DAVID Y. IGE
GOVERNOR OF HAWAII

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LAND
STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

January 29, 2019

Ref: GL 5261

Mr. Scott Glenn, Director
Office of Environmental Quality Control
State of Hawaii, Department of Health
235 South Beretania Street, Room 702
Honolulu, HI 96813

RECEIVED
'19 JAN 29 P2:22
OFC. OF ENVIRONMENTAL QUALITY CONTROL

Dear Mr. Glenn:

Subject: Final Environmental Assessment and Finding of No Significant Impact for the Proposed Sand Island Business Association New Office Building and Parking, Honolulu, Oahu, Hawaii, TMK (1) 1-5-041: 077

With this letter, the Department of Land and Natural Resources (DLNR) hereby transmits the Final Environmental Assessment and Finding of No Significant Impact (FEA-FONSI) for the proposed Sand Island Business Association (SIBA) New Office Building and Parking, TMK (1) 1-5-041:077, on the Island of Oahu, for publication in the next available edition of The Environmental Notice.

Enclosed is a completed Office of Environmental Quality Control (OEQC) Publication Form, one (1) hardcopy of the FEA/FONSI, four (4) Adobe Acrobat PDF copies of the FEA/FONSI, and an electronic copy of the Publication Form in Microsoft Word. Simultaneous with this letter, we have submitted the summary of the action in a text file by electronic mail to your office.

Should you have any questions, please contact Barry Cheung of our Land Division at (808) 587-0430, or our authorized agent of this project, Greg Nakai, of PBR HAWAII at (808) 521-5631.

Mahalo,

Suzanne D. Case
Chairperson

cc: Milton Holt, SIBA
Chad McDonald, Mitsunaga & Associates, Inc.
Greg Nakai, PBR HAWAII & Associates, Inc.

19-244

APPLICANT
PUBLICATION FORM

Project Name:	Sand Island Business Association (SIBA) New Office Building and Parking
Project Short Name:	SIBA New Office Building
HRS §343-5 Trigger(s):	Use of State lands and/or funds
Island(s):	O'ahu
Judicial District(s):	Honolulu
TMK(s):	(1) 1-5-041:077
Permit(s)/Approval(s):	Special Management Area Use Permit (Major); National Pollutant Discharge Elimination System (NPDES) Permit; Dust Control Plan (if necessary); Noise Permit (if necessary); ADA Compliance; Highways Division Permit (if necessary); Grubbing, Grading and Stockpiling Permits; Building Permits; Storm Drain Connection License; Street Usage Permit; Water Availability Approval
Approving Agency:	State of Hawai'i, Department of Land and Natural Resources (DLNR)
Contact Name, Email, Telephone, Address	Russell Tsuji, Administrator Department of Land and Natural Resources, Land Division P.O. Box 621 Honolulu, HI 96809 Phone: (808) 587-0422 Email: Russell.Y.Tsuji@hawaii.gov
Applicant:	Sand Island Business Association (SIBA)
Contact Name, Email, Telephone, Address	Milton Holt, Executive Director Sand Island Business Association 1115 Makepono Street Honolulu, HI 96819 Phone: (808) 842-1359 Email: milton@sibahawaii.org
Consultant:	PBR HAWAII & Associates, Inc.
Contact Name, Email, Telephone, Address	Greg Nakai, Planner PBR HAWAII & Associates, Inc. 1001 Bishop Street ASB Tower, Suite 650 Honolulu, Hawai'i 96813 Phone: (808) 521-5631 Email: gnakai@pbrhawaii.com

Status (select one)	**Submittal Requirements**
____ DEA-AFNSI	Submit 1) the approving 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.
_X_ FEA-FONSI	Submit 1) the approving 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 approving 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 approving 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 approving agency, 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

19-244

	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 approving agency, 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 approving agency simultaneously transmits to both the OEQC and the applicant 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	The approving agency simultaneously transmits to both the OEQC and the applicant a notice that it did not make a timely determination on the acceptance or nonacceptance of the applicant's FEIS under Section 343-5(c), HRS, and therefore the applicant's FEIS is deemed accepted as a matter of law.
____ Supplemental EIS Determination	The approving agency simultaneously transmits its notice to both the applicant 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 Sand Island Business Association (SIBA) is a 501c(3) non-profit that holds a 73-acre lease over Sand Island Industrial Park. For 26 years, SIBA has operated from a temporary office trailer at 1115 Makepono Street. The trailer is aging and undersized to house SIBA staff and operations, thus a new office space is desired. Lands leased by SIBA are sublet to tenants operating 85 businesses with approximately 3,000 employees. Most of the businesses are land-intensive industrial uses with limited employee parking, resulting in employees parking illegally on-street, double parking in the subdivision, or parking on the undeveloped Project Site.

SIBA proposes to develop Lot 113 under General Lease No. S-5261 (TMK 1-5-041:077 [1115 Makepono Street], a 1.29-acre parcel of land owned by the State of Hawai'i DLNR) with an approximately 2,000 square-foot office building and parking lot. The office building is intended for use by SIBA, and will replace the existing temporary office trailer. The much-needed parking spaces are intended to serve both the SIBA office as well as overflow employee parking for SIBA tenants. The proposed Project would also generate parking revenue to assist with development costs, lease rent, and real property taxes for the non-profit organization.

SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING

FINAL ENVIRONMENTAL ASSESSMENT
FINDING OF NO SIGNIFICANT IMPACT

PREPARED FOR:
SAND ISLAND BUSINESS ASSOCIATION

PREPARED BY:

PBR HAWAII
& ASSOCIATES, INC.

FEBRUARY 2019

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SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING

FINAL ENVIRONMENTAL ASSESSMENT/ FINDING OF NO SIGNIFICANT IMPACT

Prepared for:

Sand Island Business Association

Prepared by:

PBR HAWAII
& ASSOCIATES, INC.

February 2019

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Appendix A: Pre-Assessment Consultation Comments and Responses
Appendix B: Cultural and Historical Resource Assessment
Appendix C: Traffic Impact Analysis Report
Appendix D: Preliminary Engineering Report
Appendix E: Draft EA Public Review Comments and Responses

LIST OF ACRONYMS

The following is a list of terms, abbreviations, and acronyms used in this document.

A	
ADA	Americans with Disabilities Act
AFONSI	Anticipated Finding of No Significant Impact
ALISH	Agricultural Lands of Importance to the State of Hawai‘i
AMSL	above mean sea level
B	
BMPs	best management practices
BWS	City and County of Honolulu, Board of Water Supply
C	
CCH	City and County of Honolulu
CLSFP	Conservation Lands State Functional Plan
CO	carbon monoxide
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Area
D	
DAGS	State of Hawai‘i, Department of Accounting and General Services
dba	doing business as
DBEDT	State of Hawai‘i, Department of Business, Economic Development, and Tourism
DDC	City and County of Honolulu, Department of Design and Construction
DEA	Draft Environmental Assessment
DES	City and County of Honolulu, Department of Enterprise Services
DFM	City and County of Honolulu, Department of Facility Maintenance
DHS	State of Hawai‘i, Department of Human Services
DLNR	State of Hawai‘i, Department of Land and Natural Resources
DOH	State of Hawai‘i, Department of Health
DOT	State of Hawai‘i, Department of Transportation
DOT-AIR	State of Hawai‘i, Department of Transportation, Airports Division
DOT-HWY	State of Hawai‘i, Department of Transportation, Highways Division
DPP	City and County of Honolulu, Department of Planning and Permitting
DPR	City and County of Honolulu, Department of Parks and Recreation
DTS	City and County of Honolulu, Department of Transportation Services
E	
EA	Environmental Assessment
EIS	Environmental Impact Statement
ENV	City and County of Honolulu, Department of Environmental Services
EPA	U.S. Environmental Protection Agency
ESA	Endangered Species Act
F	
F (°F)	Fahrenheit
FEA	Final Environmental Assessment

FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FL	Fill Land mixed soil
FONSI	Finding of No Significant Impact
G	
GPD	gallons per day
H	
HAR	Hawai‘i Administrative Rules
HART	Honolulu Authority for Rapid Transportation
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department
HNL	Daniel K. Inouye International Airport (Honolulu)
HPD	Honolulu Police Department
HRS	Hawai‘i Revised Statutes
J	
JaC	Jaucas sand, 0 to 15 percent slopes
L	
LID	low impact development
LSB	Land Study Bureau
LUC	State of Hawai‘i, Land Use Commission
LUO	Land Use Ordinance
M	
MBTA	Migratory Bird Treaty Act of 1918
MHHW	mean higher high water
MPH	miles per hour
N	
NAAQS	National Ambient Air Quality Standards
NFIP	National Flood Insurance Program
NOAA	National Oceanic and Atmospheric Administration
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System Permit
NPS	non-point source
NRCS	Natural Resources Conservation Service
NWI	National Wetlands Inventory
O	
O_3	ozone
OP	State of Hawai‘i, Office of Planning
P	
PM2.5	particulate matter smaller than 2.5 microns
PM10	particulate matter smaller than 10 microns
PUC	Primary Urban Center
PUCDP	PUC Development Plan
R	
ROH	Revised Ordinances of Honolulu

S

SF	square feet
SFP	State Functional Plan
SHPD	State Historic Preservation Division
SIBA	Sand Island Business Association
SLR	sea level rise
SMA	Special Management Area
SOx	sulfur oxides

T

TAM	Technical Assistance Memorandum
TIAR	Traffic Impact Analysis Report
TMK	tax map key

U

USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey

1.0 INTRODUCTION

This Environmental Assessment (EA) is prepared in accordance with Chapter 343, Hawai‘i Revised Statutes (HRS) for the proposed Sand Island Business Association (SIBA) New Office Building and Parking (“Project”).

1.1 PROJECT SUMMARY

Project Name:	Sand Island Business Association (SIBA) New Office Building and Parking
Location:	1115 Makepono Street, Sand Island, O‘ahu 96819
Tax Map Key (TMK):	TMK (1) 1-5-041:077
Landowner:	State of Hawai‘i, Department of Land and Natural Resources (DLNR)
Applicant:	Sand Island Business Association (SIBA)
Existing use:	SIBA’s current office is located in an aging single-story temporary office trailer on the site. Most of the site is used for parking or container storage.
Proposed Action:	SIBA proposes to develop Lot 113 under General Lease No. S-5261 with an approximately 2,000 square-foot office building and parking lot.
Project Area:	Approximately 1.29 acres
Land Use Designations:	***State Land Use:*** Urban ***City and County of Honolulu (County) Primary Urban Center Development Plan:*** Industrial ***County Zoning***: B-2 Community Business District
Special Management Area:	Within the Special Management Area (SMA)
Permits/Approvals Required:	Chapter 343, HRS Compliance Special Management Area Use Permit - Major National Pollutant Discharge Elimination System (NPDES) Permit Dust Control Plan (if necessary) Noise Permit (if necessary) Americans with Disabilities Act (ADA) Compliance DOT Highways Permit (if necessary)

Grading, Grubbing, & Stockpiling Permits
Building Permit
Storm Drain Connection License
Sewer Connection Application
Street Usage Permit
Water Availability Approval

Approving Agency: DLNR

Determination: Finding of No Significant Impact (FONSI)

1.2 LOCATION

The Project Site is located on Sand Island in the Honolulu District of O‘ahu, Hawai‘i (Figure 1), at the northeast corner of the intersection of Sand Island Parkway and Makepono Street. Makepono Street ends as a short cul-de-sac on the north side of Sand Island Parkway, where the subject property is located. Triangular-shaped and generally flat, the property is mostly paved, and features a patch of trees on the west side of the lot. Toward the east and rear of the property is a temporary office trailer, which has been used as the SIBA office for the past 26 years. Most of the Project Site is currently used for parking or container storage.

1.3 SURROUNDING LAND USES

The Project Site is surrounded by industrial and military uses (Figure 2). To the northeast is the United States Coast Guard Base Honolulu, which consists of over 40 acres. To the northwest is over 130 acres belonging to the State of Hawai‘i, Department of Transportation (DOT), Harbors Division, and which are currently utilized as shipping terminals. To the south are other industrial operations.

1.4 LAND OWNERSHIP

The DLNR holds title to the land under the Project Site (Figure 3). Utilizing the Tax Map Key system, the land under the Project Site is identified as (1) 1-5-041:077.

1.5 IDENTIFICATION OF APPLICANT

The Applicant is the SIBA.

Contact: Milton Holt, Executive Director
Sand Island Business Association
1115 Makepono Street
Honolulu, HI 96819
Phone: (808) 842-1359

1.6 IDENTIFICATION OF APPROVING AGENCY

The Approving Agency is the DLNR.

Contact: Russell Tsuji, Administrator
Department of Land and Natural Resources, Land Division
P.O. Box 621
Honolulu, HI 96809
Phone: (808) 587-0422

1.7 IDENTIFICATION OF ENVIRONMENTAL CONSULTANT

The Applicant's environmental consultant is PBR HAWAII & Associates, Inc. dba PBR HAWAII.

Contact: Mr. Greg Nakai, Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street
ASB Tower, Suite 650
Honolulu, Hawai‘i 96813
Phone: (808) 521-5631

1.8 COMPLIANCE WITH STATE OF HAWAI‘I AND CITY AND COUNTY OF HONOLULU ENVIRONMENTAL LAWS

Preparation of this document falls in accordance with the provisions of Chapter 343, HRS and Title 11, Chapter 200, Hawai‘i Administrative Rules (HAR) pertaining to Environmental Impact Statements. Section 343-5, HRS established nine “triggers” that require either an EA or an Environmental Impact Statement (EIS). The use of State and/or County lands and/or funds requires the preparation of an Environmental Assessment. In addition, since the proposed action will occur in the Special Management Area, this EA is intended to satisfy the requirements of Chapter 25, Revised Ordinances of Honolulu (ROH).

1.9 IDENTIFICATION OF AGENCIES CONSULTED

1.9.1 Early Consultation

A pre-assessment consultation was conducted from September 2018 through October 2018 prior to the preparation of the Draft EA. The purpose of the pre-assessment consultation was to consult with agencies, organizations, and individuals with technical expertise or an interest in, or will be affected by, the Proposed Project. This process is part of the scoping process for the Draft EA. Comments and input received during this period were used to identify environmental issues and concerns to be addressed in the Draft EA, which in turn underwent a 30-day public comment period (Appendix E).

As part of the early consultation process, the agencies, organizations, and individuals who were sent pre-assessment consultation letters are listed in Table 1 below. Those that provided written comments (either by hard copy or electronically) are indicated in Table 1. Copies of the written comments and responses are reproduced in Appendix A.

1.9.2 Public Review

The Draft EA was published in the State of Hawai‘i Office of Environmental Quality Control's (OEQC's) *The Environmental Notice* on December 23, 2018, initiating a 30-day public review period that ended on January 22, 2019.

As part of the Draft EA public review process, the following agencies, organizations, and individuals were sent either a hard copy of the Draft EA or a letter including a link to the online digital copy of the Draft EA. Those who provided written comments (either by hard copy or electronically) are indicated in Table 1 below. Copies of the written comments and responses are reproduced in Appendix E.

Table 1: Pre-Assessment Consultation and Draft EA Correspondence

Agencies/Organizations/Individuals	Pre-Assessment Consultation Letter Sent	Pre-Assessment Consultation Comment Received	DEA Notification Letter Sent	DEA Comment Received
STATE				
Office of Environmental Quality Control (OEQC)	X		X	
Department of Accounting and General Services	X	X	X	X
Department of Agriculture	X		X	
Department of Business, Economic Development & Tourism (DBEDT)	X		X	
DBEDT – Hawai‘i State Energy Office/Strategic Industries Division	X		X	
DBEDT - Office of Planning	X	X	X	X
Department of Defense	X	X	X	
Department of Education	X		X	
Department of Hawaiian Home Lands	X	X	X	
Department of Health (DOH)	X		X	
DOH – Clean Water Branch (CWB)	X		X	
Department of Human Services	X		X	X
Department of Labor and Industrial Relations	X		X	
Department of Land and Natural Resources (DLNR)	X	X	X	
DLNR – Historic Preservation Division	X		X	
Department of Transportation	X	X	X	X

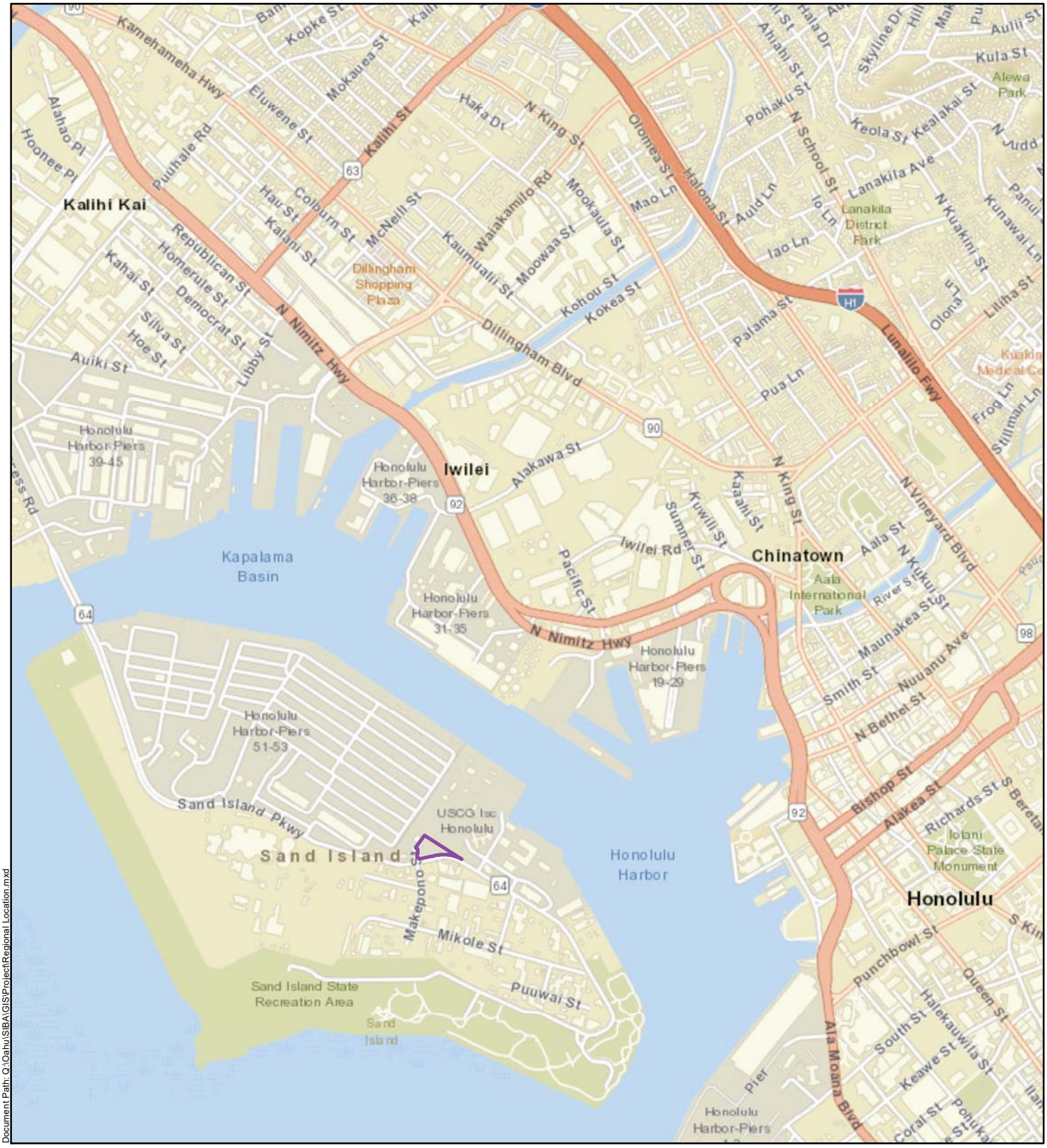
Agencies/Organizations/Individuals	Pre-Assessment Consultation Letter Sent	Pre-Assessment Consultation Comment Received	DEA Notification Letter Sent	DEA Comment Received
Hawaiʻi Housing Finance and Development Corporation	X		X	
Hawaiʻi Tourism Authority	X		X	
Office of Hawaiian Affairs	X		X	
FEDERAL				
University of Hawaiʻi Sea Grant College Program	X		X	
U.S. Army Corps of Engineers, Honolulu District	X	X	X	
U.S. Fish and Wildlife Service	X	X	X	
Federal Emergency Management Agency, Region IX	X	X	X	X
COUNTY				
Board of Water Supply	X	X	X	X
Department of Community Services	X		X	
Department of Customer Services	X		X	
Department of Design and Construction	X	X	X	
Department of Enterprise Services	X		X	
Department of Environmental Services	X		X	
Department of Facility Maintenance	X	X	X	X
Department of Parks and Recreation	X	X	X	
Department of Planning and Permitting	X	X	X	X
Department of Transportation Services	X	X	X	
Honolulu Authority for Rapid Transportation	X		X	
Fire Department	X	X	X	X
Police Department	X	X	X	
Office of Climate Change, Sustainability & Resiliency			X	
ELECTED OFFICIALS				
State Senator Glenn Wakai	X		X	
State Representative Romy Cachola	X		X	
City Councilmember Joey Manahan	X		X	
Neighborhood Board No. 15 Chair Ryan Mandado	X		X	
LIBRARIES				
Kalihi-Palama Public Library			X	
Hawaiʻi State Library – Hawaiʻi Documents Center			X	

Agencies/Organizations/Individuals	Pre-Assessment Consultation Letter Sent	Pre-Assessment Consultation Comment Received	DEA Notification Letter Sent	DEA Comment Received
NEWS MEDIA				
Honolulu Star-Advertiser			X	
Honolulu Civil Beat			X	
UTILITIES				
Hawaiian Electric Company, Inc.	X		X	
Spectrum	X		X	
Hawaiian Telcom	X		X	
CITIZEN GROUPS/INDIVIDUALS, OTHER CONSULTED PARTIES				
Sierra Club of Hawaiʻi	X		X	

1.10 STUDIES CONTRIBUTING TO THIS ENVIRONMENTAL ASSESSMENT

The information contained in this report has been gathered from generally available information regarding the characteristics of the proposed SIBA site and surrounding areas, as well as from technical studies. Technical studies are provided as appendices to this EA. These studies include:

- Cultural and Historical Resource Assessment (Appendix B)
- Preliminary Engineering Report (Appendix D)
- Traffic Impact Analysis Report (Appendix C)



Document Path: Q:\Oahu\SIBA\GIS\Project\Regional_Location.mxd

DATE: 10/23/2018

Legend

Project Site

Figure 1
Regional Location

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 375 750 1,500

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

Document Path: Q:\Oahu\SIBA\GIS\Project\Surrounding Land Uses.mxd

DATE: 10/24/2018

Legend

Project Site

TMK Parcels

Figure 2
Surrounding Land Uses

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

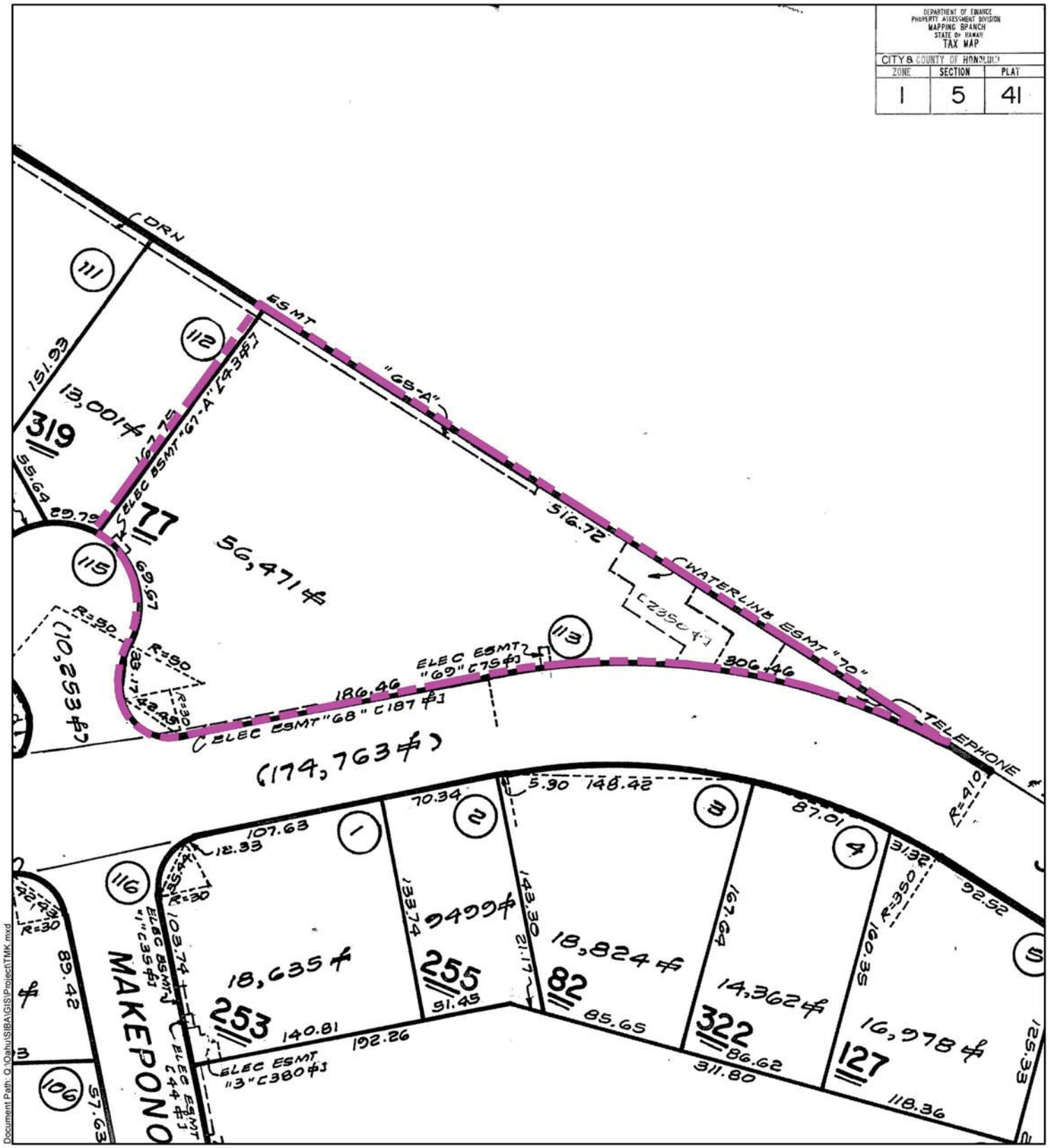
North

Linear Scale (feet)

0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



DATE: 10/23/2018

Legend

Project Site

Figure 3
TMK

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
NOT TO SCALE

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, plat maps, accessed 2018 from ftp://gisftp.hicentral.com/TaxMaps/.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

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2.0 PROJECT DESCRIPTION

This section provides background information and a general description of the Sand Island Business Association (SIBA) New Office Building and Parking ("Project").

2.1 BACKGROUND AND NEED FOR THE PROJECT

The Sand Island Business Association (SIBA) is a 501c(3) non-profit that holds a 73-acre lease over the Sand Island Industrial Park. SIBA's responsibilities as Master Lessee include: managing the premises including the properties leased by tenants; providing services for the maintenance of the Industrial Park, such as garbage and refuse collection, maintenance of garbage receptacles, landscape maintenance, security, accounting, and secretarial and similar services by or for the benefit of tenants.

For the last 26 years, SIBA has operated from a temporary office trailer located at 1115 Makepono Street. The office trailer is aging and undersized to house SIBA staff and operations, thus a new office space is desired. Lands leased by SIBA are sublet to a number of tenants operating 85 businesses with approximately 3,000 employees. Most of the businesses are land-intensive industrial uses with limited employee parking and an inadequate number of on-street parking stalls, resulting in employees parking illegally on-street, double parking in the subdivision, or parking on the undeveloped Project Site. Not only would the proposed Project provide much-needed employee parking for SIBA tenants, but it would generate parking revenue to assist with development costs, lease rent, and real property taxes for the non-profit organization.

2.2 PROJECT OBJECTIVES

The project purpose is to develop a permanent office for SIBA and to support surrounding businesses with their employee parking needs.

2.3 KEY ELEMENTS OF THE PROPOSED PROJECT

SIBA proposes to develop Lot 113 under General Lease No. S-5261 [TMK 1-5-041:077 (1115 Makepono Street, Sand Island, O‘ahu), a 1.29 acre parcel of land owned by the State of Hawai‘i DLNR] with an approximately 2,000 square-foot office building and parking lot. The office building is intended for use by SIBA, and will replace the existing temporary office trailer that the organization has been using. The parking spaces are intended to serve both the SIBA office as well as overflow employee parking for surrounding businesses.

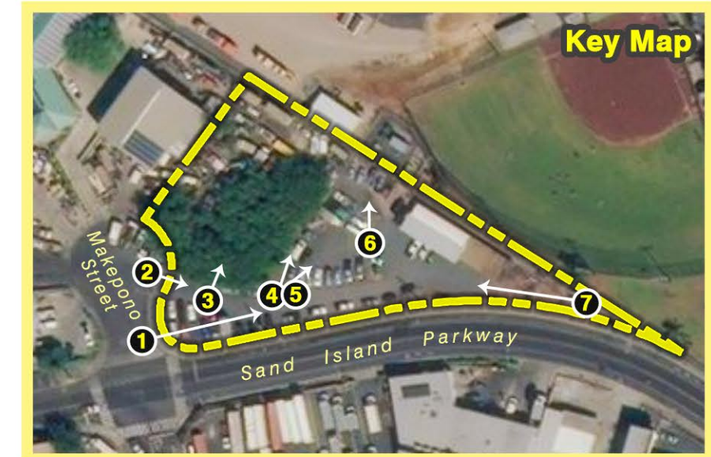
2.4 PROJECT COST AND IMPLEMENTATION TIMEFRAME

Construction will commence after all necessary approvals are received. A 12-month construction period is estimated, and construction will be carried out in 2 phases. Construction costs are estimated to total approximately $1,500,000 in 2018 dollars.

1. Parking lot and SIBA office trailer.

2. Access from Makepono Street.

3. Patch of trees.



4. Patch of trees.

5. Mauka view.

6. View toward shipping terminal.

7. View from eastern end of property.

Figure 4
Site Photographs

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association
Island of O'ahu
North

PBR HAWAII & ASSOCIATES, INC.

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DATE: 10/23/2018

Legend

Project Site

Figure 5
Site Plan

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 10 20 40

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. Mitsunaga and Associates, Inc, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

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3.0 DESCRIPTION OF THE NATURAL ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES

This section describes the existing conditions of the physical or natural environment. It also identifies potential impacts of the Sand Island Business Association (SIBA) New Office Building and Parking to the environment, and proposes mitigation measures to minimize impacts.

3.1 CLIMATE

O‘ahu’s subtropical location and topography are the primary influences on local climate. In general, prevailing northeasterly trade winds occur approximately 70 percent of the year with higher percentages in the summer months than winter, which then give way to light, variable wind conditions. Warm ocean air flowing over the Ko‘olau mountain range is the primary cause for local precipitation.

The mean annual precipitation amount for the project area is 25.71 inches (Giambellucca, et al. 2014), with most of the rainfall occurring from November through March.

Average air temperatures in the Project area range from approximately 71.1 degrees Fahrenheit (°F) in January to approximately 78.2 °F in August (Giambellucca, et al. 2014). The average annual temperature is 74.7 °F.

The annual prevailing wind direction for this area of O‘ahu is east northeast, and the average annual windspeed for the Project area is approximately 7.1 miles per hour (mph) (Giambellucca, et al. 2014).

Potential Impacts and Mitigation Measures
Due to the relatively small scale of the Project, there is unlikely to be a significant impact to the area’s existing climate, including local temperature, rainfall, or wind patterns.

3.2 GEOLOGY & TOPOGRAPHY

Sand Island is a man-made island created from material during the dredging of Honolulu Harbor and Ke‘ehi Lagoon. The existing topography is relatively flat with elevations from approximately eight (8) feet to five (5) feet above sea level, and generally slopes in a southerly direction towards Sand Island Parkway. (Figure 6).

Potential Impacts and Mitigation Measures
The proposed improvements will be built upon mostly-graded, evenly-sloped land. The Proposed Project will not have a significant impact on the geology or topography of the area. There is a depression near the western side of the site that will be filled so that the proposed building and parking lot can be constructed. Onsite fill will be used wherever possible, based on

recommendations from the geotechnical engineer. In addition, by raising the elevation of the depression, the entire project site will be above the 3.2-foot Sea Level Rise (SLR) exposure area.

Erosion and dust control will adhere to the Rules Relating to Soil Erosion Standards, Department of Planning and Permitting (DPP), City and County of Honolulu, and the Erosion Control Plan provided by the engineer and approved by the City and County of Honolulu Department of Planning and Permitting.

The grading will follow Best Management Practices (BMP) as prescribed in the National Pollutant Discharge Elimination System (NPDES) Permit.

3.3 SOILS

Three soil suitability studies prepared for lands in Hawai‘i principally focus on the relative agricultural productivity of different land types. These studies are: 1) the U.S. Department of Agriculture Natural Resource Conservation Service (NRCS) Soil Survey; 2) the University of Hawai‘i Land Study Bureau Detailed Land Classification; and 3) the State Department of Agriculture’s Agricultural Lands of Importance to the State of Hawai‘i (ALISH).

3.3.1 Natural Resources Conservation Service (NRCS)

The *Natural Resources Conservation Service, Soil Survey for the Island of O‘ahu*, classifies the soil underlying the Project area as: Fill Land, Mixed (FL); and Jaucas sand (JaC), 0 to 15 percent slopes (Figure 7).

According to the U.S. Department of Agriculture (USDA) Soil Conservation Service (USDA Soil Conservation Service 1972), the Fill Land mixed (FL) soil is mostly found near Pearl Harbor and consists of dredged material from the ocean or transported material from nearby areas, garbage, or other general materials from other sources. Lands of this soil type are used for urban development including airports, housing areas, and industrial facilities. FL soil is nearly level with 0 to 3% slope and described as well drained with low water capacity (5.4”).

The Jaucas sand, 0 to 15 percent slopes (JaC), is described as excessively drained soils that are rapidly permeable and found on coastal plain areas. These soils formed in calcareous sand deposits. This soil type is used for pasture, sugarcane, truck crops, and urban development (USDA Soil Conservation Service 1972).

3.3.2 Land Study Bureau Detailed Land Classification

The University of Hawai‘i Land Study Bureau (LSB) document, *Detailed Land Classification, Island of O‘ahu***,** classifies soils based on a productivity rating. Letters indicate class of productivity with A representing the highest class and E the lowest. The soils underlying the SIBA site are not classified by the LSB study.

3.3.3 Agricultural Lands of Importance to the State of Hawai‘i (ALISH)

The Agricultural Lands of Importance to the State of Hawai‘i (ALISH) system classifies agricultural lands as Prime, Unique, or Other Agricultural Land (State of Hawai‘i, Department of Agriculture 1977). The soils underlying the Project Site are not classified in the ALISH land classification system.

Potential Impacts and Mitigation Measures
The soils at the Project Site are not well suited for crop cultivation. As such, the proposed Project will not reduce the inventory of productive lands available for agricultural uses.

Short term soil impacts may include the potential for soil erosion and the generation of fugitive dust during grading and construction. All construction activities will comply with all applicable federal, state, and county regulations and rules for erosion, sedimentation, and dust control. Best management practices (BMPs) will be implemented to minimize erosion during construction, including watering loose soils during construction, and planting groundcover over areas where construction has been completed. Additionally, BMPs will be implemented to reduce impacts to drainage facilities along Sand Island Parkway and Makepono Street. These measures will address any direct impacts from construction and avoid any secondary or cumulative impacts from erosion or fugitive dust caused by construction.

In the long term, any landscape plantings and low-impact development (LID) features are intended to reduce not only the amount of pollutants infiltrating and contaminating the soils, but also the amount of erosion and runoff from the site.

3.4 HYDROLOGY

The Project Site consists primarily of impervious surfaces with the parking area and small office trailer building. A small number of trees are clustered at unpaved portions at the west side of the property, as well as at the eastern tip. Surface runoff for the property area flows toward the south and west toward Makepono Street and enters the existing drainage system within Sand Island Parkway.

Potential Impacts and Mitigation Measures
The proposed Project is not anticipated to have a significant impact on surface or groundwater resources. Short term impacts during grading and construction may include the potential for soil erosion and runoff, and the generation of fugitive dust. All construction activities will comply with all applicable federal, state, and county regulations and rules for erosion, sedimentation, and dust control. A National Pollutant Discharge Elimination System (NPDES) permit will be required for the Project, as the demolition, construction, and staging areas are anticipated to result in the disturbance of over one (1) acre of land area. Best management practices (BMPs) will be implemented to minimize erosion during construction and planting, including watering loose soils during construction, and planting groundcover over areas where construction has been completed. Other construction-related BMPs may include silt fences, dust fences, catch basin protection, drain

inlet protection, and stabilized construction vehicle access ways. These measures will address any direct impacts from construction and avoid any secondary or cumulative impacts from erosion or fugitive dust caused by construction.

In the long-term, new landscaping and LID features within the property will help to maintain the current rate of runoff and provide the required storm water quality control.

National Wetlands Inventory (NWI) maps note a Riverine Wetland through the middle of the property (Figure 8). However, review of aerial photos (Figure 2), site photos (Figure 4), and infrastructure research provides no evidence of a waterway within the Project Site. The site is paved.

The Proposed Project does not involve work in, over, or under waters of the United States and thus would not require permits issued by USACE. However, pursuant to Federal Water Pollution Control Act, (commonly known as the "Clean Water Act"), Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) from the State of Hawai‘i Department of Health, Clean Water Branch, will be required if it is determined that the Project may result in any discharge into navigable waters or as otherwise triggered. Direct discharges of storm water runoff into marine waters are not expected to occur due to: 1) the implementation of BMPs, to reduce airborne dust and waterborne silt during construction; and 2) the distance from the shoreline. Any discharges related to the construction and operation of the Project will comply with the State's Water Quality requirements contained in Chapters 11-54 and 11-55, HAR.

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DATE: 10/23/2018

Figure 6
Topography

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

Legend

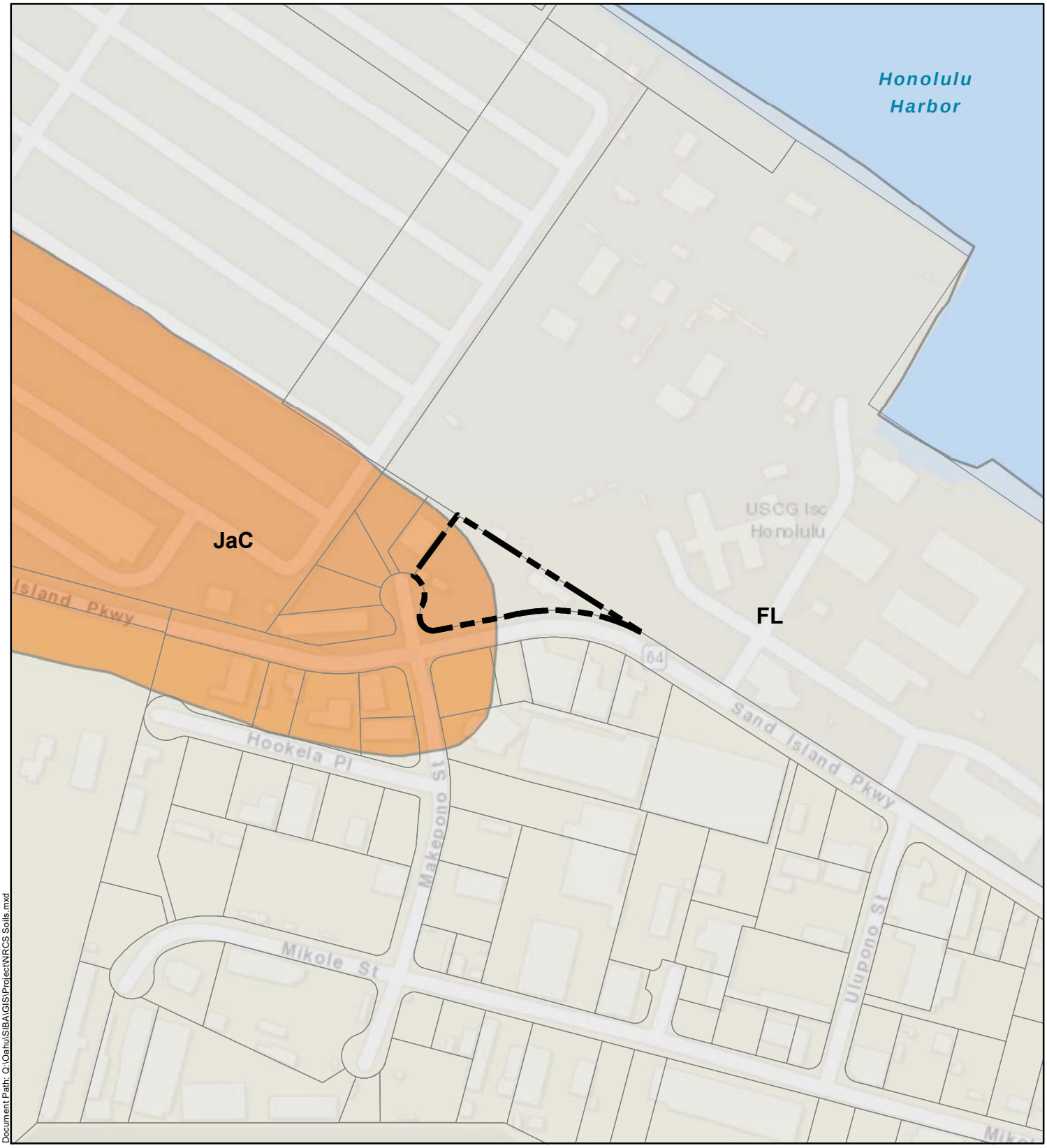
- Project Site
- 5-ft Contours
- Tax Map Key (TMK) Parcels

North

Linear Scale (feet)
0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. U.S. Fish & Wildlife Service Wetlands Inventory, 2017.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



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DATE: 10/24/2018

Figure 7
Natural Resources Conservation Service (NRCS) Soil Survey

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

Legend

Project Site

TMK Parcels

NRCS Soil Classification

"FL" Fill land, mixed

"JaC" Jaucas sand, 0 to 15 percent slopes

North

Linear Scale (feet)

0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. U.S. Department of Agriculture, Natural Resources Conservation Service, 2001.
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DATE: 10/23/2018

Legend

Project Site

Wetlands

Estuarine and Marine Deepwater

Riverine

Figure 8
Surface Water Features

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)

0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. U.S. Fish & Wildlife Service Wetlands Inventory, 2017.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

3.5 NATURAL HAZARDS

Natural hazards like flooding, tsunami inundation, hurricanes, earthquakes, and volcanic eruptions have historically impacted the Hawaiian Islands. Climate change will also impact the Islands, as will the related sea level rise.

Flooding
According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA), National Flood Insurance Program, the Project Site is located in "Zone X", meaning that it is located within areas determined to be outside the 0.2% annual chance floodplain. (Figure 9). During the pre-assessment consultation process, both FEMA and the State of Hawai‘i Department of Land and Natural Resources (DLNR) Engineering Division provided information on FIRMs and the National Flood Insurance Program (NFIP) (see letters in **Appendix A**). During the Draft EA public comment period, FEMA again provided the identical information (see **Appendix E**).

Tsunami
Since the early 1800s, approximately 50 tsunami have inundated Hawai‘i's shores. Seven historical events have caused major damage. Two tsunami were generated locally. The proposed Project is located entirely within the Tsunami Evacuation Zone, which is the area in which most of O‘ahu's tsunami warning events will occur. (Figure 10).

Hurricanes
Since 1980, two hurricanes have had a devastating effect on Hawai‘i: Hurricane ‘Iwa in 1982 and Hurricane ‘Iniki in 1992. Long-term prediction of future hurricanes is virtually impossible. However, one should reasonably anticipate the prospect of another hurricane impacting the islands.

Earthquake & Volcanic Hazards
In Hawai‘i, volcanic activity produces most earthquakes in contrast to other areas sitting on tectonic plate margins. Thousands of earthquakes occur in Hawai‘i each year. However, the vast majority of them are undetectable through normal human senses. A few historical earthquakes have reached moderate and even disastrous magnitudes.

The last earthquakes felt statewide were magnitudes of 6.7 and 6.0. These earthquakes occurred at Kīholo Bay along Hawai‘i Island's Kona Coast on October 15, 2006. These earthquakes resulted in more than $100 million in damages to the northwest area of Hawai‘i Island and minimal damage on O‘ahu. From that same event, O‘ahu was also subject to an earthquake induced electrical blackout that paralyzed the city of Honolulu and shut down the Honolulu International Airport for nearly a day.

Climate Change
As global temperatures increase, established patterns of weather and climate are shifting. These erratic changes in weather patterns have increased the severity of events like droughts, storms, floods, and even hurricanes, while at the same time causing these events to be more difficult to

predict and protect against. The fragility of the ecosystems and unique island nature of Oʻahu and the Hawaiian Islands at large makes the state particularly vulnerable to the damaging effects of climate change.

Sea Level Rise

Global sea levels are on the rise, and have the potential to erode and even inundate coastal areas over the course of the next century. The general consensus among climate scientists is that sea levels will likely rise three feet above mean higher high water (MHHW) by the year 2100. According to sea level rise (SLR) inundation maps created by the NOAA Office for Coastal Management and the online Hawaiʻi Sea Level Rise Viewer, this three-foot (or 3.2-foot) SLR may result in inundation of a portion of the Project Site (Figure 11).

Potential Impacts and Mitigation Measures

The Project Site is not anticipated to experience normal flooding from storms. Because the Project does not involve alterations to the floodway, it is not anticipated to have any significant impact or any deleterious effects on natural hazard conditions. However, the Project Site may be vulnerable to hazards such as tsunami. A tsunami evacuation plan will be implemented with the proposed Project. During any tsunami warning, occupants of the subject property are advised to evacuate to higher ground. The designated Tsunami Refuge Area for the Project Site is Kalākaua District Park, and a potential hurricane shelter is Puʻuhale Elementary School.

During the pre-assessment consultation process, the Department of Planning and Permitting (DPP) provided the following comments (see **Appendix A**):

5. "The subject site is within the 3.2-foot Sea Level Rise Exposure Area as defined by the State of Hawaii Sea Level Rise Vulnerability and Adaptation Report. Therefore, you should route the Draft EA to the Office of Climate Change, Sustainability, and Resiliency."

6. "The Draft EA should include an analysis of the possible chronic and acute impacts of climate change and sea level rise on the proposed Project during the life of the proposed Project and its operations. The Draft EA should also discuss how the Project intends to mitigate impacts from sea level rise and episodic flooding events."

7. "The Project assessments should review and address the City and County of Honolulu Climate Change Commission's Sea Level Rise Guidance and Climate Change Brief (June 2, 2018), the Hawaii Sea Level Rise Vulnerability and Adaptation Report (December 2017), and the Hawaii Sea Level Rise Viewer for a combined hazard area of up to 3.2 feet of sea level rise. These resources are screening and reference tools and do not replace more detailed modeling and analyses at the site level. Resource documents can be found at: https://www.resilientoahu.org/pressconference071618/ and at the Hawaii Climate Adaptation Portal at: http://climateadaptation.hawaii.gov/."

During the pre-assessment consultation process, the City and County of Honolulu Department of Transportation Services (DTS) commented (see Appendix A):

> "**Sea Level Rise and Resilience**. Infrastructure improvements located within areas potentially exposed to chronic flooding with sea level rise shall be subject to an in-depth analysis of the potential impacts of sea level rise on elevation, tolerance for risk, and the lifetime of the proposed structure or infrastructure. Any significant improvements within existing footprints should be dependent on established, resilient design guidelines, or otherwise be subject to relocation to a more suitable area."
>
> "The potential for chronic flooding with 3.2 feet of sea level rise (SLR-XA) shall be used as the vulnerability zone for planning purposes. Maps of the project area shall be provided for both the SLR-XA and flooded highways. The applicant shall recommend strategies and designs that increase the flood resiliency for new development or improvements within the SLR-XA that cannot be relocated, or seek opportunities to plan new development or projects well landward of the SLR-XA. See the following to determine vulnerability: http://www.pacioos.hawaii.edu/shoreline/slr-hawaii/"

As mentioned in Section 4.7.3 (Drainage System) below, there is a depression near the western side of the site that will be filled so that the proposed building and parking lot can be constructed. Onsite fill will be used wherever possible, based on recommendations from the geotechnical engineer. By raising the elevation of the depression, the entire project site will be above the 3.2-foot Sea Level Rise (SLR) exposure area.

During the pre-assessment consultation process, the State of Hawai‘i Department of Defense, which includes the Hawai‘i Emergency Management Agency, stated that they had "no comments to offer relative to the project" (**Appendix A**).

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DATE: 11/1/2018

Legend

Project Site

TMK Parcels

Flood Zone

AE: 1% annual chance flood, with BFE

X: Minimal flood areas

Source: ESRI Online Basemap. City & County of Honolulu, 2018. Federal Emergency Management Agency, 2017.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

Figure 9
Flood Rate Insurance Map

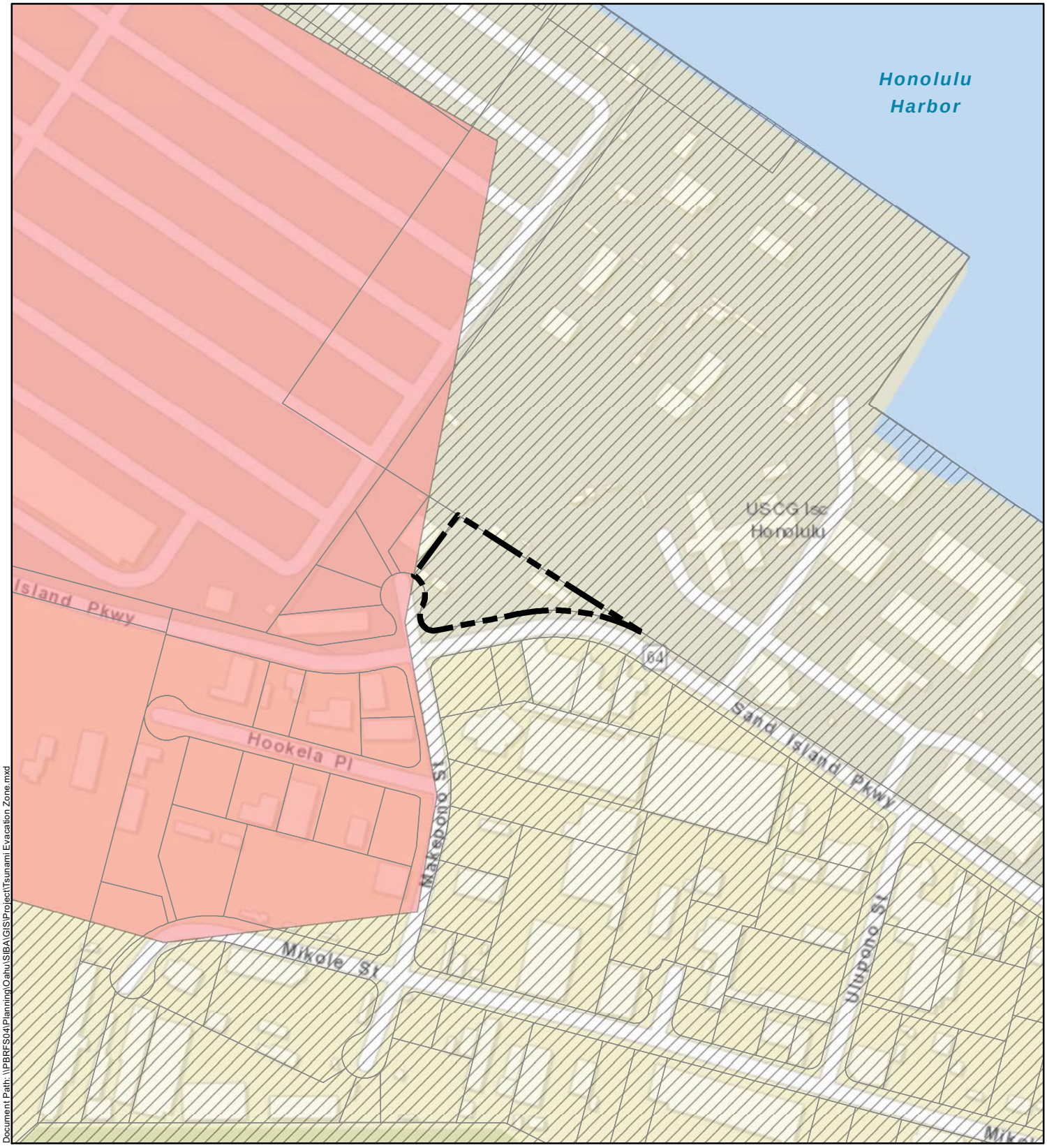
SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 75 150 300

PBR HAWAII & ASSOCIATES, INC.



DATE: 11/1/2018

Legend

- Project Site
- TMK Parcels
- Tsunami Evacuation Zone
- Extreme Tsunami Evacuation Zone

Figure 10
Tsunami Evacuation Zone

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018 and 2010 (Tsunami Evacuation Zones).
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

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DATE: 11/1/2018

Legend

Project Site

3.2 ft

Figure 11
Sea Level Rise (3.2 ft)

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)

0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. SOEST, UH CGG, PacIOOS, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

3.6 FLORA & FAUNA

Sand Island is a man-made urban area and, as such, the natural biota was disturbed long ago. Most of the flora today is sparse and consists of landscaping of introduced or exotic species. According to an environmental assessment of the area that was previously conducted (Environmental Communications, Inc., 1990), the common trees of the larger industrial area included keawe (*Prosopis pallida*), opiuma (*Pithecellubium dulce*), iron wood (*Casuarina equisetifolia*), and haole koa (*Leucocephala leucaena*). The flora at the Project Site consists of non-native species.

Fauna that would likely be found within the Project area include species that have established themselves on Sand Island. These include birds and mammals that typically inhabit urban residential areas in this region of O‘ahu, such as feral cats, rats, mice, mongoose, cardinals, doves, and sparrows.

According to the U.S. Fish & Wildlife Service (USFWS) Critical Habitat for Threatened & Endangered Species online mapper (https://fws.maps.arcgis.com/home/webmap/viewer.html), the waters surrounding Sand Island are a designated critical habitat for the Hawaiian monk seal (*Monachus schauinslandi*).

During the pre-assessment consultation process, the USFWS noted two protected species that may occur within the vicinity of the Project area (see comment letter in **Appendix A**): (1) the endangered Hawaiian hoary bat/‘ōpe‘ape‘a *(Lasiurus cinereus semotus);* and (2) the white tern/manu-o-kū (*Gygis alba*), which is a Hawaiian seabird species federally protected under the MBTA.[1]

Potential Impacts and Mitigation Measures

Because of the above existing conditions it is determined that there is little of botanical or wildlife concern in the Project area. The anticipated disturbances associated with the project development are not expected to have a significant negative impact on the botanical or wildlife resources in this part of O‘ahu/Sand Island.

On their website (https://www.fws.gov/pacificislands/promo.cfm?id=177175840), the USFWS Pacific Islands Fish and Wildlife Office (PIFWO) provides the following information and recommended avoidance and mitigation measures to minimize impacts to these federally listed faunal species (see comment letter in **Appendix A**):

Hawaiian hoary bat

The ‘ōpe‘ape‘a roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. Additionally, Hawaiian hoary bats

[1] The MBTA is the Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712).

forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid and minimize potential Project impacts to the endangered ʻōpeʻapeʻa, the USFWS recommends the following applicable measures:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.

White terns

White terns (manu-o-kū) often nest in urban parks and residential areas from Hawaiʻi Kai to Hickam Air Force Base on the island of Oʻahu. This species is listed by the State of Hawaiʻi as endangered on Oʻahu. White terns breed during all months of the year, but the core breeding season is January through June, with a major peak in March. White terns do not build nests, instead they lay a single egg directly on a ledge, tree branch, or other suitable location. The egg will hatch after approximately 35 days, after which it takes 45 days for the chick to be mature enough to leave the tree on its own. Signs that white terns are present include accumulation of white feathers or white droppings underneath the tree.

To avoid and minimize potential Project impacts to white terns, the USFWS recommends the following applicable measures:

- If tree trimming is part of the project, examine all trees slated to be cut to determine if there are white terns nesting in them, especially during the white tern breeding season (January through June).
- Do not trim branches or remove trees with nesting white terns.
- Do not disturb a nesting tree or branch for at least 80 days from when the egg is laid.

If it is determined that the Project may affect federally listed species, the USFWS will be contacted early in the planning process to assist with the Endangered Species Act of 1973 (ESA) compliance.

Document Path: Q:\Oahu\SIBA\GIS\Project\Critical Habitats.mxd

DATE: 10/24/2018

Legend

- Project Site
- TMK Parcels
- Critical Habitats

Figure 12
Critical Habitats

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)

0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. U.S. Fish & Wildlife Service, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

4.0 DESCRIPTION OF THE HUMAN ENVIRONMENT, POTENTIAL IMPACTS, AND MITIGATION MEASURES

This section describes the existing conditions of the human environment, potential impacts of the SIBA New Office Building and Parking, and mitigation measures to minimize any impacts.

4.1 ARCHAEOLOGICAL AND CULTURAL RESOURCES

A Cultural and Historical Resource Assessment was conducted by TCP Hawai‘i, LLC, to provide information about the cultural and historical significance of the current project area, in the wider context of Sand Island, including consideration of the presence or absence of previously-identified archaeological sites and other potential historic properties. The study can be found in Appendix B.

Potential Impacts and Mitigation Measures
According to the Cultural and Historical Resource Assessment (Appendix B):

> “The findings of our research—which included a site inspection—indicate that, in general, Sand Island was created by ‘… the filling of the reef flats during incremental dredging of Honolulu Harbor and Ke‘ehi lagoon’ (Jourdane and Dye 2006:3). Most of the major filling activities took place in the early twentieth century, but the island has a complex history of change extending back into the middle-late nineteenth century.
>
> “In the early historic period, a portion of what we currently refer to as Sand Island was simply a natural, elevated section of reef. Starting in 1868, this sandy island began to be used as a place to temporarily quarantine newly-arrived visitors and immigrants until they passed health examinations. By 1906, Quarantine Island was more formally shaped and constructed using retaining walls into an elongate oval, portions of which can still be observed on recent aerial imagery and topographic maps. Prior to this formalization of the early twentieth century Quarantine Island, earlier depictions (from the later nineteenth century) show a dynamic, changing size and shape due most likely to tidal variation in sand deposition and accretion. Many episodes of infilling and land reclamation from dredging of the harbor and channels around Sand Island, all the way up to the 1940s, eventually created the approximately 520-acre island of today.
>
> “The 1920s saw the end of the use of Sand Island as a place of quarantine, and the beginning of the military’s use of the island. The island became an integral part of the Coast Defense system starting in the 1930s, and was used as an internment camp for several hundred residents of Hawai‘i (mostly Japanese, but including others) in 1941–3. In 1945, Sand Island was used as a prisoner-of-war (POW) camp. By the 1960s, the federal government transferred control of the island to the state, with the exception of the U.S. Coast Guard installation. In the 1970s, the state created a

> recreational area on the south and southeast shores of Sand Island, where military (Coast Defense) structures and infrastructures once operated. A number of military sites (historic properties) are still extant in this area, which was also the location of a controversial eviction of mostly Hawaiian fishing families in 1980.
>
> "To the best of our knowledge, no previous archaeological studies have been conducted specifically at the subject parcel. Given our recent inspection of the current project area, and the evidence for bulldozing/clearing of the area by 1978 (based on aerial imagery), there are no historic properties above the ground surface. The closest, previously-recorded historic properties are in the Sand Island State Recreation Area. Yent (2016) described a total of nine (9) extant military sites (historic properties) dating from the World War II era on Sand Island (see Yent 2016:9–17 for details), but these are at least (or more) one-quarter mile from the current project area.
>
> "Regarding the potential for there being historically-significant cultural resources in subsurface deposits at the current project area, geotechnical soil borings drilled in a nearby parcel in 1999, located at 1092 Makepono St., showed 'that dredged fill deposits up to 6.5 ft. deep exist. . . The fill deposits consist of dredged gravelly sand, organic silt, and silty sand over a coral ledge' (Jourdane and Dye 2006:6, referencing Weidig 1999). We believe subsurface deposits in the eastern half of the current project area consist exclusively of dredged harbor sediments, with no potential for historically-significant cultural resources. The western half of the current project area may contain some Jaucas sand deposits, but these almost certainly consist of deposits that were repeatedly deposited and eroded over time, washed over by high tides, and disturbed, before they were formalized in 1906 by creation of a low (3-ft high) seawall at the east end of the oval-shaped Quarantine Island (illustrated in numerous maps in our report; see, e.g., Figure 18).
>
> "We believe there is practically no chance of encountering intact, historically-significant cultural deposits below the ground surface in the current project area."

Based on the results of this study, no adverse impacts to archeological resources during construction are anticipated. Should the inadvertent discovery of significant cultural or historic materials and/or burials occur during construction, all work in the immediate area of the find will cease and the State Historic Preservation Division (SHPD) will be notified, as outlined in HAR 13 § 13-275-12. No further mitigation measures are planned.

During the pre-assessment consultation process, the State of Hawai'i Department of Hawaiian Home Lands (DHHL) commented:

> "DHHL owns revenue-generating properties within one mile of the project site, at the intersection of Nimitz Highway and Kapālama Canal. … Due to the nature of the proposed uses of the SIBA site, DHHL does not anticipate any impacts to current uses of or future plans for its lands in Kapālama." (See **Appendix A**.)

4.2 TRANSPORTATION

During the pre-assessment consultation process, the State of Hawai‘i Department of Transportation Highways Division (DOT-HWY) commented: “The SIBA should prepare and submit a traffic assessment for review and acceptance. The assessment should include trip generation based on the proposed office building, the proposed parking, and determine if improvements would be recommended. Required improvements shall be at no cost to the State” (see letter in **Appendix A**).

A traffic engineer, Austin, Tsutsumi & Associates, Inc. (ATA), prepared a traffic impact analysis report (TIAR) for this Project. The TIAR is included in this EA as Appendix C.

4.2.1 Roadways and Traffic

Sand Island is accessed via Sand Island Access Road from Nimitz Highway. Sand Island Access Road becomes Sand Island Parkway at the bridge connecting O‘ahu to Sand Island, then continues through the middle of Sand Island as a two-way roadway along a generally northwest-southeast axis. At the eastern end of the island, Sand Island Parkway enters the Sand Island State Recreation Area and then loops toward the west near the south side of Sand Island.

Makepono Street intersects Sand Island Parkway at the Project area. To the north (mauka) of the intersection, Makepono Street is a short cul-de-sac that provides access to the Project Site.

The Traffic Impact Analysis Report (TIAR) was prepared by Austin, Tsutsumi & Associates, Inc. to document existing and future traffic conditions, and evaluate the potential traffic impacts resulting from the Project. The TIAR can be found in Appendix C. The TIAR includes a Level of Service (LOS) analysis, using the Highway Capacity Manual 6th Edition to calculate volume to capacity ratios, delays, and corresponding LOS. An intersection analysis was conducted using traffic analysis software, “Synchro”. Based on vehicular delay, reserve capacity, and critical gaps at the intersection a LOS is assigned a qualitative measure of performance. The TIAR included traffic counts and field observations.

The TIAR documents existing conditions, noting that Sand Island is a mostly industrial area, with a large number of heavy vehicles traveling on Sand Island Parkway. It was observed that approximately 15 percent of the traffic during the AM peak hour were heavy vehicles, and 11 percent of the PM peak hour traffic was heavy vehicles. Vehicles were observed to be flowing freely during the peak hours of traffic with no significant delay on through movements. At times, two to three vehicles were observed to queue along Sand Island Parkway as large trucks wait to turn left, but queuing was minimized as cars were able to go around the turning trucks. During the AM and PM peak hours, left turning vehicles from Makepono Street experienced some delays. Southbound queues had minimal (two to three vehicle) delays, northbound queues had three to four vehicle delays with an occasional seven to eight vehicle queue.

The TIAR documents that the Project Site is currently being used for parking (unimproved) for surrounding businesses. The parking area was full by 6:00 AM and vacant by 3:45 PM, which suggests that most of the trips into the Project Site occurred before the AM peak hour at 5:45 AM, and most of the outgoing trips from the Project Site occurred during the PM peak hour between 3:00 and 3:45 PM.

The TIAR finds that the Sand Island Parkway/Makepono Street intersection operates at LOS D or better with no significant queuing during the AM and PM peak hours of traffic.

Potential Impacts and Mitigation Measures

During construction, the Project will not require permanent rerouting or alteration of roadway traffic, but it may be required occasionally to accommodate construction equipment. Construction activities may generate short-term traffic impacts to the motorists, bicyclists, and pedestrians in the immediate vicinity of the intersection of Sand Island Parkway and Makepono Street. Traffic cones and other directional devices will be placed in the roadway to guide vehicles around work areas. The contractor will implement mitigation measures to provide access past work sites and to minimize the inconvenience to the community. These mitigation measures may include the following:

- Posting flagmen for traffic control around work sites;
- Backfilling/covering all trenches at the end of the work day;
- Posting safety devices and signs for the duration of construction;
- Maintaining any existing pedestrian, bicycle, and vehicle access/crossing with the highest safety measures during construction;
- Scheduling the transferal of construction materials and equipment to and from the Project Site during non-peak traffic hours (8:30 a.m. to 3:30 p.m.), but not during school dismissal periods; and
- Scheduling construction activities requiring lane closures to occur during times that avoid the beginning and ending of work day and school day rush hours (8:30 a.m. to 3:30 p.m.).

Should construction activities require the closure of any City street, traffic lane, or sidewalk, the applicant will obtain a Street Usage Permit from the Department of Transportation Services (DTS). Should there be a need to transport any oversized equipment/overweight loads on State highway facilities, a DOT Highways Division permit will be prepared.

During the pre-assessment consultation process, the City and County of Honolulu Department of Transportation Services (DTS) commented (see letter in Appendix A):

> "**Construction Coordination.** Construction schedules should be coordinated with other nearby properties that have planned improvements to ensure minimal impacts to the adjacent roadways."
>
> "**Project Notification.** The area Neighborhood Board, as well as the area businesses, emergency personnel (fire, ambulance and police), etc., should be kept

> apprised of the details of the proposed project and the impacts that the project may have on the adjoining local street area network."

In the long-term, no significant change in peak hour traffic is expected due to this Project. Traffic forecasts for 2021 with and without the Project suggest that the intersection of Sand Island Parkway and Makepono Street will operate at Level of Service E, while all other movements will operate at Level of Service C or better during the AM and PM peak hours of traffic. Therefore, the Project's impact on the cumulative traffic impacts on State highways facilities in the area (Sand Island Parkway) should be minimal. In general, the proposed improvements are not anticipated to have a long-term impact on traffic and access to the area. Further, the Traffic Impact Assessment notes the Manual on Uniform Traffic Control Devices (MUTCD) 2009 would not likely warrant a traffic signal. Because no impacts from the project are anticipated, no traffic mitigation measures are proposed.

During the pre-assessment consultation process, DTS also commented:

> "**Priority Guidelines on Sustainability.** In addressing priority guidelines on sustainability through HRS § 226-108, the Project should consider certification by a green building rating system, including but not limited to nationally recognized rating systems such as Leadership in Energy and Environmental Design (LEED), the Living Building Challenge, Green Globes, or another comparable State-approved, nationally recognized, and consensus-based guideline, standard, or system."
>
> "The Department of Transportation Services supports certification such as the LEED for Building Design and Construction Version 4.0 as it mitigates Location and Transportation (LT) impacts including but not limited to: minimizing the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff; reducing pollution by promoting alternatives to conventionally fueled automobiles; increasing access to quality transit; reducing Vehicle Miles Traveled (VMT) through the integration of bicycle facilities; and compact, walkable development that encourages a density and diversity of surrounding uses."

In support of the State's priority guidelines on sustainability, SIBA will implement sustainable design features (see also Section 5.1.3 below).

During the Draft EA public review period, the State Department of Transportation (DOT) Highways Division (DOT-HWY) wrote: "DOT-HWY has determined that the proposed project is not anticipated to have a significant impact to State highway facilities" (see Appendix E).

4.2.2 Parking

The majority of the Project Site has been paved and is used as an unmarked and undeveloped *de facto* parking area by SIBA staff as well as by SIBA tenants and their employees. Most of the

SIBA tenants are land-intensive industrial businesses with limited employee parking and an inadequate number of on-street parking stalls, resulting in employees parking illegally on-street, double parking in the subdivision, or parking on the undeveloped Project Site.

Potential Impacts and Mitigation Measures
Approximately 150 paved parking stalls are proposed with this Project, including 5 ADA accessible stalls. In the short-term, there may be temporary impacts to parking availability for SIBA staff and tenants during construction. To help mitigate short term parking impacts during construction, the project will consider phasing to allow parking on portion of the site.

In the long-term, the proposed Project will provide much-needed employee parking for SIBA tenants, thereby eliminating the need for illegal on-street parking or double parking in the subdivision. Moreover, the proposed Project will generate parking revenue to assist with development costs, lease rent, and real property taxes for the non-profit organization.

4.2.3 Public Transportation

There is no public transportation service to Sand Island.

Potential Impacts and Mitigation Measures
There are no anticipated impacts to public transportation service or facilities.

4.2.4 Bicycle and Pedestrian Infrastructure

There are bike lanes and sidewalks on both sides of Sand Island Parkway, and sidewalks on Makepono Street. The Sand Island Parkway/Makepono Street intersection also features four striped crosswalks.

Potential Impacts and Mitigation Measures
The Project is not anticipated to have an impact on bicycle or pedestrian infrastructure. No mitigation measures are planned.

4.2.5 Airports

The Project Site is located approximately 2.1 miles from the end of Runway 26L of the Daniel K. Inouye International Airport (HNL) (see Figure 13). During the pre-assessment consultation process, the Department of Transportation Airports Division (DOT-AIR) commented:

1. "The proposed office site is located approximately 2.17 miles from end of Runway 26L and beneath the aircraft approach and departure flight tracks of Daniel K. Inouye International Airport (HNL). The applicant needs to be aware of the duties of state and county agencies to implement the State of Hawaii, Office of Planning, Technical Assistance Memorandum related to this project and all projects within 5

miles of an airport: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports 08-01-2016.pdf."

2. "The proposed project may be exposed to fumes, smoke, noise, vibrations, odors, etc., resulting from aircraft flight operations. The site is located between the 65 and 70 Yearly Day-Night Average Sound Level Noise Contour as depicted on the attached HNL 2008 Forecast Five Year Noise Exposure Map. Accordingly, the proposed land use and related structures are compatible if noise level reductions measures are incorporated into the building design."

3. "If the project includes the installation of a photovoltaic (PV) system, a glint and glare analysis must be submitted for Federal Aviation Administration (FAA) review. The following website provides assistance with the preparation of glint and glare analysis: www.sandia.gov/glare. Information regarding the FAA Form of 7460-l is available at the following website: https://oeaaa.faagov/oeaaa/external/portal.jsp."

   "If the PV array creates a hazardous condition for pilots, the owner of the PV system must be prepared to immediately mitigate the hazard, upon notification by the DOT-AIR or the FAA."

   "PV system installations have also been known to emit radio frequency interference (RFI) to aviation-dedicated radio signals, disrupting the reliability of air-to-ground communications. The responsible PV system owner shall mitigate any RFI that affects aviation operations."

4. "Site design and landscaping shall not create wildlife attractants that could potentially result in a bird strike hazard to aircraft operations."

Potential Impacts and Mitigation Measures

No significant impact. The Project is not anticipated to attract hazardous wildlife or create a glint or glare hazard for the airport, as no PV system will be installed as part of the Project. As the proposed new office building will not exceed one story in height, the Project will not create an aerial obstruction hazard to flight operations. Appropriate noise level reductions measures will be incorporated into the building design. No mitigation measures are planned.

During the Draft EA public review period, the DOT Airports Division (DOT-AIR) wrote: "The DEA acknowledges the project's impacts to Daniel K. Inouye International Airport operations and discusses mitigation measures to address the impacts. Therefore, the DOT-AIR has no further comments at this time" (see Appendix E).

DATE: 10/23/2018

Figure 13
Airport Distance

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

Legend

- Project Site
- Daniel K. Inouye International Airport

North

Linear Scale (feet)
0 500 1,000 2,000

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

4.3 NOISE

Existing noise levels at and immediately adjacent to the proposed Project Site are typical of noise found in an urban industrial setting. The primary sources of noise on Sand Island are from machinery operations, large vehicles, vehicular traffic, and overhead aircraft.

Potential Impacts and Mitigation Measures
Construction activities for the Project will inevitably create temporary noise impacts. The building contractor may employ mitigation measures to minimize those impacts, including the use of mufflers and implementing construction curfew periods. Pursuant to Chapter 11-46, HAR, all Project activities must comply with all community noise controls.

Once in operation, the Project is not anticipated to generate long-term noise above current levels, with the exception of the noise from traffic flows in and out of the parking lot. Because the noise generated as a result of the proposed Project represents no substantial change from current noise occurrences, no mitigation measures are proposed.

4.4 AIR QUALITY

The State of Hawai‘i has a reputation as having some of the best air quality in the nation. This superior air quality is largely a function of the predominant tradewinds blowing from the northeast. The typical tradewind pattern blows man-made and volcanic pollutants out from inland (mauka) areas toward the ocean. However, during non-tradewind periods, man-made and volcanic pollutants tend to accumulate on island impacting visibility (also known as “vog”).

National Ambient Air Quality Standards (NAAQS) have been established for seven major air pollutants: carbon monoxide (CO), nitrogen oxides (NOx), ozone (O_3), particulate matter smaller than 10 microns (PM10), particulate matter smaller than 2.5 microns (PM2.5), sulfur oxides (SOx), and lead. Air pollutant levels are monitored by the State Department of Health (DOH) at a network of sampling stations statewide. Based on ambient air monitoring data, the U.S. Environmental Protection Agency (EPA) has classified the island of O‘ahu and the entire State of Hawai‘i as being in attainment of the federal standards.

Potential Impacts and Mitigation Measures
It is recognized that there is the potential for short-term impacts to air quality during construction. This could occur from additional traffic generated by construction vehicles, machinery, and dust generated during demolition and grading.

An effective dust control plan will be implemented as necessary. All construction activities will comply with the provisions of Title 11, Chapter 59, HAR related to Ambient Air Quality Standards and Section 11-60.1-33, HAR related to Fugitive Dust. Measures to control dust during construction include:

- Providing an adequate water source at the site prior to start-up construction activities;
- Irrigating the construction site during periods of drought or high winds;
- Landscaping and rapidly covering bare areas, including slopes, starting from the initial grading phase;
- Disturbing only the areas of construction that are in the immediate zone of construction to limit the amount of time that the areas will be subject to erosion;
- Providing adequate dust control measures during weekends, after hours, and before daily start-up of construction activities; and
- Installing silt screening in the areas of disturbance.

The proposed Project is not likely to have any long-term impact on air quality in the immediate vicinity. No long-term mitigation measures are proposed.

4.5 VISUAL RESOURCES

The subject property is within an industrial subdivision on Sand Island, which is within the City and County of Honolulu's Primary Urban Center Development Plan (PUCDP) area. According to the PUCDP, significant panoramic views within the region are views of:

- *The Koolau and Waianae Mountain Ranges and their foothills (notably, Red Hill and Puu Ualakaa, or Round Top);*
- *The Pacific Ocean, Pearl Harbor's East Loch, Ford Island, Honolulu Harbor, Keehi Lagoon and Kewalo Basin, and their respective shorelines; and*
- *The craters of Leahi (Diamond Head), Puowaina (Punchbowl) and Aliamanu.*

Map A.1 of the PUCDP further illustrates significant views of the development plan area. A view from Kaka'ako Waterfront Park toward Kapālama Basin and one from the airport viaduct and airport area toward Diamond Head are identified as two that have Sand Island in their paths. In addition, the PUCDP identifies mauka-makai views from Sand Island State Recreation Area toward 'Ālewa Heights and Punchbowl.

Potential Impacts and Mitigation Measures
As the proposed Project will not exceed one story in height, no adverse impacts to any recognized view planes are anticipated. Because no visually adverse impacts are expected, no additional mitigation measures are proposed.

4.6 SOCIAL & ECONOMIC CHARACTERISTICS

The Project Site is located within the Iwilei-Anuenue Census Tract (CT 57), which includes Sand Island, Iwilei, and areas along the Kapālama Canal. According to the 2016 American Community Survey (ACS) 5-year Estimate Profiles from the U.S. Census Bureau, this Census Tract has a population estimated at approximately 2,420 people, which translates to roughly 0.2 percent of O'ahu's population. Most of the population of CT 57 reside outside of Sand Island. The median

household income in CT 57 is $40,682, which is below the median household income of $77,161 for Honolulu County. Economic activity on Sand Island is primarily industrial.

Potential Impacts and Mitigation Measures
The proposed Project is anticipated to create short-term employment related to construction. In the long-term, the proposed Project is not expected to affect resident population or demographics; therefore, no mitigation measures are proposed.

4.7 INFRASTRUCTURE AND UTILITIES

4.7.1 Water System

The Project Site is served by the City's Board of Water Supply (BWS) system. Potable water is drawn from an existing 6-inch lateral off Makepono Street that stubs to the property off a 6-inch detector check meter. The 6-inch lateral connects to an existing 12-inch main that continues on Makepono Street.

Potential Impacts and Mitigation Measures
The proposed Project's potable water system will comply with the current Water System Standards and Standard Details for Water System Construction, BWS. The proposed building will connect to the existing 6-inch lateral off Makepono Street.

The proposed Project will not involve a significant increase in potable water system demand; therefore it is not anticipated to have a significant impact on the County water system. No mitigation measures are proposed.

During the pre-assessment consultation process and the Draft EA public review period, the BWS provided the following comments:

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

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

- "Water conservation measures are recommended for all proposed developments. These measures include the selection of Water Sense labeled ultra-low-flow plumbing fixtures and toilets, drought-tolerant and low water use plants, and

xeriscaping principles in all landscaping. We recommend installing efficient irrigation systems, such as drip irrigation, and incorporating moisture sensors to avoid operating the irrigation system in the rain and/or if the ground has adequate moisture."

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

4.7.2 Wastewater System

The Project Site is currently connected to an existing 8-inch sewer lateral off Sand Island Parkway that stubs into the property. This drains to an 18-inch main in Sand Island Parkway.

Potential Impacts and Mitigation Measures
The sewer design for the proposed Project will comply with the Wastewater System Design Standards, City & County of Honolulu. The proposed building will connect to the existing 8-inch sewer lateral off Sand Island Parkway that stubs into the property, which drains to the 18-inch sewer mains in Sand Island Parkway.

The proposed Project will not involve a significant increase in wastewater system demand; therefore it is not anticipated to have any impact on the County sewer system. No mitigation measures are proposed.

During the Draft EA public comment period, DPP wrote: "We have reviewed the Draft EA and have determined that … a Sewer Connection Application will be required. Additionally, this Project may be liable for payment of the Wastewater System Facility Charge." (See letter in Appendix E.)

4.7.3 Drainage System

The existing topography is relatively flat with elevations from approximately eight (8) feet to five (5) feet above sea level, and generally slopes in a southerly direction towards Sand Island Parkway.

There is a 36-inch reinforced concrete pipe in Sand Island Parkway that drains to a 42-inch by 96-inch box culvert. Along the northern property line there is a concrete ditch that drains further downstream into the box culvert.

Potential Impacts and Mitigation Measures
There is a depression near the western side of the site that will be filled so that the proposed building and parking lot can be constructed. Onsite fill will be used wherever possible, based on recommendations from the geotechnical engineer. In addition, by raising the elevation of the depression, the entire project site will be above the 3.2-foot Sea Level Rise (SLR) exposure area.

Erosion and dust control will adhere to the Rules Relating to Soil Erosion Standards, Department of Planning and Permitting (DPP), City and County of Honolulu, and the Erosion Control Plan provided by the engineer and approved by the City and County of Honolulu Department of Planning and Permitting.

The grading will follow Best Management Practices (BMP) as prescribed in the National Pollutant Discharge Elimination System (NPDES) Permit.

The project storm drainage system will be designed to comply with the Rules Relating to Storm Drain Standards, DPP, City & County Honolulu. There is a 36-inch reinforced concrete pipe in Sand Island Parkway that drains to a 42-inch by 96-inch box culvert. Along the northern property line there is a concrete ditch that drains further downstream into the box culvert. The onsite drainage system will be designed for a 10-year recurrence interval, and is anticipated to include a combination of drainage and bio-retention swales.

Based on the soil information available on the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service's (NRCS's) web soil survey, it is assumed that infiltration may be feasible at least in the Jaucas Sand portion of the site (see Figure 7). However, additional geotechnical investigations will be required. Building finished floors will be higher than the surrounding grades and runoff will be directed away from buildings.

The project site is located in Zone X – Areas determined to be outside the 500-year flood plain as determined by FEMA (see Figure 9).

4.7.4 Electrical and Telecommunications Systems

The Project Site is served by the Hawaiian Electric Company (HECO) for electrical service, Hawaiian Telcom for telephone service, and Spectrum (formerly Oceanic Time Warner Cable) for cable TV and internet service. Overhead electrical and communication lines are available along Sand Island Parkway.

Potential Impacts and Mitigation Measures
The proposed Project is not anticipated to have any impact on electrical or telecommunications systems or infrastructure.

4.7.5 Solid Waste

Non-recyclable garbage is collected and hauled offsite for eventual collection and disposal by the City and County of Honolulu.

Potential Impacts and Mitigation Measures
During the construction phase, solid waste generated at the site is anticipated to increase over current conditions. The additional waste is expected to include materials from construction, grading, and landscaping activities. Any construction waste generated by the project will be

disposed of at a solid waste disposal facility that complies with the applicable provisions (Chapter 11-58.1, HAR "Solid Waste Management Control"). Solid waste that cannot be recycled will be disposed of at landfills, the incinerator, or transfer stations. A waste-to-energy combustor, H-POWER (Honolulu Program of Waste Energy Recovery) located at the Campbell Industrial Park incinerates about 1,800 tons of combustible waste per day. The electricity generated is bought by Hawaiian Electric Company. Currently, the H-POWER facility receives all residential and commercial packer truck wastes on the island. Waste contractors will be asked to submit disposal receipts and invoices to ensure proper disposal of waste. The proposed Project will also comply with the provisions of Chapters 11-260 to 11-280, HAR, relating to hazardous waste.

In the long-term, the Project is not anticipated to have a significant impact on solid waste services. No mitigation measures are proposed.

4.8 PUBLIC SERVICES AND FACILITIES

During the pre-assessment consultation process, the State of Hawai‘i Department of Accounting and General Services (DAGS) commented: “The project does not impact any of the Department of Accounting and General Services’ projects or existing facilities, and we have no comments to offer at this time.”

Also during the pre-assessment consultation process and the Draft EA Public Review period, the City and County of Honolulu Department of Facility Maintenance (DFM) wrote: “We have no comments at this time, as we do not have any facilities or easements on the subject property” (see Appendices A and E). Similarly, the City and County of Honolulu Department of Design and Construction (DDC) wrote that they do “not have any comments at this time” during the pre-assessment consultation process (see **Appendix A**).

4.8.1 Police Protection

The site is located within Honolulu Police Department (HPD) District 5, the “Kalihi District,” which covers the area from the Airport, Salt Lake, and Moanalua to Nu‘uanu, Punchbowl, and Iwilei. District 5 encompasses a total area of approximately 36 square miles and a resident population of approximately 146,400. The SIBA site is located in Sector 3, which covers Kalihi Kai, Pālama, and Sand Island. The nearest police station is the Kalihi Police Station, located approximately 4.6 miles away, on Kamehameha IV Road (Figure 14).

Potential Impacts and Mitigation Measures
The Project is not anticipated to create an increased demand on police protection services. During the pre-assessment consultation process, the Honolulu Police Department stated: "Based on the information provided, this project should have no significant impact on the operations of the Honolulu Police Department at this time" (Appendix A).

4.8.2 Fire Protection

First response to any on-site emergency would originate from the Kalihi Kai Fire Station (Engine 31), located about 2.7 miles away from the Project Site (Figure 14).

Potential Impacts and Mitigation Measures
The Proposed Project is not anticipated to create a significant increase in demand on fire protection services. During the pre-assessment consultation process and the Draft EA Public Review period, the Honolulu Fire Department (HFD) provided the following comments (see Appendices A and E):

1. "Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 m) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Section 18.2.3.2.2.)"

2. "A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)"

3. "A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet (45,720 millimeters) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1 , as amended.)"

4. "Submit civil drawings to the HFD for review and approval."

4.8.3 Health Care Services

The nearest health care facility that provides emergency services is the Kuakini Medical Center, located in Liliha. A variety of health care providers can be found nearby in urban Honolulu (Figure 14).

Potential Impacts and Mitigation Measures
Although there may be an unavoidable and occasional need for emergency health care services by visitors or employees during the operation of the SIBA new office building and parking, the Proposed Project is not expected to significantly increase the need for emergency service, and is not expected to have a long-term adverse impact on emergency medical providers or their ability to service the community. No mitigation measures are proposed.

4.8.4 Recreational Facilities

Recreational facilities in the general vicinity of the proposed Project include: Sand Island State Recreation Area, Kalākaua District Park, and Keʻehi Lagoon Beach Park (Figure 14).

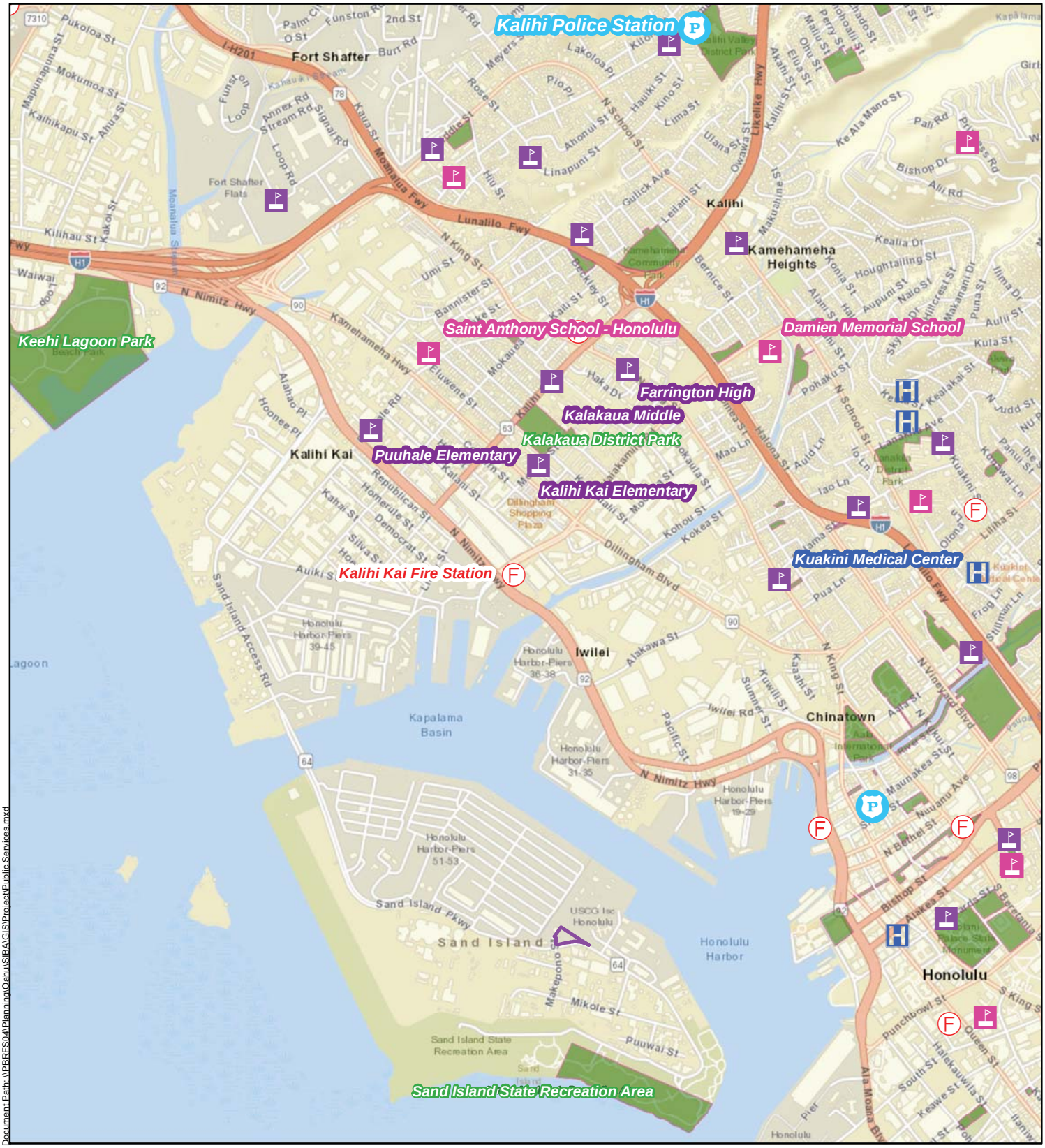
Potential Impacts and Mitigation Measures
The Proposed Project is not anticipated to displace any existing facilities or create any additional demand on recreational facilities in the vicinity of the Project. During the pre-assessment consultation process, the City and County of Honolulu Department of Parks and Recreation (DPR) commented: "…the proposed project will have no impact on any program or facility of the Department" (Appendix A).

4.8.5 Schools

A number of public and private schools are located in the general vicinity of the Project Site in Kalihi, including Puʻuhale Elementary School, Kalihi Kai Elementary School, Kalākaua Middle School, Farrington High School, St. Anthony School, and Damien Memorial School. (Figure 14).

Potential Impacts and Mitigation Measures
The Project is not anticipated to have any impact on schools in the surrounding areas. The Proposed Project does not involve residential development and as a result will not introduce new school-aged residents that need to be provided public education by the State Department of Education. No mitigation measures are proposed.

During the Draft EA public review period, the State of Hawaiʻi Department of Human Services (DHS), which licenses child care facilities throughout the state, wrote: "The Department of Human Service [sic] (DHS) has reviewed the draft environmental assessment for Sand Island Business Association new office building and parking and has no comment at this time" (see Appendix E).



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Legend

- Project Site
- Police Station
- Fire Station
- Hospital
- Private School
- Public School
- Park

Source: ESRI Online Basemap. City & County of Honolulu, 2017, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

Figure 14
Public Services

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 500 1,000 2,000

PBR HAWAII & ASSOCIATES, INC.

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5.0 LAND USE CONFORMANCE

State and County land use plans and policies and required permits and approvals relevant to the Proposed Project are described below.

5.1 STATE OF HAWAIʻI

5.1.1 State Land Use Law, Chapter 205, Hawaiʻi Revised Statutes

The State Land Use Law (Chapter 205, HRS), establishes the State Land Use Commission (LUC) and authorizes this body to designate all lands in the State into one of four districts: Urban, Rural, Agricultural, or Conservation. These districts are defined and mapped by the State Land Use Commission in order to ensure compatibility with neighboring land uses and protection of public health.

The proposed Project is located within the State Urban Land Use District (Figure 15), which is regulated by the counties according to HRS Section 205-2(b): "Urban districts shall include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated." Section 5.2 of this EA describes the City and County of Honolulu regulations as applicable to the Project.

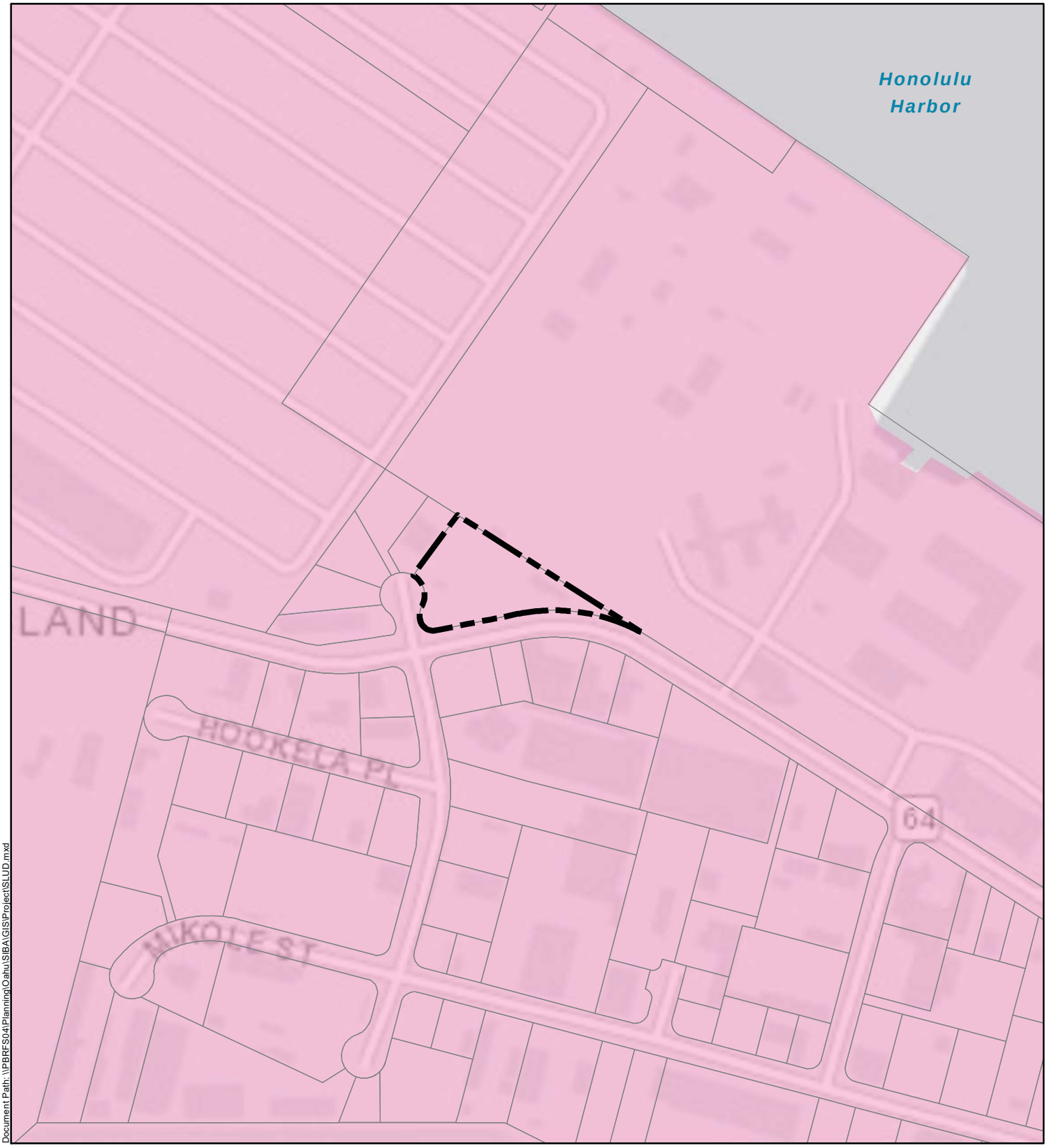

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Figure 15
State Land Use Commission Districts (SLUD)

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

Legend

Project Site

U

North

Linear Scale (feet)

0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. State Land Use Commission, 2016.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

5.1.2 Coastal Zone Management Act, Chapter 205A, Hawai'i Revised Statutes

The Coastal Zone Management Area (CZMA), as defined in Chapter 205A, HRS, includes all the lands of the State. Therefore, the proposed improvements are within the CZMA. Furthermore, the Project Site is within the Special Management Area (SMA), the requirements of which are implemented by the County (see Section 5.2.4).

The Coastal Zone Management (CZM) Program aims to provide recreational opportunities, protect historic resources, protect scenic and open space resources, protect coastal ecosystems, provide facilities for economic development, reduce hazards, and manage development. Table 2 below discusses the applicability of CZM Program objectives and policies (as described in §205A-2, HRS) to the proposed Project:

Table 2: Coastal Zone Management Act, Chapter 205A, HRS

COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
RECREATIONAL RESOURCES			
Objective: (A) Provide coastal recreational opportunities accessible to the public.			
Policies:			
(A) Improve coordination and funding of coastal recreational planning and management; and			**X**
(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;			**X**
(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;			**X**
(iii) Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;			**X**
(iv) Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;			**X**
(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;			**X**
(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;	**X**		
(vii) Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and			**X**
(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.			**X**
Discussion: A Project goal is to support minimization of non-point source pollution delivered to nearshore resources. The water quality standards are further discussed under the Coastal Ecosystems objectives and policies.			

COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
HISTORIC RESOURCES			
Objective: (A) 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;	**X**		
(B) Maximize information retention through preservation of remains and artifacts or salvage operations; and			**X**
(C) Support state goals for protection, restoration, interpretation, and display of historic resources.			**X**
Discussion: A Cultural and Historical Resource Assessment has been conducted to assess the proposed Project's potential impact on cultural resources. The report found that the archaeological potential for significant finds is practically zero, and that no archaeological work is needed. In the unlikely event that any archaeological or cultural remains are encountered during construction, all work in the immediate vicinity of the find will cease and the State Historic Preservation Division (SHPD) will be contacted for establishment of appropriate mitigation in accordance with Chapter 6E, HRS.			
SCENIC AND OPEN SPACE RESOURCES			
Objective: (A) 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;	**X**		
(B) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;	**X**		
(C) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and			**X**
(D) Encourage those developments that are not coastal dependent to locate in inland areas.			**X**
Discussion: The Proposed Project is not located on the shoreline, is not coastal dependent, and will not alter any significant views identified in Section 4.5 (Visual Resources) above.			
COASTAL ECOSYSTEMS			
Objective: (A) 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;	**X**		
(B) Improve the technical basis for natural resource management;			**X**
(C) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;	**X**		
(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			**X**
(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.	**X**		

COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
Discussion: The Proposed Project is anticipated to reduce impacts to the coastal ecosystem, through implementation of Low Impact Development techniques that manage stormwater in a way that better replicates natural systems, thereby slowing the flow of storm runoff from the site and reducing pollutants in the process.			
ECONOMIC USES			
Objective: (A) 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;			**X**
(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			**X**
(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;			**X**
(ii) Adverse environmental effects are minimized; and			**X**
(iii) The development is important to the State's economy.			**X**
Discussion: These policies are not applicable because the Proposed Project is not coastal or shoreline dependent. Although the Project Site is located approximately 750 feet from Honolulu Harbor, the proposed Project is the continuation of existing business uses in an area presently designated and suitable for such uses.			
COASTAL HAZARDS			
Objective: (A) 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;	**X**		
(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;	**X**		
(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and	**X**		
(D) Prevent coastal flooding from inland projects.			**X**
Discussion: The Proposed Project is not anticipated to be impacted by storm waves, flooding, erosion, subsidence, or pollution hazards. Natural hazards were discussed in Section 3.5 of this EA. The Project will comply with the requirements of the Federal Flood Insurance Program. Because the Project does not involve alterations to the floodway, nor does it involve new residential buildings, it is not anticipated to have any impact or any deleterious effects on natural hazard conditions. However, the Project Site may be vulnerable to hazards such as tsunami. A tsunami evacuation plan will be implemented with the proposed Project. During any tsunami warning, occupants of the subject property are advised to evacuate to higher ground. The designated Tsunami Refuge Area for the Project Site is Kalākaua District Park, and a potential hurricane shelter is Pu‘uhale Elementary School.			

COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
MANAGING DEVELOPMENT			
Objective: (A) 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;			**X**
(B) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and			**X**
(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.	**X**		
Discussion: This EA discusses potential impacts and mitigation measures of the Proposed Project and will provide an opportunity for input during the Draft EA Public Comment period.			
PUBLIC PARTICIPATION			
Objective: (A) Stimulate public awareness, education, and participation in coastal management.			
Policies:			
(A) Promote public involvement in coastal zone management processes;	**X**		
(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			**X**
(C) Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.			**X**
Discussion: This EA discusses potential impacts and mitigation measures of the Proposed Project and will provide an opportunity for input during the Draft EA Public Comment period.			
BEACH PROTECTION			
Objective: (A) 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;	**X**		
(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			**X**
(C) Minimize the construction of public erosion-protection structures seaward of the shoreline.			**X**
(D) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and			**X**
(E) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.			**X**
Discussion: Since the Proposed Project is located away from the shoreline, it has no relationship to beach protection or access.			

COASTAL ZONE MANAGEMENT ACT, CHAPTER 205A, HRS (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
MARINE RESOURCES			
Objective: (A) 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;	**X**		
(B) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;			**X**
(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;			**X**
(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			**X**
(E) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.			**X**
Discussion: The use of LID techniques to manage stormwater at the Project Site is a step toward ensuring development of marine and coastal resources are both ecologically sound and economically beneficial.			

5.1.3 Hawai‘i State Planning Act, Chapter 226, Hawai‘i Revised Statutes

The Hawai‘i State Plan, Chapter 226 HRS (2007) provides guidelines for the future growth of the State of Hawai‘i. The Hawai‘i State Plan identifies goals, objectives, policies, and priorities for allocating the State's resources, including public funds, services, human resources, land, energy, and water. The plan was enacted to achieve “a desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.” Table 3 below outlines the Proposed Project’s conformance with each theme, goal, objective, policy, and guideline of the plan.

Table 3: Hawai‘i State Plan, Chapter 226, HRS

HAWAI‘I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
HRS § 226-1: Findings and Purpose			
HRS § 226-2: Definitions			
HRS § 226-3: Overall Theme.			
Hawai‘i’s people, as both individuals and groups, generally accept and live by a number of principles or values which are an integral part of society. This concept is the unifying theme of the State Plan. The following principles or values are established as the overall theme of the Hawai‘i State Plan: *(1) Individual and family self-sufficiency refers to the rights of people to maintain as much self-reliance as possible. It is an expression of the value of independence, in other words, being able to freely pursue personal interests and goals. Self-sufficiency means that individuals and families can express and maintain their own self-interest so long as that self-interest does not adversely affect the general welfare. Individual freedom and individual achievement are possible only by reason of other people in society, the institutions, arrangements and customs that they maintain, and the rights and responsibilities that they sanction.* *(2) Social and economic mobility refers to the right of individuals to choose and to have the opportunities for choice available to them. It is a corollary to self-sufficiency. Social and economic mobility means that opportunities and incentives are available for people to seek out their own levels of social and economic fulfillment.* *(3) Community or social well-being is a value that encompasses many things. In essence, it refers to healthy social, economic, and physical environments that benefit the community as a whole. A sense of social responsibility, of caring for others and for the well-being of our community and of participating in social and political life, are important aspects of this concept. It further implies the aloha spirit--attitudes of tolerance, respect, cooperation and unselfish giving, within which Hawai‘i’s society can progress.* *One of the basic functions of our society is to enhance the ability of individuals and groups to pursue their goals freely, to satisfy basic needs and to secure desired socio-economic levels. The elements of choice and mobility within society’s legal framework are fundamental rights. Society’s role is to encourage conditions within which individuals and groups can approach their desired levels of self-reliance and self-determination. This enables people to gain confidence and self-esteem; citizens contribute more when they possess such qualities in a free and open society.* *Government promotes citizen freedom, self-reliance, self-determination, social and civic responsibility and goals achievement by keeping order, by increasing cooperation among many diverse individuals and groups, and by fostering social and civic responsibilities that affect the general welfare. The greater the number and activities of individuals and groups, the more complex government’s role becomes. The function of government, however, is to assist citizens in attaining their goals. Government provides for meaningful participation by the people in decision-making and for effective access to authority as well as an equitable sharing of benefits. Citizens have a responsibility to work with their government to contribute to society's improvement. They must also conduct their activities within an agreed-upon legal system that protects human rights.*			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
Discussion: The Proposed Project promotes the social and economic well-being of the community by providing valuable support services to SIBA's tenants, thereby enabling the businesses to thrive and flourish.			
HRS § 226-4: State Goals.			
In order to guarantee, for the present and future generations, those elements of choice and mobility that insure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve: *(1) A strong, viable economy, characterized by stability, diversity and growth that enables fulfillment of the needs and expectations of Hawai'i's present and future generations.* *(2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.* (3) *Physical, social and economic well-being, for individuals and families in Hawai'i, that nourishes a sense of community responsibility, of caring and of participation in community life.*			
Discussion: The Proposed Project promotes a strong, viable economy by providing support services to businesses on Sand Island, and also includes improvements to the physical environment of the Site, with upgraded facilities and landscaping to enhance the physical, social, and economic well-being of SIBA staff and its tenants. Moreover, the services offered by SIBA enhance the cleanliness and security of the neighborhood.			
HRS § 226-5: Objectives and policies for population.			
(a) Objective: *It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic and social objectives contained in this chapter.*			
(b) Policies:			
1. Manage population growth statewide in a manner that provides increased opportunities for Hawai'i's people to pursue their physical, social and economic aspirations while recognizing the unique needs of each county.			**X**
2. Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.			**X**
3. Promote increased opportunities for Hawai'i's people to pursue their socio-economic aspirations throughout the islands.	**X**		
4. Encourage research activities and public awareness programs to foster an understanding of Hawai'i's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawai'i's population.			**X**
5. Encourage federal actions and coordination among major governmental agencies to promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.			**X**
6. Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population.			**X**
7. Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.			**X**
Discussion: The Proposed Project promotes increased opportunities for the community by providing valuable support services to SIBA's tenants, thereby enabling them to pursue their socio-economic aspirations.			
HRS § 226-6: Objectives and policies for the economy in general.			
(a) Objectives: *Planning for the State's economy in general shall be directed toward achievement of the following objectives:*			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawai'i's people, while at the same time stimulating the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.	**X**		
(2) A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.	**X**		
(b) Policies:			
(1) Promote and encourage entrepreneurship within Hawai'i by residents and nonresidents of the State.			**X**
(2) Expand Hawai'i's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.			**X**
(3) Promote Hawai'i as an attractive market for environmentally and socially sound investment activities that benefit Hawai'i's people.			**X**
(4) Transform and maintain Hawai'i as a place that welcomes and facilitates innovative activity that may lead to commercial opportunities.			**X**
(5) Promote innovative activity that may pose initial risks, but ultimately contribute to the economy of Hawai'i.			**X**
(6) Seek broader outlets for new or expanded Hawai'i business investments.			**X**
(7) Expand existing markets and penetrate new markets for Hawai'i's products and services.			**X**
(8) Assure that the basic economic needs of Hawai'i's people are maintained in the event of disruptions in overseas transportation.			**X**
(9) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.			**X**
(10) Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawai'i's small scale producers, manufacturers, and distributors.	**X**		
(11) Encourage labor-intensive activities that are economically satisfying and which offer opportunities for upward mobility.			**X**
(12) Encourage innovative activities that may not be labor-intensive, but may otherwise contribute to the economy of Hawai'i.			**x**
(13) Foster greater cooperation and coordination between the government and private sectors in developing Hawai'i's employment and economic growth opportunities.			**X**
(14) Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.			**X**
(15) Maintain acceptable working conditions and standards for Hawai'i's workers.			**X**
(16) Provide equal employment opportunities for all segments of Hawai'i's population through affirmative action and nondiscrimination measures.			**X**
(17) Stimulate the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.			**X**
(18) Encourage businesses that have favorable financial multiplier effects within Hawai'i's economy, particularly with respect to emerging industries in science and technology.			**X**
(19) Promote and protect intangible resources in Hawai'i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.	**X**		

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(20) Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new, potential growth industries in particular.			**X**
(21) Foster a business climate in Hawai'i--including attitudes, tax and regulatory policies, and financial and technical assistance programs--that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.	**X**		
Discussion: By providing support services for its diverse tenants, SIBA fosters a cooperative business climate conducive to the success and growth of member businesses, thereby contributing to the growth and diversification of the overall economy of Hawai'i.			
HRS § 226-7: Objectives and policies for the economy – agriculture			
(a) Objectives: *Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:*			
• *Viability of Hawai'i's sugar and pineapple industries.*			**X**
• *Growth and development of diversified agriculture throughout the State.*			**X**
• *An agriculture industry that continues to constitute a dynamic and essential component of Hawai'i's strategic, economic, and social well-being.*			**X**
(b) Policies:			
(1) Establish a clear direction for Hawai'i's agriculture through stakeholder commitment and advocacy.			**X**
(2) Encourage agriculture by making best use of natural resources.			**X**
(3) Provide the governor and the legislature with information and options needed for prudent decision making for the development of agriculture.			**X**
(4) Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.			**X**
(5) Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawai'i's economy.			**X**
(6) Seek the enactment and retention of federal and state legislation that benefits Hawai'i's agricultural industries.			**X**
(7) Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawai'i's food producers and consumers in the State, nation, and world.			**X**
(8) Support research and development activities that strengthen economic productivity in agriculture, stimulate greater efficiency, and enhance the development of new products and agricultural by-products.			**X**
(9) Enhance agricultural growth by providing public incentives and encouraging private initiatives.			**X**
(10) Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.			**X**
(11) Increase the attractiveness and opportunities for an agricultural education and livelihood.			**X**
(12) In addition to the State's priority on food, expand Hawai'i's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.			**X**
(13) Promote economically competitive activities that increase Hawai'i's agricultural self-sufficiency, including the increased purchase and use of Hawai'i-grown food and food products by residents, businesses, and governmental bodies as defined under section 103D-104.			**X**
(14) Promote and assist in the establishment of sound financial programs for diversified agriculture.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(15) Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.			**X**
(16) Facilitate the transition of agricultural lands in economically nonfeasible agricultural production to economically viable agricultural uses.			**X**
Discussion: These objectives do not apply as the Proposed Project cannot be construed to be an agricultural effort.			
HRS § 226-8: Objectives and policies for the economy – visitor industry			
(a) Objectives: *Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawai'i's economy.*			
(b) Policies:			
(1) Support and assist in the promotion of Hawai'i's visitor attractions and facilities.			**X**
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			**X**
(3) Improve the quality of existing visitor destination areas by utilizing Hawai'i's strengths in science and technology.			**X**
(4) Encourage cooperation and coordination between the government and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.			**X**
(5) Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawai'i's people.			**X**
(6) Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the visitor industry.			**X**
(7) Foster a recognition of the contribution of the visitor industry to Hawai'i's economy and the need to perpetuate the aloha spirit.			**X**
(8) Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawai'i's cultures and values.			**X**
Discussion: The above objectives do not apply as the Proposed Project cannot be construed to be a project for the visitor industry.			
HRS § 226-9: Objective and policies for the economy – federal expenditures			
(a) Objective: *Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawai'i's economy.*			
(b) Policies:			
(1) Encourage the sustained flow of federal expenditures in Hawai'i that generates long-term government civilian employment.			**X**
(2) Promote Hawai'i's supportive role in national defense, in a manner consistent with Hawai'i's social, environmental, and cultural goals by building upon dual-use and defense applications to develop thriving ocean engineering, aerospace research and development, and related dual-use technology sectors in Hawai'i's economy.			**X**
(3) Promote the development of federally supported activities in Hawai'i that respect state-wide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawai'i's environment.			**X**
(4) Increase opportunities for entry and advancement of Hawai'i's people into federal government service.			**X**
(5) Promote federal use of local commodities, services, and facilities available in Hawai'i.			**X**
(6) Strengthen federal-state-county communication and coordination in all federal activities that affect Hawai'i.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(7) Pursue the return of federally controlled lands in Hawai'i that are not required for either the defense of the nation or for other purposes of national importance, and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.			**X**
Discussion: The Proposed Project has no relation to the State's goals on federal expenditures.			
HRS § 226-10: Objectives and policies for the economy – potential growth and innovative activities.			
(a) Objective: *Planning for the State's economy with regard to potential growth and innovative activities shall be directed towards achievement of the objective of development and expansion of potential growth and innovative activities that serve to increase and diversify Hawai'i's economic base.*			
(b) Policies:			
(1) Facilitate investment and employment in economic activities that have the potential to expand and diversify Hawai'i's economy, including but not limited to diversified agriculture, aquaculture, renewable energy development, creative media, health care, and science and technology-based sectors.			**X**
(2) Facilitate investment in innovative activity that may pose risks or be less labor-intensive than other traditional business activity, but if successful, will generate revenue in Hawai'i through the export of services or products or substitution of imported services or products.			**X**
(3) Encourage entrepreneurship in innovative activity by academic researchers and instructors who may not have the background, skill, or initial inclination to commercially exploit their discoveries or achievements.			**X**
(4) Recognize that innovative activity is not exclusively dependent upon individuals with advanced formal education, but that many self-taught, motivated individuals are able, willing, sufficiently knowledgeable, and equipped with the attitude necessary to undertake innovative activity.			**X**
(5) Increase the opportunities for investors in innovative activity and talent engaged in innovative activity to personally meet and interact at cultural, art, entertainment, culinary, athletic, or visitor-oriented events without a business focus.			**X**
(6) Expand Hawai'i's capacity to attract and service international programs and activities that generate employment for Hawai'i's people.			**X**
(7) Enhance and promote Hawai'i's role as a center for international relations, trade, finance, services, technology, education, culture, and the arts.			**X**
(8) Accelerate research and development of new energy-related industries based on wind, solar, ocean, and underground resources and solid waste.			**X**
(9) Promote Hawai'i's geographic, environmental, social, and technological advantages to attract new economic activities into the State.			**X**
(10) Provide public incentives and encourage private initiative to attract new industries that best support Hawai'i's social, economic, physical, and environmental objectives.			**X**
(11) Increase research and the development of ocean-related economic activities such as mining, food production, and scientific research.			**X**
(12) Develop, promote, and support research and educational and training programs that will enhance Hawai'i's ability to attract and develop economic activities of benefit to Hawai'i.			**X**
(13) Foster a broader public recognition and understanding of the potential benefits of new, or innovative growth-oriented industry in Hawai'i.			**X**
(14) Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawai'i's social, economic, physical, and environmental objectives.			**X**
(15) Increase research and development of businesses and services in the telecommunications and information industries.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(16) Foster the research and development of nonfossil fuel and energy efficient modes of transportation.			**X**
(17) Recognize and promote health care and health care information technology as growth industries.			**X**
Discussion: The Proposed Project is indirectly related to these objectives and policies, as it fosters a business climate conducive to economic growth and diversification by providing support services to tenants in this industrial area.			
HRS § 226-10.5: Objectives and policies for the economy – information industry			
(a) Objective: *Planning for the State's economy with regard to telecommunications and information technology shall be directed toward recognizing that broadband and wireless communication capability and infrastructure are foundations for an innovative economy and positioning Hawai'i as a leader in broadband and wireless communications and applications in the Pacific Region.*			
(b) Policies:			
(1) Promote efforts to attain the highest speeds of electronic and wireless communication within Hawai'i and between Hawai'i and the world, and make high speed communication available to all residents and businesses in Hawai'i.			**X**
(2) Encourage the continued development and expansion of the telecommunications infrastructure serving Hawai'i to accommodate future growth and innovation in Hawai'i's economy.			**X**
(3) Facilitate the development of new or innovative business and service ventures in the information industry which will provide employment opportunities for the people of Hawai'i.			**X**
(4) Encourage mainland- and foreign-based companies of all sizes, whether information technology-focused or not, to allow their principals, employees, or contractors to live in and work from Hawai'i, using technology to communicate with their headquarters, offices, or customers located out-of-state.			**X**
(5) Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry.			**X**
(6) Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			**X**
(7) Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the information industry.			**X**
(8) Foster a recognition of the contribution of the information industry to Hawai'i's economy.			**X**
(9) Assist in the promotion of Hawai'i as a broker, creator, and processor of information in the Pacific.			**X**
Discussion: The Proposed Project has no direct relation to the State's goals on information and technology.			
HRS § 226-11: Objectives and policies for the physical environment – land-based, shoreline, and marine resources.			
(a) Objectives: *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.			**X**
(2) Effective protection of Hawai'i's unique and fragile environmental resources.	**X**		
(b) Policies:			
(1) Exercise an overall conservation ethic in the use of Hawai'i's natural resources.	**X**		
(2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.			**X**
(3) Take into account the physical attributes of areas when planning and designing activities and facilities.	**X**		

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(4) Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.	**X**		
(5) Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			**X**
(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.	**X**		
(7) Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			**X**
(8) Pursue compatible relationships among activities, facilities, and natural resources.	**X**		
(9) Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.			**X**
Discussion: The Proposed Project involves improved stormwater management through LID features which would be supportive of many of these objectives and policies. Avoidance and mitigation measures will be taken to encourage the protection of rare or endangered species such as the Hawaiian hoary bat ('ōpe'ape'a) and the white tern (manu-o-kū) (see Section 3.6 above).			
HRS § 226-12: Objective and policies for the physical environment – scenic, natural beauty, and historic resources.			
(a) Objective: *Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawai'i's scenic assets, natural beauty, and multi-cultural/historical resources.*			
(b) Policies:			
(1) Promote the preservation and restoration of significant natural and historic resources.			**X**
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			**X**
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.	**X**		
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage.			**X**
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.	**X**		
Discussion: As the Proposed Project will not exceed one story in height, it will not alter recognized view planes. Landscaping improvements on the site will enhance the beauty of the industrial area.			
HRS § 226-13: Objectives and policies for the physical environment – land, air, and water quality.			
(a) Objectives: *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.	**X**		
(2) Greater public awareness and appreciation of Hawai'i's environmental resources.			**X**
(b) Policies:			
(1) Foster educational activities that promote a better understanding of Hawai'i's limited environmental resources.			**X**
(2) Promote the proper management of Hawai'i's land and water resources.	**X**		
(3) Promote effective measures to achieve desired quality in Hawai'i's surface, ground, and coastal waters.	**X**		
(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai'i's people.	**X**		
(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.	**X**		
(6) Encourage design and construction practices that enhance the physical qualities of Hawai'i's communities.	**X**		

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(7) Encourage urban developments in close proximity to existing services and facilities.	**X**		
(8) Foster recognition of the importance and value of the land, air, and water resources to Hawai'i's people, their cultures and visitors.			**X**
Discussion: Implementation of the Proposed Project would be supportive of many of these objectives and policies, as it is located in close proximity to existing services and facilities; moreover, it incorporates erosion and dust control BMPs to maintain air and water quality during construction, as well as LID features to better manage stormwater and protect water resources. The Proposed Project will also be raised above the 3.2-foot sea level rise exposure area.			
HRS § 226-14: Objective and policies for facility systems – in general.			
(a) Objective: *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) Policies:			
(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.			**X**
(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.	**X**		
(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.			**X**
(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.			**X**
Discussion: The Project incorporates the growing understanding of best stormwater management practices and implements it on State-owned land which supports this objective.			
HRS § 226-15: Objectives and policies for facility systems – solid and liquid wastes.			
(a) Objectives: *Planning for the State's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:*			
(1) Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.	**X**		
(2) Provision of adequate sewerage facilities for physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.			**X**
(b) Policies:			
(1) Encourage the adequate development of sewerage facilities that complement planned growth.			**X**
(2) Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.	**X**		
(3) Promote research to develop more efficient and economical treatment and disposal of solid and liquid wastes.			**X**
Discussion: The Proposed Project will take adequate measures to meet basic public health and sanitation standards and promote recycling and an overall conservation ethic.			
HRS § 226-16: Objective and policies for facility systems – water.			
(a) Objective: *Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.*			
(b) Policies:			
(1) Coordinate development of land use activities with existing and potential water supply.	**X**		
(2) Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.	**X**		
(4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.			**X**
(5) Support water supply services to areas experiencing critical water problems.			**X**
(6) Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.	**X**		
Discussion: The Proposed Project will be served by existing water supply and will involve improved stormwater management through LID features, thereby supporting these objectives and policies.			
HRS § 226-17: Objectives and policies for facility systems – transportation.			
(a) Objective: *Planning for the State's facility systems with regard to transportation shall be directed toward 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.			**X**
(2) A statewide transportation system that is consistent with and will accommodate planned growth objectives throughout the State.			**X**
(b) Policies:			
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;			**X**
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives;			**X**
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;			**X**
(4) Provide for improved accessibility to shipping, docking, and storage facilities;			**X**
(5) Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs;			**X**
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities;			**X**
(7) Encourage a variety of carriers to offer increased opportunities and advantages to interisland movement of people and goods;			**X**
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;			**X**
(9) Encourage the development of transportation systems and programs which would assist statewide economic growth and diversification;			**X**
(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai'i's natural environment;			**X**
(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation;			**X**
(12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives; and			**X**
(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.			**X**
Discussion: The Proposed Project has no relationship to the provision or facilitation of transportation.			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
HRS § 226-18: Objectives and policies for facility systems – energy.			
(a) Objectives: *Planning for the State's facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving due consideration to all:*			
(1) Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people;			**X**
(2) Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation;			**X**
(3) Greater diversification of energy generation in the face of threats to Hawai'i's energy supplies and systems;			**X**
(4) Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use; and			**X**
(5) Utility models that make the social and financial interests of Hawaii's utility customers a priority.			**X**
(b) To achieve the energy objectives, it shall be the policy of this State to ensure the short- and long-term provision of adequate, reasonably priced, and dependable energy services to accommodate demand.			
(c) Other Policies:			
(1) Support research and development as well as promote the use of renewable energy sources;			**X**
(2) Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth;			**X**
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits;			**X**
(4) Promote all cost-effective conservation of power and fuel supplies through measures including:			
(A) Development of cost-effective demand-side management programs;			**X**
(B) Education;			**X**
(C) Adoption of energy-efficient practices and technologies; and			**X**
(D) Increasing energy efficiency and decreasing energy use in public infrastructure;			**X**
(5) Ensure, to the extent that new supply-side resources are needed, that the development or expansion of energy systems uses the least-cost energy supply option and maximizes efficient technologies;			**X**
(6) Support research, development, demonstration, and use of energy efficiency, load management, and other demand-side management programs, practices, and technologies;			**X**
(7) Promote alternate fuels and transportation energy efficiency;			**X**
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications;			**X**
(9) Support actions that reduce, avoid, or sequester Hawai'i's greenhouse gas emissions through agriculture and forestry initiatives.			**X**
(10) Provide priority handling and processing for all state and county permits required for renewable energy projects;			**X**
(11) Ensure that liquefied natural gas is used only as a cost-effective transitional, limited-term replacement of petroleum for electricity generation and does not impede the development and use of other cost-effective renewable energy sources; and			**X**
(12) Promote the development of indigenous geothermal energy resources that are located on public trust land as an affordable and reliable source of firm power for Hawai'i.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
Discussion: Although the above objectives do not apply as the Proposed Project cannot be construed to be an energy project, appropriate energy efficiency measures will be incorporated into the project design where feasible.			
HRS § 226-18.5: Objectives and policies for facility systems – telecommunications.			
(a) Objective: *Planning for the State's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.*			
(b) To achieve the telecommunications objective, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand.			
(c) Other Policies:			
(1) Facilitate research and development of telecommunications systems and resources;			**X**
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunications planning;			**X**
(3) Promote efficient management and use of existing telecommunications systems and services; and			**X**
(4) Facilitate the development of education and training of telecommunications personnel.			**X**
Discussion: The Project has no relationship to the State's goals for telecommunications.			
HRS § 226-19: Objectives and policies for socio-cultural advancement – housing.			
(a) Objectives: *Planning for the State's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:*			
(1) Greater opportunities for Hawai'i's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more affordable housing is made available to very low-, low- and moderate-income segments of Hawai'i's population.			**X**
(2) The orderly development of residential areas sensitive to community needs and other land uses.			**X**
(3) The development and provision of affordable rental housing by the State to meet the housing needs of Hawai'i's people.			**X**
(b) Policies:			
(1) Effectively accommodate the housing needs of Hawai'i's people.			**X**
(2) Stimulate and promote feasible approaches that increase housing choices for low-income, moderate-income, and gap-group households.			**X**
(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.			**X**
(4) Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.			**X**
(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.			**X**
(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.			**X**
(7) Foster a variety of lifestyles traditional to Hawai'i through the design and maintenance of neighborhoods that reflect the culture and values of the community.			**X**
(8) Promote research and development of methods to reduce the cost of housing construction in Hawai'i.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
Discussion: The Project has no relationship to the availability of housing in the State of Hawai'i.			
HRS § 226-20: Objectives and policies for socio-cultural advancement – health			
(a) Objectives: *Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:*			
(1) Fulfillment of basic individual health needs of the general public.			**X**
(2) Maintenance of sanitary and environmentally healthful conditions in Hawai'i's communities.			**X**
(3) Elimination of health disparities by identifying and addressing social determinants of health.			**X**
(b) Policies:			
(1) Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.			**X**
(2) Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.			**X**
(3) Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.			**X**
(4) Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.			**X**
(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.			**X**
(6) Improve the State's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement.			**X**
(7) Prioritize programs, services, interventions, and activities that address identified social determinants of health to improve native Hawaiian health and well-being consistent with the United States Congress' declaration of policy as codified in title 42 United States Code section 11702, and to reduce health disparities of disproportionately affected demographics, including native Hawaiians, other Pacific Islanders, and Filipinos. The prioritization of affected demographic groups other than native Hawaiians may be reviewed every ten years and revised based on the best available epidemiological and public health data.			**X**
Discussion: The Project has no relationship to the State's objectives and policies for health (as described above).			
HRS § 226-21: Objective and policies for socio-cultural advancement – education.			
(a) Objectives: *Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.*			
(b) Policies:			
(1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.			**X**
(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.			**X**
(3) Provide appropriate educational opportunities for groups with special needs.			**X**
(4) Promote educational programs which enhance understanding of Hawai'i's cultural heritage.			**X**
(5) Provide higher educational opportunities that enable Hawai'i's people to adapt to changing employment demands.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(6) Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.			**X**
(7) Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.			**X**
(8) Emphasize quality educational programs in Hawai'i's institutions to promote academic excellence.			**X**
(9) Support research programs and activities that enhance the education programs of the State.			**X**
Discussion: The Project has no relationship to the provision of educational opportunities.			
HRS § 226-22: Objective and policies for socio-cultural advancement – social services.			
(a) Objective: *Planning for the State's socio-cultural advancement with regard to social services shall be directed towards the achievement of the objective of improved public and private social services and activities that enable individuals, families, and groups to become more self-reliant and confident to improve their well-being.*			
(b) Policies:			
(1) Assist individuals, especially those in need of attaining a minimally adequate standard of living and those confronted by social and economic hardship conditions, through social services and activities within the State's fiscal capacities.			**X**
(2) Promote coordination and integrative approaches among public and private agencies and programs to jointly address social problems that will enable individuals, families, and groups to deal effectively with social problems and to enhance their participation in society.			**X**
(3) Facilitate the adjustment of new residents, especially recently arrived immigrants, into Hawai'i's communities.			**X**
(4) Promote alternatives to institutional care in the provision of long-term care for elder and disabled populations.			**X**
(5) Support public and private efforts to prevent domestic abuse and child molestation, and assist victims of abuse and neglect.			**X**
(6) Promote programs which assist people in need of family planning services to enable them to meet their needs.			**X**
Discussion: The Proposed Project has no relation to the provision of social services by the State of Hawai'i.			
HRS § 226-23: Objective and policies for socio-cultural advancement – leisure.			
(a) Objective: *Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.*			
(b) Policies:			
(1) Foster and preserve Hawai'i's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.			**X**
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.			**X**
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.			**X**
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved.			**X**
(5) Ensure opportunities for everyone to use and enjoy Hawai'i's recreational resources.			**X**
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawai'i's people.			**X**
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.			**X**
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai'i's population to participate in the creative arts.			**X**
(10) Assure adequate access to significant natural and cultural resources in public ownership.			**X**
Discussion: The Proposed Project has no relation to the provision of resources to accommodate cultural, artistic, and recreational needs.			
HRS § 226-24: Objective and policies for socio-cultural advancement – individual rights and personal well-being.			
(a) Objective: *Planning for the State's socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations.*			
(b) Policies:			
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.			**X**
(2) Uphold and protect the national and state constitutional rights of every individual.			**X**
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.			**X**
(4) Ensure equal opportunities for individual participation in society.			**X**
Discussion: The Proposed Project has no direct relation to the provision of individual rights and personal well-being as described above.			
HRS § 226-25: Objective and policies for socio-cultural advancement – culture.			
(a) Objective: *Planning for the State's socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawai'i's people.*			
(b) Policies:			
(1) Foster increased knowledge and understanding of Hawai'i's ethnic and cultural heritages and the history of Hawai'i.			**X**
(2) Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai'i's people and which are sensitive and responsive to family and community needs.			**X**
(3) Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community lifestyles in Hawai'i.			**X**
(4) Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawai'i's people and visitors.			**X**
Discussion: The Project has no direct relation to the State's goals for the advancement of culture as described above.			
HRS § 226-26: Objectives and policies for socio-cultural advancement – public safety.			
Objectives: *Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:*			
(1) Assurance of public safety and adequate protection of life and property for all people.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART I. OVERALL THEME, GOALS, OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(2) Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.			**X**
(3) Promotion of a sense of community responsibility for the welfare and safety of Hawai'i's people.			**X**
(b) Policies related to public safety:			
(1) Ensure that public safety programs are effective and responsive to community needs.			**X**
(2) Encourage increased community awareness and participation in public safety programs.			**X**
(c) Policies related to criminal justice:			
(1) Support criminal justice programs aimed at preventing and curtailing criminal activities.			**X**
(2) Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			**X**
(3) Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			**X**
(d) Policies related to emergency management:			
(1) Ensure that responsible organizations are in a proper state of readiness to respond to major war-related, natural, or technological disasters and civil disturbances at all times.			**X**
(2) Enhance the coordination between emergency management programs throughout the State.			**X**
Discussion: The Proposed Project has no direct relation to the provision of public safety as described above.			
HRS § 226-27: Objectives and policies for socio-cultural advancement – government.			
(a) Objectives: *Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:*			
(1) Efficient, effective, and responsive government services at all levels in the State.			**X**
(2) Fiscal integrity, responsibility, and efficiency in the state government and county governments.			**X**
(b) Policies:			
(4) Provide for necessary public goods and services not assumed by the private sector.			**X**
(5) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.			**X**
(6) Minimize the size of government to that necessary to be effective.			**X**
(7) Stimulate the responsibility in citizens to productively participate in government for a better Hawai'i.			**X**
(8) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.			**X**
(9) Provide for a balanced fiscal budget.			**X**
(10) Improve the fiscal budgeting and management system of the State.			**X**
(11) Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			**X**
Discussion: The Proposed Project has no direct relation to government as described above.			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
HRS § 226-101: Purpose. *The purpose of this part is to establish overall priority guidelines to address areas of statewide concern.*			
HRS § 226-102: Overall direction. *The State shall strive to improve the quality of life for Hawai'i's present and future present and future population through the pursuit of desirable courses of action in five major areas of statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, quality education, principles of sustainability, and climate change adaptation.*			
HRS § 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.			**X**
Encourage investments which:			
(i) Reflect long term commitments to the State;			**X**
(ii) Rely on economic linkages within the local economy;			**X**
(iii) Diversify the economy;			**X**
(iv) Reinvest in the local economy;			**X**
(v) Are sensitive to community needs and priorities; and			**X**
(vi) Demonstrate a commitment to provide management opportunities to Hawai'i residents; and			**X**
Encourage investments in innovative activities that have a nexus to the State, such as:			
(i) Present or former residents acting as entrepreneurs or principals;			**X**
(ii) Academic support from an institution of higher education in Hawai'i;			**X**
(iii) Investment interest from Hawai'i residents;			**X**
(iv) Resources unique to Hawai'i that are required for innovative activity; and			**X**
(v) Complementary or supportive industries or government programs or projects.			**X**
(2) Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			**X**
(3) Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			**X**
(4) Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			**X**
(5) Streamline the processes for building and development permit and review and telecommunication infrastructure installation approval and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where scientific evidence indicates that public health, safety, and welfare would not be adversely affected.			**X**
(6) Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawai'i's small-scale producers, manufacturers, and distributors.			**X**
(7) Continue to seek legislation to protect Hawai'i from transportation interruptions between Hawai'i and the continental United States.			**X**
Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials and which have the following characteristics:			
(A) An industry that can take advantage of Hawai'i's unique location and available physical and human resources.			**X**
(B) A clean industry that would have minimal adverse effects on Hawai'i's environment.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(C) An industry that is willing to hire and train Hawai'i's people to meet the industry's labor needs at all levels of employment.			**X**
(D) An industry that would provide reasonable income and steady employment.			**X**
(8) Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai'i business.			**X**
Enhance the quality of Hawai'i's labor force and develop and maintain career opportunities for Hawai'i's people through the following actions:			
(A) Expand vocational training in diversified agriculture, aquaculture, information industry, and other areas where growth is desired and feasible.			**X**
(B) Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities.			**X**
(C) Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired.			**X**
(D) Promote career opportunities in all industries for Hawai'i's people by encouraging firms doing business in the State to hire residents.			**X**
(E) Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on-the-job training opportunities.			**X**
(F) Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			**X**
(b) ***Priority guidelines to promote the economic health and quality of the visitor industry:***			
(1) Promote visitor satisfaction by fostering an environment which enhances the Aloha Spirit and minimizes inconveniences to Hawai'i's residents and visitors.			**X**
(2) Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provide for adequate shoreline setbacks and beach access.			**X**
(3) Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.			**X**
(4) Encourage visitor industry practices and activities which respect, preserve, and enhance Hawai'i's significant natural, scenic, historic, and cultural resources.			**X**
(5) Develop and maintain career opportunities in the visitor industry for Hawai'i's people, with emphasis on managerial positions.			**X**
(6) Support and coordinate tourism promotion abroad to enhance Hawai'i's share of existing and potential visitor markets.			**X**
(7) Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.			**X**
(8) Support law enforcement activities that provide a safer environment for both visitors and residents alike.			**X**
(9) Coordinate visitor industry activities and promotions to business visitors through the state network of advanced data communication techniques.			**X**
(c) ***Priority guidelines to promote the continued viability of the sugar and pineapple industries:***			
(1) Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			**X**
(2) Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawai'i.			**X**
(3) Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(d) ***Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:***			
(1) Identify, conserve, and protect agricultural and aquacultural lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquacultural uses of such lands.			**X**
(2) Assist in providing adequate, reasonably priced water for agricultural activities.			**X**
(3) Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			**X**
(4) Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			**X**
(5) Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawai'i's agricultural community.			**X**
(6) Seek favorable freight rates for Hawai'i's agricultural products from interisland and overseas transportation operators.			**X**
(7) Encourage the development and expansion of agricultural and aquacultural activities which offer long-term economic growth potential and employment opportunities.			**X**
(8) Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			**X**
(9) Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			**X**
(10) Support the continuation of land currently in use for diversified agriculture.			**X**
(11) Encourage residents and visitors to support Hawai'i's farmers by purchasing locally grown food and food products.			**X**
(e) ***Priority guidelines for water use and development:***			
(1) Maintain and improve water conservation programs to reduce the overall water consumption rate.			**X**
(2) Encourage the improvement of irrigation technology and promote the use of nonpotable water for agricultural and landscaping purposes.			**X**
(3) Increase the support for research and development of economically feasible alternative water sources.			**X**
(4) Explore alternative funding sources and approaches to support future water development programs and water system improvements.			**X**
(f) ***Priority guidelines for energy use and development:***			
(1) Encourage the development, demonstration, and commercialization of renewable energy sources.			**X**
(2) Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.			**X**
(3) Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.			**X**
(4) Encourage the development and use of energy conserving and cost-efficient transportation systems.			**X**
(g) ***Priority guidelines to promote the development of the information industry:***			
(1) Establish an information network, with an emphasis on broadband and wireless infrastructure and capability, that will serve as the foundation of and catalyst for overall economic growth and diversification in Hawai'i.			**X**
(2) Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(3) Encourage the development of small businesses in the information field such as software development, the development of new information systems, peripherals, and applications; data conversion and data entry services; and home or cottage services such as computer programming, secretarial, and accounting services.			**X**
(4) Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			**X**
(5) Encourage research activities, including legal research in the information and telecommunications fields.			**X**
(6) Support promotional activities to market Hawai'i's information industry services.			**X**
(7) Encourage the location or co-location of telecommunication or wireless information relay facilities in the community, including public areas, where scientific evidence indicates that the public health, safety, and welfare would not be adversely affected.			**X**
Discussion: The Proposed Project has no direct relation to the economic priority guidelines as described above.			
HRS § 226-104: Population growth and land resources priority guidelines.			
(a) ***Priority guidelines to effect desired statewide growth and distribution:***			
(1) Encourage planning and resource management to insure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawai'i's people.			**X**
(2) Manage a growth rate for Hawai'i's economy that will parallel future employment needs for Hawai'i's people.			**X**
(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.			**X**
(4) Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.			**X**
(5) Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.			**X**
(6) Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.			**X**
(7) Support the development of high technology parks on the neighbor islands.			**X**
(b) ***Priority guidelines for regional growth distribution and land resource utilization:***			
(1) Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures, and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.			**X**
(2) Make available marginal or nonessential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.			**X**
(3) Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.			**X**
(4) Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			**X**
(5) In order to preserve green belts, give priority to state capital-improvement funds which encourage location of urban development within existing urban areas except where compelling public interest dictates development of a noncontiguous new urban core.			**X**
(6) Seek participation from the private sector for the cost of building infrastructure and utilities, and maintaining open spaces.			**X**
(7) Pursue rehabilitation of appropriate urban areas.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(8) Support the redevelopment of Kaka'ako into a viable residential, industrial, and commercial community.			**X**
(9) Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.			**X**
(10) Identify critical environmental areas in Hawai'i to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.			**X**
(11) Identify all areas where priority should be given to preserving rural character and lifestyle.			**X**
(12) Utilize Hawai'i's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.	**X**		
(13) Protect and enhance Hawai'i's shoreline, open spaces, and scenic resources.	**X**		
Discussion: The Project implements mitigating LID measures that minimize negative impacts on the environment, thereby protecting and enhancing Hawai'i's shoreline resources. The Project also preserves recognized scenic view planes.			
HRS § 226-105: Crime and criminal justice.			
Priority guidelines in the area of crime and criminal justice:			
(1) Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.			**X**
(2) Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			**X**
(3) Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.			**X**
(4) Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			**X**
(5) Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			**X**
(6) Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			**X**
Discussion: The Proposed Project has no direct relationship to criminal justice.			
HRS § 226-106: Affordable housing.			
Priority guidelines for the provision of affordable housing:			
(1) Seek to use marginal or nonessential agricultural land and public land to meet housing needs of low- and moderate-income and gap-group households.			**X**
(2) Encourage the use of alternative construction and development methods as a means of reducing production costs.			**X**
(3) Improve information and analysis relative to land availability and suitability for housing.			**X**
(4) Create incentives for development which would increase home ownership and rental opportunities for Hawai'i's low- and moderate-income households, gap-group households, and residents with special needs.			**X**
(5) Encourage continued support for government or private housing programs that provide low interest mortgages to Hawai'i's people for the purchase of initial owner- occupied housing.			**X**

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(6) Encourage public and private sector cooperation in the development of rental housing alternatives.			**X**
(7) Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.			**X**
(8) Give higher priority to the provision of quality housing that is affordable for Hawai'i's residents and less priority to development of housing intended primarily for individuals outside of Hawai'i.			**X**
Discussion: The Proposed Project has no relationship to affordable housing.			
HRS § 226-107: Quality education.			
Priority guidelines to promote quality education:			
(1) Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement;			**X**
(2) Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs;			**X**
(3) Initiate efforts to improve the quality of education by improving the capabilities of the education work force;			**X**
(4) Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities;			**X**
Increase and improve the use of information technology in education by the availability of telecommunications equipment for:			
(A) The electronic exchange of information;			**X**
(B) Statewide electronic mail; and			**X**
(C) Access to the Internet.			**X**
Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives;			**X**
(5) Pursue the establishment of Hawai'i's public and private universities and colleges as research and training centers of the Pacific;			**X**
(6) Develop resources and programs for early childhood education;			**X**
(7) Explore alternatives for funding and delivery of educational services to improve the overall quality of education; and			**X**
(8) Strengthen and expand educational programs and services for students with special needs.			**X**
Discussion: The Proposed Project has no relationship to priority guidelines for quality education as described above.			
HRS § 226-108: Sustainability.			
Priority guidelines and principles to promote sustainability shall include:			
(1) Encouraging balanced economic, social, community, and environmental priorities;	**X**		
(2) Encouraging planning that respects and promotes living within the natural resources and limits of the State;	**X**		
(3) Promoting a diversified and dynamic economy;	**X**		
(4) Encouraging respect for the host culture;			**X**
(5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations			**X**
(6) Considering the principles of the ahupua'a system; and			**X**
(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawai'i.	**X**		
Discussion: The Proposed Project involves improved stormwater management through LID features which would be supportive of promoting sustainability. Moreover, the Proposed Project provides support services to local businesses, thereby promoting a diversified and dynamic economy. During the pre-assessment consultation process, DTS commented:			

HAWAI'I STATE PLAN, CHAPTER 226, HRS – PART III. PRIORITY GUIDELINES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
"In addressing priority guidelines on sustainability through HRS § 226-108, the Project should consider certification by a green building rating system, including but not limited to nationally recognized rating systems such as Leadership in Energy and Environmental Design (LEED), the Living Building Challenge, Green Globes, or another comparable State-approved, nationally recognized, and consensus-based guideline, standard, or system." "The Department of Transportation Services supports certification such as the LEED for Building Design and Construction Version 4.0 as it mitigates Location and Transportation (LT) impacts including but not limited to: minimizing the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff; reducing pollution by promoting alternatives to conventionally fueled automobiles; increasing access to quality transit; reducing Vehicle Miles Traveled (VMT) through the integration of bicycle facilities; and compact, walkable development that encourages a density and diversity of surrounding uses." In support of the State's priority guidelines on sustainability, the Proposed Project will implement sustainable design features.			
HRS § 226-109: Climate change adaptation priority guidelines.			
Priority guidelines to prepare the State to address the impacts of climate change, including impacts to the areas of agriculture; conservation lands; coastal and nearshore marine areas; natural and cultural resources; education; energy; higher education; health; historic preservation; water resources; the built environment, such as housing, recreation, transportation; and the economy shall:			
(1) Ensure that Hawai'i's people are educated, informed, and aware of the impacts climate change may have on their communities;			**X**
(2) Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies;			**X**
(3) Invest in continued monitoring and research of Hawai'i's climate and the impacts of climate change on the State;			**X**
(4) Consider native Hawaiian traditional knowledge and practices in planning for the impacts of climate change;			**X**
(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands, that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change;			**X**
(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments;	**X**		
(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options;			**X**
(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities;			**X**
(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans; and			**X**
(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.	**X**		
Discussion: Implementation of the Proposed Project would be supportive of climate change adaptation priority guidelines by ensuring the entire Project Site is above the potential 3.5-foot SLR exposure area and incorporating LID features to improve stormwater management.			

Hawai'i State Plan (Chapter 226, HRS), Part II: *Planning Coordination and Implementation*

During the Draft EA public comment period, the State of Hawai'i Office of Planning (OP) wrote:

> "We acknowledge that Section 5.1.3, Table 3, pages 56-76 of the Draft EA adequately examines the project and its consistency with both Parts I and III of the Hawaii State Planning Act. However, the Draft EA does not include analysis on Part II – Planning Coordination and Implementation. As this project utilizes land administered by the DLNR, the Final Environmental Assessment should consider applicable State Functional or Strategic Plans." (See letter in **Appendix E**.)

Part II of the State Plan establishes a statewide planning system to coordinate and guide all major state and county activities and to implement the overall theme, goals, objectives, policies, and priority guidelines. The system implements the State Plan through the development of functional plans and county general plans. Functional plans, general plans, and the formulation, administration, and implementation of state programs must be in conformance with the State Plan.

- **State Functional Plans**

State Functional Plans (SFPs) set forth the policies, statewide guidelines, and priorities within a specific field of activity, when such activity or program is proposed, administered, or funded by any agency of the state. Functional plans are developed by the state agency primarily responsible for a given functional area, which include: Agriculture, Conservation Lands, Education, Employment, Energy, Health, Higher Education, Historic Preservation, Housing, Human Services, Recreation, Tourism, and Transportation. Functional plans must identify priority issues in the functional area and contain objectives, policies, and implementing actions to address those priority issues. Actions may include organizational or management initiatives, facility or physical infrastructure development initiatives, initiatives for programs and services, or legislative proposals. Functional plans are approved by the governor and serve as guidelines for funding and implementation by state and county agencies. In addition, functional plans shall be used to guide the allocation of resources for the implementation of state policies adopted by the legislature.

- **Conservation Lands State Functional Plan**

Although the Project Site is not within the State Conservation District, as this Project utilizes land administered by the DLNR, the applicable functional plan is the *Conservation Lands State Functional Plan* (CLSFP 1991). The overarching theme of the State Plan and every SFP is to promote balanced growth, as described in the Introduction to the CLSFP (p. 3):

> *"The major theme for these physical Functional Plans focus [sic] on the promotion of a balanced growth approach in the use of our limited resources. This recognizes the need for economic development while preserving our fragile environment and multi-cultural lifestyles throughout our island State. The strategies for each SFP are aimed at initiating desired development, while at the same time limiting or discouraging development which would impact negatively on our resource base. It also means enhancing our natural environment and cultural resources through actions aimed at*

protecting, preserving and promoting their significance. In order to achieve balanced growth, the Functional Plans address issues through the following interrelated elements: Resource Management which ensures the preservation and conservation of fragile, unique ecosystems and other natural physical and historical/cultural resources from loss or degradation; Resource Development which ensures the compatibility of development activities with surrounding communities and infrastructure, and ensures the diversification of economic activities to increase the viability and stability of our economic, environmental and social base; and Infrastructure and Service Supports that promote public and private partnerships for effective management and the timely provision of services and physical infrastructure."

Moreover, the Long-Term Philosophy Statement on pages 6-7 of the CLSFP reiterates that the State Plan presents priority guidelines to:

1. *"Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized…*
3. *"Utilize Hawaii's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.*

"With these guidelines and the goal of balanced growth, the Conservation Lands Functional Plan establishes a rational basis for managing conservation lands and natural resources in Hawaii.

"One of the primary methods for achieving this balance and major theme of this functional plan is to insure that pristine and primarily pristine lands are managed for their inherent value while development and manipulation of lands and resources occur only on formerly developed lands."

Discussion: As DLNR manages conservation lands as well as commercial lands, the Proposed Project promotes balanced growth by directing appropriate activities on those lands based on resource richness and established land use patterns. At the SIBA Project Site, formerly developed land is leased by DLNR for economic development purposes, directing it away from critical environmental areas. The Proposed Project is thus supportive of the overall theme and guidelines of the CLFP.

- **County General Plan**

As established in the Part II of the State Plan, a statewide planning system implements the State Plan through the development of SFPs and county general plans. The applicable county general plan is the City and County of Honolulu General Plan, which is discussed in Section 5.2.1 of this EA below.

5.1.4 State Environmental Policy, Chapter 344, Hawai‘i Revised Statutes

The State Environmental Policy, as defined in Chapter 344, HRS, establishes the policy of the State of Hawai‘i on natural resource conservation and the environment. The Project’s consistency with the State Environmental Policy is outlined in the table below:

Table 4: State Environmental Policy, Chapter 344, HRS

STATE ENVIRONMENTAL POLICY, CHAPTER 344, HAWAII REVISED STATUTES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
STATE ENVIRONMENTAL POLICY			
§344-3 Environmental policy. It shall be the policy of the State, through its programs, authorities, and resources to:			
(1) Conserve the natural resources, so that land, water, mineral, visual, air and other natural resources are protected by controlling pollution, by preserving or augmenting natural resources, and by safeguarding the State’s unique natural environmental characteristics in a manner which will foster and promote the general welfare, create and maintain conditions under which humanity and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of the people of Hawaii.	**X**		
(2) Enhance the quality of life by:			
(A) Setting population limits so that the interaction between the natural and artificial environments and the population is mutually beneficial;			**X**
(B) Creating opportunities for the residents of Hawaii to improve their quality of life through diverse economic activities which are stable and in balance with the physical and social environments;			**X**
(C) Establishing communities which provide a sense of identity, wise use of land, efficient transportation, and aesthetic and social satisfaction in harmony with the natural environment which is uniquely Hawaiian; and			**X**
(D) Establishing a commitment on the part of each person to protect and enhance Hawaii’s environment and reduce the drain on nonrenewable resources.	**X**		
Discussion: The storm water BMPs and LID measures proposed by the Project protect natural resources by controlling pollution and safeguarding the State’s fresh and marine water bodies, thereby affirming a commitment to protect and enhance Hawai‘i's environment.			
GUIDELINES			
§344-4 Guidelines. In pursuance of the state policy to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines:			
(1) Population.			
(A) Recognize population impact as a major factor in environmental degradation and adopt guidelines to alleviate this impact and minimize future degradation;			**X**
(B) Recognize optimum population levels for counties and districts within the State, keeping in mind that these will change with technology and circumstance, and adopt guidelines to limit population to the levels determined.			**X**
Discussion: The Proposed Project will neither encourage nor discourage population growth.			
(2) Land, water, mineral, visual, air, and other natural resources.			

STATE ENVIRONMENTAL POLICY, CHAPTER 344, HAWAII REVISED STATUTES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(A) Encourage management practices which conserve and fully utilize all natural resources;	**X**		
(B) Promote irrigation and waste water management practices which conserve and fully utilize vital water resources;			**X**
(C) Promote the recycling of waste water;			**X**
(D) Encourage management practices which conserve and protect watersheds and water sources, forest, and open space areas;			**X**
(E) Establish and maintain natural area preserves, wildlife preserves, forest reserves, marine preserves, and unique ecological preserves;			**X**
(F) Maintain an integrated system of state land use planning which coordinates the state and county general plans;			**X**
(G) Promote the optimal use of solid wastes through programs of waste prevention, energy resource recovery, and recycling so that all our wastes become utilized.	**X**		
Discussion: The Project proposes to implement water pollution mitigation measures that will preserve existing water quality and protect the surrounding watershed and adjacent waterbodies. The proposed Project will also promote recycling and an overall conservation ethic			
(3) Flora and fauna.			
(A) Protect endangered species of indigenous plants and animals and introduce new plants or animals only upon assurance of negligible ecological hazard;	**X**		
(B) Foster the planting of native as well as other trees, shrubs, and flowering plants compatible to the enhancement of our environment.	**X**		
Discussion: The Project Site is not in any critical habitat areas, and will have no impact on endangered species. Should federally listed species of flora or fauna be detected in the Project Site, appropriate mitigation measures will be implemented (see Section 3.6). Landscaping will incorporate plants that are compatible to the enhancement of the environment.			
(4) Parks, recreation, and open space.			
(A) Establish, preserve and maintain scenic, historic, cultural, park and recreation areas, including the shorelines, for public recreational, educational, and scientific uses;			**X**
(B) Protect the shorelines of the State from encroachment of artificial improvements, structures, and activities;			**X**
(C) Promote open space in view of its natural beauty not only as a natural resource but as an ennobling, living environment for its people.			**X**
Discussion: The Proposed Project has no direct relationship to the State's guidelines for parks, recreation, and open space.			
(5) Economic development.			
(A) Encourage industries in Hawaii which would be in harmony with our environment;			**X**
(B) Promote and foster the agricultural industry of the State; and preserve and conserve productive agricultural lands;			**X**
(C) Encourage federal activities in Hawaii to protect the environment;			**X**
(D) Encourage all industries including the fishing, aquaculture, oceanography, recreation, and forest products industries to protect the environment;			**X**
(E) Establish visitor destination areas with planning controls which shall include but not be limited to the number of rooms;			**X**

STATE ENVIRONMENTAL POLICY, CHAPTER 344, HAWAII REVISED STATUTES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(F) Promote and foster the aquaculture industry of the State; and preserve and conserve productive aquacultural lands.			**X**
Discussion: The Project has no direct relationship to the State's economic development guidelines as stated above.			
(6) Transportation.			
(A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State;			**X**
(B) Adopt guidelines to alleviate environmental degradation caused by motor vehicles;			**X**
(C) Encourage public and private vehicles and transportation systems to conserve energy, reduce pollution emission, including noise, and provide safe and convenient accommodations for their users.			**X**
Discussion: The Proposed Project has no direct relationship to the State's environmental guidelines for transportation.			
(7) Energy.			
(A) Encourage the efficient use of energy resources.			**X**
Discussion: While the above policy does not apply as the Proposed Project cannot be construed to be an energy project, one of the goals of the Proposed Project is to maximize energy efficiency.			
(8) Community life and housing.			
(A) Foster lifestyles compatible with the environment; preserve the variety of lifestyles traditional to Hawaii through the design and maintenance of neighborhoods which reflect the culture and mores of the community;			**X**
(B) Develop communities which provide a sense of identity and social satisfaction in harmony with the environment and provide internal opportunities for shopping, employment, education, and recreation;			**X**
(C) Encourage the reduction of environmental pollution which may degrade a community;	**X**		
(D) Foster safe, sanitary, and decent homes;			**X**
(E) Recognize community appearances as major economic and aesthetic assets of the counties and the State; encourage green belts, plantings, and landscape plans and designs in urban areas; and preserve and promote mountain-to-ocean vistas.	**X**		
Discussion: The Proposed Project will help reduce environmental pollution while preserving scenic views and enhancing the landscaping.			
(9) Education and culture.			
(A) Foster culture and the arts and promote their linkage to the enhancement of the environment;			**X**
(B) Encourage both formal and informal environmental education to all age groups.			**X**
Discussion: The Project has no direct relationship to the State's environmental guidelines regarding education and culture.			
(10) Citizen participation.			

STATE ENVIRONMENTAL POLICY, CHAPTER 344, HAWAII REVISED STATUTES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
(A) Encourage all individuals in the State to adopt a moral ethic to respect the natural environment; to reduce waste and excessive consumption; and to fulfill the responsibility as trustees of the environment for the present and succeeding generations; and	**X**		
(B) Provide for expanding citizen participation in the decision making process so it continually embraces more citizens and more issues.	**X**		
Discussion: Through the implementation of the Proposed Project, SIBA will lead by example in adopting a moral ethic to respect and protect the natural environment by incorporating BMPs and LID features to control and reduce pollution. To promote citizen participation in the environmental review and decision making process, this EA discusses potential impacts and mitigation measures of the Proposed Project and will provide an opportunity for public input during the Draft EA Public Comment period.			

5.2 CITY AND COUNTY OF HONOLULU

5.2.1 General Plan

The City and County of Honolulu's General Plan is the policy document for the long-range development of the Island of O'ahu. The General Plan is a statement of general conditions to be sought in the 20 year planning horizon and policies to help direct attainment of the plan's objectives. Specific General Plan goals and policies as applicable to the proposed Project are discussed in Table 5 below.

Table 5: City and County of Honolulu General Plan

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		**S**	**N/S**	**N/A**
I. POPULATION				
Objective A: To control the growth of Oahu's resident and visitor populations in order to avoid social, economic, and environmental disruptions.				
Policy 1:	Participate in State and Federal programs which seek to develop social, economic, legal, and environmental controls over population growth.			**X**
Policy 2:	Seek a balance between the rate of in-migration and the rate of out-migration by reducing in-migration.			**X**
Policy 3:	Support Federal policies providing for a more even distribution of immigrants throughout the country.			**X**
Policy 4:	Seek to maintain a desirable pace of physical development through City and County regulations.			**X**
Policy 5:	Encourage family planning.			**X**
Policy 6:	Publicize the desire of the City and County to limit population growth.			**X**
Objective B: To plan for future population growth.				
Policy 1:	Allocate efficiently the money and re- sources of the City and County in order to meet the needs of Oahu's anticipated future population.			**X**
Policy 2:	Provide adequate support facilities to accommodate future growth in the number of visitors to Oahu.			**X**
Objective C: To establish a pattern of population distribution that will allow the people of Oahu to live and work in harmony.				
Policy 1:	Facilitate the full development of the primary urban center.	**X**		
Policy 2:	Encourage development within the secondary urban center at Kapolei and the Ewa and Central Oahu urban- fringe areas to relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center.			**X**
Policy 3:	Manage physical growth and development in the urban-fringe and rural areas so that: (a) An undesirable spreading of development is prevented; and (b) Their population densities are consistent with the character of development and environmental qualities desired for such areas.			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 4:	(Amended, Resolution 02-205, CD1): Direct growth according to Policies 1, 2, and 3 above by providing land development capacity and needed infrastructure to seek a 2025 distribution of Oahu's residential population as follows: *[Primary Urban Center: 46.0% share of 2025 islandwide population]*	X		
Discussion: The Proposed Project supports Objective C, Policies 1 and 4, to focus development and growth within the primary urban center.				
II. ECONOMIC ACTIVITY				
Objective A: To promote employment opportunities that will enable all the people of Oahu to attain a decent standard of living.				
Policy 1:	Encourage the growth and diversification of Oahu's economic base.	X		
Policy 2:	Encourage the development of small businesses and larger industries, which will contribute to the economic and social well-being of Oahu residents.	X		
Policy 3:	Encourage the development in appropriate locations on Oahu of trade, communications, and other industries of a nonpolluting nature.	X		
Policy 4:	Encourage the development of local, national, and world markets for the products of Oahu-based industries.			X
Policy 5:	Encourage the wider distribution of available employment opportunities through such methods as shortening the work-week and reducing the use of overtime.			X
Policy 6:	Encourage the continuation of a significant level of Federal employment on Oahu.			X
Objective B: To maintain the viability of Oahu's visitor industry.				
Policy 1:	Provide for the long-term viability of Waikiki as Oahu's primary resort area by giving the area priority in visitor industry related public expenditures.			X
Policy 2:	Provide for a high quality and safe environment for visitors and residents in Waikiki.			X
Policy 3:	Encourage private participation in improvements to facilities in Waikiki.			X
Policy 4:	Prohibit major increases in permitted development densities in Waikiki.			X
Policy 5:	Prohibit further growth in the permitted number of hotel and resort condominium units in Waikiki.			X
Policy 6:	Permit the development of secondary resort areas in West Beach, Kahuku, Makaha, and Laie.			X
Policy 7:	Manage the development of secondary resort areas in a manner which respects existing lifestyles and the natural environment, and avoids substantial increases in the cost of providing public services in the area.			X
Policy 8:	Preserve the well-known and widely publicized beauty of Oahu for visitors as well as residents.			X
Policy 9:	Encourage the visitor industry to provide a high level of service to visitors.			X

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	S	N/S	N/A
Objective C: To maintain the viability of agriculture on Oahu.			
Policy 1: Assist the agricultural industry to ensure the continuation of agriculture as an important source of income and employment.			X
Policy 2: Support agricultural diversification in all agricultural areas on Oahu.			X
Policy 3: Support the development of markets for local products, particularly those with the potential for economic growth.			X
Policy 4: Provide sufficient agricultural land in Ewa, Central Oahu, and the North Shore to encourage the continuation of sugar and pineapple as viable industries.			X
Policy 5: Maintain agricultural land along the Windward, North Shore, and Waianae coasts for truck fanning, flower growing, aquaculture, livestock production, and other types of diversified agriculture.			X
Policy 6: Encourage the more intensive use of productive agricultural land.			X
Policy 7: Encourage the use of more efficient production practices by agriculture, including the efficient use of water.			X
Policy 8: Encourage the more efficient use of non- potable water for agricultural use.			X
Objective D: To make full use of the economic resources of the sea.			
Policy 1: Assist the fishing industry to maintain its viability.			X
Policy 2: Encourage the development of aquaculture, ocean research, and other ocean- related industries.			X
Policy 3: Focus the development of ocean related economic activities in the Northwestern Hawaiian Islands on those, which are compatible with preserving the area's unique environmental, marine, and wildlife assets.			X
Objective E: To prevent the occurrence of large-scale unemployment.			
Policy 1: Encourage the training and employment of present residents for currently available and future jobs.			X
Policy 2: Make full use of State and Federal employment and training programs.			X
Policy 3: Encourage the provision of retraining programs for workers in industries with planned reductions in their labor force.			X
Objective F: To increase the amount of Federal spending on Oahu.			
Policy 1: Take full advantage of Federal programs and grants which will contribute to the economic and social well-being of Oahu's residents.			X
Policy 2: Encourage the Federal government to pay for the cost of public services used by Federal agencies.			X
Policy 3: Encourage the Federal government to lease new facilities rather than construct them on tax exempt public land.			X
Policy 4: Encourage the military to purchase locally all needed services and supplies which are available on Oahu.			X
Objective G: To bring about orderly economic growth on Oahu.			
Policy 1: Direct major economic activity and government services to the primary urban center and the secondary urban center at Kapolei.			X
Policy 2: Permit the moderate growth of business centers in the urban-fringe areas.			X
Policy 3: Maintain sufficient land in appropriately located commercial and industrial areas to help ensure a favorable business climate on Oahu.			X

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 4:	Encourage the continuation of a high level of military-related employment in the Hickam-Pearl Harbor, Wahiawa, Kailua-Kaneohe, and Ewa areas.			**X**
Discussion: By providing valuable support services to SIBA's tenants, the Proposed Project contributes to the economic and social well-being of O'ahu businesses and helps to strengthen the island's economic base (Objective A, Policies 1, 2, and 3).				
III. NATURAL ENVIRONMENT				
Objective A: To protect and preserve the natural environment.				
Policy 1:	Protect Oahu's natural environment, especially the shoreline, valleys, and ridges, from incompatible development.	**X**		
Policy 2:	Seek the restoration of environmentally damaged areas and natural resources.			**X**
Policy 3:	Retain the Island's streams as scenic, aquatic, and recreation resources.			**X**
Policy 4:	Require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water- recharge areas, distinctive land forms, and existing vegetation.	**X**		
Policy 5:	Require sufficient setbacks of improvements in unstable shoreline areas to avoid the future need for protective structures.			**X**
Policy 6:	Design surface drainage and flood-control systems in a manner which will help preserve their natural settings.	**X**		
Policy 7:	Protect the natural environment from damaging levels of air, water, and noise pollution.	**X**		
Policy 8:	Protect plants, birds, and other animals that are unique to the State of Hawaii and the Island of Oahu.	**X**		
Policy 9:	Protect mature trees on public and private lands and encourage their integration into new developments.			**X**
Policy 10:	Increase public awareness and appreciation of Oahu's land, air, and water resources.			**X**
Policy 11:	Encourage the State and Federal governments to protect the unique environmental, marine, and wildlife assets of the Northwestern Hawaiian Islands.			**X**
Objective B: To preserve and enhance the natural monuments and scenic views of Oahu for the benefit of both residents and visitors.				
Policy 1:	Protect the Island's well-known resources: its mountains and craters; forests and watershed areas; marshes, rivers, and streams; shoreline, fishponds, and bays; and reefs and offshore islands.	**X**		
Policy 2:	Protect Oahu's scenic views, especially those seen from highly developed and heavily traveled areas.	**X**		
Policy 3:	Locate roads, highways, and other public facilities and utilities in areas where they will least obstruct important views of the mountains and the sea.			**X**
Policy 4:	Provide opportunities for recreational and educational use and physical contact with Oahu's natural environmental.			**X**
Discussion: The Proposed Project involves improved stormwater management and reduced pollution through BMPs and LID features which would be supportive of many of these objectives and policies. Moreover, as the office building will not exceed one story in height, recognized view planes will be preserved.				

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
IV. HOUSING				
Objective A: To provide decent housing for all the people of Oahu at prices they can afford.				
Policy 1:	Develop programs and controls, which will provide decent homes at the least possible cost.			X
Policy 2:	Streamline approval and permit procedures for housing and other development projects.			X
Policy 3:	Encourage innovative residential development, which will result in lower costs, added convenience and privacy, and the more efficient use of streets and utilities.			X
Policy 4:	Establish public, and encourage private, programs to maintain and improve the condition of existing housing.			X
Policy 5:	Make full use of State and Federal programs that provide financial assistance for low- and moderate-income homebuyers.			X
Policy 6:	Expand local funding mechanisms available to pay for government housing programs.			X
Policy 7:	Provide financial and other incentives to encourage the private sector to build homes for low and moderate- income residents.			X
Policy 8:	Encourage and participate in joint public- private development of low- and moderate- income housing.			X
Policy 9:	Encourage the preservation of existing housing which is affordable to low- and moderate-income persons.			X
Policy 10:	Promote the construction of affordable dwellings, which take advantage of Oahu's year-round moderate climate.			X
Policy 11:	Encourage the construction of affordable homes within established low-density communities by such means as "ohana" units, duplex dwellings, and cluster development.			X
Policy 12:	Encourage the production and maintenance of affordable rental housing.			X
Policy 13:	Encourage the provision of affordable housing designed for the elderly and the handicapped.			X
Policy 14:	Encourage equitable relationships between landowners and leaseholders, between landlords and tenants, and between condominium developers and owners.			X
Objective B: To reduce speculation in land and housing.				
Policy 1:	Encourage the State government to coordinate its urban-area designations with the developmental policies of the City and County.			X
Policy 2:	Discourage private developers from acquiring and assembling land outside of areas planned for urban use.			X
Policy 3:	Seek public benefits from increases in the value of land owing to City and State developmental policies and decisions.			X
Policy 4:	Require government-subsidized housing to be delivered to appropriate purchasers and renters.			X
Policy 5:	Prohibit the selling or renting of government-subsidized housing for large profits.			X
Objective C: To provide the people of Oahu with a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities.				
Policy 1:	Encourage residential developments that offer a variety of homes to people of different income levels and to families of various sizes.			X

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 2:	Encourage the fair distribution of low- and moderate-income housing throughout the Island.			**X**
Policy 3:	Encourage residential development near employment centers.			**X**
Policy 4:	Encourage residential development in areas where existing roads, utilities, and other community facilities are not being used to capacity.			**X**
Policy 5:	Discourage residential development where roads, utilities, and community facilities cannot be provided at a reasonable cost.			**X**
Policy 6:	Preserve older communities through self-help, housing-rehabilitation, improvement districts, and other governmental programs.			**X**
Discussion: The above objectives and policies do not apply as the Proposed Project cannot be construed to be a housing project.				
V. TRANSPORTATION AND UTILITIES				
Objective A: To create a transportation system which will enable people and goods to move safely, efficiently, and at a reasonable cost, serve all people, including the poor, the elderly, and the physically handicapped; and offer a variety of attractive and convenient modes of travel.				
Policy 1:	Develop and maintain an integrated ground-transportation system consisting of the following elements and their primary purposes:			**X**
	a) Public transportation-for travel to and from work, and travel within Central Honolulu;			**X**
	b) Roads and highways-for commercial traffic and travel in non-urban areas;			**X**
	c) Bikeways-for recreational activities and trips to work, schools, shopping centers, and community facilities; and			**X**
	d) Pedestrian walkways-for getting around Downtown and Waikiki, and for trips to schools, parks, and shopping centers.			**X**
Policy 2:	Provide transportation services to people living within the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system with limited improvements as may be appropriate.			**X**
Policy 3:	Provide transportation services outside the Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a system of express- and feeder-buses as well as through the highway system with limited to moderate improvements sufficient to meet the needs of the communities being served.			**X**
Policy 4:	Improve transportation facilities and services in the Ewa corridor and in the trans-Ko‘olau corridors to meet the needs of Ewa and Windward communities.			**X**
Policy 5:	Improve roads in existing communities to reduce congestion and eliminate unsafe conditions.			**X**
Policy 6:	Consider both environmental impact as well as construction and operating costs as important factors in planning alternative nodes of transportation.			**X**
Policy 7:	Promote the use of public transportation as a means of moving people quickly and efficiently, of conserving energy, and of guiding urban development.			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 8:	Make available transportation services to people with limited mobility: the young, the elderly, the handicapped, and the poor.			**X**
Policy 9:	Promote programs to reduce dependence on the use of automobiles.			**X**
Policy 10:	Discourage the inefficient use of the private automobile, especially in congested corridors and during peak- hours.			**X**
Policy 11:	Make public, and encourage private, improvements to major walkway systems.			**X**
Policy 12:	Encourage the provision of separate aviation facilities for small civilian aircraft.			**X**
Policy 13:	Facilitate the development of a second deep-water harbor to relieve congestion in Honolulu Harbor.			**X**
Objective B: To meet the needs of the people of Oahu for an adequate supply of water and for environmentally sound systems of waste disposal.				
Policy 1:	Develop and maintain an adequate supply of water for both residents and visitors.			**X**
Policy 2:	Develop and maintain an adequate supply of water for agricultural and industrial needs.			**X**
Policy 3:	Encourage the development of new technology, which will reduce the cost of providing water and the cost of waste disposal.			**X**
Policy 4:	Encourage a lowering of the per-capita consumption of water and the per-capita production of waste.			**X**
Policy 5:	Provide safe, efficient, and environmentally sensitive waste-collection and waste- disposal services.			**X**
Policy 6:	Support programs to recover resources from solid-waste and recycle wastewater.			**X**
Policy 7:	Require the safe disposal of hazardous waste.			**X**
Objective C: To maintain a high level of service for all utilities.				
Policy 1:	Maintain existing utility systems in order to avoid major breakdowns.			**X**
Policy 2:	Provide improvements to utilities in existing neighborhoods to reduce substandard conditions.			**X**
Policy 3:	Plan for the timely and orderly expansion of utility systems.			**X**
Policy 4:	Increase the efficiency of public utilities by encouraging a mixture of uses with peak periods of demand occurring at different times of the day.			**X**
Objective D: To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.				
Policy 1:	Give primary emphasis in the capital- improvement program to the maintenance and improvement of existing roads and utilities.			**X**
Policy 2:	Use the transportation and utility systems as a means of guiding growth and the pattern of land use on Oahu.			**X**
Policy 3:	Encourage the study and use of telecommunications as an alternative to conventional transportation facilities.			**X**
Policy 4:	Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.	**X**		
Policy 5:	Require the installation of underground utility lines wherever feasible.			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 6:	Seek improved taxing powers for the City and County in order to provide a more equitable means of financing transportation and utility services.			**X**
Discussion: Although most of the above objectives and policies do not apply as the Proposed Project cannot be construed to be a transportation or utilities project, this EA supports Objective D, Policy 4, in that it evaluates the social, economic, and environmental impact on existing transportation and utility systems.				
VI. ENERGY				
Objective A: To maintain an adequate, dependable, and economical supply of energy for Oahu residents.				
Policy 1:	Develop and maintain a comprehensive plan to guide and coordinate energy conservation and alternative energy development and utilization programs on Oahu.			**X**
Policy 2:	Establish economic incentives and regulatory measures which will reduce Oahu's dependence on petroleum as its primary source of energy.			**X**
Policy 3:	Support programs and projects which contribute to the attainment of energy self- sufficiency on Oahu.			**X**
Policy 4:	Promote and assist efforts to establish adequate petroleum reserves within Hawaii's boundaries.			**X**
Policy 5:	Give adequate consideration to environmental, public health, and safety concerns, to resource limitations, and to relative costs when making decisions concerning alternatives for conserving energy and developing natural energy resources.			**X**
Policy 6:	Work closely with the State and Federal governments in the formulation and implementation of all City and County energy-related programs.			**X**
Objective B: To conserve energy through the more efficient management of its use.				
Policy 1:	Ensure that the efficient use of energy is a primary factor in the preparation and administration of land use plans and regulations.			**X**
Policy 2:	Provide incentives and, where appropriate, mandatory controls to achieve energy- efficient siting and design of new developments.			**X**
Policy 3:	Carry out public, and promote private, programs to more efficiently use energy in existing buildings and outdoor facilities.	**X**		
Policy 4:	Promote the development of an energy- efficient transportation system.			**X**
Objective C: To fully utilize proven alternative sources of energy.				
Policy 1:	Encourage the use of commercially available solar energy systems in public facilities, institutions, residences, and business developments.			**X**
Policy 2:	Support the increased use of operational solid waste energy recovery and other biomass energy conversion systems.			**X**
Objective D: To develop and apply new, locally available energy resources.				
Policy 1:	Support and participate in research, development, demonstration, and commercialization programs aimed at producing new, economical, and environmentally sound energy supplies from:			**X**
	a) solar insulation;			**X**
	b) biomass energy conversion;			**X**
	c) wind energy conversion;			**X**
	d) geothermal energy; and			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
	e) ocean thermal energy conversion.			X
Policy 2:	Secure State and Federal support of City and County efforts to develop new sources of energy.			X
Objective E: To establish a continuing energy information program.				
Policy 1:	Supply citizens with the information they need to fully understand the potential supply, cost, and other problems associated with Oahu's dependence on imported petroleum.			X
Policy 2:	Foster the development of an energy conservation ethic among Oahu residents.	X		
Policy 3:	Keep consumers informed about available alternative energy sources and their costs and benefits.			X
Policy 4:	Provide information concerning the impact of public and private decisions on future energy use.			X
Discussion: Although most of the above objectives and policies do not apply as the Proposed Project cannot be construed to be an energy project, the Proposed Project will incorporate energy efficient features and will foster an overall energy conservation ethic.				
VII. PHYSICAL DEVELOPMENT AND URBAN DESIGN				
Objective A: To coordinate changes in the physical environment of Oahu to ensure that all new developments are timely, well- designed, and appropriate for the areas in which they will be located.				
Policy 1:	Plan for the construction of new public facilities and utilities in the various parts of the Island according to the following order of priority: first, in the primary urban center; second, in the secondary urban center at Kapolei; and third, in the urban- fringe and rural areas.	X		
Policy 2:	Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities.	X		
Policy 3:	Phase the construction of new developments so that they do not require more regional supporting services than are available.			X
Policy 4:	Require new developments to provide or pay the cost of all essential community services, including roads, utilities, schools, parks, and emergency facilities that are intended to directly serve the development.			X
Policy 5:	Provide for more compact development and intensive use of urban lands where compatible with the physical and social character of existing communities.	X		
Policy 6:	Encourage the clustering of developments to reduce the cost of providing utilities and other public services.			X
Policy 7:	Locate new industries and new commercial areas so that they will be well related to their markets and suppliers, and to residential areas and transportation facilities.			X
Policy 8:	Locate community facilities on sites that will be convenient to the people they are intended to serve.			X
Policy 9:	Exclude from residential areas, uses which are major sources of noise and air pollution.			X
Policy 10:	Establish danger zones to exclude incompatible uses from hazardous areas surrounding airfields, electromagnetic- radiation sources, and storage places for fuel and explosives.			X

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 11:	Prohibit new airfields, electromagnetic-radiation sources, and storage places for fuel and explosives from locating on sites where they will endanger or disrupt nearby communities.			**X**
Objective B: To develop Honolulu (Waialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.				
Policy 1:	Stimulate development in the primary urban center by means of the City and County's capital improvement program and State and Federal grant and loan programs.			**X**
Policy 2:	Provide for the expanded development of low-rise multi-unit housing.			**X**
Policy 3:	Encourage the establishment of mixed-use districts with appropriate design and development controls to insure an attractive living environment and compatibility with surrounding land uses.			**X**
Policy 4:	Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.			**X**
Policy 5:	Encourage the development of attractive residential communities in downtown and other business centers.			**X**
Policy 6:	Maintain and improve downtown as the financial and office center of the Island, and as a major retail center.			**X**
Policy 7:	Provide for the continued viability of the Hawaii Capital District as a center of government activities and as an attractive park-like setting in the heart of the City.			**X**
Policy 8:	Foster the development of Honolulu's waterfront as the State's major port and maritime center, as a people- oriented mixed-use area, and as a major recreation area.			**X**
Policy 9:	Facilitate the redevelopment of Kakaako as a major residential, as well as commercial and light industrial area.			**X**
Objective C:	To develop a secondary urban center in Ewa with its nucleus in the Kapolei area.			
Policy 1:	Allocate funds from the City and County's capital-improvement program for public projects that are needed to facilitate development of the secondary urban center at Kapolei.			**X**
Policy 2:	Encourage the development of a major residential, commercial, and employment center within the secondary urban center at Kapolei.			**X**
Policy 3:	Encourage the continuing development of Barbers Point as a major industrial center.			**X**
Policy 4:	Coordinate plans for the development of the secondary urban center at Kapolei with the State and Federal governments and with the sugar industry.			**X**
Policy 5:	Cooperate with the State and Federal governments in the development of a deep water harbor at Barbers Point.			**X**
Policy 6:	Encourage the development of the Ewa Marina Community as a major residential and recreation area emphasizing recreational boating activities through the provision of a major marina and a related maritime commercial center containing light-industrial, commercial, and visitor accommodation uses.			**X**
Objective D: To maintain those development characteristics in the urban-fringe and rural areas which make them desirable places to live.				
Policy 1:	Develop and maintain urban-fringe areas as predominantly residential areas characterized by generally low rise, low density development which may include significant levels of retail and			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
	service commercial uses as well as satellite institutional and public uses geared to serving the needs of households.			
Policy 2:	Coordinate plans for developments within the Ewa and Central Oahu urban-fringe areas with the State and Federal governments and with the sugar, pineapple, and other emerging agricultural industries.			**X**
Policy 3:	Establish a green belt in the Ewa and Central Oahu areas of Oahu in the Development Plans.			**X**
Policy 4:	Maintain rural areas as areas which are intended to provide environments supportive of lifestyle choices which are dependent on the availability of land suitable for small to moderate size agricultural pursuits, a relatively open and scenic setting, and/or a small town, country atmosphere consisting of communities which are small in size, very low density and low rise in character, and may contain a mixture of uses.			**X**
Objective E: To create and maintain attractive, meaningful, and stimulating environments throughout Oahu.				
Policy 1:	Prepare and maintain a comprehensive urban-design plan for the Island of Oahu.			**X**
Policy 2:	Integrate the City and County's urban-design plan into all levels of physical planning and developmental controls.			**X**
Policy 3:	Encourage distinctive community identities for both new and existing districts and neighborhoods.			**X**
Policy 4:	Require the consideration of urban-design principles in all development projects.			**X**
Policy 5:	Require new developments in stable, established communities and rural areas to be compatible with the existing communities and areas.			**X**
Policy 6:	Provide special design standards and controls that will allow more compact development and intensive use of lands in the primary urban center.			**X**
Policy 7:	Promote public and private programs to beautify the urban and rural environments.			**X**
Policy 8:	Preserve and maintain beneficial open space in urbanized areas.			**X**
Policy 9:	Design public structures to meet high aesthetic and functional standards and to complement the physical character of the communities they will serve.			**X**
Policy 10:	Establish a review process to evaluate the design of major development projects.			**X**
Objective F: To promote and enhance the social and physical character of Oahu's older towns and neighborhoods.				
Policy 1:	Encourage new construction to complement the ethnic qualities of the older communities of Oahu.			**X**
Policy 2:	Encourage, wherever desirable, the rehabilitation of existing substandard structures.			**X**
Policy 3:	Provide and maintain roads, public facilities, and utilities without damaging the character of older communities.			**X**
Policy 4:	Seek the satisfactory relocation of residents before permitting their displacement by new development, redevelopment, or neighborhood rehabilitation.			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Discussion: By redeveloping a site that is: 1) located within the primary urban center; 2) appropriate for and compatible with the existing industrial surroundings of Sand Island; and 3) already served by existing, adequate infrastructure and utilities, the Proposed Project supports the City and County's objectives and policies for physical development and urban design (Objective A, Policies 1, 2, and 5).				
VIII. PUBLIC SAFETY				
Objective A: To prevent and control crime and maintain public order.				
Policy 1:	Provide a safe environment for residents and visitors on Oahu.	X		
Policy 2:	Provide adequate criminal justice facilities and staffing for City and County law- enforcement agencies.			X
Policy 3:	Emphasize improvements to police and prosecution operations which will result in a higher proportion of wrongdoers who are arrested, convicted, and punished for their crimes.			X
Policy 4:	Keep the public informed of the nature and extent of criminal activity on Oahu.			X
Policy 5:	Establish and maintain programs to encourage public cooperation in the prevention and solution of crimes.			X
Policy 6:	Seek the help of State and Federal law- enforcement agencies to curtail the activities of organized crime syndicates on Oahu.			X
Policy 7:	Conduct periodic reviews of criminal laws to ensure their relevance to the community's needs and values.			X
Policy 8:	Cooperate with other law-enforcement agencies to develop new methods of fighting crime.			X
Policy 9:	Encourage the improvement of rehabilitation programs and facilities for criminals and juvenile offenders.			X
Objective B: To protect the people of Oahu and their property against natural disasters and other emergencies, traffic and fire hazards, and unsafe conditions.				
Policy 1:	Keep up-to-date and enforce all City and County safety regulations.			X
Policy 2:	Require all developments in areas subject to floods and tsunamis to be located and constructed in a manner that will not create any health or safety hazard.	X		
Policy 3:	Participate with State and Federal agencies in the funding and construction of flood- control projects.			X
Policy 4:	Cooperate with State and Federal agencies to provide tsunami warning and protection for Oahu.			X
Policy 5:	Cooperate with State and Federal agencies to provide protection from war, civil disruptions, and other major disturbances.			X
Policy 6:	Reduce hazardous traffic conditions.			X
Policy 7:	Provide adequate fire protection and effective fire prevention programs.			X
Policy 8:	Provide adequate search and rescue and disaster response services.			X
Policy 9:	Design safe and secure public buildings.			X
Policy 10:	Provide adequate staff to supervise activities at public facilities.			X
Policy 11:	Develop civil defense plans and programs to protect and promote public health, safety and welfare of the people.			X
Policy 12:	Provide educational materials on civil defense preparedness, fire protection, traffic hazards and other unsafe conditions.			X

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Discussion: The Proposed Project will be supportive of the City and County's objectives and policies for public safety by providing not only security services for SIBA tenants, but also improvements and upgrades to the site that foster a safer, more secure physical environment (such as more open space and visibility in the parking lot area). As the property is located within the tsunami evacuation zone, a tsunami evacuation plan may be implemented with the Proposed Project.				
IX. HEALTH AND EDUCATION				
Objective A: To protect the health of the people of Oahu.				
Policy 1:	Encourage the provision of health-care facilities that are accessible to both employment and residential centers.			X
Policy 2:	Encourage prompt and adequate ambulance and first-aid services in all areas of Oahu.			X
Policy 3:	Coordinate City and County health codes and other regulations with State and Federal health codes to facilitate the enforcement of air-, water-, and noise-pollution controls.			X
Objective B: To provide a wide range of educational opportunities for the people of Oahu.				
Policy 1:	Support education programs that encourage the development of employable skills.			X
Policy 2:	Encourage the provision of informal educational programs for people of all age groups.			X
Policy 3:	Encourage the after-hours use of school buildings, grounds, and facilities.			X
Policy 4:	Encourage the construction of school facilities that are designed for flexibility and high levels of use.			X
Policy 5:	Facilitate the appropriate location of learning institutions from the preschool through the university levels.			X
Objective C: To make Honolulu the center of higher education in the Pacific.				
Policy 1:	Encourage continuing improvement in the quality of higher education in Hawaii.			X
Policy 2:	Encourage the development of diverse opportunities in higher education.			X
Policy 3:	Encourage research institutions to establish branches on Oahu.			X
Discussion: The Proposed Project is not directly related to the above objectives and policies related to health and education.				
X. CULTURE AND RECREATION				
Objective A: To foster the multiethnic culture of Hawaii.				
Policy 1:	Encourage the preservation and enhancement of Hawaii's diverse cultures.			X
Policy 2:	Encourage greater public awareness, understanding, and appreciation of cultural heritage and contributions to Hawaii made by the City's various ethnic groups.			X
Policy 3:	Encourage opportunities for better interaction among people with different ethnic, social, and cultural backgrounds.			X
Policy 4:	Encourage the protection of the ethnic identities of the older communities of Oahu.			X
Objective B: To protect Oahu's cultural, historic, architectural, and archaeological resources.				
Policy 1:	Encourage the restoration and preservation of early Hawaiian structures, artifacts, and landmarks.			X

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Policy 2:	Identify, and to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural, and archaeological significance.			**X**
Policy 3:	Cooperate with the State and Federal governments in developing and implementing a comprehensive preservation program for social, cultural, historic, architectural, and archaeological resources.			**X**
Policy 4:	Promote the interpretive and educational use of cultural, historic, architectural, and archaeological sites, buildings, and artifacts.			**X**
Policy 5:	Seek public and private funds, and public participation and support, to protect social, cultural, historic, architectural, and archaeological resources.			**X**
Policy 6:	Provide incentives for the restoration, preservation, and maintenance of social, cultural, historic, architectural, and archaeological resources.			**X**
Objective C: To foster the visual and performing arts.				
Policy 1:	Encourage and support programs and activities for the visual and performing arts.			**X**
Policy 2:	Encourage creative expression and access to the arts by all segments of the population.			**X**
Policy 3:	Provide permanent art in appropriate City public buildings and places.			**X**
Objective D: To provide a wide range of recreational facilities and services that are readily available to all residents of Oahu.				
Policy 1:	Develop and maintain community-based parks to meet the needs of the different communities on Oahu.			**X**
Policy 2:	Develop and maintain a system of regional parks and specialized recreation facilities.			**X**
Policy 3:	Develop and maintain urban parks, squares, and beautification areas in high-density urban places.			**X**
Policy 4:	Encourage public and private botanic and zoological parks on Oahu to foster an awareness and appreciation of the natural environment.			**X**
Policy 5:	Encourage the State to develop and maintain a system of natural resource-based parks, such as beach, shoreline, and mountain parks.			**X**
Policy 6:	Provide convenient access to all beaches and inland recreation areas.			**X**
Policy 7:	Provide for recreation programs which serve a broad spectrum of the population.			**X**
Policy 8:	Encourage ocean and water-oriented recreation activities that do not adversely impact on the natural environment.			**X**
Policy 9:	Require all new developments to provide their residents with adequate recreation space.			**X**
Policy 10:	Encourage the private provision of recreation and leisure-time facilities and services.			**X**
Policy 11:	Encourage the after-hours, weekend, and summertime use of public schools facilities for recreation.			**X**
Policy 12:	Provide for safe and secure use of public parks, beaches, and recreation facilities.			**X**
Policy 13:	Encourage the safe use of Oahu's ocean environments.			**X**
Policy 14:	Encourage the State and Federal governments to transfer excess and underutilized land to the City and County for public recreation use.			**X**

CITY AND COUNTY OF HONOLULU GENERAL PLAN – OBJECTIVES AND POLICIES (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)		S	N/S	N/A
Discussion: The Proposed Project is not directly related to the above objectives and policies on culture and recreation.				
XI. GOVERNMENT OPERATIONS AND FISCAL MANAGEMENT				
Objective A: To promote increased efficiency, effectiveness, and responsiveness in the provision of government services by the City and County of Honolulu.				
Policy 1:	Maintain City and County government services at the level necessary to be effective.			X
Policy 2:	Promote consolidation of State and City and County functions whenever more efficient and effective delivery of government programs and services can be achieved.			X
Policy 3:	Ensure that government attitudes, actions, and services are sensitive to community needs and concerns.			X
Policy 4:	Prepare, maintain, and publicize policies and plans which are adequate to guide and coordinate City programs and regulatory responsibilities.			X
Objective B: To ensure fiscal integrity, responsibility, and efficiency by the City and County government in carrying out its responsibilities.				
Policy 1:	Provide for a balanced budget.			X
Policy 2:	Allocate fiscal resources of the City and County to efficiently implement the policies of the General Plan and Development Plans.			X
Discussion: The Proposed Project is not related to the above objectives and policies on government operations and fiscal management.				

5.2.2 Primary Urban Center Development Plan

The City and County of Honolulu has adopted the Primary Urban Center Development Plan (PUCDP) as one of eight community-oriented plans to guide public policy, investment and decision making through the 2025 planning horizon. The document contains policies, principles, and guidelines specific to the Primary Urban Center (PUC) region. These policies, principles, and guidelines are then implemented through ordinances such as the Land Use Ordinance (zoning code). The PUCDP land use map indicates that the Proposed Project is located in an industrial district (see Figure 16).

According to the 2004 PUCDP, the vision for the PUC's future is to:

- *Protect and enhance Honolulu's natural, cultural, and scenic resources.*
- *Create livable neighborhoods with business centers, parks, plazas, and walkable streets.*
- *Provide in-town housing choices for people of all ages and incomes*
- *Make Honolulu the Pacific's leading city and travel destination.*
- *Create a balanced transportation system that provides excellent mobility for residents and visitors.*

Discussion: Implementation of the Proposed Project would support the PUCDP vision to create neighborhood business centers. Moreover, scenic resources would be preserved as the proposed SIBA office building will not exceed one story in height.

Applicable land use policies and guidelines from the PUCDP include:

§3.1.2 *Preserve panoramic views of natural landmarks and the urban skyline*

§3.1.3.3 *Guidelines for Urban Skyline and Mauka-Makai Views:*

- *Preserve … panoramic views indicated schematically in Figure 3.1 [of the PUCDP] by establishing building height limits and setbacks that are based on viewplane analyses to determine the sight lines and desired view dimensions and characteristics.*

Discussion: As the proposed SIBA office building will not exceed one story in height, the Proposed Project will support the above policies and guidelines by maintaining panoramic view planes as recognized in the PUCDP.

§3.4.2.4 *Policies for Military, Airport, Harbor, and Industrial Areas:*

- *Support industrial uses in Kalihi-Palama industrial districts.*

Discussion: The Proposed Project is alignment with the PUCDP policy to support industrial uses in the Kalihi-Pālama industrial districts, including Sand Island.

5.2.3 Land Use Ordinance

The Land Use Ordinance (LUO), Chapter 21 of the Revised Ordinances of the City and County of Honolulu (ROH), implements the goals and objectives of the General Plan and the PUCDP. All lands within the City and County of Honolulu are zoned into specific districts. According to the Department of Planning and Permitting (DPP), the Project Site is zoned Community Business District (B-2) (see Figure 17).

According to the LUO Master Use Table (Table 21-3 of the LUO), office buildings and off-street parking areas are permitted uses in the B-2 zoning district.

5.2.4 Special Management Area

As shown in Figure 18, the Proposed Project is located in the Special Management Area (SMA), and is thus subject to the provisions of Chapter 25, ROH. During the pre-assessment consultation process, DPP provided the following comment:

> "The Draft EA should be sufficiently detailed such that the Department of Planning and Permitting (DPP) can make a determination about whether the Project will be considered 'development' for purposes of the SMA, Chapter 25, Revised Ordinances of Honolulu."

According to §25-3.1, ROH, the objectives and policies of Chapter 25 are those of the CZM Program (§205A-2, HRS), which is discussed in Section 5.1.2 above. The guidelines for the review of developments proposed in the SMA are set forth in §25-3.2, ROH, and are discussed in the table below:

Table 6: Special Management Area (Chapter 25, ROH)

SPECIAL MANAGEMENT AREA, CHAPTER 25, ROH (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
§25-3.2 REVIEW GUIDELINES			
The following guidelines shall be used by the [city] council or its designated agency for the review of developments proposed in the special management area.			
(a) All development in the special management area shall be subject to reasonable terms and conditions set by the council to ensure that:			
(1) Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas and natural reserves is provided to the extent consistent with sound conservation principles;			**X**
(2) Adequate and properly located public recreation areas and wildlife preserves are reserved;			X
(3) Provisions are made for solid and liquid waste treatment, disposition and management which will minimize adverse effects upon special management area resources; and	**X**		
(4) Alterations to existing land forms and vegetation; except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic recreational amenities and minimum danger of floods, landslides, erosion, siltation or failure in the event of earthquake.	**X**		
Discussion: The Proposed Project will not affect access to or availability of publicly owned or used beaches, recreation areas, and natural reserves. The Project will incorporate BMPs and LID measures to minimize adverse effects upon SMA resources, and will not impact recognized scenic view planes. The Project Site is located outside the 0.2% annual chance floodplain, and the proposed office building and parking lot will be above the 3.2-foot SLR exposure area.			
(b) No development shall be approved unless the [city] council has first found that:			
(1) The development will not have any substantial, adverse environmental or ecological effect except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health and safety, or compelling public interest. Such adverse effect shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse effect and the elimination of planning options;	**X**		
(2) The development is consistent with the objectives and policies set forth in Section 25-3.1 and area guidelines contained in HRS Section 205 A 26;	**X**		
(3) The development is consistent with the county general plan, development plans and zoning. Such a finding of consistency does not preclude concurrent processing where a development plan amendment or zone change may also be required.	**X**		
Discussion: As a Project goal is to minimize non-point source pollution and to improve the water quality of downstream or nearshore resources through BMPs and LID measures, the proposed Project is not anticipated to have any substantial, adverse environment or ecological effect, nor is it anticipated to have a cumulative adverse			

SPECIAL MANAGEMENT AREA, CHAPTER 25, ROH (Key: S = Supportive, N/S = Not Supportive, N/A = Not Applicable)	**S**	**N/S**	**N/A**
impact. The Project is consistent with the objectives and policies set forth in §25-3.1, ROH (see the discussion on the Coastal Zone Management Program in Section 5.1.2 above) and SMA guidelines contained in §205A-26, HRS (which are identical to the review guidelines contained in §25-3.2, ROH). As discussed in Sections 5.2.1, 5.2.2, and 5.2.3 above, the proposed Project is consistent with the City & County of Honolulu General Plan, Central O'ahu Sustainable Communities Plan, and Land Use Ordinance (zoning), respectively.			
(c) The [city] council shall seek to minimize, where reasonable:			
(1) Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;			**X**
(2) Any development which would reduce the size of any beach or other area usable for public recreation;			**X**
(3) Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management area and the mean high tide line where there is no beach;			**X**
(4) Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and			**X**
(5) Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.			**X**
Discussion: The proposed Project will not involve: (1) dredging, filling, or altering any bay, estuary, salt marsh, river mouth, slough, or lagoon; (2) reducing the size of any beach or other area usable for public recreation; (3) reducing or imposing restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the SMA and the mean high tide line where there is no beach; (4) interfering with or detracting from the line of sight toward the sea from the state highway nearest the coast (see Section 4.5 Visual Resources above); or (5) adversely affecting water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land. As a Project goal is to minimize non-point source pollution and to improve the water quality of downstream or nearshore resources through the implementation of LID features, the Project is not anticipated to adversely affect the environment.			

5.2.5 Ordinance No. 96-03 (95/Z-2)

During the pre-assessment consultation process, DPP commented: "The Project is subject to an existing Unilateral Agreement (UA) under Ordinance No. 96-03 (95/Z-2). The Draft EA should describe how the Project will meet the applicable UA conditions."

The Applicant ("Declarant") will comply with the applicable UA conditions listed below:

(1) The Declarant shall submit individual lot drainage plans to the Department of Public Works for review and approval prior to the issuance of building permits for any new construction within the subdivision lots. Drainage plan reviews may take place at the time of building permit processing.

(2) The Declarant shall comply with the fire requirements for the subdivision as specified by the Honolulu Fire Department. Fire requirement reviews may take

place at the time of building permit processing for new construction within the subdivision lots.

(3) The Declarant shall maintain a fence along the boundary between the Land and the adjacent State recreational park.

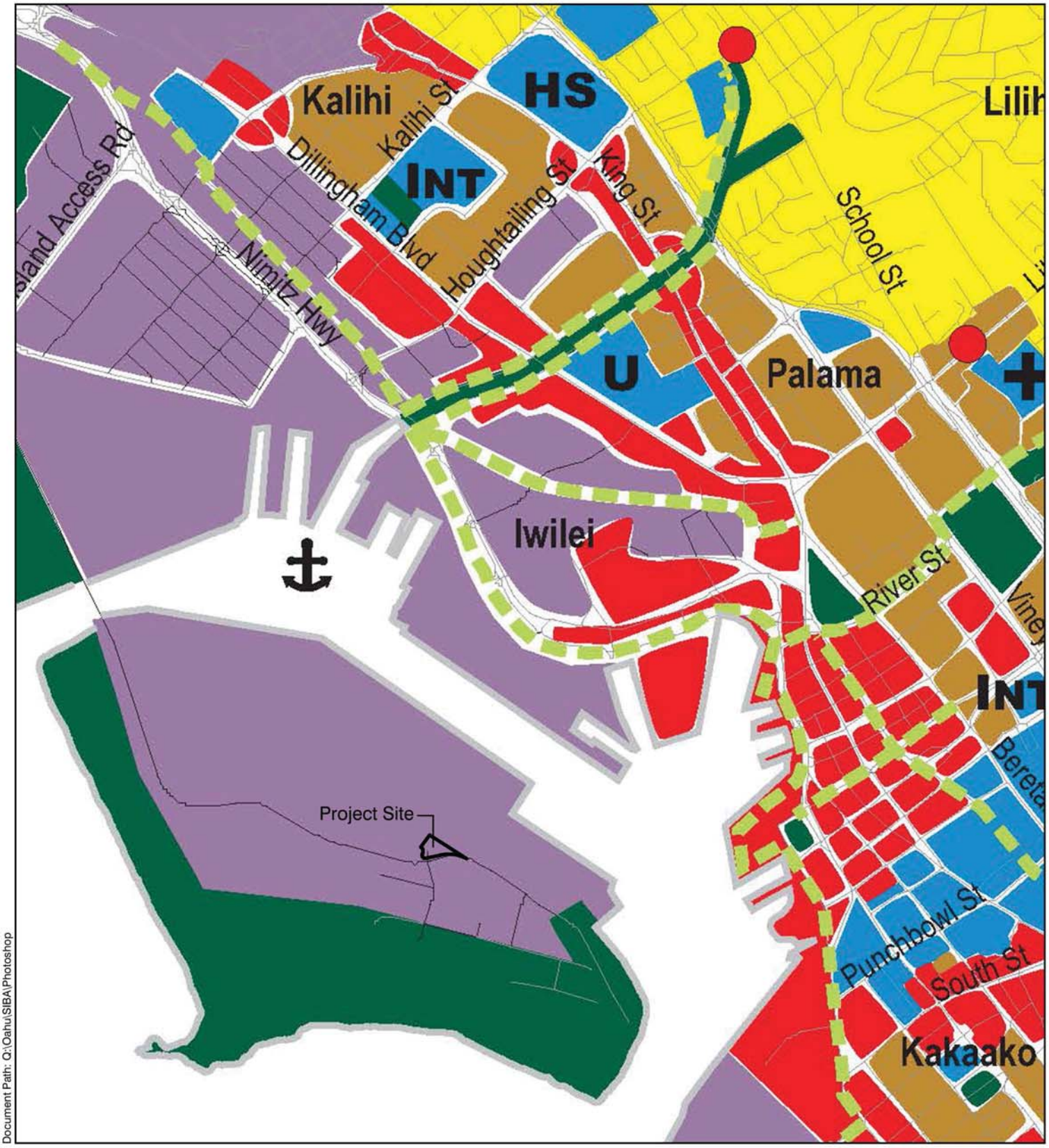
(4) The developer of the commercial center (either DLNR or SIBA) shall submit a traffic impact assessment report to the State Department of Transportation for review and approval. Said traffic impact assessment report must be approved by the State Department of Transportation prior to the submission of the Special Management Area Use Permit application for the project. Such developer shall pay for all costs of traffic improvements necessary to mitigate traffic impacts of the commercial center.

(5) The Declarant shall immediately stop work and contact the State Historic Preservation Division (SHPD) for review and approval of proposed mitigation measures should any previously unidentified historic sites (including but not limited to artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings or walls) be encountered during the development of the project approved under this zone change. Work in the immediate area shall be stopped until the SHPD is able to assess impacts and make further recommendations for appropriate mitigation measures. The Declarant shall, within 90 days of the effective date of this rezoning, designate an archaeologist to be used to prepare a mitigation plan for the project site should previously unidentified sites as described above be encountered during development of the project.

(6) Approval of this zone change does not constitute compliance with other Land Use Ordinance or governmental agencies' requirements. They are subject to separate review and approval. The Declarant shall be responsible for insuring that the final plans for the Project approved under this permit comply with all applicable Land Use Ordinance and other governmental agencies' provisions and requirements.

(7) Declarant shall give notice to the Department of Land Utilization of any intent to sell, lease, assign, place in trust, or otherwise voluntarily alter the ownership interest in the Land covered by the approved zoning prior to commencement of construction. on the Land; provided, however, that Declarant may transfer ownership in the Land to an affiliate or joint venture of which Declarant is a member or in a manner consistent with prior representations to the City, and may mortgage the Land at any time without notice to the City. A mortgagee under such mortgage may foreclose the mortgage, by judicial foreclosure or under a power of sale contained in such mortgage (provided notice of the date of such foreclosure sale is given to the City), or may with notice to the City, acquire title to such Land in lieu of foreclosure.

(8) On an annual basis, corresponding with the anniversary of the effective date of the Rezoning Ordinance, the Declarant shall submit a written status report to the Department of Land Utilization documenting its satisfaction of and/or describing its progress toward complying with each condition of approval for this zone change. The status report shall be submitted until such time as the Department of Land Utilization has determined that all conditions of approval have been satisfied.



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Project Site

	Lower-Density Residential		Major Parks and Open Space	HS	High School (State)
	Medium and Higher-Density Residential/Mixed Use		Preservation		Small Boat Marina
	Community/Neighborhood Commercial		Military		Harbor
	District Commercial		Urban Community Boundary		Airport
	Industrial		Pedestrian Network		
	Resort	U	College/University		
	Institutional	+	Hospital/Medical Center		
		INT	Intermediate School (State)		

Source: ESRI Online Basemap. City & County of Honolulu, 2004, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

Figure 16
Primary Urban Center Development Plan (PUCDP)

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 375 750 1,500

PBR HAWAII & ASSOCIATES, INC.

DATE: 11/1/2018

Legend

- Project Site
- TMK Parcels
- P-2
- F-1
- B-2
- I-2
- I-3

Figure 17
Zoning

SAND ISLAND BUSINESS ASSOCIATION

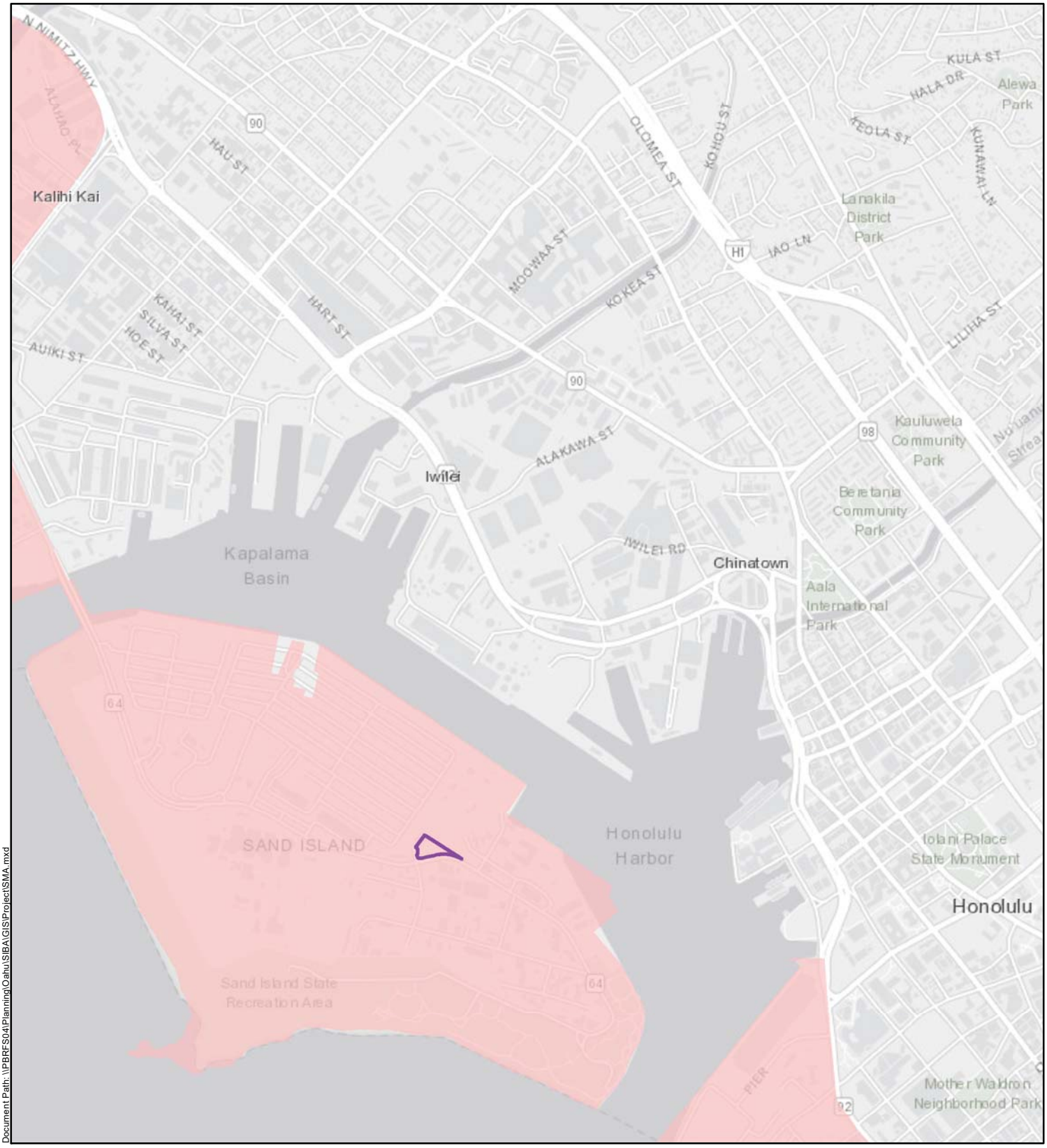
Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 75 150 300

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. Honolulu Land Information System (Holis), Department of Permitting, City & County of Honolulu, 2016, 2018.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.



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DATE: 11/1/2018

Legend

Project Site

Special Management Area

Figure 18
Special Management Area

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)
0 375 750 1,500

PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. State of Hawaii - Office of Planning, 2011.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

5.3 LIST OF REQUIRED PERMITS AND APPROVALS

Anticipated permits and approvals that may be required are outlined in Table 5-1, below. During the Draft EA Public Review period, the City and County of Honolulu Department of Planning and Permitting wrote that: "We have reviewed the Draft EA and have determined that in addition to a Special Management Area Use Permit, a Sewer Connection Application will be required. Additionally, this Project may be liable for payment of the Wastewater System Facility Charge."

Table 7: Required Permits and Approvals

AGENCY	PERMIT/APPROVAL
STATE OF HAWAI'I	
Office of Environmental Quality Control	• Chapter 343, HRS Compliance
Department of Health	• National Pollutant Discharge Elimination System (NPDES) Permit • Dust Control Plan (if necessary) • Noise Permit (if necessary)
Department of Health – Disability and Communication Access Board	• Americans with Disabilities Act Compliance
Department of Transportation	• Highways Division Permit (if necessary)
CITY AND COUNTY OF HONOLULU	
Department of Planning and Permitting	• Special Management Area Use Permit – Major • Grading Permit • Grubbing Permit • Stockpiling Permit • Building Permit • Storm Drain Connection License • Sewer Connection Application
Department of Transportation Services	• Street Usage Permit
Board of Water Supply	• Water Availability Approval

6.0 ALTERNATIVES

In compliance with the provisions of Section 11-200-17(f), HAR relating to Environmental Impact Statements, an environmental assessment must discuss potential alternatives to the proposed action which could attain the objectives of the action in sufficient detail to explain why they were rejected. The alternatives considered include:

6.1 NO ACTION

The no-action alternative would be to introduce no change to the existing site. Under this alternative, the proposed new SIBA office building and parking lot would not be constructed. Without the Proposed Project, the Project Site would maintain the status quo, and the Project's needs and objectives (as described in Sections 2.1 and 2.2 above) would not be met. The existing inadequate office trailer would age further and remain undersized to house SIBA staff and operations. SIBA tenant employees would continue to park illegally on-street, double-park in the subdivision, or park on the undeveloped Project Site. In addition, parking revenue would not be generated to assist with development costs, lease rent, and real property taxes for the non-profit organization.

6.2 ALTERNATIVES

Alternative 1: New Office Building Only
This alternative would involve the construction of a new office building only. While this would satisfy the needs and objectives for new office space, it would not meet the need for adequate parking. The employees of SIBA tenants would continue to park illegally on-street, double-park in the subdivision, or park on the undeveloped Project Site. In addition, parking revenue would not be generated to assist with development costs, lease rent, and real property taxes for the non-profit organization.

Alternative 2: New Parking Lot Only
This alternative would involve the redevelopment of the parking lot only. While this would satisfy the needs and objectives for a new parking lot, it would not meet the need for a new office building. The existing inadequate office trailer would age further and remain undersized to house SIBA staff and operations.

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7.0 FINDINGS, SUPPORTING REASONS, AND DETERMINATION

To determine whether the Proposed Project may have a significant impact on the physical and human environment, all components and expected consequences of the proposed Project have been evaluated, including potential primary, secondary, short-range, long-range, and cumulative impacts. Based on this evaluation, the Approving Agency (Department of Land and Natural Resources) anticipates issuing a Finding of No Significant Impact (FONSI) for the Project. The supporting rationale for this finding is presented in this chapter.

7.1 PROBABLE IMPACT, INCLUDING CUMULATIVE IMPACTS

Cumulative impacts are impacts on the environment that result from the action when added to other past, present, and foreseeable future actions by other agencies or persons. Examples of possible cumulative impacts of a proposed action could be those related to more traffic and greater demand on water, sanitary sewer and storm drainage capacity.

With more sustainable management of the Project Site through the implementation of LID features, for example, the Proposed Project is anticipated to have beneficial long-term and cumulative impacts on the physical environment. This includes improved stormwater quality, especially when compared with the long-term and cumulative impacts of the Project Site's status quo operations.

Socio-economic impacts resulting from the proposed Project are anticipated to be beneficial. The Proposed Project will provide improved facilities for both SIBA and its business tenants, thereby improving the socio-economic environment of Sand Island. Overall, the net cumulative impact is expected to have a positive effect on the broader community.

7.2 SIGNIFICANCE CRITERIA

Based upon the previous information presented in this document, the Proposed Project will likely have no significant environmental impacts. This determination is based upon the Significance Criteria outlined in Chapter 343, HRS, as amended and Title 11 Chapter 200, HAR (1996), and discussed below.

(1) ***Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;***

The Project Site's status prior land disturbance suggests that the site is absent any resources potentially subject to irrevocable loss as a result of the Proposed Project.

(2) ***Curtails the range of beneficial uses of the environment;***

The Proposed Project will not curtail the range of beneficial uses of the environment, as the Project Site was previously modified. However, implementation of the Proposed Project is anticipated to enhance SIBA's ability to provide valuable services to its tenants.

(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 Environmental Policies enumerated in Chapter 344, HRS promote conservation of natural resources, and an enhanced quality of life for all citizens. As detailed in Section 5.1.4 above, the Proposed Project is supportive of the State's long-term environmental policies, goals, or guidelines as expressed in Chapter 344, HRS, and will not significantly impact natural resources due to the fact that the Project Site is already developed.

(4) ***Substantially affects the economic or social welfare of the community or State;***

The Proposed Project will positively influence social and economic welfare by facilitating the use of State-owned lands in an environmentally responsible manner, while improving SIBA's ability to provide services to its business tenants, thereby enhancing the overall economic welfare of the community.

(5) ***Substantially affects public health;***

The potential public health impacts related to noise, air or water quality during construction will be mitigated through best management practices in compliance with Federal, State and County requirements. In the long-term, as the Proposed Project involves environmentally sustainable surface water practices through the implementation of LID measures, the Proposed Project is anticipated to have a net positive effect on public health.

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

The Proposed Project is not anticipated to significantly impact population changes or public facilities. The demand for water, as well as solid waste and wastewater generation, should not increase significantly, either regionally or island-wide. The construction of the new SIBA office building and parking lot will not trigger population changes or the need for additional housing in Honolulu.

(7) ***Involves a substantial degradation of environmental quality;***

No substantial environmental degradation is anticipated. The proposed project will involve currently utilized land and is not expected to substantially degrade environmental quality of these

lands. The property was substantially modified in the past, and today lacks any significant natural resources. Potential impacts to the environment resulting from development, and appropriate mitigation measures have been identified throughout this EA. Moreover, as the Proposed Project is anticipated to decrease the amount of surface water pollutants and improve the water quality of downstream water bodies through the implementation of LID measures, the Proposed Project is not anticipated to result in negative impacts to the environment.

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

The proposed action will not have any substantial negative secondary impacts on the environment. Implementation of the Proposed Project will not commit SIBA to any other larger actions, and will not generate any additional actions having a cumulative effect on the environment.

(9) ***Substantially affects a rare, threatened or endangered species or its habitat;***

The Project Site contains no habitats for rare, threatened or endangered plant or animal species listed by the USFWS or in the Endangered Species Act. Therefore, none are expected to be affected by the proposed project. Minimization measures are included herein to ensure there is no adverse effect to any threatened or endangered species that may transit the area.

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

Air Quality: No State or Federal air quality standards will be violated during or after the construction of the Project.

Water Quality: No State or Federal water quality standards will be violated during or after the construction of the Project.

Ambient Noise Levels: Construction activities for the Project will inevitably create temporary noise impacts. The developer may employ mitigation measures to minimize those temporary noise impacts including the use of mufflers and implementing construction curfew periods. Pursuant to Chapter 11-46, Hawai‘i Administrative Rules, the Project activities will comply with all community noise controls.

(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, fresh water, or coastal waters;***

The Project Site does not lie in a flood plain, beach, erosion-prone area, geologically-hazardous land, estuary, fresh water, or coastal waters. However, as the Project Site is located in a tsunami zone, a tsunami evacuation plan will be implemented. During any tsunami warning, occupants of

the subject property are advised to evacuate to higher ground. The designated Tsunami Refuge Area for the Project Site is Kalākaua District Park.

(12) ***Substantially affects scenic vistas and view planes identified in County or State plans or studies; or,***

Since the Proposed Project will not exceed one story in height, it is not anticipated to affect views to/from the surrounding built environment, or mauka/makai views from or across the Project Site. No identified scenic vistas or view planes will be affected.

(13) ***Requires substantial energy consumption.***

Construction of the Proposed Project is not expected to require more energy than other projects of similar size and scale. Sustainable features that reduce overall energy consumption may be integrated into the design of the new SIBA office building, where appropriate.

7.3 DETERMINATION

On the basis of impacts and mitigation measures examined in this document and analyzed under the above criteria, it is anticipated that the proposed new SIBA office building and parking lot will not have a significant effect on the natural or human environments. Pursuant to Chapter 343, HRS, the approving agency, the State of Hawai‘i, Department of Land and Natural Resources, issues a Finding of No Significant Impact (FONSI).

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APPENDIX A

Pre-Assessment Consultation Comments and Responses

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DAVID Y. IGE
GOVERNOR

RODERICK K. BECKER
COMPTROLLER

AUDREY HIDANO
DEPUTY COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)1570.8

OCT 15 2018

Mr. Greg Nakai, Planner
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Pre-Assessment Consultation
Sand Island Business Association
Honolulu, Hawaii
TMK: (1) 1-5-041:077

Thank you for the opportunity to provide comments on the subject project. The project does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer at this time.

If you have any questions, your staff may call Mr. David DePonte of the Public Works Division at 586-0492.

Sincerely,

RODERICK K. BECKER
Comptroller

c: Mr. Dean Shimomura, DAGS CSD

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
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RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C
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NATHALIE RAZO
Associate

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Associate

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Associate

December 11, 2018

Mr. Roderick K. Becker
Comptroller
State of Hawai‘i
Department of Accounting and General Services
P.O. Box 119
Honolulu, Hawai‘i 96810-0119

Attn: Mr. David DePonte, Public Works Division

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Becker:

Thank you for your letter dated October 15, 2017 (your reference number (P)1570.8), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the subject project does not impact any of the Department of Accounting and General Services' projects or existing facilities in this area, and that you have no comments to offer at this time.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

Cc: Sand Island Business Association
Mitsunaga & Associates

O:\Job35\3564.01 Sand Island Business Association EA\EA\Pre-consultation\Responses\STATE_DAGS response.docx

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DTS201810081046NA

October 9, 2018

Mr. Greg Nakai
Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Pre-Assessment Consultation for a HRS Chapter 343 Draft Environmental Assessment – Sand Island Business Association, Honolulu, Hawaii; TMK: (1) 1-5-041: 077

Thank you for the opportunity to provide comments on the pre-consultation request for the preparation of a Draft Environmental Assessment (Draft EA) on the proposed commercial development at 1115 Makepono Street, Honolulu, Oahu.

It is our understanding that Sand Island Business Association (SIBA) proposes to lease land owned by the State of Hawaii, Department of Land and Natural Resources, and develop a 2,000-square foot office building and parking lot. The goal of this project is to develop a permanent structure for SIBA to operate out of, and serve as the master lessee of this State-owned parcel. SIBA is expected to manage the premises and provide services for its tenants of this leased lands.

Currently, SIBA operates out of a temporary office trailer located within the Sand Island Industrial Park. Another objective for this project is to provide a permanent parking area for SIBA employees and the 85 business tenants who operate out of the area. The dedicated parking area will provide relief from inadequate on-street parking for motorists working or visiting this business/industrial area.

The Office of Planning (OP) has reviewed the transmitted material and has the following comments to offer:

1. Compliance with Hawaii Revised Statutes Chapter 343
   OP recommends that the Draft EA discuss the specific trigger(s) that require Hawaii Revised Statutes (HRS) Chapter 343 submission.

2. Hawaii State Planning Act
   Hawaii Administrative Rules (HAR) § 11-200-10(4) requires Draft and Final

Environmental Assessments to provide a general description of the action's technical, economic, social, and environmental characteristics. The Hawaii State Planning Act, HRS Chapter 226, is divided into Part I - Overall Themes, Goals, Objectives, and Policies; Part II - Planning Coordination and Implementation; and Part III - Priority Guidelines. HRS Chapter 226 serves as a guide for long-range development of the State, provides guidance for growth, development, and the allocation of resources throughout the state.

In this regard, the Draft EA should provide a discussion on the project and its ability to meet State goals and priorities as detailed in HRS Chapter 226. The analysis on the Hawaii State Planning Act should examine the project's consistency with all three parts of HRS Chapter 226, or clarify where the project conflicts with them. If any of these statutes are not applicable to the project, the analysis should affirmatively state such determination, along with discussion paragraphs.

3. Hawaii Coastal Zone Management Program
The Coastal Zone Management (CZM) area is defined as "all lands of the State and the area extending seaward from the shoreline to the limit of the State's police power and management authority, including the U.S. territorial sea" (HRS § 205A-1).

The proposed action should conform with all the objectives and supporting policies of the Hawaii CZM program, as listed in HRS § 205A-2. Pursuant to HRS § 205A-4, in implementing the objectives of the CZM program, agencies shall give full consideration to ecological, cultural, historic, esthetic, recreational, scenic, open space values, coastal hazards, and economic development. As this project will require the approval of a government agency and utilizes state owned lands, the Draft EA should contain analysis on the project's consistency with HRS § 205A-2.

4. Special Management Area
The Sand Island area, on which the proposed project is situated, is located within the Special Management Area (SMA) under HRS Chapter 205A. The Draft EA should examine compliance with the requirements of the SMA. Please consult with the Department of Planning and Permitting (DPP), City and County of Honolulu on this matter.

5. Climate Change Consideration / Sea Level Rise Adaptation
It is noted that that due to the proximity of the project site to the shoreline, and the relatively flat topography of Sand Island, the proposed office complex may be vulnerable to climate change associated environmental hazards, such as intense storm surges, coastal erosion, tsunami inundation, and flooding brought about by rising sea levels.

Sea level rise (SLR) impacts may increase the vulnerability of the industrial park and the proposed office building to these natural hazards. OP recommends referring to the findings of the Hawaii Sea Level Vulnerability and Adaptation Report, 2017 (Report), by the Hawaii Climate Change Mitigation and Adaptation Commission to assist you in the planning for the environmental impacts that may result from SLR.

The Report, and the Hawaii SLR Viewer (Viewer), can be accessed via the Hawaii Climate Adaptation Portal at http://climateadaptation.hawaii.gov. In particularly, the Viewer identifies a 3.2-foot SLR exposure area across the main Hawaiian Islands including Oahu. The Viewer illustrates hazards that may occur in the mid to latter half of the 21st Century.

6. Drainage / Stormwater Runoff Mitigation / Erosion Control
Pursuant to HAR § 11-200-10(6) – identification and summary of impacts and alternatives considered; in order to ensure that the surface water and marine resources of Oahu remain protected, the effects of stormwater inundation, resulting from the proposed development activities should be evaluated in the Draft EA.

Issues that may be examined include, but are not limited to, project site characteristics in relation to flood and erosion prone areas, open spaces, the potential vulnerability of surface water resources, drainage infrastructure currently in place, soil absorption characteristics of the area, and examining the amount of permeable versus impervious surfaces in the project area. These items should be considered when developing mitigation measures for the protection for surface water resources and the coastal ecosystem, pursuant to HAR § 11-200-10(7).

Based on the information provided, due to the project's size and the potential increase of impervious surfaces, this proposed action may be subject to the DPP rules on drainage and onsite stormwater management. Please contact DPP on the application and necessity of incorporating low impact development (LID) elements for this project.

To assist in the development of onsite stormwater management strategies and the use of LID measures, OP has developed guidance documents on this subject. We recommend consulting these stormwater evaluative tools when developing mitigation approaches for polluted runoff. They offer useful techniques to keep land-based pollutants and sediment in place, while considering the management practices best suited for the topography of the area, and the types of contaminants potentially affecting nearby water resources. The evaluative tools that should be considered during the design process include:

- Stormwater Impact Assessments can be used to identify and analyze information on hydrology, sensitivity of coastal and riparian resources, and management measures to control runoff, as well as consider secondary and cumulative impacts to the area. http://files.hawaii.gov/dbedt/op/czm/initiative/stomwater_imapct/final_stormwater_impact_assessments_guidance.pdf; and

- Low Impact Development (LID), A Practitioners Guide covers a range of structural best management practices for stormwater control management, onsite infiltration techniques, water reuse methods, and building layout designs that minimize negative environmental impacts caused by polluted stormwater runoff. http://files.hawaii.gov/dbedt/op/czm/initiative/lid/lid_guide_2006.pdf.

If you have any questions regarding this comment letter, please contact Joshua Hekekia of our office at (808) 587-2845.

Sincerely,

Leo R. Asuncion
Director

PBR HAWAII
& ASSOCIATES, INC.

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ANN MIKIKO BOUSLOG, PhD
Project Director

RAMSAY R. M. TAUM
Cultural Sustainability Planner

RAYMOND T. HIGA, ASLA
Senior Associate

CATIE CULLISON, AICP
Senior Associate

MARC SHIMATSU, ASLA
Senior Associate

DACHENG DONG, LEED® AP
Senior Associate

MICAH McMILLEN, ASLA, LEED® AP
Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

HONOLULU OFFICE
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Honolulu, Hawai'i 96813-3484
Tel: (808) 521-5631
Fax: (808) 523-1402
E-mail: sysadmin@pbrhawaii.com

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December 11, 2018

Mr. Leo R. Asuncion, Director
State of Hawai'i
Office of Planning
P.O. Box 2359
Honolulu, Hawai'i 96804

Attn: Mr. Joshua Hekekia

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI'I, TMK (1) 1-5-041: 077

Dear Mr. Asuncion:

Thank you for your letter dated October 9, 2018 (your reference number DTS201810081046NA), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

The Draft Environmental Assessment (DEA) will include a(n):

1. Identification of the specific triggers that require Hawaii Revised Statutes (HRS) Chapter 343 submission;
2. General description of the action's characteristics and the project's ability to meet State goals and priorities as detailed in HRS Chapter 226;
3. Discussion of compliance with the Hawaii Coastal Zone Management program as listed in HRS Chapter 205A-2;
4. Discussion of compliance with the Special Management Area, as implemented by the City and County of Honolulu's Revised Ordinances;
5. Use of the data developed by the State of Hawai'i in analysis of the impacts and proposed mitigations relating to Sea Level Rise; and
6. An examination of potential impacts to and mitigation measures relating to surface and marine resources. We note your direction to contact the City and County of Honolulu, Department of Planning and Permitting with respect to Low Impact Development (LID) requirements to address impacts from stormwater, and thank you for direction toward State-developed resources relating to stormwater impacts.

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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GOVERNOR

ARTHUR J. LOGAN
MAJOR GENERAL
ADJUTANT GENERAL

KENNETH S. HARA
BRIGADIER GENERAL
DEPUTY ADJUTANT GENERAL

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

October 12, 2018

Mr. Greg Nakai, Planner
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Attn: Mr. Greg Nakai, Planner

Subject: Pre-Assessment Consultation for a HRS Chapter 343 Environmental Assessment – Sand Island Business Association, Honolulu, Hawaii TMK (1) 1-5-041:077

Thank you for the opportunity to comment on the above project. The State of Hawaii Department of Defense has no comments to offer relative to the project.

Should you have any questions or concerns, please have your staff contact Ms. Shao Yu Lee, our Interim Chief Engineering Officer on Oahu, at (808) 369-3488.

Sincerely,

Shao Yu Lee
Interim Chief Engineering Officer

c: Mr. Ryan Hirae, Hawaii Emergency Management Agency (HI-EMA)
Ms. Havinne Okamura, HI-EMA
Mr. Albert Chong, HI-EMA
Mr. Larry Kanda, HI-EMA
Mr. Karl Motoyama, Hawaii Army National Guard

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Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Ms. Shao Yu Lee
Interim Chief Engineering Officer
State of Hawai‘i
Department of Defense
Office of the Adjutant General
3949 Diamond Head Road
Honolulu, Hawai‘i 96816

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT - SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Ms. Lee:

Thank you for your letter dated October 12, 2018, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge that the State of Hawai‘i Department of Defense has no comments to offer relative to the project at this time.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

O:\Job35\3564.01 Sand Island Business Association EA\EA\Pre-consultation\Responses\STATE_DOD response.docx

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STATE OF HAWAII

DOUGLAS S. CHIN
LT. GOVERNOR
STATE OF HAWAII

JOBIE M. K. MASAGATANI
CHAIRMAN
HAWAIIAN HOMES COMMISSION

WILLIAM J. AILA, JR.
DEPUTY TO THE CHAIRMAN

STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96805

October 11, 2018

PBR HAWAII & Associates, Inc.
Attn: Greg Nakai
1001 Bishop Street, Suite 650
Honolulu, HI 96813-3484

Subject: Pre-Assessment Consultation for a HRS Chapter 343 Environmental Assessment - Sand Island Business Association, Honolulu, Hawai'i, TMK (1)1-5-041:077

Dear Mr. Nakai:

Thank you for the opportunity to provide early consultation comments on the Sand Island Business Association (SIBA) proposal for 1115 Makepono Street on Sand Island. The Department understands that this proposal includes leasing a 1.29 acre site from DLNR and constructing a 2,000 square foot office building and parking lot to serve as SIBA's permanent office as well as providing parking for employees of surrounding businesses.

As nearby landowners engaged in our own planning processes, it is our responsibility to engage with other agencies and plan appropriately for the larger region. In addition, it is our priority to ensure that DHHL's plans are as consistent as possible with other plans for the island of O'ahu.

DHHL owns revenue-generating properties within one mile of the project site, at the intersection of Nimitz Highway and Kapālama Canal. See Exhibit 'A'. Due to the nature of the proposed uses of the SIBA site, DHHL does not anticipate any impacts to current uses of or future plans for its lands in Kapālama.

We thank you for the opportunity to provide comments on the SIBA office building and parking lot project on Sand Island. If you have any questions, please contact Nancy McPherson at our Planning Office via email at nancy.m.mcpherson@hawaii.gov or by phone at 808.620.9519.

Aloha and mahalo,

Kaleo Manuel
Acting Planning Program Manager

Enclosure

DHHL Properties
Project Site
1115 Makepono St
1500SF
Kaohu St
Hart St
Kalani St
Kaaahi St
Kuwili St
Sumner St
Pacific St
Awa St
Nimitz Hwy
S Nimitz Hwy
Aloha Tower Dr
Dillingham Blvd
Kaiwi St
Alakawa St
Kuhio Hwy
Sand Island Parkway
Sand Island Access Rd
Hookela Pl
Kaiwi St
Kaiwi St
Kaiwi St

PBR HAWAII
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Senior Associate

MICAH McMILLEN, ASLA, LEED® AP
Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

Deember 11, 2018

Mr. Kaleo Manuel
Acting Planning Program Manager
State of Hawai‘i
Department of Hawaiian Home Lands
P.O. Box 1879
Honolulu, Hawai‘i 96805

Attn: Ms. Nancy McPherson

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Manuel:

Thank you for your letter dated October 11, 2018, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

We acknowledge the DHHL-owned properties within a mile of the project site and thank you for your review and conclusion that the proposed uses of the SIBA site will not impact DHHL lands in Kapālama.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

October 17, 2018

PBR Hawaii & Associates, Inc.
Attention: Mr. Greg Nakai
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

SUBJECT: Pre-Assessment Consultation for **Sand Island Business Association**

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

At this time, enclosed are comments from only the Engineering Division on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

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LAND DIVISION
2018 OCT -2 AM 10:43
DEPT OF LAND & NATURAL RESOURCES
STATE OF HAWAII

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

'18 SEP 24 AM 10:34 ENGINEERING

September 21, 2018

MEMORANDUM

TO: FROM

DLNR Agencies:
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
X Engineering Division
___Div. of Forestry & Wildlife
___Div. of State Parks
X Commission on Water Resource Management
___Office of Conservation & Coastal Lands
X Land Division – Oahu District
X Historic Preservation

TO

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Pre-Assessment Consultation for **Sand Island Business Association**
LOCATION: Sand Island, Island of Oahu; TMK: (1) 1-5-041:077
APPLICANT: Sand Island Business Association

Transmitted for your review and comment is information on the above-referenced project. We would appreciate your comments by **October 17, 2018**.

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

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

Signed: _____

Print Name: Carty S. Chang, Chief Engineer
Date: 9/26/18

Attachments
cc: Central Files

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/Russell Y. Tsuji
Ref: Pre-Assessment Consultation for Sand Island Business Association, Sand Island, Island of Oahu; TMK: (1) 1-5-041:077

COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high risk areas). State projects are required to comply with 44CFR regulations as stipulated in Section 60.12. Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zones are designated on FEMA's Flood Insurance Rate Maps (FIRM), which can be viewed on our Flood Hazard Assessment Tool (FHAT) (http://gis.hawaiinfip.org/FHAT).

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7253.
- Kauai: County of Kauai, Department of Public Works (808) 241-4846.

Signed: _____
CARTY S. CHANG, CHIEF ENGINEER

Date: 9/22/15

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& ASSOCIATES, INC.

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Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Russell Y. Tsuji
Land Administrator
State of Hawai‘i
Department of Land and Natural Resources
Land Division
Post Office Box 621
Honolulu, Hawai‘i 96809

Attn: Ms. Lydia Morikawa

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Tsuji:

Thank you for your letter dated October 17, 2018, regarding the subject project. . As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

Engineering Division: We acknowledge that the rules and regulations of the National Flood Insurance Program (NFIP) Title 44 of the Code of Federal Regulations are in effect when development falls in high risk areas. We note that the project site is mapped as Zone X. A figure documenting Flood Insurance Rate Map (FIRM) flood zones will be included in the forthcoming Draft Environmental Assessment (EA).

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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GOVERNOR

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

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

IN REPLY REFER TO:
DIR 1066
STP 8.2538

October 17, 2018

Mr. Greg Nakai, Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Sand Island Business Association (SIBA), Office Building and Parking Lot
Pre-Assessment Consultation
Honolulu, Oahu, Hawaii
TMK: (1) 1-5-041:077

SIBA proposes to lease 1.29 acres of Department Land and Natural Resources land to develop a 2,000 square foot office building and parking lot. The project accesses Sand Island Access Road from Makepono Street. The Department of Transportation (DOT) offer the following comments:

Airports Division (DOT-AIR)

1. The proposed office site is located approximately 2.17 miles from end of Runway 26L and beneath the aircraft approach and departure flight tracks of Daniel K. Inouye International Airport (HNL). The applicant needs to be aware of the duties of state and county agencies to implement the State of Hawaii, Office of Planning, Technical Assistance Memorandum related to this project and all projects within 5 miles of an airport: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports 08-01-2016.pdf.

2. The proposed project may be exposed to fumes, smoke, noise, vibrations, odors, etc., resulting from aircraft flight operations. The site is located between the 65 and 70 Yearly Day-Night Average Sound Level Noise Contour as depicted on the attached HNL 2008 Forecast Five Year Noise Exposure Map. Accordingly, the proposed land use and related structures are compatible if noise level reductions measures are incorporated into the building design.

3. If the project includes the installation of a photovoltaic (PV) system, a glint and glare analysis must be submitted for Federal Aviation Administration (FAA) review. The following website provides assistance with the preparation of glint and glare analysis: www.sandia.gov/glare. Information regarding the FAA Form of 7460-1 is available at the following website: https://oeaaa.faagov/oeaaa/external/portal.jsp.

If the PV array creates a hazardous condition for pilots, the owner of the PV system must be prepared to immediately mitigate the hazard, upon notification by the DOT-AIR or the FAA.

PV system installations have also been known to emit radio frequency interference (RFI) to aviation-dedicated radio signals, disrupting the reliability of air-to-ground communications. The responsible PV system owner shall mitigate any RFI that affects aviation operations.

4. Site design and landscaping shall not create wildlife attractants that could potentially result in a bird strike hazard to aircraft operations.

Highways Division (DOT-HWY)

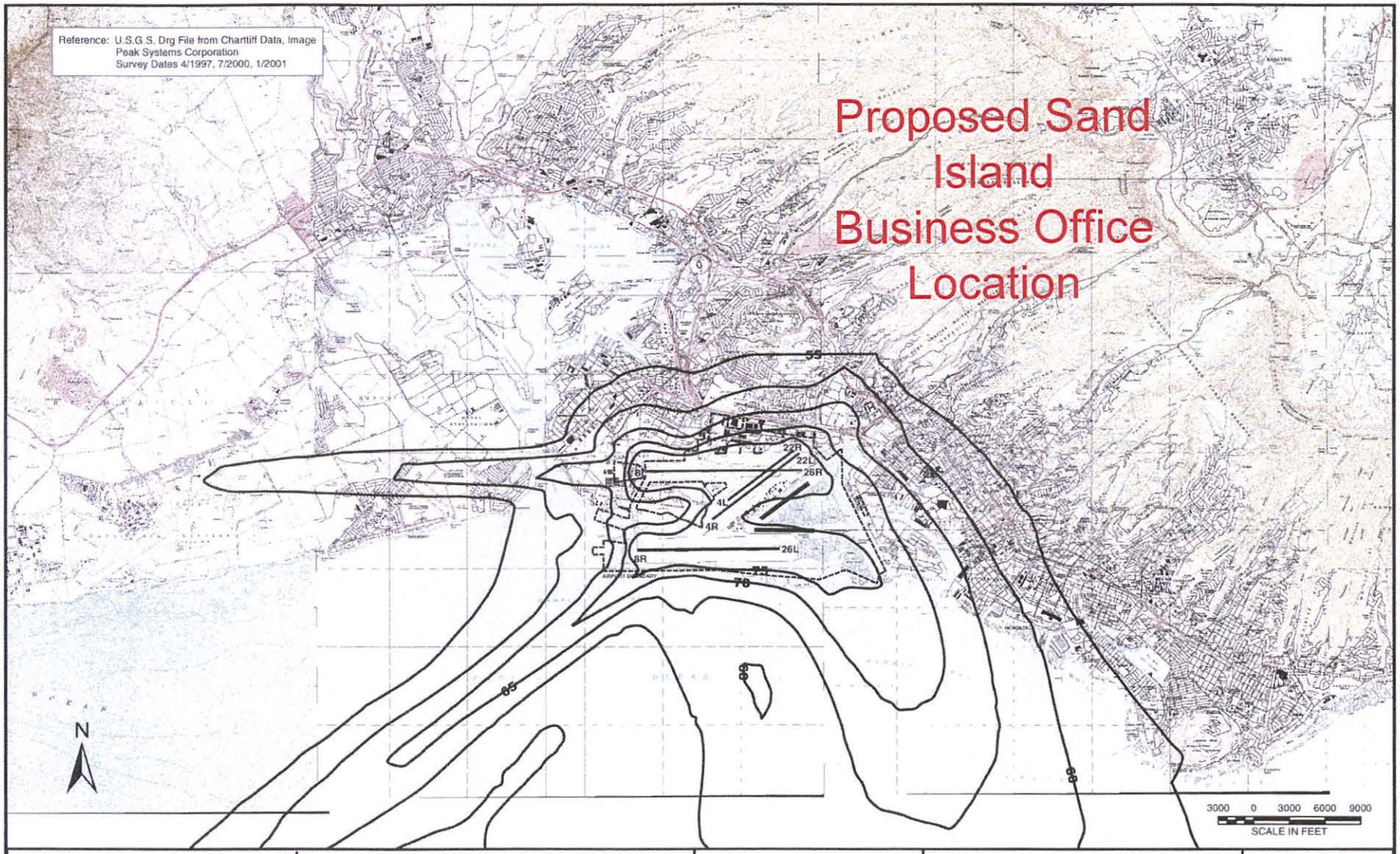
1. The SIBA shall prepare and submit a traffic assessment for review and acceptance. The assessment should include trip generation based on the proposed office building, the proposed parking, and determine if improvements would be recommended. Required improvements shall be at no cost to the State..

If there are any questions, please contact Mr. Blayne Nikaido of the DOT Statewide Transportation Planning Office at telephone number (808) 831-7979 or by email at blayne.h.nikaido@hawaii.gov.

Sincerely,

JADE T. BUTAY
Director of Transportation

Attachments



AIRPORTS DIVISION DEPARTMENT OF TRANSPORTATION STATE OF HAWAII	HONOLULU INTERNATIONAL AIRPORT MASTER PLAN UPDATE AND NOISE COMPATIBILITY PROGRAM	Edward K. Noda and Associates,Inc	2008 (FORECAST) FIVE YEAR NOISE EXPOSURE MAP NO MITIGATION SCENARIO	FIGURE 5 –1

Table 3
STATE OF HAWAII DEPARTMENT OF TRANSPORTATION
LAND USE COMPATIBILITY
WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

LAND USE	YEARLY DAY-NIGHT AVERAGE SOUND LEVEL					
	<60	60-65	65-70	70-75	75-80	80-85
Residential						
Low density residential, resorts, and hotels with extensive outdoor use	Y(a)	N(b)	N	N	N	N
Low density apartment with moderate outdoor use	Y	N(b)	N	N	N	N
High density apartment with limited outdoor use	Y	N(b)	N(b)	N	N	N
Transient lodgings with limited outdoor use	Y	N(b)	N(b)	N	N	N
Public Use						
Schools, day-care centers, libraries, and churches	Y	N©	N©	N©	N	N
Hospitals, nursing homes, clinics, and health facilities	Y	Y(d)	Y(d)	Y(d)	N	N
Indoor auditoriums and concert halls	Y©	Y©	N	N	N	N
Government service and office buildings serving the general public	Y	Y	Y(d)	Y(d)	N	N
Transportation and parking	Y	Y	Y(d)	Y(d)	Y(d)	Y(d)
Commercial and Government Use						
Offices - government, business, and professional	Y	Y	Y(d)	Y(d)	N	N
Wholesale and retail - building materials, hardware and heavy equip.	Y	Y	Y(d)	Y(d)	Y(d)	Y(d)
Airport businesses - car rental, tours, lei stands, ticket offices, etc.	Y	Y	Y(d)	Y(d)	N	N
Retail trade, restaurants, shopping centers, financial institutions, etc.	Y	Y	Y(d)	Y(d)	N	N
Power plants, sewage treatment plants, and base yards	Y	Y	Y(d)	Y(d)	Y(d)	N
Studios without outdoor sets, broadcasting, production facilities, etc.	Y(c)	Y(c)	N	N	N	N
Manufacturing, Production and Storage						
Manufacturing, general	Y	Y	Y(d)	Y(d)	Y(d)	N
Photographic and optical	Y	Y	Y(d)	Y(d)	N	N
Agriculture (except livestock) and forestry	Y	Y(e)	Y(e)	Y(e)	Y(e)	Y(e)
Livestock farming and breeding	Y	Y(e)	Y(e)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(f)	Y(f)	N	N	N
Outdoor music shells, amphitheaters	Y(f)	N	N	N	N	N
Nature exhibits and zoos, neighborhood parks	Y	Y	Y	N	N	N
Amusements, beach parks, active playground, etc.	Y	Y	Y	Y	N	N
Public golf courses, riding stables, cemeteries, gardens, etc.	Y	Y	N	N	N	N
Professional/resort sport facilities, locations of media events, etc.	Y(f)	N	N	N	N	N
Extensive natural wildlife and recreation areas	Y(f)	N	N	N	N	N

Key to Table 3

Y (Yes) Land Use and related structures compatible without restrictions.
N (No) Land Use and related structures are not compatible and should be prohibited.

(a) A noise level of 60 DNL does not eliminate all risks of adverse noise impacts from aircraft noise. However, the 60 DNL planning level has been selected by the State Airports Division as an appropriate compromise between the minimal risk level of 55 DNL and the significant risk level of 65 DNL.

(b) Where the community determines that these uses must be allowed, Noise Level Reduction (NLR) measures to achieve interior levels of 45 DNL or less should be incorporated into building codes and be considered in individual approvals. Normal local construction employing natural ventilation can be expected to provide an average NLR of approximately 9 dB. Total closure plus air conditioning may be required to provide additional outdoor to indoor NLR, and will not eliminate outdoor noise problems.

(c) Because the DNL noise descriptor system represents a 24-hour average of individual aircraft noise events, each of which can be unique in respect to amplitude, duration, and tonal content, the NLR requirements should be evaluated for the specific land use, interior acoustical requirements, and properties of the aircraft noise events. NLR requirements should not be based solely upon the exterior DNL exposure level.

(d) Measures to achieve required NLR must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.

(e) Residential buildings require NLR. Residential buildings should not be located where noise is greater than 65 DNL.

(f) Impact of amplitude, duration, frequency, and tonal content of aircraft noise events should be evaluated.

This table has been adapted from the Federal Aviation Administration Land Use Compatibility Table, Advisory Circular 150/5020-1 (dated August 5, 1983). This table is for land use planning purposes only.

Fair disclosure of aviation noise impacts for real estate transactions are required for properties within the boundaries of the noise exposure area shown on maps prepared by DOT-AIR (Hawaii Revised Statutes, 508D-15).

The State has applied this 5 DNL criteria to all noise sensitive land uses and has reconstructed the land use guideline table to reflect these changes (see Table 3). This new land use guideline was presented to the FAA to determine if federal funding would be available for noise mitigation projects between the 60 and 65 DNL contours. The FAA-Honolulu Airport District Office replied to the State[4] in 1986 and states that a case-by-case review of each recommended noise mitigation measure will be required prior to any federal funding for proposed measures within the 60 and 65 DNL noise contours. Currently the FAA has stated that "*... noise*

[4] Federal Aviation Administration, Letter from FAA Honolulu Airports District Office to Hawaii Department of Transportation, Airports Division, December 24, 1986.

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
President / Principal

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Project Director

RAMSAY R. M. TAUM
Cultural Sustainability Planner

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HONOLULU OFFICE
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Tel: (808) 521-5631
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December 11, 2018

Mr. Jade Butay
Director
State of Hawai‘i
Department of Transportation
869 Punchbowl Street
Honolulu, Hawai‘i 96813-5097

Attn: Mr. Blayne Nikaido, DOT Statewide Transportation Planning Office

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Butay:

Thank you for your Department's letter dated October 17, 2018 (your reference number DIR 1066, STP 8.2538), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following responses.

The Draft Environmental Assessment will note your comments from the Airports and Highways Divisions:

Airports Division (DOT-AIR):

(1) Because the Project is located about 2.17 miles from the end of Runway 26L, the applicant needs to be aware of the duties of state and county agencies to implement the State of Hawaii, Office of Planning, Technical Assistance Memorandum related to this project (http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016)

(2) The proposed project may be exposed to fumes, smoke, noise, vibrations, odors, etc., resulting from aircraft flight operations. The site is located between the 65 and 70 yearly Day-Night Average Sound Level Noise Contour as depicted on the attached HNL 2008 Forecast Five Year Noise Exposure Map. Accordingly, the proposed land use and related structures are compatible if noise level reductions measures are incorporated into the building design.

(3) If the project includes the installation of a photovoltaic (PV) system, a glint and glare analysis must be submitted for Federal Aviation Administration (FAA) review.

Highways Division:

(1) The SIBA shall prepare and submit a traffic assessment for review and acceptance. The assessment should include trip generation based on the proposed office building, the proposed parking, and determine if improvements would be recommended. Required improvements shall be at no cost to the State.

We acknowledge the requirement for a traffic assessment and the Draft EA will include a Traffic Impact Assessment Report (TIAR) that includes a Level of Service (LOS) analysis and if there are projected impacts from the Project, proposed mitigation measures to avoid or minimize those impacts.

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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

October 15, 2018

SUBJECT: Request for Comments for the Pre-Assessment Consultation for the Sand Island Business Association, TMK (1) 1-5-041:077, Sand Island, Island of Oahu, Hawaii, DA File No. POH-2018-00208.

Greg Nakai
PBR HAWAII & Associate, Inc.
1001 Bishop Street, Suite 650
Honolulu, HI 96813-3484

Dear Mr. Nakai:

The Honolulu District, U.S. Army Corps of Engineers (Corps), Regulatory Branch has received your request dated September 28, 2018 requesting comments for the pre-assessment consultation associated with the proposed Sand Island Business Association project, located at 1115 Makepono Street, Sand Island, Island of Oahu, Hawaii, DA File No. POH-2018-00208. Please reference this number in all future correspondence concerning this project.

We have completed review of your submittal pursuant to Section 404 of the Clean Water Act (Section 404) and Section 10 of the Rivers and Harbors Act of 1899 (Section 10). Section 404 requires authorization prior to the discharge and/or placement of dredged or fill material into waters of the U.S., including adjacent wetlands. Section 10 requires authorization prior to conducting work in, over, under, and affecting navigable waters.

Based on the information you provided, our office does not have enough information to determine if a permit would be required for this project. Please submit a delineation of all waters located on the project site (e.g. wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams). Delineations must be prepared in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual and the appropriate Regional Supplement. Once the delineation is verified by the Corps, we can determine if a permit would be required for the proposed project.

Before authorizing work under our statutory authorities, the Corps must ensure a project complies with applicable Federal laws and regulations, such as the Endangered Species Act (ESA), Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), Section 401 of the Clean Water Act, Coastal Zone Management Act, and the National Historic Preservation Act. In most instances, the Corps will coordinate directly with the appropriate agencies, but we may require additional information from the applicant to complete the coordination and consultation.

Thank you for your cooperation with the Honolulu District Regulatory Program. Should you have any questions related to this determination, please contact Ms. Rebecca Black at 808-835-4107 or via e-mail at Rebecca.L.Black@usace.army.mil. You are encouraged to provide comments on your experience with the Honolulu District Regulatory Branch by accessing our web-based customer survey form at http://corpsmapu.usace.army.mil/cm_apex/f?p=136:4:0.

Sincerely,

KOSKELO.VERA.B.1370139110

Digitally signed by KOSKELO.VERA.B.1370139110
DN: c=US, o=U.S. Government, ou=DoD, ou=PKI, ou=USA, cn=KOSKELO.VERA.B.1370139110
Date: 2018.10.15 15:43:38 -10'00'

Vera Koskelo
Project Manager, Regulatory Branch

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December 11, 2018

Ms. Vera Koskelo
Project Manager
Regulatory Branch
Department of the Army
Honolulu District
United States Army Corps of Engineers
Fort Shafter, Hawaii 96858-5440

Attn: Ms. Rebecca Black

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI'I, TMK (1) 1-5-041: 077

Dear Ms. Koskelo:

Thank you for your letter dated October 15, 2018, regarding the subject project (DA File No. POH-2018-00208). As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

Thank you for your review and suggestion that more investigation is needed to determine if a Department of the Army permit is required. We have subsequently investigated National Wetlands Inventory (NWI) maps, which note a Riverine Wetland through the middle of the site. Enclosed is a figure from the soon to be published Draft Environmental Assessment (EA) that maps riverine wetlands through the property. We have subsequently reviewed aerial photos, and researched infrastructure as-built drawings and conclude that no surface water bodies or any wetland characteristics exist (the site is paved).

Based on this information, we do not anticipate the need for a biologist or ecologist's wetland determination; nor do we project the need for a Corps permit to complete the project as proposed. A list of anticipated permits will be included in the Draft EA.

We value your participation in the environmental review process and bringing the potential resource to our team's attention. Your letter will be reproduced in the forthcoming Draft EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

Enclosures: Surface Water Features Map from Draft Environmental Assessment
Site photos

cc: Sand Island Business Association
Mitsunaga & Associates

O:\Job35\3564.01 Sand Island Business Association EA\EA\Pre-consultation\Responses\FED_USACE response.docx

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Document Path: \\PBRFS04\Planning\Oahu\SIBA\GIS\Project\Surface Water Features.mxd

DATE: 10/23/2018

Legend

Project Site

Wetlands

Estuarine and Marine Deepwater

Riverine

Figure 8
Surface Water Features

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association — Island of O'ahu

North

Linear Scale (feet)

0 75 150 300

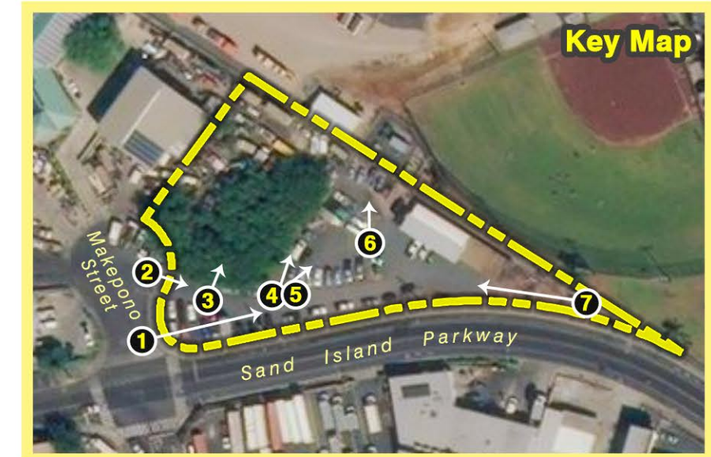
PBR HAWAII & ASSOCIATES, INC.

Source: ESRI Online Basemap. City & County of Honolulu, 2018. U.S. Fish & Wildlife Service Wetlands Inventory, 2017.
Disclaimer: This graphic has been prepared for general planning purposes only and should not be used for boundary interpretations or other spatial analysis.

1. Parking lot and SIBA office trailer.

2. Access from Makepono Street.

3. Patch of trees.



4. Patch of trees.

5. Mauka view.

6. View toward shipping terminal.

7. View from eastern end of property.

Figure 4
Site Photographs

SAND ISLAND BUSINESS ASSOCIATION

Sand Island Business Association
Island of O'ahu
North

PBR HAWAII & ASSOCIATES, INC.

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawai‘i 96850

In Reply Refer To:
01EPIF00-2018-TA-0591

September 24, 2018

Mr. Greg Nakai
PBR Hawai’i & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, HI 96813-3484

Subject: Response to your Request for Technical Assistance Pre-Assessment EA Sand Island Business Association Honolulu, Oahu

Dear Mr. Nakai

Thank you for your recent correspondence requesting technical assistance on species biology, habitat, or life requisite requirements. The Pacific Islands Fish and Wildlife Office (PIFWO) of the U.S. Fish and Wildlife Service (Service) appreciates your efforts to avoid or minimize effects to protected species associated with your proposed actions. We provide the following information for your consideration under the authorities of the Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 *et seq*.), as amended.

Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the ‘**Occurs In or Near Project Area’** column. Please note this list is not comprehensive and should only be used for general guidance. We have added to the PIFWO website, located at https://www.fws.gov/pacificislands/promo.cfm?id=177175840 recommended conservation measures intended to avoid or minimize adverse effects to these federally protected species and best management practices to minimize and avoid sedimentation and erosion impacts to water quality.

If you are representing a federal action agency, please use the official species list on our web-site for your section 7 consultation. You can find out if your project occurs in or near designated critical habitat here: https://ecos.fws.gov/ipac/.

Under section 7 of the ESA, it is the Federal agency’s (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project “may affect” federally listed species or designated critical habitat. A “may affect, not likely to adversely affect” determination is appropriate when effects to federally listed species are expected to be discountable (*i.e*., unlikely to occur), insignificant (minimal in size), or completely beneficial.

This conclusion requires written concurrence from the Service. If a “may affect, likely to adversely affect” determination is made, then the Federal agency must initiate formal consultation with the Service. Projects that are determined to have “no effect” on federally listed species and/or critical habitat do not require additional coordination or consultation.

Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a “may affect, not likely to adversely affect” determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats, and defines measures to minimize and mitigate those adverse effects.

We appreciate your efforts to conserve endangered species. We regret that we cannot provide you with more specific protected species information for your project site. If you have questions that are not answered by the information on our website, you can contact PIFWO at (808) 792-9400 and ask to speak to the lead biologist for the island where your project is located.

Sincerely,

Aaron Nadig

Digitally signed by Aaron Nadig
Date: 2018.09.24 17:04:36 -10'00'

Island Team Manager
Pacific islands Fish and Wildlife Office

The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. For your guidance, we‘ve marked species that may occur in the vicinity of your project, this list is not comprehensive and should only be used for general guidance.

Scientific Name	**Common Name / Hawaiian Name**	**Federal Status**	**Occurs In or Near Project Area**
Mammals			
Lasiurus cinereus semotus	Hawaiian hoary bat/ ‘ōpe‘ape‘a	E	☒
Reptiles			
Chelonia mydas	Green sea turtle/honu - Central North Pacific DPS	T	☐
Erectmochelys imbricata	Hawksbill sea turtle/ Honu ‘ea	E	☐
Birds			
Anas wyvilliana	Hawaiian duck/ koloa	E	☐
Branta sandvicensis	Hawaiian goose/ nēnē	E	☐
Fulica alai	Hawaiian coot/ ‘alae kea	E	☐
Gallinula galeata sandvicensis	Hawaiian gallinule/ ‘alae ‘ula	E	☐
Himantopus mexicanus knudseni	Hawaiian stilt/ Ae‘o	E	☐
Oceanodroma castro	Band-rumped storm-petrel/ ‘akē‘akē	E	☐
Pterodroma sandwichensis	Hawaiian petrel/ ‘ua‘u	E	☐
Puffinus auricularis newelli	Newell’s shearwater/ ‘a‘o	T	☐
Ardenna pacificus	Wedge-tailed Shearwater/ ‘ua‘u kani	MBTA	☐
Gygis alba	White Tern/ manu-o-kū	MBTA	☒
Buteo solitarius	Hawaiian hawk/ ‘io	E	☐
Insects			
Manduca blackburni	Blackburn’s sphinx moth	E	☐
Megalagrion pacificum	Damselfly, Pacific Hawaiian	E	☐
M. xanthomelas	Damselfly, Orangeblack Hawaiian	E	☐
M. nigrohamatum nigrolineatum	Damselfly, Blackline Hawaiian	E	☐

Plants				
Scientific Name	**Common name**	**Status**	**Locations**	**May Affect**
Abutilon menziesii	Koʻoloaʻula	E	O, L, M, H	☐
Achyranthes splendens var. *rotundata*	ʻEwa hinahina	E	O	☐
Bonamia menziesii	No common name	E	K, O, L, M, H	☐
Canavalia pubescens	ʻĀwikiwiki	E	Ni, K, L, M	☐
Colubrina oppositifolia	Kauila	E	O, M, H	☐
Cyperus trachysanthos	Puʻukaʻa	E	K, O	☐
Gouania hillebrandii	No common name	E	Mo, M	☐
Hibiscus brackenridgei	Maʻo hau hele	E	O, Mo, L, M, H	☐
Ischaemum byrone	Hilo ischaemum	E	K, O, Mo, M, H	☐
Isodendrion pyrifolium	Wahine noho kula	E	O, H	☐
Marsilea villosa	ʻIhiʻihi	E	Ni, O, Mo	☐
Mezoneuron kavaiense	Uhiuhi	E	O, H	☐
Nothocestrum breviflorum	ʻAiea	E	H	☐
Panicum fauriei var. *carteri*	Carter's panicgrass	E	Molokini Islet (O), Mo	☐
Panicum niihauense	Lauʻehu	E	K	☐
Peucedanum sandwicense	Makou	E	K, O, Mo, M	☐
Pleomele (Chrysodracon) hawaiiensis	Halapepe	E	H	☐
Portulaca sclerocarpa	ʻIhi	E	L, H	☐
Portulaca villosa	ʻIhi	E	Le, Ka, Ni, O, Mo, M, L, H, Nihoa	☐
Pritchardia affinis (maideniana)	Loulu	E	H	☐
Pseudognaphalium sandwicensium var. *molokaiense*	ʻEnaʻena	E	Mo, M	☐
Scaevola coriacea	Dwarf naupaka	E	Mo, M	☐
Schenkia (*Centaurium*) *sebaeoides*	ʻĀwiwi	E	K, O, Mo, L, M	☐
Sesbania tomentosa	ʻŌhai	E	Ni, Ka, K, O, Mo, M, L, H, Necker, Nihoa	☐
Tetramolopium rockii	No common name	T	Mo	☐
Vigna o-wahuensis	No common name	E	Mo, M, L, H, Ka	☐

Location key: O=Oʻahu, K=Kauaʻi, M=Maui, H=Hawaiʻi Island, L=Lānaʻi, Mo=Molokaʻi, Ka=Kahoʻolawe, Ni=Niʻihau, Le=Lehua

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E-mail: sysadmin@pbrhawaii.com

printed on recycled paper

December 11, 2018

Mr. Aaron Nadig, Island Team Manager
United States Department of the Interior
Fish and Wildlife Service
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawai‘i 96850

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Nadig:

Thank you for your letter dated September 24, 2018 (your reference number 01EPIF00-2018-TA-0591), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

Thank you for your guidance that the endangered Hawaiian hoary bat (‘ōpe‘ape‘a) can occur in or near the project area. The ‘ōpe‘ape‘a roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. Additionally, Hawaiian hoary bats forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid and minimize impacts to the endangered ‘ōpe‘ape‘a, SIBA will:

- Not trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15); and
- Not use barbed wire for fencing.

We note your guidance that the white tern (manu-o-kū), which is protected under the Migratory Bird Treaty Act (MBTA) may also occur in or near the project area. White terns often nest in urban parks and residential areas from Hawai‘i Kai to Hickam Air Force Base on the island of O‘ahu. This species is listed by the State of Hawai‘i as endangered on O‘ahu. White terns breed during all months of the year, but the core breeding season is January through June, with a major peak in March. White terns do not build nests, instead they lay a single egg directly on a ledge, tree branch, or other suitable location. The egg will hatch after approximately 35 days, after which it takes 45 days for the chick to be mature enough to leave the tree on its own. Signs that white terns are present include accumulation of white feathers or white droppings underneath the tree.

To avoid and minimize potential project impacts to white terns, SIBA will:

- Examine any trees slated for removal to determine if there are white terns nesting in them, especially during the months of January through June, the breeding season;
- Not trim tree branches or remove trees with nesting white terns;
- Not disturb a nesting tree or branch for at least 80 days from when the egg is laid.

We value your participation in the environmental review process. Your letter will be reproduced in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

October 15, 2018

Greg Nakai
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

This is in response to your request for comments regarding the Pre-Assessment Consultation for a HRS Chapter 343 Environmental Assessment – Sand Island Business Association, Honolulu, Hawaii, TMK (1) 1-5-041:077.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City and County of Honolulu (Community Number 150001), Maps revised November 5, 2014. Please note that the City and County of Honolulu, Hawaii is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The Honolulu City and County floodplain manager can be reached by calling Mario Siu-Li, at (808) 768-8098.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Mario Siu-Li, NFIP Coordinator, City and County of Honolulu
Carol Tyau-Beam, State NFIP Coordinator, Hawaii Department of Land and Natural Resources
Michael Hornick, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

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& ASSOCIATES, INC.

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch
United States Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

Attn: Mr. Michael Hornick, Mitigation Staff

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI'I, TMK (1) 1-5-041: 077

Dear Mr.Blackburn:

Thank you for your letter dated October 15, 2018, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and thank you for the detailed information relating to the National Flood Insurance Protection (NFIP) standards. We will include a figure in the Draft EA that documents the project site to be within Zone X, outside the 0.2 percent chance flood area.

We value your participation in the environmental review process. Your letter will be reproduced in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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HONOLULU OFFICE
1001 Bishop Street, Suite 650
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Fax: (808) 523-1402
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BOARD OF WATER SUPPLY

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ELLEN E. KITAMURA, P.E.
Deputy Manager and Chief Engineer

October 18, 2018

Mr. Greg Nakai
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Your Letter Dated September 18, 2018 Requesting Pre-Assessment Consultation Comments on the Environmental Assessment of the Sand Island Business Association Office – Tax Map Key: 1-5-041: 077

Thank you for your letter regarding the proposed office and parking development.

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

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

Water conservation measures are recommended for all proposed developments. These measures include the selection of Water Sense labeled ultra-low-flow plumbing fixtures and toilets, drought-tolerant and low water use plants, and xeriscaping principles in all landscaping. We recommend installing efficient irrigation systems, such as drip irrigation, and incorporating moisture sensors to avoid operating the irrigation system in the rain and/or if the ground has adequate moisture.

High-rise buildings with booster pumps will be required to install water hammer arrestors or expansion tanks to reduce pressure spikes and potential main breaks in our water system.

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

If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division at 748-5443.

Very truly yours,

for ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

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Project Director

RAMSAY R. M. TAUM
Cultural Sustainability Planner

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Senior Associate

CATIE CULLISON, AICP
Senior Associate

MARC SHIMATSU, ASLA
Senior Associate

DACHENG DONG, LEED® AP
Senior Associate

MICAH McMILLEN, ASLA, LEED® AP
Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Ernest Y. W. Lau, P.E.
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawai‘i 96843

Attn: Mr. Robert Chun, Project Review Branch, Water Resources Division

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Lau:

Thank you for your letter dated October 18, 2018, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

We appreciate the information that the existing water system is adequate to accommodate the proposed improvements. However, we also acknowledge that the Board of Water Supply's (BWS's) final decision on the availability of water will be confirmed when the building permit application is submitted for approval.

The Draft Environmental Assessment (DEA) will note that there are BWS Water System Facilities Charges for resource development, transmission, and daily storage.

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

HONOLULU OFFICE
1001 Bishop Street, Suite 650
Honolulu, Hawai‘i 96813-3484
Tel: (808) 521-5631
Fax: (808) 523-1402
E-mail: sysadmin@pbrhawaii.com

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DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8480 • Fax: (808) 768-4567
Web site: www.honolulu.gov

KIRK CALDWELL
MAYOR

ROBERT J. KRONING, P.E.
DIRECTOR

MARK YONAMINE, P.E.
DEPUTY DIRECTOR

October 12, 2018

PBR Hawaii &Associates, Inc.
ATTN: Greg Nakai
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Nakai,

Subject: Pre-Assessment Consultation for a HRS Chapter 343 Environmental Assessment – Sand Island Business Association, Honolulu, HI
TMK (1) 1-5-041:077

Thank you for the opportunity to review and comment. The Department of Design and Construction does not have any comments at this time.

Should you have any further questions, please call me at 768-8480.

Sincerely,

Robert J. Kroning, P.E.
Director

RJK:ms
(744557)

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
President / Principal

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C
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Principal

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Principal

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Chairman Emeritus

ANN MIKIKO BOUSLOG, PhD
Project Director

RAMSAY R. M. TAUM
Cultural Sustainability Planner

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Senior Associate

CATIE CULLISON, AICP
Senior Associate

MARC SHIMATSU, ASLA
Senior Associate

DACHENG DONG, LEED® AP
Senior Associate

MICAH McMILLEN, ASLA, LEED® AP
Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Robert J. Kroning, P.E.
Director
Department of Design and Construction
City and County of Honolulu
650 South Beretania Street, 11th Floor
Honolulu, Hawai‘i 96813

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Kroning:

Thank you for your letter dated October 12, 2018, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the Department of Design and Construction (DDC) has no comment at this time.

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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DEPARTMENT OF FACILITY MAINTENANCE

CITY AND COUNTY OF HONOLULU

1000 Ulu`ohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 768-3343 • Fax: (808) 768-3381
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR

ROSS S. SASAMURA, P.E.
DIRECTOR AND CHIEF ENGINEER

EDUARDO P. MANGLALLAN
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 18-590

October 4, 2018

Mr. Greg Nakai
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Pre-Assessment Consultation for A HRS, Chapter 343
Environmental Assessment - Sand Island Business Association
TMK: (1) 1-5-041:077

Thank you for the opportunity to review and comment on the subject project.

We have no comments at this time, as we do not have any facilities or easements on the subject property.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance at 768-3697.

Sincerely,

Ross S. Sasamura, P.E.
Director and Chief Engineer

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Ross S. Sasamura, P.E.
Director and Chief Engineer
Department of Facility Maintenance
City and County of Honolulu
1000 Ulu‘ohia Street, Suite 215
Kapolei, Hawai‘i 96707

Attn: Mr. Kyle Oyasato, Division of Road Maintenance

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077 (YOUR FILE NO: DRM 18-590)

Dear Mr. Sasamura:

Thank you for your letter dated October 4, 2018 (your reference number DRM 18-590), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the Department of Facility Maintenance (DFM) has no comment at this time.

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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1001 Bishop Street, Suite 650
Honolulu, Hawai‘i 96813-3484
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DEPARTMENT OF PARKS & RECREATION

CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 309, Kapolei, Hawaii 96707
Phone: (808) 768-3003 • Fax: (808) 768-3053
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR

MICHELE K. NEKOTA
DIRECTOR

JEANNE C. ISHIKAWA
DEPUTY DIRECTOR

September 25, 2018

Mr. Greg Nakai
PBR Hawaii & Associates, INC
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

SUBJECT: Pre-Assessment Consultation for a HRS Chapter 343 Environmental Assessment - Sand Island Business Association TMK (1) 1-5-041:077

Thank you for the opportunity to comment at the pre-assessment consultation stage of the proposed office building and parking lot.

The Department of Parks and Recreation has no comment. As the proposed project will have no impact on any program or facility of the Department, you may remove us as a consulted party to the balance of the EIS process.

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

Sincerely,

Michele K. Nekota
Director

MKN:jr
(744804)

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

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President / Principal

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ANN MIKIKO BOUSLOG, PhD
Project Director

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Cultural Sustainability Planner

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Ms. Michele K. Nekota, Director
Department of Parks and Recreation
City and County of Honolulu
1000 Uluohia Street, Suite 309
Kapolei, Hawai‘i 96707

Attn: Mr. John Reid, Planner

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Ms. Nekota:

Thank you for your letter dated September 25, 2018 (your reference number 744804), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the Department of Parks and Recreation (DPR) has no comment, and that the proposed project will have no impact on any DPR program or facility. As requested, you will be removed as a consulted party to the balance of the Environmental Assessment (EA) process.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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

KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

October 17, 2018 2018/ELOG-1854(SA)

Mr. Greg Nakai
PBR Hawaii
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Nakai:

SUBJECT: Pre-Assessment for Draft Environmental Assessment (EA)
Sand Island Business Association (SIBA)
Office Building and Parking Lot Project
Tax Map Key 1-5-041: 077

This responds to your request, received September 20, 2018, for comments on the forthcoming Draft EA for the subject Project. The Project involves developing a new permanent office building and parking lot for the SIBA, a nonprofit organization which manages the Sand Island Industrial Park. We have reviewed the Project summary and have the following comments:

1. The site is in the B-2 Community Business District and is within the Special Management Area (SMA). The Draft EA should be sufficiently detailed such that the Department of Planning and Permitting (DPP) can make a determination about whether the Project will be considered "development" for purposes of the SMA, Chapter 25, Revised Ordinances of Honolulu.

2. The Draft EA should list all permits required from the City.

3. The Project is subject to an existing Unilateral Agreement (UA) under Ordinance No. 96-03 (95/Z-2). The Draft EA should describe how the Project will meet the applicable UA conditions.

4. The Draft EA should demonstrate compliance with the General Plan and the Primary Urban Center Development Plan.

5. The subject site is within the 3.2-foot Sea Level Rise Exposure Area as defined by the State of Hawaii Sea Level Rise Vulnerability and Adaptation Report. Therefore, you should route the Draft EA to the Office of Climate Change, Sustainability, and Resiliency.

6. The Draft EA should include an analysis of the possible chronic and acute impacts of climate change and sea level rise on the proposed Project during the life of the proposed Project and its operations. The Draft EA should also discuss how the Project intends to mitigate impacts from sea level rise and episodic flooding events.

7. The Project assessments should review and address the City and County of Honolulu Climate Change Commission's Sea Level Rise Guidance and Climate Change Brief (June 2, 2018), the Hawaii Sea level Rise Vulnerability and Adaptation Report (December 2017), and the Hawaii Sea Level Rise Viewer for a combined hazard area of up to 3.2 feet of sea level rise. These resources are screening and reference tools and do not replace more detailed modeling and analyses at the site level. Resource documents can be found at: https://www.resilientoahu.org/pressconference071618/ and at the Hawaii Climate Adaptation Portal at: http://climateadaptation.hawaii.gov/.

Should you have any questions, please contact Sarah Afong, of our staff, at 768-8026.

Very truly yours,

For: Kathy K. Sokugawa
Acting Director

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
President / Principal

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C
Executive Vice-President / Principal

VINCENT SHIGEKUNI
Senior Vice-President / Principal

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Vice-President / Principal

TOM SCHNELL, AICP
Principal

KIMI MIKAMI YUEN, LEED® AP BD+C
Principal

W. FRANK BRANDT, FASLA
Chairman Emeritus

ANN MIKIKO BOUSLOG, PhD
Project Director

RAMSAY R. M. TAUM
Cultural Sustainability Planner

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Senior Associate

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MICAH McMILLEN, ASLA, LEED® AP
Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Ms. Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawai‘i 96813

Attn: Ms. Sarah Afong

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Ms. Sokugawa:

Thank you for your letter dated October 17, 2018 (your reference number 2018/ELOG-1854(SA)), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

The Draft Environmental Assessment (DEA) will:

1. Note that the project site is in the B-2 Community Business District and in the Special Management Area (SMA), and include an assessment of the project's compliance with Chapter 25, Revised Ordinances of Honolulu;

2. List all anticipated permits;

3. Note Unilateral Agreement (UA) under Ordinance No. 96-03 (95/Z-2) and describe how the project satisfies applicable UA conditions;

4. Include sections pertaining to compliance with the General Plan and the Primary Urban Center Development Plan; and

5. Address Sea Level Rise, the possible chronic and acute impacts of climate change and sea level rise on the proposed project, mitigation measures for those impacts. The assessments will utilize the resources identified in your letter in analysis. Further, notification of the Draft EA will be sent to the Office of Climate Change, Sustainability, and Resiliency.

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR

WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TP9/18-744686R

October 18, 2018

Mr. Greg Nakai
Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

SUBJECT: Pre-Assessment Consultation Draft Environmental Assessment for Sand Island Business Association, Honolulu, Oahu, Hawaii

This is in response to your letter dated September 18, 2018, requesting our input and comments on the subject project. This project is adjacent to State roadways and doesn't appear to impact City roadways and services. Therefore, when appropriate, incorporate the following comments:

1. **Material and Equipment Delivery.** Construction materials and equipment should be transferred to and from the project site during off-peak traffic hours (8:30 a.m. to 3:30 p.m.) to minimize any possible disruption to traffic on the surrounding roadways.

2. **Construction Coordination.** Construction schedules should be coordinated with other nearby properties that have planned improvements to ensure minimal impacts to the adjacent roadways.

3. **Project Notification.** The area Neighborhood Board, as well as the area businesses, emergency personnel (fire, ambulance and police), etc., should be kept apprised of the details of the proposed project and the impacts that the project may have on the adjoining local street area network.

4. **Sea Level Rise and Resilience.** Infrastructure improvements located within areas potentially exposed to chronic flooding with sea level rise shall be subject to an in-depth analysis of the potential impacts of sea level rise on elevation, tolerance for risk, and the lifetime of the proposed

structure or infrastructure. Any significant improvements within existing footprints should be dependent on established, resilient design guidelines, or otherwise be subject to relocation to a more suitable area.

The potential for chronic flooding with 3.2 feet of sea level rise (SLR-XA) shall be used as the vulnerability zone for planning purposes. Maps of the project area shall be provided for both the SLR-XA and flooded highways. The applicant shall recommend strategies and designs that increase the flood resiliency for new development or improvements within the SLR-XA that cannot be relocated, or seek opportunities to plan new development or projects well landward of the SLR-XA. See the following to determine vulnerability: http://www.pacioos.hawaii.edu/shoreline/slr-hawaii/

5. **Priority Guidelines on Sustainability.** In addressing priority guidelines on sustainability through HRS § 226-108, the Project should consider certification by a green building rating system, including but not limited to nationally recognized rating systems such as Leadership in Energy and Environmental Design (LEED), the Living Building Challenge, Green Globes, or another comparable State-approved, nationally recognized, and consensus-based guideline, standard, or system.

   The Department of Transportation Services supports certification such as the LEED for Building Design and Construction Version 4.0 as it mitigates Location and Transportation (LT) impacts including but not limited to: minimizing the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff; reducing pollution by promoting alternatives to conventionally fueled automobiles; increasing access to quality transit; reducing Vehicle Miles Traveled (VMT) through the integration of bicycle facilities; and compact, walkable development that encourages a density and diversity of surrounding uses.

Thank you for the opportunity to review this matter. Should you have any questions, please contact Renee Yamasaki of my staff at 768-8383.

Very truly yours,

Wes Frysztacki
Director

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
President / Principal

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C
Executive Vice-President / Principal

VINCENT SHIGEKUNI
Senior Vice-President / Principal

GRANT T. MURAKAMI, AICP, LEED® AP BD+C
Vice-President / Principal

TOM SCHNELL, AICP
Principal

KIMI MIKAMI YUEN, LEED® AP BD+C
Principal

W. FRANK BRANDT, FASLA
Chairman Emeritus

ANN MIKIKO BOUSLOG, PhD
Project Director

RAMSAY R. M. TAUM
Cultural Sustainability Planner

RAYMOND T. HIGA, ASLA
Senior Associate

CATIE CULLISON, AICP
Senior Associate

MARC SHIMATSU, ASLA
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DACHENG DONG, LEED® AP
Senior Associate

MICAH McMILLEN, ASLA, LEED® AP
Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Wes Frysztacki
Director
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, Hawai‘i 96813

Attn: Ms. Renee Yamasaki

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Frysztacki:

Thank you for your Department's letter dated October 18, 2018 (your reference number TP9/18-744686R), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following responses.

The Draft Environmental Assessment will note your comments regarding: (1) material and equipment delivery; (2) construction coordination; (3) project notification; (4) sea level rise and resilience; and (5) the priority guidelines on sustainability (HRS §226-108).

We value your participation in the environmental review process. Your letter will be included in the forthcoming DEA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

HONOLULU OFFICE
1001 Bishop Street, Suite 650
Honolulu, Hawai‘i 96813-3484
Tel: (808) 521-5631
Fax: (808) 523-1402
E-mail: sysadmin@pbrhawaii.com

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HONOLULU FIRE DEPARTMENT

CITY AND COUNTY OF HONOLULU

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

KIRK CALDWELL
MAYOR

MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

October 3, 2018

Mr. Greg Nakai, Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Pre-Assessment Consultation For Environmental Assessment
Sand Island Business Association
1115 Makepono Street
Honolulu, Hawaii 96819
Tax Map Key: 1-5-041: 077

In response to your letter dated September 18, 2018, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 m) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Section 18.2.3.2.2.)

2. A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)

3. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or

building is in excess of 150 feet (45,720 millimeters) from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)

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

Should you have any questions, please call Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or email at wmasuda@honolulu.gov.

Sincerely,

SOCRATES D. BRATAKOS
Assistant Chief

SDB/TC:bh

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
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President / Principal

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Project Director

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Mr. Socrates D. Bratakos
Assistant Chief
Honolulu Fire Department
City and County of Honolulu
636 South Street
Honolulu, Hawai‘i 96813-5007

Attn: Battalion Chief Wayne Masuda, Fire Prevention Bureau

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Bratakos:

Thank you for your letter dated October 3, 2018, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and the Draft Environmental Assessment (EA) will note your agency's requirements including:

1. Fire department access roads will be provided pursuant to NFPA 1; 2012 Edition, Section 18.2.3.2.2 and Section 18.2.3.2.1 or as amended.
2. A water supply approved by the County, capable of supplying the required fire flow for fire protection will be provided, pursuant to NFPA 1; 2012 Edition, Section 18.3.1, as amended.
3. Civil engineering drawings will be submitted to the HFD for review and approval.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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HONOLULU OFFICE
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POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

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TELEPHONE: (808) 529-3111 · INTERNET: www.honolulupd.org

KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D McCARTHY
JONATHON GREMS
DEPUTY CHIEFS

OUR REFERENCE EO-TS

September 28, 2018

Mr. Greg Nakai, Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

This is in response to a letter dated September 18, 2018, requesting comments on the Pre-Assessment Consultation, Draft Environmental Assessment, for the proposed Sand Island Business Association's office building and parking lot.

Based on the information provided, this project should have no significant impact on the operations of the Honolulu Police Department at this time.

If there are any questions, please call Major Darren Izumo of District 5 (Kalihi) at 723-8202.

Sincerely,

ALLAN T. NAGATA
Assistant Chief
Support Services Bureau

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
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RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C
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W. FRANK BRANDT, FASLA
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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

December 11, 2018

Allan T. Nagata
Assistant Chief, Support Services Bureau
Honolulu Police Department
City and County of Honolulu
801 South Beretania Street
Honolulu, Hawai‘i 96813

Attn: Major Darren Izumo, District 5 (Kalihi)

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR A HRS CHAPTER 343 ENVIRONMENTAL ASSESSMENT – SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Assistant Chief Nagata:

Thank you for your Department's letter dated September 28, 2018 (your reference EO-TS), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the subject project should have no significant impact on the services or operations of the Honolulu Police Department at this time.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Draft Environmental Assessment.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Assocation
Mitsunaga & Associates

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APPENDIX B

Cultural and Historical Resource Assessment

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DRAFT

CULTURAL AND HISTORICAL RESOURCE ASSESSMENT IN SUPPORT OF AN ENVIRONMENTAL ASSESSMENT AT SAND ISLAND (1115 MAKEPONO ST.) HONOLULU HARBOR, O‘AHU ISLAND, HAWAI‘I

TMK (1) 1-5-041:077

Prepared for:
PBR Hawai‘i & Associates, Inc.
1001 Bishop St., Ste. # 650
Honolulu, HI 96813

Prepared by:
Christopher M. Monahan, Ph.D.
TCP Hawai‘i, LLC
150 Hamakua Dr., #810
Kailua, HI 96734

November 2018

Japanese laborers just landed at Honolulu Harbor in 1893, walking the causeway to the east end of Quarantine Island, precursor to Sand Island (source: Hawai‘i State Archives)

ABSTRACT – EXECUTIVE SUMMARY

TCP Hawai‘i completed a Cultural and Historical Resource Assessment in support of an Environmental Assessment of an approximately 1.3-acre state-owned parcel at 1115 Makepono St., Sand Island, Honolulu Harbor, Honolulu (Kona) District, O‘ahu (TMK [1] 1-5-041:077). This report provides information about the cultural and historical significance of the current project area, in the wider context of Sand Island, including consideration of the presence or absence of previously-identified archaeological sites and other potential historic properties. The subject parcel is located at the eastern margin of the early-twentieth century version of Quarantine Island; thus, parts of the subject parcel (to the east) are entirely composed of introduced fill (dredge from the harbor) and the rest (to the west) is likely disturbed beach sand over lithified reef deposits. The findings of our research—which included a site inspection—indicate that, in general, Sand Island was created by ". . . the filling of the reef flats during incremental dredging of Honolulu Harbor and Ke‘ehi lagoon" (Jourdane and Dye 2006:3). Most of the major filling activities took place in the early twentieth century, but the island has a complex history of change extending back into the middle-late nineteenth century. In the early historic period, a portion of what we currently refer to as Sand Island was simply a natural, elevated section of reef. Starting in 1868, this sandy island began to be used as a place to temporarily quarantine newly-arrived visitors and immigrants until they passed health examinations. By 1906, Quarantine Island was more formally shaped and constructed using retaining walls into an elongate oval, portions of which can still be observed on recent aerial imagery and topographic maps. Prior to this formalization of the early twentieth century Quarantine Island, earlier depictions (from the later nineteenth century) show a dynamic, changing size and shape due most likely to tidal variation in sand deposition and accretion. Many episodes of infilling and land reclamation from dredging of the harbor and channels around Sand Island, all the way up to the 1940s, eventually created the approximately 520-acre island of today. The 1920s saw the end of the use of Sand Island as a place of quarantine, and the beginning of the military's use of the island. The island became an integral part of the Coast Defense system starting in the 1930s, and was used as an internment camp for several hundred residents of Hawai‘i (mostly Japanese, but including others) in 1941–3. In 1945, Sand Island was used as a prisoner-of-war (POW) camp. By the 1960s, the federal government transferred control of the island to the state, with the exception of the U.S. Coast Guard installation. In the 1970s, the state created a recreational area on the south and southeast shores of Sand Island, where military (Coast Defense) structures and infrastructures once operated. A number of military sites (historic properties) are still extant in this area, which was also the location of a controversial eviction of mostly Hawaiian fishing families in 1980. To the best of our knowledge, no previous archaeological studies have been conducted specifically at the subject parcel. Given our recent inspection of the current project area, and the evidence for bulldozing/clearing of the area by 1978 (based on aerial imagery), there are no historic properties above the ground surface. The closest, previously-recorded historic properties are in the Sand Island State Recreation Area. Yent (2016) described a total of nine (9) extant military sites (historic properties) dating from the World War II era on Sand Island (see Yent 2016:9–17 for details), but these are at least (or more) one-quarter mile from the current project area. Regarding the potential for there being historically-significant cultural resources in subsurface deposits at the current project area, geotechnical soil borings drilled in a nearby parcel in 1999, located at 1092 Makepono St., showed "that dredged fill deposits up to 6.5 ft. deep exist. . . The fill deposits consist of dredged gravelly sand, organic silt, and silty sand over a coral ledge" (Jourdane and Dye 2006:6, referencing Weidig 1999). We believe subsurface deposits in the eastern half of the current project area consist exclusively of dredged harbor sediments, with no potential for historically-significant cultural resources. The western half of the current project area may contain some Jaucas sand deposits, but these almost certainly consist of deposits that were repeatedly deposited and eroded over time, washed over by high tides, and disturbed, before they were formalized in 1906 by creation of a low (3-ft high) seawall at the east end of the oval-shaped Quarantine Island (illustrated in numerous maps in our report; see, e.g., Figure 18). We believe there is practically no chance of encountering intact, historically-significant cultural deposits below the ground surface in the current project area.

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INTRODUCTION

At the request of PBR Hawaii & Associates (PBR), TCP Hawai‘i has completed this Cultural and Historical Resource Assessment in support of an Environmental Assessment of an approximately 1.3-acre parcel at 1115 Makepono St., Sand Island, Honolulu Harbor, Honolulu (Kona) District, O‘ahu (TMK [1] 1-5-041:077) (Figure 1, Figure 2 and Figure 3).[1] The subject parcel, owned by the Hawai‘i Department of Land and Natural Resources (DLNR), is currently leased to the Sand Island Business Association. The parcel is surrounded by federal land to the north and northeast (U.S. Coast Guard) and state lands to the southeast, south and west. Current land use on Sand Island, which consists of ~520 acres west of the main entrance to Honolulu Harbor, includes commercial and industrial businesses (e.g., shipping container facilities), the Coast Guard's Sand Island Facility, a wastewater treatment facility operated by the City & County of Honolulu, and the Sand Island State Recreation Area.

Document Purpose and Scope of Work

This report provides information about the cultural and historical significance of the current project area, in the wider context of Sand Island, including consideration of the presence or absence of previously-identified archaeological sites and other potential historic properties. A common misunderstanding about Sand Island is that it represents an exclusively "man-made," or artificial, feature with no historical or cultural time depth or significance. In fact, Sand Island's formal cultural-history extends back at least 150 years, and is closely linked to its nineteenth-century precursor—a smaller version of the current island—known as Quarantine Island (which itself went through multiple iterations through time). Earlier still, the island was an integral part of the Hawaiian cultural landscape (as part of a named reef and fishery). From the later nineteenth century to the early twentieth, Quarantine Island was a vital part of the immigration and plantation-laborer system and story in Hawai‘i. Later, Sand Island was part of the U.S. military's coast defense system. During World War II, a portion of Sand Island was also used as an internment camp for Japanese, Germans, and others; and, near the end of the war, a prisoner-of-war (POW) camp. More recent, historical changes and events at Sand Island include the establishment of a state recreational area on portions of the island; and, the eviction of local people and Hawaiians determined (in a legal sense) to be squatters in the 1970s. The scope of work for this report included a brief site inspection. Based on our research, and to the best of our knowledge, no previous archaeological studies have been conducted specifically for or including the subject parcel.

Project Area Description

Figure 4 to Figure 7 are recent views of the project area, which is bounded by Sand Island Parkway (south side), the Makepono St. cul-de-sac (southwest side) and the Coast Guard installation (northeast). Although mostly undeveloped, the parcel has been hardscaped with asphalt and basic utilities. In addition to a couple, small office structures on blocks, the parcel is currently used as a parking and equipment/materials storage yard. The terrain is level, and elevation is several feet above sea level. The subject parcel is located right along what was once the eastern margin of the early-twentieth century version of Quarantine Island; thus, parts of the subject parcel (to the east) are entirely composed of introduced fill (dredge from the harbor) and the rest (to the west) is likely disturbed beach sand over lithified reef deposits. Figure 8 and Figure 9 depict two versions of the geomorphological setting at Sand Island (i.e., a "hard rock" geology and soil-sedimentary perspective, respectively) illustrating this pattern. Geotechnical soil borings drilled in a nearby parcel in 1999, located at 1092 Makepono St., showed "that dredged fill deposits up to 6.5 ft. deep exist. . . The fill deposits consist of dredged gravelly sand, organic silt, and silty sand over a coral ledge" (Jourdane and Dye 2006:6, referencing Weidig 1999).

[1] It is not entirely clear what Sand Island's traditional land division (ahupua‘a) should be; possibilities include Kapālama, Honolulu (and perhaps even Nu‘uanu, in the very old [pre-18th century] days).

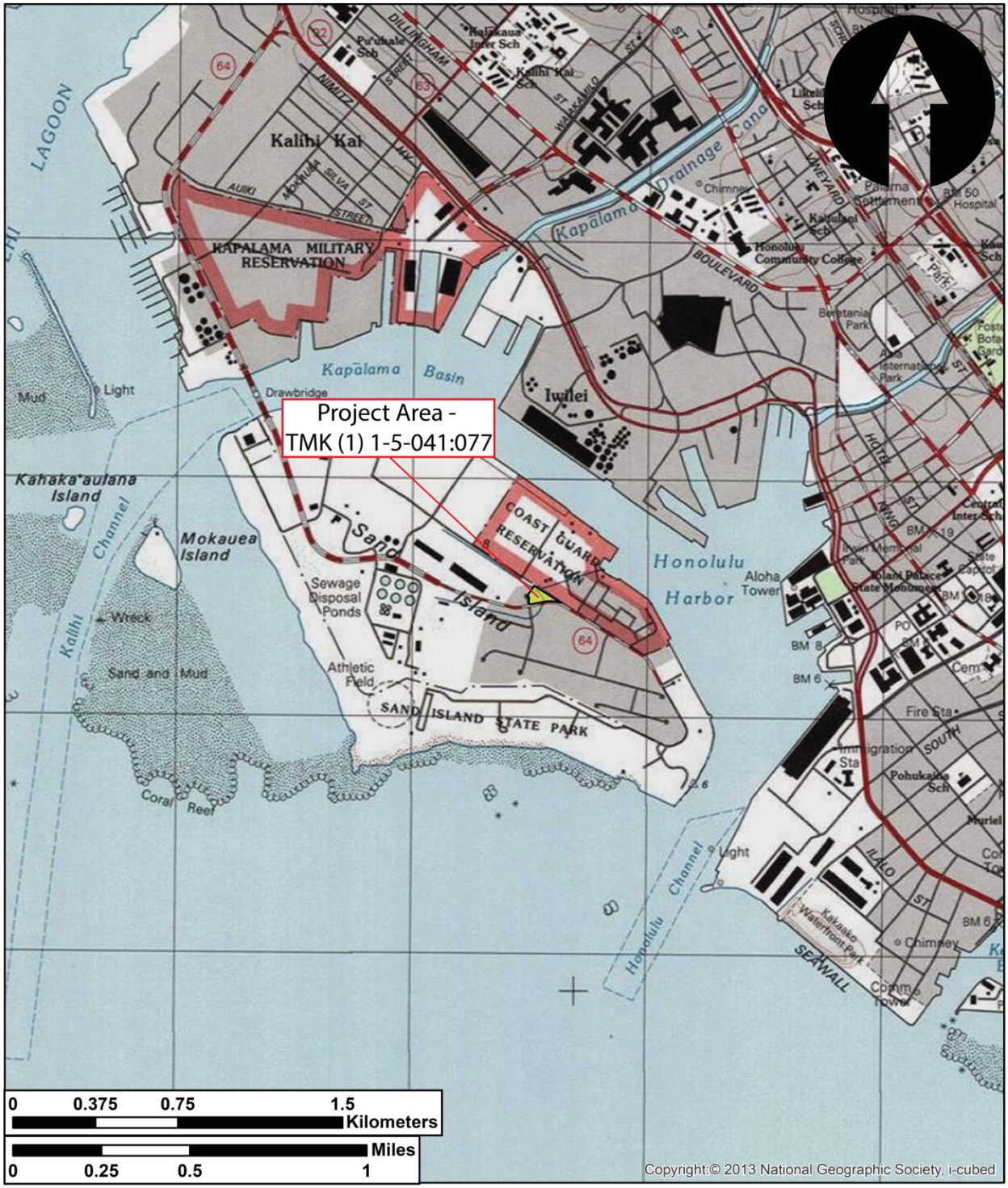

Figure 1. Project area depiction (yellow polygon) on a USGS topographic map (1:24,000 scale) (map produced by TCP Hawai'i using ESRI's ArcMap 10.2.2)

Figure 2. Project area depiction (yellow polygon) on aerial image (produced by TCP Hawai‘i using ESRI’s ArcMap 10.2.2)

Figure 3. TMK map of the project area (red polygon) (source: City & County of Honolulu website, http://qpublic9.qpublic.net/cgi-bin/mapserv60?map=/qpub1/maps/hi/honolulu/parcel4.map&mode=map&layers=parcels+parcels2+streetmap+copyright+cities&layer=qparcel_print&parcel=150410770000&mapsize=1083%20660&mapext=-17575020%202428292.2354571%20-17574348%202428701.7645429)

Figure 4. View of the southeast corner of the project area across intersection of Sand Island Parkway (right) and Makepono Street (left); view northeast

Figure 5. View of the southern boundary, across Sand Island Parkway, of the project area (background); view northwest

Figure 6. View of central-southern portion of project area, across Sand Island Parkway; view north-northwest

Figure 7. View of project area to the right of Sand Island Parkway; view west

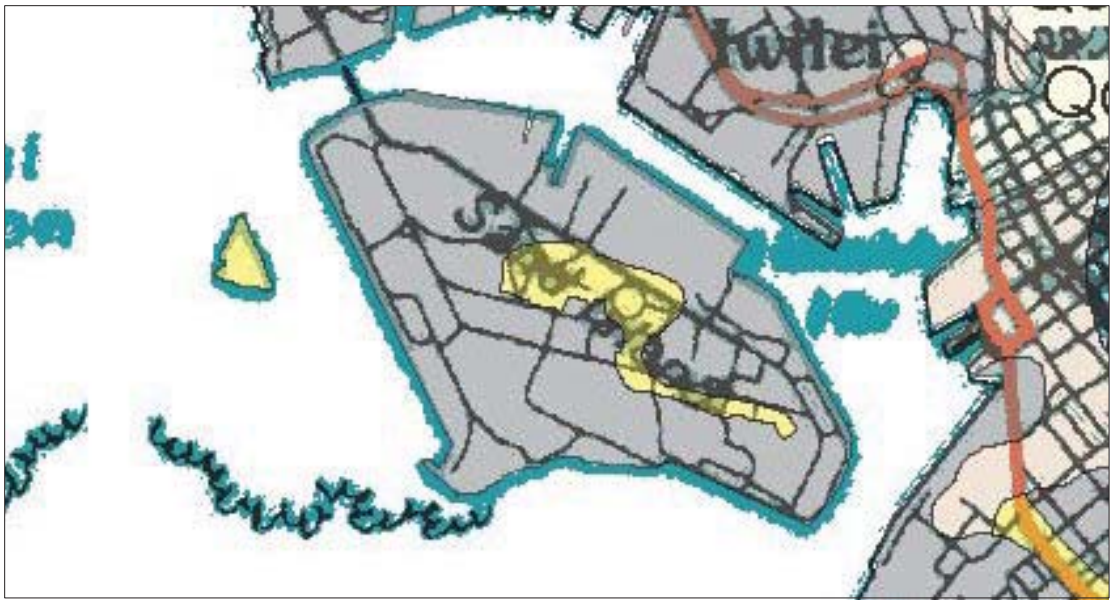

Figure 8. Detail (portion) of "Geological Map of the State of Hawai'i, Sheet 3—Island of O'ahu" (Sherrod et al. 2007), which shows the core of Sand Island consists of Holocene "Beach deposits" (yellow) surrounded by recent fill deposits (gray)

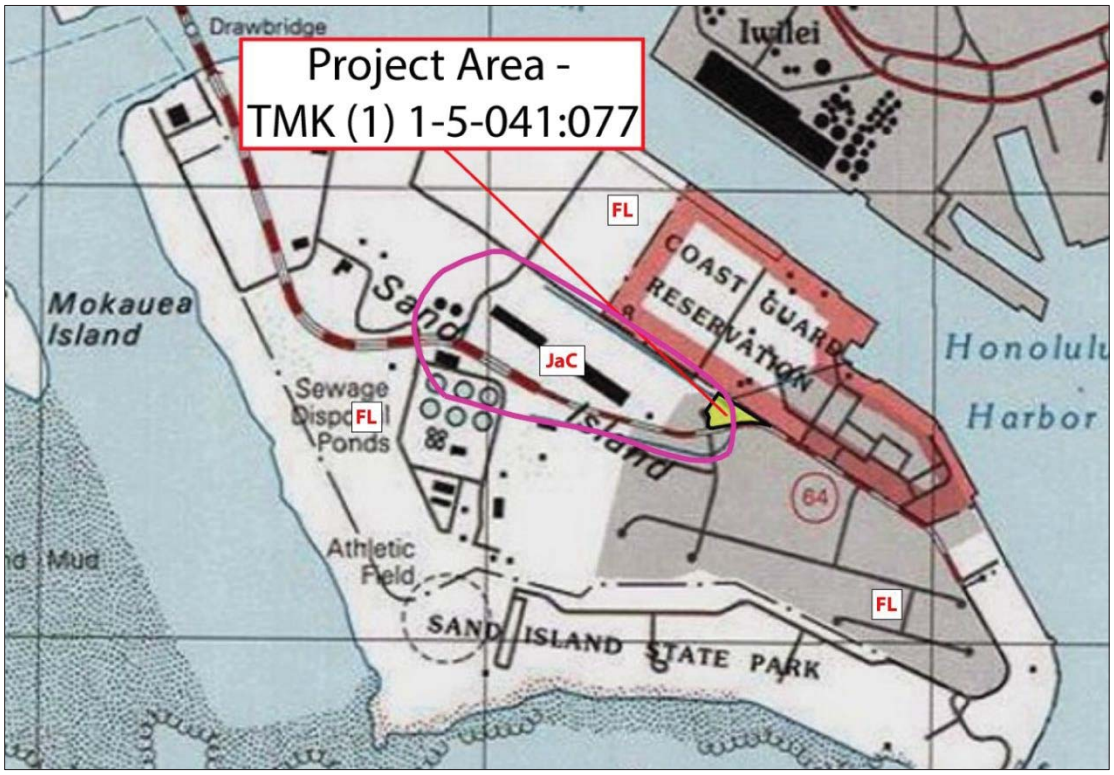

Figure 9. U.S. Department of Agriculture-Natural Resources Conservation Services soil mapping data for Sand Island: Jaucas sand (JaC) in central oval (corresponds with early 20th-century version of Quarantine Island), surrounded by Fill Lands (FL) for rest of island (source: USDA-NRCS n.d.)

METHODS

With the exception of a brief site inspection of the current project area, conducted by Chris Monahan on October 16, 2018, our report is based exclusively on archival research designed to gather relevant cultural and historical information about Sand Island, including its traditional (pre-historic) Hawaiian origins and significance and extending up to the recent past.[2]

Because a portion of Sand Island contains a state park, we contacted Martha Yent (Department of Land and Natural Resources—State Parks), who kindly provided some archival information that we use and reference in our report.

In addition to visiting the research library at the State Historic Preservation Division (SHPD), we also searched the following on-line databases to obtain cultural, historical and archaeological data:

- OHA's Papakilo database (http://papakilodatabase.com/main/main.php)
- OHA's Kipuka database (http://kipukadatabase.com/kipuka/)
- The Digital Archaeological Record (tDAR) (https://core.tdar.org/collection/31020/national-archeological-database-nadb).
- State Office of Environmental Quality Control's (OEQC) on-line library of EIS and EA documents (http://oeqc2.doh.hawaii.gov/EA_EIS_Library/)
- Bernice P. Bishop Museum archaeological site database (http://has.bishopmuseum.org/index.asp)
- Bishop's Hawaii Ethnological Notes (http://data.bishopmuseum.org/HEN/browse.php?stype=3)
- University of Hawai'i-Mānoa's digital maps (http://magis.manoa.hawaii.edu/maps/index.html)
- DAGS' State Land Survey (http://ags.hawaii.gov/survey/map-search/)
- Waihona 'Aina website (www.waihona.com)
- Digital newspaper archive "Chronicling America, Historic American Newspapers" (http://chroniclingamerica.loc.gov/lccn/sn82014681/)
- Hawai'i State Archives digital collections (http://archives1.dags.hawaii.gov/)
- U.S. Library of Congress digital map collections (https://www.loc.gov/maps/)
- USGS Information Service, including digital map collections (https://nationalmap.gov/historical/index.html)
- AVA Konohiki's website (http://www.avakonohiki.org/)
- Univ. of Texas Libraries on-line map collection, https://legacy.lib.utexas.edu/maps/hawaii.html

The following sources were found to contain the most relevant cultural and historical information about Sand Island and its development through time:

- Renard's (1975) "A History of Sand Island, O'ahu, Hawai'i (1825-1966)";
- Bennett's (2002) "Sand Island's Military Past, 1916-1945";
- Jourdane and Dye's (2006) *Archaeological Assessment for the Proposed Nextel Partners Sand Island Crown Castle Site, 1092 Makepono Street, Honolulu, Kona, O'ahu Island, TMK:(1)1-5-41:341 por.*;
- Yent's (2016) *Section 106 Consultation, Proposed Park Improvements, Sand Island State Recreation Area, Ahupua'a of Kapalama, District of Kona, O'ahu, TMK: (1) 1-5-41: 04, por. 06, and por. 22.*

Information from these main sources forms the narrative basis for our report.

[2] The term "pre-historic" is interchangeable with "pre-Contact," and simply refers to the time prior to the arrival of the first well-documented European explorers (starting with Caption Cook) in the late 18th century. It does *not* mean that Hawaiians had no history, nor no contact with the outside world, prior to 1778.

RESULTS

This section begins with a concise overview of the cultural and historical context of Sand Island, its earlier precursors (different versions of Quarantine Island), and the current project area's relationship to these.

Overview

In general, Sand Island was created by ". . . the filling of the reef flats during incremental dredging of Honolulu Harbor and Ke'ehi lagoon" (Jourdane and Dye 2006:3). Most of the major filling activities took place in the early twentieth century, but the island has a complex history of change extending back into the middle-late nineteenth century. In the early historic period, a portion of what we currently refer to as Sand Island was simply a natural, elevated section of reef. Starting in 1868, this sandy island began to be used as a place to temporarily quarantine newly-arrived visitors and immigrants until they passed health examinations. Shortly after the turn of the twentieth century, in 1906, Quarantine Island was more formally shaped and constructed using retaining walls into an elongate oval, portions of which can still be observed on recent aerial imagery and topographic maps. Prior to this formalization of the early twentieth century Quarantine Island, earlier depictions (from the later nineteenth century) show a dynamic, changing size and shape due most likely to tidal variation in sand deposition and accretion. The current project area (TMK [1] 1-5-041:077) is located at the east end of the formalized (oval-shaped) Quarantine Island formed in 1906, straddling the boundary of major reef-filling (to the east) and some naturally-occurring sand (to the west). Many episodes of infilling and land reclamation from dredging of the harbor and channels around Sand Island, all the way up to the 1940s, eventually created the approximately 520-acre island of today. The 1920s saw the end of the use of Sand Island as a place of quarantine, and the beginning of the military's use of the island. The island became an integral part of the Coast Defense system starting in the 1930s, and was used as an internment camp for several hundred residents of Hawai'i (mostly Japanese, but including others) in 1941–3. At the very end of World War II, Sand Island was used as a prisoner-of-war (POW) camp for Italian and Korean military personnel. By the 1960s, the federal government had transferred control of the entire island to the state, with the exception of the U.S. Coast Guard installation (which is still located just north of the current project area). In the 1970s, the state created a recreational area on the south and southeast shore line of Sand Island, where military (Coast Defense) structures and infrastructures had once operated. A number of military sites (historic properties) are still extant in this area, which was also the location of a controversial eviction of mostly Hawaiian fishing families in 1980.

Hawaiian Cultural Landscape

Under their entry for Sand Island, Pukui et al. (1974:210) [3] describe it as:

> Flat Island (641.27 acres, less than 10 feet in elevation) in Honolulu Harbor; the island was built up on Ka-hola-loa Reef, partly by dredging the harbor; originally it was the larger of two islands that were joined in 1940. The smaller island had a quarantine station in 1869 and was known as Quarantine Island or Mauli-ola (a god of health). The old name had been Ka-moku-'ākulikuli (the *'ākulikuli* plant island) or (rarely) Kaha-ka'au-lana.[4]

Figure 10, a portion of 1817 map by the Russian Kotzebue, shows the village and harbor of Kou (original Hawaiian name for Honolulu). Although not labelled as such, this early map shows an elevated section of

[3] Unless cited otherwise, all place name definitions and interpretations in this report are from Pukui et al. (1974).

[4] One source we referenced suggested an old (circa 1825) name for the island was 'Ānuenue (or Rainbow) Island; others (e.g., Jourdane and Dye 2006) state it was first used in the 1970s; our research found a map (Registered Map # 4100) from 1958 entitled "Anuenue (Rainbow Island)" with notes stating the name was changed by Governor's Memorandum in 1969 from Sand Island to Anuenue, then back again, in 1971, to Sand Island by State Act 182.

reef (see red arrow in the figure below) that would eventually become the core of Quarantine Island. This small island on the reef—although not labelled on the map—is what Pukui et al. (1974) referred to as Kamoku‘akulikuli.

At the time when Honolulu was known as Kou, the harbor within which Sand Island is located was called Māmala, a play on the term mālama (“to take care of”), and the name of a shark goddess who once lived at the entrance to the harbor (Pukui et al. 1974:144).

As summarized by Jourdane and Dye (2006:3), the village of Kou,

> . . . was an important hub in historic Hawai‘i and later grew into the metropolis of Honolulu. Deep sea, inshore and fishpond resources were available to the villagers and the natural channel in the bay that fronts Kou provided an avenue of safe passage and convenient berthing for large foreign ships. With the start of foreign visitors and trade, the port of Honolulu became more important and by 1809 Kamehameha moved his court to Kou.

Another well-known early depiction of O‘ahu’s south shore, an 1825 map by Malden (Figure 11), shows the approximate location of the current project area (see red arrow in the figure below) on “Coral Banks, dry at L.W. [low water]” between the Kalihi Channel (to the west) and Nu‘uanu (Honolulu) channel (to the east). Notes from Malden’s map stated that “. . . the natives get from it [the exposed reef at low tide] a considerable part of their daily subsistence, consisting of small fish, left in ponds, crabs, shell fish, etc.” (Renard 1975:2). Another well-known early map by La Passe (1855) does not show anything different from the 1825 map, where the current project area was located on a periodically dry reef.

On later historic maps, the traditional fishery in and around the current project area was known as Koholaloa (literally, “long reef”), similar to the reef Kaholaloa (literally, “the long extension”) upon which Quarantine and then Sand islands were built.

There is some interesting, although somewhat conflicting, information about the status of the current project area environs and whether it was ever formally part of any middle-nineteenth century Land Commission (Māhele) Award (LCA). According to Renard (1975:2):

> In 1840, William Sumner, a seafaring man was granted a farmland to the west of Honolulu known as Kahaohao [referencing a 1937 *Honolulu Advertiser* article entitled “Paradise in Sand Island,” by R. Coll] by King Kamehameha III in recognition of services. This grant was confirmed by Land Claim 153, Land Commission, 1849. Seaward of this farm, Sumner was granted a fishery on the 647 Diamond Head acres of the reef lying between the Kalihi and Honolulu Harbor Channels. This area [which includes the current project area] carried the Hawaiian name of Kaholaloa (Kahololoa, Kaholoa). . . (brackets added)

A portion of 1885 map (shown in Figure 15 below) labels the reef upon which the current project area is located as part of Sumner’s LCA 153 as consisting of 647 acres described as “Farm & Fishery.” The 1929 *Indices of Awards*[5] describes LCA 153 (Royal Patent 8150) as awarded to heirs of William Sumner, refers to its location as “Kaholaloa (Sand Island),” but only describes it as 119 acres.

[5] *Indices of Awards made by the Board of Commissioners to Quiet Land Titles in the Hawaiian Islands* (1929). Compiled and Published by the Office of the Commissioner of Public Lands of the Territory of Hawaii. Star Bullentin Press, Honolulu.

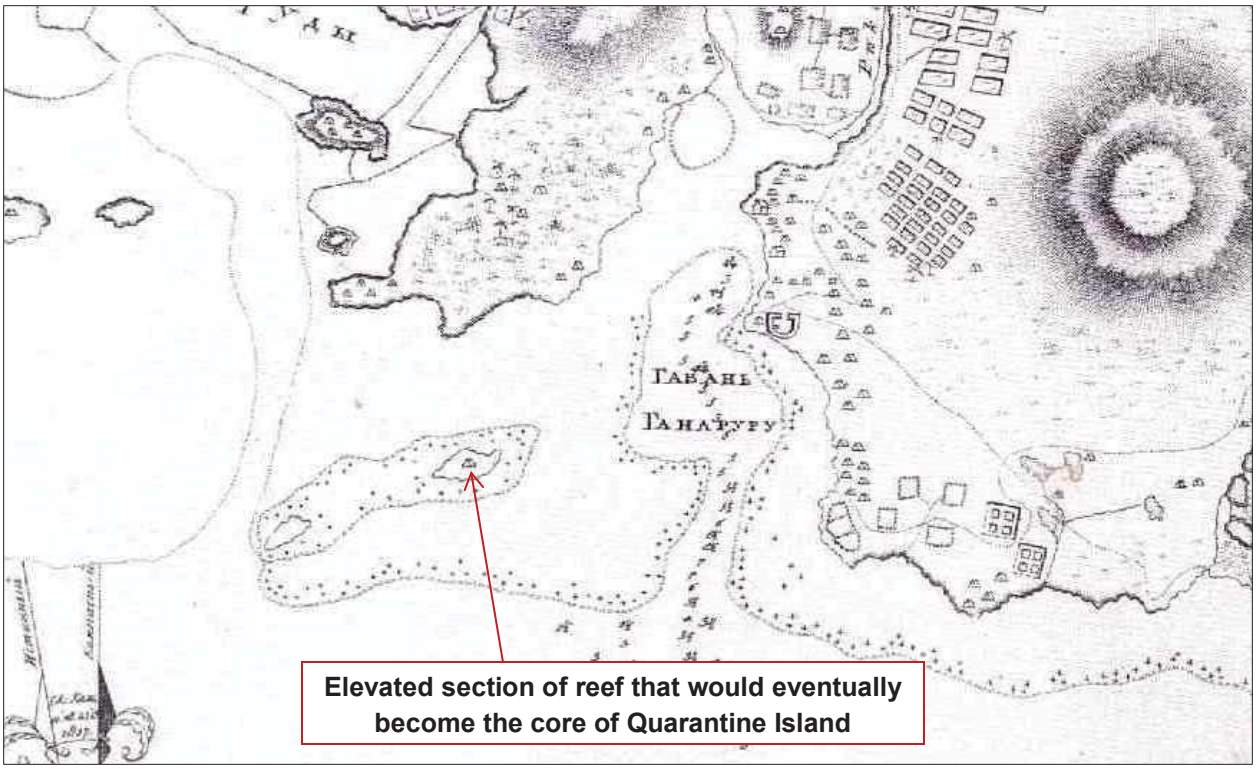

Figure 10. Portion of 1817 map of Honolulu Harbor and environs by Otto von Kotzebue showing the village and harbor of Kou (Honolulu) (base map source: Fitzpatrick 1986:48–9)

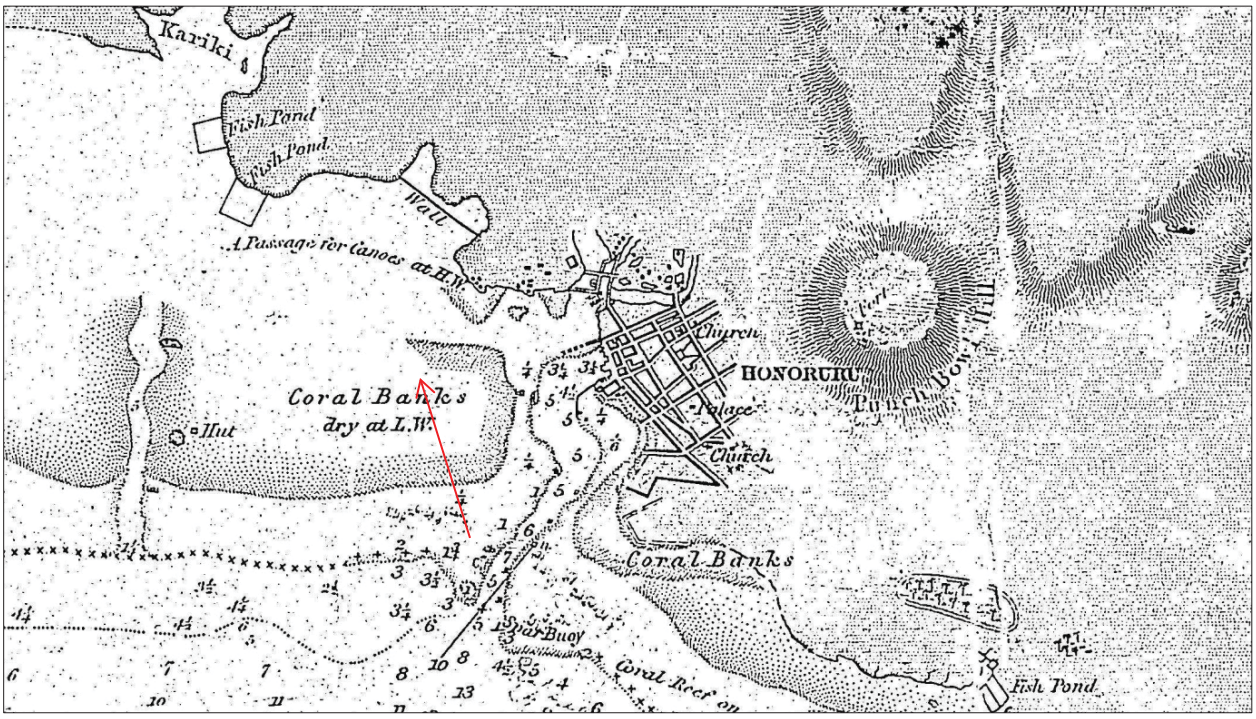

Figure 11. Portion of 1825 map of Oahu's south shore by Charles Malden (Fitzpatrick 1986:62-3) with approximate location of project area indicated by arrow

Early Historical Period: Quarantine Island

Renard (1975:3) describes some of the earliest known references to the use of the sandy islands of Kaholaloa reef as a place of quarantine. In 1868, a vessel named "Idaho" arriving at Honolulu Harbor from San Francisco unloaded a worker ("pantry boy") exposed to small pox on the reef, along with 14 others placed in quarantine. Due to the public furor over the handling of this case, in 1869, the Hawaiian Kingdom government of Kamehameha III (Kauikeaouli) leased Kamoku'akulikuli for use as a place of quarantine.

By the late 1870s to middle 1880s, the island was enlarged and formally referred to as Quarantine Island (Jourdane and Dye 2006:3).[6] Figure 12, a portion of 1880 U.S. Navy map (with land survey data 1878), is one of the earliest depictions of Quarantine Island in its near-natural state (i.e., slightly elevated portion of reef with some added sand). There are several other, similar depictions of the early Quarantine Island from around this time, including Registered Map #s 1380 and 1505, and an 1881 map by Lyons and Covington in the U.S. Library of Congress. Since they all provide the same information about the project area, we have not reproduced all these versions in our report. It is worth pointing out that these circa 1870s to early 1880s depictions do not show the causeway connecting the east end of the island with the harbor to the east, where arrivals to the islands once walked from a wharf to Quarantine Island.[7] According to Renard (1975:3), by 1885, "Kamokuakulikuli Island" was officially titled the "Quarantine Ground." An 1885 map (see Figure 15 below) shows the location at this time of a small pox hospital on the island.

Figure 13, a portion of 1888 survey map of Quarantine Island, shows that a causeway had been built by this time. In this detailed (1888) survey map of the island, its overall size is given as 35.64 acres, and a cemetery is depicted in its west-central portion. The current project area would have been located near the intersection of the causeway with the east end of the island.

Figure 14 shows Japanese laborers just landed at Honolulu Harbor in 1893, walking the causeway to the east end of Quarantine Island, precursor to Sand Island.

Figure 15, a composite of historical-map details from 1885 to 1901, shows features at and associated with early depictions of Quarantine Island, before it was formally shaped into an oval (see Figure 18). The current project area location on these maps can only be depicted approximately since there is a significant degree of variation in terms of the overall size, shape and orientation of Quarantine Island in these early survey maps. The following details from these six historical-map details are as follows:

- The 1885 map portion shows the island with marshland symbols, and also depicts a "small pox hospital" at the east end of the island, near the current project area. Renard (1975:3) states the dry land on the island at this time was only about 2 ft. above sea level.
- The 1887 map portion shows an "office" near the current project area and a couple of symbols (presumably structures) near the center of the island.
- The 1892 map portion shows a tramway leading from the Honolulu Harbor channel (to the east) to the east end of the island, near the current project area. Several additional symbols—presumably structures, are shown on the island by this time.
- The 1897 map portion shows a pier (where the tramway was previously depicted). This pier is probably that which is shown in the historic photograph above (see Figure 14). This 1897 depiction also shows more formal details (e.g., roads and small docks) on the island.

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[6] Renard (1975:4) states it was not formally known as Quarantine Island until 1888.

[7] Still other historical maps depicting Quarantine Island but not reproduced in our report since they do not add any new or unique information include: 1892 map by Charles Dove for Husted's Hawaiian Directory (source: UH-Mānoa on-line map collections), and Registered Map #s 1612 (date 1892), 1690 (date 1893) and 2151 (date 1902) (source: State Land Survey, DAGS on-line maps).

- The 1900 map portion shows the "tramway" again, along with another linear feature oriented to the northeast that probably represents a "ford for carriages [that] connected the island to the City of Honolulu, crossing what is now the inner harbor . . . which at that time was partially dry at low water" (Renard 1975:4).
- Finally, the 1901 map portion labels the existing linear feature heading east to the Quarantine Wharf as both "Pier & Tramway." The linear feature heading to the northeast is labelled "Ford for Carriage Drive to the Quarantine Station."

A newspaper article from 1896, in the *Hawaiian Star* (August 20, p. 5), discussed a Board of Health meeting that discussed the need for a "crematory" for Quarantine Island, in addition to other improvements such as lights and hot water.

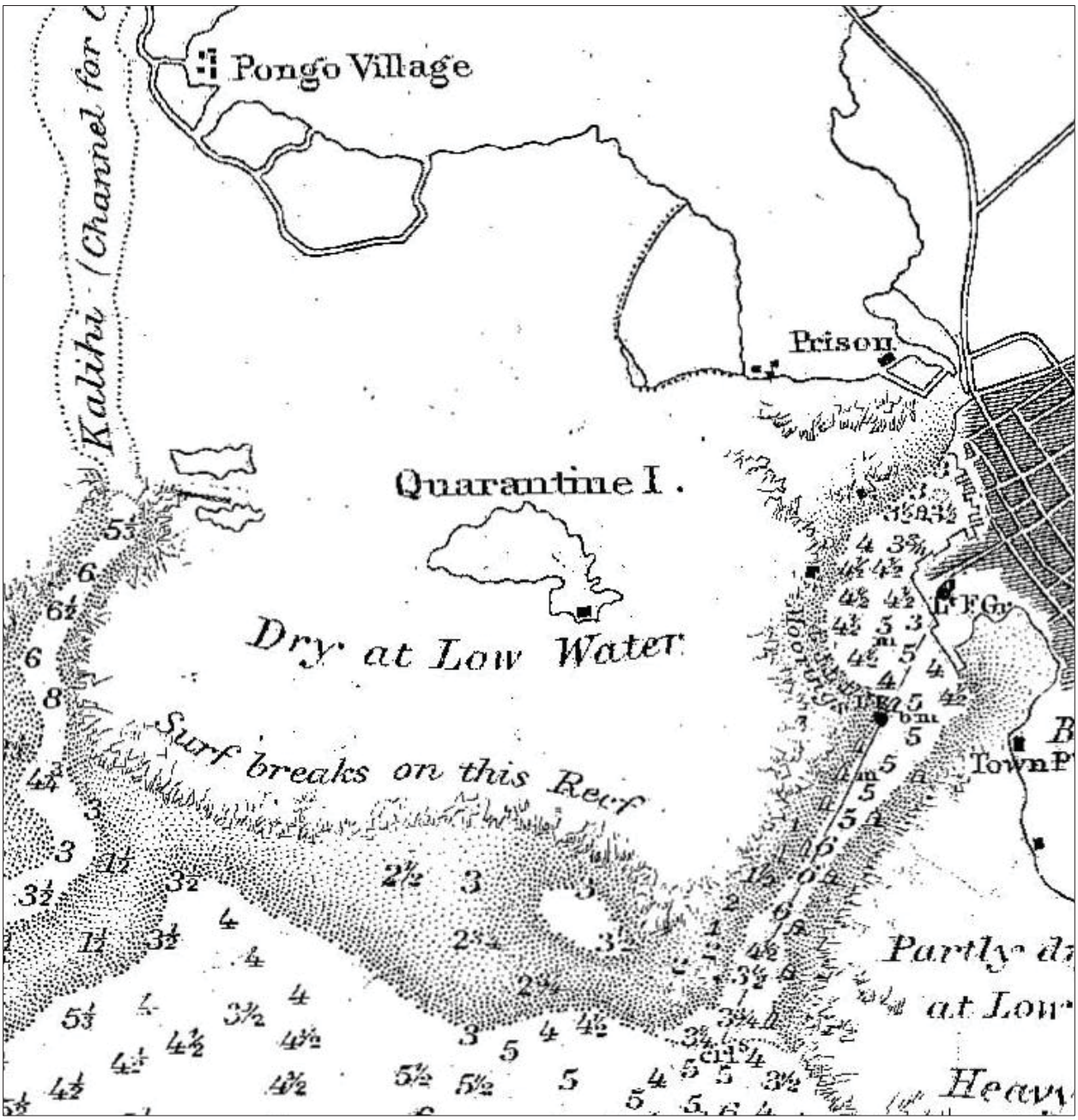

Figure 12. Portion of 1880 U.S. Navy—Hydrographic Office map (Registered Map # 884), showing shorelines and topography from 1878 Hawaiian Government survey, and an early depiction of Quarantine Island; see text for more details (source: State Land Survey, DAGS on-line map collection, http://ags.hawaii.gov/survey/ map-search/)

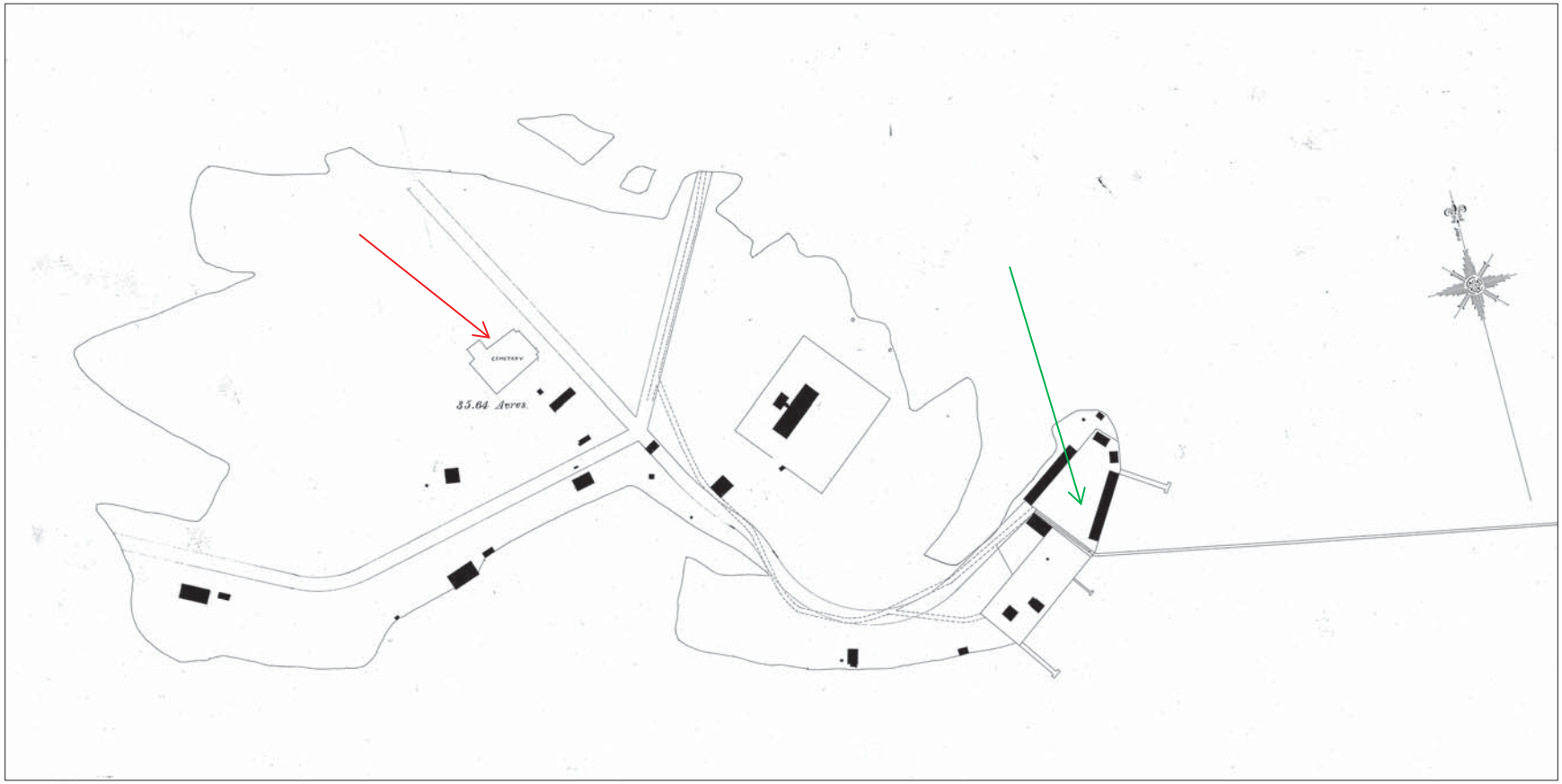

Figure 13. Portion of 1888 survey map of Quarantine Island (Registered Map # 1734) by A. Macdowal Sproull; approximate location of current project area is where the causeway from the east connects with the island; note, red arrow indicates location of "cemetery"; approximate location of current project area indicated by green arrow (base map source: State Land Survey, DAGS on-line map collection, http://ags.hawaii.gov/survey/map-search/)

Figure 14. Japanese laborers just landed at Honolulu Harbor in 1893, walking the causeway to the east end of Quarantine Island, precursor to Sand Island (source: Hawai‘i State Archives, photo # PPWD-20-4-001)

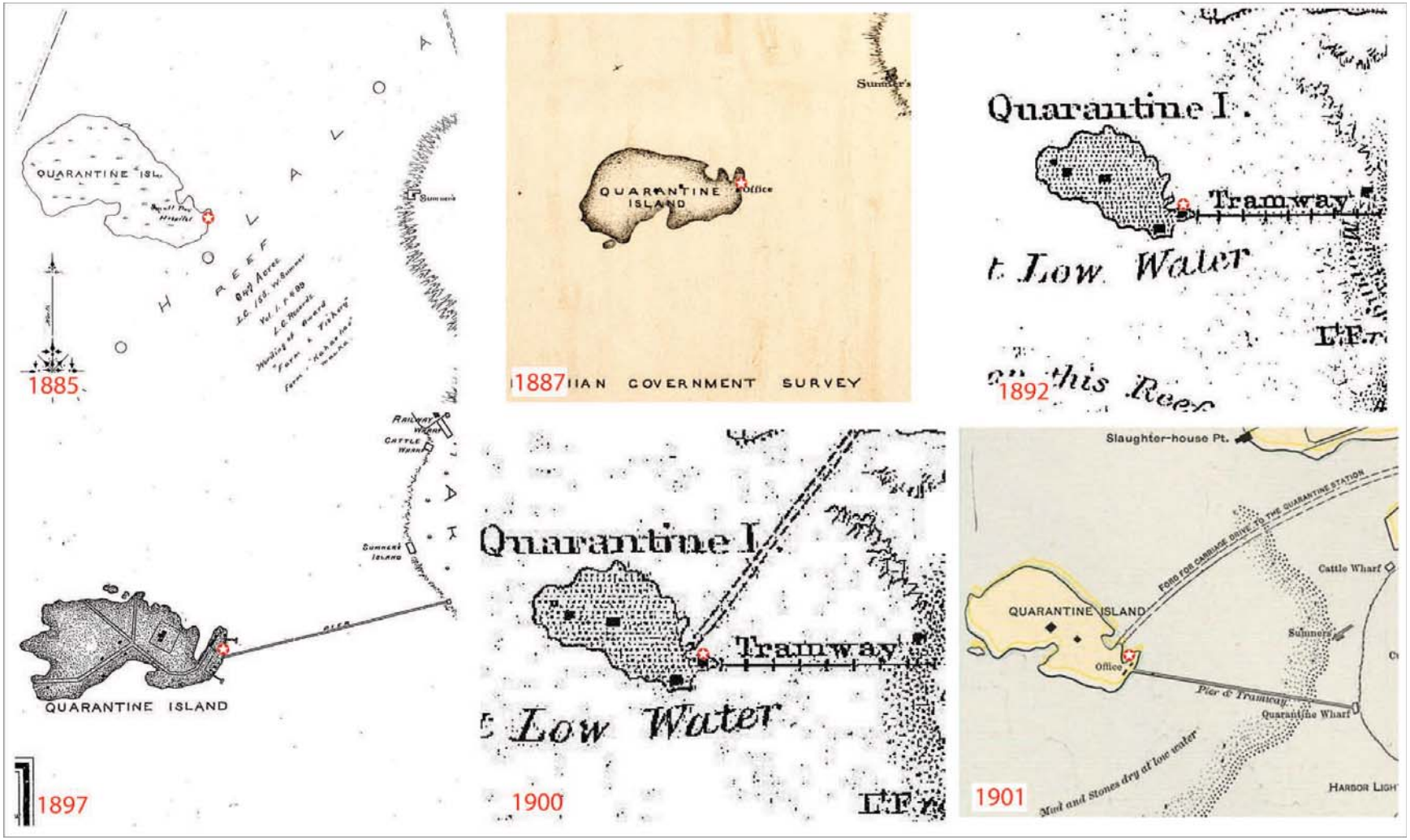

Figure 15. Composite of historical map details showing features at and associated with Quarantine Island, before it was formally shaped into an oval; approximate location of current project area indicated by red star symbol; map references by date: 1885 = R.M. (Registered Map) 1669, 1887 = W.A. Wall (US Library of Congress on-line map collection), 1892 = R.M. 1834, 1897 = R.M. 1910, 1900 = R.M. 2098, 1901 = tourist map from Cram's Modern Atlas (University of Texas Libraries on-line map collection, https://legacy.lib.utexas.edu/maps/hawaii.html)

Early Twentieth Century

Referencing Renard (1975), Jourdane and Dye (2006:3) describe changes to Quarantine Island in the first decade of the twentieth century:

> In 1902 title to Quarantine Island was transferred to the United States after the establishment of a marine hospital by the U. S. Public Health Service. Over the next few years dredged materials from improvements to Honolulu harbor had enlarged Quarantine Island again and by 1906 the island was encircled by a seawall and was 38 ac. Reclaimed land along the Honolulu channel side of Kahololoa reef was used for a wharf which was connected to Quarantine Island by a causeway. By 1908 the Quarantine Station consisted of Quarantine Island and the reclaimed land of the Quarantine wharf.

A 1901 map of greater Honolulu by Monsarrat (Figure 16) uses the Hawaiian name Mauliola (defined as "breath of life" or "power of healing" by Pukui and Elbert 1986). According to Jourdane and Dye (2006:3, citing a 1969 newspaper article), this name was given to the island by Lot Kamehameha (Kamehameha V). Renard (1975:4) states a marine hospital was built on the island in 1901 (see caption to Figure 16 for its possible location on the map), and ". . . continued in operation until the quarantine area was taken over by the Army in December 1941."

Honolulu newspaper articles from this time report on a diversity of nationalities arriving in Hawai'i for work and ending up in quarantine, including Puerto Ricans in 1901 (*The Independent*), as well as Russians—who were accused of squatting on Quarantine Island—in 1910 (*Hawaiian Star,* April 5, front page). Reflecting what still would have been a marshy and wet place, Quarantine Island was also in the news about major mosquito-eradication efforts (1903 *Hawaiian Star,* August 20, front page).

According to Renard (1975:6), Quarantine Island by 1908 was the largest such facility in the United States at the time, and could accommodate 2,255 people with room for expansion through use of a tent camp. The area in and around the current project area was used as the administration area of the island at this time. By this time (circa 1906), Quarantine Island consisted of 38 acres with approximately 57 structures. A 1912 newspaper article in the *Honolulu Evening Bulletin* (May 8, p. 6) described completion of 4,000 feet of "unclimbable wire woven fence" on Quarantine Island, most of which was 10 ft. in height.

Figure 17, a portion of 1913 Registered Map # 2848 (Sheet 7 & 8) shows the fishery around Quarantine Island was known as Koholaloa (literally, "long reef"), and the changing shape of Quarantine Island, depicted as still in its natural state by this time (1913). This 1913 depiction of the island conflicts with Renard's (1975:5) statement that "[t]he development of its [Quarantine Island's] oval shape of approximately 50 acres was completed in Fiscal Year 1906," and with other maps (e.g., see Figure 23). Based on all available evidence, it seems that the 1913 map (Registered Map # 2848, Figure 17) incorrectly depicts the size and shape of Quarantine Island.

Figure 18 is a compilation of portions of USGS topographic maps from 1914 to 1969, with the current project area location shown as a red polygon, depicts a series of major land-reclamation changes at Quarantine Island as it developed into the current Sand Island.[8]

In 1916, the Sand Island Military Reservation was formally established on Quarantine Island. At this time, the quarantine wharf (labelled as pier on some maps) was dismantled and removed (Renard 1975:13), as the infilling of sediments between the arrival place (quarantine wharf) to the east and the

[8] Another 1914 map, entitled "City of Honolulu, Map Compiled for the Hawaii Promotion Committee" (by E.A. Southworth, C.E.), not reproduced in our report, also shows the new shape and formalization of Quarantine Island (UH-Mānoa on-line map collections: call # G4384.H6 [1914a].S6, No.99, 1-e)

formal east edge of Quarantine Island was completed (this removal of the wharf and infilling is illustrated by comparing the 1914 and 1927 map portions in Figure 18).

Figure 19, a portion of 1920 Monsarrat map of greater Honolulu, illustrates additional, ongoing changes at Quarantine Island, including the early stages of the formalization of Sand Island, east of Quarantine Island (and eventually joining up to it later).

Figure 20 is a portion of 1923 tourist map of greater Honolulu showing the establishment of a US military reservation at Sand Island and a proposed, very wide Kalihi Channel north of the island (a more narrow channel was eventually established and remains to this day).

Figure 21 is a portion of 1923 US Coast and Geodetic Survey (USCGS) showing details of the evolving shape and extent of the merging Quarantine and Sand islands. Another USCGS map, dating from 1925 (but not reproduced in our report), shows the south shore from Quarantine and Sand islands as a continuous land mass, such that this part of these islands, at least, was fully connected (as one island) by this time.[9]

Figure 22, a comparison of two tourist maps of the greater Honolulu area from 1932 and 1939—particularly in the context of the 1923 map above (see Figure 18), shows the infilling and land-reclamation activities related to the creation of today's Sand Island was a dynamic and complex process. Each of these three maps (1923, 1932 and 1939) depicts different overall sizes, configurations and extents of the Quarantine/Sand Island complex. The Kalihi channel width (north of the island complex) in the 1939 map approximates its current, modern width.

Figure 23 is a composite figure showing how Quarantine Island was connected with the expanding Sand Island from the east by way of major dredge-filling activities in the 1920s and 1930s, according to data from the U.S. Army Corps of Engineers.

Figure 24 is a photograph taken sometime between 1911 and 1929, from up mauka behind the city, of Honolulu Harbor, with a distant, partial view of Quarantine Island.

According to Renard (1975:16), 1927 was the last time the island was used as a quarantine station, when some passengers arriving from Asia brought an epidemic of meningitis and small pox; and by 1929, the quarantine station had fallen into a state of disrepair. By 1930, the federal government announced it would transfer these lands to the Territory of Hawai'i (Yent 2016:6).

[9] The 1925 USCGS map is # 4180 (source: UH-School of Ocean and Earth Science Technology; http://www.soest.hawaii.edu/coasts/erosion/mosaics.php?sArea=sandisland)

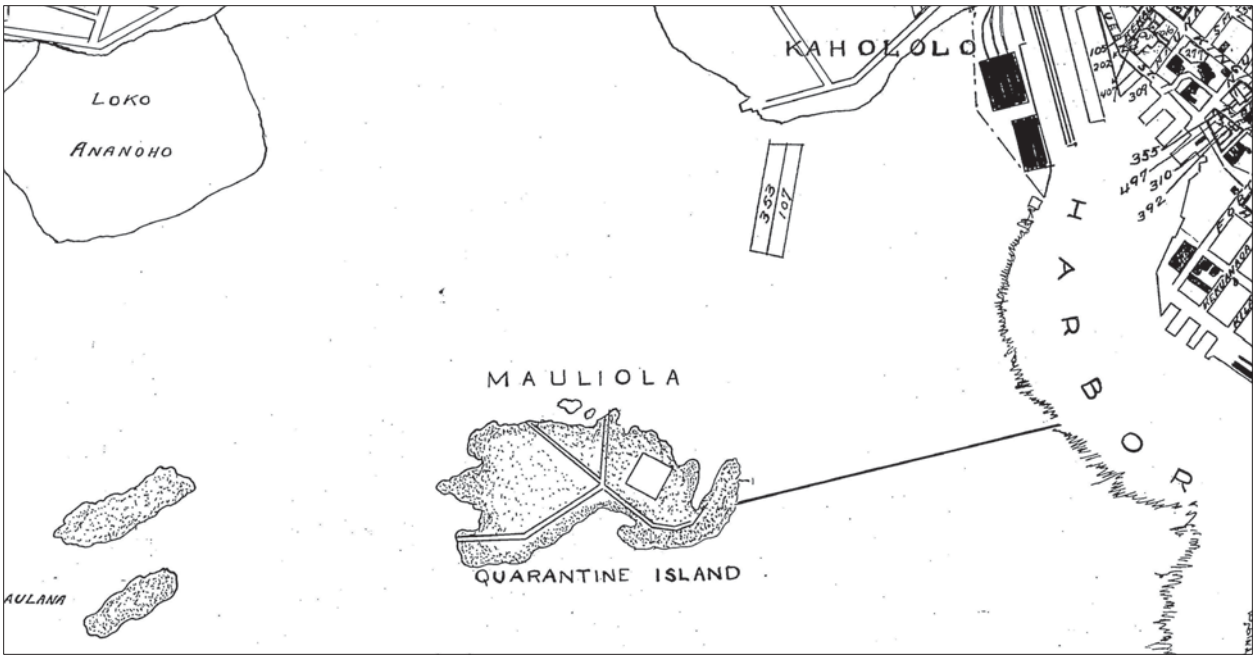

Figure 16. Portion of 1901 Monsarrat map of greater Honolulu showing the alternative (Hawaiian) name Mauliola for Quarantine Island; the large white square may be the newly-built (in 1901) marine hospital (source: State Archives digital collections (http://archives1.dags.hawaii.gov/)

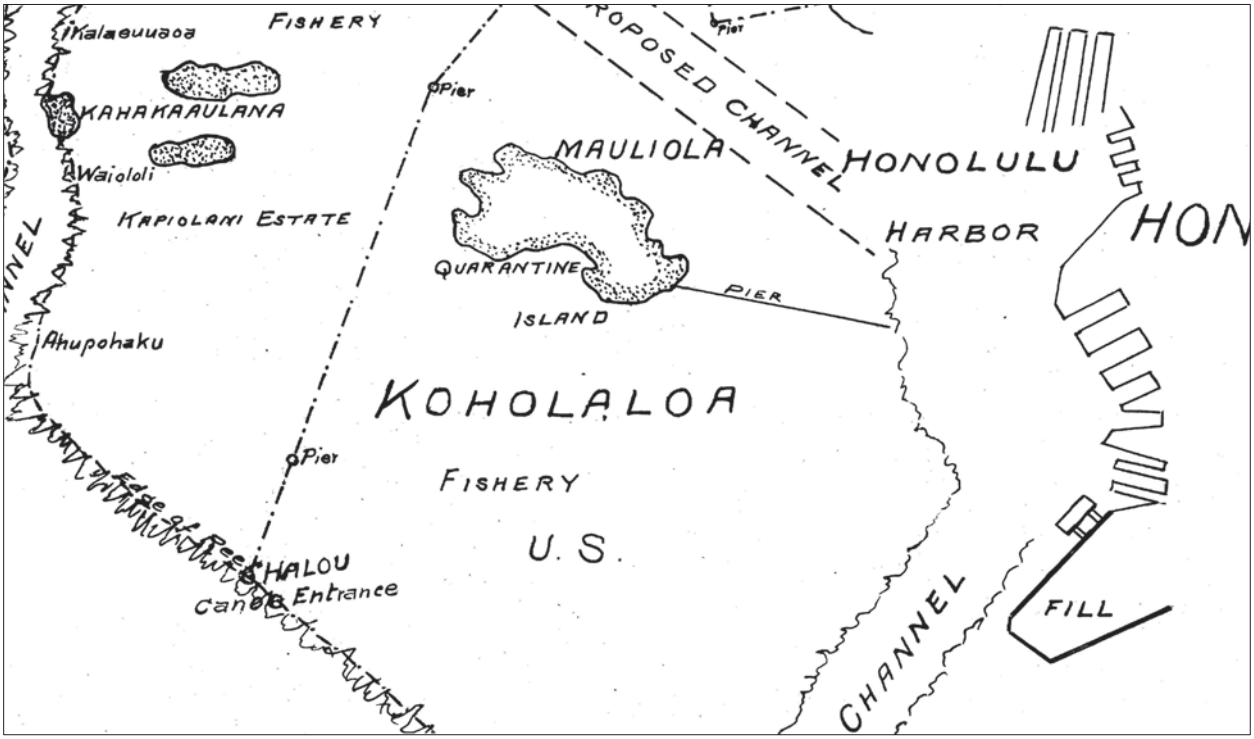

Figure 17. Portion of 1913 Registered Map # 2848 (Sheet 7 & 8), depicting the fisheries of O'ahu's south shore; as described in the text, it is likely that this map incorrectly depicts the size and shape of Quarantine Island, which appeared to have been formally modified into an oval shape in 1906 (State Land Survey, DAGS on-line map collection, http://ags.hawaii.gov/survey/map-search/)

Figure 18. USGS topographic map depictions (1914 to 1969) of Quarantine Island and its development into Sand Island; graphic created by TCP Hawai‘i; current project area location depicted as solid red polygon (base map sources: UH-Mānoa digital map collection; https://evols.library.manoa.hawaii.edu/handle/10524/49265)

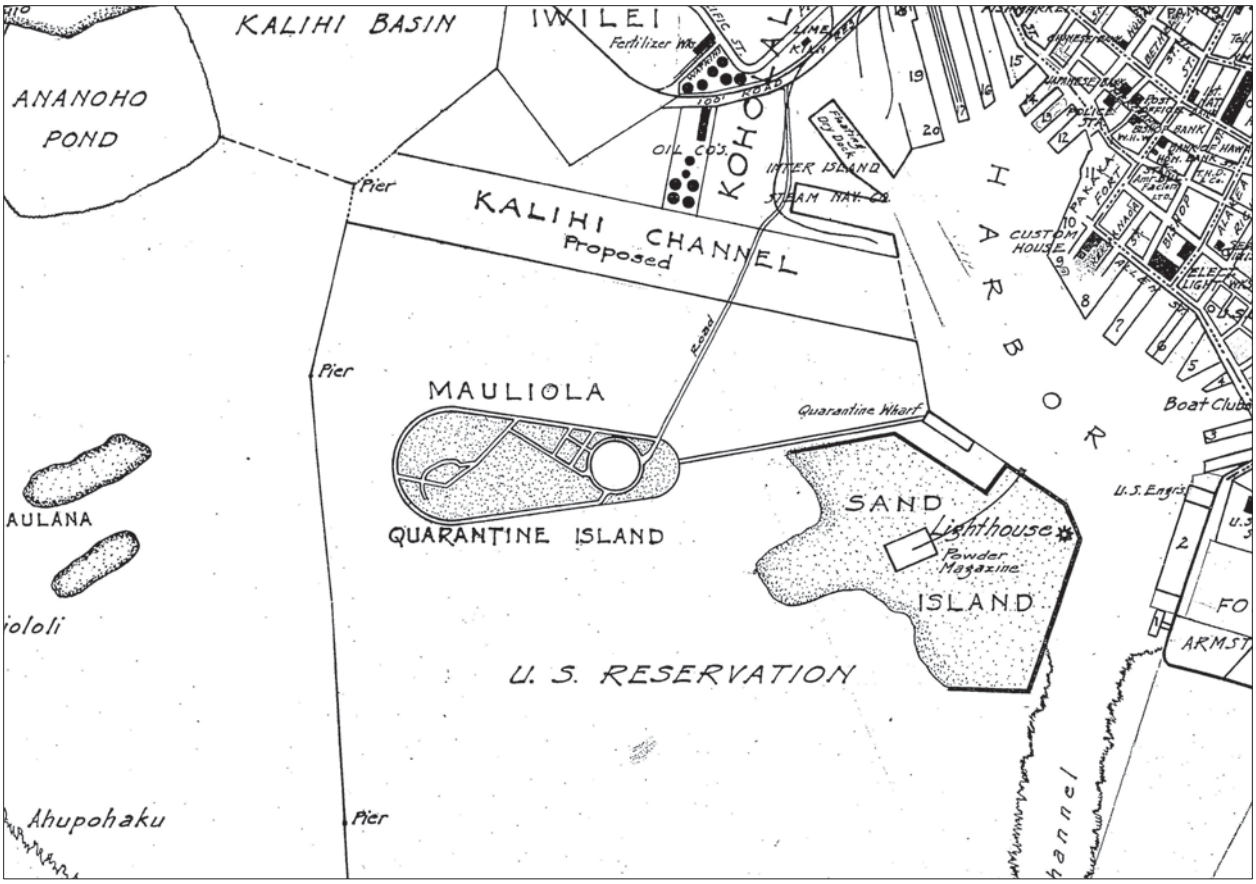

Figure 19. Portion of 1920 Monsarrat map of greater Honolulu showing ongoing changes at Quarantine Island, including the beginning of the formalization of Sand Island (source: State Archives digital collections (http://archives1.dags.hawaii.gov/)

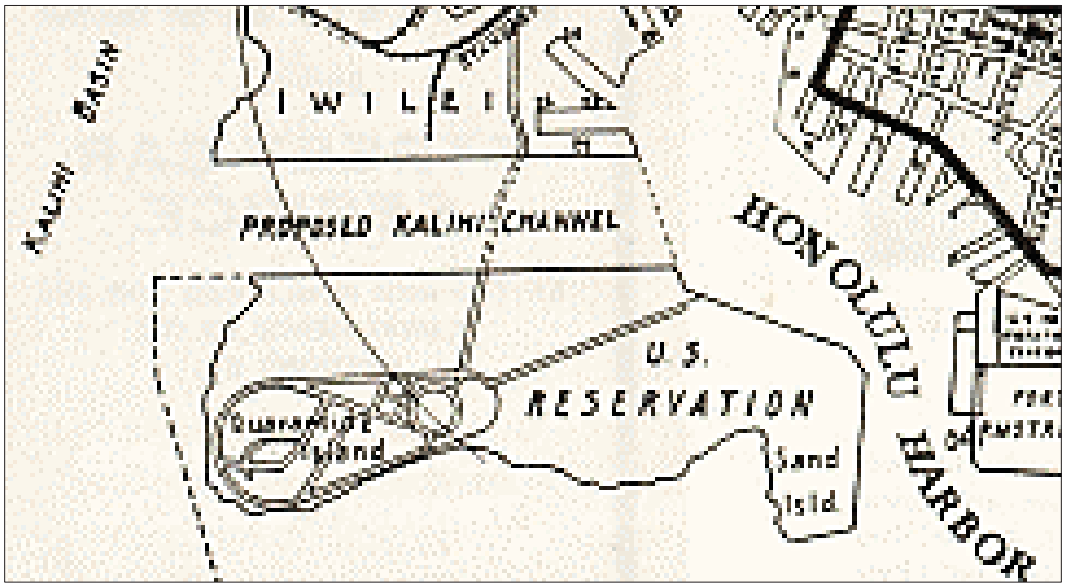

Figure 20. Portion of 1923 tourist map of greater Honolulu showing the establishment of a US military reservation at Sand Island (source: UH-Mānoa on-line map collection)

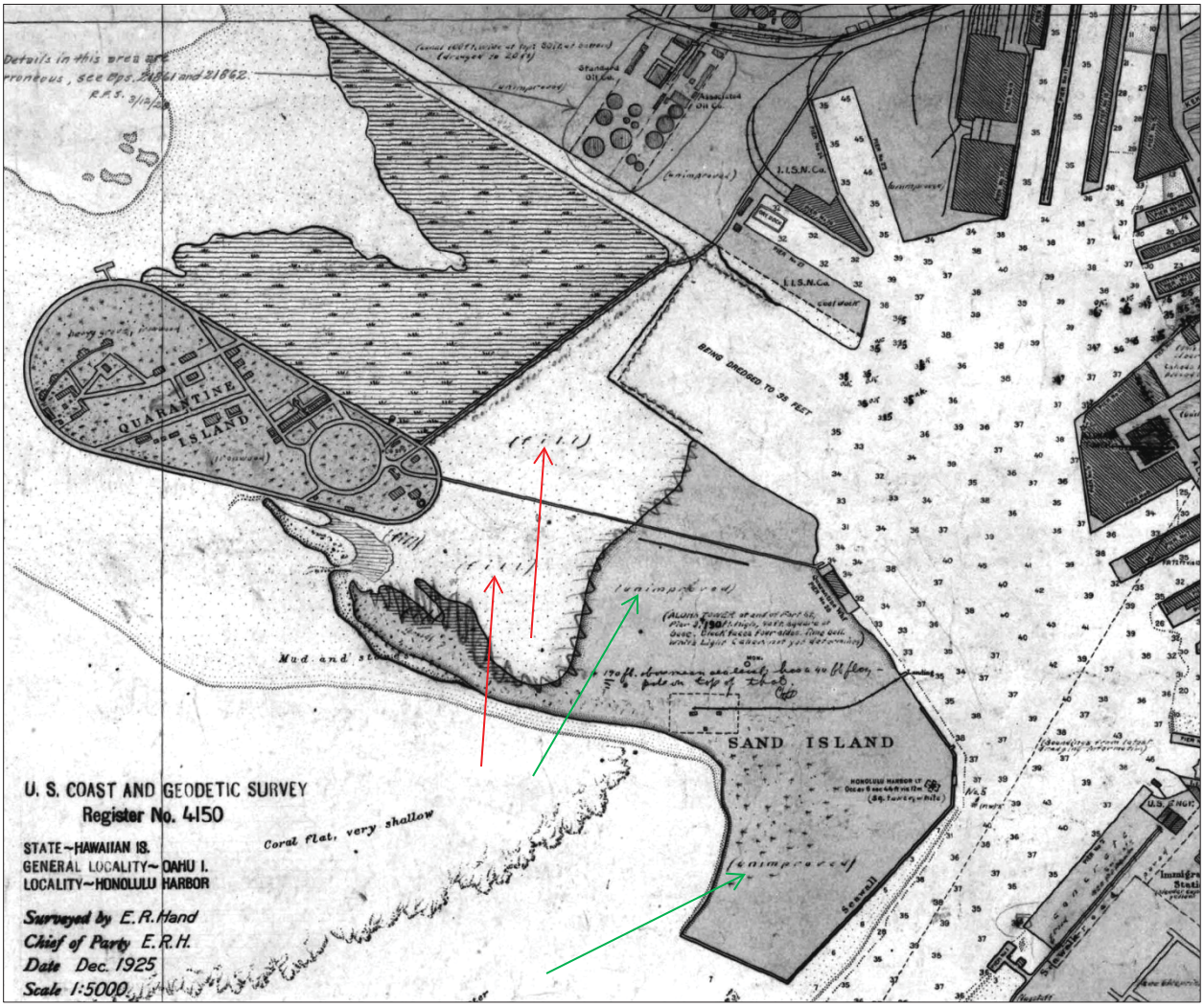

Figure 21. Portion of 1923 annotated (marked with pencil) US Coast and Geodetic Survey map showing details of the evolving shape and extent of Quarantine and Sand islands; hand-written notes on this map (red arrows) read "fill" and (green arrows) "unimproved"; (source: UH-School of Ocean and Earth Science Technology http://www.soest.hawaii.edu/coasts/erosion/mosaics.php?sArea=sandisland)

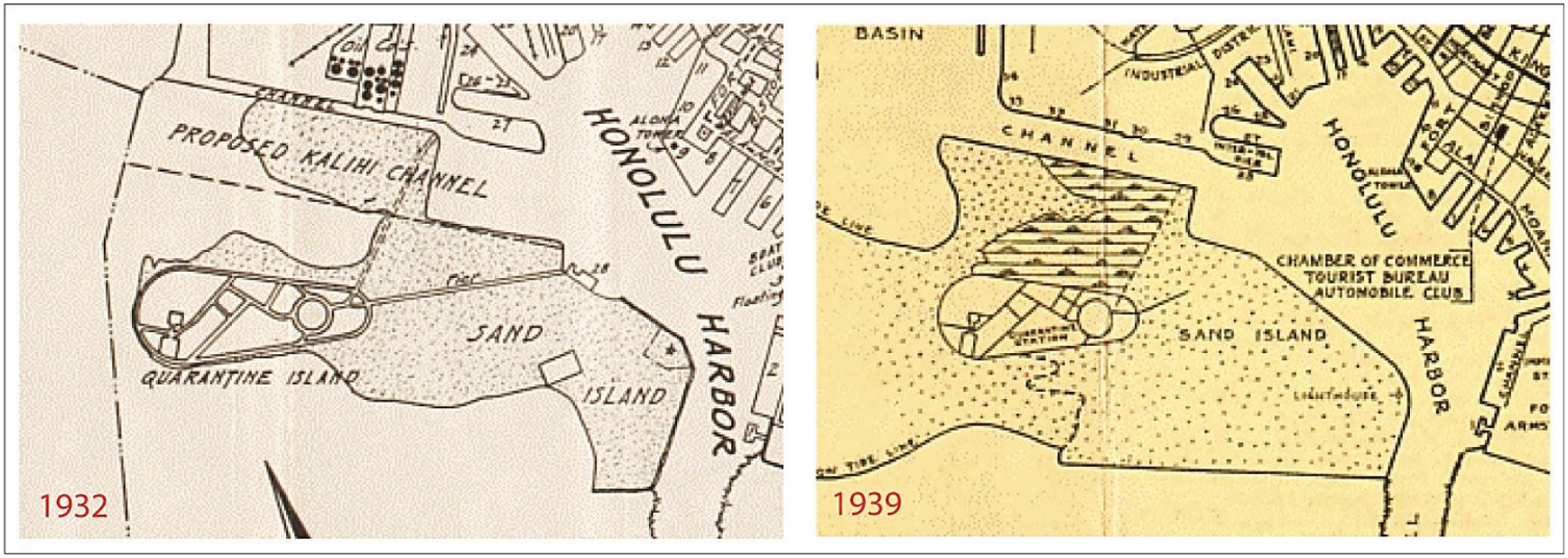

Figure 22. Comparison of two tourist maps of the greater Honolulu area from 1932 and 1939; these maps, in the context of the 1923 map above (see Figure 18) suggest the infilling and land-reclamation activities related to the eventual creation of today's Sand Island was a dynamic and complex process; all three of these maps (1923, 1932 and 1939) depict different overall sizes, configurations and extents of the Quarantine/Sand Island complex; note, the Kalihi channel width (north of the island complex) in the 1939 map approximates its current, modern width (sources: UH-Mānoa on-line map collection)

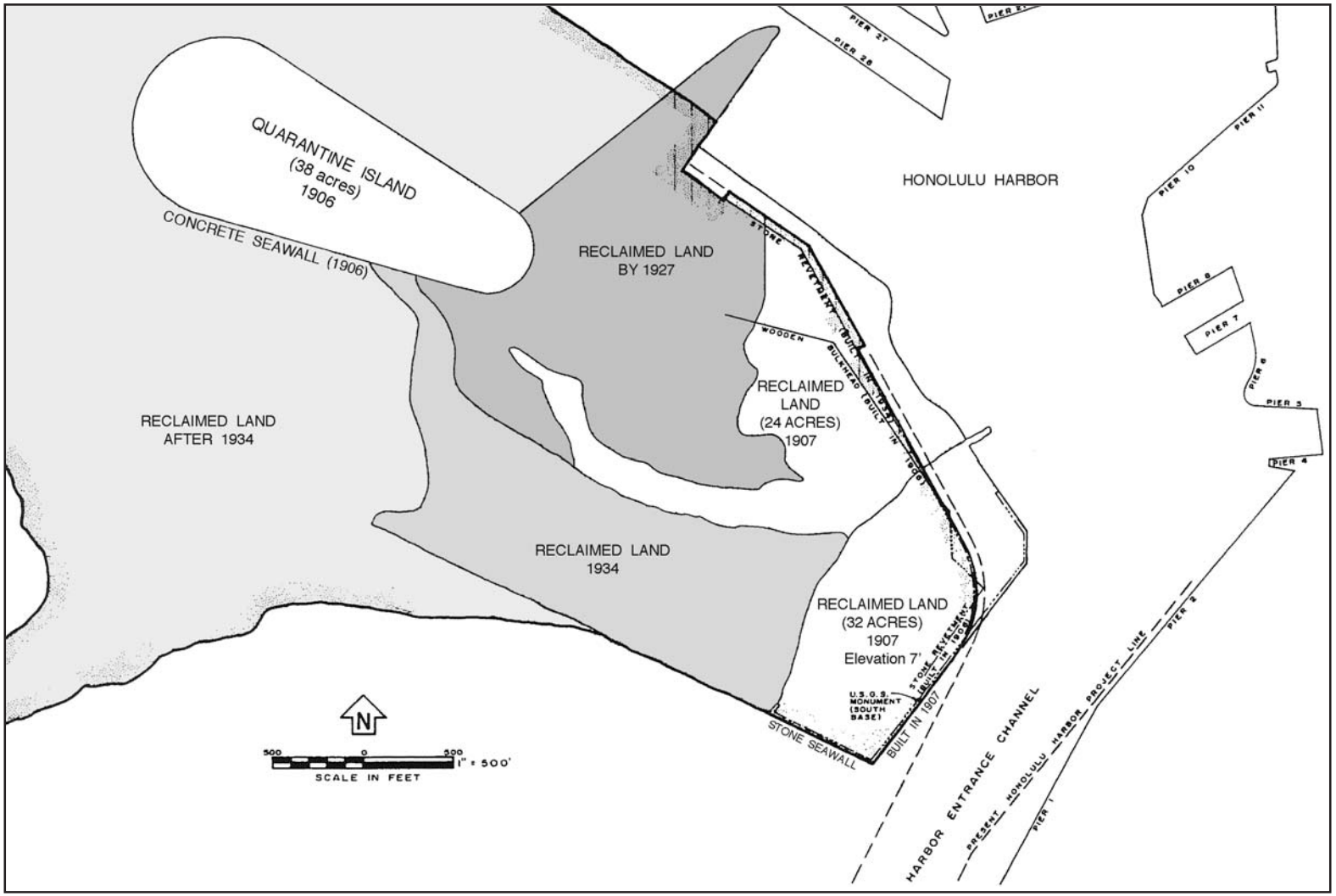

Figure 23. Quarantine Island in 1906 and history of major dredged-fill projects in the 1920s and 1930s, according to the U.S. Army Corps of Engineers (USACE 1978) (source: Yent 2016)

Figure 24. Circa 1911–1929 view of Honolulu Harbor, with Quarantine Island in distance (background) (source: Hawai‘i State Archives, photo # PP-40-3-007)

World War II Era: Coast Defense System and the Sand Island Internment/POW Camp

Although the Sand Island Military Reservation was established in 1916, and guns were installed in the 1920s, most military construction did not take place until the 1930s and ‘40s (Yent 2016:6). From the middle 1930s until at least 1939, “Sand Island was included in the area designated by the Army for use in the coastal defense of the Pearl Harbor and Honolulu Harbors” (Renard 1975:19). In the early 1940s, Sand Island became the headquarters of the Army Port and Service Command, and the island was further enlarged with fill materials from the dredging of the seaplane runway (Jourdane and Dye 2006:3). Data reported by Renard (1975:20) suggests Sand Island in 1941 was about 410 acres in size, an increase of 110 acres since 1937.

On December 7, 1941, when Japanese planes attacked O‘ahu, there was a 3-inch anti-aircraft gun detachment on Sand Island. Within days of the attack, Sand Island was as an internment camp (Figure 25 and Figure 26). The following excerpts from Renard (1975:21–24) encapsulate these early days of the war from the perspective of the Quarantine/Sand Island complex:

> Within a few hours of the Japanese attack, all Japanese, Italians, and Germans who had previously been listed as enemy “agents” by Army and Naval intelligence, and the F.B.I., were “rounded up” . . . These “agents” were, in fact, primarily residents of the Territory of Hawaii who had not taken up United States citizenship . . . They were detained at the immigration station in Honolulu over the night of 7/8 December; then, on the 8th, were removed by boar to the Quarantine Station on Sand Island . . . On the day the internees moved to Sand Island, the War Department (Army) took over control of the Quarantine Station from the U.S. Public Health Service . . .
>
> On the 8th of December, the U.S. Coast Guard picked up some fishermen who had been at sea during the Japanese attack. As most fishermen at that time were aliens, the men picked up were interned on Sand Island . . .
>
> By 12 December 1941, there were 482 persons interned at the Quarantine Station:
>
> 370 Japanese
> 98 Germans
> 14 Italians
>
> The detainees on Sand Island were held in a five acre barbed wire enclosed tent camp . . . One former detainee expressed the opinion that this camp had been erected prior to the Japanese attack . . .
>
> After December 12, 1941, detainees continued to arrive. To the original interned nationalities were added Austrians, Finns, and Norwegians. While interned on the island, the detainees cleared a number of kiawe trees. They also reported being much bothered by mosquitos (indicating there was still much undrained swamp on the island) . . .
>
> Some (perhaps all) detainees were evacuated from Sand Island on February 16, 1942. They were detained in Honolulu until February 20, 1942, when they were placed on a transport to the mainland . . .

The camp was formally closed in March 1943, when the remaining internees were moved to the Honouliuli camp in ‘Ewa (Renard 1975; Rosenfeld 2015). Rosenfeld places the number of people moved to Honouliuli at 149. The Sand Island internment facilities were apparently used again briefly in 1945 to hold 952 Italian and 1,010 Korean prisoners-of-war (Rosenfeld 2015).

No physical evidence of the internment camps at Sand Island was preserved.[10]

[10] Although beyond the scope of this report, interested readers can find excerpts from two oral-history interviews with Sand Island internee June M. Hoshida Honma (who was taken from Hilo to Sand Island) and Ramsay Yosuke Mori (whose parents were interned at Sand Island, and who visited them there) at Rosenfeld (2015).

Figure 25. 1942 image of internment camp tents at Quarantine/Sand Island (source: Hawai‘i State Archives)

Figure 26. Another 1942 image of internment camp tents at Quarantine/Sand Island (source: Hawai‘i State Archives)

Yent (2016:6–7), citing information provided by the military historian Bennett (2002), describes the military build-up of Sand Island following the Pearl Harbor invasion:

> On December 7, 1941, Battery Harbor at Sand Island is credited with the downing of two Japanese aircraft over O‘ahu. Both defensive and civil engineering projects on Sand Island expanded after the attack. Additional gun emplacements and accommodations were built to house the influx of troops stationed on the island (Bennett 2002). During 1942, Sand Island was prepared for air and amphibious attack with anti-aircraft guns and a battery of 7” guns. The four 7” guns were installed in a linear position along the southeastern shoreline and referred to as Battery Harbor. . . The magazines were below ground with protected entrances. The guns were anchor bolted to heavy reinforced concrete bases. Anti- aircraft (AA) Battery #9 was located west of the 7” guns . . . Each gun has its own underground magazine located 150’ to 250’ away from the guns. A tent camp for the battery personnel was situated to the northeast of the gun emplacements.
>
> During 1943, The Army Corps of Engineers widened and deepened the entrance channel to Honolulu Harbor and continued work on the Ke‘ehi Lagoon seaplane runways. The dredged materials were used to fill Sand Island. They also constructed a dirt causeway to connect Sand Island with the main island in the Kapalama area. The Ke‘ehi seaplane channels were in use from 1946 until 1952 . . . The causeway was removed and a bascule bridge was constructed in 1962 to provide access to the island.
>
> In 1944-1945, a small arms range was constructed at the southwestern corner of the island. The intention had been to open portions of Sand Island as a military recreation area.

Figure 27 depicts firing stations (part of Battery Harbor) in 1942 associated with Sand Island’s 7-inch anti-aircraft gun emplacements. Most of the above-ground portions of these were removed in 2011.

Figure 28 is a 1941 photograph of one of the 7-inch guns with its crew on Sand Island. This gun was removed not long after the end of World War II.

Yent (2016) has recently completed a cultural resource assessment of the Sand Island State Recreation Area, in the context of consultation efforts for proposed park improvements. In her summary, she notes there are a total of nine (9) extant military sites (historic properties) dating from the World War II era on Sand Island. These historic properties (see Yent 2016:9–17 for details) include:

- remnant foundations of a pier,
- concrete and metal anchor blocks,
- structural remains of Battery Harbor (gun emplacements with associated support facilities),
- structural remains of Anti-aircraft Battery,
- Harbor Entrance Post (a 50-ft. steel tower),
- disturbed (moved) remains of several, small, concrete pillboxes that are now incorporated into breakwater foundations,
- an in-situ concrete pillbox,
- above-ground portions of mostly subterranean communications system of Battery Sand Island, and
- foundation remnants of concrete and soil berm of Small Arms Range.

It is important to state, for the purposes of this report, that all of these extant World War II historic properties are located along the south and southeast shore of Sand Island, within the Sand Island State Recreation Area, and at least (or more) one-quarter mile from the current project area.

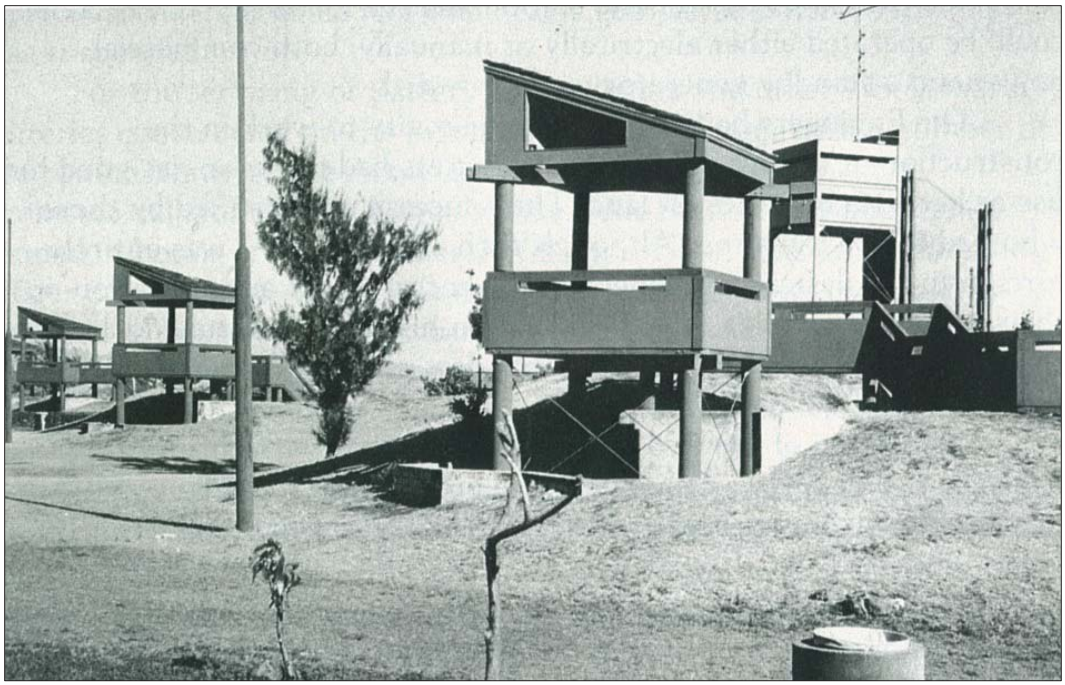

Figure 27. Firing stations (part of Battery Harbor) along the south shore of Sand Island circa 1942; most of the above-ground portions of these structures were removed in 2011 (source: U.S Army Museum of Hawai‘i)

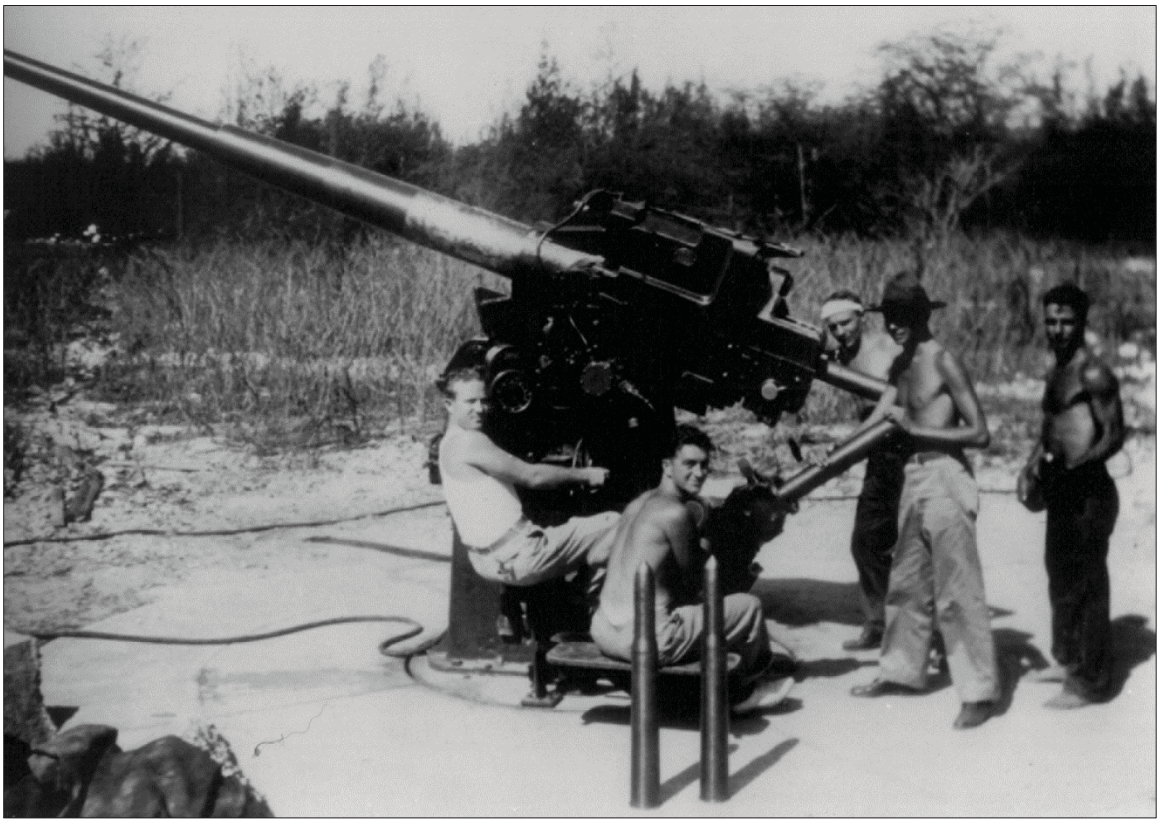

Figure 28. Anti-aircraft (7-inch) gun at Sand Island circa 1941 (source: U.S Army Museum of Hawai‘i)

Recent History

Yent (2016:8) summarizes the post-World War II changes at Sand Island:

> The military reservation on Sand Island was disbanded after 1945. With the end of the war in September 1945, construction and development of Sand Island ceased. After WWII, much of the island was developed for shipping and light industrial use. In 1946, plans were made to transfer lands from the U.S. Army to the Territory of Hawai‘i for construction of a sewage treatment plant but the transfer of 202 acres was not executed until 1959. The existing deep ocean sewage outfall lines run underground through the project area. By 1963, most of the island was transferred to the State of Hawai‘i.
>
> A stone revetment wall along the eastern shoreline of the island was initially place in 1934 after the widening of the harbor entry. This wall suffered erosion and wave damage in subsequent years and was repaired in 1951 with coral, stone, and concrete pavement. The Army Corps replaced this revetment with a new wall of large basalt boulders around 1980.

Figure 29, a portion of 1945-7 US Coast and Geodetic Survey map, shows the complete, lateral build-out of Sand Island, post-World War II, which by this time had completely subsumed the small, oval-shaped Quarantine Island.

In 1959, by Executive Order 10833, the Department of the Army transferred Sand Island to the Territory of Hawaii. In 1963 ownership was transferred to the State of Hawaii (Star Bulletin, March 12, 1991).

Except for the current U.S. Coast Guard facility, located immediately north of the current project area, the rest of Sand Island under U.S. Army control was given back over to the State of Hawai‘i in 1965/6.

Figure 30 to Figure 33 show aerial images of Sand Island, including the current project area, from 1949, 1952, 1963 and 1978, respectively. For the purposes of this report, an important observation from these aerial images is the eventual removal/demolition of surface features that date from the 1940s (e.g., the circular roadway structure just to the west [left in these views] of the current project area; the road that angles off to the northeast, and other structures just to the east of the current project area) by the time of the 1978 image. This sequence of aerial photographs demonstrates the complete bulldozing/clearing of any above-ground surface features in the current project area.

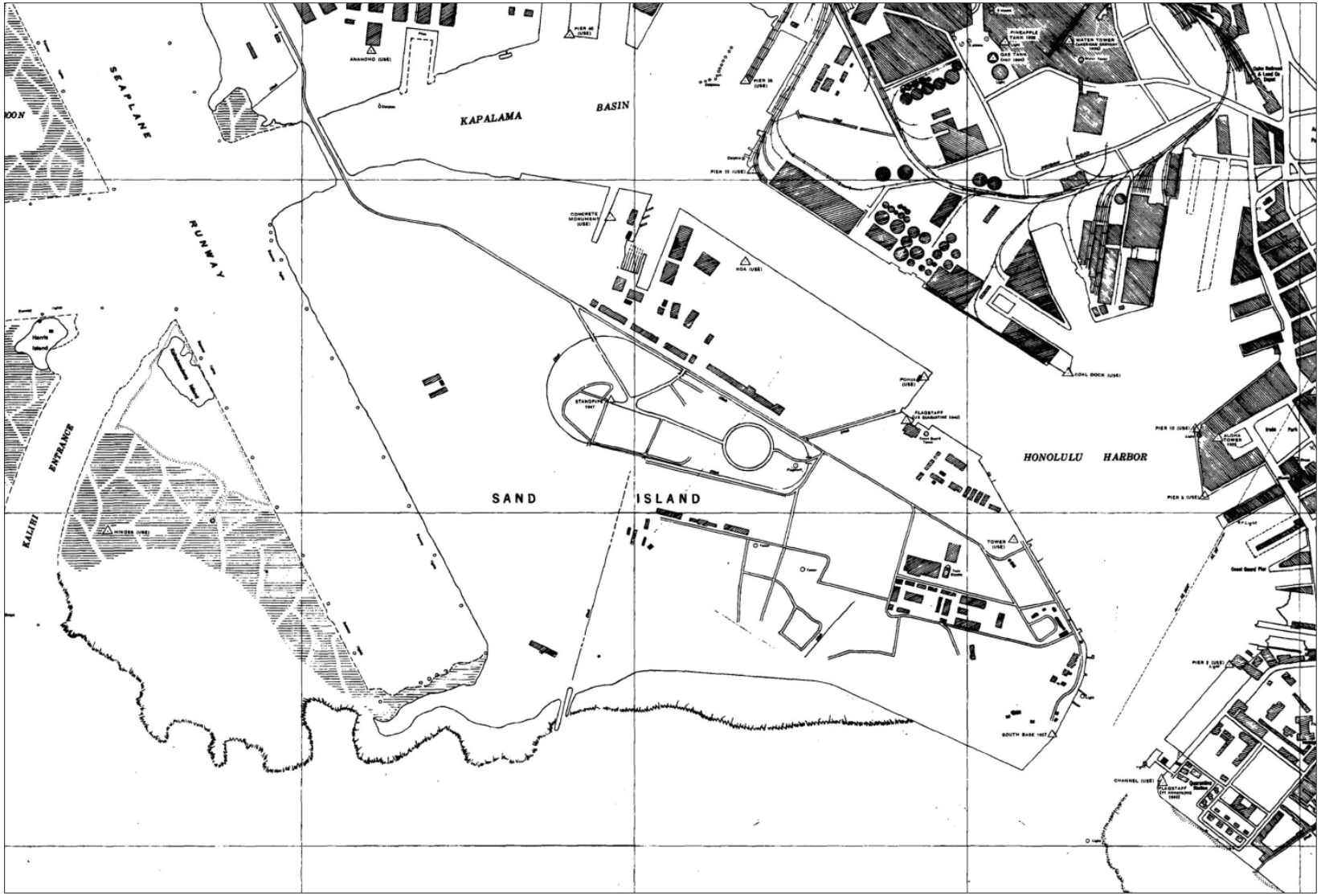

Figure 29. Portion of 1945-7 US Coast and Geodetic Survey map showing the complete, lateral build-out of Sand Island, which by this time has completely subsumed the small, oval-shaped Quarantine Island (source: UH-School of Ocean and Earth Science Technology, http://www.soest.hawaii.edu/ coasts/erosion/mosaics.php?s Area=sandisland)

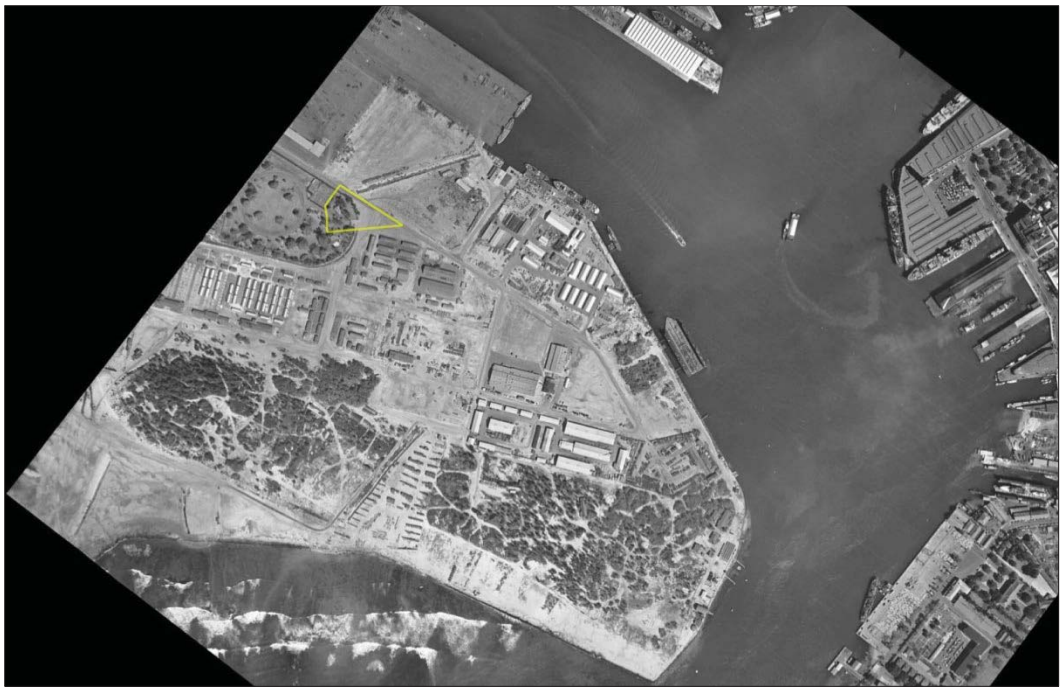

Figure 30. Portion of 1949 aerial image showing eastern half of Sand Island; current project area parcel in yellow (source: UH-School of Ocean and Earth Science Technology; http://www.soest.hawaii.edu/coasts/erosion/mosaics.php?sArea =sandisland)

Figure 31. Portion of 1952 aerial image showing Sand Island; current project area parcel in yellow (source: UH-Mānoa aerial image collection; https://guides.library.manoa.hawaii.edu/aerials/digital#s-lg-box-wrapper-18636985)

Figure 32. Portion of 1963 aerial image of Sand Island; current project area parcel in yellow (source: UH-Mānoa aerial image collection; https://guides.library.manoa.hawaii.edu/aerials/digital#s-lg-box-wrapper-18636985)

Figure 33. Portion of 1978 aerial image of Sand Island; current project area parcel in yellow (source: UH-Mānoa aerial image collection; https://guides.library.manoa.hawaii.edu/aerials/digital#s-lg-box-wrapper-18636985)

Hawaiian Homesteading and Eviction

Although very little has been written about the 1970s history of Sand Island, one episode in particular is worth mentioning. In the 1970s, a mostly Hawaiian fishing community lived on public land along Sand Island's south and southeast shoreline, which by this time had become a dumping ground. The state declared these people illegal "squatters." By 1979, these Hawaiians were fighting eviction by the state, which had plans to build a state park at this location, and by 1980 the eviction was complete. A lengthy summary of these events is beyond the scope of this report, but an awareness of this episode in recent Hawaiian history is relevant to any discussion of Sand Island's cultural- and oral-history. Those interested in more details can refer to a short (24-minute) documentary produced in 1981 (*The Sand Island Story*) by Victoria Keith (Figure 34) and Jerry Rochford for UH-Mānoa.[11]

Figure 34. Victoria Keith interviews attorney Chris Kealoha for a 1987 documentary entitled *Hawaiian Soul* (source: Harmon 2014)

[11] Available on YouTube at https://www.youtube.com/watch?v=JVtqxw5MYfo.

Previous Archaeological Studies and Potential in the Current Project Area

Above-ground (Surface) Sites

To the best of our knowledge, no previous archaeological studies have been conducted specifically at or including the subject parcel (TMK [1] 1-5-041:077). Given our recent inspection of the current project area, and the evidence for bulldozing/clearing of the area in and around the subject parcel by 1978 (based on aerial imagery), there are no historic properties above the ground surface.

The closest, previously-recorded historic properties are in the Sand Island State Recreation Area. Yent (2016) described a total of nine (9) extant military sites (historic properties) dating from the World War II era on Sand Island. These historic properties (see Yent 2016:9–17 for details) include:

- remnant foundations of a pier,
- concrete and metal anchor blocks,
- structural remains of Battery Harbor (gun emplacements with associated support facilities),
- structural remains of Anti-aircraft Battery,
- Harbor Entrance Post (a 50-ft. steel tower),
- disturbed (moved) remains of several, small, concrete pillboxes that are now incorporated into breakwater foundations,
- an in-situ concrete pillbox,
- above-ground portions of mostly subterranean communications system of Battery Sand Island, and
- foundation remnants of concrete and soil berm of Small Arms Range.

It is important to state, for the purposes of this report, that all of these extant World War II historic properties are located along the south and southeast shore of Sand Island, within the Sand Island State Recreation Area, and at least (or more) one-quarter mile from the current project area.

Subsurface Sites and/or Deposits

Regarding the potential for there being historically-significant cultural resources in subsurface deposits at the current project area, geotechnical soil borings drilled in a nearby parcel in 1999, located at 1092 Makepono St., showed "that dredged fill deposits up to 6.5 ft. deep exist. . . The fill deposits consist of dredged gravelly sand, organic silt, and silty sand over a coral ledge" (Jourdane and Dye 2006:6, referencing Weidig 1999).

Based on our analysis of historical maps and aerial imagery, we believe subsurface deposits in the eastern half of the current project area consist exclusively of dredged harbor sediments, with no potential for historically-significant cultural resources. The western half of the current project area may contain some Jaucas sand deposits, but these almost certainly consist of deposits that were repeatedly deposited and eroded over time, washed over by high tides, and disturbed, before they were formalized in 1906 by creation of a low (3-ft high) seawall at the east end of the oval-shaped Quarantine Island (illustrated in numerous maps in our report; see, e.g., Figure 18). We believe there is practically no chance of encountering intact, historically-significant cultural deposits below the ground surface in the current project area.

CONCLUSION

At the request of PBR Hawaii & Associates (PBR), TCP Hawai‘i has completed this Cultural and Historical Resource Assessment in support of an Environmental Assessment of an approximately 1.3-acre parcel at 1115 Makepono St., Sand Island, Honolulu Harbor, Honolulu (Kona) District, O‘ahu (TMK [1] 1-5-041:077). The subject parcel, owned by the Hawai‘i Department of Land and Natural Resources (DLNR), is currently leased to the Sand Island Business Association.

This report provides information about the cultural and historical significance of the current project area, in the wider context of Sand Island, including consideration of the presence or absence of previously-identified archaeological sites and other potential historic properties.

The subject parcel is located right along what was once the eastern margin of the early-twentieth century version of Quarantine Island; thus, parts of the subject parcel (to the east) are entirely composed of introduced fill (dredge from the harbor) and the rest (to the west) is likely disturbed beach sand over lithified reef deposits.

With the exception of a brief site inspection of the current project area, conducted by Chris Monahan on October 16, 2018, our report is based exclusively on archival research designed to gather relevant cultural and historical information about Sand Island, including its traditional (pre-historic) Hawaiian origins and significance and extending up to the recent past.

The findings of our research indicate that, in general, Sand Island was created by ". . . the filling of the reef flats during incremental dredging of Honolulu Harbor and Ke‘ehi lagoon" (Jourdane and Dye 2006:3). Most of the major filling activities took place in the early twentieth century, but the island has a complex history of change extending back into the middle-late nineteenth century. In the early historic period, a portion of what we currently refer to as Sand Island was simply a natural, elevated section of reef. Starting in 1868, this sandy island began to be used as a place to temporarily quarantine newly-arrived visitors and immigrants until they passed health examinations. Shortly after the turn of the twentieth century, in 1906, Quarantine Island was more formally shaped and constructed using retaining walls into an elongate oval, portions of which can still be observed on recent aerial imagery and topographic maps. Prior to this formalization of the early twentieth century Quarantine Island, earlier depictions (from the later nineteenth century) show a dynamic, changing size and shape due most likely to tidal variation in sand deposition and accretion. The current project area (TMK [1] 1-5-041:077) is located at the east end of the formalized (oval-shaped) Quarantine Island formed in 1906, straddling the boundary of major reef-filling (to the east) and some naturally-occurring sand (to the west). Many episodes of infilling and land reclamation from dredging of the harbor and channels around Sand Island, all the way up to the 1940s, eventually created the approximately 520-acre island of today. The 1920s saw the end of the use of Sand Island as a place of quarantine, and the beginning of the military's use of the island. The island became an integral part of the Coast Defense system starting in the 1930s, and was used as an internment camp for several hundred residents of Hawai‘i (mostly Japanese, but including others) in 1941–3. At the very end of World War II, Sand Island was used as a prisoner-of-war (POW) camp for Italian and Korean military personnel. By the 1960s, the federal government had transferred control of the entire island to the state, with the exception of the U.S. Coast Guard installation (which is still located just north of the current project area). In the 1970s, the state created a recreational area on the south and southeast shore line of Sand Island, where military (Coast Defense) structures and infrastructures had once operated. A number of military sites (historic properties) are still extant in this area, which was also the location of a controversial eviction of mostly Hawaiian fishing families in 1980.

To the best of our knowledge, no previous archaeological studies have been conducted specifically at or including the subject parcel (TMK [1] 1-5-041:077). Given our recent inspection of the current project area, and the evidence for bulldozing/clearing of the area in and around the subject parcel by 1978 (based on aerial imagery), there are no historic properties above the ground surface.

The closest, previously-recorded historic properties are in the Sand Island State Recreation Area. Yent (2016) described a total of nine (9) extant military sites (historic properties) dating from the World War II era on Sand Island (see Yent 2016:9–17 for details). It is important to state, for the purposes of this report, that all of these extant World War II historic properties are located along the south and southeast shore of Sand Island, within the Sand Island State Recreation Area, and at least (or more) one-quarter mile from the current project area.

Regarding the potential for there being historically-significant cultural resources in subsurface deposits at the current project area, geotechnical soil borings drilled in a nearby parcel in 1999, located at 1092 Makepono St., showed "that dredged fill deposits up to 6.5 ft. deep exist. . . The fill deposits consist of dredged gravelly sand, organic silt, and silty sand over a coral ledge" (Jourdane and Dye 2006:6, referencing Weidig 1999).

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APPENDIX C

Traffic Impact Analysis Report

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TRAFFIC IMPACT ANALYSIS REPORT SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING

Honolulu, Oahu, Hawaii

DRAFT FINAL

November 14, 2018

Prepared for:

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DRAFT TRAFFIC IMPACT ANALYSIS REPORT
SAND ISLAND BUSINESS ASSOCIATION (SIBA)
NEW OFFICE BUILDING AND PARKING

Honolulu, Oahu, Hawaii

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C. LEVEL OF SERVICE CALCULATIONS

AUSTIN, TSUTSUMI & ASSOCIATES, INC. CIVIL ENGINEERS • SURVEYORS
CONTINUING THE ENGINEERING PRACTICE FOUNDED BY H. A. R. AUSTIN IN 1934

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TRAFFIC IMPACT ANALYSIS REPORT
SAND ISLAND BUSINESS ASSOCIATION (SIBA)
NEW OFFICE BUILDING AND PARKING
Honolulu, Oahu, Hawai‘i

1. INTRODUCTION

This report documents the findings of a traffic study conducted by Austin, Tsutsumi & Associates, Inc. (ATA) to evaluate the potential traffic impacts resulting from the proposed Sand Island Business Association (SIBA) New Office Building and Parking (herein after referred to as the “Project”).

1.1 Location

The Project is located on Sand Island on the island of Oahu on approximately 1.3 acres of land more specifically identified as a portion of TMKs: (1) 1-5-41:007. Figure 1.1 shows the Project location.

1.2 Project Description

The Project proposes to construct an approximately 2,000 SF office building and two parking areas providing approximately 150 stalls. Access to the Project is assumed to use the existing driveway on Makepono Street. Figure 1.2 shows the Project site plan.

The project site currently contains an office trailer, unpaved parking area, storage/junkyard area, and shrubbery. The office trailer serves as the Sand Island Business Association Office for two to three employees. The proposed office building is also expected to be occupied by the Sand Island Business Association. The Project is expected to be completed by Year 2021.

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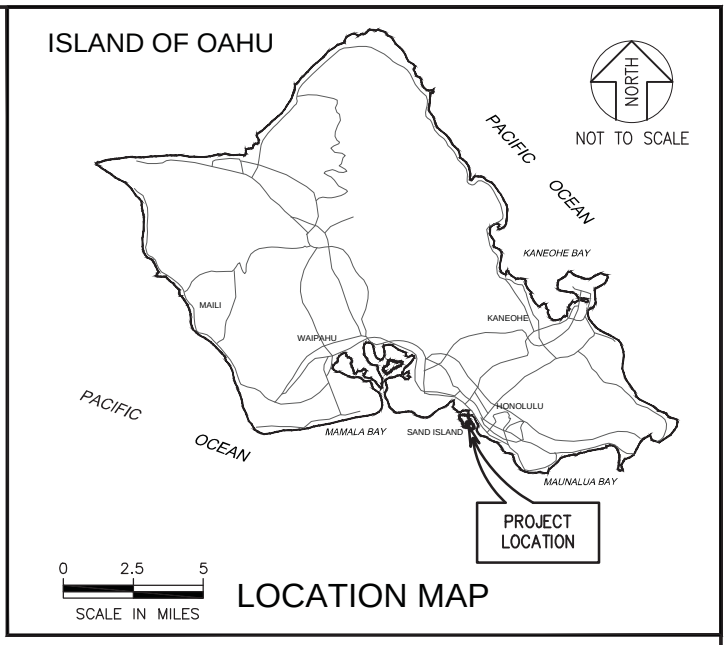
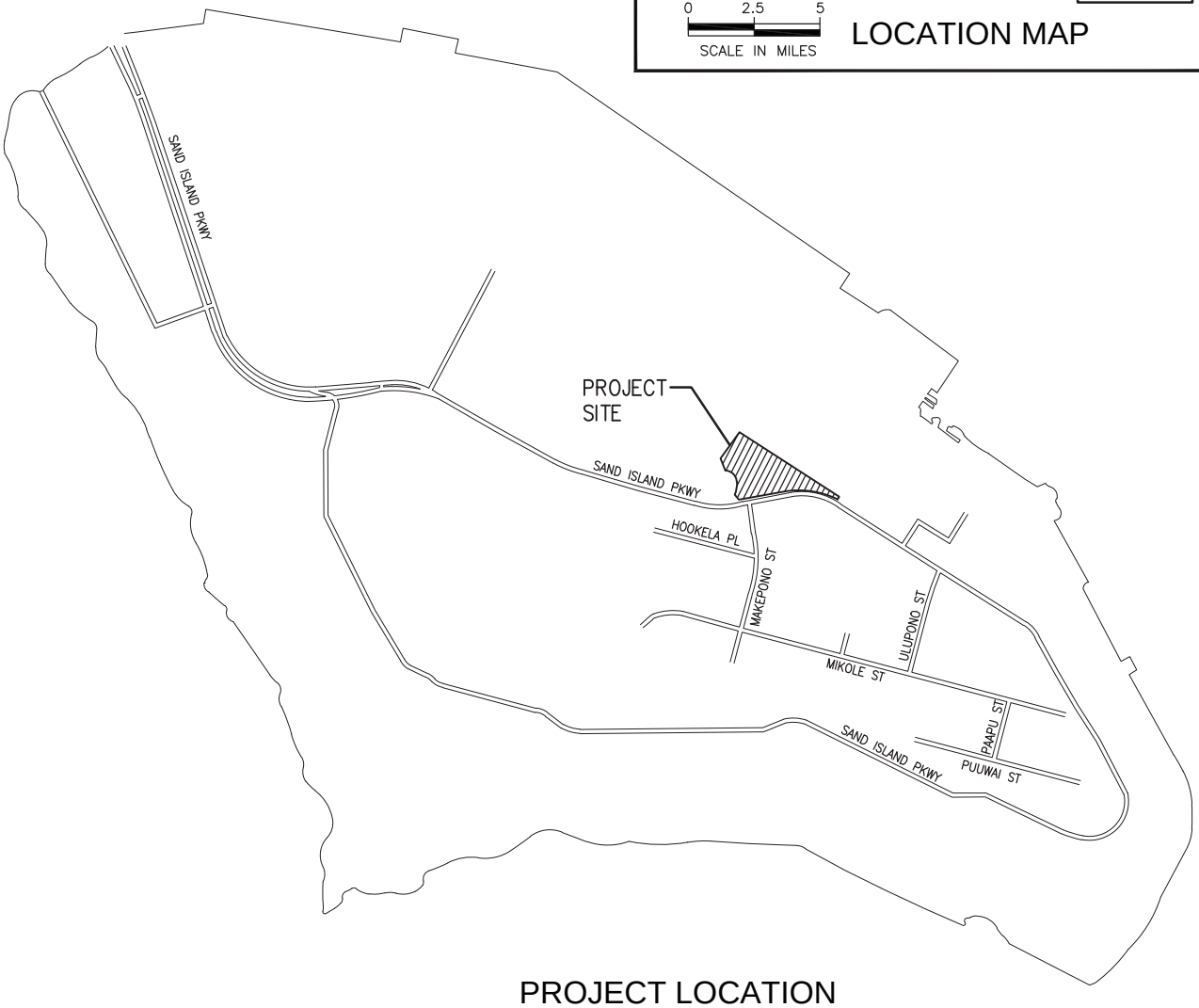


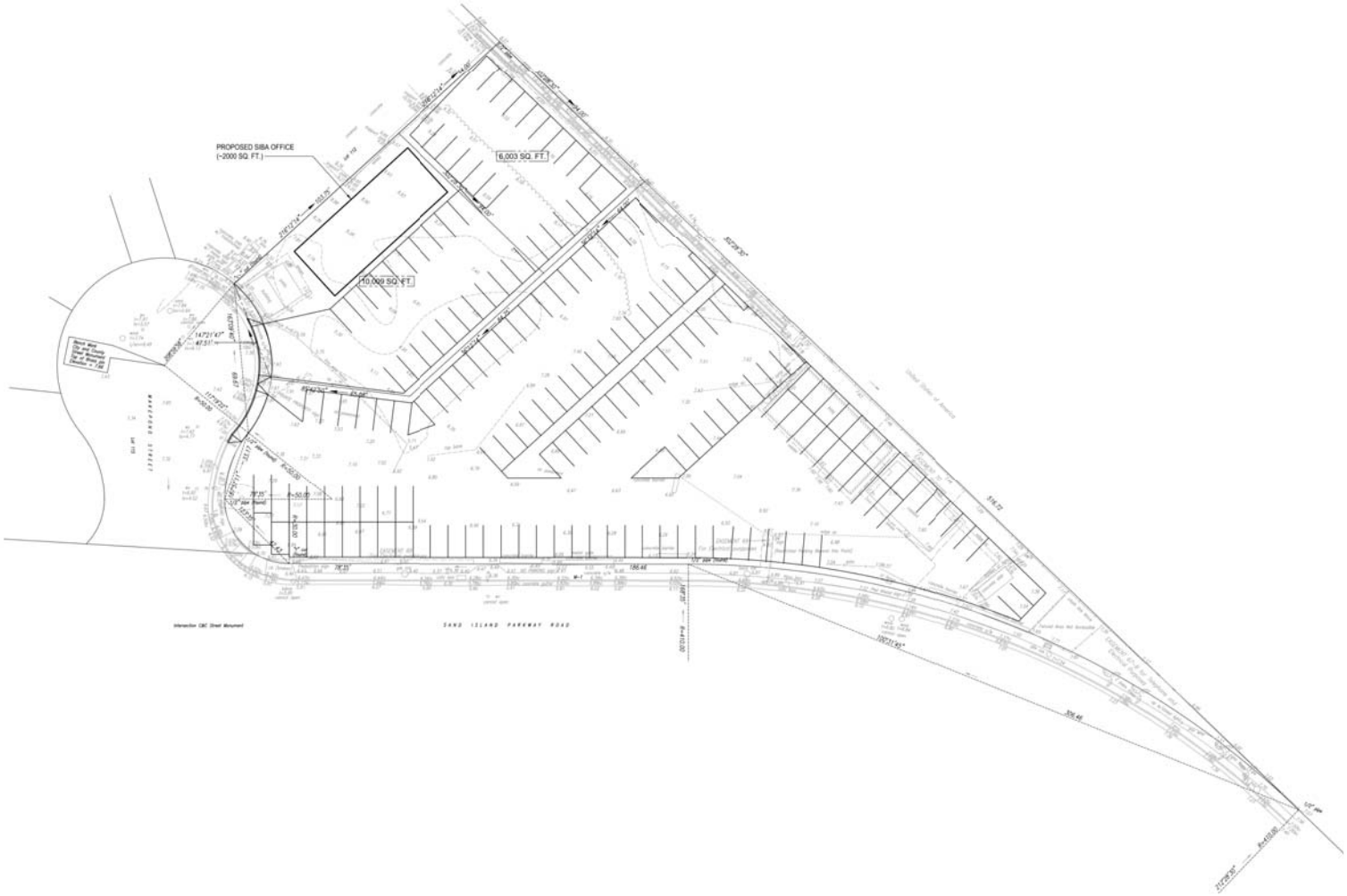


PROJECT LOCATION

SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING TIAR	AUSTIN, TSUTSUMI & ASSOCIATES, INC. ENGINEERS,SURVEYORS • HONOLULU,HAWAII **PROJECT LOCATION**	FIGURE 1.1

NORTH

NOT TO SCALE



SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING TIAR	AUSTIN, TSUTSUMI & ASSOCIATES, INC. ENGINEERS,SURVEYORS • HONOLULU,HAWAII	FIGURE
	SITE PLAN	2

2. STUDY METHODOLOGY

Existing performance of the study intersections was measured based on a Level of Service analysis. Level of Service (LOS) is a qualitative measure used to describe the conditions of traffic flow at intersection with values ranging from free-flow conditions at LOS A to congested conditions at LOS F. The Highway Capacity Manual (HCM), 6th Edition, includes methods for calculating volume to capacity ratios, delays, and corresponding LOS that were used in this study. LOS definitions for unsignalized intersections are provided in Appendix A.

2.1 Intersection Analysis

For applicable intersections shown in Section 2.2, intersection analysis was performed using the traffic analysis software Synchro, which prepares Highway Capacity Manual (HCM) reports. The reports contain quantitative delay results, as based on intersection lane geometry, signal timing (including coordination and actuated minimums and maximums), and hourly traffic volume.

Based on the vehicular delay, reserve capacity, and critical gaps at the intersection, a LOS is assigned as a qualitative measure of performance. These results constitute the technical analysis that will form the basis of the recommendations outlined in this report.

2.2 Study Area Intersection Analysis

Intersection analysis within the study area was performed at the Sand Island Parkway and Makepono Street intersection based on the proximity to the Project.

3. EXISTING TRAFFIC CONDITIONS

The existing conditions scenario represents the traffic conditions within the study area as it currently stands, without the Project.

3.1 Roadway Network

Sand Island Parkway is generally an east-west, two-way, undivided access road with a posted speed of 25 miles per hour (mph). Sand Island Parkway is the main roadway providing access from Nimitz Highway on the west end to Sand Island, looping the entire island. This roadway also provides sidewalks and bike lanes on both sides of the road. Sand Island is an industrial area and also provides recreational parks.

Makepono Street is generally a north-south, two-way, undivided local roadway with a posted speed of 25 mph. This roadway provides access to industrial areas on Sand Island. On-street parking and sidewalks are provided on both sides of the roadway.

3.2 Existing Traffic Volumes

The traffic volume data at the study intersection was collected on Thursday, January 21, 2016. Based on this traffic count data, the weekday AM peak hour of traffic was determined to be from 5:45 AM to 6:45 AM and the PM peak hour of traffic was determined to be from 3:00 PM to 4:00 PM. Additionally, the number of heavy vehicles traveling through the intersection was also counted and a heavy vehicle percentage is factored in to the intersection analysis. See the traffic count data provided in Appendix B for the existing intersection studied.

3.3 Existing Study Area Observations

Sand Island is mainly an industrial area, therefore, a large number of heavy vehicles travel in and out of Sand Island along Sand Island Parkway. It was observed that approximately 15 and 11 percent of vehicles were heavy vehicles during the AM and PM peak hours of traffic respectively. A percentage of heavy vehicles were calculated along each movement at the Sand Island Parkway/Makepono Street intersection and used in intersection analysis calculations.

Recent field observations were conducted on Thursday, October 18, 2018 and Friday, October 19, 2018 to supplement the 2016 traffic counts. Vehicles along Sand Island Parkway fronting the Project site were observed to be flowing freely during the studied peak hours of traffic with no significant delay to the major through movements. Occasionally, queues of 2-3 vehicles were observed along Sand Island Parkway as large trucks wait to turn left. However, as mentioned above, some through vehicles were able to go around turning vehicles minimizing the vehicle queue. During the AM peak period of traffic through the study area, eastbound traffic along Sand Island Parkway is higher than westbound traffic, whereas during the PM peak hour of traffic, westbound traffic is higher due to commuters leaving work.

During the AM and PM peak hours of traffic, left turning vehicles from Makepono Street (from both approaches) did experience some delays. The southbound queues were observed to be minimal, with at most 2-3 vehicles at a time. The northbound queues were observed to be typically 3-4 vehicles during the AM and PM peak hours of traffic. However, on occasion the northbound queues would double and extend to 7-8 vehicles long. Turning vehicles on Sand Island Parkway would occasionally yield to vehicles on Makepono Street and allow the side-street vehicles to turn first, which helped reduce the vehicle queue on Makepono Street.

The project site is currently being used as an unofficial, unpaved parking area for the surrounding businesses. The parking area between Sand Island Parkway and the existing shrubbery was full (< 10 percent available) by 6:00 AM and vacant (~ 80 percent available) by 3:45 PM. In other words, most of the trips into the parking area occurred before the AM peak hour at 5:45 AM and most of the trips out of the parking area occurred during the PM peak hour between 3:00 PM and 3:45 PM. This trend (which was observed in October 2018) is consistent with the traffic counts collected in 2016.

3.4 Existing Traffic Conditions Analysis

Sand Island Parkway/Makepono Street is an unsignalized two-way, stop-controlled (TWSC) intersection with a shared left-turn/through/right-turn lane on all approaches. The roadway widths along both Sand Island Parkway and Makepono Street are approximately 40 feet wide allowing for wider lanes for heavy vehicles as well as vehicles to go around turning vehicles. Makepono Street approaches are stop-controlled.

All movements at this intersection currently operate at LOS D or better with no significant queueing observed during the AM and PM peak hours of traffic. Existing traffic volumes, lane configuration and movement LOS are shown in Figure 3.1. Table 3.1 summarizes the existing LOS at the study intersections. LOS worksheets are provided in Appendix C.

Table 3.1 Existing Conditions LOS

	AM			PM		
	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	LOS
Sand Island Parkway/Makepono Street						
EB LT/TH	7.8	0.01	A	8.6	0.02	A
WB LT/TH	9.4	0.01	A	7.9	0.01	A
SB LT/TH/RT	13.3	0.02	B	12.5	0.07	B
NB LT/TH/RT	29.4	0.45	D	27.7	0.53	D

NORTH

NOT TO SCALE

DATE OF COUNTS:
THURSDAY, JANUARY 21, 2016

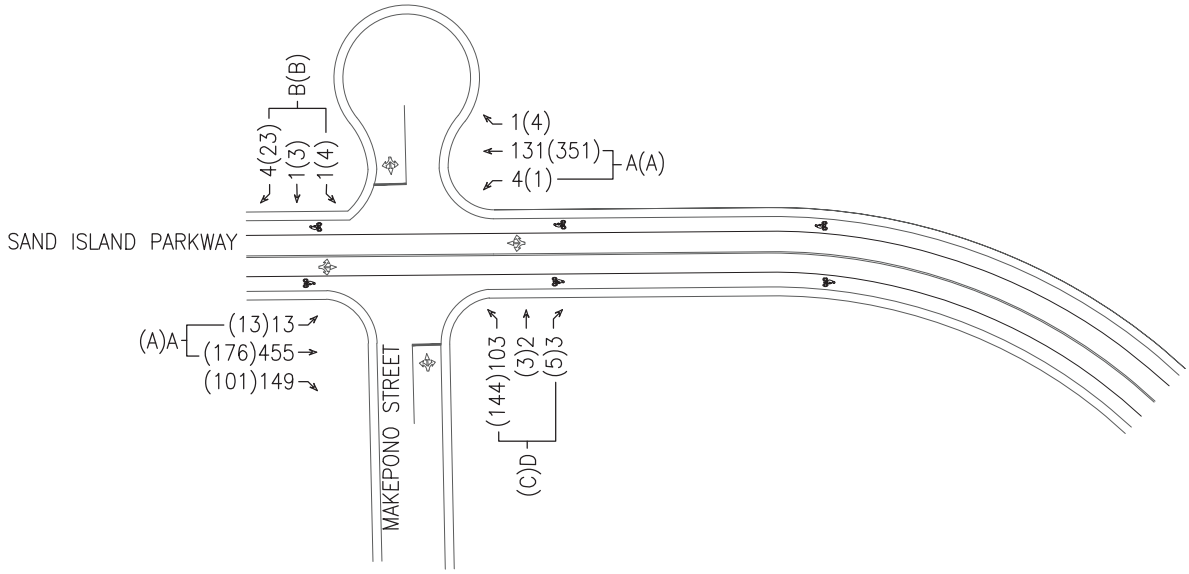
AM PEAK HOUR:
5:45 AM – 6:45 AM

PM PEAK HOUR:
3:00 PM – 4:00 PM

LEGEND

#(#) – AM(PM) PEAK HOUR OF TRAFFIC VOLUMES

A(A) – AM(PM) LOS



SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING TIAR

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EXISTING LANE CONFIGURATION, VOL AND LOS

FIGURE 3.1

4. BASE YEAR 2021 TRAFFIC CONDITIONS

4.1 Base Year Traffic Volumes

Traffic growth through the study area was determined based on the Oahu Regional Transportation Plan 2035 (ORTP) Travel Demand Forecasting Model (TDFM). The TDFM uses data from 2007 as its baseline before assigning land uses and socioeconomic data to Traffic Analysis Zones (TAZs) to generate and assign traffic across the roadway network. Based on the TDFM, an ambient growth rate of 0.5% was applied to the existing traffic volumes to determine Base Year 2021 conditions. Year 2021 was evaluated because that is the expected year of completion.

There are no known developments in the vicinity of the Project.

4.2 Base Year 2021 Analysis

By Year 2021 without the Project, the Sand Island Parkway/Makepono Street intersection northbound movements are forecast to operate at LOS E conditions while all other movements will operate at LOS C or better during the AM and PM peak hours of traffic. Base Year 2021 traffic volumes, lane configuration and movement LOS are shown in Figure 4.1. Table 4.1 summarizes the future LOS at the study intersections. LOS worksheets are provided in Appendix C.

Table 4.1 Base Year 2021 Conditions LOS

	AM			PM		
	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	LOS
Sand Island Parkway/Makepono Street						
EB LT/TH	7.8	0.01	A	8.7	0.02	A
WB LT/TH	9.5	0.01	A	7.9	0.01	A
SB LT/TH/RT	17.5	0.05	C	13.2	0.08	B
NB LT/TH/RT	35.3	0.53	E	33.7	0.62	D

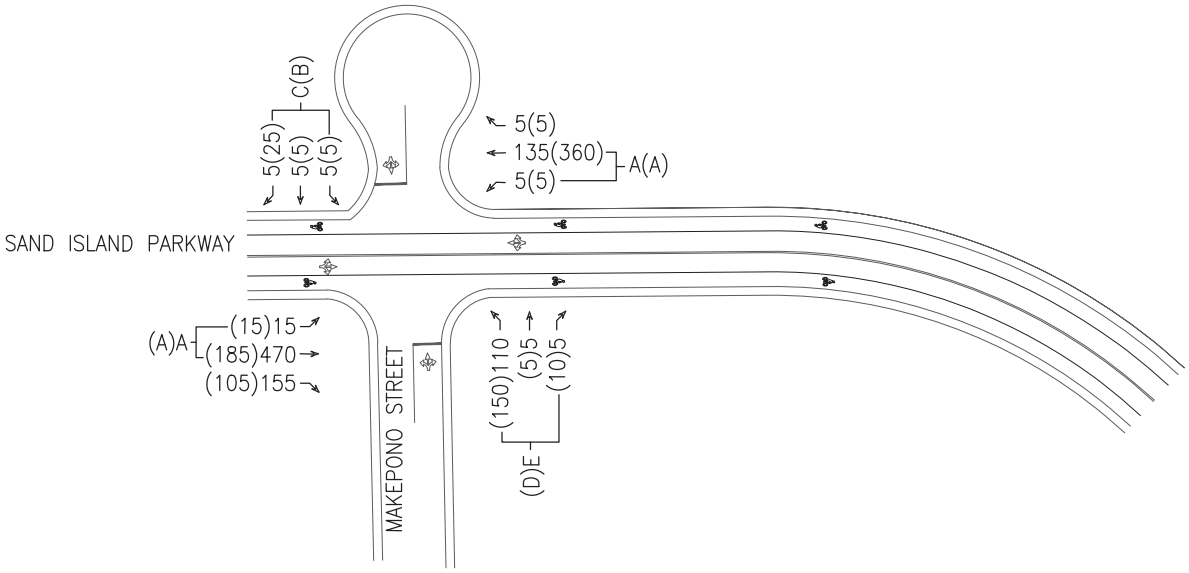
NORTH

NOT TO SCALE

LEGEND

#(#) – AM(PM) PEAK HOUR OF TRAFFIC VOLUMES

A(A) – AM(PM) LOS



SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING TIAR

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BASE YEAR 2021
LANE CONFIGURATION, VOL AND LOS

FIGURE 4.1

5. FUTURE YEAR 2021 TRAFFIC CONDITIONS

The future traffic conditions scenario represents the traffic conditions within the Project study area with full build-out of the Project. According to the current Project plan, this will occur by Year 2021.

5.1 Background

As previously mentioned in Section 1.2, the Project proposes to construct an approximately 2,000 SF office building and two parking areas providing approximately 150 stalls. Access to the Project is assumed to use the existing driveway on Makepono Street.

5.2 Travel Demand Estimations

5.2.1 Trip Generation

The Institute of Transportation Engineers (ITE) publishes trip rates, Trip Generation Manual, 10th Edition, based upon historical data from similar land uses. These trip rates/formulae and their associated directional distributions were used to estimate the increase in the number of vehicular trips generated by the proposed Project. The rates selected were based on the land use description. It was assumed that the employees of the surrounding businesses (i.e. the existing developments along Makepono Street, north of Sand Island Parkway) would be potential users of the proposed parking area. Industrial park (ITE Land Use Code 130) best represents the surrounding land uses and was used to estimate the trips generated by the proposed parking area. As mentioned above, the surrounding businesses were already observed to use the project site as an unofficial, unpaved parking area. Thus, including the trips generated by an industrial park provides a conservative estimate for project generated trips.

Tables 5.1 and 5.2 shows the trip rates and projected traffic generated by the Project during the AM and PM peak hours of traffic. The Project is anticipated to generate 26 trips during the AM peak hour of traffic and 27 trips during the PM peak hour of traffic.

Table 5.1: Project Trip Generation Rates

Land Use Type (ITE Code)	Independent Variable	AM Peak Hour		PM Peak Hour	
		Rate	% Enter	Rate	% Enter
Industrial Park (ITE 130)	1,000 SF	0.41	87%	0.40	21%
Small Office Building (ITE 712)	1,000 SF	1.92	83%	2.45	32%

Notes:
SF = Square Feet

Table 5.2: New Project Generated Trips

Land Use Type (ITE Code)	Quantity	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Industrial Park (ITE 130)	54,000 SF	19	3	22	5	17	22
Small Office Building (ITE 712)	2,000 SF	3	1	4	2	3	5
TOTAL TRIPS	--	22	4	26	7	20	27

5.2.2 Trip Distribution

Trips generated by the Project were distributed throughout the study area based upon existing travel patterns within the vicinity of the Project and the proposed site plan. The traffic generated by the Project was added to the forecast Base Year 2021 traffic volumes within the vicinity of the Project to constitute the traffic volumes for the Future Year 2021 traffic conditions with the Project. Figure 5.1 illustrates the distribution of the project-generated trips.

5.3 Future Year 2021 Analysis

Upon completion of the Project, the Sand Island Parkway/Makepono Street intersection northbound movements are forecast to operate at LOS E conditions while all other movements will operate at LOS C or better during the AM and PM peak hours of traffic.

Future Year 2021 traffic volumes, lane configuration and movement LOS are shown in Figure 5.2. Table 5.3 summarizes the future LOS at the study intersections. LOS worksheets are provided in Appendix C.

Table 5.3 Future Year 2021 LOS Conditions

	AM			PM		
	HCM Delay	v/c Ratio	LOS	HCM Delay	v/c Ratio	LOS
Sand Island Parkway/Makepono Street						
EB LT/TH	7.8	0.03	A	8.7	0.02	A
WB LT/TH	9.5	0.01	A	7.9	0.01	A
SB LT/TH/RT	16.8	0.07	C	13.8	0.13	B
NB LT/TH/RT	44.2	0.62	E	38.4	0.66	E

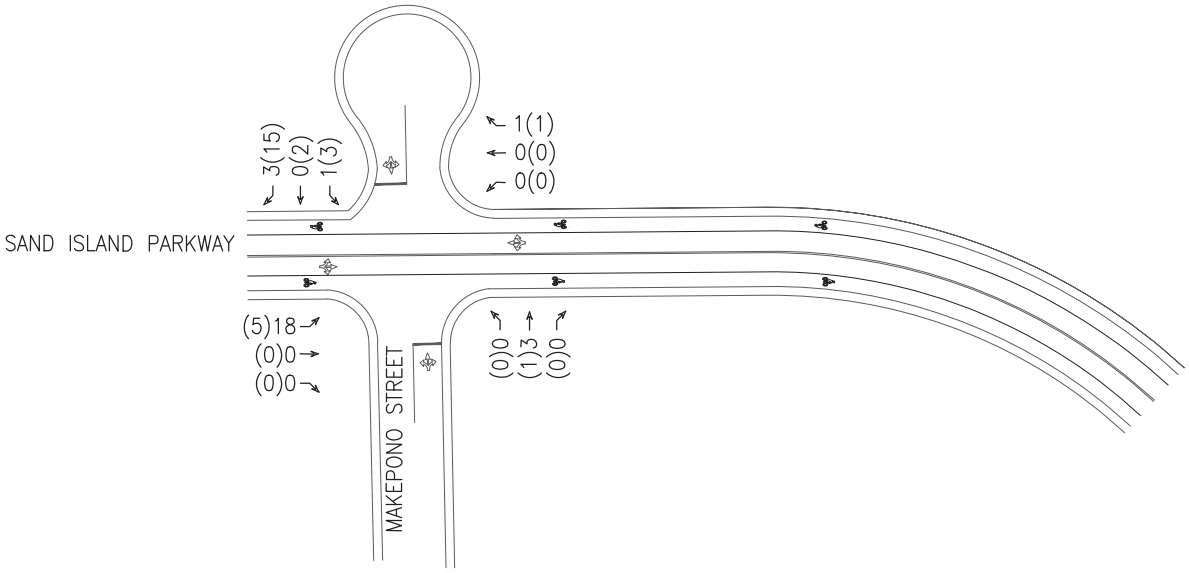
NORTH

NOT TO SCALE

LEGEND

#(#) – AM(PM) PEAK HOUR OF TRAFFIC VOLUMES

A(A) – AM(PM) LOS



SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING TIAR

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PROJECT GENERATED TRIPS

FIGURE 5.1

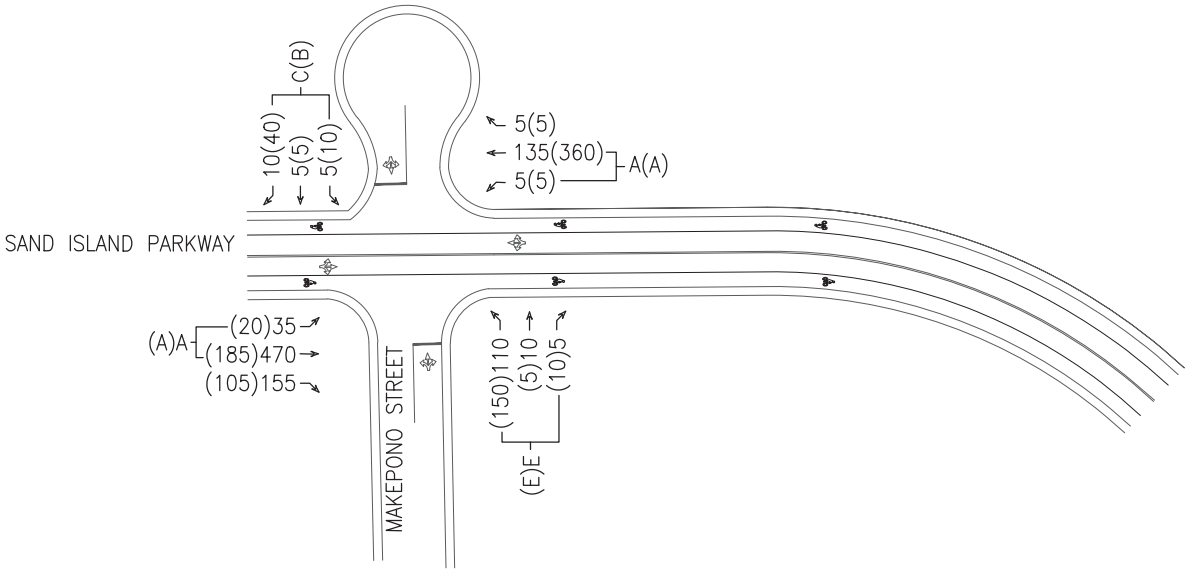
NORTH

NOT TO SCALE

LEGEND

#(#) – AM(PM) PEAK HOUR OF TRAFFIC VOLUMES

A(A) – AM(PM) LOS



SAND ISLAND BUSINESS ASSOCIATION (SIBA) NEW OFFICE BUILDING AND PARKING TIAR	AUSTIN, TSUTSUMI & ASSOCIATES, INC. ENGINEERS,SURVEYORS • HONOLULU,HAWAII **FUTURE YEAR 2021 LANE CONFIGURATION, VOL AND LOS**	FIGURE 5.2

6. CONCLUSIONS and RECOMMENDATIONS

Existing Conditions

The Sand Island Parkway/Makepono Street intersection currently operates at LOS D or better with no significant queuing observed during the AM and PM peak hours of traffic.

Approximately 15 percent of vehicles traveling along Sand Island Parkway were observed to be heavy vehicles during the AM peak hour of traffic and 11 percent during the PM peak hour of traffic.

Base Year 2021 WITHOUT the Project

This TIAR assumes that the Project will be completed by Year 2021. Per the Oahu Regional Transportation Plan 2035 (ORTP) Travel Demand Forecasting Model (TDFM), Sand Island Parkway has an estimated annual traffic growth of 0.5 percent, which was applied to the existing traffic volumes to determine Base Year 2021 conditions.

By Year 2021 without the Project, the Sand Island Parkway/Makepono Street intersection northbound movements are forecast to operate at LOS E conditions while all other movements will operate at LOS C or better during the AM and PM peak hours of traffic.

Future Year 2021 WITH the Project

The Project proposes to construct an approximately 2,000 SF office building and two parking areas providing approximately 150 stalls. Access to the Project is assumed to use the existing driveway on Makepono Street.

Upon completion of the Project, the Sand Island Parkway/Makepono Street intersection northbound movements are forecast to operate at LOS E conditions while all other movements will operate at LOS C or better during the AM and PM peak hours of traffic. No roadway improvements are recommended as a result of the Project. A traffic signal will most likely not be warranted in accordance with the MUTCD 2009.

7. REFERENCES

1. Federal Highway Administration, Manual on Uniform Traffic Control Devices, 2009.
2. Transportation Research Board, Highway Capacity Manual, 6th Edition, 2016.
3. Institute of Transportation Engineers, Trip Generation, 10th Edition, 2017.

Y:\2018\18-092\Report

APPENDICES

APPENDIX A

LEVEL OF SERVICE CRITERIA

LEVEL OF SERVICE (LOS) CRITERIA

VEHICULAR LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6th Edition)

The level of service criteria for vehicles at unsignalized intersections is defined as the average control delay, in seconds per vehicle.

LOS delay threshold values are lower for two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections than those of signalized intersections. This is because more vehicles pass through signalized intersections, and therefore, drivers expect and tolerate greater delays. While the criteria for level of service for TWSC and AWSC intersections are the same, procedures to calculate the average total delay may differ.

Level of Service Criteria for Two-Way Stop-Controlled Intersections

Level of Service	Average Control Delay (sec/veh)
A	≤ 10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	> 50

APPENDIX B

TRAFFIC COUNT DATA

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Honolulu, HI 96817-5031
Phone: (808) 533-3646 Fax: (808) 526-1267

File Name : AM_Makepono St - Sand Island Pkwy
Site Code : 00000000
Start Date : 1/21/2016
Page No : 1

Groups Printed- Unshifted

	SAND ISLAND PKWY Eastbound				SAND ISLAND PKWY Westbound				MAKEPONO ST Northbound				MAKEPONO ST Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
05:30 AM	3	71	45	0	0	15	1	0	7	0	0	0	0	0	4	0	146
05:45 AM	4	103	41	0	2	25	0	0	16	0	1	0	1	0	2	0	195
Total	7	174	86	0	2	40	1	0	23	0	1	0	1	0	6	0	341
06:00 AM	2	124	36	0	1	37	1	0	19	1	2	0	0	0	0	0	223
06:15 AM	2	120	44	0	1	33	0	0	33	1	0	0	0	0	1	0	235
06:30 AM	5	108	28	0	0	36	0	0	35	0	0	0	0	0	1	0	213
06:45 AM	4	89	28	0	0	24	0	0	22	0	0	0	2	0	1	0	170
Total	13	441	136	0	2	130	1	0	109	2	2	0	2	0	3	0	841
07:00 AM	2	48	36	0	0	45	2	0	14	1	2	0	0	0	0	0	150
07:15 AM	5	54	32	0	2	34	1	0	24	0	0	0	0	0	3	0	155
Grand Total	27	717	290	0	6	249	5	0	170	3	5	0	3	0	12	0	1487
Apprch %	2.6	69.3	28	0	2.3	95.8	1.9	0	95.5	1.7	2.8	0	20	0	80	0	
Total %	1.8	48.2	19.5	0	0.4	16.7	0.3	0	11.4	0.2	0.3	0	0.2	0	0.8	0	

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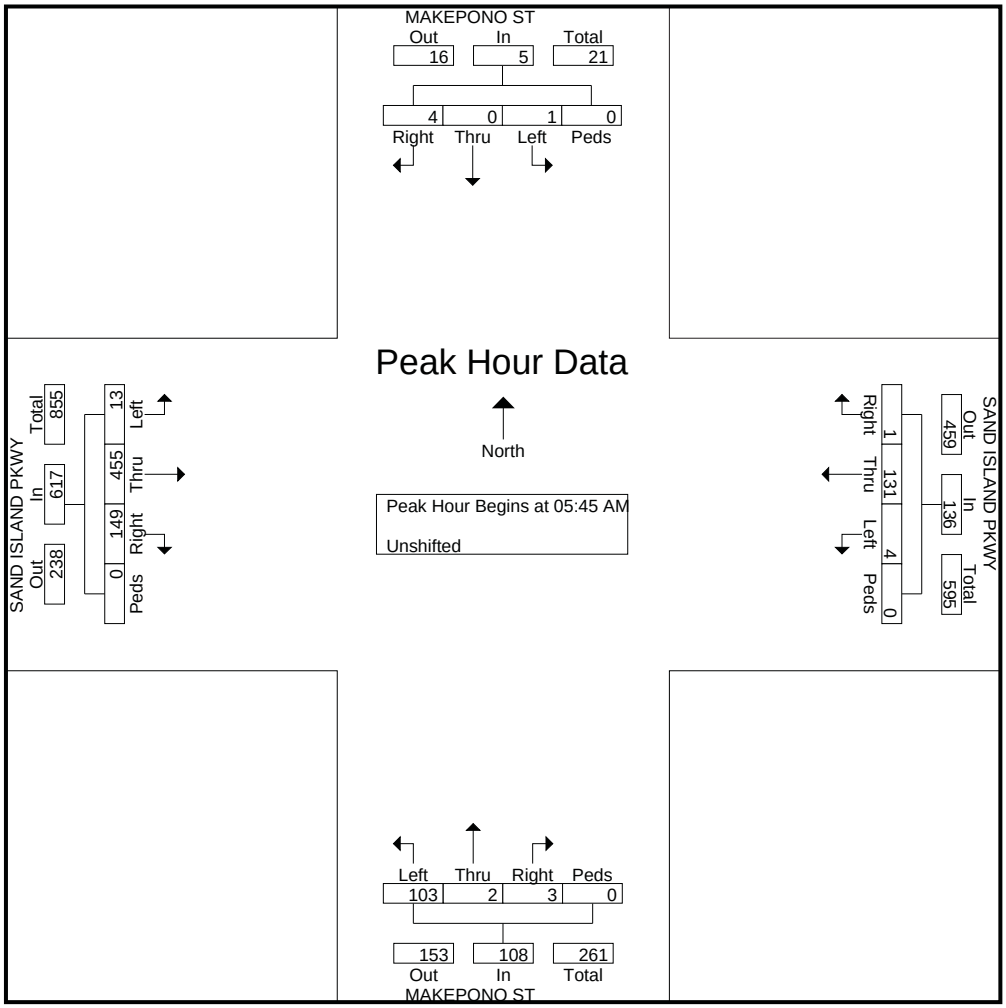
File Name : AM_Makepono St - Sand Island Pkwy
Site Code : 00000000
Start Date : 1/21/2016
Page No : 2

	SAND ISLAND PKWY Eastbound					SAND ISLAND PKWY Westbound					MAKEPONO ST Northbound					MAKEPONO ST Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 05:30 AM to 07:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:45 AM																					
05:45 AM	4	103	41	0	148	2	25	0	0	27	16	0	1	0	17	1	0	2	0	3	195
06:00 AM	2	124	36	0	162	1	37	1	0	39	19	1	2	0	22	0	0	0	0	0	223
06:15 AM	2	120	44	0	166	1	33	0	0	34	33	1	0	0	34	0	0	1	0	1	235
06:30 AM	5	108	28	0	141	0	36	0	0	36	35	0	0	0	35	0	0	1	0	1	213
Total Volume	13	455	149	0	617	4	131	1	0	136	103	2	3	0	108	1	0	4	0	5	866
% App. Total	2.1	73.7	24.1	0		2.9	96.3	0.7	0		95.4	1.9	2.8	0		20	0	80	0		
PHF	.650	.917	.847	.000	.929	.500	.885	.250	.000	.872	.736	.500	.375	.000	.771	.250	.000	.500	.000	.417	.921



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File Name : PM_Makepono St - Sand Island Pkwy
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Groups Printed- Unshifted

	SAND ISLAND PKWY Eastbound				SAND ISLAND PKWY Westbound				MAKEPONO ST Northbound				MAKEPONO ST Southbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
02:30 PM	4	31	29	0	2	91	0	0	25	0	2	0	1	1	11	0	197
02:45 PM	2	45	27	0	0	78	1	0	21	1	2	0	0	0	8	0	185
Total	6	76	56	0	2	169	1	0	46	1	4	0	1	1	19	0	382
03:00 PM	3	47	27	0	0	87	1	0	34	1	0	0	0	0	8	0	208
03:15 PM	4	44	23	0	0	79	0	0	28	1	1	0	2	1	2	0	185
03:30 PM	2	44	25	0	0	98	3	0	50	0	2	0	2	2	10	0	238
03:45 PM	4	41	26	0	0	87	0	0	32	1	2	0	0	0	3	0	196
Total	13	176	101	0	0	351	4	0	144	3	5	0	4	3	23	0	827
04:00 PM	0	48	18	0	0	87	1	0	43	0	0	0	1	0	2	0	200
04:15 PM	1	38	25	0	2	57	1	0	37	0	1	0	0	0	0	0	162
Grand Total	20	338	200	0	4	664	7	0	270	4	10	0	6	4	44	0	1571
Apprch %	3.6	60.6	35.8	0	0.6	98.4	1	0	95.1	1.4	3.5	0	11.1	7.4	81.5	0	
Total %	1.3	21.5	12.7	0	0.3	42.3	0.4	0	17.2	0.3	0.6	0	0.4	0.3	2.8	0	

Austin Tsutsumi & Associates

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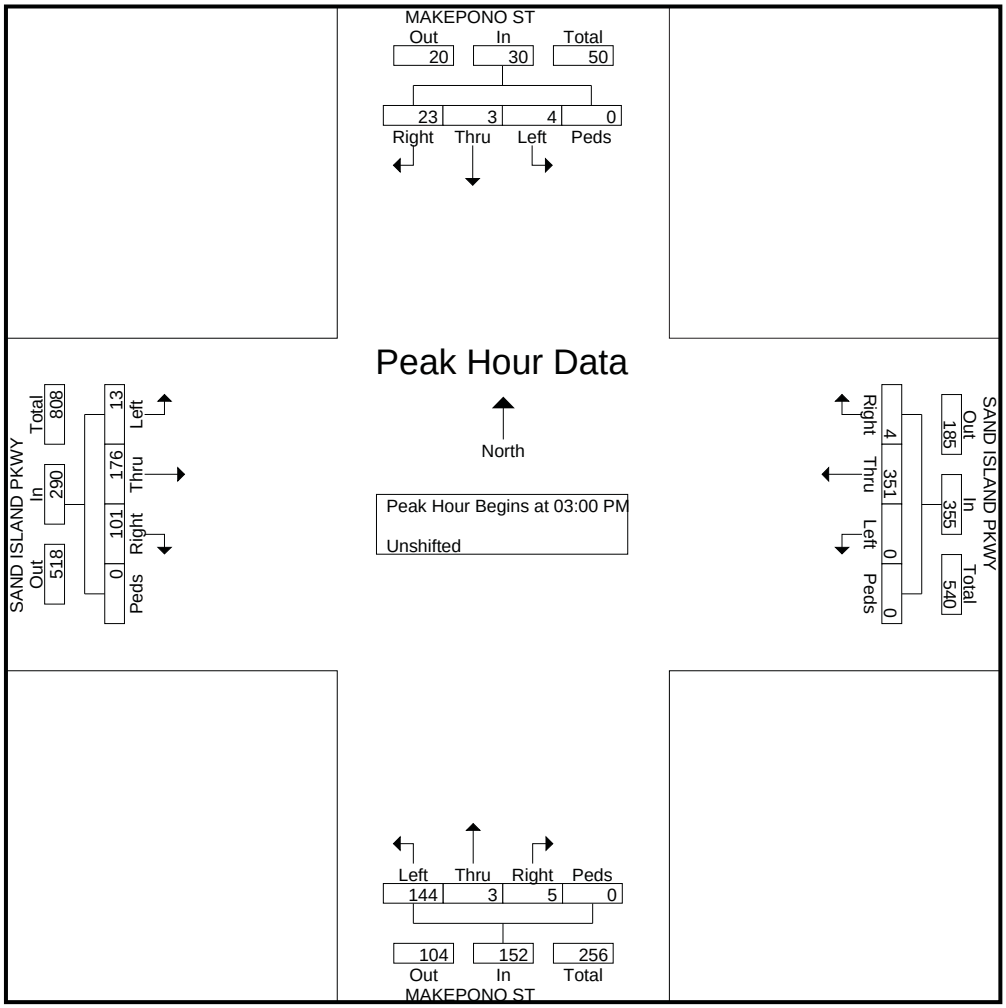
File Name : PM_Makepono St - Sand Island Pkwy
Site Code : 00000000
Start Date : 1/21/2016
Page No : 2

	SAND ISLAND PKWY Eastbound					SAND ISLAND PKWY Westbound					MAKEPONO ST Northbound					MAKEPONO ST Southbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:30 PM to 04:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	3	47	27	0	77	0	87	1	0	88	34	1	0	0	35	0	0	8	0	8	208
03:15 PM	4	44	23	0	71	0	79	0	0	79	28	1	1	0	30	2	1	2	0	5	185
03:30 PM	2	44	25	0	71	0	98	3	0	101	50	0	2	0	52	2	2	10	0	14	238
03:45 PM	4	41	26	0	71	0	87	0	0	87	32	1	2	0	35	0	0	3	0	3	196
Total Volume	13	176	101	0	290	0	351	4	0	355	144	3	5	0	152	4	3	23	0	30	827
% App. Total	4.5	60.7	34.8	0		0	98.9	1.1	0		94.7	2	3.3	0		13.3	10	76.7	0		
PHF	.813	.936	.935	.000	.942	.000	.895	.333	.000	.879	.720	.750	.625	.000	.731	.500	.375	.575	.000	.536	.869



APPENDIX C

LEVEL OF SERVICE CALCULATIONS

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	455	149	4	131	1	103	2	3	1	1	4
Future Vol, veh/h	13	455	149	4	131	1	103	2	3	1	1	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	23	1	11	25	26	1	56	50	67	100	0	100
Mvmt Flow	14	495	162	4	142	1	112	2	3	1	1	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	657	0	0	757	755	576	758	836	143
Stage 1	-	-	-	-	-	-	604	604	-	151	151	-
Stage 2	-	-	-	-	-	-	153	151	-	607	685	-
Critical Hdwy	4.33	-	-	4.35	-	-	7.66	7	6.87	8.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.66	6	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.66	6	-	7.1	5.5	-
Follow-up Hdwy	2.407	-	-	2.425	-	-	4.004	4.45	3.903	4.4	4	4.2
Pot Cap-1 Maneuver	1320	-	-	831	-	-	266	287	413	228	305	699
Stage 1	-	-	-	-	-	-	404	420	-	665	776	-
Stage 2	-	-	-	-	-	-	737	690	-	350	451	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1320	-	-	831	-	-	259	281	413	221	298	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	281	-	221	298	-
Stage 1	-	-	-	-	-	-	397	413	-	654	772	-
Stage 2	-	-	-	-	-	-	728	687	-	340	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	29.4	13.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	262	1320	-	-	831	-	-	441
HCM Lane V/C Ratio	0.448	0.011	-	-	0.005	-	-	0.015
HCM Control Delay (s)	29.4	7.8	0	-	9.4	0	-	13.3
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.2	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	176	101	1	351	4	144	3	5	4	3	23
Future Vol, veh/h	13	176	101	1	351	4	144	3	5	4	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	31	14	44	0	2	0	4	33	20	25	0	9
Mvmt Flow	15	202	116	1	403	5	166	3	6	5	3	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	408	0	0	318	0	0	712	700	260	703	756	406
Stage 1	-	-	-	-	-	-	290	290	-	408	408	-
Stage 2	-	-	-	-	-	-	422	410	-	295	348	-
Critical Hdwy	4.41	-	-	4.1	-	-	7.14	6.83	6.4	7.35	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.83	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.83	-	6.35	5.5	-
Follow-up Hdwy	2.479	-	-	2.2	-	-	3.536	4.297	3.48	3.725	4	3.381
Pot Cap-1 Maneuver	1011	-	-	1253	-	-	345	328	737	324	340	630
Stage 1	-	-	-	-	-	-	713	620	-	577	600	-
Stage 2	-	-	-	-	-	-	605	545	-	666	638	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1011	-	-	1253	-	-	323	322	737	314	334	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	322	-	314	334	-
Stage 1	-	-	-	-	-	-	700	609	-	567	599	-
Stage 2	-	-	-	-	-	-	576	544	-	645	627	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	27.7	12.5
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	329	1011	-	-	1253	-	-	515
HCM Lane V/C Ratio	0.531	0.015	-	-	0.001	-	-	0.067
HCM Control Delay (s)	27.7	8.6	0	-	7.9	0	-	12.5
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	2.9	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	470	155	5	135	5	110	5	5	5	5	5
Future Vol, veh/h	15	470	155	5	135	5	110	5	5	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	23	1	11	25	26	1	56	50	67	100	0	100
Mvmt Flow	16	511	168	5	147	5	120	5	5	5	5	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	679	0	0	792	789	595	792	871	150
Stage 1	-	-	-	-	-	-	627	627	-	160	160	-
Stage 2	-	-	-	-	-	-	165	162	-	632	711	-
Critical Hdwy	4.33	-	-	4.35	-	-	7.66	7	6.87	8.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.66	6	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.66	6	-	7.1	5.5	-
Follow-up Hdwy	2.407	-	-	2.425	-	-	4.004	4.45	3.903	4.4	4	4.2
Pot Cap-1 Maneuver	1310	-	-	814	-	-	251	273	402	215	291	692
Stage 1	-	-	-	-	-	-	391	409	-	657	769	-
Stage 2	-	-	-	-	-	-	725	681	-	338	439	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	814	-	-	240	266	402	204	283	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	240	266	-	204	283	-
Stage 1	-	-	-	-	-	-	383	401	-	644	764	-
Stage 2	-	-	-	-	-	-	709	676	-	322	430	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.3	35.3	17.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	245	1310	-	-	814	-	-	304
HCM Lane V/C Ratio	0.532	0.012	-	-	0.007	-	-	0.054
HCM Control Delay (s)	35.3	7.8	0	-	9.5	0	-	17.5
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	185	105	5	360	5	150	5	10	5	5	25
Future Vol, veh/h	15	185	105	5	360	5	150	5	10	5	5	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	31	14	44	0	2	0	4	33	20	25	0	9
Mvmt Flow	17	213	121	6	414	6	172	6	11	6	6	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	334	0	0	755	740	274	745	797	417
Stage 1	-	-	-	-	-	-	308	308	-	429	429	-
Stage 2	-	-	-	-	-	-	447	432	-	316	368	-
Critical Hdwy	4.41	-	-	4.1	-	-	7.14	6.83	6.4	7.35	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.83	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.83	-	6.35	5.5	-
Follow-up Hdwy	2.479	-	-	2.2	-	-	3.536	4.297	3.48	3.725	4	3.381
Pot Cap-1 Maneuver	1000	-	-	1237	-	-	323	310	723	303	322	621
Stage 1	-	-	-	-	-	-	698	608	-	562	587	-
Stage 2	-	-	-	-	-	-	587	533	-	649	625	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1000	-	-	1237	-	-	297	302	723	288	313	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	302	-	288	313	-
Stage 1	-	-	-	-	-	-	683	595	-	550	583	-
Stage 2	-	-	-	-	-	-	551	530	-	619	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.1	33.7	13.3
HCM LOS			D	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	308	1000	-	-	1237	-	-	476
HCM Lane V/C Ratio	0.616	0.017	-	-	0.005	-	-	0.085
HCM Control Delay (s)	33.7	8.7	0	-	7.9	0	-	13.3
HCM Lane LOS	D	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	3.8	0.1	-	-	0	-	-	0.3

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	470	155	5	135	5	110	10	5	5	5	10
Future Vol, veh/h	35	470	155	5	135	5	110	10	5	5	5	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	23	1	11	25	26	1	56	50	67	100	0	100
Mvmt Flow	38	511	168	5	147	5	120	11	5	5	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	679	0	0	839	833	595	839	915	150
Stage 1	-	-	-	-	-	-	671	671	-	160	160	-
Stage 2	-	-	-	-	-	-	168	162	-	679	755	-
Critical Hdwy	4.33	-	-	4.35	-	-	7.66	7	6.87	8.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.66	6	-	7.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.66	6	-	7.1	5.5	-
Follow-up Hdwy	2.407	-	-	2.425	-	-	4.004	4.45	3.903	4.4	4	4.2
Pot Cap-1 Maneuver	1310	-	-	814	-	-	232	256	402	198	275	692
Stage 1	-	-	-	-	-	-	369	389	-	657	769	-
Stage 2	-	-	-	-	-	-	722	681	-	316	420	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1310	-	-	814	-	-	215	242	402	181	260	692
Mov Cap-2 Maneuver	-	-	-	-	-	-	215	242	-	181	260	-
Stage 1	-	-	-	-	-	-	351	370	-	625	764	-
Stage 2	-	-	-	-	-	-	701	676	-	288	400	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.3	44.2	16.8
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	1310	-	-	814	-	-	326
HCM Lane V/C Ratio	0.615	0.029	-	-	0.007	-	-	0.067
HCM Control Delay (s)	44.2	7.8	0	-	9.5	0	-	16.8
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.6	0.1	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	185	105	5	360	5	150	5	10	10	5	40
Future Vol, veh/h	20	185	105	5	360	5	150	5	10	10	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	31	14	44	0	2	0	4	33	20	25	0	9
Mvmt Flow	23	213	121	6	414	6	172	6	11	11	6	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	334	0	0	775	752	274	757	809	417
Stage 1	-	-	-	-	-	-	320	320	-	429	429	-
Stage 2	-	-	-	-	-	-	455	432	-	328	380	-
Critical Hdwy	4.41	-	-	4.1	-	-	7.14	6.83	6.4	7.35	6.5	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.83	-	6.35	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.83	-	6.35	5.5	-
Follow-up Hdwy	2.479	-	-	2.2	-	-	3.536	4.297	3.48	3.725	4	3.381
Pot Cap-1 Maneuver	1000	-	-	1237	-	-	313	305	723	297	317	621
Stage 1	-	-	-	-	-	-	687	600	-	562	587	-
Stage 2	-	-	-	-	-	-	581	533	-	639	617	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1000	-	-	1237	-	-	278	294	723	280	306	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	294	-	280	306	-
Stage 1	-	-	-	-	-	-	667	583	-	546	583	-
Stage 2	-	-	-	-	-	-	529	530	-	605	599	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	38.4	13.8
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	1000	-	-	1237	-	-	472
HCM Lane V/C Ratio	0.656	0.023	-	-	0.005	-	-	0.134
HCM Control Delay (s)	38.4	8.7	0	-	7.9	0	-	13.8
HCM Lane LOS	E	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	4.3	0.1	-	-	0	-	-	0.5

APPENDIX D

Preliminary Engineering Report

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SIBA DEVELOPMENT
PRELIMINARY ENGINEERING REPORT (DRAFT)

Honolulu, Oahu, Hawaii
TMK: 1-5-41:077

October 2018

PREPARED FOR:

Sand Island Business Association
PO Box 17603
Honolulu HI 96817

PREPARED BY:

MITSUNAGA & ASSOCIATES, INC.

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I. EXECUTIVE SUMMARY

Project Description:
The Sand Island Business Association (SIBA) proposes to lease TMK 1-5-041:077 (1115 Makepono Street, Sand Island, O‘ahu), a triangular shaped 1.29 acre parcel of land owned by the State of Hawai‘i Department of Land and Natural Resources (DLNR), and develop it with approximately 150 parking spaces and a 2,000 square-foot office building (See Figures 1, 2 and 3). The office building is intended for use by SIBA, and will replace the existing temporary office trailer that the organization has been using. The parking spaces are intended to serve both the SIBA office as well as overflow employee parking for surrounding businesses.

Purpose
The project purpose is to develop a more permanent office for SIBA and to support surrounding businesses with their employee parking needs.

Need
The Sand Island Business Association (SIBA) is a 501c(3) non-profit that holds a 70-acre lease over the Sand Island Business Park. SIBA’s responsibilities include: managing the premises including the properties leased by tenants; and provided services for maintenance of the Industrial Park. For the last 26 years, SIBA has operated from a temporary office trailer located at 1115 Makepono Street. The office trailer is aging and undersized to house SIBA staff and operations, thus a new office space is desired. Lands leased by SIBA are sublet to a number of tenants operating 85 businesses with approximately 3,000 employees. Most of the businesses are land-intensive industrial uses with limited employee parking, resulting in employees utilizing on-street parking.

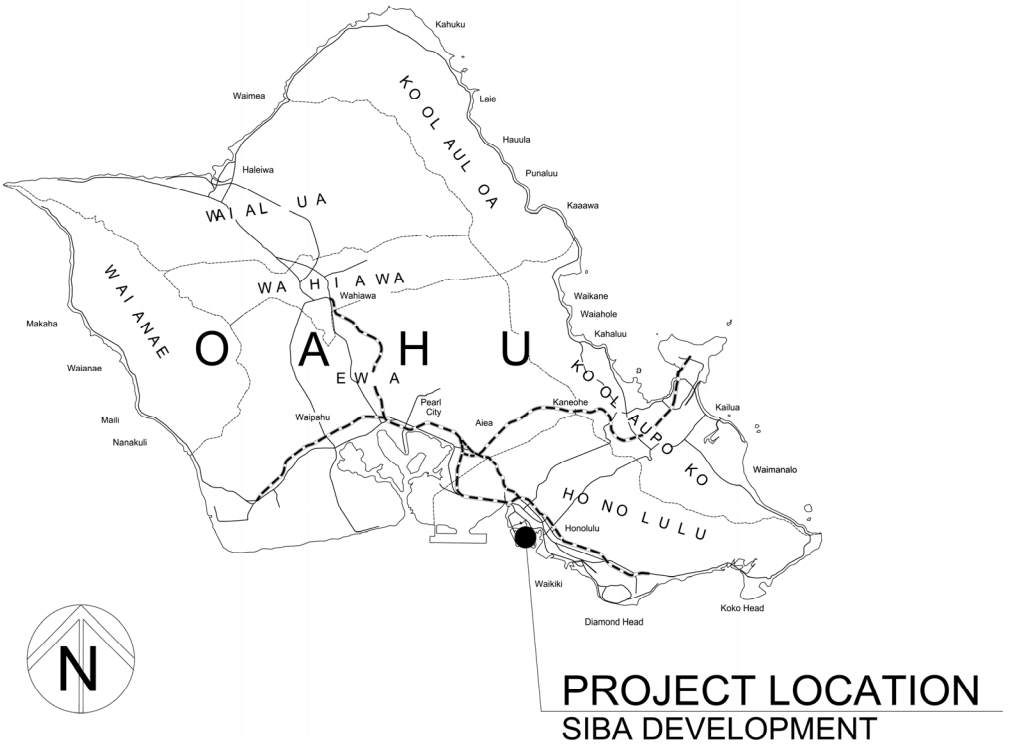


Figure 1- Vicinity Map (Island of Oahu)

Figure 2- Location Map

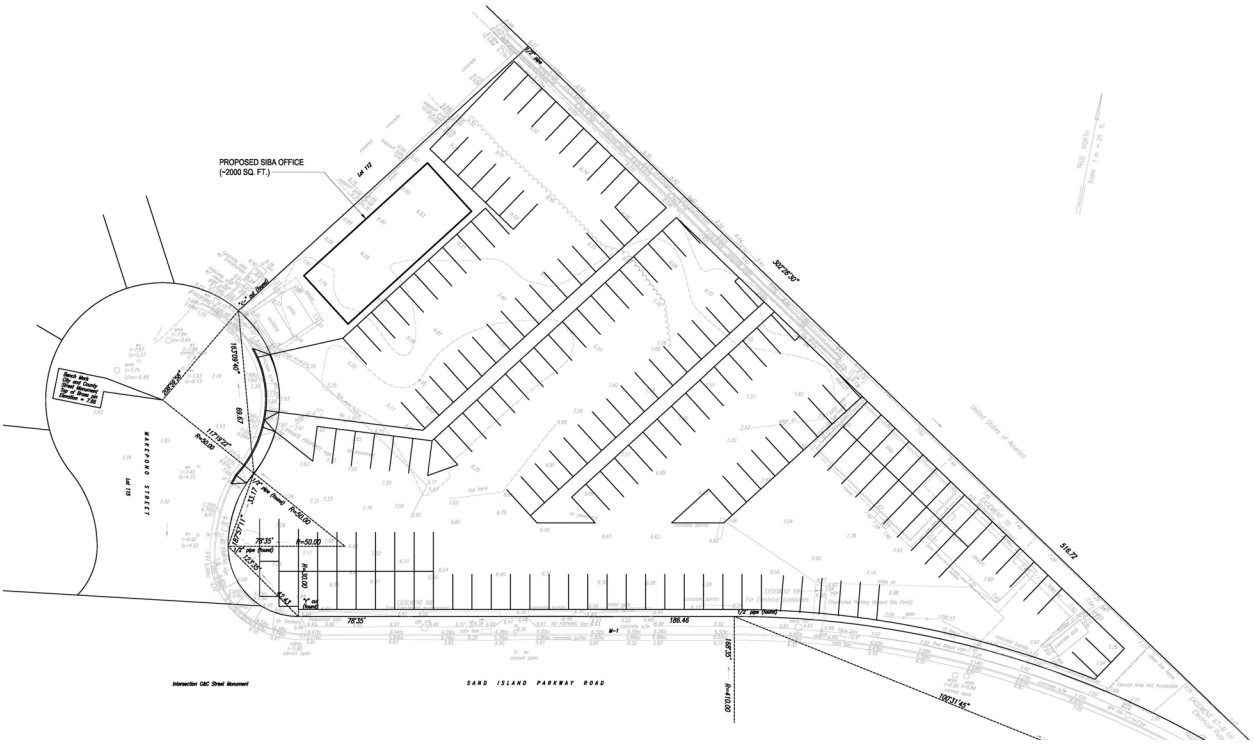


Figure 3- Preliminary Site Plan

II. PROJECT INFORMATION

A. Site Description

The State Land Use classification is Urban and the land is zoned B-2, Community Business District. To the east, the project site shares the Makepono Street cul-de-sac with other commercial and industrial tenants. Sand Island Parkway borders the south side of the site and the United States Coast Guard baseball field resides to the east.

The SIBA development is located on Sand Island with access off Sand Island Parkway. The driveways to the project site are from the cul-de-sac on the mauka end of Makepono Street. The mauka driveway will provide access to the proposed SIBA office building and forty parking stalls will be dedicated for the SIBA offices. The makai driveway will serve the large surface parking area will stalls for overflow employee parking for the surrounding businesses.

The project will comply with Americans with Disabilities (ADA) Guidelines. Final plans will be submitted to Disability and Communication Access Board (DCAB) for ADA review and compliance.

B. Grading and Drainage

The existing topography is relatively flat with elevations from approximately eight (8) feet to five (5) feet above sea level, and generally slopes in a southerly direction towards Sand Island Parkway. There is a depression near the western side of the site that will be filled so that the proposed building and parking lot can be constructed. Onsite fill will be used wherever possible, based on recommendations from the geotechnical engineer. In addition, by raising the elevation of the depression, the entire project site will be above the 3.2-foot Sea Level Rise (SLR) exposure area.

Erosion and dust control will adhere to the Rules Relating to Soil Erosion Standards, Department of Planning and Permitting, City and County of Honolulu, and the Erosion Control Plan provided by the engineer and approved by the City and County of Honolulu Department of Planning and Permitting.

The grading will follow Best Management Practices (BMP) as prescribed in the Nationwide Pollution Dischage Elimination System (NPDES) Permit.

The project storm drainage system will be designed to comply with the Rules Relating to Storm Drain Standards DPP City & County Honolulu. There is a 36-inch reinforced concrete pipe in Sand Island Parkway that drains to a 42-inch by 96-inch box culvert. Along the northern property line there is a concrete ditch that drains further downstream into the box culvert. The onsite drainage system will be designed for a 10-year recurrence interval, and is anticipated to include a combination of drainage and bio-retention swales. Based on the soil information

available as shown in the next section, it is assumed that infiltration may be feasible at least in the Jaucas Sand portion of the site. However, additional geotechnical investigations will be required. Building finished floors will be higher than the surrounding grades and runoff will be directed away from buildings.

The project site is located in Zone X – Areas determined to be outside the 500-year flood plain as determined by the Federal Emergency Management Agency (Figure 4 - FIRM Map 15003C0361G January 19, 2011).

Figure 4- FEMA FIRM Map

C. Soils

Based on United States Department of Agriculture (USDA) Natural Resource Conservation Service's web soil survey, identified in Figure 5, the soils within the project included:

- **Jaucas Sand (JaC), 0 to 15 percent slopes –** The slope range of this soil is 0 to 15 percent, but in most places the slope does not exceed 7 percent. Included in mapping were narrow strips of Beaches and areas of Pulehu, Mokuleia, and Keaau soils.
- **Fill Land, Mixed (FL) –** This land type occurs mostly near Pearl Harbor and in Honolulu, adjacent to the ocean. It consists of areas filled with material dredged from the ocean or hauled from nearby areas, garbage, and general material from other sources. Included in mapping were a few areas that have been excavated. This land type is used

for urban development including airports, housing areas, and industrial facilities. (Not in a capability classification)

Figure 5- Soil Map

D. Sewer System

The sewer system design will comply with the Wastewater System Design Standards, City & County of Honolulu. The proposed building will connect to an existing 6-inch sewer lateral off Makepono Street that stubs into the property. This drains to 8-inch main in Makepono, which flows to the 8-inch main in Sand Island Parkway.

A sewer connection application (SCA) will be prepared and reviewed by the City & County of Honolulu Department of Planning and Permitting Wastewater Branch.

E. Water System

The potable water system will comply with the current Water System Standards and Standard Details for Water System Construction, Board of Water Supply. The proposed building will connect to an existing 6-inch lateral off Makepono Street that stubs to the property off a 6-inch detector check meter. The 6-inch later connects to an existing 12-inch main that continues on Makepono Street.

F. Permits and Environmental Controls

The construction of new facilities and accesses will require multiple permits. Below is a list of potential permits:

i. Grading Permit – City and County of Honolulu, Department of Planning & Permitting (DPP)
ii. Sewer Connection Application (SCA) – City and County of Honolulu, DPP
iii. Building Permit – City and County of Honolulu, DPP
iv. NPDES Permit – State Department of Health (DOH)

Applicable Regulations

In order to provide for abatement and control of environmental pollution arising from the construction activities of the Contractor and his subcontractors in the performance of this contract, the work performed will be required to comply with the intent of the applicable Federal, State, and local laws and regulations concerning environmental pollution control and abatement, including, but not limited to the following regulations:

1. State of Hawai‘i, Department of Health, Administrative Rules, Chapter 55, WATER POLLUTION CONTROL: Chapter 54, WATER QUALITY STANDARDS.

2. State of Hawai‘i, Department of Health, Administrative Rules, Chapter 59, AMBIENT AIR QUALITY: Chapter 60, AIR POL-LUTION CONTROL LAW.

3. State of Hawai‘i, Department of Health, Administrative Rules, Chapter 44A, VEHICULAR NOISE CONTROL.

4. Rules Relating to Soil Erosion Standards, Department of Planning and Permitting, City and County of Honolulu.

Permits

The Contractor will be required to comply with the following conditions and requirements of the NPDES Permit for Discharges of Storm Water Associated with Construction Activity from the State Department of Health (Notice of Intent, NOI Form C) as needed and complete any information required therein to effectuate the permit:

a. HAR Chapter 11-55, Chapter C, NPDES General Permit Authorizing Discharges of Storm Water Associated with Construction Activities;

b. HAR Chapter 11-55, Appendix A, Department of Health Standard General Permit Conditions;

c. HAR Chapter 11-55-34.04(a), 11-55-34.07, 11-55-34.11, 11-55-34.12, and any other applicable sections of HAR Chapter 11-55

Best Management Practices (BMP) Plan

A BMP will be included and implemented as part of the NPDES requirements and consists of, but not be limited to, the application of the following mitigation and/or corrective measures by the Contractor:

a. Properly controlling fugitive dust from entering State waters.

b. Wash-out of concrete trucks will be done in such a way (preferably off-site) as to ensure that neither wastewater nor surplus concrete enters State Waters.

c. Construction of berms, sandbags, filter fences, catchments, etc., as needed to contain/filter storm water runoff.

d. If during construction, water quality parameters exceed respective State standards, all construction activities that were identified as contributing to water quality degradation shall be stopped immediately. The causes shall be established, and if related to construction activity, remedial action for the non-compliance should be taken to fix the problem prior to commencing work.

e. Other measures as required to prevent pollution of State waters as recommended in the Best Management Practices Manual for Construction Sites.

G. REFERENCES

I. Rules Relating to Storm Drainage Standards. Department of Planning and Permitting, City and County of Honolulu, January 2000.

II. Rules Relating to Soil Erosion Standards and Guidelines. Department of Planning and Permitting, City and County of Honolulu, April 1999.

III. Water System Standards, Volume I. Board of Water Supply, City and County of Honolulu, 1985.

IV. Soils Survey of Islands of Kauai, Oahu, Maui, Molokai and Lanai, State of Hawaii. US Department of Agriculture, Soils Conservation Service, August 1972.

V. Wastewater System Design Standards, City and County of Honolulu, July 2017.

APPENDICES

APPENDIX A Water System Calculations

SIBA Development

TMK: 1-5-41:077

WATER SYSTEM DEMAND
Project Area: 1.3 Acres
Office Occupant Units: 6 persons
Customers/Visitors: 5 persons

Light Industry (BWS Planning Criteria) :

4,000 gallons / acre (Table 100-18)
Project Development Area = 1.3 acres

Total Project

Average Daily Demand:	4,000 gpd/ac. x 1.3 ac. = 5,200 gpd
Maximum Daily Demand:	1.5 x 5,200 gpd = 7,800 gpd (Table 100-20)
Peak Hour Demand:	5.0 x 5,200 gpd = 26,000 gpd (Table 100-20)
Fire Flow Requirement:	2000 gpm for 2 hour duration (Table 100-19)
Total Fire Flow:	2000 gpm x 2 hrs x 60 min/hr = 240,000 gallons
Pipeline Sizing (Fire line):	Provide required fire flow at a minimum of 20 psi residual pressure at fire hydrants.
Fire Hydrant Spacing:	300 feet maximum for Light Industry

Estimated Average Daily Demand

Office Use:

6 people @ 25 gpd

6 people	x	25 gpd		=	150 gpd
			Total	=	150 gpd

Visitors:

5 people @ 5 gpd

5 people	x	5 gpd		=	25 gpd
			Total	=	25 gpd

Average Day Demand = 175 gpd

APPENDIX B Wastewater System Calculation

SIBA Development

TMK: 1-5-41:077

WASTEWATER SYSTEM DEMAND
(Reference: Manual of Septic Tank Practice)

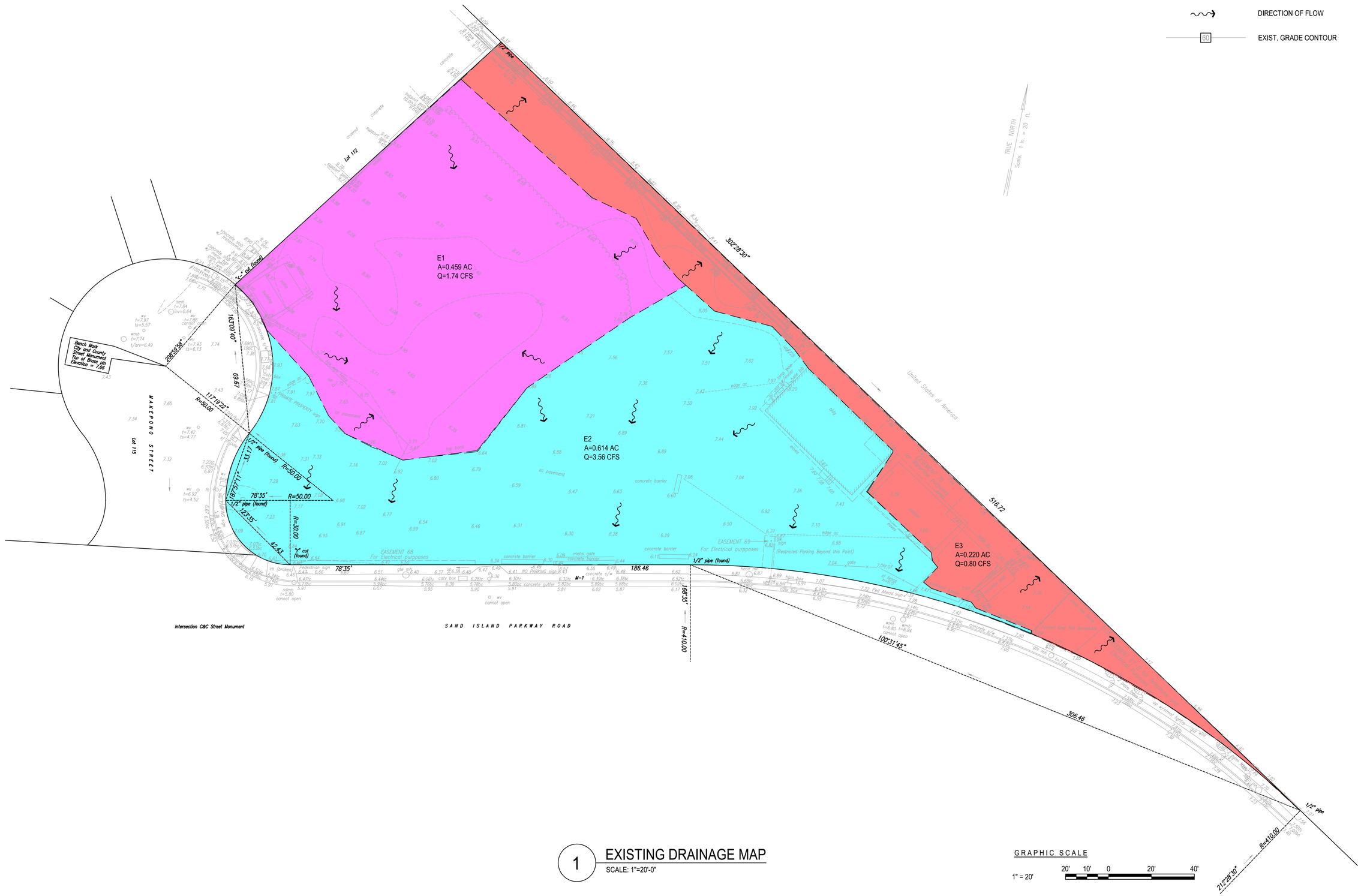
Estimated Design Flow
Office Occupant Units: 6 persons
Customers/Visitors: 5 persons

6 employees @ 40 gallons per day per employee	240	gpd
5 customers @ 5 gallons per day per customer	25	gpd
Total estimated flow	**265**	**gpd**

WASTEWATER SYSTEM DEMAND
(Reference: Wastewater System Design Standards, City & County of Honolulu July 2017)

Project Area:	1.3	acre
Office Building	2000	sf
Community Business (B-2)	140	cpa
Equivalent Population	182	
Base Sanitary Flow	12,740	gpd
Peak Base Sanitary Flow	31,850	gpd
Average Dry Weather Flow	12,745	gpd
Groundwater Infiltration Rate	5.2	gcpd
Peak Dry Weather Flow	31,855	gpd
Wet Weather Infiltration/Inflow	0.000433	gpd
Design Flow	31,855	gpd

APPENDIX C Drainage System Hydrology



1 EXISTING DRAINAGE MAP

SCALE: 1"=20'-0"

GRAPHIC SCALE

1" = 20'

20' 10' 0 20' 40'

LEGEND

PROPERTY LINE

DRAINAGE AREA

DIRECTION OF FLOW

60 EXIST. GRADE CONTOUR

REVISIONS	BY

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION. (OBSERVATION OF CONSTRUCTION AS DEFINED IN CHAPTER 16-115, SUBCHAPTER 1 DEFINITIONS, OF THE HAWAII ADMINISTRATIVE RULES "PROFESSIONAL ENGINEERS, ARCHITECTS, SURVEYORS, AND LANDSCAPE ARCHITECTS")

EXPIRATION DATE: 4/30/16

MITSUNAGA & ASSOCIATES, INC.

SIBA

MITSUNAGA
& ASSOCIATES, INC.

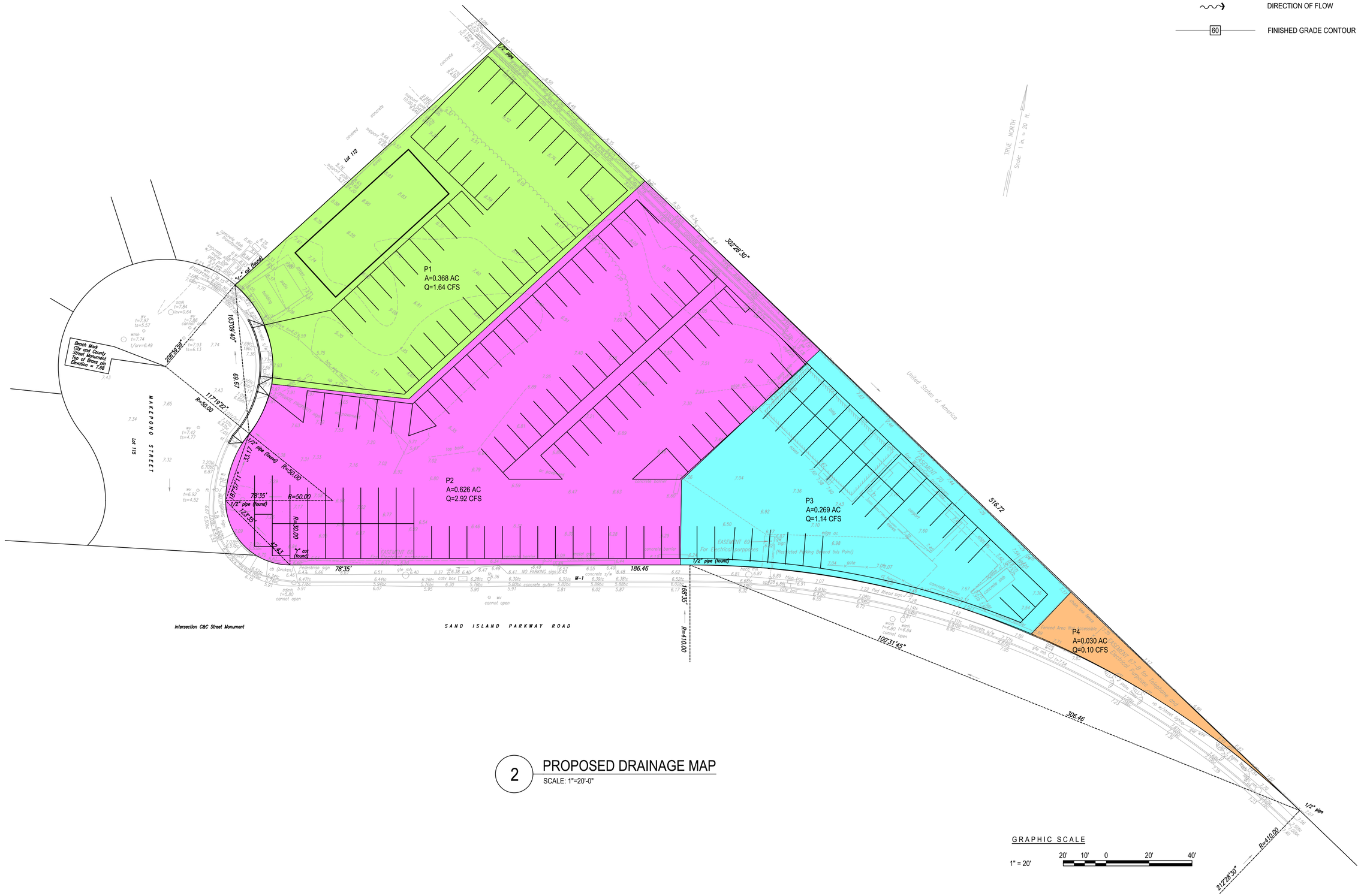
ARCHITECTURE
ENGINEERING
PLANNING
CONSTRUCTION MANAGEMENT

747 AMANA STREET
SUITE 216
HONOLULU, HI 96814
PH. (808) 945-7882
FAX. (808) 946-2563

Sheet Title

Date	JULY 2018
Scale	AS NOTED
Design By	XXXX
Drawn By	XXXX
Job	1816-01-C
Sheet	

Sheet ____ of ____



2 PROPOSED DRAINAGE MAP

SCALE: 1"=20'-0"

LEGEND

PROPERTY LINE

DRAINAGE AREA

DIRECTION OF FLOW

60 FINISHED GRADE CONTOUR

REVISIONS	BY

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EXPIRATION DATE: 4/30/16

MITSUNAGA & ASSOCIATES, INC.

SIBA

MITSUNAGA & ASSOCIATES, INC.

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Sheet Title

Date JULY 2018

Scale AS NOTED

Design By XXXX

Drawn By XXXX

Job 1816-01-C

Sheet

Sheet ____ of ____

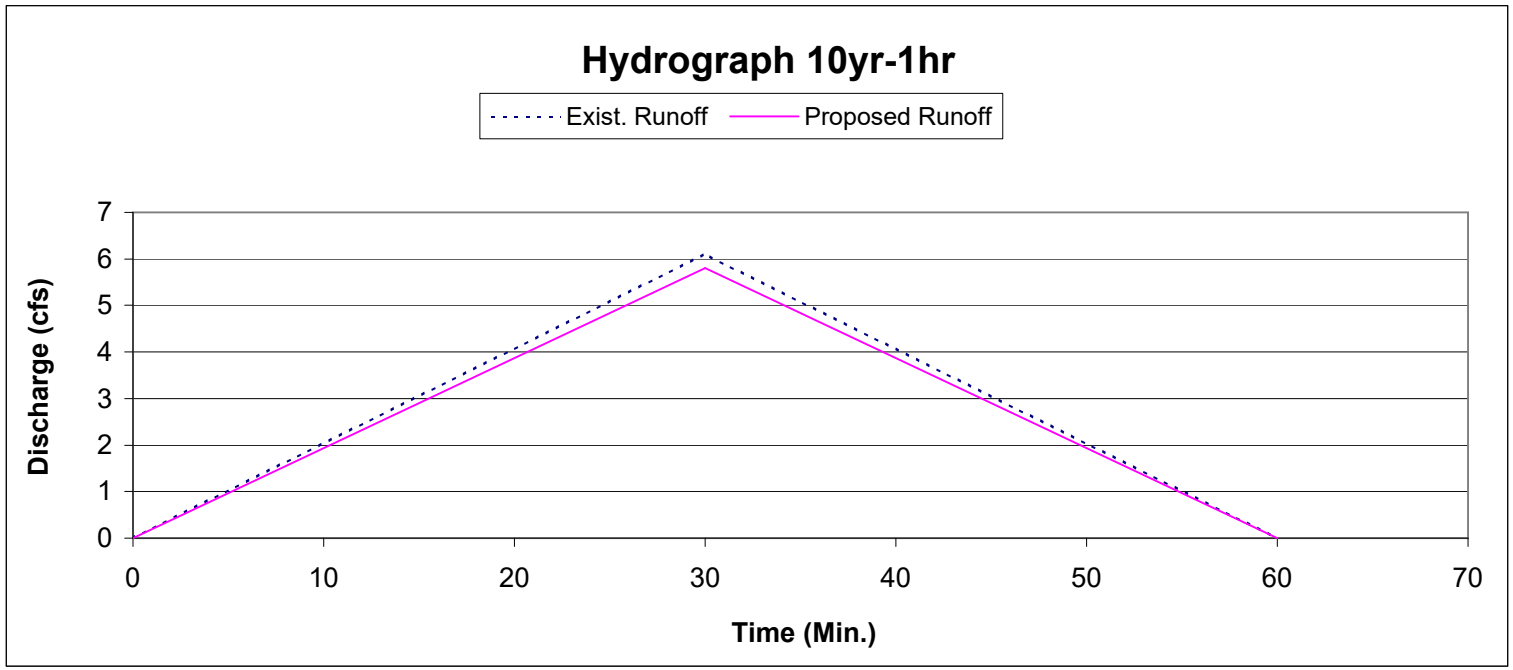
SIBA Development

Existing Conditior Plate 1 = 2.300

AREA	LANDSCAPED AREA (ACRE)	C1	PAVED AREA (ACRE)	C2	AREA WEIGHTED C	TOTAL AREA (ACRE)	LENGTH	SLOPE	PLATE 4 1-HR RAIN-FALL (INCH/HR)	INTENSITY (INCH/HR)	FLOW(CFS)
E1	0.286	0.60	0.173	0.90	0.71	0.459	120	3.00%	2.32	5.33	1.74
E2	0.000	0.60	0.614	0.90	0.90	0.614	135	1.20%	2.80	6.44	3.56
E3	0.178	0.60	0.042	0.90	0.66	0.220	40	1.20%	2.40	5.52	0.80
TOTAL	0.464		0.173			1.293					6.10

Proposed Condition Plate 1 = 2.300

AREA	LANDSCAPED AREA (ACRE)	C1	PAVED AREA (ACRE)	C2	AREA WEIGHTED C	TOTAL AREA (ACRE)	LENGTH	SLOPE	PLATE 4 1-HR RAIN-FALL (INCH/HR)	INTENSITY (INCH/HR)	FLOW(CFS)
P1	0.138	0.60	0.230	0.90	0.79	0.368	100	1.50%	2.45	5.64	1.64
P2	0.167	0.60	0.459	0.90	0.82	0.626	135	1.50%	2.48	5.69	2.92
P3	0.131	0.60	0.138	0.90	0.75	0.269	75	1.50%	2.45	5.64	1.14
P4	0.030	0.60	0.000	0.90	0.60	0.030	25	1.20%	2.43	5.58	0.10
TOTAL	0.466		0.827			1.293					5.80



Existing		**Proposed**	
Time (min)	Flow (cfs)	Time (min)	Flow (cfs)
0	0	0	0
30	6.10	30	5.80
60	0	60	0

Exist. Runoff Volume	10980.0 ft^3
Proposed Runoff Volume	10435.6 ft^3
Detention Voume Required	-544.4 ft^3

APPENDIX E

Draft EA Public Review Comments and Responses

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DAVID Y. IGE
GOVERNOR

CURT T. OTAGURO
COMPTROLLER

AUDREY HIDANO
DEPUTY COMPTROLLER

(P)1900.6

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

JAN 1 6 2019

Mr. Greg Nakai, Planner
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Nakai:

Subject: Sand Island Business Association New Office Building and Parking
Draft Environmental Assessment (DEA)
TMK: (1) 1-5-041:077

Thank you for the opportunity to provide comments for the subject project. The proposed project does not impact any Department of Accounting and General Services' existing facilities in the area, and we have no comments to offer at this time.

If you have any questions, please call Mr. Dennis Chen of our Planning Branch at 586-0491 or at dennis.yk.chen@hawaii.gov .

Sincerely,

KEITH S. KOGACHI
Public Works Administrator

DYKC:mo
c: Mr. Russell Tsuji, Administrator, Land Division, DLNR

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& ASSOCIATES, INC.

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Chairman / Principal

R. STAN DUNCAN, ASLA
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Associate

NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Keith S. Kogachi
Public Works Administrator
Department of Accounting and General Services
State of Hawai‘i
P.O. Box 119
Honolulu, HI 96810-0119

Attn: Mr. Dennis Chen, Planning Branch

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Kogachi:

Thank you for your letter dated January 16, 2019 (your reference number (P)1900.6), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the Department of Accounting and General Services (DAGS) has no comments to offer at this time as the proposed project does not impact any of DAGS' existing facilities in the area.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

O:\Job35\3564.01 Sand Island Business Association EA\EA\DEA\Comments and Responses\Responses\STATE_DAGSresponse.docx

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OFFICE OF PLANNING
STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
PLANNING PROGRAM ADMINISTRATOR II
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
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Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: http://planning.hawaii.gov/

DTS201901140823NA

January 14, 2019

To: Suzanne Case, Chairperson
Department of Land and Natural Resources

From: Leo R. Asuncion, Planning Program Administrator II
Office of Planning

Attention: Russell Tsuji, Administrator
Land Division

Subject: Draft Environmental Assessment – Sand Island Business Association, New Office Building and Parking, Sand Island, Honolulu District, Oahu
TMK: (1) 1-5-041: 077

Thank you for the opportunity to provide comments on the Draft Environmental Assessment (Draft EA) for the proposed Sand Island Business Association (SIBA) office building and parking lot project. The Draft EA review notification was sent to our office by letter, dated December 19, 2018.

It is our understanding that SIBA proposes to develop a 1.29-acre parcel of land owned by the State of Hawaii, Department of Land and Natural Resources (DLNR). SIBA intends to use this industrial park area to construct a 2,000 square-foot office complex. The office complex will replace the existing temporary office trailer currently in use.

The accompanying parking lot will serve both SIBA personnel, as well as tenants of the office complex. The proposed project may generate parking revenue to assist with development costs, lease rent, and real property taxes for SIBA.

The Office of Planning (OP) has reviewed the transmitted material and has the following comments to offer:

1. Previous Comments.
   Our Pre-Consultation Draft EA response letter dated October 9, 2018, (DTS 201810081046NA), requested the Draft EA:

   a) Discuss the specific trigger(s) that require a Hawaii Revised Statutes (HRS) Chapter 343 submission;

b) Provide an assessment of the project's ability to meet all three parts of the Hawaii State Planning Act, HRS Chapter 226 or clarify where conflicts exist;

c) Analyze project's ability to meet the objectives and supporting policies of the Hawaii Coastal Zone Management program, as listed in HRS § 205A-2;

d) Examine the project's compliance with the Special Management Area (SMA) use requirements, and consult with the Department of Planning and Permitting, City and County of Honolulu on SMA use permitting;

e) Assess the project site's vulnerability to climate change and sea level rise exposure; and

f) Discuss the impact of stormwater runoff inundation emanating from the project site, and develop mitigation strategies such as erosion controls, drainage plans, and low impact development to reduce the impacts of polluted runoff.

OP acknowledges that our comments cited above in our pre-consultation letter, with the partial exception of the Hawaii State Planning Act, have been addressed in the Draft EA.

2. OP offers additional comments in regard to the Draft EA:

<u>The Hawaii State Planning Act</u>
We acknowledge that Section 5.1.3, Table 3, pages 56-76 of the Draft EA adequately examines the project and its consistency with both Parts I and III of the Hawaii State Planning Act. However, the Draft EA does not include analysis on Part II - Planning Coordination and Implementation. As this project utilizes land administered by the DLNR, the Final Environmental Assessment should consider applicable State Functional or Strategic Plans.

We have no further comments at this time. If you have any questions regarding this comment letter, please contact Joshua Hekekia of our office at (808) 587-2845.

c: Milton Holt, Executive Director, Sand Island Business Association
√Greg Nakai, Planner, PBR HAWAII & Associates, Inc.

PBR HAWAII
& ASSOCIATES, INC.

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NATHALIE RAZO
Associate

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Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Leo R. Asuncion
Planning Program Administrator II
Office of Planning
State of Hawai‘i
P.O. Box 2359
Honolulu, HI 96804

Attn: Mr. Joshua Hekekia

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Asuncion:

Thank you for your letter dated January 14, 2019 (your reference number DTS 201901140823NA), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), who is leasing this land from the State Department of Land and Natural Resources (DLNR), we acknowledge the comments from the Office of Planning (OP) and provide the following responses.

1. We acknowledge your confirmation that the comments provided by the OP in the pre-consultation letter dated October 9, 2018 (DTS 201810081046NA), with the partial exception of the Hawai‘i State Planning Act, have been addressed in the Draft Environmental Assessment (EA).

2. We acknowledge your confirmation that Section 5.1.3, Table 3, pages 56-76 of the Draft EA adequately examines the Project and its consistency with both Parts I and III of the Hawai‘i State Planning Act. As recommended, the Final EA will also provide a discussion on Part II (Planning Coordination and Implementation) as well as the applicable State Functional Plan, i.e., the Conservation Lands State Functional Plan.

We value your participation in the environmental review process. Your letter will be reproduced in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

Cc: Sand Island Business Association
Mitsunaga & Associates

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Tel: (808) 521-5631
Fax: (808) 523-1402
E-mail: sysadmin@pbrhawaii.com

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DAVID Y. IGE
GOVERNOR

PANKAJ BHANOT
DIRECTOR

CATHY BETTS
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF HUMAN SERVICES
Benefit, Employment and Support Services Division
1010 Richards Street, Suite 512
Honolulu, Hawai'i 96813

January 3, 2019

Re: 18-0672

PBR HAWAII & Associates, Inc.
Attn: Greg Nakai
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

SUBJECT: Draft Environmental Assessment (DEA) for Sand Island Business Association (SIBA) New Office Building and Parking, Honolulu, Hawaii
TMK (1) 1-5-041: 077

The Department of Human Service (DHS) has reviewed the draft environmental assessment for Sand Island Business Association new office building and parking and has no comment at this time.

If you should have any question regarding this matter, please contact Ms. Lisa Galino, Child Care Program Specialist at (808) 586-5712.

Sincerely,

Scott Nakasone
Assistant Division Administrator

C: Pankaj Bhanot, Director
Russell Tsuji, Administrator

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

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Project Director

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Cultural Sustainability Planner

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Scott Nakasone, Assistant Division Administrator
State of Hawaii
Department of Human Services
Benefit, Employment and Support Services Division
1010 Richards Street, Suite 512
Honolulu, HI 96813

Attn: Ms. Lisa Galino, Child Care Program Specialist

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI'I, TMK (1) 1-5-041: 077

Dear Mr. Nakasone:

Thank you for your letter dated January 3, 2019 (reference number 18-0672), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comment that the Department of Human Services (DHS) has reviewed the Draft Environmental Assessment and has no comment at this time.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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HONOLULU OFFICE
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GOVERNOR

JADE T. BUTAY
DIRECTOR

Deputy Directors
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

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

IN REPLY REFER TO:
DIR 1435
STP 8.2576

January 14, 2019

TO: THE HONORABLE SUZANNE CASE, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

ATTN: RUSSELL TSUJI, ADMINISTRATOR
LAND DIVISION

FROM: JADE T. BUTAY
DIRECTOR OF TRANSPORTATION

SUBJECT: SAND ISLAND BUSINESS ASSOCIATION NEW OFFICE BUILDING AND PARKING, DRAFT ENVIRONMENTAL ASSESSMENT
SAND ISLAND, OAHU, HAWAII
TMK: (1) 1-5-041:077

The Department of Transportation (DOT) understands, the applicant is proposing to replace an existing office trailer with an office building and improved parking at its current location at Sand Island. DOT comments on the subject project are as follows:

Airports Division (DOT-AIR)

The DEA acknowledges the project's impacts to Daniel K. Inouye International Airport operations and discusses mitigation measures to address the impacts. Therefore, the DOT-AIR has no further comments at this time.

Highways Division (DOT-HWY)

DOT-HWY has determined that the proposed project is not anticipated to have a significant impact to State highway facilities.

If there are any questions, please contact Mr. Blayne Nikaido of the DOT Statewide Transportation Planning Office at (808) 831-7979 or by email at blayne.h.nikaido@hawaii.gov.

c: Greg Nakai, PBR HAWAII & Associates, Inc.

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
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Principal

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Jade Butay
Director of Transportation
State of Hawai‘i
Department of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Attn: Mr. Blayne Nikaido, DOT Statewide Transportation Planning Office

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Butay:

Thank you for your letter dated January 14, 2019 (your reference number DIR 1435, STP 8.2576), regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), who is leasing this land from the State Department of Land and Natural Resources (DLNR), we acknowledge the comments from the State Department of Transportation (DOT) and provide the following responses.

1. **Airports Division (DOT-AIR).** We acknowledge your confirmation that the project's impacts to the Daniel K. Inouye International Airport, as well as mitigation measures to address the impacts, have been addressed in the Draft Environmental Assessment (EA), and that the DOT-AIR has no further comments at this time.

2. **Highways Division (DOT-HWY).** We acknowledge that DOT-HWY has determined that the proposed project is not anticipated to have a significant impact to State highway facilities.

We value your participation in the environmental review process. Your letter will be reproduced in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

Cc: Sand Island Business Association
Mitsunaga & Associates

HONOLULU OFFICE
1001 Bishop Street, Suite 650
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U.S. Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

January 16, 2019

Greg Nakai, Planner
PBR Hawaiian and Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Nakai:

This is in response to your request for comments regarding a Draft Environmental Assessment (DEA) for the Sand Island Business Association (SIBA) New Office Building and Parking (Tax Map Key: (1) 1-5-041:077).

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City and County of Honolulu (Community Number 150001), Maps revised November 5,2014. Please note that the City of Honolulu, Honolulu County, Hawaii is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways.

- All buildings constructed within a coastal high hazard area, (any of the "V" Flood Zones as delineated on the FIRM), must be elevated on pilings and columns, so that the lowest horizontal structural member, (excluding the pilings and columns), is elevated to or above the base flood elevation level. In addition, the posts and pilings foundation and the structure attached thereto, is anchored to resist flotation, collapse and lateral movement due to the effects of wind and water loads acting simultaneously on all building components.

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

Please Note:

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City and County of Honolulu floodplain manager can be reached by calling Mario Siu-Li, NFIP Coordinator, at (808) 768-8098.

If you have any questions or concerns, please do not hesitate to call Michael Hornick of the Mitigation staff at (510) 627-7260.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
Mario Siu-Li, NFIP Coordinator, City and County of Honolulu
Carol L. Tyau-Beam, State NFIP Coordinator, Hawaii Department of Land & Natural Resources
Michael Hornick, NFIP Planner, DHS/FEMA Region IX
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch
United States Department of Homeland Security
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA 94607-4052

Attn: Mr. Michael Hornick, Mitigation Staff

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI'I, TMK (1) 1-5-041: 077

Dear Mr. Blackburn:

Thank you for your letter dated January 16, 2019, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and thank you for the detailed information relating to the National Flood Insurance Protection (NFIP) standards. The Environmental Assessment (EA) includes a figure that documents the project site to be within Zone X, outside the 0.2 percent chance flood area.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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HONOLULU OFFICE
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Tel: (808) 521-5631
Fax: (808) 523-1402
E-mail: sysadmin@pbrhawaii.com

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BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843
www.boardofwatersupply.com

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JADE T. BUTAY, Ex-Officio

ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

ELLEN E. KITAMURA, P.E.
Deputy Manager and Chief Engineer

January 9, 2019

Mr. Greg Nakai
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Your Letter Dated December 19, 2018 Requesting Comments on the Draft Environmental Assessment of the Proposed Sand Island Business Association Office –Tax Map Key: 1-5-041:077

Thank you for your letter regarding the proposed office and parking development.

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

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

Water conservation measures are recommended for all proposed developments. These measures include the selection of Water Sense labeled ultra-low-flow plumbing fixtures and toilets, drought-tolerant and low water use plants, and xeriscaping principles in all landscaping. We recommend installing efficient irrigation systems, such as drip irrigation, and incorporating moisture sensors to avoid operating the irrigation system in the rain and/or if the ground has adequate moisture.

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

If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division at 748-5443.

Very truly yours,

for ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
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R. STAN DUNCAN, ASLA
President / Principal

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NATHALIE RAZO
Associate

GRACE ZHENG, ASLA, LEED® GA, SITES® AP
Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Ernest Y. W. Lau, P.E.
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawai‘i 96843

Attn: Mr. Robert Chun, Project Review Branch, Water Resources Division

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Lau:

Thank you for your letter dated January 9, 2019, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

We appreciate the information that the existing water system is adequate to accommodate the proposed improvements. However, we also acknowledge that the Board of Water Supply's (BWS's) final decision on the availability of water will be confirmed when the building permit application is submitted for approval. The Final Environmental Assessment (FEA) will note that there are BWS Water System Facilities Charges for resource development, transmission, and daily storage.

The FEA will also note that water conservation measures are recommended for all proposed developments. These measures include the selection of Water Sense labeled ultra-low-flow plumbing fixtures and toilets, drought-tolerant and low water use plants, and xeriscaping principles in all landscaping.

In addition, the FEA will note that the on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

HONOLULU OFFICE
1001 Bishop Street, Suite 650
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DEPARTMENT OF FACILITY MAINTENANCE

CITY AND COUNTY OF HONOLULU

1000 Ulu`ohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 768-3343 • Fax: (808) 768-3381
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR

ROSS S. SASAMURA, P.E.
DIRECTOR AND CHIEF ENGINEER

EDUARDO P. MANGLALLAN
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 19-3

January 3, 2019

Mr. Greg Nakai
PBR Hawaii & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813-3484

Dear Mr. Nakai:

Subject: Draft Environmental Assessment for Sand Island Business Association New Office Building and Parking, TMK: (1) 1-5-041:077

Thank you for the opportunity to review and comment on the subject project.

We have no comments at this time, as we do not have any facilities or easements on the subject property.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance at 768-3697.

Sincerely,

Ross S. Sasamura, P.E.
Director and Chief Engineer

cc: State of Hawaii, DLNR, Land Division - Attn: Russell Tsuji

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
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NATHALIE RAZO
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Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Mr. Ross S. Sasamura, P.E.
Director and Chief Engineer
Department of Facility Maintenance
City and County of Honolulu
1000 Uluohia Street, Suite 215
Kapolei, Hawai‘i 96707

Attn: Mr. Kyle Oyasato, Division of Road Maintenance

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Mr. Sasamura:

Thank you for your letter dated January 3, 2019, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

We acknowledge that you have no comments at this time, as there are no Department of Facility Maintenance facilities or easements on the subject property.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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

KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

January 9, 2019 2018/ELOG-2480(SA)

Mr. Greg Nakai
PBR Hawaii
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Nakai:

SUBJECT: Draft Environmental Assessment (EA)
Sand Island Business Association (SIBA)
Office Building and Parking Lot Project
Tax Map Key 1-5-041: 077

This responds to your request, received December 20, 2018, for comments on the Draft EA for the subject Project. The Project involves developing a new permanent office building and parking lot for the SIBA, a nonprofit organization which manages the Sand Island Industrial Park. We have reviewed the Draft EA and have determined that in addition to a Special Management Area Use Permit, a Sewer Connection Application will be required. Additionally, this Project may be liable for payment of the Wastewater System Facility Charge.

Should you have any questions, please contact Sarah Afong, of our staff, at 768-8026.

Very truly yours,

FOR: Kathy K. Sokugawa
Acting Director

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
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Associate

BRIAN WOLF, ASLA, LEED® AP
Associate

January 29, 2019

Ms. Kathy K. Sokugawa
Acting Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawai‘i 96813

Attn: Ms. Sarah Afong

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI‘I, TMK (1) 1-5-041: 077

Dear Ms. Sokugawa:

Thank you for your letter dated January 9, 2019, regarding the subject project (your reference number 2018/ELOG-2480[SA]). As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following response.

We appreciate the information provided that in addition to a Special Management Area Use Permit, a Sewer Connection Application will be required. Additionally, we acknowledge that this Project may be liable for payment of the Wastewater System Facility Charge.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

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Tel: (808) 521-5631
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E-mail: sysadmin@pbrhawaii.com

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HONOLULU FIRE DEPARTMENT

CITY AND COUNTY OF HONOLULU

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

KIRK CALDWELL
MAYOR

MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

January 16, 2019

Mr. Greg Nakai, Planner
PBR HAWAII & Associates, Inc.
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

Dear Mr. Nakai:

Subject: Draft Environmental Assessment
Sand Island Business Association New Office Building and Parking
1115 Makepono Street
Honolulu, Hawaii 96819
Tax Map Key: 1-5-041: 077

In response to your letter dated December 19, 2018, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1.)

   A fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2012 Edition, Section 18.2.3.2.1.)

2. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter

constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)

3. The unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; 2012 Edition, Sections 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)

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

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.

Sincerely,

SOCRATES D. BRATAKOS
Assistant Chief

SDB/CM:bh

cc: Russell Tsuji, Administrator
Department of Land and Natural Resources

PBR HAWAII
& ASSOCIATES, INC.

THOMAS S. WITTEN, FASLA
Chairman / Principal

R. STAN DUNCAN, ASLA
President / Principal

RUSSELL Y. J. CHUNG, FASLA, LEED® AP BD+C
Executive Vice-President / Principal

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ANN MIKIKO BOUSLOG, PhD
Project Director

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Cultural Sustainability Planner

RAYMOND T. HIGA, ASLA
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Senior Associate

MARC SHIMATSU, ASLA
Senior Associate

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Senior Associate

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NATHALIE RAZO
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Associate

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Associate

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January 29, 2019

Mr. Socrates D. Bratakos, Assistant Chief
Honolulu Fire Department
City and County of Honolulu
636 South Street
Honolulu, HI 96813-5007

Attn: Battalion Chief Wayne Masuda

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR SAND ISLAND BUSINESS ASSOCIATION, HONOLULU, HAWAI'I, TMK (1) 1-5-041: 077

Dear Chief Bratakos:

Thank you for your letter dated January 16, 2019, regarding the subject project. As the planning consultant for Mitsunaga & Associates, Inc., and the Sand Island Business Association (SIBA), we acknowledge your comments and provide the following responses.

The Final Environmental Assessment (FEA) will:

1. Note that fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2012 Edition, Sections 18.2.3.2.2.1. and 18.2.3.2.2.)

   Note that a fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1, 2012 Edition, Section 18.2.3.2.1)

2. Provide information on the water supply and the capability of supplying the required fire flow for fire protection, the provision of service to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. The DEA will note when any portion of the facility or building is in excess of 150 feet from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; 2012 Edition, Section 18.3.1, as amended.)

3. Note that the unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; 2012 Edition, Section 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)

4. Note that preliminary civil drawings will be provided to the HFD for review and approval.

We value your participation in the environmental review process. Your letter will be included in the forthcoming Final EA.

Sincerely,
PBR HAWAII

Greg Nakai
Planner

cc: Sand Island Business Association
Mitsunaga & Associates

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

January 29, 2019

PBR Hawaii & Associates, Inc.
Attn: Mr. Greg Nakai, Planner
1001 Bishop Street, Suite 650
Honolulu, Hawaii 96813

via email: gnakai@pbrhawaii.com

Dear Mr. Nakai:

SUBJECT: Draft Environmental Assessment (DEA) for the **Sand Island Business Association (SIBA) New Office Building and Parking** located in Sand Island, Honolulu, Island of Oahu; TMK: (1) 1-5-041:077

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

At this time, enclosed are comments from the (a) Engineering Division and (b) Land Division – Oahu District on the subject matter. Should you have any questions, please feel free to call Barbara Lee at (808) 587-0453. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosures
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

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DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

December 24, 2018

MEMORANDUM

FROM

TO:

DLNR Agencies:
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division
__Div. of Forestry & Wildlife
X Div. of State Parks
X Commission on Water Resource Management
__Office of Conservation & Coastal Lands
X Land Division – Oahu District
X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Assessment (DEA) for the **Sand Island Business Association (SIBA) New Office Building and Parking**
LOCATION: Sand Island, Honolulu, Island of Oahu; TMK No. (1) 1-5-041:077
APPLICANT: **SIBA**

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments by **January 18, 2019.**

The DEA can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on the Current Environmental Notice in the middle of the page.)

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

( ) We have no objections.
(✓) We have no additional comments.
( ) Comments are attached.

Signed: _____

Print Name: Carty S. Chang, Chief Engineer
Date: 1/15/19

Attachments
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
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STATE OF HAWAII

December 24, 2018

MEMORANDUM

TO: **DLNR Agencies:**
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
_X_Engineering Division
___Div. of Forestry & Wildlife
_X_Div. of State Parks
_X_Commission on Water Resource Management
___Office of Conservation & Coastal Lands
_X_Land Division – Oahu District
_X_Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Assessment (DEA) for the **Sand Island Business Association (SIBA) New Office Building and Parking**
LOCATION: Sand Island, Honolulu, Island of Oahu; TMK No. (1) 1-5-041:077
APPLICANT: **SIBA**

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments by **January 18, 2019.**

The DEA can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on the Current Environmental Notice in the middle of the page.)

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

Comment
Upon completion of the EA process, approval from the Land Boad is required for the subsequent disposiiton of the subject parcel.

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

Signed: Barry Cheung

Print Name: Barry Cheung
Date: 12/28/18

Attachments
cc: Central Files