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HAR-EP
3697.14

July 29, 2013

TO: GENEVIEVE SALMONSON, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
DEPARTMENT OF HEALTH

FROM: GLENN M. OKIMOTO, PH.D.
DIRECTOR OF TRANSPORTATION

SUBJECT: KALAELOA BARBERS POINT HARBOR FUEL PIER ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE, KALAELOA HARBOR, OAHU – Job H.C. 10499

The Hawai'i Department of Transportation, Harbors Division has assessed the potential environmental impacts of the proposed fuel pier at Kalaeloa Harbor and has determined that an Environmental Impact Statement (EIS) will be prepared. The project is situated at the following Tax Map Key: (1) 9-1-014: 024 (portion), 025, & 038 and (1) 9-1-074: 037 (portion) & 038 (portion).

Please publish a notice of availability of the attached EIS Preparation Notice for the proposed project in the next available issue of *The Environmental Notice*.

We have enclosed a completed OEQC Publication Form, a hard copy of the EIS Preparation Notice, and a PDF file of the EIS Preparation Notice. Simultaneous with this memo, we have submitted the summary of the action in a text file by electronic mail to the OEQC.

Please call Mr. Dean Watase at 587-1883 if you have any questions.

Enclosure

AGENCY ACTIONS
SECTION 343-5(B), HRS
PUBLICATION FORM (FEBRUARY 2013 REVISION)

Project Name:	Kalaeloa Barbers Point Harbor Fuel Pier
Island:	O‘ahu
District:	‘Ewa
TMK:	(1) 9-1-014: 024 (portion), 025, & 038 and (1) 9-1-074: 037 (portion) & 038 (portion)
Permits:	Rivers and Harbors Act Section 10 & 408; Marine Protection, Research and Sanctuaries Act (MPRSA) Section 102, 103, & 108; Endangered Species Act Section 7, Clean Water Act Section 401, 402, & 404, Clean Air Act, Coastal Zone Management Act, National Historic Preservation Act Section 106, Fish and Wildlife Coordination Act, RCRA / CERCLA / TOSCA, Noise Control Act, Department of Health (DOH) 401 Water Quality Certification, DOH National Pollutant Discharge Elimination System Permit, DOH Hazardous Waste Treatment, Storage, and Disposal Permit, Chapter 6E-42 Historic Preservation Review
Proposing/Determination Agency:	Hawai‘i Department of Transportation, Harbors Division 79 S. Nimitz Highway, Honolulu, HI 96813 Dean Watase, Senior Planner, (808) 587-1883
Accepting Authority:	Governor, State of Hawai´i
Consultant:	Group 70 International, Inc. 925 Bethel St., 5th Floor, Honolulu, HI 96813 Barbara Natale, Planner, (808) 441-2117

Status (check one only):

__DEA-AFNSI	Submit the proposing agency notice of determination/transmittal on agency letterhead, a hard copy of DEA, a completed OEQC publication form, along with an electronic word processing summary and a PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov); a 30-day comment period ensues upon publication in the periodic bulletin.
__FEA-FONSI	Submit the proposing agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and a PDF copy (send both summary and PDF to oeqchawaii@doh.hawaii.gov); no comment period ensues upon publication in the periodic bulletin.
_X_FEA-EISPN	Submit the proposing agency notice of determination/transmittal on agency letterhead, a hard copy of the FEA, an OEQC publication form, along with an electronic word processing summary and PDF copy (you may send both summary and PDF to oeqchawaii@doh.hawaii.gov); a 30-day consultation period ensues upon publication in the periodic bulletin.
__Act 172-12 EISPN	Submit the proposing agency notice of determination on agency letterhead, an OEQC publication form, and an electronic word processing summary (you may send the summary to oeqchawaii@doh.hawaii.gov). NO environmental assessment is required and a 30-day consultation period upon publication in the periodic bulletin.
__DEIS	The proposing agency simultaneously transmits to both the OEQC and the accepting authority, a hard copy of the DEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the DEIS (you may send both the summary and PDF to oeqchawaii@doh.hawaii.gov); a 45-day comment period ensues upon publication in the periodic bulletin.
__FEIS	The proposing agency simultaneously transmits to both the OEQC and the accepting authority, a hard copy of the FEIS, a completed OEQC publication form, a distribution list, along with an electronic word processing summary and PDF copy of the FEIS (you may send both the summary and PDF to oeqchawaii@doh.hawaii.gov); no comment period ensues upon publication in the periodic bulletin.

__ Section 11-200-23 Determination — The accepting authority simultaneously transmits its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS to both OEQC and the proposing agency. No comment period ensues upon publication in the periodic bulletin.

__Section 11-200-27 Determination — The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is not required. No EA is required and no comment period ensues upon publication in the periodic bulletin.

__Withdrawal (explain)

Summary (Provide proposed action and purpose/need in less than 200 words. Please keep the summary brief and on this one page)**:**

Kalaeloa Barbers Point Harbor is the second busiest harbor after Honolulu Harbor. It is the primary harbor that accommodates interisland distribution of liquid-bulk cargo (i.e., fuel). It is anticipated that the need for various fuel products in Hawai‘i will continue to increase. To address this, previous master plans and the *Statewide Fuel Facilities Development Plan* recommend the construction of a dedicated Fuel Pier at Piers 3 and 4. The proposed Fuel Pier will be implemented as part of the State of Hawai‘i “New Day” initiatives. State Department of Transportation, Harbors Division is preparing the *Kalaeloa Barbers Point Harbor Fuel Pier Development Plan* to design a dedicated Fuel Pier to accommodate the various types of fuel and feedstock shipments that serve and could potentially serve the State's fuel and energy markets. The plan will recommend pier infrastructure improvements to address projected increases in fuel imports and exports. The Draft EIS will evaluate direct impacts associated with the proposed action and its alternative actions, as well as indirect and cumulative impacts associated with its construction and long- term operation.

Kalaeloa Barbers Point Harbor Fuel Pier

ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE

Honouliuli, ʻEwa District, Kapolei, Oʻahu

Submitted by:

State of Hawaiʻi Department of Transportation
Harbors Division

August 2013

Kalaeloa Barbers Point Harbor Fuel Pier

Honouliuli, ʻEwa District, Kapolei, Oʻahu

ENVIRONMENTAL IMPACT STATEMENT PREPARATION NOTICE

This environmental document is prepared pursuant to Hawaiʻi Revised Statutes, Chapter 343, Environmental Impact Statement Law and Chapter 200 of Title 11, Administrative Rules, Department of Health, Environmental Impact Statement Rules.

Submitted by:

Hawaiʻi Department of Transportation

Harbors Division

August 2013

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Prepared by:

GROUP 70 INTERNATIONAL

Architecture • Planning & Environmental Services • Interior Design • Civil Engineering
925 Bethel Street, 5th Floor, Honolulu, HI 96813 (808) 523-5866

ACRONYMS AND ABBREVIATIONS

AAQS	Ambient Air Quality Standards
BWS	Board of Water Supply, City and County of Honolulu
CR	Coral Outcrop
DBEDT	Department of Business, Economic Development and Tourism, State of Hawai'i
DLNR	Department of Land and Natural Resources, State of Hawai´i
DOE	Department of Education, State of Hawai'i
DOH	Department of Health, State of Hawai'i
DOT	Department of Transportation, State of Hawai´i
DOT-H	Department of Transportation, Harbors Division, State of Hawai´i
DTS	Department of Transportation Services, City and County of Honolulu
EIS	Environmental Impact Statement
EISPN	Environmental Impact Statement Preparation Notice
EPA	Environmental Protection Agency
FFDP	Fuel Facilities Development Plan
FIRM	Flood Insurance Rate Map
HAR	Hawai´i Administrative Rules
HCEI	Hawai'i Clean Energy Initiative
HECO	Hawaiian Electric Company
HHUG	Hawai´i Harbors User Group
HRS	Hawai´i Revised Statutes
KBPH	Kalaeloa Barbers Point Harbor
NPDES	National Pollutant Discharge Elimination System
MRC	Marine Research Consultants, Inc.
ROH	Revised Ordinance of Honolulu
TMK	Tax Map Key
UBC	Uniform Building Code
UH	University of Hawai'i
US	United States
WWTP	Wastewater Treatment Plant

1.0 PROJECT INFORMATION SUMMARY

This Environmental Impact Statement Preparation Notice (EISPN) was prepared in accordance with Hawai´i Administrative Rules (HAR) Title 11 Chapter 200, which implements Hawai´i Revised Statutes (HRS) Chapter 343. The intent of this EISPN is to inform interested parties of the project, and to seek agency and public input on issues or resources of concern. Input received as a result of the EISPN that is relevant to the proposed action will be used in developing the Draft Environmental Impact Statement. HRS Chapter 343 requirements are applicable to this project because the proposed action will use State lands and funds.

Type of Document: Environmental Impact Statement Preparation Notice

Project Name: Kalaeloa Barbers Point Harbor Fuel Pier

Chapter 343, HRS Triggers: Use of State lands and State funds

Proposing Agency: Hawai'i Department of Transportation, Harbors Division
79 S. Nimitz Highway
Honolulu, Hawai'i 96813

Accepting Authority: Governor, State of Hawai´i

EIS Preparer: Group 70 International, Inc.

Location: 91-550 Malakole Street, Honouliuli, 'Ewa District, O'ahu (*Figure 1.1*)

Tax Map Key: (1) 9-1-014: 024 (portion), 025, & 038
(1) 9-1-074: 037 (portion) & 038 (portion) (*Figure 1.2*)

Land Area: 9.8 acres

Recorded Fee Owner: Hawai'i Department of Transportation, Harbors Division

State Land Use Classification: Urban

City and County Zoning: I-3, Waterfront Industrial *(Figure 1.3)*

City Development Plan: 'Ewa Development Plan

Flood Zone: FIRM Zone D (area of undetermined / possible floods) *(Fig. 1.4)*

Proposed Action: Redevelopment of existing berth and pier space for a dedicated Fuel Pier at Kalaeloa Barbers Point Harbor at current location of Piers 3 and 4

Required Discretionary Permits: See full list in Section 2.5

Figure 1.1 – Location Map

Figure 1.2 – TMK Map

Figure 1.3 – City and County of Honolulu Zoning

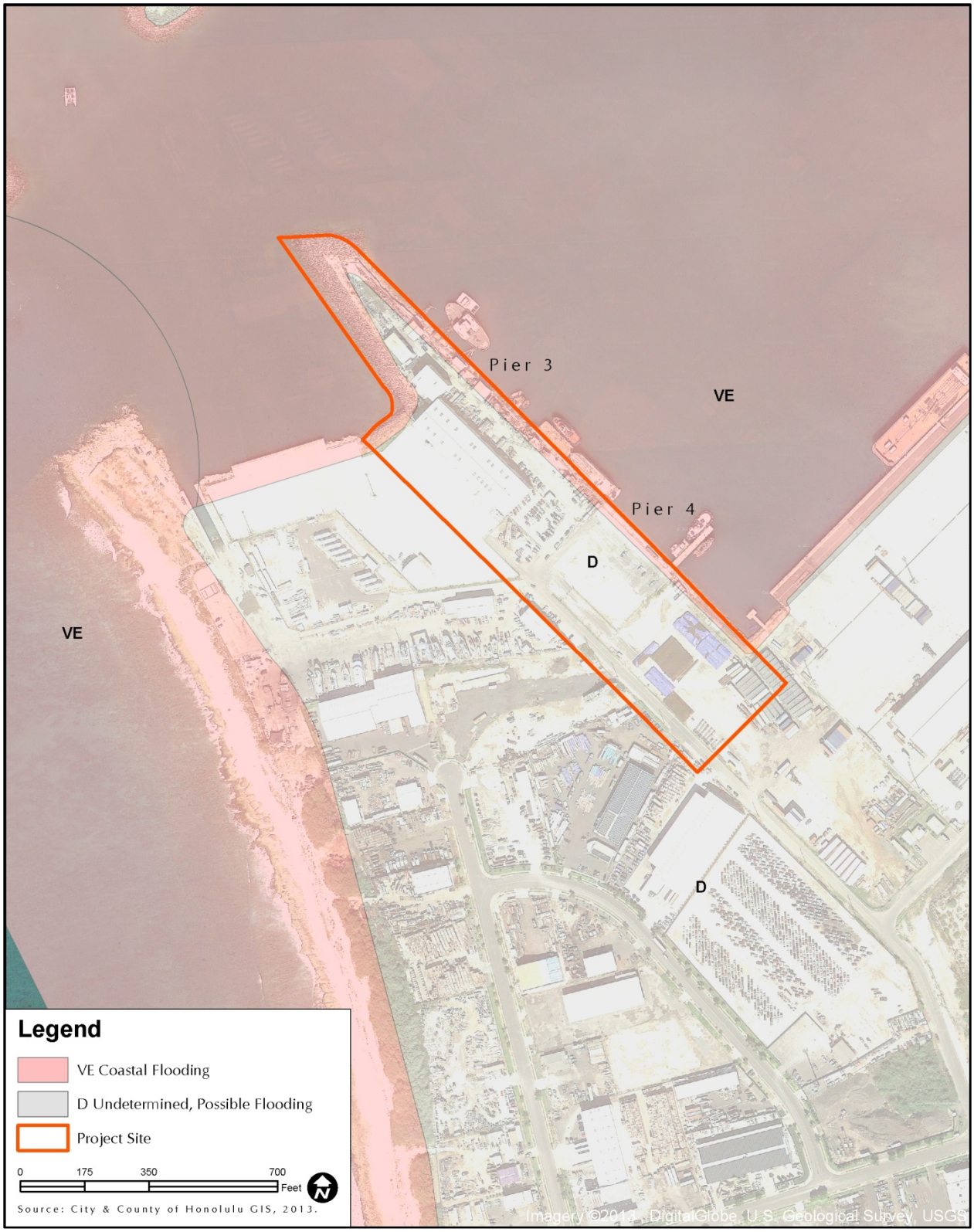


Figure 1.4 – Flood Map

2.0 PROJECT DESCRIPTION

The State Department of Transportation, Harbors Division (DOT-H) is responsible for administering the State-owned and controlled commercial harbors system in Hawai'i. These deep-draft harbors are used by commercial cargo, passenger, and fishing vessels. DOT-H is responsible for the control, management, use, and regulation of the commercial harbors and their improvements.

Kalaeloa Barbers Point Harbor (KBPH) is the second busiest harbor after Honolulu Harbor. It is the primary harbor that accommodates interisland distribution of liquid-bulk cargo (i.e., fuel). Harbor berths are currently congested by liquid bulk, dry bulk and general cargo vessels. It is anticipated that the need for various fuel products in Hawai'i will continue to increase. To address this, previous master plans and the *Statewide Fuel Facilities Development Plan* (FFDP) recommend the construction of a dedicated Fuel Pier at Piers 3 and 4. The proposed Fuel Pier will be implemented as part of the State of Hawai'i "New Day" initiatives.

DOT-H is preparing the *Kalaeloa Barbers Point Harbor Fuel Pier Development Plan* for a dedicated Fuel Pier to accommodate the various types of fuel and feedstock shipments that serve and could potentially serve the State's fuel and energy markets. The plan will recommend pier infrastructure improvements to address projected increases in fuel imports and exports.

The approximately 10 acre project site is situated within the southwestern portion of KBPH. The harbor is bounded to the north by Ko 'Olina Marina and the O'ahu Railway & Land Company (OR & L) right of way, to the east by the future Kapolei Harborside development, to the south by Kenai Industrial Park, and to the west by the Pacific Ocean (*Figure 1.1*). Existing vehicular access is via Malakole Street with limited access via Hanua Street. Mauka of KBPH lay the existing residential subdivisions of Honokai Hale / Nanakai Gardens, Makakilo and Barbers Point Housing.

The Draft EIS will evaluate direct impacts associated with the proposed action and its alternative actions, as well as indirect and cumulative impacts associated with its construction and long- term operation.

2.1 Purpose of and Need for the Action

Kalaeloa Barbers Point Harbor was originally developed as the reliever harbor to augment Honolulu Harbor's capacity. Over the past decade, the volume of fuel shipments (both fuel product imports and inter-island shipments) has significantly grown. Today, KBPH is the top liquid-bulk cargo harbor in Hawai'i. In the new fuel system, it continues to serve as the primary liquid bulk cargo handling harbor for importing various fuel products (e.g., crude, refined, biofuels, gas) for O'ahu and export to the Neighbor Islands. The location of KBPH is in close proximity to the two refineries with their comprehensive fuel infrastructure. The harbor area also contains undeveloped areas which offer additional harbor capacity to support renewable fuel production and storage. The only other commercial harbor on O'ahu is Honolulu Harbor, and there is no capacity here for a new dedicated Fuel Pier. Altogether, these factors indicate that Kalaeloa Barbers Point Harbor is ideally suited to serve as the hub for Hawai'i's fuel system.

The Hawai'i Clean Energy Initiative (HCEI), a partnership launched in 2008 between the State of Hawai'i and the U.S. Department of Energy, is focused on mitigating some of the State's energy security concerns. HCEI sets forth a plan to fulfill 70% of Hawai'i's energy demand using renewable sources and energy efficiency measures by 2030. Since HCEI's inception, many renewable energy pilot projects and several utility-scale facilities have come online, and Hawai'i has become a leading example of renewable energy application. However, even with aggressive development of alternative fuels and renewable energy, Hawai'i's utilities maintain that the State cannot stop its dependency on oil "overnight". In fact, much of Hawai'i's conventional oil-based power generating and distribution infrastructure must be upgraded to allow for a continuing safe and secure supply chain.

To meet the increasing fuel shipment demands at Kalaeloa, construction of a dedicated Fuel Pier is a critical initiative. It will have to be able to adjust to possible changes in the type and amount of specific fuels that will enter the state through the harbor, which will then be distributed to the Neighbor Islands. In short, the new Fuel Pier will have to be designed with an accurate view of the anticipated energy and fuel markets of the future, with sufficient flexibility to serve a changing operational and technology market.

The existing fuel shipment connection points are located at the center of the heavily used Piers 5 and 6. These piers are multi-use piers, handling general, container, dry bulk, neo-bulk and liquid bulk cargo. Occupancy of the critical berths 5 and 6 ran at approximately 56% on a ft./hr. basis for the period of June 2011 to July 2012 (occupancy at 50% or above by this measure is considered high and leads to delays). Demand for berth space increases each year by multi-users resulting in shipment delays due to berthing conflicts. The primary conflict exists between inter-island fuel barges and overseas dry-bulk cargo operations. There is continued demand for this finite linear berth space with berthing availability nearing capacity.

Construction of the new, dedicated Fuel Pier will fulfill the following needs:

- Facilitate the projected fuel demand for Hawai'i
- Increase flexibility for future energy needs
- Increase efficiency of the harbor
- Reduce conflicts between other cargo and fuel operations
- Increase safety
- Decrease environmental risks
- Increase liquid bulk redundancy and emergency preparedness.

In the future, Piers 5 and 6 will serve as backup facilities for fuel deliveries, depending on the berthing availability of the dedicated Fuel Pier facility. Piers 3 and 4 have been selected as the location for the dedicated Fuel Pier. Siting the Fuel Pier at other piers within KBPH may be cost prohibitive, due to their distance from current fuel infrastructure. Their location to proposed residential areas is also not favorable. Although Piers 1 and 2 are closer to both the fuel infrastructure and further from proposed residential areas, surge conditions are poor, making this location unusable for three months out of the year.

Other advantages for choosing Piers 3 and 4 as the location for the Fuel Pier are as follows:

- This location is in close proximity to the existing fuel transmission pipelines.
- This location is distant from future residential areas to be located to the north of Kalaeloa Harbor.
- Since the prevailing trade winds are coming from the northeast, possible accidental fuel spills would be confined to and intercepted at the fuel berths at Piers 3 and 4, mitigating environmental and operational risk.
- This location has undeveloped pier infrastructure and its development will result in increased overall berthing for the harbor.
- This location is separate from cargo handling operations at Piers 5 to 7, which increases operational safety during fuel transfer operations.
- The harbor stakeholders recommended this location in previous plans (*see 2.2 Background*).

Flexibility of future infrastructure development will be key to accommodating Hawai'i's shifting sources of energy, fuel, and feedstock. The *Statewide Fuel Facility Development Plan* (DOT, 2009) identifies design considerations and provides specific recommendations for flexible fuel delivery facilities in the State's commercial harbors. The proposed Fuel Pier envisioned for Kalaeloa is derived from this guidance.

2.2 Background

The construction of a dedicated Fuel Pier at Kalaeloa has been in the planning stages for over thirty years. As early as 1983, a 700-ft petroleum ship / barge pier was included at Pier 3 in the *Development Plan for Barber's Point Harbor* by DOT-H. It was not until 2008 that the Hawai'i State Legislature appropriated funds to implement the State's *Harbors Modernization Plan.* This plan, prepared by DOT-H in partnership with the Hawai'i Harbors User Group (HHUG), included funds for a new dedicated Fuel Pier at Kalaeloa Piers 3 and 4.

The *Statewide Fuel Facilities Development Plan* was published in 2009, which provided a 10% design of the Fuel Pier at Kalaeloa Piers 3 and 4. The basic development plan for the new dedicated Fuel Pier is to extend the fuel pipelines along the inner harbor jetty (Piers 3 and 4, which Marisco Shipyard currently occupies). Marisco's ship repair and production warehouse will be relocated to the opposite (northeast quadrant / mauka side) of the harbor. This would consolidate the petroleum product transfer operations, and allow higher levels of cargo throughput within the port for the various bulk commodities.

Although the Fuel Pier project has been in planning for decades, the project is now being implemented to address new fuel supply requirements and ensure economic viability and an efficient supply chain for liquid, neo-bulk, dry bulk and other general cargos. This is particularly important as KBPH serves as a bulk products handling distribution hub for the entire State of Hawai'i.

The *Kalaeloa Barbers Point Harbor Fuel Pier Development Plan* will identify the preferred design for new dedicated Fuel Pier and supporting infrastructure. Preliminary cost estimates will be completed to guide capital improvement planning for this critical project.

2.3 Alternatives Considered

Two new dedicated fuel berths are proposed at Piers 3 and 4. At the present time, the proposed location for the new fuel berths is being used for a ship repair operation, which will be relocated to another site in the harbor. One of the fuel berths will accommodate fuel tankers up to a size of a small 750-ft Panamax tanker (~450,000 barrel capacity), while the other will accommodate a 400-ft fuel barge (80,000 barrel capacity).

Construction of the pier will have the following components:

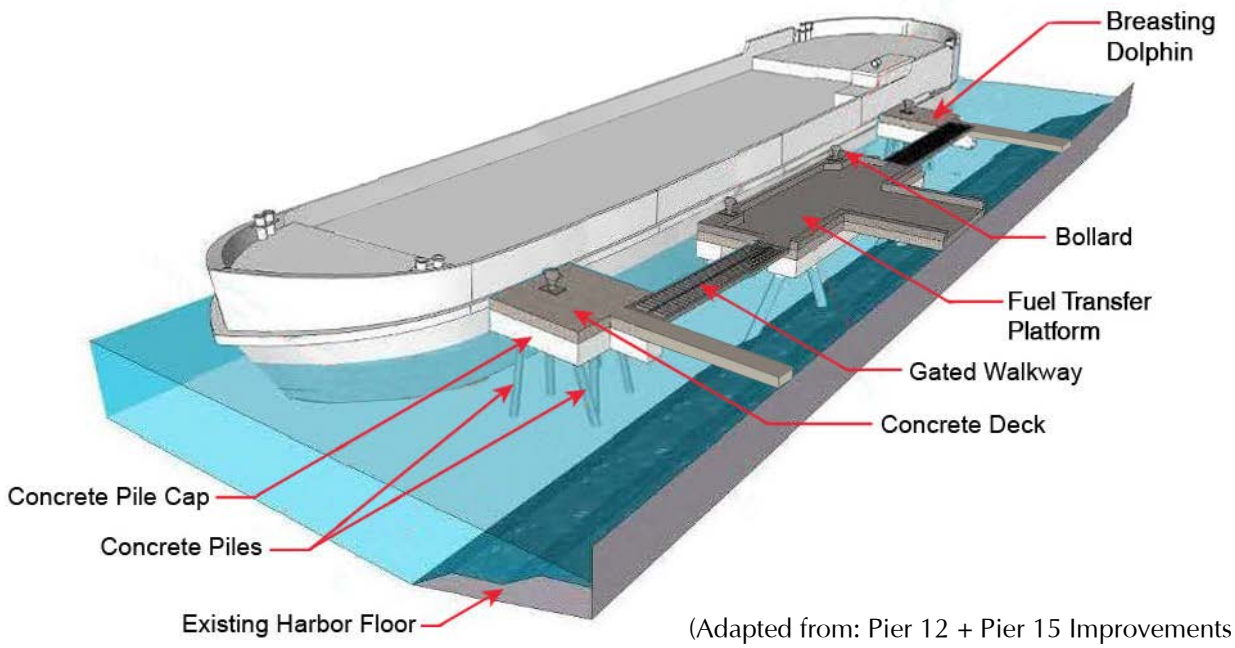
- Pipelines connecting to the Fuel Pier transmission pipeline system.
- A central fuel monitoring system equipped with a two-stage alarm.
- An emergency shutdown system.
- Emergency release coupling with spill preventer.
- Spill protection equipment including oil spill booms, utility boats, and other equipment.
- Central fixed (remote control) fire suppression monitors, water-foam generators and vapor control.
- Fire hydrants at the fuel berths for fire-suppression water or to cool equipment.
- Real-time environmental monitoring system (wind, current, waves, and seismic conditions).
- Adequate fixed lighting.

The Draft EIS will review the various design alternatives thoroughly. A summary of the alternatives are given below.

2.3.1 Alternative Design A: Segmented Partial Piers

The pier system will be dedicated to fuel transfer. The Alternative A Fuel Pier design uses a protruding segmented pier configuration *(Figure 2.1)*. These protruding pier structures will be located approximately 20 ft. off shore, composed of a series of pile-supported fuel transfer platforms and breasting dolphins. The fuel vessels will rest against four breasting dolphins while fuel transfer is carried out. The forward side of the fuel transfer platform is placed back from the breasting line so that fuel barges or the tanker actually do not touch the fuel transfer platform. Several bollards will be located on land and on the breasting dolphins for secured berthing.

Catwalks will be located between each breasting dolphin and shore-side for access, with a gangway landing suspended between two breasting dolphins at Berth 1 (Pier 3). The fuel transfer platform will support loading arms, with shore-side access for a maintenance truck. Positioning of fuel barges or tankers will occur so that onboard fuel pipelines located amidships would be within reach of the loading arms for fuel transfer operations.

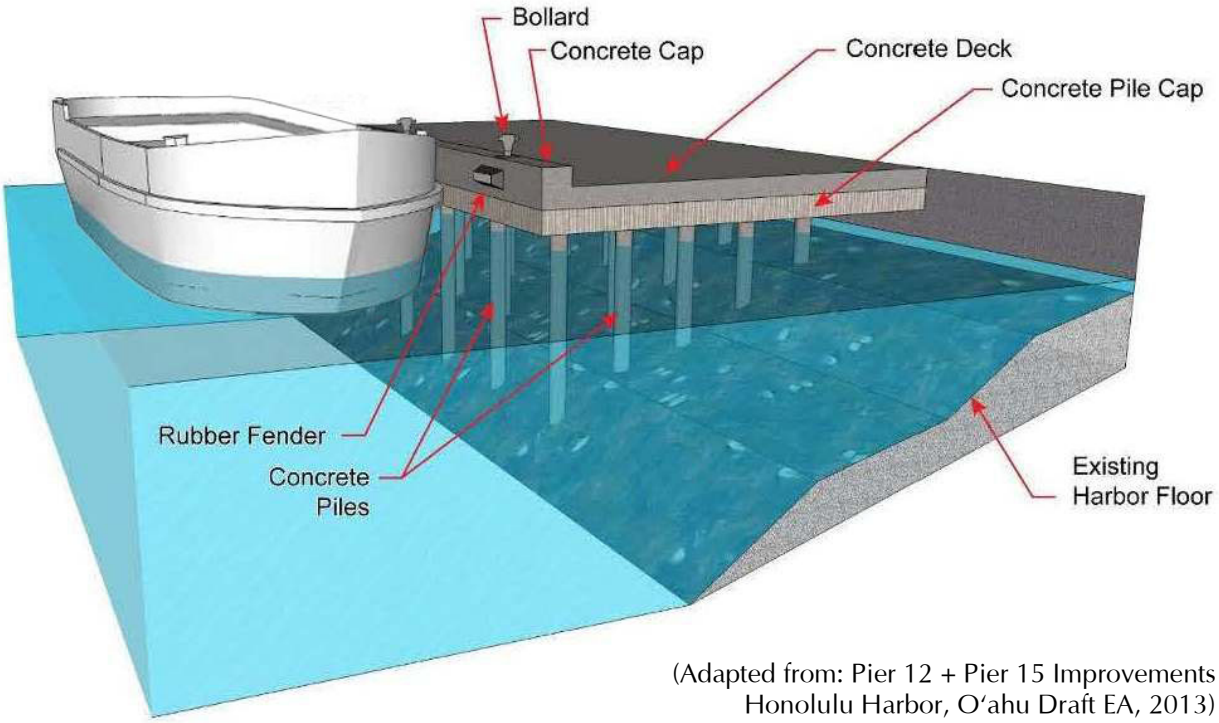


(Adapted from: Pier 12 + Pier 15 Improvements Honolulu Harbor, O'ahu Draft EA, 2013)

Figure 2.1 – Structure with Mooring Dolphins (Alternative Design Concept A)

2.3.2 Alternative Design B: Continuous Relieving Platform Wharf with Bulkhead

This may require some dredging, but a pile-supported full length platform open wharf structure would have less impact on marine resources (coral) and water quality than construction of a solid wharf structure. A continuous relieving platform wharf with bulkhead could be used for offloading cargo, such as shipping containers, if the structure is designed for the appropriate loads. A common type of platform wharf structure consists of concrete slabs spanning between concrete (cap) beams that are supported by precast, pre-stressed concrete piles driven into the harbor floor *(Figure 2.2)*. This alternative provides for a continuous, full length concrete platform, equipped with mooring bollards and berthing fenders and other appurtenances and features required to service and support the berthed vessels.

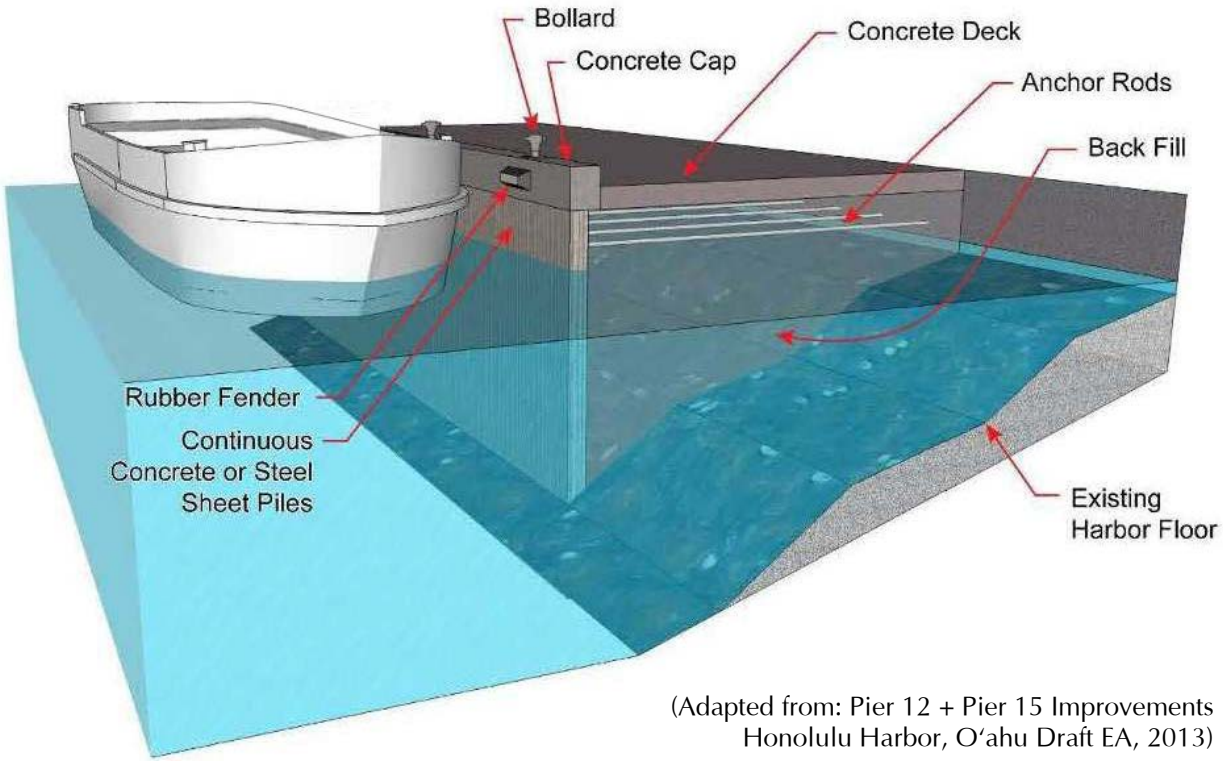


(Adapted from: Pier 12 + Pier 15 Improvements Honolulu Harbor, O'ahu Draft EA, 2013)

Figure 2.2 –Pile-Supported Continuous Platform (Alternative Design Concept B)

2.3.3 Alternative Design C: Continuous Bulkhead

Alternative Design C is a solid-type berthing structure, consisting of a tied-back bulkhead wharf design *(Figure 2.3)*. For this type of design, interconnected steel sheet piling is used to provide a solid, vertical bulkhead behind which backfill is placed to form a contiguous yard area. The sheet pile bulkhead consists of steel or concrete sheet piling with interlocking tongue and groove joints and a "cap" of steel or concrete construction. The sheet pile bulkhead is restrained from outward movement (due to lateral earth pressures) by installing below the top of the bulkhead an anchorage system usually consisting of steel anchor rods and concrete deadman anchors. A continuous bulkhead may require more significant dredging. In addition, the substrate is hard coral and driving sheet piling may be prohibitive.



(Adapted from: Pier 12 + Pier 15 Improvements
Honolulu Harbor, O'ahu Draft EA, 2013)

Figure 2.3 – Continuous Bulkhead with Sheet Piles and Backfill (Alternative Design Concept C)

2.3.4 Alternative Location

The Fuel Pier project is located at KBPH. There is only one other commercial harbor on O'ahu (Honolulu Harbor) and there is no capacity there for a new dedicated Fuel Pier. Siting the Fuel Pier at other piers within KBPH would reduce safety and compatibility issues by mixing fueling operations with other cargo users. Piers such as 7, 8 and 9 are closer to proposed residential areas to be located to the north of Kalaeloa, and Piers 1 and 2 have poor surge conditions. Piers 7, 8 and 9 may also prove cost prohibitive, due to their distance from current fuel infrastructure.

2.3.5 No Action

The No Action alternative involves no improvement to the existing conditions. There would be no dedicated Fuel Pier at KBPH, and current fuel piers would continue to operate. However, this would create lost potential to meet the HCEI goals and requirements. Existing pipe infrastructure would continue to be used that might become unsuitable, old, in possible disrepair and aging. These pipelines would then need to be modified to meet the energy/fuel sources to be anticipated as part of the HCEI program. These modifications may not be made in time to facilitate future fuel needs.

2.4 Project Schedule

The Final EIS is expected to be completed in 2014. The Fuel Pier design will be initiated subsequent to acceptance of the Final EIS, when design funding appropriations begin. Following pier design, environmental permits and construction approvals will be sought. Construction funding appropriations will be required for the Fuel Pier development. It is anticipated that the design, permitting and development process will take five years to complete.

2.5 Required Permits and Approvals

Development of the Fuel Pier at the Kalaeloa site will be consistent with applicable Federal, State and County land use plans and policies, which will be specifically addressed in the Draft EIS. The necessary entitlements include approvals from several Federal and State agencies and entities. Improvements by DOT-H to the Fuel Pier are exempt from City and County of Honolulu Special Management Area, site development and building permits per Chapter 266-2(b), HRS. Improvements planned by individual tenants at KBPH are not exempt from these requirements. Permits or approvals listed below are organized by Federal and State requirements.

Federal

Rivers and Harbors Act Section 10 - All Structures and Work
Rivers and Harbors Act Section 408 - Taking, Possession of, Use of, or Injury to Harbor or River Improvements
Marine Protection, Research and Sanctuaries Act (MPRSA) Section 102 - Environmental Protection Agency Designation of Ocean Disposal Sites
MPRSA Section 103 - Ocean Discharge of Dredge Materials
MPRSA Section 108 - Regulations
Endangered Species Act Section 7 - Consultation
Clean Water Act Section 401 - Water Quality Certification
Clean Water Act Section 402 - NPDES Permit
Clean Water Act Section 404 - Dredge/Fill
Clean Air Act
Coastal Zone Management Act
National Historic Preservation Act Section 106
Fish and Wildlife Coordination Act
RCRA / CERCLA / TOSCA
Noise Control Act

State of Hawai'i

Department of Health (DOH) 401 Water Quality Certification
DOH National Pollutant Discharge Elimination System Permit
DOH Hazardous Waste Treatment, Storage, and Disposal Permit
Chapter 6E-42 Historic Preservation Review

3.0 ENVIRONMENTAL SETTING

The Draft EIS will discuss the relationship of the proposed action to land use plans, policies, and controls for the affected project area. The Draft EIS will also identify and evaluate potential impacts of the proposed action and its alternatives (including no action) and propose mitigation measures to prevent or minimize any adverse impacts. Preliminary information about relevant resource areas is summarized below.

3.1 Natural Environment Conditions

This section summarizes the elements of the natural environment that will be addressed in the Draft EIS.

Climate: The climate is dry and arid with temperature ranges from 67-90 degrees Fahrenheit and annual rainfall of 14 inches. Prevailing trade winds from the east-north-east predominate at an average of 10-20 knots, with occasional southwesterly "Kona" winds. There are periodic winter storms.

Topography: The natural topography of the project area is generally level. Elevations range from five feet above mean sea level at the north end of the site to approximately 10 feet above mean sea level near the southern corner of the site. In general, the project area slopes from north to south with an average slope of approximately one percent. A topographic survey is being completed for the preliminary design of the Fuel Pier.

Geology and Soils: The project area is located on the ʻEwa plain, an emergent ancient coral-algae calcareous reef formed during the Pleistocene Period (beginning about two million years ago and ending 10,000 years ago). The Fuel Pier site consists of coral fill which was dredged from the expansion of the harbor, completed in 1986. Information on soil type is obtained from the Soil Survey of Islands of Kauaʻi, Oʻahu, Maui, Molokaʻi, and Lānaʻi, State of Hawaiʻi, as prepared by the U.S. Department of Agriculture, 1972. According to the Soil Survey:

- The site is situated in a coastal area of land-type classified as coral outcrop (CR). Coral outcrop consists of coral or cemented calcareous sand and is found at elevations ranging from sea level to approximately 100 feet.
- In addition, the subject property contains soils from the Lualualei - Fill Land - ʻEwa association. This soil type association is deep, nearly level to moderately sloping, well drained, and consists of fine textured or moderately fine textured subsoil or underlying material, and areas of fill land.

Geological information will be obtained through soil borings being completed for the preliminary design of the Fuel Pier.

Terrestrial Biological Resources: The project site has been previously disturbed and is largely void of vegetation. Plant cover in the project area is limited to grasses and other weedy species that are either common or introduced varieties. A flora / fauna survey will be completed for the Draft EIS.

Hydrology and Drainage: The KBPH Fuel Pier project area overlies the Pearl Harbor Sector of the 'Ewa (Limestone) Caprock Aquifer. This aquifer is recharged through local rainfall and infiltration from surface water drainage. It is not potable and is used primarily as irrigation water. It is within the designated groundwater management area regulated by the State Commission on Water Resource Management. Water supply will be provided by the City and County of Honolulu Board of Water Supply (BWS) system. There are no plans to develop new wells at this site.

The project site is presently natural slope drained, and there is no onsite flooding. The existing drainage system for the project area consists of dry wells and surface outfalls. The drainage pattern for the project area does not direct stormwater runoff to flow into other properties, and they do not collect runoff from other properties. Each user's property (Marisco & Finger Pier) captures and directs all of their runoff to their respective discharge outlets. These properties also collect road runoff from Malakole Street. A drainage conditions assessment is being conducted for the Draft EIS.

Bathymetry and Nearshore Bottom Conditions: Bathymetric studies indicate a broad, gently sloping limestone shelf extending from approximately 2,000 to 4,500 ft. offshore from KBPH. At an average depth of approximately 40 ft., the slope descends at a steeper angle. Further seaward at greater depths is a large gently sloping sand flat. A bathymetric survey will be conducted for the Draft EIS.

All exposed horizontal or sloping surfaces within the harbor not occupied by living corals or other biota are coated with a thin layer of fine-grained sediment. The entire floor of the harbor consists of a layer of fine-grained sediment interspersed with numerous burrow holes. The near-vertical face of Piers 3 and 4 are dredged from solid limestone reefal material. The submerged harbor walls consist of a pocked surface covered with a thin layer of deposited sediment.

Marine Water Quality: Waters of KBPH are designated as a Class A Marine Embayment by the State Department of Health, for recreational purposes and aesthetic enjoyment. A preliminary water reconnaissance survey was conducted by Marine Research Consultants, Inc. (MRC) in June 2013. Water clarity in the area of Piers 3 and 4 was the lowest observed in the harbor, likely as a result of the isolated location in the "corner" of the harbor.

Turbidity levels in both coastal and harbor waters tend to exceed the State Water Quality Standards, with levels in the harbor basin generally exceeding that of coastal waters. Past turbidity monitoring shows a wide range of turbidity levels and indicates that high turbidity occurs naturally along this coastline because of the large waves breaking along the shoreline. In general, visual attributes of water quality during the MRC reconnaissance of the harbor consisted of highly turbid conditions, likely as a result of input and resuspension of fine-grained terrigenous particulate material. A marine water quality assessment will be completed for the Draft EIS.

Marine Biological Resources: The initial marine reconnaissance survey by MRC (June 2013) of Piers 3 and 4 shows low coral abundance primarily consisting of isolated corals of *Pocillopora and Porites* of small size (>40 cm), with no multi-colony amalgamated growth forms. The coral colonies exhibit sediment on the surfaces, attributing to the turbid conditions of the inner harbor. A single colony of Endangered Species Act threatened candidate species *Montipora dilatata* was observed near the southern end of Pier 4. In total it is estimated that approximately 100 coral colonies occurred in the Fuel Pier project area. A marine biological assessment is being completed for the Draft EIS.

Non-coral invertebrates in this area are very scarce, with few individuals of sea urchins observed (*Echinothrix diadema, Tripneustes gratilla).* Pilings are colonized by a variety of sponges, hydroids and tunicates, typical of fouling communities in Hawaiian Harbors. Reef fish are scarce, although a school of *Kuhlia sandvicensis* (āholehole) was observed transiting the area near the harbor wall. Tires used for bumpers on the piers and pilings are colonized by benthic algae, with *Padina* the dominant genus.

Wind, Wave and Tidal Cycles: Northeasterly trade winds predominate and occur about 75 percent of the time and range from 10 to 20 knots. The area is sheltered from the direct northeasterly trade winds, which are strongest during winter storms.

Tides in Hawai'i are a combination of both diurnal and semi-diurnal regimes, which is referred to as a mixed semi-diurnal tide. The diurnal range recorded at Honolulu Harbor (the closest tide station to the project location) has been calculated to be 1.9 feet, which is a measure of the vertical distance between mean lower low water (MLLW) and mean higher high water (MHHW). Measured from mean sea level (MSL), MLLW is -0.82 feet, and MHHW is +1.08 feet, based on the latest Epoch of 1983-2001.

Kalaeloa Barbers Point Harbor is exposed to waves from the northwest to southwest directions. Northern swells during the winter months bring the largest waves. Waves from the west occur during Kona storm conditions. The study area is sheltered from waves to the east. Wave data within the harbor is available from a variety of sources including physical scale models, numerical models, and wave monitoring. The *Physical and Numerical Model Studies of Barbers Point Harbor* (USACE, 1994) simulated wave oscillations by use of a numerical computer model, HARBD, and correlated with a physical model and wave measurements from the existing harbor. These studies documented that the harbor experiences natural resonance modes which cause standing waves to occur under certain long period ocean wave conditions. Wave conditions will be addressed in the Draft EIS.

Natural Hazards: According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the subject property is located in Zone "D", an area of undetermined flood hazard *(Figure 1.4).* According to the City and County of Honolulu Department of Emergency Management 2010 Tsunami Evacuation Zone maps, the subject property is located within a tsunami evacuation zone. The nearest Tsunami Refuge Center is Makakilo Community Park, located about 5.3 miles inland.

The Uniform Building Code (UBC) provides minimum design criteria to address potential for damages due to seismic disturbances. The UBC scale is rated from Seismic Zone 0 through 4, with 0 being the lowest level for potential seismic induced ground movement. The island of O'ahu has been designated within Seismic Zone 2A. To mitigate the potential hazard from earthquakes, structural elements in this project will comply with standards for UBC Seismic Zone 2A.

The Hawaiian Islands are seasonally affected by Pacific hurricanes during the late summer to early winter months. O'ahu's 'Ewa Coastal Plain is infrequently hit by severe storm events. It is difficult to predict these natural occurrences, but it is reasonable to assume that future events will occur, such as coastal rise impact. The primary impacts of hurricanes on the project site will be possible inundation from storm surge and high waves.

3.2 Human Environment Conditions

This section summarizes the elements of the human environment that will be addressed in the Draft EIS.

Archaeological, Historic, and Cultural Resources: The project site is within the moku of ʻEwa, in the ahupuaʻa of Honouliuli, and according to some cultural sources was within the plains of Keʻeahumoa. There are no known historical or archaeological sites on the project parcel. The land comprising the project site has been extensively modified as a result of harbor development and prior agricultural activities. Although the land has been modified, important visual relationships to important cultural locations within the area may still remain. An archaeological inventory survey and cultural impact assessment is being completed for the Draft EIS.

Noise: The project area is subject to noise from harbor shipping activities and nearby industrial, aviation, and motor vehicle activity. A noise assessment will be conducted for the Draft EIS.

Air Quality: The local air quality of the project area is frequently affected by motor vehicles and industrial activities in the area. Throughout much of the year, the northeast trade winds blow pollutants from the inland areas out to sea, which results in generally good air quality in the vicinity of the harbor. Temporary decreases in air quality may occur during "Kona" wind conditions. Air quality data in July 2013 from State of Hawaiʻi Department of Health (DOH) monitoring station at Kapolei, indicates good air quality. National and State Ambient Air Quality Standards (AAQS) are being met in the vicinity of the project. An air quality assessment will be conducted for the Draft EIS.

Recreational Resources: The ocean areas to the north and south of the KBPH entrance channel support a variety of recreational activities and water sports including surfing, snorkeling, diving, swimming, whale watching, sailing, canoeing, and pleasure craft activities accessed by boats moored or launching from Ko ʻOlina Marina. Shoreline areas around the harbor are presently used for fishing. There are also golf courses in Kapolei and a recreational water park near Kapolei.

The public parks within a six-mile radius of the harbor include Nānākuli Beach Park, Kahe Point Beach Park, Makakilo Community Park, Mauka Lani Neighborhood Park, Barbers Point Beach Park, Kapolei Regional Park, Kamokila Community Park, and Oneʻula Beach Park. Kahe Point Beach Park, also known as "Electric Beach" for the power plant located at the site, is a popular scuba diving site, as are several other locations along the Waianae coast.

Visual and Aesthetic Resources: The project site is located in KBPH, an area zoned for waterfront industrial, which has an industrial appearance: storage yards, stockpiles, dry bulk unloader, dry dock, cement storage domes, piers and vessels. The Harbor is adjacent to Campbell Industrial Park, which also has an industrial appearance, with two refineries and two electric generation facilities. To the northwest of the harbor, Ko ʻOlina Resort provides a visually pleasant appearance, with its resort hotels, landscaping, golf course and beach lagoons. KBPH and its associated structures can be seen from locations along Farrington Highway; from the residential communities of Honokai Hale / Nanakai Gardens, Ko ʻOlina Fairways Townhouses, and parts of Makakilo; and from the Ihilani Resort and Spa, the Ko ʻOlina Golf Course, and the Ko ʻOlina Marina. At some of these locations, the view of the harbor is blocked by kiawe forest and existing coral material stockpiles.

The Coastal View Study (City and County of Honolulu, 1987) indicates no significant views near the project site. The closest State roadway is Interstate Highway H-1 located approximately 3 miles mauka of the project site. The Study indicates that this section of Highway provides intermittent coastal views.

Socio-Economic Conditions: Hawai'i's resident population is expected to increase from 1,363,621 to 1,708,900 between 2010 and 2040, an increase of 25% (DBEDT, 2012). The corresponding increase in shipments of construction and energy materials exerts pressure on the State's commercial harbors. This trend is expected to continue as the population and economy grows. There has also been continuing growth in fuel imports. This project will help support O'ahu and the State's long-term economy by providing for growth of fuels and bulk cargo shipments.

3.3 Infrastructure and Utilities

This section summarizes the elements of infrastructure and utilities that will be addressed in the Draft EIS.

Roadways and Traffic: Traffic in the area is primarily from commercial and industrial activity. A traffic impact assessment will be prepared for the Draft EIS to address the Fuel Pier project. Access to James Campbell Industrial Park and KBPH is via Kalaeloa Boulevard, a divided four-lane highway, with two lanes in each direction. The two-lane Malakole Road intersects Kalaeloa Boulevard in a stop-controlled cross intersection, and serves as the access into the Kalaeloa/Barbers Point Harbor area. Hanua Street, a second major road serving KBPH is currently unpaved and planned to connect to the Kapolei Parkway extension.

Public transit facilities on O'ahu are operated by the City and County of Honolulu, Department of Transportation Services, Public Transit Division (DTS). DTS operates a rush-hour only bus route (No. 413) that travels thru this area in connection with the Kapolei Transit Center. This route travels along Kalaeloa Boulevard and Malakole Street with a turnaround at KBPH.

Harbor Operations: The Draft EIS will present details on harbor operations at the Fuel Pier and other harbor users. KBPH handles liquid fuel products (i.e., petroleum products) and dry-bulk cargo (i.e., coal, cement, scrap metal, sand and concrete aggregates) and provides space for ship maintenance and repair facilities. The Barge Basin, located near the entrance channel, is the outline of the original harbor constructed in 1961. The Barge Basin Pier 1 provides mooring for vessels delivery of propane, scrap metal, petroleum and sand, with a fuel bunkering station. Pier 2 is currently unimproved. Pier 3 provides unimproved mooring for the adjacent ship repair operation. Pier 4 has a finger pier that serves tug boats and other small vessels.

Piers 5A and 5 provide mooring for neo-bulk and petroleum vessels. A transit shed containing 36,000 sq. ft. of storage is located to the east of the piers. Pier 5A has an integrated barge ramp. P-5B has a fuel bunkering station. Pier 6 has a bunkering station, and is a mooring for coal, neo-bulk, scrap metal and petroleum vessels. This pier contains a conveyor system for transferring coal and a pneumatic pump and silos for transferring and storing cement. Pier 7 is a mooring for cement and scrap metal vessels. It is considered a bulk-unloader berth, and an alternative RO/RO automobile carrier berth. Pier 8 is currently unimproved, and Pier 9 provides mooring for a dry dock.

Potable Water: The potable water system servicing the Fuel Pier project area is owned and operated by DOT-H. BWS provides service to the Harbor property. The BWS Service is monitored by a meter located on the Makai side of Malakole Street, approximately 150 ft. before the corner of Malakole Street and the Harbor's Access Road, heading toward the Harbor. The water system consists of a 4 in. water main that connects near the entrance to Access Road. A 6 in. water main connects from the reducer to the BWS 2 in. water meter. The Draft EIS will address potable water supply for the project area.

Wastewater: The existing wastewater system in the project area consists of a septic system servicing the Marisco site. There is no existing wastewater system servicing the Finger Pier. The Marisco main facility wastewater system services the three story office building. The Honouliuli Wastewater Treatment Plant (WWTP) is the nearest treatment facility, located approximately four miles east of the harbor. An existing gravity interceptor sewer running parallel to the railroad right-of-way, mauka of the harbor, connects the Ko 'Olina Resort with the Honouliuli WWTP. The Draft EIS will include an assessment of wastewater arrangement for the project area.

Solid Waste Disposal: General municipal refuse is placed into dumpsters located on the project site. Solid waste for the harbor property is collected and transported by the O'ahu District Sanitation and Ground Unit, a branch of DOT-H, and disposed of at Waimanalo Gulch Landfill on a regular interval basis. Tenants are responsible for their own solid waste disposal, and use various private contractors.

Power and Communications: Electricity to KBPH is currently provided by Hawaiian Electric Company (HECO) through a utility corridor along Malakole Street. An existing HECO substation is located adjacent to the railroad right-of-way and west of Kalaeloa Boulevard. Hawaiian Telcom provides telephone service to the existing harbor facilities. An electrical power assessment is being completed for the Draft EIS.

Police Services: The project area is within the Honolulu Police Department's District 8, which encompasses the Wai'anae Coast and the 'Ewa Plain. There are approximately 100 field officers assigned to this District. Response time for the District fluctuates between five to seven minutes.
Fire Protection: Fire protection in Kapolei and 'Ewa is provided by the City and County of Honolulu Fire Department 'Ewa Beach Fire Station (an engine company), Makakilo Fire Station (an engine company), and Kapolei Fire Station (an engine and ladder company, and the Battalion 4 Headquarters). The fire protection system servicing the Fuel Pier project area is owned and operated by DOT-H, and serviced by BWS. The BWS fire protection service is monitored by meters located mauka of Malakole Street.

The existing fire protection system consists of a 16 in. water main that connects to a reducer near the entrance to Access Road. A 20 in. water main connects from the reducer to the BWS water meters. The Marisco fire protection system consists of a 6 in. lateral connection for the building fire sprinkler system, as well as a fire hydrant. There is no fire protection infrastructure for the Finger Pier area. The Draft EIS will address fire protection requirements of this project.

Medical Services: The project area has access to a variety of health care facilities with more than 25 health care providers. Pali Momi is the nearest hospital to the proposed Fuel Pier area. Ambulance service is coordinated with the City and County of Honolulu and the hospital has a helipad. Additionally, the Kapolei Family Medical Center and The Medical Corner also provide non-emergency medical services.

Schools: The Kapolei area is serviced by eight elementary and high schools. Public schools include Barbers Point Elementary, Kapolei Elementary, Makakilo Elementary, Hawai'i Technology Academy Public Charter School, Kapolei Middle, and Kapolei High. Private schools include Island Pacific Academy and American Renaissance Academy. Colleges include the University of Phoenix Kapolei Learning Center. The Fuel Pier project is not anticipated to affect school services in the region.

4.0 PROBABLE IMPACTS AND MITIGATIVE MEASURES

There are adverse impacts that are anticipated to result from the construction and operation of the Fuel Pier project that may be unavoidable. Mitigative measures will be proposed to minimize the impacts from the project.

The Draft EIS will discuss probable impacts, short term and long term, and propose mitigative measures to minimize the adverse effects related to the project. Short-term impacts are generally associated with construction, and prevail only for the duration of the construction period. Long-term effects generally follow completion of the improvements.

4.1 Short-Term Impacts

Construction-related activities will create noise, dust, air pollution, traffic and altered views due to vehicles and equipment operations. Construction activities may result in short-term adverse impacts to the environment, such as marine water quality. However, construction will be completed in accordance with Federal, State and County standards which provide sufficient mitigation measures to minimize temporary conditions.

Numerous jobs will be created during the construction period for the overall site development, and offsite improvements. This will result in short-term positive impacts to employment conditions within the area. Construction workers are expected to commute to the site from various parts of O'ahu.

4.2 Long-Term Impacts

Once the new Fuel Pier begins operations, it is anticipated that there will be an increase in concentrations of air pollution, ambient noise levels, water resources use, and demands on public services and facilities. Long-term adverse impacts to the environment, such as nearshore bottom conditions and marine life, may occur. There will be an increase in employment and government revenues from sales, income and property tax. The State will also benefit in having the Fuel Pier as part of the vision for an alternative energy solution.

The continued harbor-related industrial uses of this land are consistent with the 'Ewa Development Plan land use policies.

It is anticipated that the Fuel Pier will relieve congested berthing conditions. The Draft EIS will include an analysis of the potential impacts to natural and human environments resulting from development and operations of the Fuel Pier.

Facilities to be developed by future tenants of the Fuel Pier will require compliance with Special Management Area Use regulations (Chapter 25 Revised Ordinance of Honolulu). This includes preparation of an Environmental Assessment. State and City and County of Honolulu development permitting will also be applicable.

Cumulative impacts of the Fuel Pier development will be addressed, in the context of new developments in the surrounding 'Ewa region, which is the directed growth area in O'ahu.

4.3 Significance Criteria

The Draft EIS will assess the overall impact on the environment based on criteria established in Chapter 343, HRS and Title 11, Chapter 200, Section 12, HAR (Environmental Impact Statement Rules).

The potential impacts of the Fuel Pier project are briefly introduced below under the 13 categories of Significance Criteria.

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

The site has been extensively modified as a result of harbor development and prior agricultural activities. The richness of the cultural history of this surrounding area is recognized, and the project intends to avoid effects to known significant sites of natural or cultural significance. Archaeological studies and a cultural assessment will be conducted to address resources, and appropriate mitigation measures will be taken. A flora and fauna study and marine environment and water quality assessment will include recommendations for the protection of biological resources, as applicable.

Curtails the range of beneficial uses of the environment;

The development of the Fuel Pier intends to increase the range of beneficial uses of KBPH. This project will provide increased berthing space and flexibility in Hawai'i's changing fuel market needs.

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;

Design and construction of the dedicated Fuel Pier will consider topography, climate, wind direction, views, and other physical attributes during site planning and design of structures.

Substantially affects the economic or social welfare of the community or State;

The Fuel Pier development will improve the economic and social welfare of the State through commercial expenditures associated with project development, as well as lowering energy costs. The construction of the project will provide both short-term construction jobs and long-term jobs in the industrial sector. The project would generate permanent jobs and add revenues to the County and State economies. An economic and fiscal assessment will be provided in the Draft EIS.

Substantially affects public health;

No significant effects on public health are anticipated. DOT-H intends to construct and operate the Fuel Pier improvements in compliance with all applicable rules, regulations and laws.

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

The project is not expected to significantly increase population to the area. Harbor facilities will be improved by the project, supporting area growth, and will be addressed in the Draft EIS.

Involves a substantial degradation of environmental quality;

The Fuel Pier project is located in an industrial area that will comply with applicable Federal and State regulations relating to environmental quality. The project will not degrade environmental quality.

Is individually limited but cumulatively has a considerable effect upon the environment or involves a commitment for large actions;

All developments have the potential for incremental and cumulative impacts. However, the project will seek to minimize negative environmental effects. The project may have an effect on marine water quality due to increased ship traffic and climate change from increased fuel use. These conditions will be managed under applicable regulations. Positive benefits from the project include greater efficiency in the harbor, employment and commercial activity, lower energy costs, and improvements to the harbor infrastructure (i.e., fuel pipelines, communications, water, and wastewater systems). Mitigation strategies to minimize potential impacts to the environment will be discussed in Draft EIS.

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

The project does not anticipate generating adverse effects to rare, threatened or endangered species. The marine biological assessment will address potential effects to benthic ecology at the Fuel Pier.

Detrimentally affects air or water quality or ambient noise levels;

The most noticeable air, noise or water quality impacts are short term effects during construction. Acoustic and air quality studies will be conducted for the Draft EIS. The drainage system will be designed to avoid adverse effects to water quality.

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 project area is sited in a tsunami zone. Facility design measures will be implemented to minimize potential damage due to tsunami inundation.

Substantially affects scenic vistas and view planes identified in county or state plans or studies;

The Coastal View Study (City and County of Honolulu, 1987) indicates no significant views near the project site. The harbor is located in an industrial park district, and activities are not anticipated to affect scenic view planes.

Requires substantial energy consumption.

The development of the Fuel Pier will require energy consumption for construction and operation. This new pier may have the same or less demand on electricity as the current office building and machine shop at the current site. Sustainable design practices that increase energy efficiency will be encouraged.

4.4 Reason for Preparation of an EIS

As the proposed action involves the use of State funds and State lands, an Environmental Impact Statement Preparation Notice has been prepared pursuant to HRS Chapter 343. The appropriate environmental documents will be prepared and processed in accordance with Chapter 343. DOT-H will serve as the Proposing Agency.

Consultants

The following is a list of original studies that will be conducted to analyze the potential impacts of the Fuel Pier development. The Draft EIS will summarize the analyses and findings of these studies, and the studies will be included as appendices.

Civil Engineering / Infrastructure Analysis
Group 70 International, Inc.

Harbor Operations
Amergent Techs

Energy Systems
Facts Global Energy

Structural Engineering
Kai Hawai'i Inc.

Geotechnical Engineering
Geolabs, Inc.

Coastal Engineering
Sea Engineering, Inc.

Electrical Analysis
Douglas Engineering Pacific, Inc.

Topography Survey
Austin Tsutsumi Associates, Inc.

Cultural & Archaeological Impact Assessment
Keala Pono, Inc.

Marine Biology
Marine Research Consultants

Terrestrial Resources Study
Hui Ku Maoli Ola

Noise Impact Assessment
Y. Ebisu and Associates

Air Quality Study / Fuel Systems Engineering
Arcadis

Hazardous Materials Assessment
Enpro Environmental

Economic and Fiscal Impact Analysis
Plasch Econ Pacific LLC

Cost Estimating
Rider Levett Bucknall

5.0 CONFORMANCE WITH LAND USE PLANS, POLICIES AND CONTROLS

An important consideration in the EIS will be an evaluation of the conformance of the Fuel Pier development with Government land use plans, policies and controls for the project area. Land use plans, policies and controls will be discussed in the Draft EIS. Reviews will include conformance the Federal, State and County laws, plans and Executive Orders.

The project will most likely involve Federal permits and approvals associated with effects to waters of the United States. Project conformance with Federal Acts and Regulations will be addressed including:

Federal

Rivers and Harbors Act Section 10 - All Structures and Work
Rivers and Harbors Act Section 408 - Taking, Possession of, Use of, or Injury to Harbor or River Improvements
Marine Protection, Research and Sanctuaries Act (MPRSA) Section 102 - Environmental Protection Agency Designation of Ocean Disposal Sites
MPRSA Section 103 - Ocean Discharge of Dredge Materials
MPRSA Section 108 - Regulations
Endangered Species Act Section 7 - Consultation
Clean Water Act Section 401 - Water Quality Certification
Clean Water Act Section 402 - NPDES Permit
Clean Water Act Section 404 - Dredge/Fill
Clean Air Act
Coastal Zone Management Act
National Historic Preservation Act Section 106
Fish and Wildlife Coordination Act
RCRA / CERCLA / TOSCA
Noise Control Act

State of Hawai‘i

Department of Health (DOH) 401 Water Quality Certification
DOH National Pollutant Discharge Elimination System Permit
DOH Hazardous Waste Treatment, Storage, and Disposal Permit
Chapter 6E-42 Historic Preservation Review
Hawai‘i State Plan
Hawai‘i State Functional Plans
Coastal Zone Management Program
State Land Use Law
O‘ahu Commercial Harbors 2020 Master Plan
Executive Orders 3383 and 3644

City and County of Honolulu

City and County of Honolulu General Plan
‘Ewa Development Plan

6.0 ANTICIPATED DETERMINATION

In consideration of the significance criteria of Chapter 200 of Title 11 of the Hawai'i Administrative Rules (11-200-12, HAR), and the comments received during the pre-assessment consultation process, it has been determined that the potential environmental effects of the Proposed Action warrant the preparation of an Environmental Impact Statement. Pursuant to the provisions of Chapter 343, HRS and Chapter 11-200, HAR, an EIS will be prepared in consideration of the use of State lands and expenditure of State funds to construct a dedicated Fuel Pier at Kalaeloa Barbers Point Harbor.

7.0 AGENCY CONTACT AND PUBLIC OUTREACH

Early consultation on the project has been carried out with various agencies and stakeholder groups as part of the scoping process for this project. A planning workshop was held on July 18, 2013 to provide opportunities for stakeholders to voice their concerns about the proposed action. A public meeting is scheduled for August 20, 2013 to provide opportunities for the community to obtain information on the proposed action. A second public meeting is scheduled for fall 2013 during the Draft EIS public review period. As a result of these public interactions, substantial input from agencies and the public is being obtained. With the information received through this outreach, the distribution of this EISPN, and subsequent consultations, environmental concerns should be sufficiently identified prior to finalization of the EIS.

Parties contacted in preparation of the EISPN process, the DOT-H Public Informational Meeting, and parties to be contacted in preparation of the Draft EIS are identified below.

7.1 Agencies and Parties Contacted in Preparation of the EISPN

The following governmental agencies and stakeholder groups that have been contacted in the EISPN process include the following:

Federal Agencies
U.S. Department of the Army, Corps of Engineers, Honolulu District
U.S. Department of Homeland Security, 14th Coast Guard District

State Agencies
Department of Business, Economic Development & Tourism
Department of Transportation, Harbors Division

City and County of Honolulu
Board of Water Supply

Stakeholders
AES Hawai'i
Aloha Consulting, LLC
Aloha Petroleum, Ltd.
Ameron Hawai'i
Asphalt Hawai'i
BAE Systems Hawai'i Shipyards
Chevron
Clean Islands Council
Daehan Shipping Agency
Grace Pacific Corp.
Hawai'i Gas
Hawai'i Port Pilots Association
Hawai'i Stevedores, Inc.

Stakeholders (cont.)
Hawaiian Cement
Hawaiian Electric Company, Inc. (HECO)
Hawaiian Tug & Barge / Young Brothers
Healy Tibbitts Builders, Inc.
International Longshore and Warehouse Union
Kalaeloa Properties, LLC
Kirby Offshore Marine
Marine Cargo Surveys of Hawai'i
Marisco, Ltd.
Maritime Licensing Center
Matson Navigation Co.
McCabe, Hamilton & Renny Co., Ltd.
Mid-Pacific Petroleum
National Cargo Bureau Inc.
O'ahu Gas Service
Pacific Environmental Corporation (PENCO)
Pasha Hawai'i
Petrospect
Sause Bros., Inc.
Tesoro Hawai'i Corporation
Transmarine Navigation Corporation
Waldron Norton Lilly International, LLC
Zilkha Biomass Fuels LLC

7.2 Public Informational Meetings

DOT-H will hold a Public Informational Meeting for the project on August 20, 2013 in Kapolei. Notice will be made using: mailed invitations to agencies and stakeholders, flyers posted in public spaces, public notice in a major local newspaper, and public announcements from a local radio station. The meeting offers opportunities for the public to provide input pertaining to resources and issues of concern that should be addressed in the EIS. Attendees are encouraged to share their ideas through both oral comments and written input.

A second Public Informational Meeting is scheduled for late 2013 during the Draft EIS public review period. At this meeting attendees will have an opportunity to comment on the Draft EIS findings, including Fuel Pier design alternatives.

7.3 Agencies and Parties to be Contacted in Preparation of the Draft EIS

Governmental agencies, elected officials, media, and special interest/stakeholder groups who will be provided a copy of the Environmental Impact Statement Preparation Notice are listed in Section 7.1 and below.

Federal Agencies
Customs Border Protection
Fish and Wildlife Service
Department of Agriculture, Natural Resources Conservation Service, Pacific Islands Area Office
Department of Commerce, National Marine Fisheries Service, Pacific Islands Regional Office
Department of the Interior, Geological Survey, Pacific Islands Water Science Center
Department of the Interior, National Parks Service, Pacific Islands Support Office
Department of the Navy Pacific Division, Naval Facilities Engineering Command
Department of Transportation, Maritime Administration
Environmental Protection Agency (EPA), Region IX, Pacific Islands Contact Office
EPA, Region IX, San Francisco Contact Office
Federal Aviation Administration
National Oceanic and Atmospheric Administration, National Marine Fisheries Service, PIRO

State Agencies
Department of Accounting and General Services
Department of Agriculture
Department of Business, Economic Development & Tourism (DBEDT)
DBEDT, Hawai'i State Energy Office, Hawai'i Clean Energy Initiative
DBEDT, Office of Planning
DBEDT, Office of Planning, Coastal Zone Management
DBEDT, Research Division Library
DBEDT, Strategic Industries Division
Department of Defense, Civil Defense
Department of Hawaiian Home Lands
Department of Health (DOH)
DOH, Clean Air Branch
DOH, Clean Water Branch
Department of Labor and Industrial Relations
Department of Land and Natural Resources (DLNR)
DLNR, Division of Aquatic Resources
DLNR, Land Division
DLNR, State Historic Preservation Division
DLNR, Office of Conservation and Coastal Lands
Department of Transportation (DOT)
DOT, Airports Division
DOT, Harbors Division
DOT, Highways Division
DOT, Statewide Transportation Office
Department of Commerce and Consumer Affairs, Hawai'i Refinery Task Force
Hawai'i Community Development Authority (Kalaeloa)
Office of Environmental Quality Control
Office of Hawaiian Affairs
Public Utilities Commission
University of Hawai'i (U.H.) Economic Research Organization
U.H. Energy Policy Forum
U.H. Environmental Center

State Agencies (cont.)
U.H. Marine Option Program
U.H. Water Resources Research Center

City and County of Honolulu
Department of Design and Construction
Department of Environmental Services
Department of Facility Maintenance
Department of Parks and Recreation
Department of Planning and Permitting
Department of Transportation Services
H-Power Plant (Covanta Honolulu Resource Recovery Venture)
Honolulu City Council
Honolulu Fire Department
Honolulu Police Department

Libraries
City and County of Honolulu Department of Customer Services Municipal Library
Kapolei Library
Legislative Reference Bureau Library
State of Hawai'i Department of Education (DOE), Hawai'i State Library, Hilo Regional Library
State of Hawai'i DOE, Hawai'i State Library, Lihu'e Regional Library
State of Hawai'i DOE, Hawai'i State Library, Kane'ohe Regional Library
State of Hawai'i DOE, Hawai'i State Library, Hawai'i Kai Regional Library
State of Hawai'i DOE, Hawai'i State Library, Kahului Regional Library
State of Hawai'i DOE, Hawai'i State Library, Kaimuki Regional Library
State of Hawai'i DOE, Hawai'i State Library, Pearl City Regional Library
State of Hawai'i DOE, Hawai'i State Library, Hawai'i Documents Center
University of Hawai'i (UH) at Hilo, Edwin H. Mo'okini Library
U.H. Thomas H. Hamilton Library
U.H. Kaua'i Community College Library
U.H. Maui College Library

News Media
Hawai'i Tribune Herald
Honolulu Star Advertiser
Maui News
Moloka'i Dispatch
The Garden Island

Elected Officials
U.S. Senator Brian Schatz
U.S. Senator Mazie Hirono
U.S. Representative Tulsi Gabbard, Congressional District 2
Senator Donna Mercado-Kim, Senate President
Senator Kalani English, Transportation Committee Chair

Elected Officials (cont.)

Senator Mike Gabbard, District 20
Representative Joseph Souki, Speaker of the House
Representative Karen Awana, District 44
Representative Ryan Yamane, Transportation Committee Chair
City and County of Honolulu Mayor Kirk Caldwell
Honolulu Councilmember Kymberly Marcos Pine, District 1
Neighborhood Board # 34 (Makakilo/Kapolei and Honokai Hale)

Special Interest and Stakeholders Groups

Aala Ship Service
Aina Koa Pono
'Ahahui Siwila Hawai'i o Kapolei
Ali'i Gas, Inc
All Ship and Cargo Surveys
Aloha Cargo Transport
Aluvion Energies, LLC
American Bureau of Shipping
American Marine Service Group
Association of Hawaiian Civic Clubs
Atlantis Adventures
Aulani Resort (Disney)
Blue Planet Foundation
Chamber of Commerce of Hawai'i
Chamber of Commerce of Kapolei
Enterprise Honolulu
Foreign Trade Zone
Hawai'i Asphalt Paving Industry
Hawai'i Bioenergy ,LLC
Hawai'i Business Roundtable
Hawai'i Fueling Facilities Corporation / ASIG
Hawai'i Harbor User's Group
Hawai'i Institute for Public Affairs
Hawai'i Marine Resources, LLC (aka P&R Water Taxi)
Hawai'i Natural Energy Institute
Hawai'i Pacific Export Council
Hawai'i Public Policy Advocates
Hawaiian Crane & Rigging
Hidden Villa Ranch
Hoku Kai Biofuels - Summit Biofuel LLC
Honolulu Disposal
Honolulu Ship Supply Company
Horizon Lines LLC
Ihalani Resort
Inchcape Shipping Services
Kalaeloa Partners LP
Kapolei Properties, LLC
Kinder Morgan Terminals
Ko 'Olina Beach Villas
Ko 'Olina Ocean Marina LLC
Nānāikapono Hawaiian Civic Club
Neighborhood Commission Office
North West & Canada Cruise Association
Norko Marine Agency
Norwegian Cruise Line
Pacific Shipyards International
Par Petroleum Corporation
Schnitzer Steel
Sierra Club, Hawai'i Chapter
Star of Honolulu Cruises & Events
The Phoenician, LLC
Trouble Free Corp
United Steel Workers
Wespac Energy Group
West Hawai`i Today
West O'ahu Economic Development Association
Western Petroleum Marketers Association
Western States Petroleum Association (WSPA)

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The Coastal View Study (City and County of Honolulu, 1987) Check all references in EISPN and make sure they are listed here. FFDP?

The Population and Economic Projections for the State of Hawai'i to 2040 (2012)