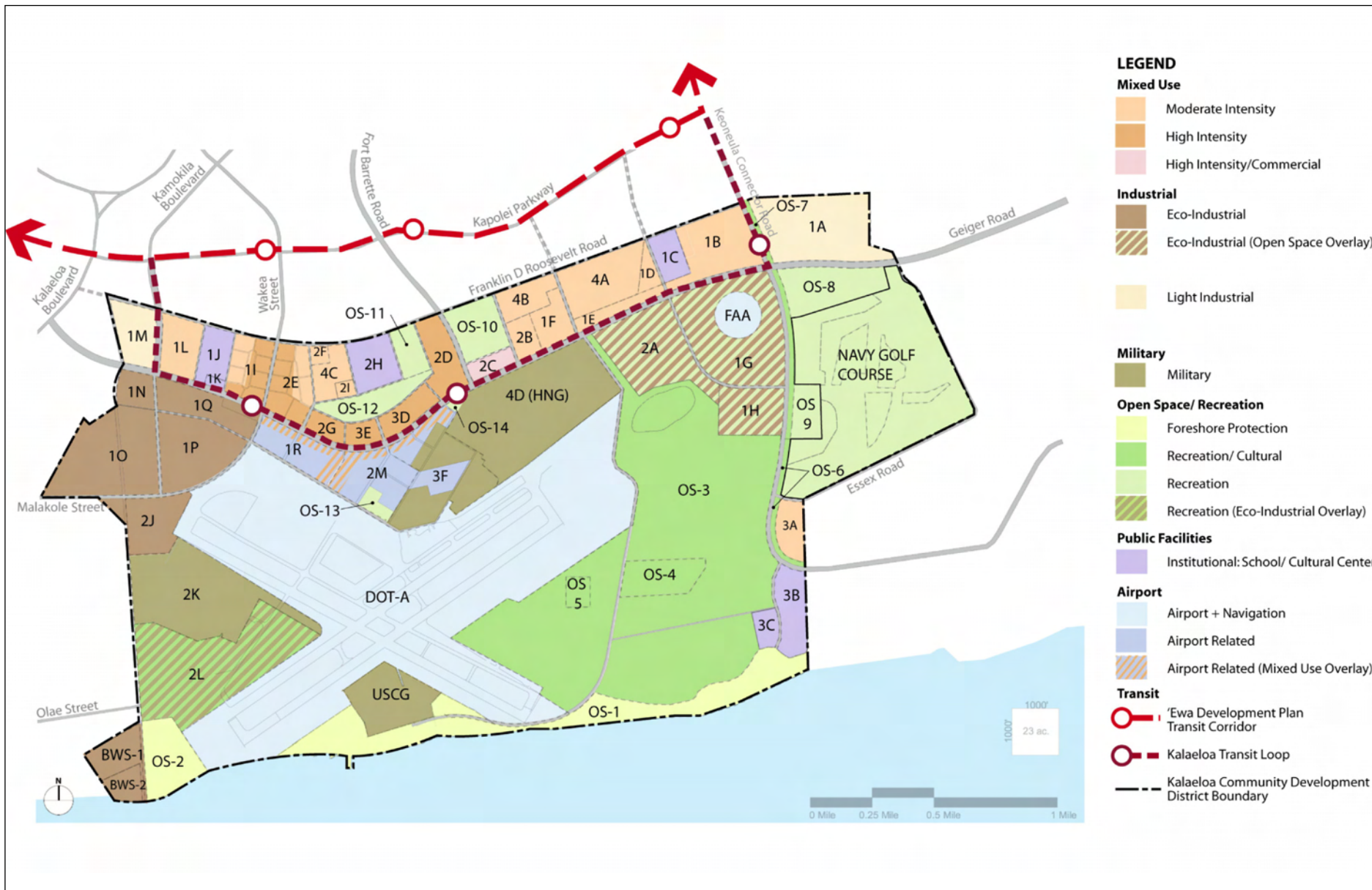
Source: National Geospatial-Intelligence Agency (NGA) and the U.S. Geological Survey (USGS), 2005 and 2007.



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Figure 5
AERIAL PHOTO OF PROJECT AREA

Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawaii'



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Source: Kalaeloa Master Plan. March 2006

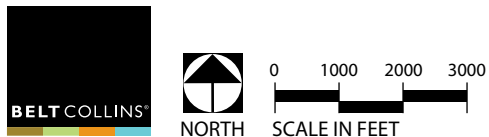


Figure 6
KALAELOA MASTER PLAN

Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawaii'

3.1.2 Potential Impacts and Mitigation Measures

Short-term impacts are expected to occur primarily during project construction. Heavy equipment and vehicles will be employed during the site preparation stage. Construction work on the site will consist of clearing the work area and preparing it for excavation, cutting through the asphalt concrete (AC) pavement of the road, trenching to a depth of approximately five feet, hauling the excavated material away to a City-approved disposal site, installation of the utility ductline, backfilling of the trench with contaminant-free soil, repaving the road pavement with AC, and returning the overall site to its pre-construction condition.

Installation of the street lighting fixtures will involve work primarily within the road shoulder area. Underground electric cables from the ductline will be installed to connect power with the lighting standards.

Heavy equipment that are expected to be employed during the construction operation include cranes, dozers, backhoes, dump trucks, flatbed trucks, loaders, rollers, and diesel power generators. The utility ductline will comprise of PVC conduits encased in concrete and placed (bottom of duct) approximately five feet below the ground surface.

Work to be done to separate the new utility system from the existing Navy system will involve disconnections from the existing underground and overhead distribution system and reconnections of the new system with the non-Navy users.

The ROWs affected by the new ductline will include the lower Fort Barrette Road (between Kapolei Parkway and Roosevelt Avenue), Enterprise Avenue, Saratoga Avenue, and Midway Road. Service laterals or minor ductlines from the main ductline will extend, at the minimum extent feasible, into the adjacent parcels to reconnect the new system with the non-Navy users.

The roads in the affected ROWs are paved, and some of the ROWs contain overhead and underground utilities (see Table 1). Installation of the ductline will require coordination with the U.S. Navy and utility companies that have facilities within those ROWs.

Once construction is completed, activities within the road and utility corridor will be back to normal. No existing land use, structure, or building will be displaced, and no new land uses will be created. Electrical and communications connections will be more accountable to specific users, and service will be improved.

3.2 Geology, Soils and Topography

3.2.1 Existing Conditions

Kalaeloa is located in the Ewa Plain of Oahu in an area that has been formed by millions of years of sedimentation from the upland regions of the Koolau and Waianae Mountains. During the early years of the island formation, Oahu underwent a period of rise, submersion, and rise resulting in the creation of a coral reef around the landform and later the development of a coral substratum in the Ewa Plain. Today, the coral has solidified and is a hard limestone layer at and beneath the surface of the ground.

Kalaeloa is located at the edge of the Schofield Plateau on the coastal plain, which is composed of inter-bedded coral reef and alluvial volcanic sediments (“caprock”) overlying basalt (volcanic rock). The caprock ranges from 50 to 400 feet thick along the northern boundary of Kalaeloa and from 750 to 1,000 feet thick along the coast. The upper 100 feet of caprock is marine sediment, consisting mainly of coral reef with minor layers of shell fragments and beach sands.

The U.S. Soil Conservation Service’s “Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii,” dated August 1972, classifies the soil in Kalaeloa as Coral Outcrop (CR). This soil consists of coral or cemented calcareous sand. A small area across Saratoga Avenue consists of soil classified as Mamala stony silty clay loam, 0 to 12 percent slopes (MnC). This soil type is shallow, well-drained, and formed in alluvium deposited over coral limestone and consolidated calcareous sand. Stones, mostly coral rock fragments, are common in the surface layer and profile.

The Agricultural Lands of Importance to the State of Hawaii maps show that Kalaeloa is located in an urban area and its agricultural potential is not determined or classified.

The section of Kalaeloa which will contain the new electrical and communications system is relatively flat with an average gradient of approximately 0.01 percent (see Figure 7). Elevations in the project area range from 30 feet (above mean sea level) on the makai border at Midway Road to approximately 60 feet on the mauka border at Kapolei Parkway, a straight-line distance of approximately 6,000 feet.

3.2.2 Potential Impacts and Mitigation Measures

Installation of the ductline in the caprock or coral outcrop is not problematic. Although not as “soft” as dirt, construction can still proceed as usual. Development occurs throughout the Ewa Plain in caprock material, and the construction methodology for such development projects is well established and practiced. Additionally, development in caprock, itself, will not result in any adverse effect to the material as a resource, considering the extent and availability of the material in the project area. The caprock is not suitable for high-level agricultural production.

3.3 Hydrology

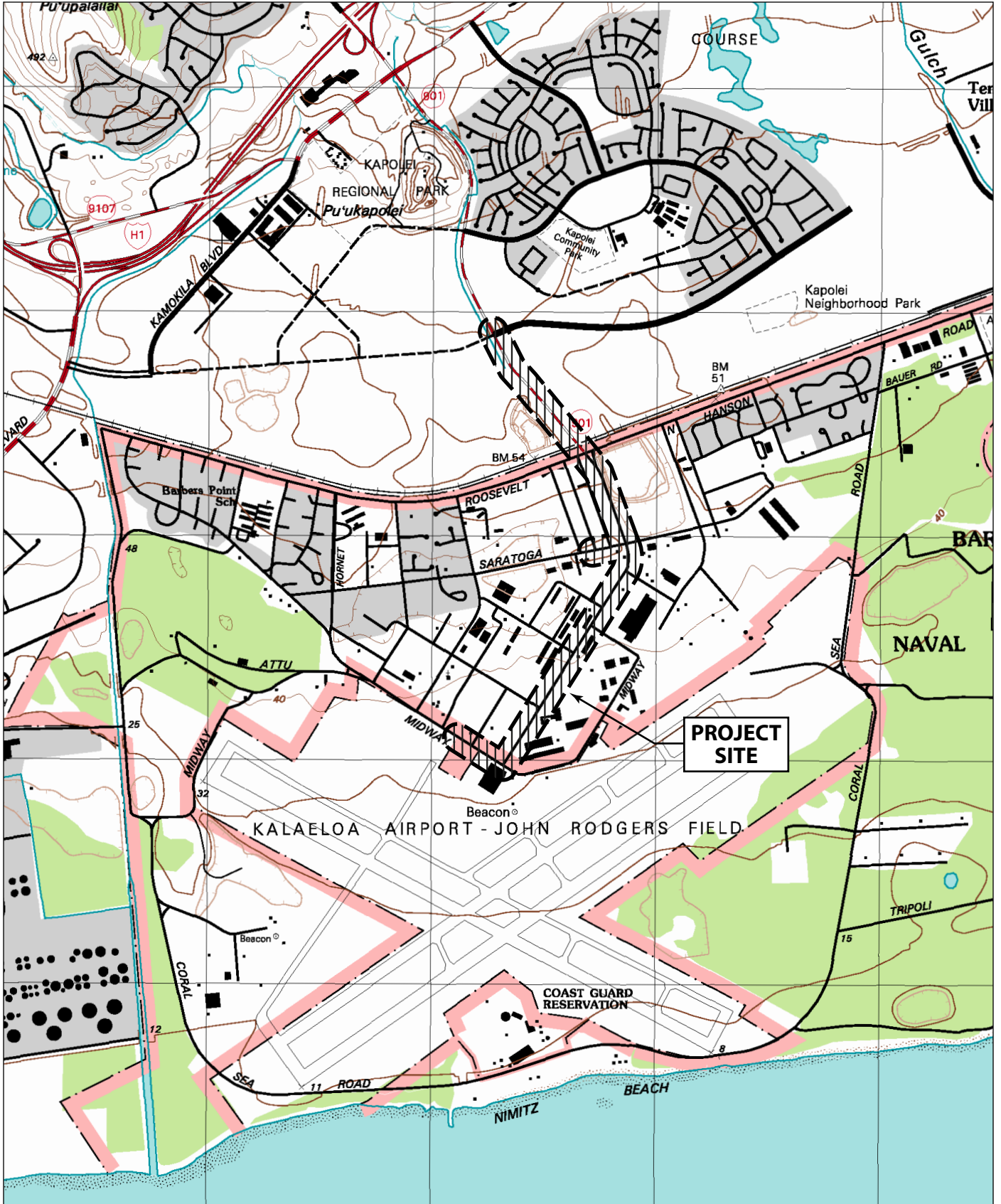
3.3.1 Water Resource

The Ewa Plain is one of the driest regions on the island. Annual rainfall is approximately 20 inches compared with the adjacent Pearl City region which has an annual rainfall of 35 inches. The wettest months of the year are from November to March, while the driest months occur between June and July.

3.3.2 Groundwater

Groundwater in Kalaeloa occurs near sea level. From published reports, groundwater is in unconfined conditions within the caprock and is in direct hydraulic contact with the ocean.

According to the Hawaii State Commission on Water Resource Management, the project site is located within the Kapolei Unit of the Ewa-Kunia Aquifer System in the Pearl Harbor Aquifer Sector. The aquifer consists of a deep layer of basalt, as well as a shallow unconfined aquifer in



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Figure 7
U.S.G.S QUADRANGLE TOPOGRAPHIC MAP

Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawaii'

the overlying caprock. The groundwater is brackish with a chloride content ranging from 250 to 1,000 milligrams per liter and is considered too deep to be contaminated from the surface. The shallow aquifer 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. The aquifer is at approximately 50 feet below ground surface.¹

3.3.3 Surface Water

In one of the driest regions of the island, no natural perennial or intermittent stream flows through the project area. Drainage channels, natural or improved, occur throughout the Ewa Plain. The nearest major channel is a realigned ditch that follows Fort Barrette Road to a sedimentation basin at the Oahu Railway & Land (OR&L) Company railroad right-of-way and a linear drainage basin at the southern border of the Villages of Kapolei.

Another improved drainage channel occurs along the western boundary of Kalaeloa, approximately 5,000 feet from the proposed ductline site. This lined regional drainage channel extends from the H-1 Freeway to the ocean. Kaloi Gulch, which is a major drainage channel that drains a large section of the upland Honouliuli area, traverses the Ewa Plain approximately 6,000 feet to the east of the project site. This channel is being aligned and improved as part of the new North-South Road construction.

With the continued development of Kapolei immediately upland of Kalaeloa, the impact of surface runoff from that area on the lower lands is being addressed. Widening plans for Fort Barrette Road includes drainage improvements to the existing drainage system following the existing two-lane road. The large linear drainage basin on the southern border of Kapolei Villages was recently constructed and provides an interceptor for runoff in that sector.

With an overall gradient of 0.01 percent, surface drainage in Kalaeloa is omnidirectional. The low rainfall and porous characteristic of the area's soil are expected to accommodate drainage by rapid ground percolation. Within the project ROWs, runoff currently flows across the road pavements into the shoulder areas and adjacent properties. Some shoulder areas have drainage swales, others have drainage inlets, and very few road segments have roadside curbs and drainage gutters.

3.3.4 Potential Impacts and Mitigation Measures

Installation of the new electrical and communications system will require trenching to a depth of approximately five feet. The excavation work is not expected, however, to encounter groundwater as existing records show groundwater levels to be near sea level or well below the land surface. As a result, no dewatering will be required and no National Pollutant Discharge Elimination System (NPDES) Permit for dewatering will be necessary. Best management practices (BMP) will be employed during construction to prevent potential hazardous material spillage, particularly fuel and oil from construction equipment usage.

To address potential runoff and sedimentation that might reach adjacent streams, watercourses, natural areas, and sensitive inhabited sites during construction, the contractor will develop a

¹ Kalaeloa Airport Development, Final Environmental Assessment

BMP plan for City approval as part of the project's grading permit application process. The BMP plan will describe how on-site generated runoff and sediment movement will be controlled and prevented from entering other properties and how the applicant plans to specifically implement the measures. A grading permit will not be issued unless the applicant meets all of the grading standards that were designed to safeguard life and limb, protect property, promote public welfare, and to preserve and enhance the natural environment, including but not limited to water quality.

Potential mitigation measures for controlling runoff and sedimentation movement include the development of sedimentation basins, cut-off swales and ditches, rock filter berms, hydro mulching, and wattles. These would be included in the BMP, which will be subject to the approval of the City.

3.4 Archaeological and Cultural Resources

3.4.1 Archaeological Resources

The proposed ductline will occur in existing road and utility ROWs that have altered the land from ROW boundary to ROW boundary. Grading and the placement of base course gravel and asphaltic concrete pavement are the predominant improvements in the ROWs. The road shoulder areas have had renaturalized by introduced groundcover or encroachment by existing adjacent vegetation. The project ROWs do not contain any archaeological sites or features.

In 1997, International Archaeological Research Institute, Inc. prepared a cultural resource inventory report for NAS-Barbers Point.² The study included background and historical information on NAS-Barbers Point and Ewa Plain, a report on the Phase I inventory survey of NAS-Barbers Point conducted in 1994, a summary of cultural resources in the area, recommendations regarding National Register of Historic Places sites and buildings, and recommendations regarding mitigation actions for sites and buildings that may be adversely affected by proposed undertakings. No archaeological sites or historic structures were recommended for data recovery or preservation in the ductline project site.

Additionally, the study indicated that there is a potential for discovery of human remains. The likely areas would be in the coastal dunes, untested sinkholes, and sinkholes covered by base construction. Skeletal remains that have been uncovered by previous surveys were along the coast and eastern and western perimeter of the airfield. None have been uncovered in the Enterprise Avenue vicinity.

3.4.2 Cultural Resources

Previous cultural impact assessments for Kalaeloa have revealed that the former NAS-Barbers Point site was not used particularly for agricultural activities before the U.S. Navy took control

² A Cultural Resource Inventory of Naval Air Station, Barbers Point, Oahu, Hawaii; Part I: Phase I Survey and Inventory Summary, July 1997.

of the area in the 1930s.³ Ranching was more suited in this hot, dry section of the island. Other records show that there were some activities in sisal and later in sugar plantation.

Construction of the NAS-Barbers Point began in 1941. Extensive ground and building improvements occurred. The U.S. Navy continued operating the NAS-Barbers Point until it closed in 1999. Public access into the military-controlled grounds during the Navy's presence was restricted and the application of traditional gathering rights by Hawaiian interests was not possible.

North of Kalaeloa just inland of the Fort Barrette Road-Kapolei Parkway intersection is Puu Kapolei. The Final EA for the Fort Barrette Road Widening indicated that native Hawaiians consider Puu Kapolei to be one of the most sacred places in Honouliuli. It represents the home of Kamaunuaniiho, grandmother of Kamapuaa, the pig god and ancestor to the people of Oahu. Records also show that a heiau or temple mostly associated with the sun and astronomy, was once located on the puu. The heiau has since been destroyed.

In a cultural impact assessment conducted for the Fort Barrette Road Widening, no on-going traditional cultural practices related to native gathering was identified in the project area by any of the cultural informants.

It is noted that the Fort Barrette Road Final EA identified two historic properties in the area of the ductline project: a concrete irrigation piping along Fort Barrette Road and the OR&L ROW at the intersection of Fort Barrette Road and Roosevelt Avenue. According to the Final EA, the Federal Highways Administration determined that the irrigation feature was disarticulated and damaged and lacked integrity, and would likely not be eligible for the National or Hawaii Register of Historic Places. As a result, the irrigation feature does not warrant a historic designation.

The OR&L ROW, which is currently listed on the National and Hawaii Register under Criterion A, is 15 miles long with a 40-foot wide ROW and contains steel rail tracks on a raised roadbed. The ROW is the longest remnant of the original 175-mile OR&L railroad track that served Oahu during the late 1800s and early to mid 1900s. A portion of the tracks is still being used for recreational tour rides by the Hawaiian Railroad Society in Ewa.

3.4.3 Potential Impacts and Mitigation Measures

Construction of the new utility ductline will occur within existing road and utility rights-of-way. There are no archaeological sites or features within these ROWs. The proposed underground location of the ductline is not expected to disrupt or interfere with any cultural resources or with access to such resources.

It is understood that possible cultural deposits may be buried in the project area as with any other areas on the island. As a result, archaeological monitoring will be programmed into the project's construction work. If any unexpected find is uncovered during excavation, construction work will be halted in the immediate area of the find and the State Historic Preservation Division (SHPD) will be notified.

³ Kalaeloa Airport Development Plan Improvements EA.

3.5 Flora and Fauna

3.5.1 Flora

The shoulder areas of the project roadways consist of asphalt concrete (A.C.) pavement or concrete pavement sidewalks, stabilized shoulders, or grassed shoulders. There are no trees or high shrubs in the project ROWs. The grass areas of the shoulders do not contain any federally-listed rare, threaten, or endangered species.

3.5.2 Fauna

Fauna, particularly avifauna, is generally absent in the project ROWs. The movement of vehicular traffic and occasionally pedestrian traffic through the project ROWs make for a hostile environment for foraging, roosting, or habitation. Notably, the opportunity for such avifauna activities is constrained by the limited amount of vegetation in the road shoulders.

Any avifauna presence that does occur is comprised primarily of the common lowland urban species, such as the zebra dove, red-vented bulbul, Japanese white-eye, house finch, and common myna. Mammal species that are known to occur include primarily rodents, feral cats, stray dogs, and small Indian mongoose. None of these species are native or indigenous to Hawaii and none are considered rare, threatened, or endangered.

3.5.3 Potential Impacts and Mitigation Measures

The proposed action will have negligible impact, if any, on the area's flora and fauna. The probable impacts would occur primarily during the project's short-term construction phase. Installation of the ductline will occur predominantly in the pavement area of the affected roadways. As a result, the road shoulders will not be the primary area of impact. All fauna in the project area are mobile and would move or shy away to adjoining areas. Once construction is completed, the project site will be returned to its preconstruction appearance. Any roadside vegetation affected by construction will once again re-establish itself, and fauna would return to their normal activities in the area.

3.6 Public Health and Safety

3.6.1 Flood Hazards

The project site is located more than 4,000 feet inland of the shoreline. The proposed action will not be susceptible to high surf, coastal erosion, or tsunami inundation.

Flood Insurance Rate Map (FIRM), Map No. 15003C0310F, prepared by the Federal Emergency Management Agency (FEMA) shows no floodways or riverine flood zones through the project site. The FIRM, however, does indicate that the project site is located in Flood Zone D, which are areas where flood hazards are undetermined, but possible.

3.6.2 Earthquakes

The island of Hawaii experiences thousands of earthquakes each year, but a large majority of these quakes are too small to feel (only special seismograph instruments can detect them).

Earthquakes in Hawaii are intricately related to the volcanoes in the islands, and hence, are heavily concentrated around the Big Island. Once in a while, these earthquakes are large enough to be felt on the islands of Oahu and Kauai.

On October 15, 2006, a 6.7 magnitude earthquake occurred just west of the Big Island, the strongest quake in Hawaii in almost 23 years. The effect precipitated an island-wide power outage on Oahu. Island businesses and facilities with battery or back-up emergency generators were able to temporarily continue operations. As an alternative to land line phones, cell phones allowed possible continued telecommunications.

HECO indicated that after the first units tripped-out due to the earthquake, the network system detected that load was greater than generating capacity and as a result, additional power generators shut down to protect the HECO system from long-term damage. Restoration of power involved a long process, which included restarting the system gradually, bringing electrical load on a little at a time, rather than in big chunks. Approximately 19 hours after the quake struck, power was restored to nearly all of the customers on the island.

3.6.3 Brushfires

The dry, hot climate condition in the Ewa Plain, which contains large and small scattered areas of scrubland, is potentially susceptible to brush fire. The project site, however, is located in a developed area of Kalaeloa and potential brush fire is limited to the pockets of vacant parcels that occupy the area. These undeveloped parcels are urban designated and planned for future development. Existing fire hydrants in Kalaeloa's road system provide a ready aid for area fire fighting.

3.6.4 Probable Impacts and Mitigation Measures

Flooding and brushfire are expected to have minimal or no adverse impact on the proposed project. The new utility lines will be located in a protective underground duct. The new street lights may incur some damage from brushfires, but significant development has already occurred around the proposed installation leaving little opportunity for brushfires to reach the area. Additionally, Honolulu Fire Department trucks have quick access to the project vicinity via existing public roads and are in reach of available fire hydrants.

The impact from earthquakes would be minimal as the underground utility lines will be out of harm's way from above-ground structural failures and damages. The utility ductline will have built-in flexibility to withstand minor ground movements. Similarly, street lighting fixtures are design to City code to withstand minor quakes.

3.7 Air Quality

3.7.1 Existing Conditions

The quality of air in the project area is generally good as predominant tradewinds carry fresh supply to Kalaeloa. Directly upwind of Kalaeloa are lands primarily in residential and open space uses, activities that are not major generators of pollutants. Mixed-in with these uses are some public schools and community facilities, such as recreation centers and a golf course.

Downwind of the predominant trades and to the west and southwest of the project site are industrial enterprises, some of which are sources of potential air pollution. These operations are located in a permitted district of Campbell Industrial Park. The pollutant levels in the industrial park, however, remain well below both State and Federal ambient air quality standards for all pollutants monitored.⁴ Further, the State Department of Health (DOH) 5-year trends of air quality data for particulate matters (PM10 & PM2.5), sulfur oxides (SO2), nitrogen dioxide (NO2), ozone (O3), carbon monoxide (CO) from 2003 to 2007 indicate levels are within State standards.

3.7.2 Probable Impacts and Mitigation Measures

The new electrical and communications system for Kalaeloa is not expected to deteriorate air quality in the project vicinity. The installed system will operate without generating any emissions and will be located underground. The new street lighting fixtures will emit light, but no gas or air pollutants. As a result, no mitigation measures are being proposed.

During the construction phase of the project, the earthwork associated with the trenching operation will typically generate fugitive dust. The probable impact is expected to be short-term and temporary. Mitigative measures will be employed to minimize the dusts leaving the construction area. Such measures would include occasional water sprinkling over the construction area or areas of exposed dirt, temporary covering of dirt stockpiles during windy periods, and installation of dust screens along the construction area boundary.

3.8 Noise

3.8.1 Existing Conditions

Ambient sounds in Kalaeloa include vehicular traffic on the roadways and tenant activities on the adjacent properties. The major land users in Kalaeloa are the Kalaeloa Airport and HIARNG as well as the office buildings and the industrial-commercial and military support facilities that abut Enterprise Avenue. In 2010, the Kalaeloa Airport and HIARNG published an EA for the long-term improvement of their facilities. The HIARNG is proposing to relocate to and consolidate more of its existing facilities at Kalaeloa. At the same time, HDOT is proposing to expand the use of its airport by constructing more support facilities. Many other properties in Kalaeloa are destined for development as envisioned by the Kalaeloa Master Plan.

3.8.2 Probable Impacts and Mitigation Measures

The new utility ductline will not generate nor contribute to the long-term noise levels at Kalaeloa.

During construction, short-term, temporary noise is expected to occur. Some of the noisy equipment that may be used, include diesel engines and possible jack hammers or power saws. Use of noise suppressant devices, such as mufflers, will help to reduce objectionable noise levels.

⁴ Kalaeloa Airport Development Plan Improvements, June 2010.

Construction of the ductline will occur in a mobile fashion over a projected 14 to 18 month period. The source of the noise will not be stationary, but will move from one area to another as installation of the ductline progresses along the project roadways. There will be no construction in the evenings or at night. Construction activities will comply with the State DOH, Chapter 11-46, Community Noise Control regulations. Compliance with these regulations will be part of the project's construction contract and responsibility of the selected contractor.

3.9 Circulation and traffic

3.9.1 Existing Conditions

The new electrical and communications system will be installed in lower Fort Barrette Road, Enterprise Avenue, Saratoga Avenue, and Midway Road. Table 1 below identifies the affected rights-of-way, owner of the right-of-way, right-of-way width, type of road, shoulder improvements, and existing utilities.

Fort Barrette Road is the main access into Kalaeloa. It serves as a feeder to Kamakilo Boulevard, Farrington Highway, and Makakilo Drive from the H-1 Freeway. The State-owned road previously served as the main entrance to the former NAS-Barbers Point.

3.9.2 Future Roadway Improvements

The State is planning to expand the traffic volume capacity of Fort Barrette Road to adequately serve Kapolei and Kalaeloa. The road will be widened from 2 lanes to 4 lanes and include a raised median, bike lanes, and sidewalks. Construction on the road widening was projected to begin in the Fall of 2008.

Associated with the widening of Fort Barrette Road is a proposed rehabilitation of the OR&L ROW crossing at the southern terminus of the State road. The OR&L ROW would be improved for higher-speed and higher volume vehicle crossings. It would consist of the removal of the existing tracks and ties at Fort Barrette Road, placement of a pre-fabricated concrete slab, and installation of replacement tracks. The crossing would include a fully-activated, automatic gate.

The HDOT has indicated there are plans to improve the intersection of Enterprise Avenue and Roosevelt Avenue. This intersection is currently a channelized four-way stop. The schedule for the planned improvement is not known.

Enterprise Avenue is the main entry road through Kalaeloa. It serves a number of the major land users including Kalaeloa Airport, HIARNG, DHHL, and U.S. Navy support facilities. From Enterprise Avenue, four side streets (Saratoga Avenue, Shangrila Street, Yorktown Street, and Midway Road) branch off to serve the rest of the Kalaeloa community. Preliminary plans indicate that Enterprise Avenue may be turned over to the City which already owns the four side streets. The transfer of ownership may result in the need for Enterprise Avenue to meet City right-of-way standards which, to date, means an expansion of the existing ROW from 80 feet to 108 feet.

Table 1. Description of Affected Roadways

Right-of-Way	Owner	ROW Width (in ft)	Road Type	Shoulder Type	Existing Under-ground Utilities	Existing Overhead Utility Lines
Fort Barrette Road	State	120	<u>Existing:</u> Two-lane, two-direction. <u>Planned:</u> Four-lane, two-direction with bike lanes.	<u>Existing:</u> Unimproved. <u>Planned:</u> Curbs, gutters, and sidewalk.		Yes
Enterprise Avenue	State	80*	Three-lane at northern sector to four-lane at remainder, two-direction.	Partial curbs, no gutters (but available drainage inlets), partial sidewalk on one side, no street lights.	Water line, sewer line.	Yes
Saratoga Avenue	City	70	Two-lane, two-direction.	No curbs, no gutters, no sidewalk, no street lights.		Yes
Midway Road	City	80	Two-lane, two-direction.	Partial curbs, no gutters or drainage inlets, no sidewalks, no street lights.	Water line, sewer line.	No

- Note: 1) *May be widened to 108' if ROW is later transferred to the City.
 2) The project roads contain various forms of roadside drainage systems. Some drainage swales, some curbs, and some drainage inlets.
 3) At the end of Fort Barrette Road and beginning of Enterprise Avenue are OR&L ROW and Roosevelt Avenue ROW. OR&L ROW contains an operational railroad track, underground black oil pipeline, underground white oil pipeline, and overhead electrical/telephone lines. Roosevelt Avenue ROW contains a two-lane, two-direction road, partial curbs and sidewalk, underground water line, and overhead electrical/telephone lines.

3.9.3 Probable Impacts and Mitigation Measures

Short-term, temporary impacts from the proposed action will be generated during the construction of the ductline. Placement of the underground utility will occur primarily beneath the road pavement, and as a result, will affect vehicular travel through the right-of-way. The construction area can be controlled to minimize impacts on traffic. It is anticipated that the actual installation will be confined to one side of the road so the opposite lane(s) can remain open. In effect, the two-way traffic would be shifted to the opposite open lane(s) and shoulder area or flagmen can be employed to direct traffic in an alternating fashion through the construction area if only one lane is available. Other options would include the use of alternate routes or detours to other side streets in the area. The project engineer will be responsible for preparation of a traffic management plan (TMP) and submittal of the plan to the City Department of Transportation Services for review and approval prior to the commencement of any construction work in the area.

3.10 Infrastructure

3.10.1 Water

The water system in Kalaeloa is owned by the U.S. Navy.⁵ The water in the system is provided by the Honolulu Board of Water Supply (BWS) to end-users in Kalaeloa. The system consists of a deep-shaft well above Farrington Highway, two water storage tanks, a chlorination treatment facility, and transmission/distribution lines that connect with the various facilities in Kalaeloa through primarily existing roads and utility corridors. The project roads that currently have existing Navy water lines are Enterprise Avenue and Midway Road. The BWS has plans to bring its own transmission lines into Kalaeloa to serve the continued and future development of the district.

3.10.2 Sewer

The sewer system in Kalaeloa consists of gravity lines, force mains, and lift stations in existing road and utility rights-of-way. The treatment of the collected wastewater occurs at the City's Honouliuli Wastewater Treatment Plant in Ewa. The project roads that have existing sewer lines are Enterprise Avenue and Midway Road.

3.10.3 Electricity, Telephone, and Cable TV

The electrical distribution system in Kalaeloa is owned by the Navy and comprises primarily of overhead lines that follow Kalaeloa's existing roadway system (see Table 1 showing affected project ROWs). HECO provides the power to the system via 11.5 KV, 3-phase circuits. Transformers are located at various locations to reduce this voltage to 120/240 volt single-phase, three-wire circuits for the individual users. The Kahe Power Plant on the Waianae Coast is the primary power generating facility for HECO's island-wide service system.

Hawaiian Telcom and Oceanic Time Warner Cable, respectively, provide land line telephone and cable TV services to Kalaeloa via overhead lines on Navy-owned poles as well as in Navy-owned underground duct systems.

⁵ Hawaii Army National Guard EA for the Relocation of Units and Construction Projects at Kalaeloa, Hawaii.

3.10.4 Fuel and Utility Gas Lines

No fuel or utility gas lines are located in the project ROWs.⁶ Oil lines owned by Chevron Oil Co. (two 8-inch and one 4-inch) follow OR&L's ROW across Fort Barrette Road near its intersection with Roosevelt Avenue.

3.10.5 Drainage

The overall amount of stormwater runoff in Kalaeloa is small. Drainage systems in the project area consist of drainage swales, small unlined ditches, stormwater catchment inlets, and culverts. Table 1 identifies the type of drainage facilities that occurs in the project roadways.

The regional drainage system in Kalaeloa-Kapolei consists of an unlined linear drainage basin, known as the Lower Kapolei Drainage Facility. It is located immediately south of the Villages of Kapolei and east of Fort Barrette Road. Overflow from this facility flows into an abandoned coral pit in Kalaeloa via box culverts under the OR&L ROW and Roosevelt Avenue.⁷ The coral pit sits in a U.S. Navy-owned parcel designated for sale to support Navy re-development projects.

To the west of the Lower Kapolei Drainage Facility and on the opposite side of Fort Barrette Road is a planned drainage channel that would follow the mauka border of the OR&L ROW. Additionally, a culvert drainage system is being developed along the western boundary of the Fort Barrette Road Widening to feed into this western regional drainage system. Construction of the regional drainage system is expected to occur shortly as development inland of the OR&L ROW is already in progress. This new system is being designed to carry the collected stormwater runoff through the Campbell Industrial Park for final discharge into the Pacific Ocean.

3.10.6 Probable Impacts and Mitigation Measures

The placement of the ductline within the project ROWs will require coordination with the U.S. Navy and utility companies to assure there is no interference with or disruption of existing utility services. Plans of present underground utilities may be schematic and require field verification for accuracy of location and alignment.⁸ The key in this effort is to begin coordination as early as possible in the planning process so alternatives and adjustments can be evaluated and a final design can be approved.

The proposed action will not permanently alter any existing area-wide drainage system. After construction is completed, the project area will be returned to its preconstruction condition. Additionally, during construction, best management practice will be employed to prevent net increases in runoff and sedimentation to adjacent properties.

⁶ Right-of-way map and The Gas Company letter, dated January 1, 2011.

⁷ Fort Barrette Road Widening, Final Environmental Assessment

⁸ NAVFAC email, dated January 18, 2011.

3.11 Public Services and Facilities

3.11.1 Police, Fire, and Emergency Services

Police protection services in Kalaeloa are provided by the Honolulu Police Department. The HPD has a district station on Kamokila Boulevard in downtown Kapolei to provide protective services in the Ewa region.

The nearest Honolulu Fire Department stations are located on Lauwiliwili Street in Kapolei Business Park and Makakilo Drive in Makakilo. Response time to the project site is less than six minutes. The Kapolei station also responds to other emergency calls, including medical and hazardous materials.

3.11.2 Medical Centers

Emergency medical services are available in the Ewa District. The Hawaii Medical Center West, located on Fort Weaver Road, is a full-service hospital that provides acute care and emergency services. Nearer to Kalaeloa, Kapolei Medical Park on Fort Barrette Road and Farrington Highway is an urgent care, family care, internal medicine, outpatient medical center. Other specialty medical services are available in private practices located in the Kapolei business district.

3.11.3 Solid Waste

The City and County of Honolulu has the Waimanalo Gulch Landfill north of the Ewa Plain and H-POWER refuse to energy plant in Campbell Industrial Park to accommodate solid waste disposal.

Demolition and construction debris from trenching and installation of the new ductline would be disposed of in accordance with State and City requirements. The majority of the debris would include the excavated material from the trenching operation and consist of asphalt, base course material, and subsurface soil that underlay road pavement. The solid waste would go either to a recycler or to a licensed debris landfill, such as the PVT Landfill in Nanakuli, Hawaii.

3.11.4 Probable Impacts and Mitigation Measures

The proposed action is not expected to generate a demand for wider coverage police or fire protection services. Existing services already include the project area.

Any medical emergencies can be accommodated by existing area medical centers. The Hawaii Medical Center West has a 24-hour ambulances service, and the Honolulu Fire Department responds to certain medical emergency calls.

3.12 Visual and Aesthetic Resources

3.12.1 Existing Conditions

The Ewa Plain occupies a relatively flat section of the Ewa District that extends from Ko Olina to Pearl Harbor, a distance of approximately eight miles. The Ewa Plain consists of urban, agricultural, and recreational uses. There are almost 20 miles of ocean and Pearl Harbor

shoreline. From the project site, none of this shoreline is visible due, particularly, to the site's low elevation and its distant location from the shoreline.

Mauka of the project site are two distinct mountain features: the southern portion of the Waianae Mountains and the central section of the Koolau Mountain Range. These scenic amenities are visible from anywhere on the project site.

3.12.2 Probable Impacts and Mitigation Measures

The proposed ductline will be installed underground and will not interfere with existing scenic vistas or view corridors. The new street lighting fixtures will be unobtrusive and to City design standards. No mitigation measures are necessary.

3.13 Socio-Economic Setting

3.13.1 Existing Conditions

The Ewa District is envisioned as an urban area with a Secondary Urban Center to the Primary Urban Center of Honolulu.⁹ This Secondary Urban Center encompasses the government and business district of Kapolei and the industrial facilities in Campbell Industrial Park. Kalaeloa is located in the urban fringe of the Secondary Urban Center and is seen as a neighboring district of mixed uses including public agencies, military support, and industrial, commercial, residential, and recreational uses. By 2030, the City envisions almost 10,000 residents will be residing in Kapolei and the creation of over 15,000 private jobs and 2,500 State and City jobs. As a neighboring district, Kalaeloa is anticipated to support and supplement this growth and development in the region.

3.13.2 Probable Impacts and Mitigation Measures

The new utility ductline will not generate population increase. It will not result in the need for more housing, additional community facilities, and public services. The new ductline is being installed to support existing and planned facilities at Kalaeloa.

Further, the new ductline is being designed to follow existing rights-of-way and easements to minimize impacts to area users. No existing facilities or structures will be demolished, displaced, or relocated. Hence, no mitigation measures are being proposed.

Beneficial economic effects will be generated during the project construction. When work on the project commences, the construction industry will be mobilized, construction employees will be earning income and spending resulting in re-spending when vendors buy to restock their supply bought by their customers. This string of events establishes a multiplier effect that magnifies the initial economic benefits. Additionally, the economic effect also brings revenues to the State and County governments through the collection of income, sales, and special levy (on certain consumer products) taxes.

⁹ Public Review Draft Ewa Development Plan, October 2008.

CHAPTER FOUR: FEDERAL, STATE, AND COUNTY LAND USE AND ENVIRONMENTAL POLICIES

4.1 Federal Laws

It is not certain whether this project involves the use of federal properties since electrical work will be required on Navy utility systems to complete electrical disconnects and reconnects with non-Navy user systems.

Regardless, a cross-cut analysis of the project's consistency with federal environmental policies and objectives has been performed.

4.1.1 Coastal Zone Management Act of 1972

The federal Coastal Zone Management Act (CZMA) establishes a program for management, development, and protection of the nation's coastal zone. The states are authorized to develop and implement their own Coastal Zone Management (CZM) program, hence the Hawaii CZM Program. The Office of Planning under the State Department of Business, Economic Development and Tourism is designated as the lead agency to administer this program in Hawaii. The individual counties of the state of Hawaii are responsible for identifying and establishing the Special Management Areas (SMA) and shoreline setback areas of their jurisdiction.

Discussions of the project's relationship to the Hawaii CZM Program and City and County of Honolulu's SMA are provided respectively, in Sections 4.2.3 and 4.3.5 of this chapter.

4.1.2 Rivers and Harbors Act of 1899

The Rivers and Harbors Act is the oldest federal environmental law in the United States. This Act makes it illegal to discharge refuse matter of any kind into the navigable waters of the U.S. without a permit. The Rivers and Harbors Act also makes it illegal to excavate, fill, or alter the course, condition, or capacity of any port, harbor, channel, or other areas without a permit. Although many activities covered by the Rivers and Harbor Act are regulated under the Clean Water Act, the Rivers and Harbors Act retains independent vitality. The Act is administered by the U.S. Department of the Army, Corps of Engineers.

The proposed action will involve trenching to install the new utility ductline. No waters of the U.S. are expected to be encountered. Two man-made drainage features occur in the project vicinity: one to the east of Fort Barrette Road following the southern border of Kapolei Villages, and one planned to the west of Fort Barrette Road following OR&L's western right-of-way route. Construction of the new utility ductline will not impact these new drainage systems.

4.1.3 Section 1424(E) of the Safe Drinking Water Act of 1974

The proposed project is located in the Southern Oahu Basal Aquifer (SOBA). According to the Safe Drinking Water Act of 1974 (amended in 1986 and 1996), Section 1424(e), the Environmental Protection Agency (EPA) can prohibit federal funding for projects located in areas that overlie a sole source aquifer, if such projects threaten that aquifer. For federal-aid

projects that could affect the SOBA, a water quality assessment must be prepared and submitted to EPA for review. The current ductline project is not receiving federal funding.

4.1.4 Endangered Species Act of 1973

The purpose of the Endangered Species Act is to protect critically imperiled species and their “ecosystems upon which they depend” from extinction. The Act’s provisions encompass plants and invertebrates as well as vertebrates. The U.S. Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration (NOAA), which includes the National Marine Fisheries Service, administer the Act.

Section 7 of the Endangered Species Act requires that federally-funded projects not jeopardize species listed as threatened or endangered or adversely modify designated critical habitats. A faunal survey of NAS-Barbers Point was conducted by Botanical Consultants in 1984. A wide variety of avifaunal were observed, but most common were introduced species. The project site for the proposed ductline occurs in a small section of the former NAS-Barbers Point property and is occupied by a constant movement of vehicles and occasionally pedestrians. These activities tend to shy wildlife away from the roadway corridor. But those species that do frequent the road shoulders and adjacent lands are ubiquitous species that are commonly found in urban environments, none of which are federal- or state-listed threatened or endangered.

4.1.5 National Historic Preservation Act of 1966

The National Historic Preservation Act (NHPA) is legislation intended to preserve historical and archaeological sites in the U.S. The Act created the National Register of Historic Places (NRHP), the list of National Historic Landmarks, and in Hawaii, the State Historic Preservation Division. The Act requires that actions that are federally funded, authorized, or implemented take into account the effect that the proposed project will have on any district, site, building, structure, or object that is included in or eligible for inclusion on the NRHP. Section 106 of the Act sets up a process involving coordination and consultation with the local SHPD. Section 6E-8 of the Hawaii Revised Statutes establishes similar responsibilities for State projects to be reviewed by SHPD.

Section 3.4 of this document, entitled “Archaeological and Cultural Resources,” explains that archaeological and cultural studies have been conducted for the Fort Barrette Road widening and the re-use and development of Kalaeloa. All the identified sites in the studies have been recorded and submitted for public review. SHPD, the designated State agency for reviewing projects under the NHPA, has been involved in the reviewing process.

4.1.6 Environmental Justice

Executive Order 12898 regarding Environmental Justice requires each federal agency and federal aid recipients to take appropriate steps to identify and address “disproportionately high and adverse human health or environmental effects” of federal projects on minority or low income populations. Similar non-discrimination protection is provided by Title VI of the Civil Rights Act of 1964, as amended.

The proposed ductline will not discriminate against any particular group in the Ewa District. All customers of the new electrical and communications system, whether of a minority or majority

ethnic group, or whether in a high-income, middle-income, or low-income group of the population, will benefit from the project. The proposed improvement will also occur in existing public ROWs, and no land takings or condemnations will be performed.

4.2 State Policies and Statutes

4.2.1 State Land Use Law

The Hawaii State Legislature adopted the State Land Use Law in 1961 to protect Hawaii's valuable lands from development that resulted in short-term gains for a few and long-term losses to the income and growth potential of the state's economy. Accordingly, the Legislature established an overall framework of land use management. Hawaii Revised Statutes (HRS), Chapter 205, placed all lands within the state in one of four land use districts: Urban, Agricultural, Conservation, or Rural (the Rural District was added in 1963), and established the State Land Use Commission (LUC) to administer the designated land use districts.

The project site is located in the Urban District. Lands in this district encompass urban environments where existing development and foreseeable growth are anticipated and planned. No costly changes in land use, build-up of infrastructure, or extremely adverse impacts are anticipated.

4.2.2 State Environmental Policy

The State Environmental Policy under HRS Chapter 344 establishes an environmental policy that: (1) encourages productive and enjoyable harmony between people and their environment; (2) promotes efforts that will prevent or eliminate damage to the environment and biosphere; (3) stimulates the health and welfare of humanity; and (4) enriches the understanding of the ecological systems and natural resources important to the people of Hawaii.

The proposed project is consistent with the following sections of the State Environmental Policy as follows:

HRS 344-3(2)(B) Enhance the quality of life by: Creating opportunities for the residents of Hawai'i to improve their quality of life through diverse economic activities which are stable and in balance with the physical and social environments.

HRS 344-4 (2)(F) Maintain an integrated system of state land use planning which coordinates the state and county general plans.

HRS 344-4 (5)(A) Encourage industries in Hawai'i which would be in harmony with our environment.

The proposed project calls for the installation of a new utility ductline. Such action is an improvement to the existing infrastructure that supports the development of Kalaeloa and its master planned uses. Kalaeloa is a major growth district of Leeward Oahu and strives to promote the above-described State Environmental Policies.

4.2.3 Hawaii Coastal Zone Management Program

The Hawaii CZM Program was promulgated in 1977 in response to the federal CZM Act of 1972. The areas encompassed by the CZM are all the lands and waters of the state, including the northwestern Hawaiian Islands. Below is an assessment of the project in relation with the objectives and policies of the CZM.

4.2.3.1 *Recreational Resources*

The proposed project will not interfere with, nor obstruct public efforts to meet the CZM objective and policies relating to providing coastal recreation opportunities accessible to the public.

4.2.3.2 *Historic Resources*

Studies have been conducted to investigate and identify archaeological and cultural resources that might be impacted by the proposed project. Results of the studies found no archaeological or cultural resources that would be impacted.

4.2.3.3 *Scenic and Open Space Resources*

The proposed project will not interfere with, nor obstruct public efforts to meet the CZM objective and policies relating to the protection, preservation, and restoration or improvement of the quality of coastal scenic and open space resources. The proposed underground ductline will be installed more than 4,000 feet from the shoreline in an area that is already extensively developed.

4.2.3.4 *Coastal Ecosystems*

The proposed project will be located inland of the shoreline and will not adversely affect valuable coastal ecosystems, including offshore reefs.

4.2.3.5 *Economic Uses*

The CZM objective and policies pertaining to Economic Uses provide for public or private facilities and improvements important to the State's economy in suitable locations. The proposed underground ductline is being installed to provide improved utility service and to support development, wherever it has been approved.

4.2.3.6 *Coastal Hazards*

The proposed project would not be adversely affected by coastal hazards, such as tsunami inundation, storm waves, stream flooding near the shoreline, and coastal erosion, subsidence or pollution.

4.2.3.7 *Managing Development*

The proposed project will not interfere with public efforts to improve the development review process, communication, and public participation in the management of coastal resources and hazards.

4.2.3.8 *Public Participation*

The proposed project is engaged in public participation by virtue of this EA preparation and public comment/response process. Through this State environmental review process, information and public awareness are generated on the project and its affected environment.

4.2.3.9 *Beach Protection*

The proposed project will not interfere with public efforts to protect beaches for public use and recreation. Operations of the new utility ductline will have no direct adverse impact on these natural resources of the state.

4.2.3.10 *Marine Resources*

The proposed project will not obstruct public efforts to implement the State's ocean resources management plan.

4.2.4 Kalaeloa Redevelopment Plan

In 2000, the Barbers Point Naval Air Station Redevelopment Commission (BPNASRC) prepared the Kalaeloa Redevelopment Plan to guide the transferring of the former NAS-Barbers Point lands, which closed in 1999, to civilian control. The plan was accepted by the Honolulu City Council in 2001 as the Kalaeloa Special Area Plan.

4.2.5 Kalaeloa Master Plan

In 2002, the Hawaii State Legislature passed legislation that transferred the redevelopment responsibility of Kalaeloa from the NPNASRC to the HCDA. In March 2006, HCDA prepared the Kalaeloa Master Plan to guide future redevelopment of the former NAS-Barbers Point. Later in 2006, the Master Plan was approved by the HCDA.

4.2.6 Kalaeloa Airport Master Plan

Kalaeloa Airport, which is owned by the State and operated by the HDOT, Airports Division, occupies one of the largest sections (752.2 acres) of Kalaeloa. The airport is currently being used for general aviation and is envisioned as the prime economic driver for the area.

The Kalaeloa Airport Master Plan was prepared by the HDOT in 1998 in anticipation of the closing of the NAS-Barbers Point. In 1999, jurisdiction over the airport was transferred from the U.S. Navy to HDOT. The Master Plan includes the transitions from existing land uses to new land uses, retention of some existing uses and facilities, and plans for facility improvements.

In 2010, the HDOT prepared an Environmental Assessment for the planned improvements to the airport.¹⁰ The improvements included the construction of eight banks of T-hangars for 144 general aviation aircrafts and the development of eight lease lots and related access roads for use by lessees on about 54.4 acres within the airport grounds.

¹⁰ Final Environmental Assessment/Finding of No Significant Impact, Kalaeloa Airport Development Plan Improvements.

4.2.7 Hawaii Army National Guard Facility Improvements

The HIARNG is a major occupant in Kalaeloa. It has approximately 150 acres that includes various former Navy hangers and barracks. HIARNG is continuing to make its transition to Kalaeloa, and in 2010, prepared an EA for the relocation and consolidation of its operations from around Oahu to Kalaeloa. Part of the relocation/consolidation plan includes the movement of all HIARNG Aviation Units from Wheeler Army Airfield to Kalaeloa, consolidation of HIARNG Joint Forces Headquarters (JFHQ) from Fort Ruger to Kalaeloa, consolidation of Combined Support Maintenance Shop to Kalaeloa, construction of an Army Aviation Support Facility, Brigade Readiness Center (RC), JFHQ-HIARNG RC, Army Aviation RC, and various other support structure within the 150-acre Kalaeloa site.

These planned relocation/consolidation efforts are expected to occur in five phases to correspond with the availability of funding. Phase one is already completed.

4.3 City and County of Honolulu

4.3.1 General Plan

The City's General Plan, which was last updated on October 26, 2006, is comprised of 11 sections relating to: Population; Economic Activity; Natural Environment; Housing; Transportation and Utilities; Energy; Physical Development and Urban Design; Public Safety; Health and Education; Culture and Recreation; and Government Operations and Fiscal Management.

The sections on Physical Development and Urban Design and Transportation and Utilities are relevant to this EA and are will be presented and discussed in the following table.

Table 2: Applicable Sections of the General Plan

PHYSICAL DEVELOPMENT AND URBAN DESIGN
OBJECTIVE A To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.
Policy 1: Plan for the construction of new public facilities and utilities in the various parts of the Island according to the following order of priority: first, in the primary urban center; second, in the secondary urban center at Kapolei; and third, in the urban- fringe and rural areas.
COMMENT: The proposed project fully supports the General Plan's objectives and policies for physical development and urban design. The needed utility duct will: (1) be well-designed and appropriate for the area; (2) occur in Oahu's second urban center; (3) supplement existing support services; and (4) will provide accountability of use of utility services.
TRANSPORTATION AND UTILITIES
OBJECTIVE C Maintain a high level of services for all utilities.
Policy 3: Plan for the timely and orderly expansion of utility systems.

<p>OBJECTIVE D To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.</p>
<p>Policy 4: Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.</p>
<p>COMMENT: The proposed utility ductline is intended to improve the basic infrastructure and maintain a high level of service for utilities in Kalaeloa, which is currently undergoing redevelopment and growth.</p>

4.3.2 Ewa Development Plan

Adopted in 1997 and revised in 2000 by the City and County of Honolulu, the Ewa Development Plan provides the City’s conceptual, long-range vision and policies on land use and infrastructure development in the Ewa Plain (see Figure 8). The Ewa Development Plan (EDP) designates Kalaeloa as a Special Area, and its development is guided by the Kalaeloa Redevelopment Plan – A Special Area Plan of the EDP. This special area has its own Master Plan (see Section 4.2.5) under the HCDA, which currently has jurisdiction over Kalaeloa.

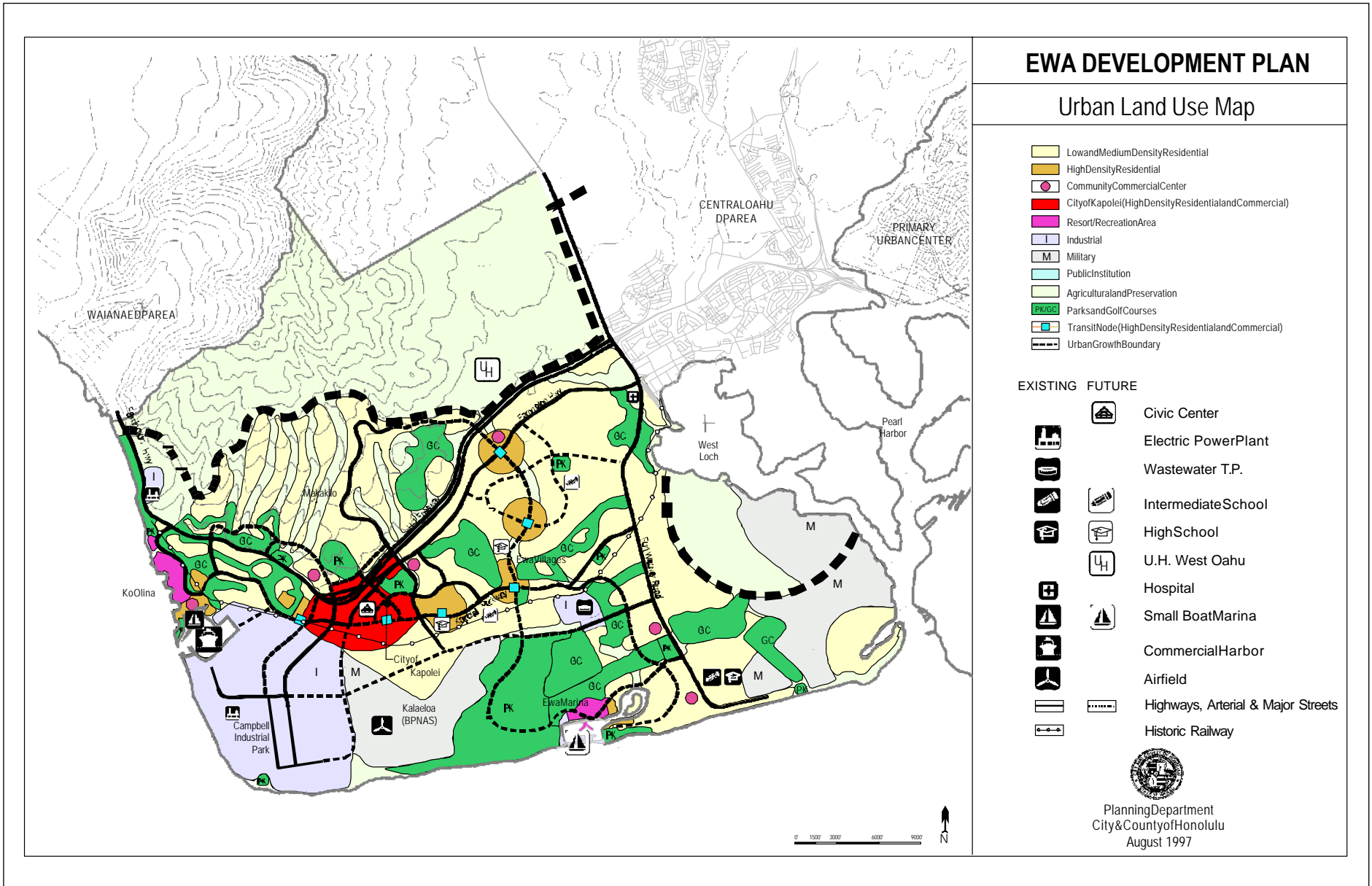
4.3.3 Ewa Roadway Connectivity Study

Completed in May 2009, the City’s Ewa Roadway Connectivity Study was formulated as a complement to the 2001 Ewa Highway Master Plan and to identify opportunities to improve connectivity among the communities and developments being built in the Ewa Plain. The study particularly noted the need to ensure adequate connections with the proposed University of Hawaii West Oahu Campus and surrounding development; proposed housing development by the DHHL; and development proposed within the Kalaeloa Master Plan, as well as other large development projects such as Ho’opili and Ocean Pointe. The concept plan in the study is to be used as a reference document when reviewing development proposals by the Department of Planning and Permitting, particularly with respect to future street and bikeway locations.

The study’s recommended roadway plan identifies Fort Barrette Road, for the long-term, as an arterial road with a bicycle/pedestrian way extending from Farrington Highway to Saratoga Avenue. It further shows Geiger Road extending to the west and connecting with Saratoga Avenue within Kalaeloa. By 2030+, Saratoga Avenue is shown to be realigned to the south to connect with Malakole Street in the Campbell Industrial Park.

4.3.4 City Land Use Ordinance

Although Kalaeloa is no longer under the control and sole use of the U.S. Navy, the City zoning designation for the area is F-1, Federal and Military Preservation District. The City is expected to reclassify the zoning for Kalaeloa, but for now, Section 21-3.4(d) of the Land Use Ordinance of the City and County of Honolulu applies and indicate that “should lands be removed from either the state-designated conservation district or from federal jurisdiction, all uses, structures



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Source: http://www.honolulu.gov/planning/DevSust_Ewa.asp

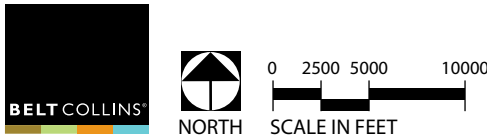


Figure 8
EWA DEVELOPMENT PLAN
Kalaeloa Energy Corridor
'Ewa, O'ahu, Hawaii'

and development standards shall be as specified for the P-2 General Preservation District.” Hence, all new development must comply with the P-2 land use regulations and development standards, as administered by the City Department of Planning Permitting (DPP).

As noted earlier, jurisdiction of Kalaeloa has transferred to the HCDA and all applicable development standards and requirements are now administered by this agency

4.3.5 Special Management Area of the City and County of Honolulu

The Special Management Area of Kalaeloa generally extends from the shoreline to approximately 300 feet inland. The proposed ductline installation will be located considerably mauka of the SMA and hence will not be subject to the SMA Rules and Regulations of the City and County of Honolulu.

4.3.6 Summary of Required Permits and Approvals

The proposed action will require review and approval by the HDOT, Highways Division for work within Fort Barrette Road and Enterprise Avenue; both State rights-of-way. Approval will also be required from the City for work in Saratoga Avenue and Midway Road.

For earthwork and installation of the utility ductline and street lighting fixtures, a grading permit and building permit will be required from the City DPP. The construction area for the duct line installation is expected to be one acre or more in size. As a result, the construction work is subject to a NPDES Permit from the State DOH.

CHAPTER FIVE: ANTICIPATED DETERMINATION

This Draft EA demonstrates that the proposed action will have no significant adverse impact on the environment and that an Environment Impact Statement (EIS) is not warranted. A Finding of No Significant Impact (FONSI) therefore, is anticipated for this project.

CHAPTER SIX: FINDINGS AND REASONS

SUPPORTING ANTICIPATED DETERMINATION

The following findings and reasons indicate that the proposed action will have no significant adverse impact on the environment based on the 13 significance criteria provide in Hawaii Administrative Rules (HAR) 11-200-12, and as a result support the above anticipated determination.

- *Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.* Botanical, fauna, and archaeological studies have been performed and determined that there are no sensitive resources in the project area.
- *Curtails the range of beneficial uses of the environment.* The proposed action calls for the installation of a new utility ductline within existing rights-of-way. No new uses are planned. The proposed action will not result in changes that would curtail the range of beneficial uses of the environment.
- *Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders.* As demonstrated in this document, the proposed action is consistent with the State's long-term environmental policies and guidelines as expressed in Chapter 344, HRS.
- *Substantially affects the economic or social welfare of the community or state.* The proposed action is expected to sustain and improve the positive economic effect that a utility provides to a community. Moreover, the construction activity associated with the proposed action will mobilize labor jobs and infuse business and personal income into the local economy. No negative effects on the social welfare of the local community are anticipated.
- *Substantially affects public health.* The proposed action will not result in the use of hazardous materials or employ a construction methodology that would be detrimental to the public health and safety of the area residents. Existing State DOH regulations are in effect to protect air and water quality in Hawaii. Construction noise will be minimized through compliance with HAR, Chapter 11-46, Community Noise Control.
- *Involves substantial secondary impacts, such as population changes or effects on public facilities.* There will be no significant adverse social impact generated by the proposed action. The utility ductline installation will not change existing land uses nor generate undue increase in resident population. It will not result in significant long-term negative impacts on traffic nor overburden existing public facilities and services.
- *Involves a substantial degradation of environmental quality.* The proposed action will not involve extensive grading in any concentrated area or alteration to the area's overall drainage system. No long-term degradation of the natural environment is anticipated.
- *Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.* The proposed action will be implemented

under a single construction contract. No supplement or immediate follow-up work is included with this project.

- *Substantially affects a rare, threatened, or endangered species, or its habitat.* No federal- or State-listed rare, threatened, or endangered wildlife or flora species will be negatively affected.
- *Detrimentially affects air or water quality or ambient noise levels.* The anticipated impacts associated with the construction of the project, such as fugitive dust and noise, are short-term and temporary. These impacts would be minimized by the implementation of mitigation measures in accordance with applicable laws, statutes, ordinances, and rules and regulations of the federal, state, and county governments. Additionally, erosion and sedimentation control measures and BMPs will be implemented to prevent construction-related runoff from impacting adjacent properties and water resources.
- *Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.* The proposed action will be located more than 4,000 feet from the shoreline. Coastal hazards are not expected to impact the project area. Although the project area is subject to periodic heavy rainfall, severe stormwater runoff is not a hazard for the underground utility ductline.
- *Substantially affects scenic vistas and viewplanes identified in county or state plans or studies.* The proposed action will consist of primarily an underground placement that will not interfere with existing vistas and viewplanes.
- *Requires substantial energy consumption.* The proposed action intends to improve the efficiency of power energy delivery to area customers. No new power energy user is being proposed.

CHAPTER SEVEN: REFERENCES

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Villages of Kapolei Association Website: <http://www.villagesofkapolei.com/>.

APPENDIX

Preconsultation Letters

Response from NAVFAC 1-18-11.txt

From: Yokoyama, Darryl K CIV NAVFAC HI, OPHP64 [darryl.yokoyama@navy.mil]
Sent: Tuesday, January 18, 2011 11:26 AM
To: Glen Koyama
Cc: Lee, Creighton A CIV NAVFAC HI, OPHP62; Iha, Preston Y CIV NAVFAC HI, OPHP64; Hayashi, Greg S CIV NAVFAC HI, OPHP611; Uchibori, Glenn A CIV NAVFAC HI, OPHP62; Tanaka, Lynn K. T., NAVFAC Hawaii, AM; Callaway, Tony CIV NAVFAC PAC, AM; Teraoka, Kyle Y CIV NAVFAC HI, OPHP611; Fitzgerald, Michael J CIV NAVFAC HI, PW6; Miyachi, Craig S CIV NAVFAC HI, OPHP64
Subject: RE: (PN 29087) Kalaeloa Energy Corridor

Attachments: Sewer Master Plan bch-env-draft s mp-100819.pdf

Glen,

Since Belt Collins performed the attached Sewer Master Plan for HCDA, I assume that your Company is aware of the sewer system and it's appurtenances along your proposed Energy Corridor. Pls keep in mind that the location and line sizes of the sewer system and it's appurtenances is a schematic representation and should be field verified first for accuracy before commencing any design. City and County of Honolulu Environmental Service's Wastewater Design and Construction criteria applies for any sewer work within the Kalaeloa area.

v/r,
Darryl

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2011 FEB -1 PM 12: 03

BELT COLLINS HAWAII



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

GLENN M. OKIMOTO
INTERIM DIRECTOR

Deputy Directors
Ford N. Fuchigami
Jan S. Gouveia
Randy Grune
Jadine Urasaki

IN REPLY REFER TO:

HWY-PS
2.7587

January 31, 2011

Mr. Glen T. Koyama
Project Planner
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Koyama:

Subject: Preliminary Consultation - Environmental Assessment (EA)
Proposed Energy Corridor Improvements
Kalaeloa, Ewa, Oahu, TMK: (1) 9-1-013 and 016

We thank you for the opportunity to provide preliminary input for the preparation of the subject EA. After reviewing the information that was provided, we understand that the majority of work will be conducted within the State right-of-way on Fort Barrette Road and Enterprise Avenue. We have the following preliminary comments:

1. There are currently three projects being proposed within the described project area in the next few years which should be taken into consideration when preparing the plans for the subject project.
 - a. Fort Barrette Road widening from 2 to 4 lanes,
 - b. Intersection improvements at the intersection of Fort Barrette Road, Enterprise Avenue, and Roosevelt Avenue, and
 - c. Upgrade of Enterprise Avenue to City standards of a 108 foot cross-section.
2. Project construction activity should be addressed in the Draft EA. All construction activity should be managed carefully by the projects construction contractor to avoid potential impacts or inconvenience to the roadway users. Also, permits will be required prior to the start of any work within the State highway right-of-way.

Mr. Glen T. Koyama
Page 2

HWY-PS
2.7587

We look forward to reviewing the Draft EA for the Proposed Energy Corridor Improvements and would like to request four (4) copies for our departmental use.

If you should have any questions, please contact Ken Tatsuguchi, Engineering Program Manager, Highways Division, Planning Branch at 587-1830.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn M. Okimoto". The signature is fluid and cursive, with a long horizontal flourish at the end.

GLENN M. OKIMOTO, Ph.D.
Interim Director of Transportation

NEIL ABERCROMBIE
GOVERNOR OF HAWAII



WILLIAM J. AILA, JR.
INTERIM CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
RECEIVED



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

2011 JAN 21 PM 12:08

BELT COLLINS HAWAII

January 19, 2011

Mr. Glen T. Koyama
Project Planner
Belt Collins Hawaii Ltd.
2153 North King Street Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

Subject: Environmental Assessment for Proposed Energy Corridor Improvements
at Kalaeloa, Oahu

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 Engineering Division, 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 587-0414. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Russell Y. Tsuji".

Russell Y. Tsuji
Administrator



RECEIVED
DIVISION
2011 JAN 16 P 2:18

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809
Phone: (808) 587-0433
Fax: (808) 587-0455

DEPARTMENT OF LAND &
NATURAL RESOURCES
STATE OF HAWAII

December 20, 2010

MEMORANDUM

- 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
 - Land Division - Oahu District
 - Historic Preservation

FROM: Charlene Unoki, Assistant Administrator *Charlene Unoki*

SUBJECT: Preparation for Draft Environmental Assessment for Proposed Energy Corridor Improvements

LOCATION: Island of Oahu

APPLICANT: Belt Collins Hawaii ltd. on behalf of Hawaii Community Development Authority

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by January 14, 2011.

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.
- We have no comments.
- Comments are attached.

Signed: *Charlene Unoki*

Date: 12/20/10

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/CharleneUnoki
RE:EAEnergyCorridorImpvtsKalaeloa
Oahu.816

COMMENTS

- () We confirm that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone ____.
- (X) Please take note that the project site, according to the Flood Insurance Rate Map (FIRM), is located in Flood Zone D. The Flood Insurance Program does not have any regulations for developments within Flood Zone D.
- () Please note that the correct Flood Zone Designation for the project site according to the Flood Insurance Rate Map (FIRM) is ____.
- () Please note that the project must comply with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Title 44 of the Code of Federal Regulations (44CFR), whenever development within a Special Flood Hazard Area is undertaken. If there are any questions, please contact the State NFIP Coordinator, Ms. Carol Tyau-Beam, of the Department of Land and Natural Resources, Engineering Division at (808) 587-0267.

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

- () Mr. Robert Sumitomo at (808) 768-8097 or Mr. Mario Siu Li at (808) 768-8098 of the City and County of Honolulu, Department of Planning and Permitting.
 - () Mr. Carter Romero at (808) 961-8943 of the County of Hawaii, Department of Public Works.
 - () Mr. Francis Cerizo at (808) 270-7771 of the County of Maui, Department of Planning.
 - () Ms. Wynne Ushigome at (808) 241-4890 of the County of Kauai, Department of Public Works.
- () The applicant should include water demands and infrastructure required to meet project needs. Please note that projects within State lands requiring water service from the Honolulu Board of Water Supply system will be required to pay a resource development charge, in addition to Water Facilities Charges for transmission and daily storage.
 - () The applicant should provide the water demands and calculations to the Engineering Division so it can be included in the State Water Projects Plan Update.

- () Additional Comments: _____

- () Other: _____

Should you have any questions, please call Ms. Suzie S. Agraan of the Planning Branch at 587-0258.

Signed: 
CARTY S. CHANG, CHIEF ENGINEER

Date: 12/20/10



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809
Phone: (808) 587-0433
Fax: (808) 587-0455

December 20, 2010

MEMORANDUM

TO: *TR*

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
- Land Division – Oahu District
- Historic Preservation

FROM: *To*

Charlene Unoki, Assistant Administrator *D. Walden*

SUBJECT: Preparation for Draft Environmental Assessment for Proposed Energy Corridor Improvements

LOCATION: Island of Oahu

APPLICANT: Belt Collins Hawaii ltd. on behalf of Hawaii Community Development Authority

Transmitted for your review and comment on the above referenced document. We would appreciate your comments on this document. Please submit any comments by January 14, 2011.

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.
- We have no comments.
- Comments are attached.

Signed: *T. Chee*
Date: *12/21/2010* *PC*



RECEIVED

2011 JAN -4 PM 1:09

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

BELT COLLINS HAWAII

12079PSW.10

December 30, 2010

Mr. Glen T. Koyama
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu Hawaii 96819-4554

Dear Mr. Koyama:

**SUBJECT: Early Consultation Request for the Draft Environmental Assessment
Energy Corridor Improvements
Kalaeloa, Oahu, Hawaii
TMK: (1) 9-1-013**

The Department of Health, Clean Water Branch (CWB), has reviewed the document, received December 16, 2010, regarding the subject project and offers these comments. Please note that our review is based solely on the document for the subject project and its compliance with Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at <http://hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Anti-degradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. You are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for discharges of wastewater, including storm water runoff, into State surface waters (HAR, Chapter 11-55). For the following types of discharges into Class A or Class 2 State waters, you may apply for NPDES general permit coverage by submitting a Notice of Intent (NOI) form:

- a. Storm water associated with construction activities, including clearing, grading, and excavation, that result in the disturbance of equal to or greater than one (1) acre of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. This includes areas used for a construction base yard and the storage of any construction related equipment, material, and waste products. An NPDES permit is required before the start of the construction activities.
- b. Hydrotesting water,
- c. Construction dewatering effluent.

You must submit a separate NOI form for each type of discharge at least 30 calendar days prior to the start of the discharge activity, except when applying for coverage for discharges of storm water associated with construction activity. For this type of discharge, the NOI forms may be picked up at our office or downloaded from our website at <http://hawaii.gov/health/environmental/water/cleanwater/forms/genl-index.html>

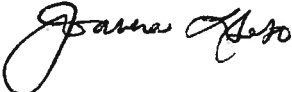
3. For other types of wastewater not listed in Item No. 2 above or wastewater discharging into Class 2 or Class AA waters, an NPDES individual permit will need to be obtained. An application for an NPDES individual permit must be submitted at least 180 calendar days before the commencement of the discharge. The NPDES application forms may be picked up at our office or downloaded from our website at <http://hawaii.gov/health/environmental/water/cleanwater/forms/environmental/water/cleanwater/forms/indiv-index.html>
4. Please call the Army corps of Engineers at (808) 438-9258 to determine which Department of the Army (DA) permit(s) shall be required for the subject project. Permits may be required for work performed in, over, and under navigable waters of the United States. Projects requiring a DA permit also require a Section 401 Water Quality Certification (WQC) from our office.
5. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation.

Mr. Glen T. Koyama
December 30, 2010
Page 3

12079PSW.10

If you have any questions, please visit our website at <http://hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at 586-4309.

Sincerely,



ALEC WONG, P.E. CHIEF
Clean Water Branch

SW:ml

c: DOH-EPO #I-3484 [via email only]

NEIL ABERCROMBIE
GOVERNOR

RECEIVED

2010 DEC 27 PM 12: 09

BELT COLLINS HAWAII



DENISE M. WISE
EXECUTIVE DIRECTOR

BARBARA E. ARASHIRO
EXECUTIVE ASSISTANT

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES
HAWAII PUBLIC HOUSING AUTHORITY
1002 NORTH SCHOOL STREET
POST OFFICE BOX 17907
HONOLULU, HAWAII 96817
FAX: (808) 832-4679

IN REPLY PLEASE REFER TO:
10-OED-76

December 23, 2010

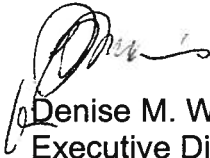
Mr. Glen T. Koyama
Project Planner
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

The Hawaii Public Housing Authority acknowledges receipt of your letter dated December 14, 2010 regarding an Environmental Assessment in Kalaeloa, Oahu, Hawaii. We appreciate your efforts to include all necessary adjacent property owners in the study area. While we do not wish to provide any preliminary input on the project at this time, we would request that you provide us with regular communications as the project progresses.

Please direct all further communications to our Housing Planner, Nicholas Birck, at the above address or via email at nick.d.birck@hawaii.gov. Thank you again for your information.

Sincerely,



Denise M. Wise
Executive Director



RECEIVED

2011 FEB -1 PM 12: 03

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

BELT COLLINS HAWAII

HRD10/5454

January 14, 2011

Glen T. Koyama, Project Planner
Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawai'i 96819-4554

**RE: Draft Environmental Assessment preparation notification
Proposed Energy Corridor Improvements
Kalaeloa, Island of O'ahu**

Aloha e Glen T. Koyama,

The Office of Hawaiian Affairs (OHA) is in receipt of your December 14, 2010 letter providing notification of and seeking comments on your intent to prepare a draft environmental assessment (DEA) on behalf of the Hawai'i Community Development Authority. Upgrading the electric service to Kalaeloa involving the installation of new equipment and service connections is proposed.

We have no specific comments at this time. We look forward to the opportunity to reviewing the DEA and providing comments at that time. Should you have any questions, please contact Keola Lindsey at 594-0244 or keolal@oha.org.

'O wau iho nō me ka 'oia'i'o,

Clyde W. Nāmu'o
Chief Executive Officer

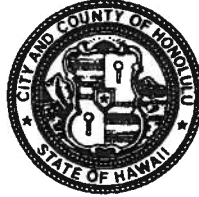
DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

RECEIVED

2011 JAN 10 PM 12: 52

PETER B. CARLISLE
MAYOR



BELT COLLINS HAWAII
DAVID K. TANOUÉ
DIRECTOR

ROBERT M. SUMITOMO
DEPUTY DIRECTOR

2010/ELOG-2722
2011-Subd. Misc.

January 5, 2011

Mr. Glen T. Koyama, Project Planner
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

Subject: Preliminary Input on Preparation of Environmental Assessment for
Proposed Energy Corridor Improvements
Kalaeloa, Oahu, Hawaii
Tax Map Key 9-1-013

This is in response to your letter dated December 14, 2010, requesting our comments regarding the above.

Please be informed that any construction work in the City right-of-way (Saratoga Avenue and Midway Road) is subject to City review and approval of construction plans.

For questions regarding this response, please contact Jane Asaoka at 768-8281.

Very truly yours,

A handwritten signature in black ink, appearing to read "David K. Tanoue".

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

DKT:ja

Doc. 822894

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

JAN 11 PM 12:13

PETER B. CARLISLE
MAYOR



BELT COLLINS HAWAII

KENNETH G. SILVA
FIRE CHIEF

ROLLAND J. HARVEST
DEPUTY FIRE CHIEF

January 7, 2011

Mr. Glen Koyama
Project Planner
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

Subject: Environmental Assessment
Proposed Energy Corridor Improvements
Kalaeloa, Oahu, Hawaii
Tax Map Key: (1) 9-1-013

In response to your letter of December 14, 2010, regarding the above-mentioned subject, the Honolulu Fire Department reviewed the information provided and determined that there will be no significant impact to its services.

Should you have any questions, please call Acting Battalion Chief Gary Lum of our Fire Prevention Bureau at 723-7152.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth G. Silva".

KENNETH G. SILVA
Fire Chief

KGS/SY:bh

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 · INTERNET: www.honolulu.org

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2010 DEC 29 PM 3: 26



PETER B. CARLISLE
MAYOR

BELT COLLINS HAWAII KEALOHA
CHIEF

DELBERT T. TATSUYAMA
RANDAL K. MACADANGDANG
DEPUTY CHIEFS

OUR REFERENCE KBK-DK

December 23, 2010

Mr. Glenn T. Koyama, Project Planner
Belt Collins Hawaii Limited
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

This is in response to your letter of December 14, 2010, requesting comments on a Pre-Consultation, Draft Environmental Assessment, for the proposed Energy Corridor Improvements project in Kalaeloa.

The Honolulu Police Department is concerned about the underground fuel line that runs from Campbell Industrial Park to Pearl Harbor and parallels the train track near Roosevelt Avenue. Care should be taken in the area to ensure that no damages are made to the existing line.


Additionally, Fort Barrette Road is a heavily traveled roadway. If infrastructure work impedes traffic flow, we recommend that special duty officers be hired to assist with traffic control while the work is in progress. An important consideration is the Kapolei High School and its close proximity to this project.

If there are any questions, please call Acting Captain Gerry Asato of District 8 (Kapolei/Waianae) at 692-4253.

Sincerely,

LOUIS M. KEALOHA
Chief of Police

By


KURT B. KENDRO
Acting Assistant Chief of Police
Support Services Bureau

BOARD OF WATER SUPPLY
RECEIVED

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843 2011 JAN 10 PM 12: 52



BELT COLLINS HAWAII

January 4, 2011

PETER B. CARLISLE, MAYOR

RANDALL Y. S. CHUNG, Chairman
ANTHONY R. GUERRERO, JR.
WILLIAM K. MAHOE
THERESIA C. McMURDO
ADAM C. WONG

GEORGE "KEOKI" MIYAMOTO, Ex-Officio
JEFFREY CHANG, Ex-Officio

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

DEAN A. NAKANO
Deputy Manager

Mr. Glen Koyama
Belt Collins Hawaii, Limited
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

Subject: Your Letter Dated December 14, 2010 Requesting Comments on the Draft Environmental Assessment for the Proposed Kalaeloa Energy Corridor Improvements, TMK: 9-1-013

Thank you for the opportunity to comment on the proposed energy corridor project.

The construction drawings should be submitted to the Board of Water Supply for approval.

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

Very truly yours,

PAUL S. KIKUCHI
Chief Financial Officer
Customer Care Division

RECEIVED

Hawaiian Telcom ●

2010 DEC 22 AM 10: 49

BELT COLLINS HAWAII

December 20, 2010

Belt Collins Hawaii, Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554
Attention: Mr. Glen T. Koyama

Dear Mr. Koyama:

Subject: **Environmental Assessment**
Proposed Energy Corridor Improvements
Kalaeloa, Oahu, Hawaii; Tax Map Key (1) 9—1-13

Thank you for the opportunity to review and comment on the subject project in preparation of the Environmental Assessment.

Hawaiian Telcom does not have any comments to offer at this time.

If you have any questions or require assistance in the future on this project, please call Les Loo at 546-7761.

Sincerely,



Lynette Yoshida
Senior Manager – OSP Engineering
Network Engineering & Planning

cc: File

THE GAS COMPANY

P.O. Box 3000
Honolulu, Hawaii 96802-3000
www.hawaiigas.com

RECEIVED

2011 JAN 14 AM 11:33

BELT COLLINS HAWAII

January 1, 2011

Mr. Glen T. Koyama
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819-4554

Dear Mr. Koyama:

Subject: Proposed Energy Corridor Improvements
Kalaeloa, Oahu, TMK: (1) 9-1-13
Plan Review and Comment

In response to your letter dated December 14, 2010, we have reviewed the location map provided, and it has been determined that the area is currently clear of utility gas facilities.

Thank you for the opportunity to comment on the proposed project during your preparation of the Environmental Assessment. Should there be any questions or if additional information is desired, please feel free to contact Karen Lung at 594-5008.

Sincerely,

The Gas Company, LLC



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

CEC:krs
11-103

[Back Cover]