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January 24, 2017

TO: THE HONORABLE SCOTT GLENN, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: FORD N. FUCHIGAMI
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR HONOLULU HARBOR PIERS 24-29 SUBDIVISION, HONOLULU HARBOR, ISLAND OF OAHU, HAWAII, TMKS: (1) 1-5-038: 011, 017, 023, 068, 072, 073, 074, 077, 078 AND POR. 001

With this letter, the State of Hawaii, Department of Transportation (DOT), hereby transmits the draft environmental assessment and anticipated finding of no significant impact (DEA-AFONSI) for the Honolulu Harbor Piers 24-29 Subdivision Project situated at TMKs (1) 1-5-038: 011, 017, 023, 068, 072, 073, 074, 077, 078 and por. 001, in the Honolulu Harbor on the Island of Oahu for publication in the next available edition of the Environmental Notice.

Enclosed is one (1) hard copy of the completed OEQC Publication Form, one (1) hard copy of the DEA-AFONSI, and one (1) CD with an electronic copy of the DEA-AFONSI document (PDF) and publication form (MS Word).

If there are any questions, please contact Mr. Dung Vo, HMP Development Officer, at (808) 586-2460, Engineering Branch, Harbors Division.

Enclosures

c: Brian Takeda (R. M. Towill Corporation)

#17-315

AGENCY
PUBLICATION FORM

Project Name:	Honolulu Harbor Piers 24-29 Subdivision
Project Short Name:	Piers 24-29 Subdivision
HRS §343-5 Trigger(s):	Use of State lands; Use of State monies
Island(s):	Oahu
Judicial District(s):	Honolulu District
TMK(s):	(1) 1-5-038: 011, 017, 023, 068, 072, 073, 074, 077, 078 and por. 001
Permit(s)/Approval(s):	*STATE:* EA under HRS, Chapter 343; Land Court Approval of Petition for Consolidation, Re-subdivision, Designation of Easements, and Designation of Restriction of Vehicular Access Rights, and Order; and Board of Land and Natural Resources (BLNR) Subdivision Approval *CCH:* Joint Development Agreement/Conditional Use Permit-Minor Approval; and Approval of Subdivision Maps
Proposing/Determining Agency:	State of Hawaii, Department of Transportation, Harbors Division (DOT-H)
Contact Name, Email, Telephone, Address	Dung Vo, dung.p.vo@hawaii.gov (808) 586-2460, 79 South Nimitz Highway, 2nd Floor, Honolulu, Hawaii 96813
Accepting Authority:	(for EIS submittals only)
Contact Name, Email, Telephone, Address	
Consultant:	R. M. Towill Corporation (RMTC)
Contact Name, Email, Telephone, Address	Brian Takeda, Planning Project Coordinator, Briant@rmtowill.com, (808) 842-1133, 2024 North King Street, Suite 200, Honolulu, Hawaii 96819-3494

Status (select one)	**Submittal Requirements**
__X__ DEA-AFNSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
____ FEA-FONSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____ FEA-EISPN	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
____ Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
____ DEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
____ FEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
____ FEIS Acceptance Determination	The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
FEIS Statutory Acceptance	Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.

____ Supplemental EIS 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 or is not required; no EA is required and no comment period ensues upon publication in the Notice.
____ Withdrawal	Identify the specific document(s) to withdraw and explain in the project summary section.
____ Other	Contact the OEQC if your action is not one of the above items.

Project Summary
Provide a description of the proposed action and purpose and need in 200 words or less.

The Hawaii Department of Transportation, Harbors Division (DOT-H) proposes to subdivide the 28.026-acre land area located at Honolulu Harbor, immediately off Nimitz Highway, between Piers 24 and 29. The project includes the consolidation and re-subdivision of State of Hawaii, Land Court Lots 13-A and 13-B of Land Court Consolidation 82, Section B (1967), into Lots 1 to 17 with areas ranging from approximately 7,500 square feet to 290,573 square feet; and the designation of Easements A to F. The subdivided lots will support the maritime industry in Hawaii, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. DOT-H previously filed the *Construction of Pier 29 Container Yard Honolulu Harbor Final Environmental Assessment* and *Kapālama Container Terminal and Tenant Relocations Final Environmental Impact Statement* that included proposed improvements to Piers 24-29; however, the documents do not include the proposed subdivision as the configuration of the lots had not yet been determined. Therefore, to comply with Hawaii Revised Statutes (HRS), Chapter 343, DOT-H is preparing the subject Environmental Assessment for the proposed subdivision of State land at the Pier 24-29 site.

Draft Environmental Assessment

Prepared in Accordance with Hawaii Revised Statutes,
Chapter 343, and Hawaii Administrative Rules, Title 11, Chapter 200

Honolulu Harbor Piers 24-29 Subdivision

Honolulu Harbor, Island of Oʻahu, Hawaiʻi
Land Court Lots 13-A and 13-B
Tax Map Keys: (1) 1-5-038: 011, 017, 023, 068, 072, 073,
074, 077, 078 and por. 001

January 2017

State of Hawaiʻi
Department of Transportation, Harbors Division
79 South Nimitz Highway
Honolulu, Hawai'i 96813

R. M. TOWILL CORPORATION
SINCE 1930
2024 N. King Street, Suite 200
Honolulu, Hawaiʻi 96819-3494

Project NO. 1-22898-00P

Draft Environmental Assessment

Honolulu Harbor Piers 24-29 Subdivision

Honolulu Harbor, Island of Oʻahu, Hawaiʻi
Land Court Lots 13-A and 13-B
Tax Map Keys: (1) 1-5-038: 011, 017, 023,
068, 072, 073, 074, 077, 078 and por. 001

January 2017

Prepared For:
State of Hawaiʻi
Department of Transportation, Harbors Division
79 South Nimitz Highway
Honolulu, Hawai'i 96813

Prepared By:
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaiʻi 96819-3494

Project No. 1-22989-00P

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Acronyms and Abbreviations

ACT	Aloha Cargo Transport
ACS	American Community Survey
ANSI	American National Standards Institute
APE	Area of Potential Effect
BLNR	Board of Land and Natural Resources
BMPs	Best Management Practices
BWS	Board of Water Supply, CCH
CAA	Clean Air Act
CCH	City and County of Honolulu
CFR	Code of Federal Regulations
COCs	Contaminants of Concern
CT	Census Tract
CWA	Clean Water Act of 1972, as amended
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act
CZMP	Coastal Zone Management Program, Hawai‘i Office of Planning
dB	Decibel
dBA	A-Weighted Decibel
DBEDT	Department of Business, Economic Development and Tourism, CCH
DEA	Draft Environmental Assessment
DLNR	Hawai‘i Department of Land and Natural Resources
DOH	Hawai‘i Department of Health
DOT-A	Hawai‘i Department of Transportation, Airports Division
DOT-H	Hawai‘i Department of Transportation, Harbors Division
DPP	Department of Planning and Permitting, CCH
EA	Environmental Assessment
EHMP	Environmental Hazard Management Plan
EIS	Environmental Impact Statement
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
ESA	Endangered Species Act
˚F	Fahrenheit
FAA	Federal Aviation Administration
FEA	Final Environmental Assessment
ft	Feet
FEMA	Federal Emergency Management Agency

Acronyms and Abbreviations

FIRM	Flood Rate Insurance Map
FONSI	Finding of No Significant Impact
GHG	Green House Gas
GP	General Plan (of the CCH)
HAR	Hawai‘i Administrative Rules
HCDA	Hawai‘i Community Development Authority
IBC	International Building Code
DOT	Hawai‘i Department of Transportation
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department, CCH
HRS	Hawai‘i Revised Statutes
HTCO	Hawaiian Telcom
IDPP	Iwilei District Participating Parties
KMR	Kapālama Military Reservation
kV	Kilovolt
LUC	Land Use Commission
LUO	Land Use Ordinance
MBTA	Migratory Bird Treaty Act
MEP	Maximum Extent Practicable
MLLW	Mean Lower Low Water
MMPA	Marine Mammal Protection Act
NAAQS	National Ambient Air Quality Standards
NAS	National Airspace System
NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OCCL	Office of Conservation and Coastal Lands, DLNR
OEQC	Office of Environmental Quality Control
OHA	Office of Hawaiian Affairs
OU1C	Operating Unit 1 C, Iwilei District
OTWC	Oceanic Time Warner Cable
PSI	Pacific Shipyard International
PVC	Polyvinyl Chloride
RMTC	R. M. Towill Corporation
ROW	Right-of-Way
SESI	Strategic Engineering and Science, Inc.

Acronyms and Abbreviations

sf	Square Feet
SHPD	State Historic Preservation Division, DLNR
SMA	Special Management Area
SSV	Shoreline Setback Variance
SVOCs	Semi-Volatile Organic Compounds
TMK	Tax Map Key
TPH-D	Total Petroleum Hydrocarbons Quantified as Diesel
TPH-G	Total Petroleum Hydrocarbons Quantified as Gasoline
TPH-R	Total Petroleum Hydrocarbons Quantified as Residual
UBC	Uniform Building Code
USC	United States Code
USCG	U. S. Coast Guard
USFWS	U. S. Fish & Wildlife Service
USGS	U. S. Geological Survey
VOCs	Volatile Organic Compounds

1

2

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1.0 Project Summary

Project:	Honolulu Harbor Piers 24-29 Subdivision, Honolulu Harbor, Island of Oʻahu, Hawaiʻi
Tax Map Key (TMK):	(1) 1-5-038: 011, 017, 023, 068, 072, 073, 074, 077, 078 and por. 001
Proposing/Determining Agency:	State of Hawaiʻi, Department of Transportation, Harbors Division (DOT-H) 79 South Nimitz Highway, Honolulu, Hawai'i 96813
Accepting Authority:	Governor, State of Hawaiʻi Executive Chambers, State Capitol, 415 S. Beretania Street, Honolulu, Hawaiʻi 96813
Agent:	R. M. Towill Corporation (RMTC) 2024 North King Street, Suite 200, Honolulu, Hawaiʻi 96819-3494 Contact: Brian Takeda, Planning Project Coordinator
Proposed Action:	DOT-H proposes to subdivide, through both the City and County of Honolulu (CCH) and the Land Court, the 28.026-acre land area located at Honolulu Harbor, immediately off Nimitz Highway, between Piers 24 and 29, under a Joint Development Agreement with the CCH. The project would include the consolidation and re-subdivision of State of Hawaiʻi, Land Court Lots 13-A and 13-B of Land Court Consolidation 82, Section B (1967), into Lots 1 to 17 with areas ranging from approximately 7,500 square feet (sf) to 290,573 sf; and the designation of Easements A to F. The subdivided lots will support the maritime industry in Hawaiʻi, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. DOT-H previously filed the *Construction of Pier 29 Container Yard Honolulu Harbor Final Environmental Assessment* (EA) that included the proposed improvements for the construction of the Pier 29 Container Yard facilities (published in the Office of Environmental Quality Control (OEQC) June 23, 2009 Environmental Notice). DOT-H also previously filed the *Kapālama Container Terminal and Tenant Relocations Final Environmental Impact Statement* (EIS) that included the improvements associated with the new container terminal at the former Kapālama Military Reservation (KMR) in Honolulu Harbor and improvements to the Piers 24 through 28 sites (published in the Office of Environmental Quality Control (OEQC) August 23, 2015 Environmental Notice). The EIS and EA mentioned above cover the proposed improvements to the Pier 24-29 sites, however those documents did not include the proposed subdivision, as the lots had not yet been determined. Therefore, to comply with Hawaiʻi Revised Statutes (HRS), Chapter 343, DOT-H is preparing the subject EA for the proposed subdivision of State land at the Pier 24-29 site.
Land Area:	28.026-acres
State Land Use District:	Urban
County Zoning	Waterfront Industrial (I-3)
Existing Land Use:	Industrial waterfront and back area for Piers 24, 25, 26, 27, 28, and 29
Special Management Area:	No
Permits and Approvals that May be Required:	*STATE:* EA under HRS, Chapter 343; Land Court Approval of Petition for Consolidation, Re-subdivision, Designation of Easements, and Designation of Restriction of Vehicular Access Rights, and Order; and Board of Land and Natural Resources (BLNR) Subdivision Approval *CCH:* Joint Development Agreement/Conditional Use Permit-Minor Approval; and Approval of Subdivision Maps

2.0 Introduction

2.1 Project Background

This Draft EA is prepared pursuant to the requirements of HRS, Chapter 343, and assesses the potential for adverse environmental impacts due to the consolidation and re-subdivision of State of Hawai'i, Land Court Lots 13-A and 13-B into 17 lots at Piers 24-29, Honolulu Harbor, Island of O'ahu, Hawai'i.

The Honolulu Harbor Piers 24-29 Subdivision project, proposed by the DOT-H, would result in the consolidation and re-subdivision of the 28.026-acre State of Hawai'i, Land Court Lots 13-A and 13-B of Land Court Consolidation 82, Section B (1967), into Lots 1 to 17 with areas ranging from approximately 7,500 sf to 290,573 sf; and the designation of Easements A to F. The proposed action is intended to support the cargo handling capabilities of Piers 24-29 in Honolulu Harbor and the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities.

The Island of O'ahu is distinguished by two of the State's ten (10) commercial harbors – Kalaeloa Barbers Point Harbor and Honolulu Harbor. Kalaeloa Barbers Point Harbor, on the west-side of the island, is in the vicinity of the developing city of Kapolei, while Honolulu Harbors is located on the south shore of O'ahu in the only well-sheltered area available for maritime related commercial purposes. Honolulu Harbor is the largest and most important of O'ahu's and the State's commercial harbors because of the volume of ship traffic and cargo it accommodates. It serves as the hub of the hub-and-spoke system for overseas cargo distribution to the neighbor islands.

Presently, berthing and landside accommodations within Honolulu Harbor are reaching capacity and vessel traffic, lack of berths, and insufficient operational space is a daily problem. Kalaeloa Barbers Point Harbor, which provides maritime access for O'ahu's growing central and leeward communities, was designed to alleviate some of Honolulu Harbor's congestion. However, Kalaeloa Barbers Point Harbor has already replaced Kahului Harbor as the State's second busiest harbor, and is experiencing its own scheduling problems. This is an issue as Hawai'i imports approximately 80 percent of its food and merchandise and approximately 99 percent of these imports are shipped by sea (DOT-H, 1997). As a result of Hawai'i's geographic isolation, ocean shipping is the State's primary life-sustaining enterprise and there are no feasible alternatives to the use of harbors.

The *O'ahu Commercial Harbors 2020 Master Plan* (2020 PLAN), developed by the DOT-H, addresses the issues above by serving as a long-range planning guide for the development of safe, efficient, and economically viable harbor facilities. The 2020 PLAN updates the *1989 Honolulu Waterfront Master Plan* and *2040 Master Plan for Barbers Point Harbor*, and addresses the Honolulu and Kalaeloa Barbers Point Harbors. The major objectives include:

- Plan development of O'ahu's commercial harbors, facilitating cargo shipments for the state and its people;
- Optimize the use of land and water resources for marine cargo, passenger and fishing;
- Provide terminals, other resources, and access to serve the port system in an efficient, safe and secure manner; and

- Minimize impacts on environmental quality and recreational opportunities.

Improvements to Honolulu Harbor as expressed in the 2020 PLAN are necessary to assure sustained economic growth and meet the future needs of the State. The proposed subdivision of Land Court Lots 13-A and 13-B into 17 lots at Piers 24-29 will directly support the 2020 PLAN by assisting in the efficient use of State lands to accommodate maritime dependent operator facilities and shipping activities within Honolulu Harbor. The subdivision will also support the long-range plan to develop a new container terminal at the former KMR in Honolulu Harbor and help to increase existing overseas container terminal capacity for the State. As Honolulu Harbor is restructured and the new container terminal is developed at KMR, existing tenant operations that are not compatible with container yard operations will require relocation. The subdivision of Piers 24 through 29 would allow the subdivision of lots to accommodate these and other maritime dependent operators. See **Figure 2-1, Honolulu Harbor, O‘ahu**, for an overview of the locations of the Piers 24-29 site in relationship to the KMR.

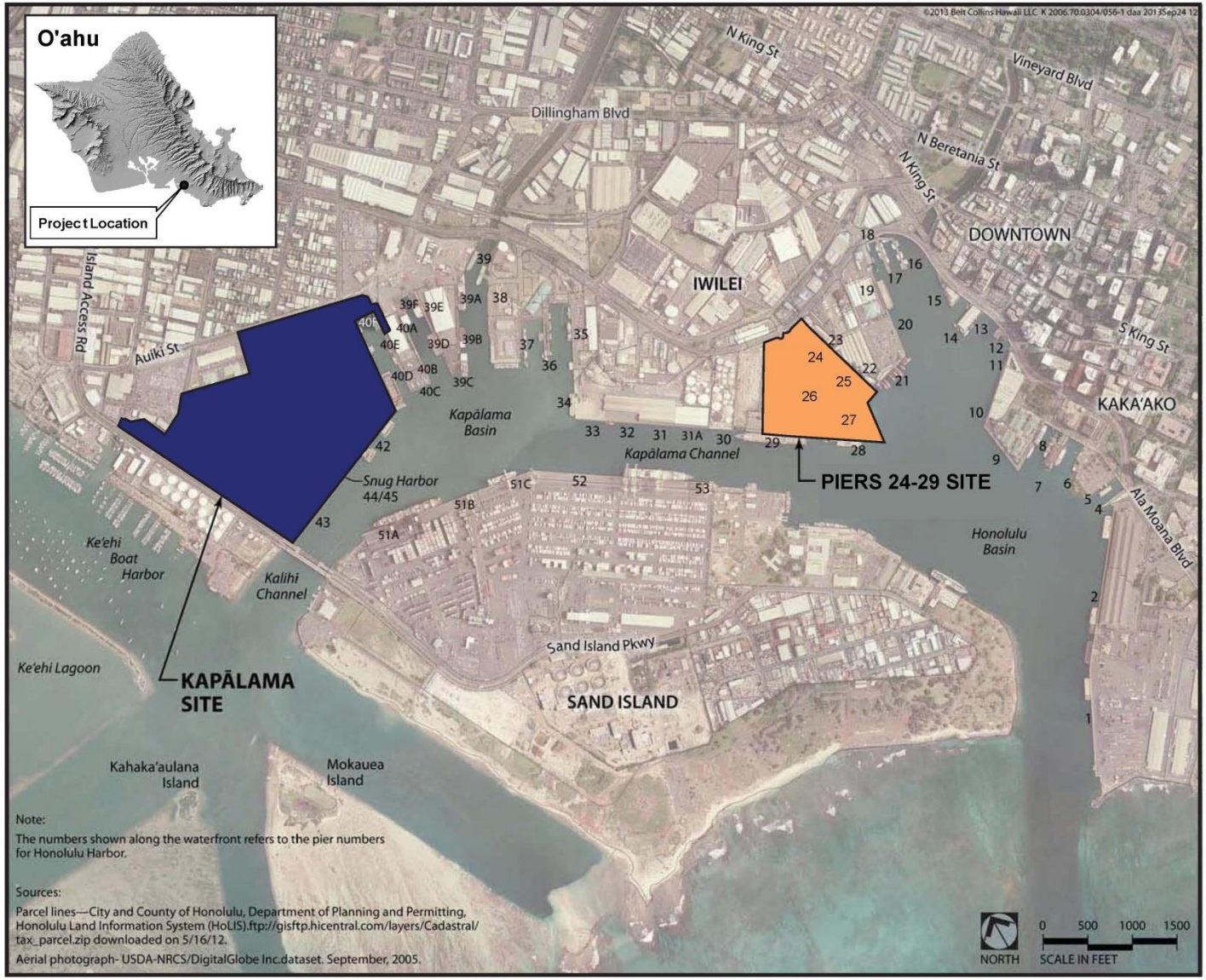
DOT-H previously filed the *Construction of Pier 29 Container Yard Honolulu Harbor Final EA* which included the proposed improvements for the construction of the Pier 29 Container Yard facilities (published in the OEQC June 23, 2009 Environmental Notice) (DOT-H, 2009); and the *Kapālama Container Terminal and Tenant Relocations Final EIS* that included the improvements associated with the new container terminal at the former KMR site in Honolulu Harbor and improvements to Piers 24 through 28 (published in the OEQC August 23, 2015 Environmental Notice) (DOT-H, 2014). While the *Kapālama Container Terminal and Tenant Relocations Final EIS* and *Pier 29 Container Yard Final EA* are the means for DOT-H to coordinate and mitigate, as necessary, the cumulative impact of developing lands at the Piers 24-29 site (DOT-H, 2009; DOT-H, 2014), the documents do not include the proposed subdivision as the configuration of the lots had not yet been determined. Therefore, to comply with HRS, Chapter 343, DOT-H is preparing the subject EA for the proposed subdivision of State land at the Pier 24-29 site.

DOT-H is responsible for the control, management, use and regulation of commercial harbors and their improvements. An important part of the harbors system on O‘ahu is Honolulu Harbor, the largest and most important of the Primary Urban Center’s, O‘ahu's and the State's commercial harbors. As outlined above, the need for improvements to Honolulu Harbor commercial facilities has been identified in a number of past and present State policy documents to increase cargo handling capacity, and meet the current and future demand for cargo volumes associated with the projected growth of O‘ahu and the State of Hawai‘i.

2.2 Project Purpose and Need for the Proposed Action

The purpose of the proposed action is to: (1) support the maritime industry in Hawai‘i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities; (2) support the development of a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State; (3) fulfill regional plans including the 2020 PLAN, *1989 Honolulu Waterfront Master Plan* and *2040 Master Plan for Barbers Point Harbor*; (4) support the effective use of State lands to accommodate future growth in the maritime industry, and opportunities for income producing uses for the State; and, (5) encourage economic growth and help control costs of inter-island transshipment.

Figure 2-1, Honolulu Harbor, O'ahu



The proposed project would support the need for the action and allow for the completion of existing and previous plans for improvements to Honolulu Harbor, accommodate maritime dependent operators, alleviate congestion, increase existing container terminal operational space, and improve the cargo handling capabilities of DOT-H Piers 24-29 in Honolulu Harbor.

2.3 Project Location

The location of the project site is off Nimitz Highway at Piers 24 through 29, Honolulu Harbor, Island of Oʻahu, Hawaiʻi. The entry to the site is at the intersection of Nimitz Highway and Pacific Street. See **Figure 2-2, Project Location**. The project site includes TMK's (1) 1-5-038: 011, 017, 023, 068, 072, 073, 074, 077, 078 and por. 001.

All of the land is owned by the State of Hawaiʻi.

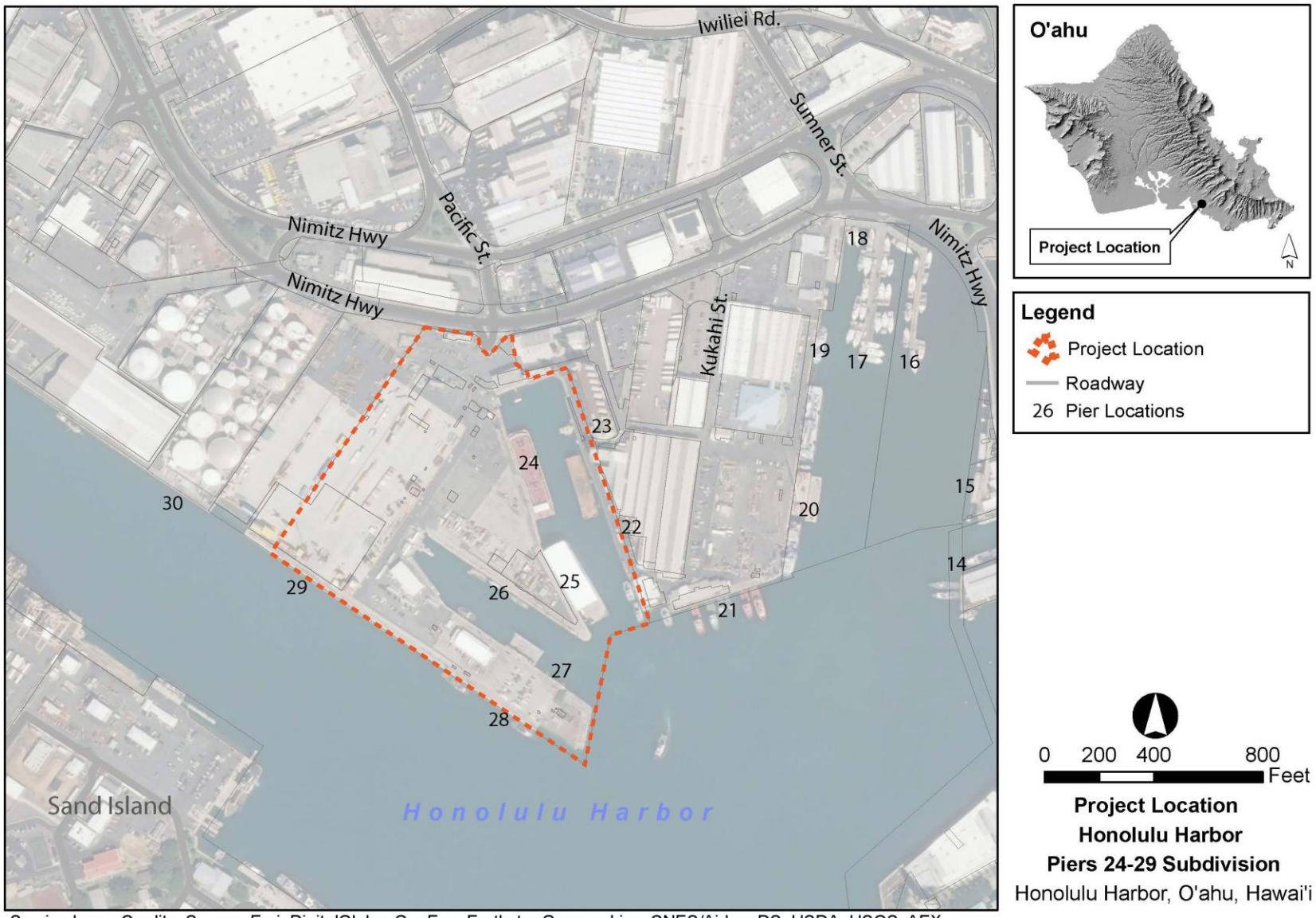
2.4 Purpose of the Environmental Assessment (EA)

This EA has been prepared in accordance with the HRS, Chapter 343, Section 343-5-1, which states an EA shall be required for actions which *"[P]ropose the use of state or county lands or the use of state or county funds, other than funds to be used for feasibility or planning studies for possible future programs or projects which the agency has not approved, adopted, or funded, or funds to be used for the acquisition of unimproved real property; provided that the agency shall consider environmental factors and available alternatives in its feasibility or planning studies."*

The land at Piers 24 through 29 is owned by the State of Hawaiʻi which necessitates the preparation of this EA for the subdivision of the project site described in this document.

This document describes the proposed project, the environmental conditions of the site, the potential for significant adverse impacts, and the application of mitigation measures as appropriate, to reduce the potential for significant environmental impacts.

1 Figure 2-2, Project Location



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3.0 Description of the Proposed Action

3.1 Project Overview

The DOT-H proposes to subdivide, through both the CCH and Land Court, the 28.026-acre land area located at Honolulu Harbor, immediately off Nimitz Highway, between Piers 24 and 29, under a Joint Development Agreement with the CCH. The project would include the consolidation and re-subdivision of State of Hawai'i, Land Court Lots 13-A and 13-B of Land Court Consolidation 82, Section B (1967), into Lots 1 to 17 with areas ranging from approximately 7,500 sf to 290,573 sf; and the designation of Easements A to F. See **Figure 3-1, Proposed Subdivision Map of Land Court Lots 13-A and 13-B into Lots 1 to 17 and Easements A to F**.

The proposed subdivision of the Piers 24-29 site is intended to fulfill the following objectives:

- Support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities;
- Support the development of a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State;
- Support the effective use of State lands to accommodate future growth in the maritime industry, and opportunities for income producing uses for the State; and,
- Encourage economic growth and help control costs of inter-island transshipment.

3.2 Existing and Surrounding Land Uses

This section describes existing land uses at the Pier 24–29 site and in the surrounding areas and analyzes the project's land use compatibility with those areas. The analysis then determines the proximity of the proposed activities to other land uses in the immediate vicinity. The area of impact for the Pier 24–29 site encompasses the residential areas across Nimitz Highway.

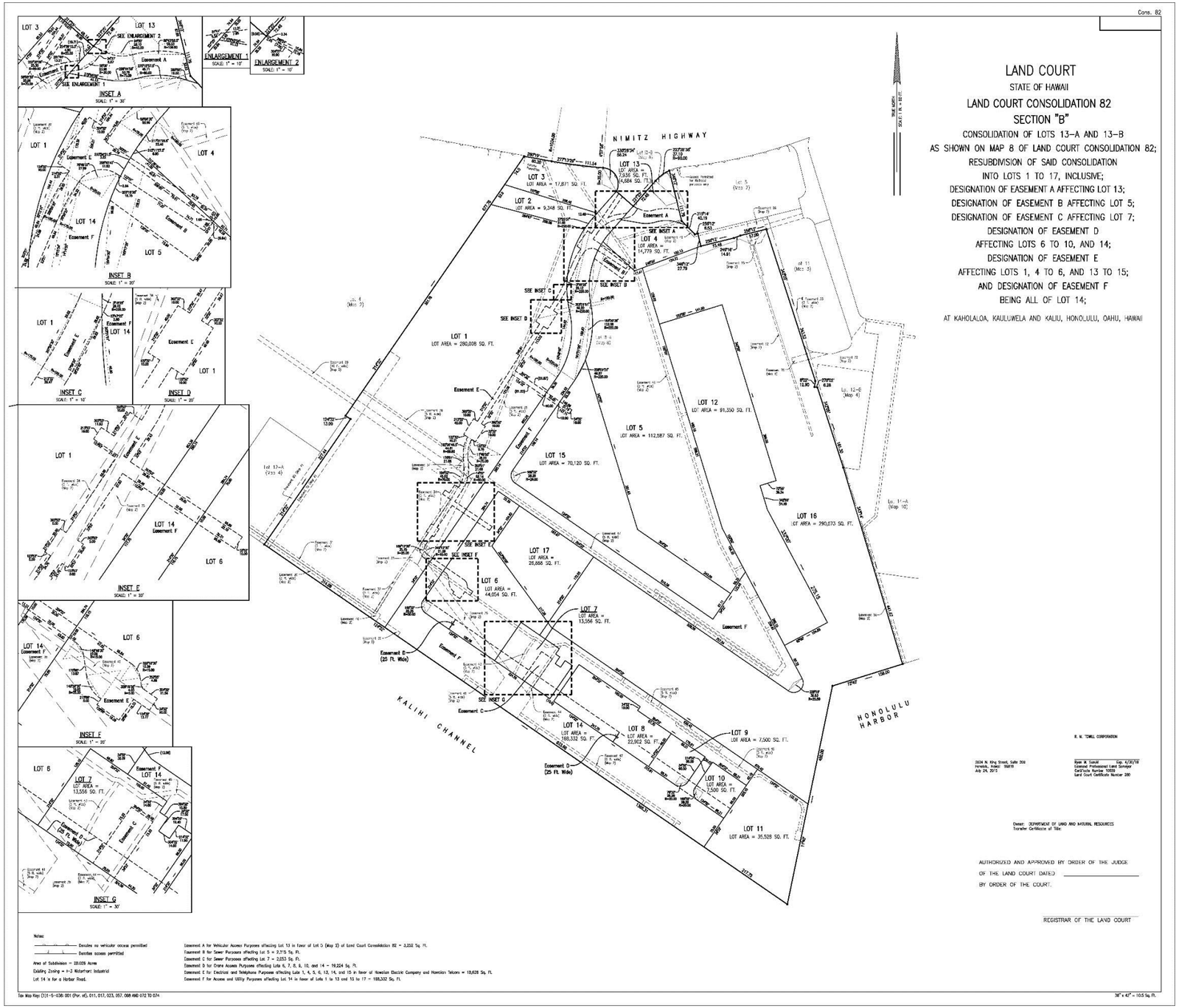
Existing Land Uses

The Pier 24–29 site is located within Honolulu Harbor and nearly one mile away from the KMR site, the proposed location of the new Kapālama Container Terminal. The site entry for the Pier 24-29 site is at the intersection of Nimitz Highway and Pacific Street.

The Pier 24–29 site includes the waterfront and back area for Piers 24-29. The present uses of the site are described below:

- Pier 24 dockside: This area contains the waterfront between Pier 24 and Piers 22 and 23. Pier 23 is the site of the former flour mill, silos, and warehouse of the Pendleton Flour Mill, dba Hawaiian Flour Mill.
- Pier 24 landside: This area is the location of the intersection of Nimitz Highway and Pacific Street and entrance to the project site.

Figure 3-1, Proposed Subdivision Map of Land Court Lots 13-A and 13-B into Lots 1 to 17 and Easements A to F



- Piers 24-28: These piers are used as lay berths for tugs, barges, and general storage. The Kapālama Channel is on the seaward side (Pier 28) of the pier.
- Pier 29 is presently occupied by Aloha Cargo Transport (ACT) which is a division of Northland Services Marine Transportation. ACT provides ocean transport services from Seattle to Honolulu and interconnecting barge services to Kauaʻi, Maui, Hawaiʻi, Molokaʻi, and Lānaʻi. ACT moved to Pier 29 from Pier 1 at the east end of Honolulu Harbor (TMK: 1-5-038: 001 and 002)

The Pier 24-29 site is designated I-3, Waterfront Industrial zone, by the CCH's Land Use Ordinance (LUO). The intent of I-3, according to the LUO, is *"…to set apart and protect areas considered vital to the performance of port functions and to their efficient operation. It is the intent to permit a full range of facilities necessary for successful and efficient performance of port functions. It is intended to exclude uses which are not only inappropriate but which could locate elsewhere"* (ROH, Chapter 21, Article 3.10(f)). See also **Section 8.13, City and County of Honolulu Land Use Ordinance (LUO)**.

Surrounding Land Uses

The uses surrounding the Pier 24–29 site are as follows:

- North side: The site is bordered on the north by Nimitz Highway, Pacific Street, and several commercial uses that are part of the Iwilei industrial-commercial area.
- East side: Piers 22 and 23, and the former Hawaiian Flour Mill, border the site on the east.
- South side: The Kapālama Channel and Honolulu Harbor Basin are on the south side of Piers 28 and 29.
- West side: Pier 29 extends beyond the project boundary and borders the site on the west. ACT occupies Pier 29 both within and beyond the project extents.

3.3 Ownership and Property Requirements

The Pier 24-29 site is owned by the State of Hawaiʻi and delegated to DOT-H for management and control by Governor's Executive Order 2903.

Leasing of portions of the site to potential tenants (e.g., Pacific Shipyard International (PSI), Atlantis Submarines, Sause Brothers, etc.) will be through the DOT-H and is intended for income-producing uses and to support the maritime industry in Hawaiʻi, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities.

3.4 Timing and Valuation

The DOT-H proposes the subdivision of the Pier 24-29 site in concert with the preparation of this HRS, Chapter 343, EA document. This EA supporting the project subdivision is anticipated to be completed in early mid-2017.

The estimated subdivision project cost is approximately $20,000, and will be handled administratively by DOT-H.

3.5 Environmental Factors

See **Section 5.0**, **Environmental Setting**, **Potential Effects and Mitigation Measures**, concerning the potential for environmental effects and proposed mitigative measures.

3.6 Regulatory and Community Consultations

Public and agency coordination activities for the proposed subdivision action will be required. The project will be reviewed with appropriate government agencies to provide information about the project, and to solicit input. A public notice of the proposed action will be provided during the public review period of this Draft EA as noticed in the OEQC Bulletin. See **Section 10.0** for a complete list of agencies, organizations and individuals to be consulted during the EA process.

4.0 Alternatives to the Proposed Action

4.1 Introduction

Three alternatives were considered to address the purpose and need for the project: (1) A No Action Alternative; (2) A Delayed Action Alternative; and (3) Build Action Alternatives. The Build Action Alternatives included the use of alternative sites to address the purpose and need for the project.

4.2 No Action Alternative

The No Action Alternative is not considered viable because it would not fulfill the objectives of the proposed subdivision. The proposed project is part of a long-range plan to develop a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State. In order to accommodate the new Kapālama Container Terminal, existing tenants at KMR must be relocated to Piers 24-29. The subdivision of Piers 24 through 29 would allow for the site to accommodate these and other maritime dependent operators. Under the No Action Alternative, the site would remain underutilized, no site improvements would follow the subdivision, and the project objective of subdividing the land at the Piers 24 to 29 site for the future relocation of maritime dependent operators would not be achieved. Because the No Action Alternative would not address the purpose and need for the project, it is not considered a viable or feasible alternative. For this reason, it is eliminated from further consideration.

4.3 Delayed Action Alternative

The Delayed Action Alternative differs from taking no action in that the proposed project would be completed, but at a later undetermined time. Delayed action to implement the proposed project would adversely affect the project when it is ultimately completed because:

- Regular inspections and maintenance to prolong the useful life of the area at Piers 24 through 29 would continue to be performed by DOT-H; however, future improvements required for continued pier operations until such time that the subdivision is completed, would ultimately incur higher development cost due to inflation, and would likely generate similar environmental outcomes to those associated with the proposed project; and

- Potential maritime dependent tenants of Piers 24-29 would be delayed from relocating to the project site, which would cause hardship affecting business operations. This negative effect would be particularly pronounced for businesses being relocated from the KMR site due to the proposed Kapālama Container Terminal project as there is an existing shortage of space available for relocation.

Although the Delayed Action Alternative would eventually address the purpose and need for the project, there would be little to no benefit as it would mean underutilizing the project site and displacing maritime operators which require direct access to the waterfront and are dependent on the site for business operations. Without anywhere else to go, the impact of delaying the subdivision of the project site could negatively affect these businesses as they would be unable to operate. The inability of these businesses to relocate due to a delay of the proposed project would involve the loss of income and

therefore commerce that helps to support the maritime industry in Hawai'i. Because delaying the preferred alternative is anticipated to add to project costs and affect maritime business operations, it is not considered a viable alternative and is eliminated from further consideration.

4.4 Build Action Alternatives

This section address the Build Action Alternatives considered in the subdivision of the project site at Piers 24-29, including the use of alternative sites to address the purpose and need for the project.

Alternative Sites

Selection of a site requires intensive review and evaluation of physical, regulatory and commercial information. The site must provide direct access to the waterfront and adequate space for maritime operators.

The proposed project requires the subdivision Land Court Lots 13-A and 13-B into 17 lots and the designation of Easements A to F to accommodate maritime dependent tenant relocations to Piers 24 through 29. The DOT-H has provided Piers 24-29 to relocate tenants that would be displaced due to the development of the new Kapālama Container Terminal or requiring relocation for other reasons.

Tenant relocations from the proposed Kapālama Container Terminal were addressed as part of the *Kapālama Container Terminal and Tenant Relocations* project and included the relocation of PSI, Atlantis Submarines, or similar operators to the project site (DOT-H, 2014). ACT, a division of Northland Services Marine Transportation, presently occupies Pier 29.

***Pacific Shipyard International*.** In exploring relocation options, PSI and DOT-H considered several sites other than Piers 24–29, including sites within and outside of Honolulu Harbor:

Alternative Site 1: Sand Island between Sand Island Bridge and Pier 51A.

Alternative Site 2: Oceanfront site on Sand Island near Kalihi Channel.

Alternative Site 3: Kalaeloa Barbers Point Harbor.

Alternative Sites 1 and 2 would require extensive improvements and infrastructure upgrades and result in possible delays for PSI to move to its new home. Alternative Site 3, Kalaeloa Barbers Point Harbor, was briefly considered but dismissed, as it was found to have inadequate space for PSI's berthing requirements, and sea conditions in the harbor are not consistently stable for the company's dry dock operations.

Atlantis Submarines. Since the operations of Atlantis Submarines would not be in direct conflict with the proposed Kapālama Container Terminal, consideration was given to keep the operator at its current site at Pier 40F. However, such a location—between the proposed overseas container terminal and inter-island cargo terminal—was determined to be inappropriate and not ideal for this visitor-oriented recreational operator. The movement of containers would need to navigate around Atlantis Submarines if they were to stay at Pier 40F and this would not be ideal nor compatible with Atlantis operations.

Aloha Cargo Transport. ACT moved from Pier 1 to Pier 29 where it is presently located. ACT provides ocean transport services from Seattle to Honolulu and interconnecting barge services to Kaua'i, Maui, Hawai'i, Moloka'i, and Lāna'i. Since ACT presently occupies Pier 29 and improvements to the site were

addressed in the *Final Environmental Assessment of the Construction of Pier 29 Container Yard (2009)*, consideration of alternative sites for this operation was not considered.

The proposed subdivision of the Piers 24 through 29 project site and relocation of maritime dependent tenants would provide both direct access to the waterfront and adequate space to support important maritime operations. The subdivision of lands at Piers 24-29 is the most expedient and effective means of relocating existing maritime dependent tenants, and would have minimal potential for impacts to the surrounding environment (see **Section 5.0**).

4.5 Preferred Alternative

The preferred alternative is to subdivide, through both the CCH and Land Court, the 28.026-acre land area located at Honolulu Harbor, immediately off Nimitz Highway, between Piers 24 and 29, under a Joint Development Agreement with the CCH. The project would include the consolidation and re-subdivision of State of Hawai'i, Land Court Lots 13-A and 13-B of Land Court Consolidation 82, Section B (1967), into Lots 1 to 17 with areas ranging from approximately 7,500 sf to 290,573 sf; and the designation of Easements A to F. The subdivided lots will support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. The factors considered important in the selection of the preferred alternative included:

- The subdivision of lands at Piers 23 to 29 is the most expedient and effective means of relocating existing maritime dependent tenants, and would have minimal potential for impacts to the surrounding environment;
- DOT-H has provided Piers 24-29 to relocate tenants that would be displaced or determined to not be compatible with the development of the new Kapālama Container Terminal as discussed in the *Kapālama Container Terminal and Tenant Relocations Final EIS* (DOT-H, 2014); and
- The Piers 24-29 site provides direct access to the waterfront, favorable sea conditions for dry dock operations, and adequate space and berthing requirements to immediately support maritime operators without the need for extensive improvements and infrastructure upgrades.

For the reasons stated above, consolidation and re-subdivision of State of Hawai'i, Land Court Lots 13-A and 13-B into 17 lots at Piers 24-29, is selected as the preferred alternative. The following sections describe the preferred alternative as the proposed project.

5.0 Environmental Setting, Potential Effects and Mitigation Measures

5.1 Climate

The climate in the project area is characterized as semi-tropical and is influenced by Hawai'i's geographic location southwest of the Pacific High or anticyclone region. The principal features of the climate are the equable temperatures from day to day and season to season, northeasterly trade winds, and a marked variation in rainfall from the wet to the dry season, and from place to place.

According to the *State of Hawai'i Data Book 2015*, from 2002 to 2015 the average annual temperature at the Honolulu International Airport was 78˚ Fahrenheit (˚F). The extreme temperatures were from 57˚F to a high of 93˚F. Annual rainfall averages approximately 18 inches with the greatest amount occurring between the months of November and April. Trade winds from the northeast prevail throughout most of the year and averaged approximately 10 miles per hour. Relative humidity ranged from 53 to 72 percent (DBEDT, 2015).

Potential Effects and Proposed Mitigation

The proposed project is not anticipated to result nor constitute a source of impact to rainfall resources or the climate of the project area or region. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

DOT-H lands at the Pier 24-29 site are intended for income-producing uses and to support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. The *Kapālama Container Terminal and Tenant Relocations Final EIS* and *Pier 29 Container Yard Final EA* are the means for DOT-H to coordinate and mitigate, as necessary, the cumulative impact of developing their lands at the project site (DOT-H, 2014; DOT-H, 2009).

5.2 Geology

The island of O'ahu is a volcanic doublet formed by the Wai'anae Range to the west and the younger Ko'olau Range to the east. Both are remnants of shield volcanoes, but the term "range" indicates that they have lost most of their original shield outlines and are now long, narrow ridges shaped largely by erosion. Later post-erosional eruptions sent lava down the valleys and resulted in the formation of volcanic cones such as Diamond Head and Tantalus.

The project site is located on the Honolulu Plain, a low-lying coastal plain along Oahu's southern coast. The Honolulu Plain and much of the remaining southern edge of O'ahu is underlain by a broad elevated coral reef, which is covered by alluvium carried down from the mountains. The Honolulu Plain ranges in elevation from zero to 10 feet. Much of the area comprising the heavily developed coastal metropolis of Honolulu and Waikīkī was originally submerged land. Like most of Honolulu Harbor, the Pier 24–29 site is on fill land and was once a nearshore area.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the geology of the area. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No cumulative effects to the geology of the area are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not alter the geology of the Pier 24-29 site. Construction at the site would involve excavation for footings and foundations of new buildings, trenching for utility lines and drainage system, and grading and paving. These activities would be completed in compliance with applicable regulatory requirements and engineering design standards.

5.3 Topography

The Pier 24-29 project site is relatively flat in topography with ground elevations ranging from five (5) to eight (8) feet above mean sea level. See **Figure 5-1**, **Topography**. The project site was previously modified for construction of the existing facilities. No earthwork will be required for the proposed subdivision of the site.

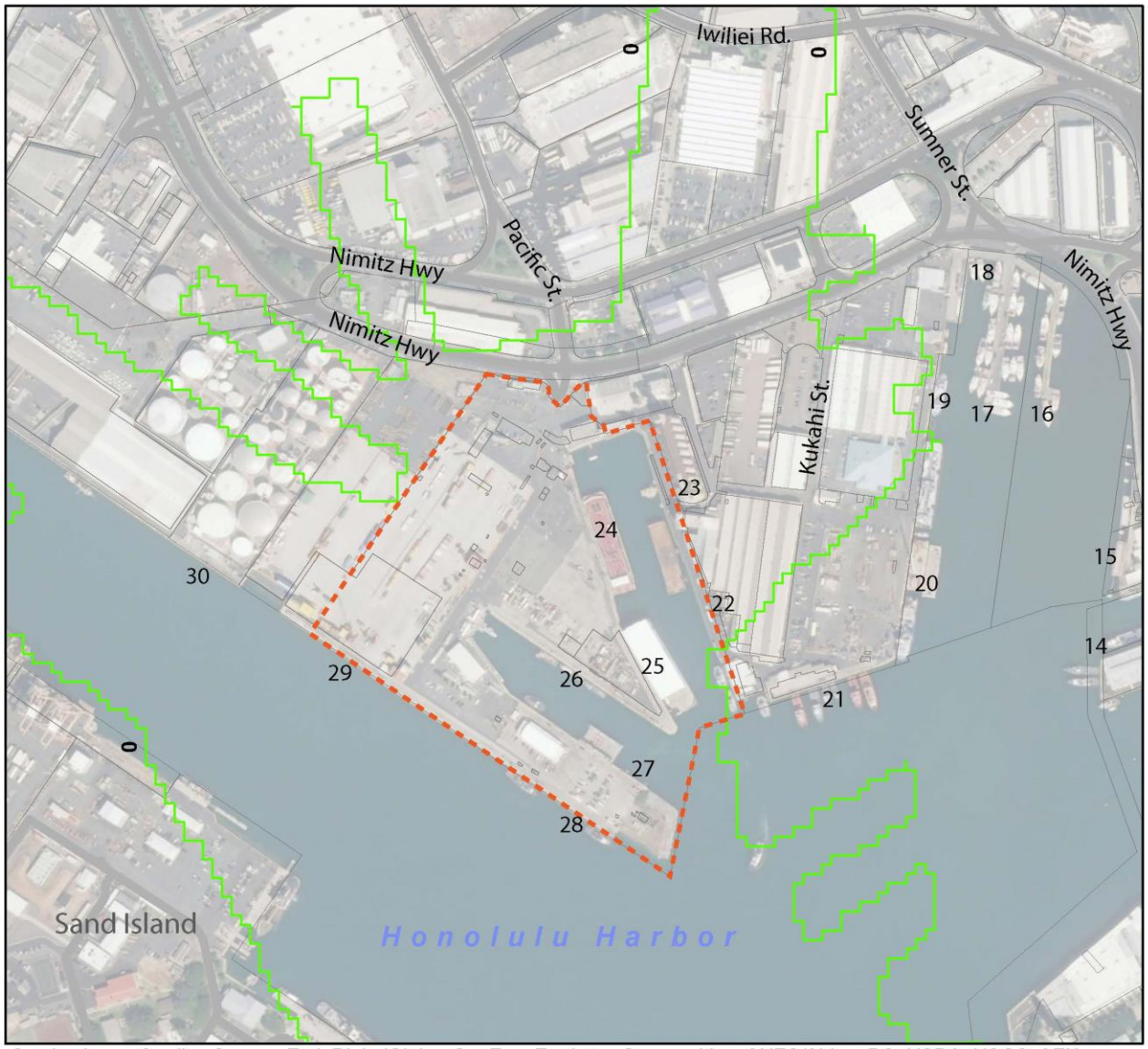
Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the topography of the area, as no physical changes to topography would be implemented. No mitigation measures are necessary or recommended.

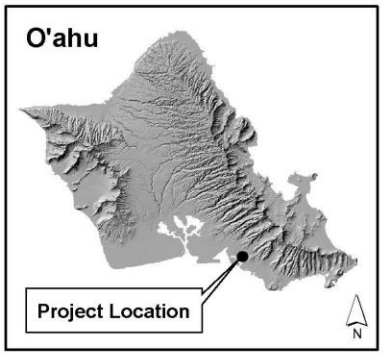
Potential Cumulative Impacts

No significant cumulative effects to the topography of the area are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would alter the topography of the Pier 24-29 site through the potential addition of new buildings and pavement. Future operators that occupy the site would be responsible for any improvements to the site including replacement or installation of utilities and renovation or construction of new administration, operations, and/or support structures or buildings on the property. As the new tenants complete their relocation and building plans, detailed information will be available on their planned site improvements. No significant impacts on the topography of the site are anticipated. During construction, Best Management Practices (BMPs) would be employed to minimize soil erosion and runoff that may impact the area's topography.

1 Figure 5-1, Topography



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Legend

- Project Location
- Roadway
- 20 ft Contour Line
- 26 Pier Locations

0 200 400 800 Feet

Topography
Honolulu Harbor
Piers 24-29 Subdivision
Honolulu Harbor, O'ahu, Hawai'i

R. M. TOWILL CORPORATION

5.4 Soils

The land type on which the project site is situated is characterized as the Lualualei-Fill land-Ewa Association. According to the U. S. Department of Agriculture, Soil Conservation Service (SCS) publication, "Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii, 1972" (USDA, 1972) this association consists of well-drained, fine textured and moderately fine textured soils on fans and in drainage ways on the southern and western coastal plains. Soils found in this association are nearly level to moderately sloping. This association makes up about 14 percent of the land area of Oahu (U.S. Department of Agriculture, Soil Conservation Service, August 1972).

One soil type comprises the project area (see **Figure 5-2**, **Soils**):

> Fill land, mixed (FL): These lands are generally found on coastal, low-lying areas on Kauaʻi, Oʻahu, and Maui, and were once used for disposal of dredging, garbage, and old sugar mill waste. They are now urban. They have moderate water holding capacity and extremely fast permeability.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the soils of the area, as no physical changes to the soil or ground surface would be implemented. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

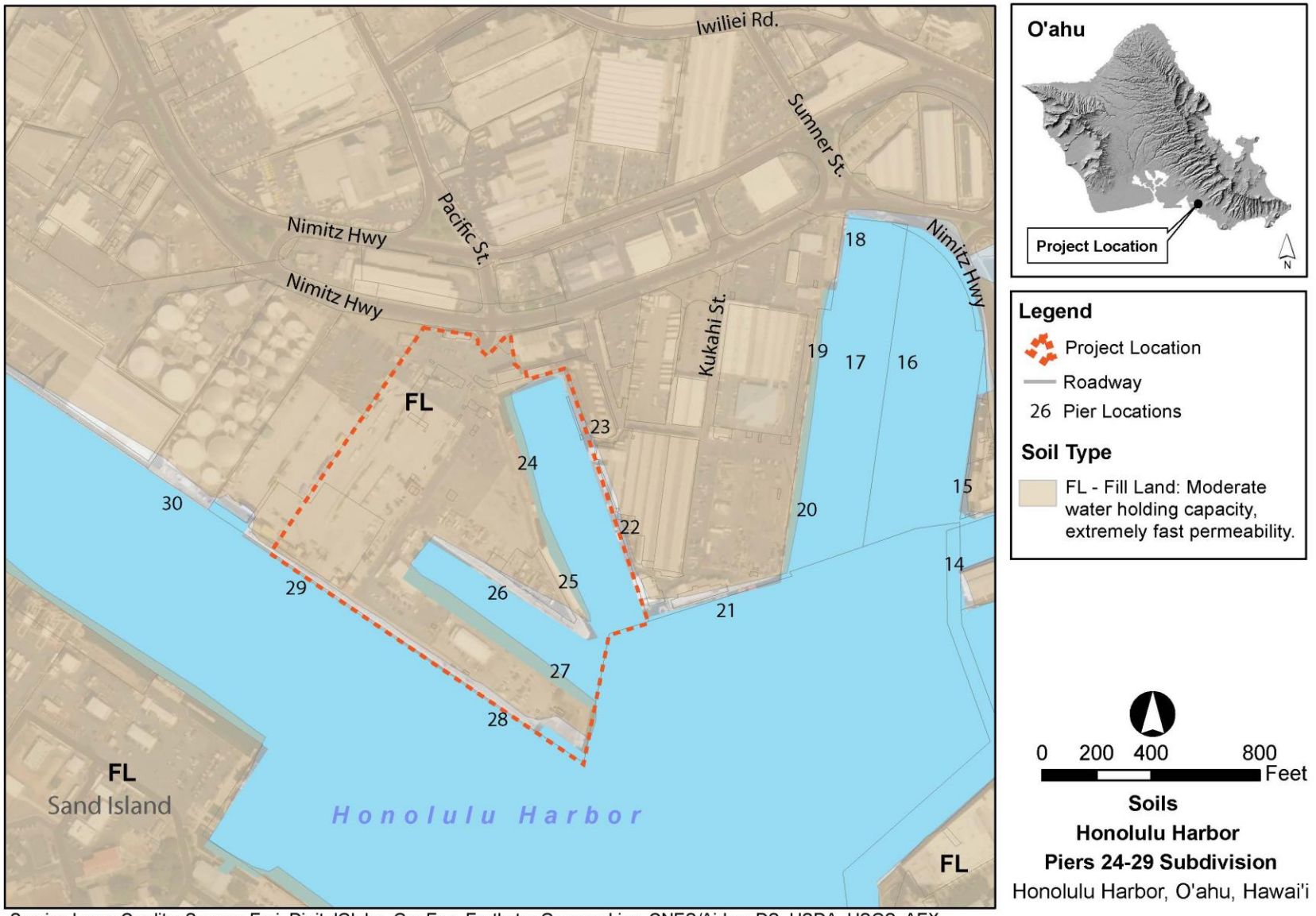
No significant cumulative effects to the soils of the area are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not alter the soils of the Pier 24-29 site. Due to the relatively level topography soil erosion potential during construction would be minimal. Construction-related impacts to soils would be avoided or minimized through compliance with applicable State, Federal, and CCH regulatory requirements and guidelines governing development, including adherence to grading standards, erosion controls, and Clean Water Act (CWA) regulations.

5.5 Groundwater

An important source of groundwater supply for the Island of Oʻahu is an exceptional lens of basal groundwater in the Honolulu-Pearl Harbor area (USDA, 1972). Southern Oʻahu's coastal plain is underlain by sedimentary deposits that form a caprock which retards the seaward movement of fresh groundwater from the basal aquifer. The caprock extends along the coastline from 800 to 900 ft below sea level.

Oʻahu has been divided into seven major groundwater areas, primarily on the basis of geologic or hydrologic differences. The most important sources of ground water in Hawaiʻi are from the freshwater parts of these systems in volcanic rocks (USGS, 1999).

1 Figure 5-2, Soils



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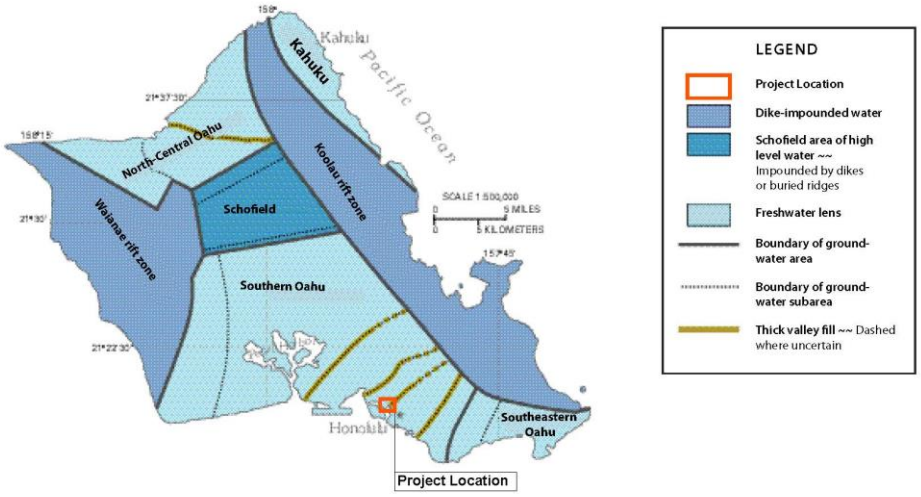
The project area is located within the designated Southern O'ahu freshwater lens groundwater area between areas of thick valley fill and caprock (see **Figure 5-3**, **O'ahu Groundwater**). A freshwater-lens system includes a lens-shaped freshwater body, an intermediate transition zone of brackish water, and underlying saltwater. The transition zone can be quite thick (several tens to hundreds of feet [ft]) depending on the extent of mixing between freshwater and saltwater. Freshwater-lens systems are found in dike-free volcanic rocks and sedimentary deposits under confined or unconfined conditions. The project site is located between two areas of thick valley fill on the east and west and a caprock layer which extend along the coastline. These impervious layers act as partial barriers to ground-water movement and forms a zones of low permeability.

There is no potable groundwater resource within the Pier 24–29 site. The groundwater beneath the Pier 24–29 site is tidally influenced, highly brackish, and unsuitable for potable use.

Figure 5-3, O'ahu Groundwater



Source: USGS, 1999

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect groundwater or hydrogeological resources. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No cumulative effects to the groundwater or hydrogeological resources are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not adversely affect groundwater or hydrogeological resources. Appropriate mitigative measures and controls would be applied consistent with sound engineering and operating practices for the protection of groundwater.

5.6 Surface Water

Honolulu Harbor is the nearest surface water body and the receiving water for the Pier 24-29 site. Waters of Honolulu Harbor offshore of the project site are in the Class A category as defined by the State of Hawai'i, Department of Health (DOH). According to DOH administrative rules, marine waters are categorized as Class AA and Class A. Class AA waters are to "remain in their natural pristine state as nearly as possible." Class A waters can be used for "recreational use and aesthetic enjoyment," among other allowable uses compatible with protecting the natural resources in these waters (Hawai'i Administrative Rules [HAR] Chapter 11-54, Water Quality Standards). Honolulu Harbor is listed in the EPA's 303(d) list as an impaired water body, but Total Maximum Daily Loads (TMDLs) have not yet been established.

The existing Pier 24-29 site consists primarily of paved areas and a few buildings. The site is relatively flat. Surface runoff is collected by drain inlets and discharged into Honolulu Harbor. Site drainage characteristics are discussed in **Section 5.7**, **Drainage**, below.

No other surface water bodies or streams exist in the immediate project area. See **Figure 5-4**, **Surface Waters**.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not require work within surface waters nor affect the surface water resources of Honolulu Harbor. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

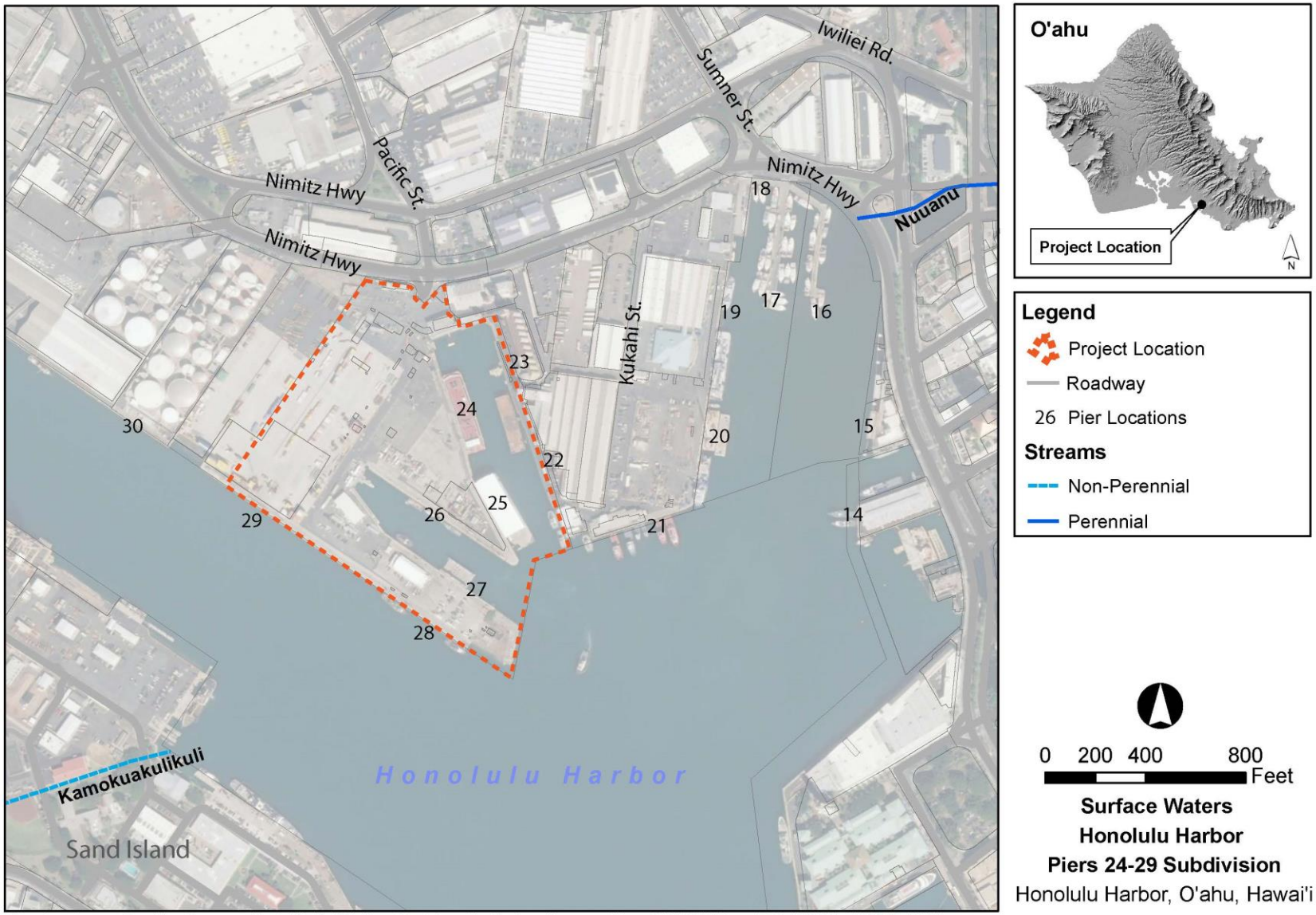
No significant cumulative effects to the surface water resources are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not adversely affect surface water resources. Since the site is currently developed, future site improvements would not substantially increase impervious surface area or runoff.

To minimize impacts to surface water resources mitigative measures and controls would be applied consistent with sound engineering and operating practices. Project design provisions and compliance with National Pollution Discharge Elimination System (NPDES) permit requirements would control storm water runoff impacts during construction.

5.7 Drainage

There are no streams in the project area. The existing on-site drainage system consists of inlets and drain pipes ranging from three (3) inches to 24 inches in diameter. The drainage system discharges at numerous locations along Piers 24 to 29 into Honolulu Harbor.

Figure 5-4, Surface Waters



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not impact the drainage of the site. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to the surface water resources are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not adversely affect surface water resources. Use of Piers 24-29 would require reconstruction of on-site drainage lines, drain inlets, and other collection structures, as well as appurtenances by the new tenants and compliance with current codes. The new drainage system would be reconfigured to correspond with new site configuration and likely use the same points of discharge to the harbor. DOT-H approval would be required for new discharges to any new or existing points of connection to the drainage system.

5.8 Natural Hazards (Floods, Seismic Hazard, Tsunamis, Hurricanes and High Winds, and Climate Change)

Floods

The majority of the Pier 24–29 site is in Flood Zone X, which is outside of the 0.2 percent annual chance of flood. The waterfront edge of the pierheads and bulkheads are within the Flood Zone AE, which is the area within the 1 percent annual chance of flood and where the base flood elevation of 5 ft has been determined.

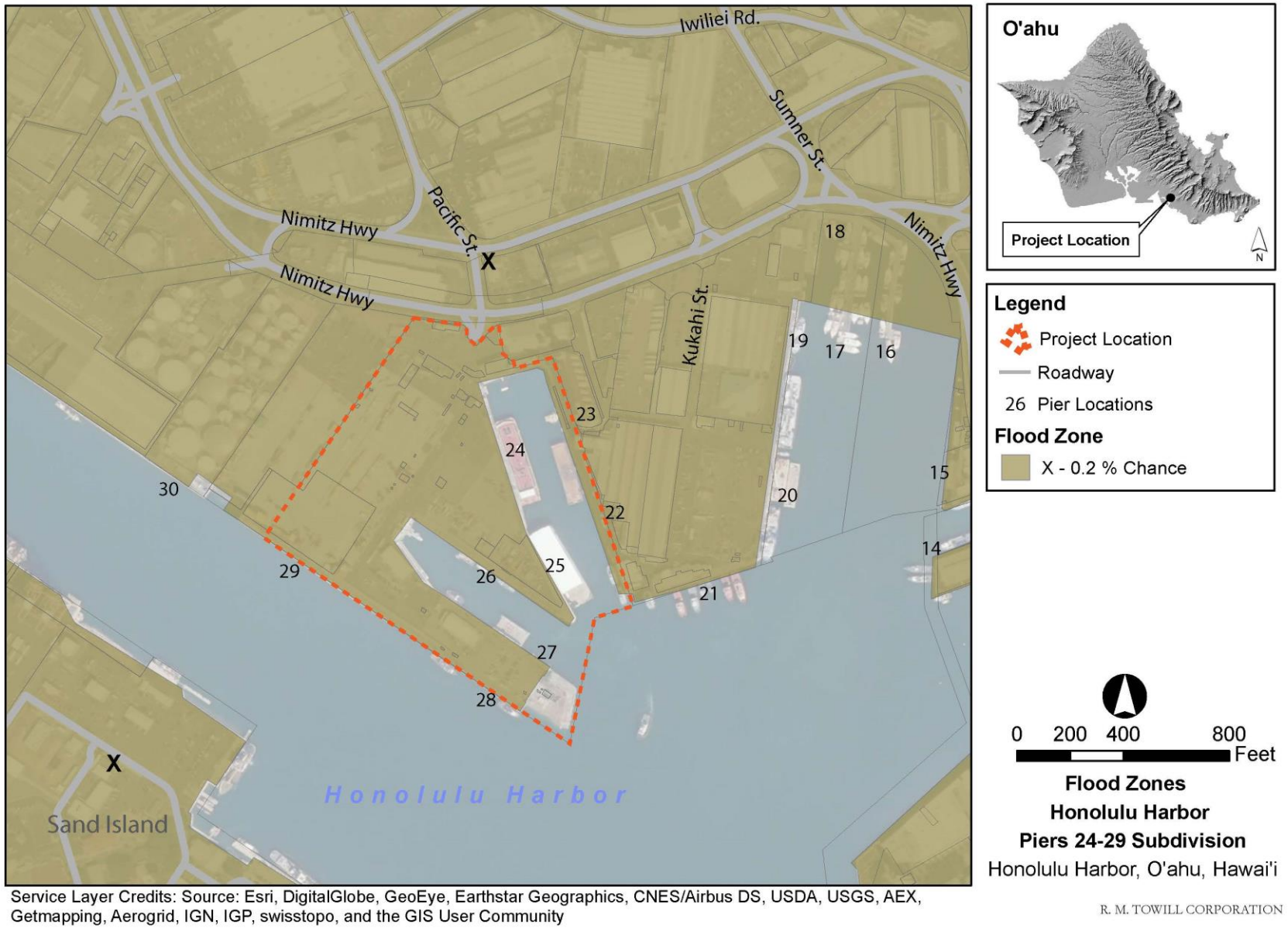
The project site is primarily located within Federal Emergency Management Agency- Federal Emergency Management Agency (FEMA-FIRM) Zone X. This is reflected in FEMA-FIRM maps 15003C0353G and 15003C0361G (HI-NFIP, 2011). See **Figure 5-5**, **Flood Zones**.

Seismic Hazard

Earthquakes occurring in Hawai‘i are closely linked to volcanic activity. Numerous earthquakes take place every year, with the majority occurring beneath the island of Hawai‘i. **Figure 5-6**, **State of Hawai‘i Seismicity**, illustrates the estimated risk of earthquakes using the measure of ground motion hazard as measured by peak ground acceleration. The color scale shows O‘ahu with reduced risk and the Island of Hawai‘i with highly increased hazard on its south flank (USGS, 2007).

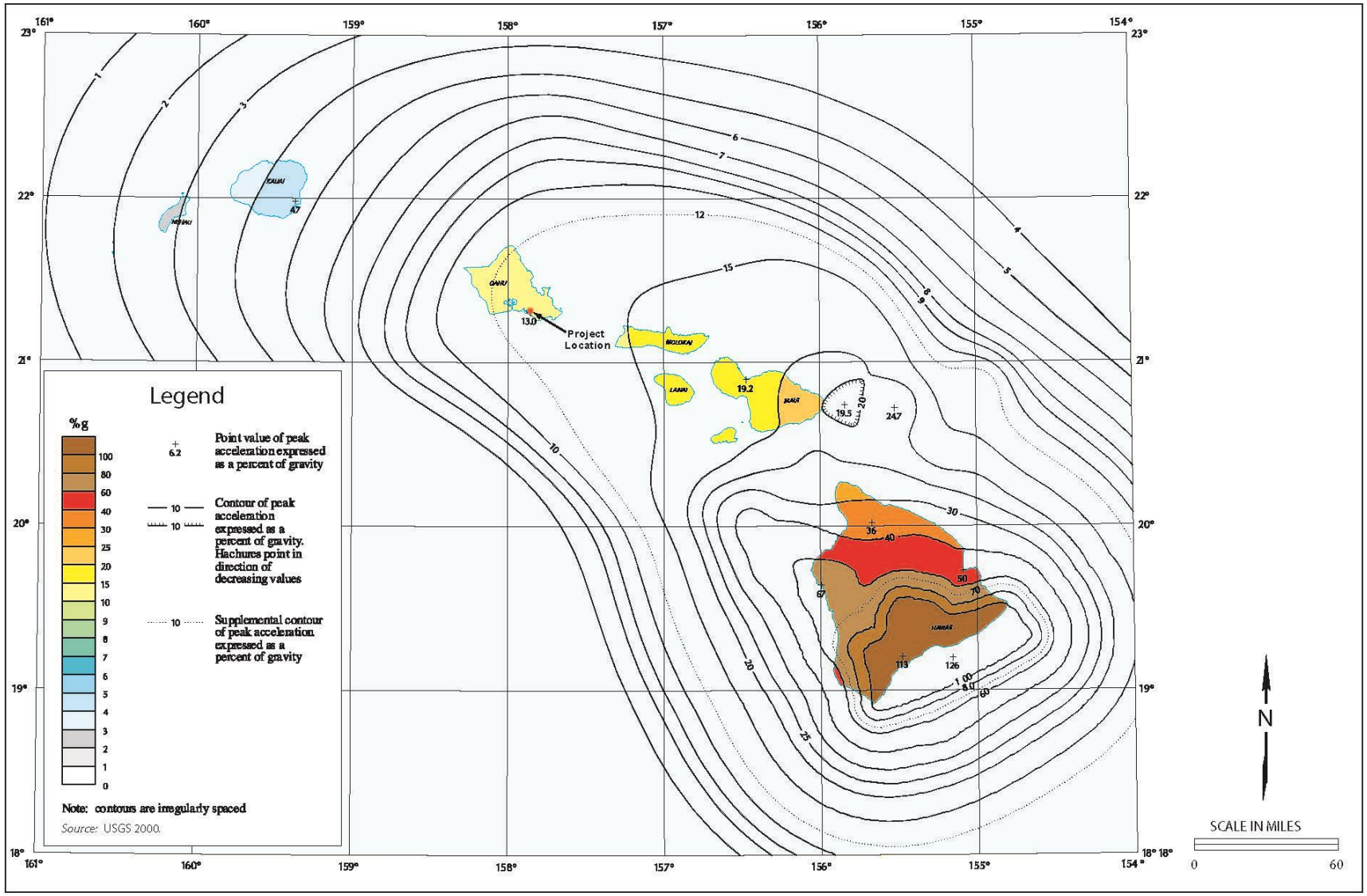
The proposed subdivision of the Pier 24-29 site would not require any associated structures; however, a cumulative impact of the subdivision would be the future construction of buildings by tenants of the site. The International Building Code (IBC) provides design criteria to address potential earthquake damages. Future facilities would be designed and constructed in accordance with site-specific geotechnical and structural engineering investigations and comply with the IBC seismic design criteria.

Figure 5-5, Flood Zones



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Figure 5-6, State of Hawai'i Seismicity



Tsunamis

Tsunamis are seismic sea waves caused by earthquakes, submarine landslides, and, infrequently, by eruptions of island volcanoes. During a major earthquake, the seafloor can move by several meters and an enormous amount of water is set into motion. The result is a series of waves that move across the ocean at speeds greater than 800 kilometers (497 miles) per hour. In the Hawaiian Islands, both a prehistoric and historic record of locally-generated tsunamis exist. Historic local tsunamis were produced in 1886 and 1975 by large earthquakes that occurred under the island of Hawai‘i. The earthquakes that produced these tsunamis had magnitudes of 7.2 or greater and were the result of tectonic movement of the island. The U. S. Geological Survey (USGS) identifies tsunami hazards in Honolulu as 4 on a scale of 1 to 4, with 4 being “high” (Fletcher et al. 2002). The Pier 24-29 site is located within the tsunami evacuation zone, as designated by the Department of Permitting and Planning (DPP), CCH Oahu tsunami evacuation zone map 19 (inset 2). See **Figure 5-7**, **Tsunami Evacuation Map**.

Hurricanes and High Winds

Hurricanes are strong tropical winds with wind speeds greater than 74 miles per hour. They often come with heavy rains and, depending on the wind speeds, can damage on-shore buildings and structures and vessels within the harbor. Hurricanes occasionally approach the Hawaiian Islands, but rarely reach the islands with hurricane force wind speeds. The most recent hurricane events included Iniki in 1992 which mainly affected the Island of Kaua‘i, and Iselle in 2014 which mainly affected the Island of Hawai‘i.

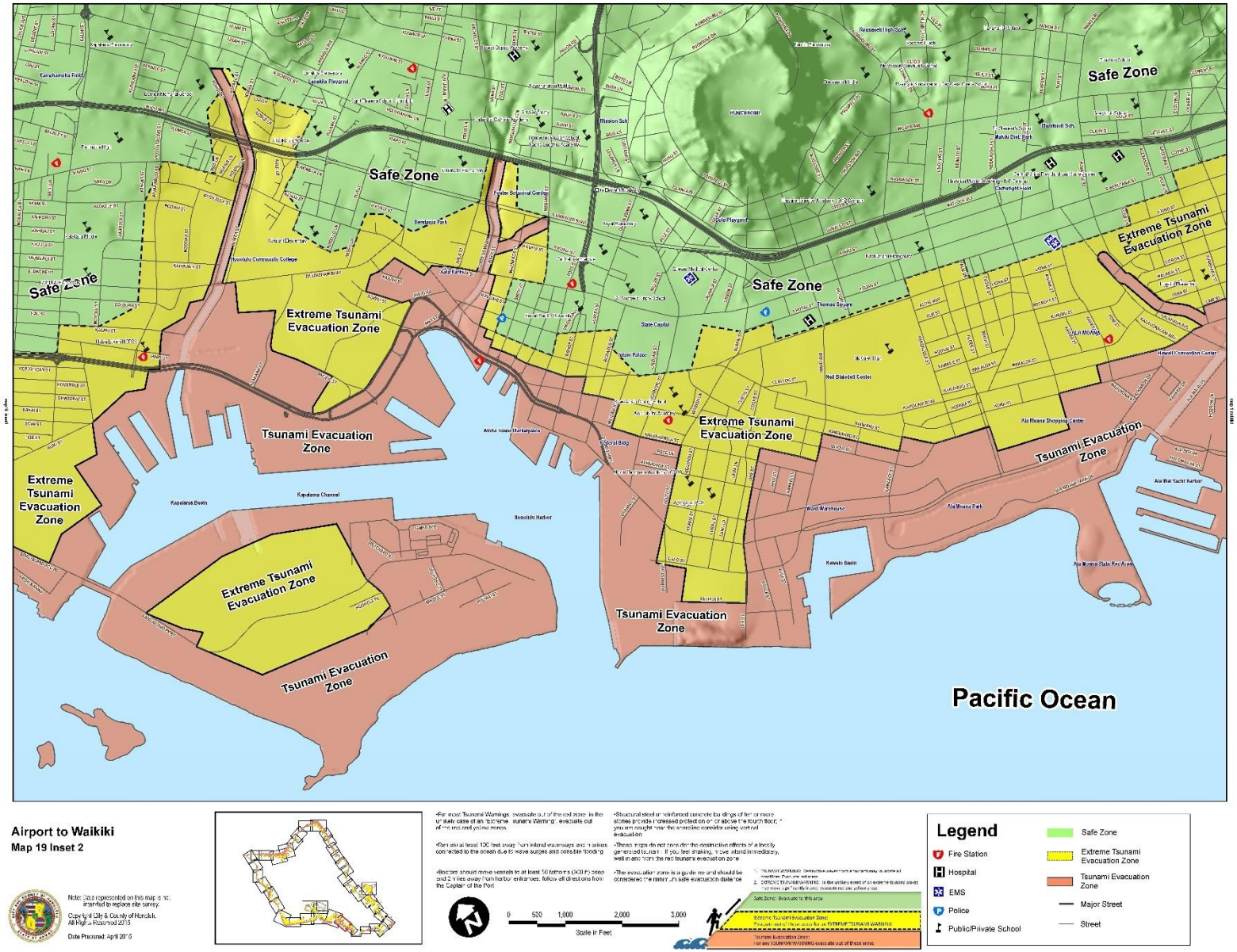
Hurricanes are more prone to affect the Hawaiian Islands from the late summer to early winter months. During hurricanes and storm conditions high winds cause strong uplifting forces on structures, particularly roofs. Wind-driven materials and debris can attain high velocity, causing devastating property damage and harm to life and limb. It is difficult to predict when these natural occurrences may occur, but it is reasonable to expect that future events will occur. The USGS identifies the storm hazard in the vicinity of Honolulu as 4 on a scale of 1 to 4, with 4 being “high” (Fletcher et al. 2002). The project area is, however, no more or less vulnerable than the rest of O‘ahu to the destructive winds and torrential rains associated with hurricanes.

Climate Change

According to recent findings by researchers at the University of Hawai‘i (IPRC, 2013, var.), the effects of climate change are increasingly evident in Hawai‘i: air temperature has risen; rain intensity has increased while total rainfall has decreased; stream flows have decreased; sea surface temperatures and sea levels have increased; and the ocean is becoming more acidic (SB No. 2745, 2012).

Research is also in agreement that Green House Gas (GHG) emissions, including carbon dioxide, methane, nitrous oxide, and fluorinated gases, are a key contributor to the unprecedented increases in global atmospheric warming over the past century (EPA, 2011 and IPRC, 2013). These trends are projected to continue to increase in the future posing unique and considerable challenges to Hawai‘i. Research at the University of Hawai‘i, School of Ocean and Earth Science and Technology (SOEST) indicates that sea level has risen in Hawai‘i by approximately 0.6 inches per decade (1.5 mm per year) over the past century (SOEST, 2012). The estimates point to a potential aggregate rise of 1.3 feet (40 cm) by the year 2060 and a rise of 3.3 feet (100 cm) by 2110.

Figure 5-7, Tsunami Evacuation Map



According to the Intergovernmental Panel on Climate Change's Fifth Assessment Report, Climate Change 2013, Chapter 13, Sea Level Change, released in 2014, it is estimated that at most, a global sea-level rise of approximately 0.45 -0.82 meters (1.48 – 2.70 feet) is likely to occur for the period of 2081-2100. There will be deviations of local and regional sea level change from the global change – it is estimated that about 70% of coastlines are projected to experience a relative sea level change within 20% of the global mean sea level change.

For ports and harbors management, the State of Hawaii's Ocean Resources Management Plan Working Group identified risks associated with climate change. The following are relevant to the Pier 24-29 site:

- "Submersion of harbor infrastructure due to sea level rise and flooding.
- Weakened drainage systems that remove storm water runoff from harbor facilities.
- Increased potential for the spread of diseases and other public safety issues due to flooding conditions.
- Delayed shipments, higher shipping costs, and loss of 1 operational time due to flooding conditions at cargo terminals" (DBEDT, 2009).

DOT-H is engaged in efforts to develop adaptation strategies to address the long-term impacts of climate change. This includes collaborating with other agencies and incorporating climate change adaptation into harbor master plans and designs.

Potential Effects and Proposed Mitigation

Floods – The proposed subdivision of the Pier 24-29 site would not adversely effect, or be adversely affected by flooding. The proposed project would not alter the existing drainage of the area and no change in elevations along the pier edges are anticipated.

Future construction and use of the site resulting from the proposed subdivision would not result in significant cumulative impacts to adversely effect, or be adversely affected by flooding. The risk of erosion during and following construction would be addressed through adherence to appropriate State and CCH guidelines and standards for construction.

Seismic Hazard – The proposed subdivision of the Pier 24-29 site would not adversely effect, or be adversely affected by seismic hazards.

Future construction and use of the site resulting from the proposed subdivision would not result in significant cumulative impacts to adversely effect, or be adversely affected by seismic hazards. All building structures would be designed based on site geotechnical and structural engineering investigations and would comply with IBC seismic design requirements.

Tsunami – The entire Pier 24-29 site is within the evacuation zone. The proposed subdivision of the Pier 24-29 site, however, would not adversely effect, or be adversely affected by a tsunami event.

Future construction and use of the site resulting from the proposed subdivision would not result in significant cumulative impacts to adversely effect, or be adversely affected by a tsunami event. Facility

siting and design measures would be implemented, as needed, to minimize damage due to tsunami wave action.

Hurricanes and High Winds – The proposed subdivision of the Pier 24-29 site would not adversely effect, or be adversely affected by hurricanes or high winds.

Future construction and use of the site resulting from the proposed subdivision would not result in significant cumulative impacts to adversely effect, or be adversely affected by hurricanes and high winds. To mitigate for potential effects of hurricanes associated building structures would be designed to comply with IBC requirements.

Climate Change – The proposed subdivision of Piers 24-29 would not result nor constitute a source of impact to the climate of the project area or region, and does not propose activities that will lead to an increase in the generation of GHGs. Potential impacts associated with climate change are being addressed through long-range planning.

Future construction and use of the site resulting from the proposed subdivision would not result in significant cumulative impacts on climate change, as the GHG emissions from future improvements are not anticipated to be sufficient enough to have an appreciable impact on climate. Rather, global man-made activities would also need to be considered. No significant cumulative impacts from climate change would occur, as plans for adaptation are established, e.g., Act 286, Session Laws of Hawai‘i 2012.

Potential Cumulative Impacts

Cumulative effects associated with future improvements and use of the subdivided site are not anticipated to adversely effect, or be adversely affected by natural hazards, as discussed above.

5.9 Scenic and Aesthetic Environment

Piers 24–29 are located in the midst of an industrial area. Views from the adjacent roadway (Nimitz Highway) and from buildings located across the roadway are characterized by harbor facilities. There are no important views toward the site itself.

Piers 24–29 and their environs are visible from a portion of Sand Island State Recreation Area located near the park entrance. From this vantage point, a park user looks across the harbor toward downtown Honolulu and has distant views of Iwilei (for example, the flour mill silos on Nimitz Highway). Like the rest of Honolulu Harbor, Piers 24–29 are visible from certain upland areas, but specific facilities may not be discernable given distance and development density.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the scenic or aesthetic environment. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to the scenic or aesthetic environment are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would

not adversely affect the scenic or aesthetic environment. Since the site is currently developed, future site improvements would not substantially alter existing views. Visual impacts to neighboring or upland areas during construction would be temporary and, therefore, not significant. Improvements at Piers 24–29 are not anticipated to include any facility with a high profile. The change in appearance of the site from outside the boundaries would be minimal, consistent with other industrial activities in Honolulu Harbor. Illumination required during night operations, would utilize downward-projecting lighting fixtures to minimize impacts of stray light on the environment or residences located across Nimitz Highway or upland areas. When night operations are not required, area lighting would be curtailed.

5.10 Air Quality

As required by the Clean Air Act (CAA), the EPA has established the National Ambient Air Quality Standards (NAAQS), 42 United States Code (USC) §7409, 40 Code of Federal Regulations (CFR) Part 50 for the following pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter less than 10 microns in diameter (PM_{10}), particulate matter up to 2.5 microns in diameter ($PM_{2.5}$), ozone (O_3), and lead (Pb). The CAA also established primary and secondary standards. Primary standards set limits to protect public health, and secondary standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings. Most of the secondary standards are the same as the primary standards, with the addition of the 3-hour SO_2 concentration. There is currently no primary NAAQS for 3-hour SO_2. In addition, the State complies with its own set of ambient air quality standards, which are more stringent than are applied by the EPA and includes ambient air standards for hydrogen sulfide (H_2S), in addition to the pollutants identified above.

The State of Hawai'i currently meets the NAAQs established by the EPA and the State AAQS. Air quality is generally excellent in the project area. Exceptions include exceedances of the NAAQS for SO_2 because of natural events—Kilauea volcano—and exceptional events—New Year's Eve fireworks.

DOH maintains two monitoring stations in the vicinity of the project area. The closest is at 1039 Sand Island Parkway near the Sand Island State Recreation Area. This station monitors for $PM_{2.5}$ and O_3 from vehicle traffic. A second air monitoring station is located two miles away at 1250 Punchbowl Street, on the roof of DOH's office building. This station monitors for SO_2, carbon dioxide (CO_2), PM_{10}, PM_2. Based on air quality data from these stations, all Federal and State standards are being met. Air quality in the project corridor is generally good.

Potential Effects and Proposed Mitigation

The proposed project is not anticipated to result nor constitute a source of impact to air quality of the project area or region. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to air quality is anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not adversely affect air quality. Construction-related air emissions would not be significant because they would be short-term and controlled through implementation of required controls. Air emissions from construction would

consist primarily of fugitive dust and exhaust from diesel powered equipment and vehicles. As required by HAR 11-60.1-33, fugitive dust would be controlled during demolition, earthmoving, and truck transport. As applicable, permits under HAR 11-60.1 would be obtained by the operator of the regulated stationary source equipment used for construction, e.g., portable diesel generators. Operational air emissions would be generated from vehicles, any diesel-powered equipment and generators, and arriving/departing vessels. As applicable, permits under HAR 11-60.1 would be obtained by the operator of the regulated stationary source equipment. Such permits and their requirements serve to meet AAQS.

5.11 Water Quality

See **Section 5.6, Surface Water** and **Section 5.15, Marine Environment** for information and discussion on water quality.

5.12 Noise (24 CFR Part 51B)

The project area for noise effects is located in Honolulu Harbor and is subject to regulation of project activities under HAR, Chapter 11-46, "Community Noise Control" which defines "noise" as:

> *"Noise" means any sound that may produce adverse physiological or psychological effects or interfere with individual or group activities, including but not limited to communication, work, rest, recreation and sleep." Under certain conditions, noise can interfere with human activities at home or work and affect human health and well-being (HAR, 11-46.2, Definitions).*

The accepted unit of measure for noise is the decibel (dB) because it reflects the way humans perceive changes in sound amplitude. Sound levels can be measured, but human response and perception of the wide variability in sound amplitudes is subjective.

Different sounds have different frequency content. When describing sound and its effect on a human population, A-weighted decibel (dBA) sound levels are typically used to account for the response of the human ear. The term "A-weighted" refers to a filtering of the noise signal to emphasize frequencies in the middle of the audible spectrum and to de-emphasize low and high frequencies in a manner corresponding to the way the human ear perceives sound. The American National Standards Institute (ANSI) has established this filtering network. The A-weighted noise level has been found to correlate well with a person's judgment of the noisiness of different sounds and is used as a measure of community noise.

DOH, in HAR 11-46, defines maximum permissible sound levels and provides guidelines for the protection, control, and abatement of noise pollution from stationary noise sources and agricultural, construction, and industrial equipment. These guidelines were established to identify appropriate and maximum allowable noise levels within zoning districts. Honolulu Harbor is zoned industrial, Class C, which includes all areas equivalent to lands zoned agriculture, country, industrial, or similar type. The entire project site is located within industrial zones; therefore, the Class C levels are the applicable State requirement. The maximum permissible sound level for Class C is 70 dBA for both daytime hours (7AM to 10PM) and nighttime hours (10PM to 7AM). Maximum impulsive noises are 80 dBA for day and night.

In the Class B zone, which includes multi-family residential, business, commercial, or similar type zones, the maximum permissible sounds levels for stationary sounds are 60 dBA in daytime hours (7AM to 10PM) and 50 dBA in nighttime hours (10PM to 7AM). Maximum impulsive noise levels are 70 dBA in daytime hours and 60 dBA in nighttime hours. As noted above, the permissible sounds levels are determined by the zone of the noise source, therefore the Class B levels are not mandated for the project site. While not legally enforced, the Class B permissible sound levels provide benchmarks for assessing impacts to nearby non-industrial uses.

The Pier 24–29 site is located near the intersection of Nimitz Highway and Pacific Street, and zoned "Waterfront Industrial." The DOH monitors noise exposure in accordance with HRS, Chapter 342F. Ambient noise in the vicinity of the Pier 24-29 site is generated from natural and man-made sources. Ambient noise levels in the area are predominantly from local vehicular traffic on Nimitz Highway, waterfront industrial uses, industrial mixed uses, and office/administrative uses. The nearest sensitive noise receptors (human) to the site are located approximately 1,800 ft to the east in Chinatown and Downtown Honolulu (at River Street). No schools are in the vicinity.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not adversely effect, or be adversely affected by noise levels in the Waterfront Industrial (I-3) zoning district. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to noise is anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision would not adversely affect, or be adversely affected by noise or vibration. Temporary construction noise is not anticipated to be significant in the surrounding industrial areas where the predominant source of noise would be from vehicles on Nimitz Highway. At the nearest residences, approximately 1,800 ft to the east, noise levels from construction are estimated to range between 44 dBA and 56 dBA. Adverse impacts from the construction noise are not expected to occur due to the large buffer distances (at least 1,800 ft) from the project site to the closest residences.

Operational noise at Piers 24-29 from the proposed maritime operations and associated vehicles on Nimitz Highway is expected to be within the State of Hawaii's maximum permissible sound levels for the applicable Class C zone, however operational sounds would be audible at nearby residences and would slightly exceed the State's permissible nighttime levels for Class B areas. Because certain types of tenant operations could generate complaints from residences in Downtown Honolulu during the nighttime and early morning periods, possible mitigation measures have been identified.

Mitigation would involve conducting sound level measurements (at the nearest residence during the quietest periods of the nighttime and/or early morning hours when shipyard work is anticipated to occur) to determine whether background levels are 50 dBA or less. If less, the total noise level associated with nighttime shipyard work could be attenuated so as to not exceed 50 dBA at the nearest residence (the State's Class B zone nighttime maximum permissible level). If measured background

levels are greater than 50 dBA, nighttime shipyard noise levels could operate so as not to exceed the measured minimum background level.

5.13 Terrestrial Botanical Resources

This section describes terrestrial plants in the vicinity of the Piers 24-29 site. The information is based on surveys conducted by SWCA in June and August 2012; the survey reports are presented in the *Kapalama Container Terminal and Tenant Relocation, Final EIS* (DOT-H, 2014, Appendix F and Appendix G).

The Piers 24-29 site has been heavily disturbed by industrial activities. The site does not contain any U. S. Fish & Wildlife Service (USFWS) designated critical habitat for threatened or endangered plants. No state or federally listed threatened, endangered, or candidate endangered plant species, or rare native Hawaiian plant species, were observed during the SWCA survey. All tenants will be required to comply with State and federal regulations and permitting procedures for any in-water construction.

The survey identified 46 plant species; only two are native Hawaiian species, moa and ʻuhaloa. The two plants are common in disturbed coastal areas throughout the Hawaiian Islands.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the botanical resources of the area. No state or federally listed threatened, endangered, or candidate endangered plant species, or rare native Hawaiian plant species, were recorded at the site during a survey by SWCA in 2012. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to the botanical resources of the area are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision are not expected to result in significant impacts to botanical resources. During construction, to avoid cumulative impacts associated with the unintentional introduction of invasive species to Oʻahu, all equipment and vehicles arriving from outside of the island of Oʻahu would be washed and inspected prior to entering the Pier 24-29 site. If revegatation or landscaping is required, the source should be certified weed-free or inspected prior to revegetation to avoid invasive species, noxious weeds, or diseased plants. Tenants operations that are in non-compliance with State and/or federal regulations would be required to employ mitigation measures.

5.14 Terrestrial Faunal and Avifaunal Resources

This section describes terrestrial faunal and avifaunal resources in the vicinity of the Piers 24-29 site. The information is based on a survey conducted by SWCA in June 2012; the survey report is presented in the *Kapālama Container Terminal and Tenant Relocation, Final EIS* (DOT-H, 2014, Appendix F)**.**

The survey identified eight (8) bird species, of which three (3) are native (great frigate bird, white tern, and black-crowned night heron) and protected under the Migratory Bird Treaty Act (MBTA) of 1918 as amended. The white tern is also listed by the State as threatened on the island of Oʻahu.

Due to the lack of natural shoreline and vegetation, migratory birds are not expected at the project site. Wedge-tailed shearwater and Newell's shearwater were not observed during the survey but may potentially occur at the site.

SWCA observed six (6) introduced bird species that are common in the urban environment of O'ahu. The survey also observed a mouse (*Mus musculus*). Rats (*Rattus* spp.) are likely present but were not observed. No insects, reptiles, or amphibians were observed. Hawaiian hoary bats are not expected to be present due to a lack of trees providing suitable roosting or nesting habitat.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the terrestrial faunal and avifaunal resources of the area. Of eight (8) bird species recorded at the site during a survey by SWCA in 2012, three (3) were native species protected by the MBTA. No federally listed threatened, endangered, or candidate endangered animal species were observed. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative or adverse effects to faunal and avifaunal resources are anticipated from the proposed future construction and use of the site resulting from the proposed subdivision. During construction, potential impacts to shorebirds would be temporary, as alternate roosting areas are available nearby. For foraging seabirds (i.e., great frigate bird and the white tern) measures would be in place to maintain water quality during construction to ensure that there is no effect on the distribution of prey or foraging abilities of these species. Water quality would be maintained through compliance with NPDES permit requirements.

Newell's and wedge-tailed shearwaters may become disoriented when flying over Piers 24–29 at night if there is increased outdoor lighting on the site. Shielding and pointing outdoor lights downward would be incorporated into the design of fixtures to prevent upward light emissions and minimize attraction to shearwaters. These design features will be based on guidance in the "*The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners, and Resort Managers*."

5.15 Marine Environment

At the waterfront edges of Piers 24–29, depths range from approximately 24 to 38 ft below mean lower low water (MLLW). Waters within Honolulu Harbor are protected from the south swell and Kona storm waves by Sand Island. The harbor is not exposed to prevailing northeast tradewind waves and the winter North Pacific swell. Although tidal influences (mean tide range is 1.2 feet) and ship wakes occur within the harbor, conditions are typically calm except during local storms or hurricanes (DOT-H, 1998). Honolulu Harbor receives surface runoff via sheet flow and drainage outlets and from Kapālama and Nu'uanu Streams.

The biological analysis of the marine environment in the vicinity of the project area is based on surveys conducted in 2004 by AECOS, Inc., entitled *Water Quality and Biological Surveys* (HM, 2007, Appendix E), and surveys in 2012 by Marine Research Consultants, Inc., entitled *Assessment of the Marine Biological*

Community Structure in the Vicinity of the Proposed Kapalama Container Terminal, Honolulu, Hawai'i, which was completed in conjunction with an EIS prepared for the *Kapālama Container Terminal and Tenant Relocations* project (DOT-H, 2014, Appendix E). The information presented in this EA is based on these surveys and assessments.

Water quality in Honolulu Harbor is categorized by the DOH as "impaired." A water body is considered impaired if (a) water quality does not meet established water quality standards, or (b) the designated use described in Chapter 11-54, HAR is not being achieved. Water in Honolulu Harbor is impaired for turbidity, total nitrogen, and chlorophyll α during the dry season based on data from two sampling stations on nearby Sand Island (HM, 2007, Appendix E). The 2012 study referenced above reported that water clarity throughout most of the survey area was limited to two to four meters, with high concentrations of suspended particular material throughout the water column. An in-water survey was not conducted at Piers 24 and 29 as part of the marine surveys, however the marine biota in this area was characterized as being generally similar to that described for Piers 24-28.

The physical structure at Piers 24-28 is characterized by concrete pilings encrusted with remnant mollusk shells and skeletal remains of dead coral colonies, as well as a dredged shoreline. At the end of Piers 27-28 is an area consisting of a dredged section of shallow reef platform. Large boulders on the edge of the platform provide a complex habitat for reef fish and coral settlement. The harbor floor at the end of Piers 27–28 consists of a more solid sand-mud substratum compared to the silt-mud substratum found elsewhere throughout the Kapālama Basin. With less sediment deposition, water quality is improved in this area.

Coral Communities

Past surveys have reported several areas within the project area containing skeletal remains of large colonies on pilings either completely or partially devoid of living tissue. These remnants suggest either events of sufficient magnitude to completely overwhelm coral defense mechanisms, or the long-term mooring of vessels which restricted light for a period sufficient to result in complete mortality.

The dredged edges of the reef platform at the end of Piers 27–28 provide habitat for extensive growth of corals, including large colonies of *Porites lobata* and vertical sheets of overlapping plates of *Montipora* spp.

Past surveys involving the quantitative evaluation of coral communities at Pier 24 showed a total count of 158 coral colonies, mainly in the size range of between 2 to 20 centimeters. *Leptastrea purpurea* was by far the most abundant species (118 colonies), found growing on concrete piles. *Montipora patula,* the coral candidate species proposed for Endangered Species Act (ESA) listing (threatened status), was observed at Pier 24.

Macro-Invertebrate Communities

Twenty-seven species of non-coral macro-invertebrates were identified within the project area. Of the 27 species, 10 were introduced. Sponges and tunicates were the most abundant. No mollusks or urchins were observed.

Algal Communities

No frondose algae were observed in the project vicinity. A small patch of the native Hawaiian seagrass, *Halophila hawaiiana*, was observed on the harbor floor adjacent to the dredged channel wall at the junction of Piers 27–28.

Fish Communities

During the 2012 surveys, the most abundant fish communities were observed in the vicinity of the juncture of Piers 27 and 28, where the structural composition of the channel floor most closely resembles natural reef. A total of 224 individuals comprised of 21 species were counted here. Several species were found to be abundant, including surgeonfish and damselfish. At Pier 24 reef fish diversity and abundance appears to be very low, with only seven fish counted in the survey: one barracuda *(Sphyraena barracuda)* and six surgeonfish *(Acanthurus dussumieri*).

Invasive Species

Ten introduced species of macro-invertebrates were identified in the previous 2012 survey, primarily as part of fouling communities on piers and pilings. Of these, two are classified under Management Class 4 in the State's AIS Management Plan: the sponge *Mycale armata* and the bryozoan *Amathia distans*. No introduced or invasive fish or marine algae were recorded during the surveys of the project site.

Regulated Species

State of Hawai'i Regulated Marine Fishes and Invertebrates*.* Two species on the State of Hawai'i, Department of Land and Natural Resources (DLNR) list were observed in the project vicinity, these included: a single papio (*Caranx melamphygus*) and eight parrotfish (*Scarus psittacus*) at Pier 28.

Threatened and Endangered Species*.* No ESA-listed species were observed in the vicinity of the project site. Although neither were observed, the threatened green sea turtle (*Chelonia mydas*) and endangered hawksbill turtle (*Eretmochelys imbricate*) may potentially occur within Honolulu Harbor. Populations of the endangered humpback whale (*Megaptera novaengliae)* winter in the Hawaiian Islands from December to April. As the survey was conducted during the summer, whales were absent from Hawaiian waters. The endangered Hawaiian monk seal (*Monachus schauinslandi*) commonly hauls out of the water onto sandy beaches. Although there is a potential for monk seals to enter the harbor, there are no beaches to serve as haul-out sites. The humpback whale and monk seal are also protected under the Marine Mammal Protection Act (MMPA).

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect the marine environment, as no in-water construction work would be required. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to the marine environment are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision are not expected to

result in significant impacts to marine resources. Future in-water work at this site would be limited to the placement of spuds at Piers 24 and 25 to support two drydocks. This work would have little or no impact on seagrass or coral communities, as the area at Piers 24 and 25 is comprised of concrete pilings with skeletal remains of coral colonies, either completely or partially devoid of living tissue. Construction would not involve removal of these pilings. Potential tenants would be required to comply with State and Federal regulations and permitting procedures for any in-water construction.

No in-water construction is planned. With no dredging or filling activities, the fragmentation of biological material from invasive species and their subsequent dispersal and regeneration are unlikely.

Impacts to marine biota from construction on the land-side would be avoided or minimized through implementation of BMPs in compliance with State and Federal regulations.

Although Piers 24 and 25 are east-facing (with less exposure to light as an existing condition), and vessels are frequently moored at these Piers, the presence of a drydock at Piers 24 and 25 during operations would reduce or eliminate sunlight needed for coral growth. Over time, corals existing on the pilings, including the species proposed for ESA listing, would be affected by reduced exposure to sunlight. However, given the sparse nature of resources in this area and the predominance of skeletal remains, the drydocks would have minimal impact on coral communities.

No significant cumulative impacts on the marine environment are anticipated with the future proposed shipyard operations at the project site. Potential impacts on marine biota at the Pier24–29 site during operation of potential tenants (i.e., Pacific Shipyard and Atlantis Submarines) would be addressed through compliance with BMPs, including regulatory requirements and standard operating procedures. Storm water discharge would be avoided or minimized through compliance with NPDES permit conditions. Hazardous material spills would be avoided or minimized through implementation of pollution prevention measures.

Vessels that are brought to Piers 24–29 for repair and maintenance may be from overseas ports. These vessels may collect invasive species on their hull bottoms and from ballast water and solid ballast taken on by the vessels. The risk of spread of invasive species would continue to be prevented or minimized through compliance with existing BMPs.

No mitigation is required by DOT-H. Each specific tenant will be required to employ BMPs if its operation is in non-compliance with State and/or Federal regulations. Any in water work would probably require a marine assessment to minimize impacts on living marine organisms.

6.0 Public Services, Potential Impacts and Mitigation Measures

6.1 Transportation Facilities

The Piers 24-29 site is accessed via the eastbound leg of Nimitz Highway and the south bound leg of Pacific Street. A traffic assessment for Pier 29, which was performed for the *Final Environmental Assessment of the Construction of Pier 29 Container Yard,* provided information about the peak hour and average daily traffic at the key intersection for the Pier 24–29 site—Nimitz Highway and Pacific Street (DOT-H, 2009, Appendix 6).

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not affect transportation. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to transportation are anticipated from the proposed project. Future construction and use of the site resulting from the proposed subdivision are not expected to result in significant impacts to transportation. Future construction-related traffic would be short-term and not expected to create a significant impact on traffic volumes of surrounding roadways. The number of trucks and passenger vehicles associated with construction work is not expected to exceed 5 percent of the daily traffic volume at the Nimitz Highway and Pacific Street intersection.

No significant traffic impacts would occur as a result of the relocation of PSI, Atlantis Submarines, or similar operators to the project site. The area is already developed; hence, vehicle trips associated with the relocation of such operators would replace some of the vehicle trips from the existing Pier 24–28 tenants. Pier 29 is currently occupied by ACT, who will remain at this location. Further, any additional traffic generated by the relocation of tenants to the project site is expected to be insignificant in comparison to the volume of vehicles traveling along Nimitz Highway. Traffic generated by PSI or similar operator and Atlantis Submarines employees is expected to occur before the peak hours of 7:15AM to 8:15AM and 4:15PM to 5:15PM at the Nimitz Highway and Pacific Street intersection. This tenant traffic would not significantly impact traffic on Nimitz Highway. No mitigation is required.

6.2 Recreational Facilities

There are no recreational facilities in the vicinity of the proposed project. The nearest coastal recreational area is the Sand Island State Recreational Area, located on the southern coast of Sand Island, approximately 3,500 ft to the south.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site is not anticipated to adversely impact beach or shoreline resources, or recreational facilities. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to recreational facilities are anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in significant impacts to any beach or shoreline resources, or recreational facilities.

6.3 Wastewater

The existing on-site sewer system consists of 8-inch and 6-inch diameter gravity lines, and 4-inch diameter pressure sewer lines. All on-site gravity and pumped sewers in the vicinity of Piers 24–29 discharge to the public sewer system at CCH sewer manholes located within the Nimitz Highway right-of-way (ROW). These manholes discharge through off-site 8-inch diameter sewer laterals to the 54-inch diameter sewer interceptor also located within the Nimitz Highway ROW. The 54-inch diameter sewer eventually discharges at the Hart Street Sewage Pump Station, which pumps the wastewater to the Sand Island Waste Water Treatment Plant for treatment and disposal.

Potential Effects and Proposed Mitigation

No impact to wastewater facilities is anticipated and no mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects to wastewater facilities are anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in significant impacts to the sewer system. Use of Piers 24-29 would require reconstruction of on-site sewer utilities by the new tenants and compliance with current codes. The new system would consist of gravity sewer laterals, pressure sewers and sewage pumping stations, and would likely use the same point of discharge to the CCH sewer system. The CCH approved a Sewer Connection Permit on November 21, 2012 for the potential relocation of PSI and Atlantis Submarine personnel to Piers 24–28. Existing on-site sewer lines may be removed if in conflict with other new utilities.

Existing sewer manholes would be demolished and filled in to minimize subterranean void spaces. Removal of existing and construction of new underground sewer lines may include excavation, temporary stockpiling of material, pressure testing of utilities with water, compaction of embankment material to fill excavations, and repaving. Construction impacts would be minimized given compliance with applicable CCH and DOH permits and approvals.

The CCH DPP stated that there was sufficient off-site sewer capacity in response to a preliminary request for connection made in 2009 as part of a relocation feasibility study (DOT-H, 2010). There would be no adverse operational impacts. No mitigation is required.

6.4 Potable Water

Potable water serving the project area is provided by the Honolulu Board of Water Supply (BWS). The existing points of connection to the BWS water system are a 12-inch diameter water main within the Nimitz Highway ROW and a 16-inch diameter water main within the Pacific Street ROW. Existing domestic water service to the site is provided through an 8-inch diameter on-site water lateral connected to the 12-inch diameter BWS water main within the Nimitz Highway ROW. Existing fire protection water service is provided through an on-site 10-inch diameter water lateral connected to the 16-inch diameter BWS water main within the Pacific Street ROW. There are BWS water meters at each point of connection. Connection to the BWS system and maintenance will be the responsibility of each tenant. The project is not anticipated to adversely affect the demand for potable water.

Potential Effects and Proposed Mitigation

No impact on potable water resources or infrastructure is anticipated and no mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effects on water systems are anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in significant impacts on water systems. Use of Piers 24-29 would require reconstruction of on-site water lines and appurtenances by the new tenants, compliance with current codes, and upgrade of the on-site water system to comply with fire flow standards. These improvements would include a new connection to the BWS water system with new water meters and backflow preventers.

Existing on-site water lines may be removed if in conflict with other new utilities. Removal of existing and construction of new underground water lines may include excavation, temporary stockpiling of material, pressure testing of utilities with water, disinfection of potable water lines, compaction of embankment material to fill excavations, and repaving. Construction impacts would be minimized given compliance with applicable CCH and DOH permits and approvals.

Operational impacts of the future use of the project site by tenants on the public utility water system would need to be assessed by the BWS. Additional engineering studies would be required to determine the impact of the expanded on-site system capacity on the BWS water system. Off-site improvements, such as an upsized or relief water line, would need to be incorporated if required by BWS. BWS approval of all proposed water system improvements would be required prior to CCH approval of building permits. According to the BWS, the future use of the site is subject to the BWS Cross-Connection Control and Backflow Prevention requirements prior to the issuance of a building permit. When water is made available, the tenant would be required to pay BWS's Water System Facilities Charge. Future use and construction of the project area by tenants resulting from the proposed subdivision is not anticipated to have an adverse effect on potable water.

6.5 Solid Waste

Solid waste is currently collected by private waste collection companies. Typically, solid waste is transported to the CCH's H-POWER plant for waste energy recovery or to the CCH's Waimanalo Gulch Sanitary Landfill for disposal. Waste from construction and demolition activities is transported to the PVT Landfill in Nānākuli.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not generate solid waste. No impact on solid waste infrastructure is anticipated and no mitigation measures are planned.

Potential Cumulative Impacts

No significant cumulative effects on solid waste disposal is anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in significant impacts on solid waste disposal.

Construction debris from construction of new facilities on the property is expected to be negligible compared to the estimated 1.7 million tons per year of waste generated within the City of Honolulu. Construction-related traffic impacts due to trucks hauling solid waste to the PVT Landfill would be minimized by scheduling these trips during non-peak hours. In addition, reuse of construction materials would reduce the volume of solid waste from demolition.

Tenants of the project site are not anticipated to contribute to a rise in the quantity of solid waste disposed or adversely affect the handling and/or management of solid waste on O'ahu. PSI performs primarily repair and maintenance services and Atlantis Submarines recharges and maintains their vessels, which likely generate relatively little quantities of solid waste in comparison to other industrial activities. No net impact is expected as existing operations are being transferred from one location to another within Honolulu Harbor and will comply with current Federal, State, and CCH labor, health, and environmental laws and regulations. Recycling would serve to reduce the volume of waste sent to the H-POWER facility and CCH landfill.

6.6 Public Health and Safety (Navigable Airspace; and Hazardous Substances/ Materials/ Waste and Petroleum)

This section addresses risks to public health and safety associated with navigable airspace and hazardous substances/materials/waste and petroleum.

Navigable Airspace

The Honolulu International Airport is located approximately two miles west of the proposed project site and is a joint-use airport serving military and civilian aircraft. Joint Base Pearl Harbor- Hickam bounds the airport to the west.

The National Airspace System (NAS) is a complex aviation system made up of airports, airway routes, airlines, and people (pilots, flying public). The Federal Aviation Administration (FAA) manages the NAS,

which controls airspace from ground level up to 60,000 feet above mean sea level. FAA rules and regulations protect the safe and efficient use of airspace, including controlled airspace.

Under 14 CFR Part 77, the FAA is responsible for evaluating objects affecting navigable airspace. The regulations define notification requirements, procedures, and standards for the assessment. The process allows FAA to identify potential hazards in advance of construction or use, hence preventing or minimizing impacts to the safe and efficient use of navigable airspace.

Construction or alteration situations that would require notifying FAA are detailed in 14 CFR Part 77.9 and briefly summarized as follows:

- Any construction or alteration that would exceed an imaginary 100:1 slope within 20,000 feet for the nearest runway,
- An object that is 200 feet above ground level, or
- Any object that penetrates into a runway imaginary surface.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not impact airspace or imaginary surfaces, as no changes to the site topography would be implemented. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative impacts to airspace or imaginary surfaces would occur. Future construction and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in significant impacts on the approach surface. No tall structures exceeding 163 feet mean sea level would be constructed or used.

Hazardous Substances/ Materials / Waste and Petroleum

This section addresses risks to public health and safety associated with hazardous substances/ materials/ waste and petroleum. A portion of the Pier 24–29 area is in the south part of the Iwilei District, a district which has been used for storage and distribution of petroleum products since the early 1900s. This approximately 315-acre district is bounded by the Nu‘uanu Drainage Canal to the east, Dillingham Boulevard and North King Street to the north, Kapālama Drainage Canal to the west, and Honolulu Harbor to the south (HEERO, 2009).

The Iwilei District Participating Parties (IDPP) is working to remediate the impacts to soil and groundwater caused by past releases of petroleum hydrocarbons from historic storage tanks and below ground pipelines that are no longer in use within the Iwilei District. The IDPP was formally established in 2001 after DOH determined that (1) petroleum releases needed to be investigated as an area-wide project and that (2) investigations should be conducted through a cooperative effort by: facilities where contamination was previously found or past releases were believed to have occurred, facilities connected by fuel pipeline, and facilities believed to be contributors based on their business activities (TRC, 2003). Based on numerous investigations of petroleum-related contaminants of concern (COCs), the IDPP identified volatile organic compounds (VOCs) and semi-volatile organic compounds (SVOCs) in

soil and groundwater, SVOCs in soil, certain metals in soil, petroleum hydrocarbons and methane in soil gas, and separate phase hydrocarbons in groundwater. Human and ecological risk evaluations were conducted and based on these findings, the Iwilei District was divided into three areas: Operating Unit 1, 2, and 3. Operating Unit 1 subsequently was subdivided and the area that intersects the Pier 24-29 area is Operating Unit 1 C (OU1C), an 18.5-29-acre area located between Piers 24 and 29 (**Figure 6-1, OU1C Area at Piers 24–29**).

Based on the results of IDPP investigations, remediation planning, and remedy implementation work (e.g., separate phase hydrocarbon recovery) that has been completed for OU1C and as documented in the 2011 Environmental Hazard Management Plan (EHMP), prepared by Strategic Engineering and Science, Inc. (SESI), COCs pose a low hazard to human health and the environment because there is practically no exposure to them (SESI, 2011). The following IDPP-related COCs by media were identified at OU1C.

- **Soils.** Separate phase hydrocarbons, total petroleum hydrocarbons quantified as gasoline (TPH-G), diesel (TPH-D), residual (TPH-R), benzo(a)pyrene equivalents, benzene, toluene, and xylene. Other non-IDPP COCs identified as potential hazards are arsenic, beryllium, and lead.
- **Groundwater.** Separate phase hydrocarbons, benzene, ethylbenzene, toluene, xylenes, naphthalene, and methyl tert butyl ether.
- **Soil Gas.** TPH-G, benzene, ethylbenzene, toluene, xylenes, and methane.

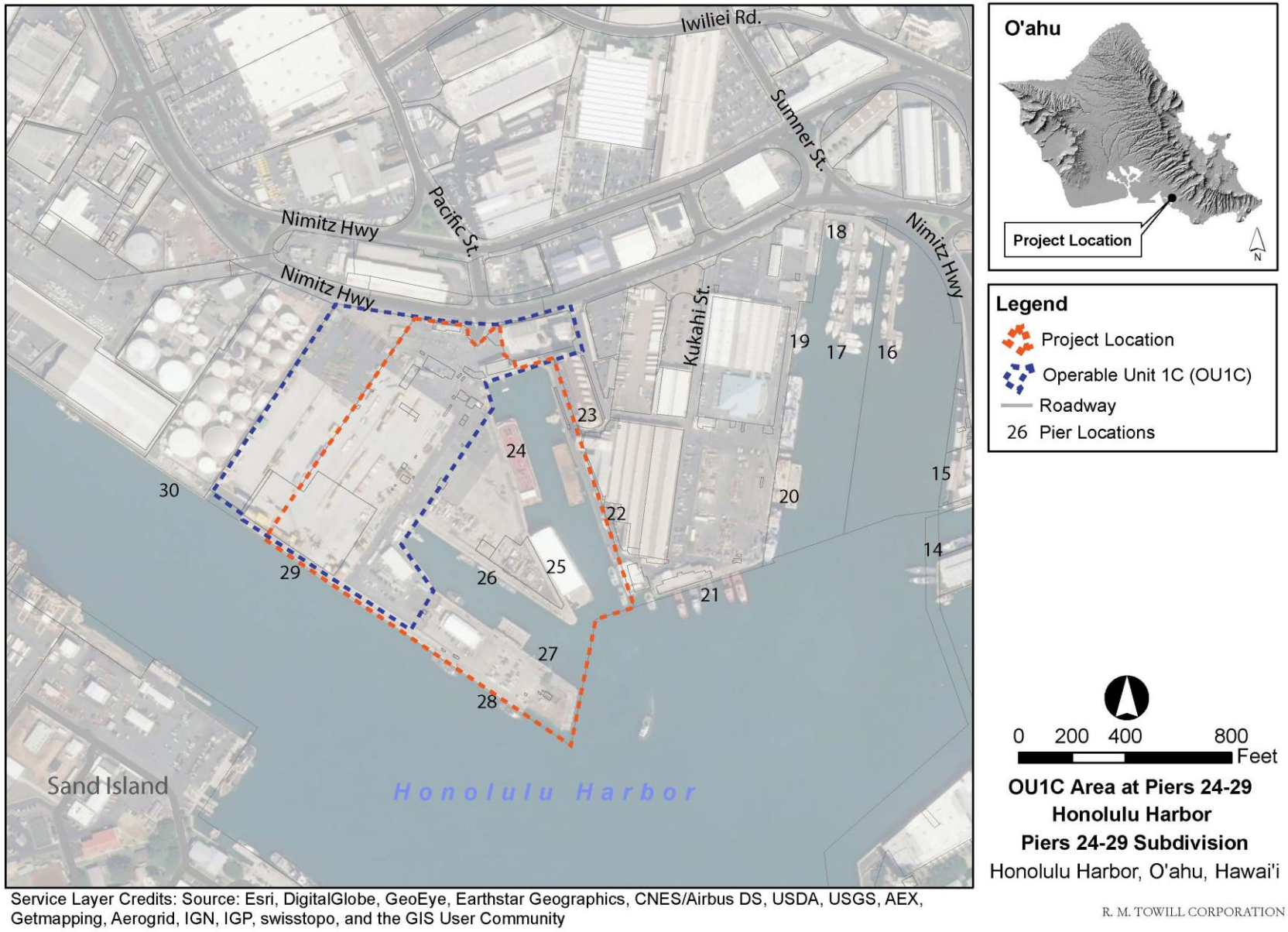
As documented in the EHMP, the IDPP has or is implementing the following engineered remedies to mitigate potential hazards: (1) replacement of storm drains, (2) installation of phase hydrocarbon extraction wells, (3) installation of new harbor wall or wall sealing where necessary, (4) and sheet pile wall joint sealing where necessary. Additionally, DOT-H is planning to construct a thick concrete cap over much of the southern portion of OU1C as part of a Capital Improvement Project. This will provide additional protection against exposure to surface soils under the cap.

Potential hazards associated with COCs remaining after engineered remedies are implemented are addressed by the Institutional Controls Plan (IC Plan) (HEERO, 2009). Future activities in the OU1C area must comply with the IC Plan and include the following (SESI, 2011):

- Obtaining and hiring competent resources to review and understand how the requirements of the IC Plan apply and obtaining and evaluating the relevant background information on site conditions and the engineered remedies. IDPP and DOH are available to provide assistance in locating relevant information.
- Obtaining sufficient information for complete environmental due diligence relevant to planned work or land use.
- Preparing and implementing appropriate site-specific health and safety plans and protocols that address potential worker exposure issues related to planned work.
- Assessing and selecting appropriate control measures and obtaining appropriate approvals from DOH and other governmental entities keeping in mind that: (1) the Hazard Criteria are based on generalized site conditions and hazard exposures; and (2) actual site conditions can differ from these general assumptions and need to be accounted for in specific site plans.

1 Figure 6-1, OU1C Area at Piers 24–29

2



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

- Obtaining information, such as the functional requirements and location and descriptions of the existing or planned engineered remedies, and determining which if any would be impacted by the proposed development, construction and property use. IDPP and DOH will be available to assist in making these determinations.
- Communicating and coordinating with IDPP and DOH in order to provide or obtain pertinent information.

Other than the IDPP-related documents referenced above, no other environmental documents were identified for the Pier 24–29 land area.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not impact public health and safety from hazardous substances/ materials/waste and petroleum, as no ground disturbance would take place. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative impacts to public health and safety from hazardous substances/ materials/waste and petroleum would occur. Future construction and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in significant risks to public health and safety.

Prior to construction, studies would be conducted to verify if hazardous building materials are present and incorporated into the design to ensure the proper disposition of any hazardous material from Piers 24-29. Investigations to determine the potential presence of subsurface contamination would be conducted by the new tenants prior to trenching or excavation activities. Potential risks to workers involved in grading or trenching activities would be mitigated by proper planning and use of personal protective equipment. Contractors will be responsible for proper handling and disposal of contractor generated hazardous waste and will follow any restrictions identified as a result of the above studies and made part of the design documents.

6.7 Power and Communications

Electrical

The off-site electrical power generation and transmission systems are operated by the Hawaiian Electric Company (HECO). Two substations provide service to the project area: (1) Kapālama Substation, located in Kalihi Kai; and (2) Iwilei Substation, located at the corner of Ka‘aahi Street and Dillingham Boulevard. The Iwilei Substation is the primary source of electrical power for Piers 24–29. HECO’s off-site facilities serving Honolulu Harbor consists of 11.5 kilovolt (kV) overhead lines within the Nimitz Highway ROW. A system of underground cables and ducts distribute on-site power throughout the Pier 24–29 area. Connection to the HECO’s electrical system and maintenance will be the responsibility of each tenant.

Telecommunications

Off-site telecommunications utilities for the project site are provided by Hawaiian Telcom (HTCO) and Oceanic Time Warner Cable (OTWC). HTCO's and OTWC's existing off-site facilities are co-located on the Nimitz Highway overhead line that also supports HECO's facilities. HTCO serves the Pier 24–29 area from its Alakea Central Office. OTWC provides service to Piers 24–29 from localized power. HTCO and OTWC distribution lines are routed on-site within the Pier 24–29 area through a system of underground cables and ducts. DOT–H project H.C. 10354, Construction of Pier 29 Container Yard, has constructed a new duct system with provisions to extend electric and telecommunications service to Piers 24–29 (DOT-H, 2009). Connection to the off-site telecommunications system and maintenance will be the responsibility of each tenant.

Lighting

Piers 24-29 area is presently illuminated at night by a mixture of various downward facing lighting fixtures mounted on wooden overhead utility poles or steel light poles. Except for access driveways and parking lots, installation and maintenance of site and area lighting within each tenant area will be the responsibility of the tenant and shall comply with environmental regulations.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not impact power, telecomunciations, and lighting. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative effect to power, telecommunications, and lighting systems is anticipated from subdivision or the eventual construction of the proposed project. Future construction by new tenants would consist of the installation of on-site electrical and telecommunications systems, including concrete-encased polyvinyl chloride (PVC) conduits and manholes installed within a common trench and located within roadways, pavement areas, or open spaces to allow for unrestricted maintenance access. HECO would also require the installation of switchgear within the project site to isolate and protect the off-site power system from the local on-site power system.

Installation of on-site lighting would similarly require installation of concrete encased PVC conduits and manholes for power and signal cables. Illumination of the access driveway and parking lots would be based on Illuminating Engineering Society/American National Standards Institute criteria and would utilize fixtures with cut-off optics. Potential construction impacts from excavation, underground utility installation, backfill and paving in support power and communications utilities would be minimized by compliance with applicable regulatory requirements and implementation of BMPs. Future use of the project site is not anticipated to have an adverse effect on power and communications and no mitigation measures are planned.

6.8 Police Protection

Police and security services in Honolulu Harbor and vicinity are provided by the Department of Transportation Harbor Patrol, the U. S. Coast Guard (USCG), and the Honolulu Police Department.The project area is identified by the Honolulu Police Department as District 5, Kalihi. The main police station in this area is the Kalihi Police Station, located at 1865 Kamehameha IV Road, Honolulu, Hawai‘i.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not result in an increase in demand for police protection services. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No cumulative impacts to the provision of police services are anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision is not expected to result in adverse effects to the provision of police or harbor security services. Future use of the project site would result in few buildings and large open work yards bounded by security fences. These provisions require less demanding security surveillance and emergency response. Security during construction would be provided by the contractor.

6.9 Fire Protection

Fire protection is provided by Honolulu Fire Department’s (HFD) Kalihi Kai, Central, Kaka‘ako, and Waterfront (Pier 15) Fire Stations.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not result in an increase in demand for fire protection services. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No cumulative impact to the provision of fire protection service is anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision is not expected to result in significantly increased demand for fire protection services. Tenants of the site will be required to obtain approval from the BWS that adequate fire flow is available from the area’s water system for fire protection.

6.10 Health Care and Emergency Services

Hospital care facilities within relatively close proximity to Honolulu Harbor are Queen’s Medical Center in downtown Honolulu, Straub Clinic and Hospital at King Street/Ward Avenue, and Kaiser Permanente Medical Center in Moanalua. Emergency services are provided by the CCH’s Emergency Medical Services Division (EMS). Private ambulance companies also provide emergency services.

EMS District 1 covers the project area. The ambulances are stationed at Queen’s Medical Center and Kuakini Medical Center. EMS also has two rapid Response Paramedic units, with one unit per district.

The HFD provides response to medical emergencies with personnel trained at the first responder level (EMS, 2016).

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not result in an increase in demand for health and emergency services. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No cumulative impacts to health and emergency services are anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision is not expected to result in impacts to health and emergency services. No significant construction or operational impacts are anticipated. A number of medical and emergency facilities are located in the project vicinity to adequately accommodate any medical or emergency needs during construction and long-term operations. During construction, no major increases beyond the existing level of healthcare or emergency services provided to the site and region are anticipated as each tenant's contractor would be required to adhere to and implement safety measures.

7.0 Socioeconomic and Related Environment, Potential Impacts and Mitigation Measures

7.1 Population and Demographics of the Project Area

Social characteristics of the immediate area near the Piers 24-29 site were derived in part from U.S. Census data, Honolulu Census Tract (CT) 57, along with all of Sand Island. The area inland from Piers 24–29, across Nimitz Highway, largely consists of industrial and commercial/office uses.

Census data are available from the 2010 Census, which was designed as an enumeration of all residents, and from the American Community Survey (ACS). Currently, the decennial census deals only with a short set of questions about persons and households. Data on employment, income, commuting, and many other topics are compiled through the ACS. The ACS is an annual sample survey. When samples from multiple years are combined, data can be reported for small areas such as CTs.

Table 7-1 provides information for the City and County of Honolulu as a whole and CT 57. CT 57 covers the Piers 24–29 site and much of the remaining harbor/industrial area.

Table 7-1, Population Characteristics, 2010

	City and County of Honolulu	Census Tract 57
Population	953,207	2,148
Under 5	61,261	100
5 to 18	149,239	950
18 to 64	604,217	887
65 and over	138,490	211
Share of Population		
Under 5	6.4%	4.7%
5 to 18	15.7%	44.2%
18 to 64	63.4%	41.3%
65 and over	14.5%	9.8%
Race—alone or in combination with other races		
White	36.8%	24.0%
Black or African American	3.4%	3.6%
American Indian and Alaska Native	2.1%	2.8%
Asian	62.0%	59.5%
Native Hawaiian and Other Pacific Islander	24.5%	30.3%
Some Other Race	2.3%	2.3%
Racial Identifications/Population	1.31	1.23
Latino Share	12.7%	7.3%

SOURCE: 2010 Census downloaded from American FactFinder (www.census.gov).

According to the 2010 census data the resident population of the CT 57 numbered 2,148 persons. This represents approximately 0.2 percent of the City and County of Honolulu resident population of 953,207 (U.S. Census Bureau, 2010). The proposed project is expected to have no adverse impact on the existing population within CT 57.

Potential Effects and Proposed Mitigation

The proposed subdivision of the Pier 24-29 site would not result in an increase to the regional or local area population. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No cumulative impacts to the population or demographics of the region are anticipated from the proposed project. Future construction and use of the site by potential tenants as a result of the proposed subdivision is similarly not expected to result in negative impacts. Future construction activities by tenants at the project site would result in the generation of some employment. However, all construction related employment would be short term. No significant cumulative socioeconomic impacts are anticipated from future construction activities at the Piers 24–29 site.

The major cumulative socioeconomic impact associated with new operations of potential tenants consists of the relocation of ship repair and maintenance closer to denser high-rise residential areas. Findings from a noise impact study by Y. Ebisu and Associates (DOT-H, 2014, Appendix D) indicate that operational noise from the shipyard tenant operations is expected to be within the applicable State of Hawai‘i maximum permissible sound levels. However, sound levels at nearby residences are expected to slightly exceed the State of Hawai‘i’s nighttime maximum permissible levels for residential zones. It is unclear if the nighttime sound levels would exceed existing ambient sound levels. Because certain types of tenant shipyard operations could cause complaints from residences in Downtown Honolulu during the nighttime and early morning periods, potential mitigation measures to reduce cumulative impacts have been identified (see **Section 5.12**).

7.2 Historical, Archaeological, and Cultural Resources

The project requires compliance with the State of Hawai‘i environmental review process (HRS, Chapter 343, and Session Laws of Hawai‘i, Act 50), which requires consideration of a proposed project’s effect on cultural practices and resources.

Cultural resources include deposits or artifacts giving evidence of cultural activity in the past, human burials, historic properties, and resources still in use for traditional cultural practices. Historic properties are identified in HAR, Chapter 13-198 as any building, structure, object, district, or site that is significant in the history, architecture, archaeology, or culture of the state, its communities, or the nation. Under the National Historic Preservation Act (NHPA), historic properties are assessed for significance in terms of criteria in 36 CFR Part 60.4. Sites that meet eligibility criteria may be listed on the State or National Register of Historic Places (NRHP), or both. HRS, Chapter 6E directs State agencies to consult with the State Historic Preservation Division (SHPD), DLNR before beginning any project that may affect a historic property or a burial site. A historical property may be assessed as significant by possessing “integrity of location, design, setting, materials, workmanship, feeling and association” and if it can meet any of five criteria:

A. Association with events that contributed to our history;
B. Association with the lives of people important in our past;

C. Embodying the characteristics of a type, period or method of construction, or the work of a master, or high artistic value;
D. Yielding information about history or prehistory; or
E. Importance to the Native Hawaiian people or any other ethnic group of the state through association with cultural beliefs, practices, events or accounts important to the group's history and cultural identity. (HAR §13-275-6)[1]

For archaeological resources, historic buildings, human burials, and other traditional cultural resources (e.g., sacred sites and other places which may or may not include physical remains), the area of potential effect (APE) consists of the Piers 24–29 site. For traditional cultural practices, the APE includes Honolulu Harbor and vicinity.

Piers 24–29 are currently developed and used as a pier facility supporting maritime activities by the DOT-H. There are no known archaeological or cultural sites on or adjacent to the project site based on a review of the State's Register of Historic Sites. The project site is composed entirely of fill land and has been in continual use as a pier facility since its construction in 1938. Because of the site's active use as a cargo shipping facility, public access is restricted. Because of the restricted access, there are few to no opportunities to use the property for cultural practices involving the gathering of plant, animal or mineral resources, or for conducting ceremonial or religious activities. In addition, the Piers 24-29 site is part of the controlled harbor area, in which access by the public at large is limited and activities such as fishing and swimming are banned. The terrestrial area of the site is sparsely populated by introduced plants and grasses (see **Section 5.13**, above).

Potential Effects and Proposed Mitigation

No significant negative impacts to historic, archaeological or cultural resources or practices are anticipated to result from the proposed subdivision of the Pier 24-29 site. The publication and public dissemination of this EA document will serve to provide information to the community concerning this project. No mitigation measures are necessary or recommended.

Potential Cumulative Impacts

No significant cumulative impacts to traditional Hawaiian cultural materials or deposits and historic properties are anticipated from the proposed project. Future construction of landside facilities and use of the site by potential tenants as a result of the proposed subdivision are not expected to result in impacts to historic, archaeological or cultural resources or practices. All tenants would be required to employ mitigation measures if its operation is in non-compliance with State and/or Federal regulations.

As required under the provisions of HRS, §6E, in the unlikely event that human burials or significant cultural finds are encountered during ground disturbance/construction activities, all work should cease immediately and the SHPD immediately notified at (808) 692-8015. Work would only be resumed upon authorization of the SHPD following the appropriate treatment of the find.

[1] The first four criteria are also used for NRHP.

8.0 Relationship to Land Use Plans, Policies and Controls

8.1 Overview

Federal, State and County policies, plans, and land use controls are established to guide development in a manner that enhances the environment and quality of life. Policies, plans, and land use controls at all levels of government are promulgated to help ensure that the long-term social, economic, environmental, and land use needs of the community and region can be met. The proposed project's relationship to land use policies, plans, and controls for the region and proposed activity are as follows.

8.2 Hawai'i Revised Statutes, Chapter 343

This EA is prepared in accordance with HRS, Chapter 343 and its implementation regulations (HAR Section 11-200). This law is triggered for the subdivision of the Piers 24-29 site by the use of State land and funds.

8.3 Hawai'i State Plan

HRS, Chapter 226, Hawai'i State Plan, serves as a written guide for the future long range development of the State. The Plan identifies statewide goals, objectives, policies, and priorities. These functions include the protection of the physical environment, the provision of public facilities systems, and the promotion and facilitation of socio-cultural advancement. An analysis of the project's ability to meet the objectives, policies, and priority guidelines of the Hawai'i State Plan are provided in Table 8-1 below.

Table 8-1, Hawai'i State Plan Applicability to the Proposed Project

Hawai'i State Plan Objectives, Policies, and Priority Guidelines	Applicability to the Proposed Project
Objectives and Policies	
§226-5 Objective and policies for population	Not Applicable
§226-6 Objectives and policies for the economy--in general	Not Applicable
§226-7 Objectives and policies for the economy-- agriculture	Not Applicable
§226-8 Objective and policies for the economy--visitor industry	**Applicable**
§226-9 Objective and policies for the economy--federal expenditures.	Not Applicable
§226-10 Objective and policies for the economy--potential growth activities	**Applicable**
§226-10.5 Objectives and policies for the economy--information industry	Not Applicable
§226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.	**Applicable**
§226-12 Objective and policies for the physical environment--scenic, natural beauty, and historic resources.	Not Applicable
§226-13 Objectives and policies for the physical environment--land, air, and water quality	**Applicable**
§226-14 Objective and policies for facility systems--in general	**Applicable**
§226-15 Objectives and policies for facility systems--solid and liquid wastes	Not Applicable
§226-16 Objective and policies for facility systems--water	Not Applicable

Hawai'i State Plan Objectives, Policies, and Priority Guidelines	Applicability to the Proposed Project
§226-17 Objectives and policies for facility systems--transportation	**Applicable**
§226-18 Objectives and policies for facility systems--energy	Not Applicable
§226-18.5 Objectives and policies for facility systems--telecommunications	Not Applicable
§226-19 Objectives and policies for socio-cultural advancement--housing	Not Applicable
§226-20 Objectives and policies for socio-cultural advancement--health	Not Applicable
§226-21 Objective and policies for socio-cultural advancement--education	Not Applicable
§226-22 Objective and policies for socio-cultural advancement--social services	Not Applicable
§226-23 Objective and policies for socio-cultural advancement--leisure	Not Applicable
§226-24 Objective and policies for socio-cultural advancement--individual rights and personal well-being	Not Applicable
§226-25 Objective and policies for socio-cultural advancement--culture	Not Applicable
§226-26 Objectives and policies for socio-cultural advancement--public safety	Not Applicable
§226-27 Objectives and policies for socio-cultural advancement--government	Not Applicable
Priority Guidelines	
§226-103 Economic priority guidelines	**Applicable**
§226-104 Population growth and land resources priority guidelines	Not Applicable
§226-105 Crime and criminal justice	Not Applicable
§226-106 Affordable housing	Not Applicable
§226-107 Quality education	Not Applicable

The objectives, policies, and priority guidelines of the Hawai'i State Plan directly applicable to the proposed project are discussed in further detail below.

Section 226-8 Objective and policies for the economy-visitor industry.

(b) To achieve the visitor industry objective, it shall be the policy of this State to:
(1) Support and assist in the promotion of Hawai'i's visitor attractions and facilities; [and,]
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.

Discussion:

The proposed project involves the subdivision of DOT-H lands at the Pier 24-29 site. The proposed subdivision is intended for income-producing uses and to support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. This action supports the goals of HRS, Chapter 226-8 by encouraging the orderly development of maritime facilities serving O'ahu and supporting inter-island shipments.

§226-10 Objective and policies for the economy--potential growth activities.

(a) Planning for the State's economy with regard to potential growth activities shall be directed towards achievement of the objective of development and expansion of potential growth activities that serve to increase and diversify Hawaii's economic base.

(b) To achieve the potential growth and innovative activity objective, it shall be the policy of this State to:

(1) Facilitate investment and employment growth in economic activities that have the potential to expand and diversify Hawaii's economy, including but not limited to diversified agriculture, aquaculture, renewable energy development, creative media, health care, and science and technology based sectors; and

(10) Provide public incentives and encourage private initiative to attract new or innovative industries that best support Hawai‘i’s social, economic, physical, and environmental objectives.

Discussion:

DOT-H lands at the Pier 24-29 site are intended to support the maritime industry in Hawai‘i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. The proposed subdivision of the land would allow for tenant relocations proposed in the *Kapālama Container Terminal and Tenant Relocations Final EIS* and *Pier 29 Container Yard Final EA*. Through relocation of tenants to the Piers 24-29 site, DOT-H would be able to develop additional container yard space in Honolulu Harbor that will encourage economic growth and help control costs of inter-island transshipment.

§226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.

(a) Planning for the State’s physical environment with regard to land-based, shoreline, and marine resources shall be directed towards achievement of the following objectives:

(1) Prudent use of Hawai‘i’s land-based, shoreline, and marine resources.

(b) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this State to:

(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.

Discussion:

The subdivision of the Piers 24-29 site would accommodate maritime dependent operators being relocated as a result of the development of the new container terminal at the Kapālama site. The proposed subdivision of the Piers 24-29 site and relocation of maritime dependent tenants would provide both direct access to the waterfront and adequate space to support the important maritime operators. Restructuring of Honolulu Harbor will encourage economic growth and help control costs of inter-island transshipment.

§226-13 Objectives and policies for the physical environment--land, air, and water quality

(a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:
(1) Maintenance and pursuit of improved quality in Hawai'i's land, air, and water resources.
(b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to:
(2) Promote the proper management of Hawai'i's land and water resources.

Discussion:

The subdivision of land at Piers 24-29 is the most expedient and effective means of relocating existing maritime dependent tenants, and would have minimal potential for impacts to the surrounding environment.

§226-14 Objective and policies for facility systems--in general.

(a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.
(b) To achieve the general facility systems objective, it shall be the policy of this State to:
(1) Accommodate the needs of Hawai'i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.

Discussion:

The proposed project is part of a long-range plan to develop a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State. In order to accommodate the new Kapālama Container Terminal, existing tenants of the KMR site must be relocated to Piers 24-29. The subdivision of Piers 24 through 29 would allow for the site to accommodate these and other maritime dependent operators.

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

(a) Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:
(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.
(2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.
(b) To achieve the transportation objectives, it shall be the policy of this State to:
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;

(4) Provide for improved accessibility to shipping, docking, and storage facilities;
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities;
(7) Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods;
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;
(9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;

Discussion:

The proposed project is part of a long-range plan to develop a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State. The subdivision of the Piers 24-29 site would accommodate maritime dependent operators being relocated as a result of the development of the new container terminal at the KMR site. Restructuring of Honolulu Harbor will encourage economic growth and help control costs of inter-island transshipment.

§226-103 Economic priority guidelines

(a) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawai'i's people and achieve a stable and diversified economy:
(1) Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.
(A) Encourage investments which:
(ii) Rely on economic linkages within the local economy;
(iii) *Diversify the economy*

Discussion:

DOT-H lands at the Pier 24-29 site are intended to support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. The proposed project is part of a long-range plan to develop a new container terminal in Honolulu Harbor to increase existing overseas container terminal capacity for the State. In order to accommodate the new Kapālama Container Terminal, existing tenants at the KMR site must be relocated to Piers 24-29. The subdivision of Piers 24 through 29 would allow for the site to accommodate these and other maritime dependent operators and is the most expedient and effective means of relocating existing maritime dependent tenants. The proposed subdivision of the Piers 24-29 site would provide operators both direct access to the waterfront and adequate space to support maritime operations, and allow for the development of additional container yard space in Honolulu Harbor. This will enable the effective use of State lands and encourage economic growth while controlling costs of inter-island transshipment.

8.4 Hawai‘i State Functional Plans

The Hawai‘i State Plan called for the creation of functional plans to set specific objectives, establish policies, and implement actions for particular fields of activity. These functional plans further identified those organizations responsible for carrying out the actions, the implementing timeframe, and the proposed budgets. The specific areas covered by the functional plans include (1) agriculture, (2) conservation lands, (3) education and higher education (4) employment, (5) energy, (6) health, (7) historic preservation, (8) housing, (9) human services, (10) recreation, (11) tourism, (12) transportation, and (13) water resource development.

The functional plans directly relevant to the DOT-H's action for the subdivision of the Piers 24-29 are discussed below. It is important to note that while these plans are considered to be the current "official" State functional plans, they were last updated in 1990 and 1991. Hence, a deviation from the original goals of the plan may have occurred due to local, national, or world events or other unforeseeable factors.

State Transportation Functional Plan (1991)

Goals of the Plan:
The 1991 *State Transportation Functional Plan* sought to (1) construct facility and infrastructure improvements in support of Hawai‘i's thriving economy and growing population base; (2) develop a transportation system balanced with an array of new alternatives; (3) implement Transportation Systems Management to maximize the use of existing facilities and systems; (4) foster innovation and use of new technology in transportation; (5) maximize joint efforts with the private sector; (6) pursue land use initiatives which help reduce travel demand; (7) encourage resident quality-of life improvements through improved mobility opportunities and travel reduction.

Conformance with the Plan:
The proposed project fully supports the State Transportation Functional Plan by maximizing the use of existing facilities to provide a balanced harbor transportation system that will help to encourage the orderly development of maritime facilities serving O‘ahu and support inter-island shipments.

Hawai‘i 2050 Sustainability Plan

Goals of the Plan:
The Hawai‘i State Legislature in 2005 sought answers to the long-term future of the State of Hawai‘i and pressing issues facing the people of Hawai‘i. Under the Special Session Laws of Hawai‘i 2005, the Legislature enacted Act 8, which provided for (1) the development of a sustainability plan to address the vital needs of Hawai‘i through the year 2050, and (2) the establishment of the Hawai‘i Sustainability Task Force under the guidance of the Office of the State Auditor (HSTF, 2008).

Concerns over the *"steady deterioration of public infrastructure, lack of affordable housing, continued reliance on a service-based economy, the vulnerability of Hawai‘i in a volatile global energy market, possible interruptions in travel and critical food supplies, threats to our fragile island ecosystems, and the ever increasing numbers of residents and visitors"* were vital issues that needed to be addressed.

Questions were raised about the direction, long-term limits of growth, and need to plan and act to assure a preferred future for the people of Hawai‘i. Moreover, the task force addressed a most basic question: What is the state’s carrying capacity?

The 2050 Plan recognized that tourism, defense, construction, and agriculture have been the foundation of our economy and likely to continue to be economic drivers in the future. Tourism alone generates an estimated 20 percent of all economic activity and a quarter of the state’s tax revenue. While most residents support keeping the level of tourism and military activity the same, they also want a more diverse, sustainable, and resilient economy to expand our economic base beyond current industries.

The 2050 Plan recognized that diversified agriculture, knowledge- and innovation based industries would offer quality employment and greater diversity to our economy, but that the replacement of one sector of the economy with another in the same way that the visitor industry supplanted agriculture would not be a solution.

The creation of greater resiliency in the economy would mean buying locally produced goods and services. However, as an island state, becoming fully economically self-sufficient would not be a possibility, but there are many products that residents could purchase locally to reduce dependence on outside sources. The 2050 Plan called for a quality transportation system that links people to places and provides opportunities for social interaction, recreation, and community engagement. A system that enables the flow of commerce would ensure that businesses could transport their goods and services to their destination in a timely and cost-effective manner.

Conformance with the Plan:
The proposed subdivision contributes to the improvement of transportation infrastructure, thereby helping to move goods in a timely and cost-effective way.

State Conservation Functional Plan (1991)

Goals of the Plan:
The State Conservation Lands Functional Plan addresses the impacts of population growth and economic development on Hawai‘i’s natural environment and provides a framework for the protection and preservation of former forest reserves, shorelines, and submerged lands. The objective is to provide for a management program allowing the judicious use of the State’s natural resources balanced with the need to protect them. The State of Hawai‘i, Office of Conservation and Coastal Lands (OCCL), DLNR, is the lead authority for management of conservation lands.

Conformance with the Plan:
The harbor area on submerged State-owned land lies within the Resource subzone of the Conservation District. The objective of the Resource Subzone, as set forth in HAR, Section 13-5-13, is to develop, with proper management, areas to ensure sustained use of the natural resources of those areas.

Recognizing the need for balance between proper management of Conservation District lands, and the need for uses associated with the operation of Hawai‘i’s commercial harbors, Senate Bill No. 1207, H.D. 2, C.D. 1, Hawai‘i State Legislature, was approved by the Governor in May 2013. The bill establishes

provisions allowing for the exemption of state commercial harbors from Conservation District permitting and Site Plan Approval requirements for any improvements involving submerged lands for state commercial harbor purposes.

State Tourism Functional Plan (1991)

Goals of the Plan:
The 1991 State Tourism Functional Plan focused on six issues: (1) the positive and negative impacts of tourism growth on the community; (2) physical development in terms of product quality, product diversity, land use planning, adequate infrastructure, and visitor use of public services; (3) environmental resources and cultural heritage; (4) community, visitor, and industry relations; (5) employment and career development; and (6) effective marketing.

The plan primarily seeks to strengthen tourism, while developing other industries to diversify the State's economic base to reduce its vulnerability from the fluctuations of a single market.

Conformance with the Plan:
The proposed subdivision of Piers 24-29 generally conforms with the goals and objectives of the plan by helping to facilitate transportation of goods to, from, and among the islands for visitors and residents. The subdivision will also support the relocation of visitor-oriented operators (e.g., Atlantis Submarines) that would not be otherwise compatible with the proposed development of the Kapalama Container Terminal.

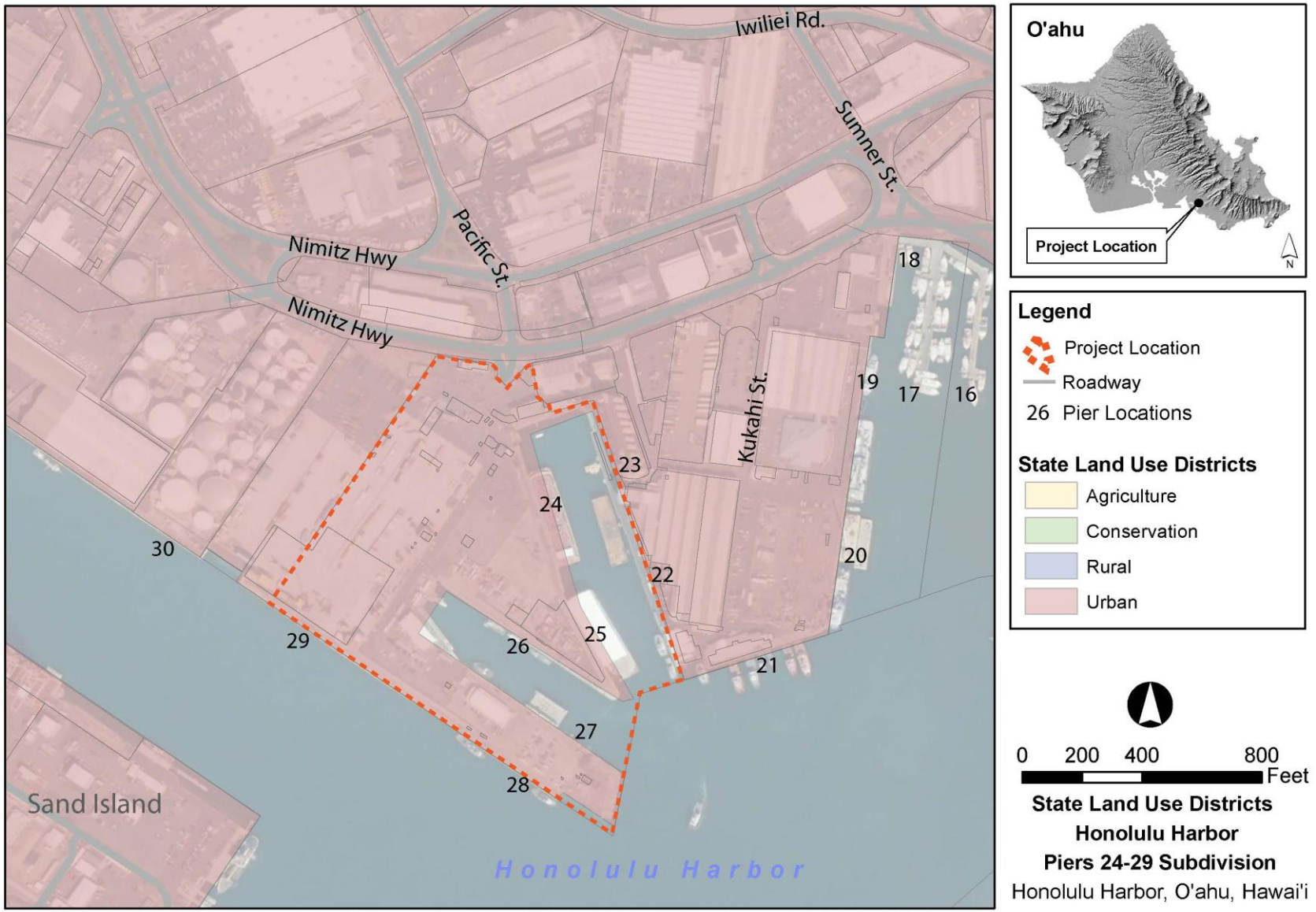
8.5 Hawai'i State Land Use District (SLUD) – The Land Use Law

The Hawai'i State Legislature determined in 1961 that a statewide zoning system was needed to protect Hawai'i's valuable land from development that provided a short-term gain for a few but resulted in a long-term loss to the income and growth potential of the state's economy. Accordingly, the Legislature established an overall framework of land-use management and adopted the Land Use Law under HRS, Chapter 205. The law places all lands in the State in one of four land-use districts: Urban, Agricultural, Conservation, or Rural (the Rural District was added in 1963), and established the Land Use Commission (LUC) under HRS, Chapter 205-1. DOT-H lands are designated Urban. See **Figure 8-1, State Land Use Districts**.

HRS, Chapter 205-2 (b) of the Land Use Law states that *"Urban districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated."* Commercial harbors are designated Urban.

As described above in **Section 8.4**, submerged lands—harbor waters—are designated in the Conservation District but are subject to Senate Bill No. 1207, H.D. 2, C.D. 1. As noted, the DOT-H presides over Hawai'i's commercial harbors due to the crucial role they have on the islands, e.g., commcerce and trade.

Figure 8-1, State Land Use Districts



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Discussion

No land use change is required for the proposed subdivision of the Piers 24-29 site. The project is consistent with the State Land Use Urban District. Future work in the Conservation District as a result of the subdivision action will be exempt from the Conservation District and Site Plan approval requirements, as stated in Senate Bill No. 1207, H.D. 2, C.D. 1. No changes to State Land Use Districts within the project boundaries are required.

8.6 Hawai‘i Coastal Zone Management Program (CZMP)

The Hawai‘i Coastal Zone Management Program (CZMP) was established in 1977 as a result of the Coastal Zone Management Act (CZMA) of 1972 and federal CZM Program. The objectives and policies of the Hawai‘i CZMP are intended to manage, develop, and protect resources of the coastal zone, and are set forth in HRS, Chapter 205A. The CZM area is defined as all lands of the State and all waters extending to the limits of the State's police power. The State of Hawai‘i, Office of Planning is the lead agency responsible for conducting a continuing review of actions by State and CCH agencies for compliance with HRS, 205A.

The proposed action is consistent with Hawai‘i's CZMP objectives and policies. Because the proposed subdivision of the Piers 24-29 site does not require a federal permit the project will not be required to undergo CZM review by the State of Hawai‘i, Office of Planning.

The following is an assessment of the project with respect to the CZMP objectives and policies set forth in SMA, HRS, Chapter 205, Section (A)-2.

1. Recreational resources

Objective: Provide coastal recreational opportunities accessible to the public.

Policies:

A) Improve coordination and funding of coastal recreational planning and management; and

B) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:

(i) Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;

(ii) Requiring replacement of coastal resources having significant recreational value including, but not limited to, surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;

(iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;

(iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;

(v) Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;

(vi) Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;

(vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and

(viii) Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of section 46-6.

Discussion

The Piers 24-29 site is actively used as a cargo shipping facility. Public access to the site is restricted and controlled across the adjacent harbor area. There are no recreational facilities in the vicinity. The nearest coastal recreational area is the Sand Island State Recreational Area, located on the southern coast of Sand Island, approximately 3,500 ft to the south. No adverse impacts to beach and shoreline resources are anticipated. The proposed action is not expected to affect any public recreational facilities or opportunities.

2. Historic resources

Objective: Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies:

(A) Identify and analyze significant archaeological resources;

(B) Maximize information retention through preservation of remains and artifacts or salvage operations; and

(C) Support state goals for protection, restoration, interpretation, and display of historic resources.

Discussion

Piers 24–29 are currently developed and used as a pier facility by the DOT-H for commercial harbor activities. There are no known archaeological or cultural sites on or adjacent to the project site based on a review of the State's Register of Historic Places. The project site is composed entirely of fill land and has been in continual use as a pier facility since its construction in 1938. Because of the site's active use for commercial harbor purposes, public access is restricted and there are few to no opportunities to use the site for cultural practices involving the gathering of plant, animal or mineral resources, or for conducting ceremonial or religious activities. In addition, the Piers 24-29 site is part of the controlled harbor area, in which access by the public at large is limited and activities such as fishing and swimming are banned. No adverse impacts to historic resources are anticipated to result from the proposed action for this project. No mitigation is needed or recommended (see **Section 7.2**).

3. Scenic and open space resources

Objective: Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.

Policies:

(A) Identify valued scenic resources in the coastal zone management area;

(B) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural land forms and existing public views to and along the shoreline;

(C) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and

(D) Encourage those developments that are not coastal dependent to locate in inland areas.

Discussion

The proposed project conforms to CZMP Objective 3, Scenic and Open Space, by ensuring that the new development is compatible with the visual environment by designing and locating the project to minimize the alteration of natural landforms and existing public views to and along the shoreline. Piers 24–29 are located in the midst of a maritime industrial area. Views from the adjacent roadway (Nimitz Highway) and from buildings located across the roadway are characterized by a commercial harbor skyline. Accordingly, there are no views that would be considered of scenic importance toward the site itself. The proposed subdivision is not anticipated to negatively affect scenic or open space resources, and the use of the site by maritime related tenants would be consistent with the zoning and commercial use of the Honolulu Harbor.

4. Coastal ecosystems

Objective: Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.

Policies:

(A) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;

(B) Improve the technical basis for natural resource management;

(C) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;

(D) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and

(E) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.

Discussion

The proposed subdivision action is not expected have any adverse effects on coastal ecosystems, as no nearshore or in water construction work would be required. No significant cumulative effects to costal ecosystems are anticipated from the proposed action. Future construction and use of the site resulting from the proposed subdivision are not expected to result in significant impacts to marine resources.

Potential tenants would be required to comply with State and Federal regulations and permitting procedures for any in-water construction, including compliance with Army Corps of Engineers, NPDES, and other permit conditions, as applicable.

5. Economic uses

Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies:

(A) Concentrate coastal dependent development in appropriate areas;

(B) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and

(C) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:

(i) Use of presently designated locations is not feasible;

(ii) Adverse environmental effects are minimized; and

(iii) The development is important to the State's economy.

Discussion

The project conforms to CZMP Objective 5, Economic Uses, by encouraging the orderly development of maritime facilities serving O‘ahu. The proposed project involves the subdivision of DOT-H lands at the Pier 24-29 site. The proposed subdivision is intended for income-producing uses and to support the maritime industry in Hawai‘i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities.

This project is part of a long-range plan to develop a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State. In order to accommodate the new Kapālama Container Terminal, existing tenants of KMR must be relocated to Piers 24-29. The subdivision of Piers 24 through 29 would allow for the site to accommodate these and other maritime dependent operators. The project is consistent with policies regarding economic use and there are no adverse economic effects anticipated from the project.

6. Coastal hazards

Objective: Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.

Policies:

(A) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;

(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;

(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and

(D) Prevent coastal flooding from inland projects.

Discussion

The project site is primarily located within FEMA-FIRM Zone X. This is reflected in FEMA-FIRM maps 15003C0353G and 15003C0361G (HI-NFIP, 2011). The site is located within the tsunami evacuation zone, as designated by the DPP, CCH Oahu tsunami evacuation zone map 19 (inset 2). The proposed action would not exacerbate flooding or affect flood zone areas or alter the existing drainage of the area, and no change in elevation along the pier edges are proposed.

Future construction and use of the site following the proposed subdivision would not result in significant cumulative impacts. Facility siting and design measures would be implemented, as needed, to minimize damage due to tsunami wave action. The risk of erosion during and following construction would be addressed through adherence to appropriate State and CCH guidelines and standards for the construction. See **Section 5.8**, **Natural Hazards**.

7. Managing development

Objective: Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Policies:

(A) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;

(B) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and

(C) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.

Discussion

This EA has been prepared under the procedural provisions of HRS, Chapter 343, and HAR, Title 11, Chapter 200, which allows for public review and participation. Accordingly, the preparation of this EA, and disclosure of anticipated effects of the project, will comply with the policy on managing development.

8. Public participation

Objective: Stimulate public awareness, education, and participation in coastal management.

Policies:

(A) Promote public involvement in coastal zone management processes;

(B) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and

(C) Organize workshops, policy dialogues, and site-specific mitigation to respond to coastal issues and conflicts.

Discussion

Public involvement in the project will consist of public notice of the proposed action during the State EA process in the State OEQC Bulletin. See **Section 10.0** for a list of the agencies, organizations and individuals that have been or will be consulted for this project. All written public comments will be provided a written response. Where appropriate, mitigation measures will be developed to address issues and concerns raised during public review of the project.

9. Beach protection

Objective: Protect beaches for public use and recreation.

Policies:

(A) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;

(B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and

(C) Minimize the construction of public erosion-protection structures seaward of the shoreline.

Discussion

The proposed subdivision of the Piers 24-29 site will not affect beach processes. The immediate project site is composed entirely of fill land and has been subject to development and use as a pier facility since its construction in 1938. The site is actively used as a cargo shipping facility, in which public access is restricted to the site and access controlled within the adjacent harbor area. There are no recreational facilities in the vicinity of the proposed project.

10. Marine resources

Objective: Promote the protection, use, and development of marine and coastal resources to assure their sustainability.

Policies:

(A) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;

(B) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;

(C) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;

(D) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and

(E) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Discussion

No adverse impacts to marine resources are anticipated from the proposed subdivision of the Piers 24-29 site, as no nearshore or in water construction work would be required. No significant cumulative impacts on the marine environment are anticipated with the future proposed shipyard operations at the project site. Potential impacts on marine biota at the Pier24–29 site due to future use of the site by potential tenants would be addressed through compliance with BMPs, including regulatory requirements and standard operating procedures. Storm water discharge would be minimized and appropriately addressed through compliance with NPDES permit conditions. See **Section 5.15** for further discussion on marine and nearshore biological resources occurring in the vicinity of the project and proposed mitigation.

8.7 Hawai'i Ocean Resource Management Plan (ORMP)

The Hawai'i Ocean Resources Management Plan (ORMP), updated in July 2013, sets forth guiding principles and recommendations for the state to achieve comprehensive and integrated ocean and coastal resources management. The Office of Planning, CZMP is responsible for the review and update of the ORMP as well as with the coordination of the overall implementation of the plan.

The 2013 ORMP has established 11 Management Priorities under three Perspectives as follows:

Perspective 1: Connecting Land and Sea

Management Priority #1	Appropriate Coastal Development
Management Priority #2	Management of Coastal Hazards
Management Priority #3	Watershed Management

Perspective 2: Preserving our Ocean Heritage

Management Priority #4	Marine Resources
Management Priority #5	Coral Reef
Management Priority #6	Ocean Economy
Management Priority #7	Cultural Heritage of the Ocean

Perspective 3: Promoting Collaboration and Stewardship

Management Priority #8	Training, Education, and Awareness
Management Priority #9	Collaboration and Conflict Resolution
Management Priority #10	Community and Place-Based Ocean Management Projects
Management Priority #11	National Ocean Policy and Pacific Regional Ocean Initiatives

The goals of Management Priorities #1, #4, #6 and #7 have relevance to proposed subdivision action.

Management Priority #1, Goal C: Expand options to protect existing developments from further coastal erosion.

Response:

The proposed action will involve the subdivision of waterfront parcels within an established commercial harbor. The waterfront of the project site is not subject to significant coastal

erosion. The subdivision action of the waterfront site and any future site improvements will meet Federal and State requirements.

Management Priority #4, Goal A: Promote protection and sustainable use of marine resources.

Response:
The State of Hawai'i, DOH categorizes the water quality in Honolulu Harbor as "impaired." No impacts on marine biota are anticipated from the proposed subdivision of the Piers 24-29 site. Potential operators will be required to comply with existing management measures, including regulatory requirements and standard operating procedures to avoid and minimize impacts on marine biota.

Management Priority #4, Goal D: Minimize the likelihood of aquatic invasive species introductions and spread, into and within Hawai'i, from sources associated with vessels.

Response:
The subdivision action will not interfere with DLNR's responsibility for preventing the introduction of alien aquatic organisms and carrying out the destruction of them through the regulations of ballast water discharges and hull fouling organisms. Further, the proposed subdivision will indirectly support the development of a biosecurity facility at the Kapālama Container Terminal site, which supports efforts to mitigate invasive species. The availability of space for the biosecurity facility would be made possible through the relocation of existing tenants at the KMR site, to the Piers 24-29 site.

Management Priority #6, Goal C: Ensure a healthy shipping industry that uses ocean and coastal resources sustainably.

Response:
The proposed subdivision action is intended to provide expanded facilities on an existing waterfront industrial-zoned property to support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities in Hawai'i.

Management Priority #7, Goal A: Preserve cultural heritage of the ocean and protect Native Hawaiian rights for access and gathering in ocean and on coastline, and protect ocean and coastal resources upon which Native Hawaiian cultural practices depend.

Response:
The immediate area of the project site is composed entirely of fill land and has been subject to development and use as a pier facility since its construction in 1938. As an active commercial harbor in the U. S., Honolulu Harbor is subject to federal security regulations enforced by agencies such as the USCG. For the safety of the public and security of the harbor no swimming or diving is permitted. Areas actively used for cargo operations are fenced and entry is controlled. Fishing continues to be an activity in the islands and in the area, but Honolulu Harbor waters are not permitted for this activity.

8.8 HRS Chapter 6E, Historic Preservation

HRS, Chapter 6E-8 states that *"[b]efore any agency or officer of the state or its political subdivisions commences any project which may affect historic property, aviation artifact, or a burial site, the agency or officer shall advise the department [SHPD, DLNR] and allow the department an opportunity for review of the effect of the proposed project on historic properties, aviation artifacts, or burial sites … especially those listed on the Hawai'i register of historic places. The proposed project shall not be commenced, or in the event it has already begun, continued, until the department shall have given its written concurrence."*

Discussion

The project shall comply with the requirements of HRS, Chapter 6E – Historic Preservation, which is a federally-approved enforceable policy of the Hawai'i CZMP. In accordance with Chapter 6E and the requirements of the SHPD, should any historic resources, including human skeletal and significant cultural remains, be identified: (1) work will cease in the immediate vicinity of the find; (2) the find will be protected from any additional disturbance by the contractor; and (3) the SHPD, Hawai'i Island Section, will be contacted immediately at (808) 692-8015 for further instructions including the conditions under which work activities may resume.

No adverse impacts to cultural practices or resources are anticipated, as no ground disturbance is required for the proposed subdivision of the Piers 24-29 site. The immediate project site is composed entirely of fill land and has been subject to development and use as a pier facility since its construction in 1938.There are no known archaeological or cultural sites on or adjacent to the project site based on a review of the State's Register of Historic Sites. In addition, the Piers 24-29 site is actively used as a cargo shipping facility, in which public access is restricted to the site and access controlled within the adjacent harbor area. Because of the restrictions for public access, the site is not readily used for present day traditional or cultural gathering practices.

For a discussion of potential cumulative impacts to cultural practices or resources from the future construction of landside facilities and use of the site by potential tenants see **Section 7.2**. As required under the provisions of HRS, Chapter 6E, in the unlikely event that human burials or significant cultural finds are encountered work will cease and the SHPD immediately notified.

8.9 Plans for Development of the Honolulu Waterfront

Honolulu Waterfront Master Plan

Honolulu grew as an island port town, and the waterfront is the city's face to the world, the linchpin of all industrial activity and transportation, and an important recreational resource. Jurisdiction over the waterfront is shared by the USCG, State agencies (DOT-H and Department of Transportation, Airports Division [DOT-A], Hawai'i Community Development Authority [HCDA], Aloha Tower Development Corporation) and the CCH.

Goals of the Plan:

The purpose of the *Honolulu Waterfront Master Plan* (OP, 1989), produced for the Governor's Office of State Planning in 1989, was three-fold:

- To identify and articulate *"a long-range vision for the Honolulu Waterfront that is fiscally responsible but also innovative, challenging and responsive to the current and future needs of Hawai'i's residents";*
- To assure orderly and achievable phasing of improvements in a way that minimizes disruption; and
- To maximize public benefits associated with the improvement of State-owned lands (OP 1989).

The Waterfront Plan treats maritime uses as a first priority, but also deals extensively with recreational uses and urban development.

Conformance with the Plan:
Forecasts for the Waterfront Plan identified a need for an additional 40 to 50 acres of container yard space by 2010. The plan calls for redevelopment of the Kapālama property as a *"full-scale modern containerized cargo terminal*." The plan recognized that this action would call for the Piers 24-29 site to accommodate maritime operators.

The subdivision of the Piers 24-29 site supports the 1989 Waterfront Plan goals of meeting the needs of Hawai'i's people, of orderly phasing of improvements, and of increasing the public benefits from the use of State lands. The proposed action is part of a long-range plan to develop a new container terminal at the former KMR site in Honolulu Harbor to increase existing overseas container terminal capacity for the State. In order to accommodate the new Kapālama Container Terminal, existing tenants of the KMR site must be relocated to Piers 24 to 29. The subdivision of Piers 24 through 29 would accommodate these and other maritime dependent operators.

O'ahu Commercial Harbors 2020 Master Plan

The State of Hawai'i, DOT-H is responsible for administering the state-owned or controlled harbor facilities used by commercial cargo, passenger, and fishing operations. DOT-H is responsible for the control, management, use and regulation of commercial harbors and their improvements. The State of Hawai'i receives the bulk of its goods through its commercial harbors, and DOT-H manages harbor traffic, berthing, landside usage, and facility development of these harbors. DOT-H has developed the *O'ahu Commercial Harbors 2020 Master Plan* (hereafter referred to as the 2020 PLAN) as an update to the *Honolulu Waterfront Master Plan* and the *2040 Master Plan for Barbers Point Harbor*.

Goals of the Plan:
The DOT-H develops long-term master plans for its facilities serving each of the major islands of the state. The 2020 PLAN for O'ahu dealt with the Honolulu, Kalaeloa Barbers Point, and Kewalo Basin Harbors. It was developed by planning groups comprised of agency representatives and maritime stakeholders and was approved by the Governor in 1997, with the explicit support of the directors of five State agencies.

Major objectives of the plan include:

- Plan development of O'ahu's commercial harbors, facilitating cargo shipments for the state and its people;
- Optimize the use of land and water resources for marine cargo, passenger and fishing;

- Provide terminals, other resources, and access to serve the port system in an efficient, safe and secure manner; and
- Minimize impacts on environmental quality and recreational opportunities.

Conformance with the Plan:
In summary, implementation of the 2020 PLAN to begin improvements to O'ahu's commercial harbors is necessary considering that Hawai'i imports 80 percent of its food and merchandise and approximately 99 percent of these imports – food, clothing, building materials, cars, fuel – is shipped by sea (DOT-H, 1997). As a result of Hawai'i's geographic isolation, ocean shipping is the state's primary life-sustaining enterprise and there are no feasible alternatives to this procurement process.

The proposed subdivision of the Piers 24-29 site will directly support the 2020 PLAN by assisting in the relocation of maritime dependent operator facilities to accommodate shipping activities within Honolulu Harbor.

8.10 General Plan (GP) of the City and County of Honolulu

The General Plan (GP), a requirement of the CCH Charter, is a written commitment by CCH to a future for the Island of O'ahu. The current plan, approved in 2002, is a statement of the long-range social, economic, environmental, and design objectives and a statement of broad policies which facilitate the attainment of the objectives of the plan. The plan is currently being updated.

The sections of the approved GP most relevant to this project include:

Section II, "Economic Activity"

Objective A: To promote employment opportunities that will enable all the people of O'ahu to attain a decent standard of living.

Policy 1: Encourage the growth and diversification of Oahu's economic base.

Policy 2: Encourage the development of small businesses and larger industries which will contribute to the economic and social well-being of Oahu residents.

Policy 3: Encourage the development in appropriate locations on O'ahu of trade, communications, and other industries of a nonpolluting nature.

Discussion

The proposed project is consistent with GP Section II, Objective A, to promote employment opportunities that will enable all the people of O'ahu to attain a decent standard of living. The proposed subdivision of the Piers 24-29 site is intended to fulfill the following objectives:

- Support the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities;
- Support the development of a new container terminal at the former KMR in Honolulu Harbor to increase existing overseas container terminal capacity for the State;

- Support the effective use of State lands to accommodate future growth in the maritime industry and opportunity for income producing uses for the State; and,
- Encourage economic growth and help control costs of inter-island transshipment.

The planned project would benefit both the resident and visitor populations on O'ahu, and will promote employment opportunities that will enable all the people of O'ahu to attain a decent standard of living.

8.11 Primary Urban Center (PUC) Development Plan (2004)

The purpose of the development plans and sustainable community plans prepared by the CCH, DPP, is to implement the GP in specific geographic areas. The *Primary Urban Center (PUC) Development Plan*, covering the Honolulu Harbor area, is one of eight regional plans based on the O'ahu GP that establish more detailed policies to shape growth in the urban core of the island. The *PUC Development Plan* identifies five major vision elements:

- Honolulu's natural, cultural, and scenic resources are protected and enhanced.
- Livable neighborhoods have business districts, parks and plazas, and walkable streets.
- The PUC offers in-town housing choices for people of all ages and incomes.
- Honolulu is the Pacific's leading city and travel destination.
- A balanced transportation system provides excellent mobility.

The proposed subdivision action includes the following specific actions that addresses the fourth vision element that makes Honolulu, "…the Pacific's leading city and travel destination":

- Enhance Honolulu Harbor and harbor-related uses: Reserve lands adjacent to the harbor for harbor-related uses.
- Support industrial uses in Kalihi-Pālama industrial districts: Support existing mixed-usages in the industrial districts of Kalihi-Kai and Kapālama, as well as existing commercial uses along the Nimitz, Dillingham, King, Kalihi, and Waiakamilo corridors.

Discussion

The project site is located in the PUC of the CCH. The project is consistent with policies and specific goals of the PUC. The proposed action contributes to the orderly economic growth of Honolulu and, hence, is in conformity with the vision of Honolulu as the Pacific's leading city in the *PUC Development Plan*.

The development plan land use designation is industrial which is consistent with the proposed use of the project site. No mitigation is needed or recommended.

8.12 Kalihi-Palama Action Plan (2004)

The *Kalihi-Pālama Action Plan* is a Special Area Plan funded by the CCH. Such plans are intended to give communities the opportunity to define the identity, function, organization, and character of their specific neighborhoods in accordance with the general planning framework provided by their area's Development or Sustainable Communities plan. The Plan identifies a regional vision: *"Our vision for the future of Kalihi is one of pride and multi-cultural harmony; of living and working together; of preserving*

our treasures for young and old. We see a Kalihi that is visually, economically, and socially inviting; a place that promotes our natural beauty from mountain to ocean."

The Plan views the harbor area in the Kalihi-Palama area as valuable port facilities:

> These port facilities should be maintained for maritime uses and not developed for retail commercial or residential uses, except for the areas near downtown Honolulu. Streets should be improved to accommodate large vehicles and to provide adequate parking and walkways for both businesses and residents. Overhead utilities should also be placed underground and infrastructure upgraded to current standards. The State's O'ahu Commercial Harbors 2020 Master Plan should be implemented.

Discussion

As emphasized in **Section 8.9**, the proposed subdivision of the Piers 24-29 site will directly support the 2020 PLAN by assisting in the relocation of maritime dependent operator facilities to accommodate shipping activities within Honolulu Harbor. The proposed action supports the redevelopment of portions of the waterfront for maritime use. As such, it conforms with the *Kalihi-Pālama Action Plan's* vision.

8.13 City and County of Honolulu Land Use Ordinance (LUO)

The proposed project area is located within the I-3 Waterfront Industrial designation. See **Figure 8-2**, **O'ahu Zoning**.

Land uses within the CCH jurisdiction are regulated under ROH, Chapter 21, Land Use Ordinance or LUO. The purpose of the LUO, as stated in section 21.1.20, is to:

> *"… regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the O'ahu general plan and development plans, and to promote and protect the public health, safety and welfare."*

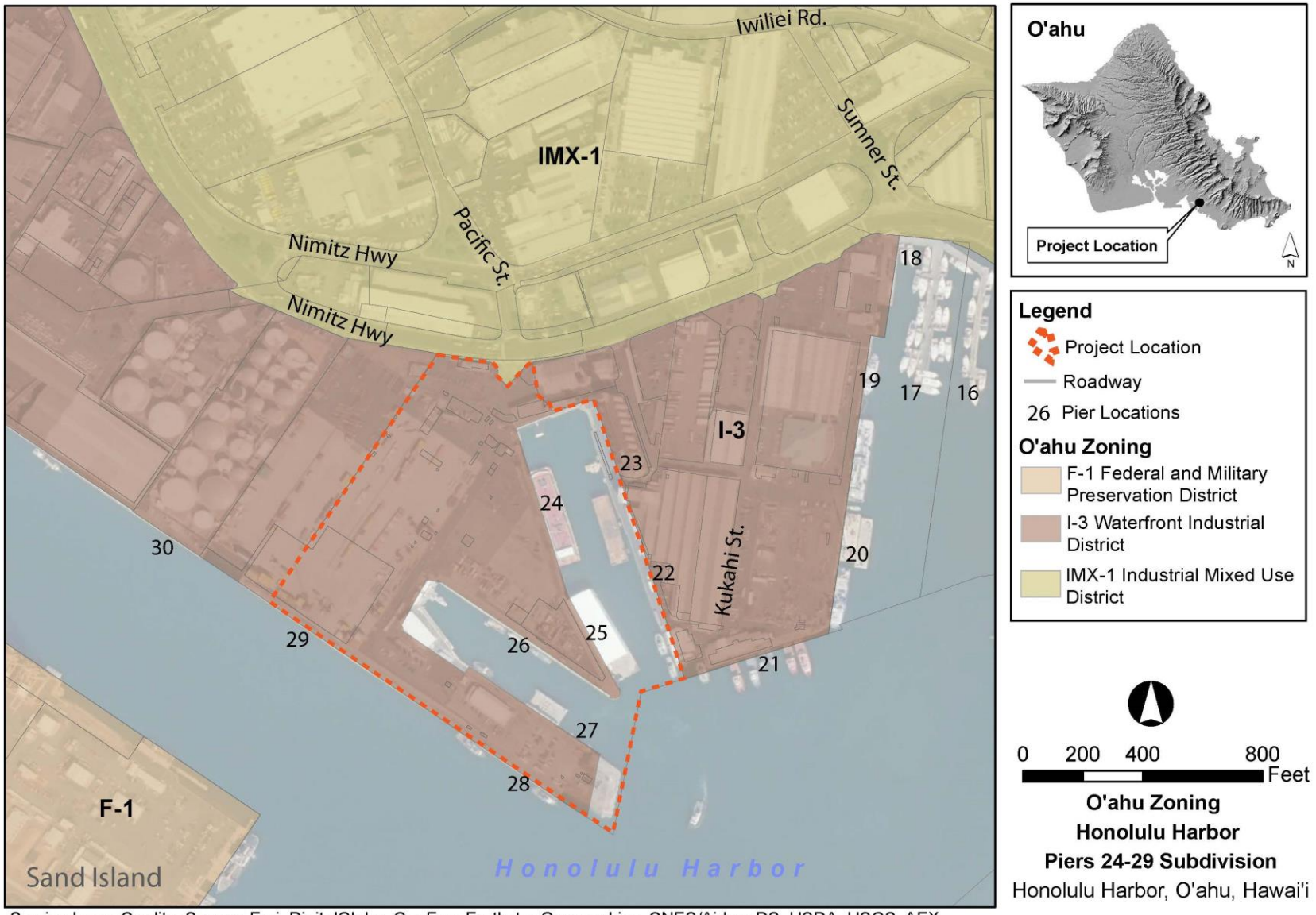
In accordance with the LUO, Section 21-5.380, Joint development of two or more adjacent subdivision lots, if an owner or owners of adjacent lots believe that joint development of their property would result in more efficient use of their land, they may apply for a Conditional Use Permit to allow such development and to treat said lots as one (1) for zoning purposes.

The proposed action would be considered as miscellaneous joint development, and requires a Conditional Use Permit-Minor by the CCH, DPP.

Discussion

The DOT-H proposes the consolidation and re-subdivision of Land Court Lots 13-A and 13-B into Lots 1 to 17 with areas from 7,500 sf to 290,573 sf; and designation of Easements A to F. This subdivision would be developed under an approved Joint Development Agreement/Conditional Use Permit-Minor (DPP File No. 2013/CUP-95).

Figure 8-2, O‘ahu Zoning



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

A Waiver for Lots 9, 10, and 13 (DPP File No. 2015/W-27) has been granted to allow less than the required minimum lot dimensions and area within the I-3 Waterfront Industrial District. The waiver is on the basis that the lots will be for public or public/private purposes, under the provisions of LUO, Section 21-2.130(a)(1). The project requires DPP, CCH approval of the Joint Development Agreement/Conditional Use Permit-Minor.

8.14 Special Management Area (SMA) Rules and Regulations

The SMA is a regulated zone extending inland from the shoreline to a landward boundary delineated by the CCH on O'ahu. The landward boundary of the SMA can vary from a few dozen feet to more than a mile. Although the SMA originated under the federal CZM and Hawai'i CZMP, the counties in Hawai'i regulate and administer the SMA in their respective jurisdictions. For O'ahu, the SMA in Honolulu Harbor is along the coastline seaward of Sand Island Access Road and inland boundary of Sand Island. As a result, the Piers 24–29 sites are outside of the SMA boundary and not subject to SMA Rules and Regulations of the CCH. See **Figure 8-3**, **Special Management Area**.

Discussion

The Piers 24–29 sites are outside of the SMA boundary and not subject to SMA Rules and Regulations of the CCH. Please refer to **Section 8.6** for an analysis of the proposed project with regard to HRS, Chapter 205(A)(2), *Coastal Zone Management*.

8.15 Shoreline Setback Variance (SSV) Permit

The Hawai'i CZMA program designate the areas along the shoreline for:

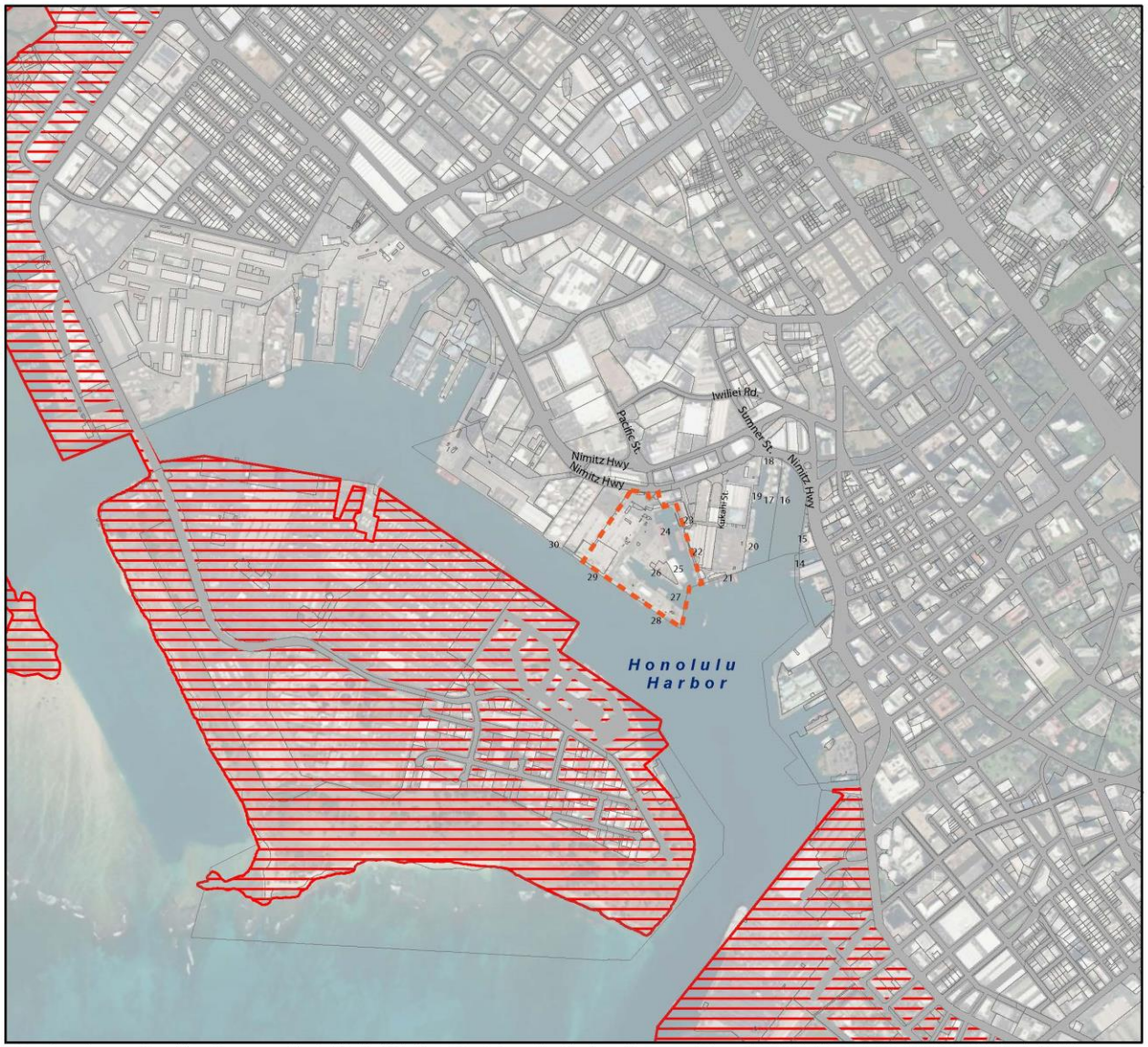
> *"special controls on developments to avoid permanent losses of valuable resources and the foreclosure of management options, and to ensure that adequate access by dedication or other means, to publicly owned or used beaches, recreation areas, and natural reserves is provided"* (HRS, Chapter 205A-21).

To accomplish these objectives, HRS, Chapter 205A established shoreline setbacks, and authorized the counties to develop and administer permitting systems to control development within the shoreline setback.

Discussion

Existing records at the State Survey Office indicate that the shoreline (for shoreline setback purposes) is located at the mouth of Honolulu Harbor. The shoreline follows the seaward edge of the Sand Island. The site is located outside of the shoreline setback area.

Figure 8-3, Special Management Area



Service Layer Credits: Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

9.0 Permits and Approvals that May be Required

9.1 State of Hawai‘i

Final EA and FONSI under HRS, Chapter 343

Approval of Petition for Consolidation, Re-subdivision, Designation of Easements, and Designation of Restriction of Vehicular Access Rights (Land Court)

Subdivision Approval (Board of Land and Natural Resources [BLNR])

9.2 City and County of Honolulu

Joint Development Agreement/Conditional Use Permit-Minor Approval (DPP)

Subdivision Map Approval (DPP)

10.0 Agencies, Organizations and Individuals to be Consulted for the Environmental Assessment

10.1 City and County of Honolulu

DPP
Honolulu Fire Department
Honolulu Police Department
Honolulu Board of Water Supply

10.2 State of Hawai‘i

DLNR:
- BLNR
- Land Division

Department of Business, Economic Development and Tourism (DBEDT), Office of Planning
DOT, Harbors/Highways Division

10.3 Public and Community Consultation

Public involvement in the project will consist of public notice of the proposed action during the State EA process in the State OEQC Bulletin. All written public comments will be provided with a written response. Where appropriate, mitigation measures will be developed to address issues and concerns raised during public review of the project.

11.0 Summary of Impacts and Significance Determination

In accordance with the content requirements of HRS, Chapter 343, and the significance criteria in HAR, Section 11-200-12 of Title 11, Chapter 200, an applicant or agency must determine whether an action may have significant impacts on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short- and long-term effects.

HAR, Section 11-200-17 requires discussion of the relationship between short-term uses of the environment and the maintenance and enhancement of long-term productivity. Short-term and long-term do not necessarily refer to fixed time periods but are viewed relative to environmentally significant consequences of the proposed action. **Sections 11.1 and 11.2** below discuss the extent to which the proposed action involves trade-offs among short-term and long-term gains and losses, as well as the extent to which the proposed action forecloses future options and/or narrows the range of beneficial uses of the environment.

In making the determination of whether an action may have significant impacts on the environment, HAR §11-200-12 established "Significance Criteria" to be applied as a basis for identifying whether significant environmental impacts will occur. According to the HAR §11-200 an action shall be determined to have a significant impact on the environment if it meets any one of the criteria. The relationship of the proposed action to the criteria are discussed below in **Section 11.3**.

11.1 Short-Term Impacts

No short-term impacts are expected from the proposed subdivision action. Short-term impacts however would result from construction activities on land and in the waters of the harbor at the project site. These impacts were assessed in the *Kapālama Container Terminal and Tenant Relocations Final EIS* and *Pier 29 Container Yard Final EA*. These documents are the means for DOT-H to coordinate and mitigate, as necessary, the cumulative impact of developing lands at the Piers 24-29 site (DOT-H, 2009; DOT-H, 2014). Short-term construction-related traffic, noise, air quality, and water quality impacts described in this EA and prior documents are not considered to be significant. All anticipated short-term impacts would be addressed through the use of appropriate mitigation measures and practices to minimize adverse effects.

11.2 Long-Term Impacts

Potential long-term direct, indirect, and cumulative impacts have been evaluated and are documented for the following resources or issues: land use; land ownership; public health and safety; roadways and traffic; utilities; public facilities and services; topography, geology, and soils; hydrology; natural hazards; climate and air quality; noise; visual resources; marine environment; terrestrial flora and fauna; cultural resources; and socioeconomics. Of these resources and issues evaluated, the following long-term cumulative impacts are potentially significant.

Marine Environment. Future in-water work at the site would be limited to the placement of spuds at Piers 24 and 25 to support two drydocks. This area is comprised of concrete pilings with skeletal remains

of coral colonies, either completely or partially devoid of living tissue. Construction would not involve removal of these pilings. Although Piers 24 and 25 are east-facing (with less exposure to light as an existing condition), and vessels are frequently moored at these Piers, the presence of a drydock at Piers 24 and 25 during operations would reduce or eliminate sunlight needed for coral growth. Over time, corals existing on the pilings, including the species proposed for ESA listing, would be affected by reduced exposure to sunlight. However, given the sparse nature of resources in this area and the predominance of skeletal remains, the drydocks would have minimal impact on coral communities. Potential tenants would be required to comply with State and Federal regulations and permitting procedures for any in-water construction.

Socioeconomics. There would be positive long-term and secondary impacts in the areas of social benefit for residents and visitors from the subdivision action at Piers 24-29. With or without the proposed action, cargo volumes would increase with the anticipated future growth of the state. Long-term gains resulting from development of the proposed project include the provision of more efficient operational use of Honolulu Harbor and more effective handling and management of cargo within existing terminal areas.

The proposed project will maintain and enhance economic productivity by supporting the effective use of State lands to accommodate future growth in the maritime industry, including allowing for tenant relocations for the development of a new modernized cargo container terminal at the former KMR site. The project will further benefit the State of Hawai‘i, and the resident and visiting populations on O‘ahu, by helping to control costs of inter-island transshipment and facilitating the efficient transportation of goods to, from, and among the islands, that will enable O‘ahu to continue to be a desirable place to live and visit.

The potential for adverse cumulative environmental impacts are not anticipated:

- The proposed project is consistent with the long-range goals, policies and objectives articulated in policy documents for future planned development in Honolulu Harbor. The proposed project is also compatible with the existing land uses in the area and complies with applicable land use regulations. As a result, project implementation would not contribute to potentially significant land use compatibility or policy conflicts.

- The project itself would not lead to plans for future uncontemplated construction. The *Kapālama Container Terminal and Tenant Relocations Final EIS* and *Pier 29 Container Yard Final EA* are the means for DOT-H to coordinate and mitigate, as necessary, the cumulative impact of developing lands at the Piers 24-29 site (DOT-H, 2009; DOT-H, 2014). Therefore, potentially significant cumulative impacts would be avoided. The project may encourage development and expansion of the maritime facilities and infrastructure serving Hawai‘i to accommodate future growth in the industry. This would benefit Hawai‘i by encouraging economic growth and help to control costs of inter-island transshipment.

- The proposed project would result in positive long-term impacts by providing increased operational efficiencies for the transportation of goods to, from, and among the islands. The proposed project would enhance services now provided through more efficient use of state

lands. The proposed subdivision action will allow for tenants relocations from the former KMR site and support improvements to Honolulu Harbor's commercial facilities to increase cargo handling capacity, and meet the current and future demand of cargo volumes associated with projected growth of O'ahu and the State of Hawai'i.

- The project is located in an area that is adequately served by public services and facilities, including police and fire protection. The proposed project would not significantly affect the exiting level of service of either police or fire protection. The potential (less than significant) construction related impacts associated with the future use of the site would not alter the ability of fire or police protection from providing an adequate level of service in the project environs and would not place an undue burden on the public facilities that would support the project.

11.3 Significance Criteria Evaluation

HAR, Title 11, Chapter 200 (EIS Rules), of the State DOH establishes criteria for determining whether an action may have a significant impact on the environment. The Rules establish "significance criteria" for making the determination. The relationship of the proposed project to the thirteen criteria is provided below.

1. *Involves an irrevocable commitment to loss or destruction of natural or cultural resources;*

   The project site is composed entirely of fill land and does not contain any known natural or cultural resources. The proposed project is an administrative action to subdivided Land Court Lots 13-A and 13-B into 17 lots at the Piers 24-29 site. As a result of the proposed action, site improvements described in the *Kapālama Container Terminal and Tenant Relocations Final EIS* will be implemented (DOT-H, 2014). Should archaeological or cultural features be discovered during the demolition or grading phase of work, the SHPD, DLNR will be notified and work in the vicinity of the discovered features will be halted until the site has been evaluated for significance.

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

   The proposed project would not result in the curtailment of the range of beneficial uses of the environment. The proposed project is an administrative action to allow for the leasing of lots to potential tenants by DOT-H and for improvements to an existing cargo facility. The proposed action is intended to support the cargo handling capabilities of Piers 24-29 in Honolulu Harbor and the maritime industry in Hawai'i, particularly shipping, stevedore operations, dry-dock facilities, ship building, specialty trade operations, maritime vessels, cargo/containers and other maritime activities. The improvements will support harbor related uses and therefore other non-harbor related uses may be curtailed.

3. *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;*

The proposed action is consistent with the CCH's General Plan relating to economic activity and the State's *O'ahu Commercial Harbors 2020 Master Plan*. The proposed project is consistent with the environmental policies, goals and guidelines expressed in HRS, Chapter 343. Potential sources of adverse impacts have been identified and appropriate measures have been developed to either mitigate or minimize potential impacts to negligible levels.

4. *Substantially affects the economic or social welfare of the community or state;*

The proposed subdivision action will generally benefit the community and State, and will provide a more efficient use of existing State lands and resources. The planned project would benefit both the resident and visiting populations on O'ahu, through more efficient use of harbor space to provide needed infrastructure for the state's primary economy-sustaining enterprise.

5. *Substantially affects public health;*

The proposed subdivision is an administrative action that would have no impact on public health. Future construction and operations by tenants at the site are similarly not anticipated to impact public health or safety. No long-term impacts to soil or water quality are anticipated.

Short-term impacts to noise and air quality (dust and odors) as a result of construction are not anticipated to be significant and will be limited to the construction phase. It is expected that potential for minor impacts due to construction will be minimized or brought to negligible levels with the of appropriate BMPs and mitigation measures as described in this EA. The project will be developed in accordance with Federal, State, and CCH, rules and regulations governing public safety and health. No substantial adverse impacts to public health are anticipated.

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

The proposed subdivision of the Piers 24-29 site will not have secondary impacts on the neighboring communities or other parts of O'ahu. Future construction activities by tenants at the project site would result in the generation of short-term employment and operational noise from the shipyard tenant operations is expected to be within the applicable State of Hawai'i sound levels.

Operational noise at Piers 24-29 from proposed maritime operations and associated vehicles on Nimitz Highway is expected to be within the State of Hawaii's maximum permissible sound levels for the applicable Class C zone, however operational sounds would be audible at nearby residences and would slightly exceed the State's permissible nighttime levels for Class B areas. Because certain types of potential tenant operations could generate complaints from residences in Downtown Honolulu during the nighttime and early morning periods, possible mitigation measures have been identified (see **Section 5.12**).

7. *Involves substantial degradation of environmental quality;*

The proposed action is in accordance with the environmental polices of HRS, Chapter 343. The project would not result in significant or substantial degradation of environmental quality. It is anticipated that energy, material, and human resources will be expended during future construction. Mitigation measures will be employed as practicable to minimize potential effects from construction activities, such as dust control and noise attenuation during construction. As demonstrated by similar harbor improvements near the project site, the environmental quality of the area has not been adversely affected and future construction and use of the project site by potential tenants due to the proposed subdivision are expected to have similar negligible effects.

8. *Is individually limited but cumulatively has considerable effects on the environment, or involves a commitment for larger actions;*

The project will not have cumulative effects on the environment, or require a commitment to larger actions. The proposed project is an administrative action and would not lead to plans for future uncontemplated construction. The *Kapālama Container Terminal and Tenant Relocations Final EIS* and *Pier 29 Container Yard Final EA* are the means for DOT-H to coordinate and mitigate, as necessary, the cumulative impact of developing lands at the Piers 24-29 site (DOT-H, 2009; DOT-H, 2014). Therefore, potentially significant cumulative impacts would be avoided.

The project may encourage development and expansion of the maritime facilities and infrastructure serving Hawai‘i to accommodate future growth in the industry. This would benefit Hawai‘i by encouraging economic growth and help to control costs of inter-island transshipment.

There are no cumulative effects on ecosystem resources or human communities. The proposed project is intended to support the effective use of State lands to accommodate future growth in the maritime industry. The project itself, is not expected to adversely impact the environment, generate future population growth, or create major new demands for development.

9. *Substantially affects any rare, threatened or endangered species or its habitat;*

The project site has been previously disturbed and developed. There are no known rare, threatened or endangered species or habitat for such rare, endangered or threatened species at the project site.

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

The proposed project will not detrimentally affect air or water quality or ambient noise levels beyond the construction period. Mitigation measures and BMPs proposed during the construction period will mitigate temporary air, water and noise pollution.

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

    The project site is not located near or adjacent to an environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous lands, etc. As noted earlier, the FEMA FIRM Insurance designation for the project site is Zone X – areas determined to be outside of the 0.2 3 percent annual chance of flood.

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

    The subdivision action, and future construction and use of the site would not adversely affect exiting vistas and view planes. Since the site is currently developed, future site improvements would not substantially alter existing views. Visual impacts to neighboring or upland areas during construction would be temporary and, therefore, not significant. Improvements at Piers 24–29 are not anticipated to include any facility with a high vertical profile. The change in appearance of the site from outside the boundaries would be minimal, consistent with other industrial activities in Honolulu Harbor.

13. *Requires substantial energy consumption.*

    The proposed subdivision is an administrative action by DOT-H. Future construction and use of the site by potential tenants are anticipated to require the consumption of energy in the form of petroleum products to operate construction machinery. Operations by tenants at the completed piers will also require the consumption of energy (fuel) for daily cargo handling operations and power required for lighting the site. However, if the Pier 24-29 subdivision and future improvements are not made the piers will continue to be used for cargo operations, albeit in a less efficient manner which may result in an increase in energy consumption.

11.4 Preliminary Determination

Based on the above evaluation and the information contained in this Draft EA, it is preliminarily determined that an EIS is not anticipated to be required and that a Finding of No Significant Impact (FONSI) be issued and published for this project.

12.0 References

(CCH, DPP, 2002) *General Plan*. Prepared by the City and County of Honolulu, Department of Planning and Permitting. Amended 2002.

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