

OFFICE OF THE MAYOR  
CITY AND COUNTY OF HONOLULU

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JUL 08 2021

RICK BLANGIARDI  
MAYOR



MICHAEL D. FORMBY  
MANAGING DIRECTOR  
DANETTE MARUYAMA  
DEPUTY MANAGING DIRECTOR

June 24, 2021

Mr. Keith Kawaoka, Director  
Office of Environmental Quality Control  
Department of Health  
State of Hawaii  
235 South Beretania Street, Room 707  
Honolulu, Hawaii 96813

Dear Mr. Kawaoka:

I hereby accept the Final Environmental Impact Statement (EIS) of the Kapalama Canal Catalytic Project, situated at Tax Map Keys: 1-5-000: 000; 1-5-020: 004-006, 009, 011, 012, 014, 015, and 018; 1-5-003: 022; 1-5-034: 004; and 1-6-000: 000, in the Honolulu District on the island of Oahu. The Final EIS has satisfactorily fulfilled the requirements of Chapter 343, Hawaii Revised Statutes, and Title 11, Chapter 200, Hawaii Administrative Rules, Hawaii Department of Health.

As noted in the Final EIS, the Project is intended to improve Kapalama Canal's water quality and flood resilience, and will also serve to catalyze broader neighborhood improvements, including new recreational space. The Final EIS adequately discloses and describes all identifiable impacts, should this Project be implemented, and satisfactorily responds to review comments, providing useful information to allow policymakers and the public the ability to analyze the Project.

The procedures for assessment, consultation process, review, and the preparation and submission of the Final EIS, from the proposal of the action to publication of the Final EIS, have all been satisfactorily completed in accordance with the EIS laws and regulations. The Final EIS incorporates the comments submitted during the review process, including properly identifying them as substantive and responding in a commensurate way to each comment. The impacts and mitigation measures identified in the Final EIS are summarized in the attached document.

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Mr. Keith Kawaoka  
June 24, 2021  
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Should you have any questions, please contact Director Dean Uchida of the Department of Planning and Permitting, at 768-8000.

Sincerely,

A handwritten signature in black ink that reads "Rick Blangiardi". The signature is written in a cursive, flowing style.

Rick Blangiardi  
Mayor

Attachment

21-190

**SUMMARY OF IMPACTS AND MITIGATION MEASURES IDENTIFIED IN THE ENVIRONMENTAL IMPACT STATEMENT OF THE KAPĀLAMA CANAL CATALYTIC PROJECT**

The Final Environmental Impact Statement (EIS) of the subject Kapālama Canal Catalytic Project (Proposed Action) analyzed and disclosed the potential direct, secondary, and cumulative impacts from the Proposed Action on the following environmental resource categories: climate, physiography, hydrology, natural hazards, flora and faunal resources, historic and archeological resources, cultural resources and practices, air quality, noise, hazardous materials, traffic, visual resources, socio-economic characteristics, public services and facilities, and infrastructure and utilities.

The Final EIS recommended mitigation measures to minimize potential temporary and long-term impacts associated with the construction and operation of the Proposed Action. The potential impacts and recommended mitigation measures to minimize impacts are summarized in the table below.

| ENVIRONMENTAL RESOURCE CATEGORY | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES  |
|---------------------------------|--|--|
| <b>Climate</b>                  |  |  |
| Climate and Climate Change      | <p>No significant impacts on climate or climate change are anticipated. Implementation of the Proposed Action will result in the short-term irrevocable release of greenhouse gases from associated construction activities. However, the quantities released will be negligible.</p> <p>It is anticipated that climate change will contribute to more chronic flooding, severe storms, and sea level rise (SLR) (discussed in more detail in Section 4.3 of the EIS) over the next century.</p> | <p>The Proposed Action, in anticipation of climate change impacts, will implement a discrete and continuous floodwall throughout the project corridor on both sides of the canal. This floodwall is intended to prevent out of bank flooding and meet freeboard requirements for the 100-year flood with 3.2 feet of SLR.</p> <p>However, the exact nature of how the climate will change is unknown. New information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to climatic changes.</p> <p>In the long-term, the planned landscaping will provide natural elements and combat the effects of greenhouse gas emissions in the area.</p> |
| <b>Physiography</b>             |  |  |
| Geology and Topography          | In the short- and long-term, no significant impacts on geology or topography are anticipated during construction or operation of the Proposed Action.  | Applicable best management practices (BMPs) and erosion control measures will be implemented to ensure no adverse impact to the existing geology and topography.   |
| Soils                           | No significant impacts are anticipated from the Proposed Action. In the short- and long- term, no significant impacts on soils are anticipated during the construction or operation of the Proposed Action   | Applicable BMPs and erosion control measures will be implemented. Planting of landscaping also will be done as soon as possible on completed areas to help control erosion. Permanent sediment control measures will be used once construction is completed. The proposed creation of raised   |

| ENVIRONMENTAL RESOURCE CATEGORY | POTENTIAL IDENTIFIED IMPACTS  | RECOMMENDED MITIGATION MEASURES   |
|---------------------------------|---|---|
|                                 |   | <p>berms along the canal edge will prevent runoff from nearby uses from directly flowing into the canal.</p> <p>Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Action will not result in significant impacts with regard to soils and erosion.</p>   |
| Surface Waters                  | <p>No short- or long-term significant adverse impacts on surface waters in the Project Site vicinity are anticipated during construction or operation of the Proposed Action.</p>         | <p>Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff. Additionally, landscaping will be performed as soon as possible on completed areas to help control erosion. Permanent sediment control measures will also be used once construction is completed. Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the proposed project will not result in significant impacts with regard to surface and coastal waters.</p>                     |
| Coastal Waters                  | <p>No short- or long-term significant adverse impacts on coastal waters in the Project Site vicinity are anticipated during construction or operation of the Proposed Action.</p>         | <p>Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff. Additionally, landscaping will be performed as soon as possible on completed areas to help control erosion. Permanent sediment control measures will also be used once construction is completed. Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the proposed project will not result in significant impacts with regard to surface and coastal waters.</p>                     |
| Sea Level Rise                  | <p>It is anticipated that climate change will contribute to more chronic flooding, severe storms, and SLR (discussed in more detail in Section 4.3 of the EIS) over the next century.</p> | <p>The Proposed Action, in anticipation of climate change impacts, will implement a discrete and continuous floodwall throughout the project corridor on both sides of the canal. This floodwall is intended to prevent out of bank flooding and meet freeboard requirements for the 100-year flood with 3.2 feet of SLR.</p> <p>However, the exact nature of how the climate will change is unknown. New information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to climatic changes.</p> |
| Water Quality                   | <p>No short- or long-term significant adverse impacts on surface and/or</p>   | <p>Overall, the Proposed Action will improve water quality within the canal through</p>   |

| ENVIRONMENTAL RESOURCE CATEGORY | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES  |
|---------------------------------|--|--|
|                                 | <p>coastal waters in the project vicinity are anticipated during construction or operation of the proposed project.</p> <p>The Proposed Action will include dredging that will cause short-term water quality impacts by suspending bottom sediments up into the water column, which will increase turbidity and total suspended sediment (TSS). Nitrogen and phosphorus will be released from anaerobic sediments during dredging (Golterman, 2001) and elevating nutrients in the water column. The dissolved oxygen saturations may decline during dredging as suspended anoxic sediments create high biological oxygen demand. Although difficult to gauge, the magnitude of these particular dredging impacts compared with ambient high turbidity and TSS, high nutrient concentrations from stream inputs, and already low dissolved oxygen in the estuary, may not be significant.</p> | <p>landscaping, green-infrastructure, waterway and bank modifications, erosion and sediment control, and dredging. These improvements will ultimately contribute to improving water quality within the canal and Honolulu Harbor.</p> <p>Standard BMPs to protect water quality during dredging will be used to minimize impacts to water quality and fish and wildlife resources. The Proposed Action encompasses the dredging of the canal, which is comprised of the following components: A) Excavation; B) Dredged Sediment Handling On-Site; C) Dredged Sediment Processing On-Site; D) Dredged Sediment Handling Off-Site; E) Dredged Sediment Disposal; and F) Work Areas and Staging (discussed in detail in Section 1.5 of the EIS).</p> <p>Once dredging of the canal is complete, dredged materials will need to be disposed of. The yet to be selected dredging contractor will dispose of the dredged material at a suitable location.</p> |
| Groundwater                     | <p>No short- or long-term significant adverse impacts on groundwater resources in the project vicinity are anticipated during construction or operation of the Proposed Action. Infiltration of water at the Project Site would eventually reach seawater in the ground, as opposed to the aquifers discussed above which lie below the caprock.</p>   | None   |
| <b>Natural Hazards</b>          |  |  |
| Flood and Tsunami Hazard        | <p>The Proposed Action will improve the flood resiliency for the surrounding community now and in the future.</p>  | <p>In order to enhance flood resiliency, a discrete and continuous floodwall will be implemented throughout the project on both sides of the canal. This floodwall is intended to prevent out of bank flooding and meet freeboard requirements for the 100-year flood with 3.2 feet of SLR. The floodwall concept has been integrated into the design of the waterfront promenade in a manner that disguises the structure within the proposed park improvements including the waterfront pathways and activity areas.</p>   |
| Hurricane and Wind Hazard       | <p>No significant impacts are anticipated from the Proposed Action. The potential for hurricanes, while relatively rare, is present.</p>   | <p>To safeguard against hurricane damage, project improvements will be designed in compliance with American Society of Civil Engineers and International Building Code standards for wind exposure.</p>  |
| Seismic Hazard                  | <p>No significant impacts are anticipated from either the Proposed Action.</p>   | <p>The Proposed Action would meet prevailing building codes, which incorporate specifications to reduce vulnerability to earthquakes.</p>  |

| ENVIRONMENTAL RESOURCE CATEGORY            | POTENTIAL IDENTIFIED IMPACTS  | RECOMMENDED MITIGATION MEASURES   |
|--|---|---|
| Natural Environment<br><br>Flora Resources | No significant impacts are anticipated from the Proposed Action. The Project Site is located within a highly altered urban environment. No listed or protected plant species are known from the project area.   | Mangroves will be removed from the project area and prevented from reestablishing. Kiawe trees may be selectively removed. Furthermore, landscaping for the Proposed Action will incorporate indigenous and Polynesian introduced plant species in compliance with City Ordinance 14-006 (ROH §14-11.2).  |
| Faunal Resources                           | <p>Rare, threatened, or endangered fauna are not known to utilize the site for either habitat or foraging purposes. No federal- or state-listed threatened or endangered birds or mammals are present in or near Kapālama Canal. The four native birds observed in the project area—<i>Kōlea</i>, <i>ʻŪlili</i>, <i>Mano o Kū</i>, and <i>ʻAukuʻu</i>—are on the list of migratory birds protected under the Migratory Bird Treat Act (MBTA). Two of the introduced species—Cattle Egret and House Finch—are also protected under the MBTA. The MBTA provides protection for active nests, eggs, and young. All other introduced bird species and the mammals are not afforded special protection. It is not likely any activity of the Proposed Action will have substantial impact on the common <i>ʻAukuʻu</i>.</p> <p>Dredging the canal will eliminate microhabitats available to native species such as <i>ʻoʻopu</i>, <i>ʻōpae</i>, <i>hīhīwai</i>, and <i>hapawai</i>. A dredged, uniformly channelized estuary should be sufficient for <i>ʻāholehole</i> and <i>ʻamaʻama</i>, but likely blackchin tilapia will continue to predominate. Migrating diadromous species may be especially vulnerable to adverse water quality conditions when disturbances and fish migration co-occur.</p> <p>Construction activities may temporarily disrupt routine behavior of common faunal species in the immediate project area, but will not result in permanent displacement or adversely affect regional distribution of affected fauna. Specifically, the Proposed Action includes work in marine waters where endangered species act-listed species may be directly exposed to project-related activity and near waters designated as Essential Fish Habitat (EFH) (including water column and all bottom areas) for coral reef ecosystem, bottomfish, pelagic, and crustacean Management Unit Species. The</p> | <p>Measures to prevent adverse effects to avifauna from night lighting will include the following: during construction activities, all nighttime lighting will be shielded and angled downward to reduce glare and disruption of bird flight; following construction, permanent light sources will be shielded and angled downward to eliminate glare that could disturb or disorient birds in flight.</p> <p>Disturbances to the canal (i.e. dredging) will be done in a manner that allows suitable passage of native amphidromous fauna in the estuary channel. Construction BMPs developed to contain suspended bottom material will be deployed so as to limit only a portion of the channel cross-section rather than all of the channel cross-section at any given place.</p> <p>Additionally, protected species BMPs require that the project manager and contractor reduce the likelihood of interactions by watching for and avoiding protected species before commencing work and by postponing or halting operations when protected species are within 50 yards of project activities (USACE, 2012). Once project activities are complete, faunal activity in the vicinity of the work site is expected to return to pre-existing conditions.</p> <p>If access to the canal is increased, additional monitoring and enforcement may be required for the Fishery Management Area to ensure compliance with the fishing regulations. If bank slopes are reduced, shallow shoreline areas could provide suitable habitats for <i>ʻoʻopu</i> and <i>ʻōpae</i>.</p> <p>The Department of Land and Natural Resources Division of Aquatic Resources provided additional BMPs or mitigative measures that can minimize the potential for erosion, siltation, pollution, turbidity, and degradation of the aquatic environment: stream bank areas denuded of vegetation should be planted or covered as quickly as</p> |

| ENVIRONMENTAL RESOURCE CATEGORY             | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES   |
|---|--|---|
|   | <p>Proposed Action is expected to result in minimal adverse effects to EFH. Furthermore, canal and shoreline improvements are expected to enhance the estuary and marine environment, thereby improving EFH and fish resources in the long term.</p> | <p>possible to prevent erosion and sediments from increasing water turbidity and sediment run-off; scheduling stream bank maintenance and dredging activities to periods of minimal rainfall; prevent construction materials, petroleum products, debris and landscaping products from falling, blowing or leaching into the aquatic environment; and isolate bank modification and dredging activities with silt curtains/booms to minimize the turbidity which may lead to a possible fish kill.</p>  |
| <b>Historic and Cultural Resources</b>      |  |   |
| <p>Historic and Archeological Resources</p> | <p>The Proposed Action may have an adverse effect on previously identified historic properties as identified in Section 4.6 of the EIS.</p>  | <p>Efforts taken to minimize adverse effects to significant historic properties include, but are not limited to, the following: preservation, archeological data recovery, reburial, ethnographic documentation, historic data recovery, and architectural recordation.</p> <p>With regard to the previously identified historic properties that may potentially extend into the Project Site's area of potential effect, recommended mitigation measures include archeological monitoring with respect to the subsurface cultural deposits (State Inventory of Historic Places [SIHP] -07426 and -07506), as well as consultation with SHPD (Historic Architecture Branch) with respect to SIHP -07807 (Halona Street Bridge), SIHP -07808 (Kapālama Drainage Canal), SIHP -08913 (Kapālama Canal Bridge), SIHP -08926 (True Kamani Trees along Dillingham Boulevard), the Matson Line Warehouse (Six Quonset Huts on Dillingham Boulevard), the North King Street Bridge 2, the Kapālama Nimitz Highway Bridges eastbound and westbound, the dressed basalt curbs on Dillingham Boulevard, the Olomea Street Bridge, and the Oahu Rail and Land Company Railroad Bridge.</p> <p>An Archaeological Inventory Survey is anticipated to be conducted prior to when any ground disturbing construction activities can occur. In addition, throughout the property, construction contractors will be required to adhere to standard BMPs regarding the protection of archeological resources, including identification, stop work, and notification measures. Should archeological resources be discovered, all appropriate measures would be adhered to for their protection. As a result, long-term impacts to archeological resources are expected to be minor.</p> |

| ENVIRONMENTAL RESOURCE CATEGORY  | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES   |
|----------------------------------|--|---|
| Cultural Resources and Practices | <p>Kapālama, including areas in the vicinity or adjacent to the Project Site, was where intensive farming and aquaculture occurred. However, the entire region, specifically the land that abuts the canal, has been so radically altered that the presence of cultural resources or practices connected to the cultural past, as described in the EIS, is no longer evident. Any physical alterations to the canal's banks and adjoining infrastructure are unlikely to have any negative impacts on cultural resources, practices, or beliefs, and to the extent that the cultural practice of fishing is affected, the effects will be positive as the water quality will improve. Conversely, the Proposed Action will alter the setting in which any fishing or gathering of marine resources at the canal takes place. These alterations include the addition of fishing edges, footbridges, pathways, and improvements to the canal's banks through landscaping, green infrastructure, along with stabilization and erosion control measures.</p> <p>Lo'i Kalo Park, located mauka of the Project Site, is a place of cultural significance. Spring water still flows here and has attracted community efforts to revive lo'i and other Hawaiian farming practices. These resources and practices will not be affected by the Proposed Action as the park is upstream of the Project Site and outside the area of potential effect.</p> <p>Broadly speaking, marine life is a cultural resource and may be affected by any physical alterations that result in water quality changes.</p> <p>Although surface archaeological features are not likely present within the Project Site, cultural deposits associated with traditional Hawaiian habitation, agriculture, and burials have been observed in archaeological studies conducted near the project area. At least two community members expressed concern about the project encountering Native Hawaiian burial sites.</p> | <p>The introduced elements will enhance the setting in which the practice of fishing takes place by making it safer, more accessible, and more comfortable. To the extent that native plants species are re-introduced through changes to the existing landscaping, the Proposed Action would aid in propagating cultural resources and perpetuating any cultural practices and beliefs related to the plants themselves.</p> <p>The Proposed Action is expected to improve the water quality, which would have a beneficial impact on marine life. Hence, the Proposed Action would not have an adverse impact on the cultural resources or practices associated with the marine life in the coastal waters near the Project Site.</p> <p>It is recommended that at minimum, a program of archaeological monitoring be developed to ensure that any historic properties are not adversely affected by the Proposed Action.</p> |
| <b>Air Quality and Noise</b>     |  |   |
| Air Quality                      | In the short- and long-term, no significant impacts are anticipated from the Proposed Action. Project construction   | Fugitive dust will be controlled, as required, by methods such as dust fences, water spraying and sprinkling of loose or exposed  |



| ENVIRONMENTAL RESOURCE CATEGORY | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES  |
|---------------------------------|--|--|
|                                 | will involve grading activities as well as limited excavation activities for infrastructure installation.  | soil or ground surface areas. As deemed appropriate, landscaping will be performed as soon as possible on completed areas to also help control dust. Contractors will be responsible to minimize air quality impacts during the various phases of construction.  |
| Noise                           | Under the Proposed Action, short-term, noise impacts from construction activities such as grading, excavating, pile driving, paving and the movement of heavy vehicles will be unavoidable. In the long-term, the regular use and operation of the Proposed Project improvements is not anticipated to generate significant levels of noise. The sonic character of the Kapālama region, however, is industrial with nearby aircraft overflights. In all, there is little expectation of a pristine sonic environment for recreational use of the area. In this context, the short- and long-term noise impacts of the Proposed Action will be negligible.   | Construction noise impacts will be mitigated by compliance with provisions of the State Department of Health (DOH) Administrative Rules, Title 11, Chapter 46, "Community Noise Control" regulations. These rules require a noise permit if the noise levels from construction activities are expected to exceed the allowable levels stated in the DOH Administrative Rules. It shall be the contractor's responsibility to minimize noise impacts during the various phases of construction and to maintain noise levels within regulatory limits. Moreover, it is anticipated that the construction work will not require activities to occur during nighttime. Hence, there will be no nighttime construction work related to the Proposed Action. |
| <b>Hazardous Materials</b>      |  |  |
| Hazardous Materials             | Ten recognized environmental conditions associated with historic surrounding property uses have been identified. The only <i>de minimis</i> condition identified for the Project Site and adjacent properties included polychlorinated biphenyls-containing transformers. Potential classes of contaminants associated with the Project Site include petroleum / petroleum products, polycyclic aromatic hydrocarbons, lead, other metals, and pesticides.   | Any hazardous materials that may be identified prior to or during construction of the Proposed Action will be handled in accordance with all applicable federal, state, and local regulations.   |
| <b>Traffic</b>                  |  |  |
| Traffic                         | The Proposed Action entails the development of a linear park along the canal's alignment with Complete Streets improvements planned along Kōkea and Kohou Streets. As a result of the Proposed Action, additional bicycle and pedestrian facilities are expected to be constructed along the canal with the existing lane configuration along the subject roadways generally expected to remain similar to existing conditions. In addition, since the proposed improvements are primarily associated with recreational or special event uses, the Proposed Action is not expected to directly result in an increase in vehicular trips during the commuter peak periods. In addition, increases in pedestrian and bicycle traffic are expected in the vicinity, as a result of the planned improvements | None   |

| ENVIRONMENTAL RESOURCE CATEGORY       | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES  |
|---------------------------------------|--|--|
|                                       | along the edge of the canal and implementation of Complete Streets features to enhance the overall quality of pedestrian and bicycle facilities and increase multimodal connectivity. (See short-term cumulative impacts below on construction vehicle traffic.)   |  |
| <b>Visual Resources</b>               |  |  |
| Visual Resources                      | No significant impacts are anticipated from the Proposed Action. The Proposed Action is not expected to adversely affect scenic and visual resources in the project area. The proposed project improvements will not degrade lateral coastal views or mauka-makai views in the vicinity of the site.   | None   |
| <b>Socio-economic Characteristics</b> |  |  |
| Socio-economic Characteristics        | <p>No significant adverse impacts are anticipated from the Proposed Action. In the short-term, construction expenditures related to the project will provide positive benefits to the local economy. This would include creation of construction and construction support jobs, and the purchase of materials from local suppliers, as well as indirect benefits to local retail businesses resulting from construction activities.</p> <p>In the long-term, the Proposed Action will serve to activate and catalyze economic growth within the greater Kalihi-Kapālama region and, therefore, is anticipated to positively impact the socio-economic character of the area.</p> | None   |
| <b>Public Services and Facilities</b> |  |  |
| Police, Fire, and Medical Services    | No significant adverse impacts are anticipated from the Proposed Action.   | None   |
| Education                             | No significant adverse impacts are anticipated from the Proposed Action.   | None   |
| Recreational Facilities               | No significant adverse impacts are anticipated from the Proposed Action. Public access and use of the canal may be impacted during construction activities resulting in some area to be closed off to the public. Once construction activities, are completed, the access to the canal will be enhanced, as well as the recreational opportunities that the canal would offer as a result of the Proposed Action.  | None   |
| Solid Waste Collection and Disposal   | No significant adverse impacts are anticipated from the Proposed Action. Construction of the Proposed Action will generate solid waste typical of building construction related activities over the short-term.  | The contractor will be required to remove all debris from the Project Site, and properly dispose of it at the PVT Land Company landfill in conformance with City regulations. The Proposed Action will require dredging of the canal. The selected contractor will |

| ENVIRONMENTAL RESOURCE CATEGORY      | POTENTIAL IDENTIFIED IMPACTS  | RECOMMENDED MITIGATION MEASURES  |
|--------------------------------------|---|--|
|                                      |   | <p>dispose of the dredged material at a suitable location.</p> <p>It is anticipated that the City will implement a trash management plan that will include the installation of waste and recycling receptacles along the canal.</p>  |
| <b>Infrastructure and Utilities</b>  |   |  |
| Water System                         | No significant adverse impacts are anticipated from the Proposed Action.  | None   |
| Wastewater System                    | No significant adverse impacts are anticipated from the Proposed Action.  | None   |
| Drainage System                      | <p>No short- or long-term significant impacts on the quantity or quality of drainage in the project vicinity are anticipated during construction or operation of the Proposed Action.</p> <p>In terms of drainage, the proposed project improvements are anticipated to constitute an improvement over existing conditions.</p> | <p>Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects on area drainage. Project landscaping and green infrastructure improvements are anticipated to positively impact the dynamics of area drainage.</p> <p>Pursuant to the Complete Streets improvements set forth under the Proposed Action, vehicular streets will be reduced to make room for permeable trails, biofilters, and additional green space. The Proposed Action will create impermeable surfaces (picnic pavilions, footbridges, and a pier park), but these collectively account for an equal or lesser area of impermeable surfaces than those proposed for removal under the anticipated Complete Streets improvements. Permeable trails, biofilters, and green spaces will absorb daily stormwater run-off. While these permeable trails and biofilters will be connected to the stormwater drain system, they will only drain into the system in overflow situations, hence reducing inherent loads in existing City stormwater systems.</p> |
| Electrical and Communication Systems | No significant adverse impacts are anticipated from the Proposed Action.  | None   |
| <b>Cumulative Impacts</b>            |   |  |

| ENVIRONMENTAL RESOURCE CATEGORY | POTENTIAL IDENTIFIED IMPACTS   | RECOMMENDED MITIGATION MEASURES   |
|---------------------------------|--|---|
| Cumulative Impacts              | <p>Positive short-term cumulative effects include the promotion of efficiency of construction activities and minimization of the potential for environmental impacts. Relatively minor increases in traffic congestion are expected due to construction vehicles.</p> <p>Long-term impacts of the Proposed Action will be positive, and will include improved drainage capacity and navigation for recreation in the canal, improved flood resiliency to SLR coupled with the 100-year storm flood event, and the overall enhancement of community, infrastructure, and environment to catalyze broader neighborhood improvements and new mixed-use transit-oriented development.</p> <p>Cumulative positive effects of the Proposed Action on canal biota and nearshore aquatic ecosystems would result from the Proposed Action, in conjunction with ongoing projects in the watershed to improve water quality. Potential negative cumulative effects will occur if storm events are concurrent with construction dewatering discharges or dredging events, leading to increased water turbidity. The turbidity attributable to dredging will be small in comparison to that caused by natural storm events and will dissipate. Therefore, these cumulative effects will not be substantial.</p> <p>The Kapālama Canal is a vital component of the region's greater drainage / flood management infrastructure. Failure of the canal wall / berm would have significant adverse impacts on the neighborhoods that surround the canal. However, implementation of the proposed action would increase the resiliency of the canal and its surrounding environs.</p> | <p>Short-term environmental impacts would be reduced through the phased development of the Proposed Action's improvements, which would minimize the disturbance of the surrounding terrestrial and aquatic environment, and the implementation of BMPs would also mitigate traffic impacts. By coordinating the phased construction of a linear park, waterfront promenade, and Complete Streets improvements with the planned maintenance dredging of the canal, regulatory agency oversight could be utilized more efficiently.</p> |

**From:** [webmaster@hawaii.gov](mailto:webmaster@hawaii.gov)  
**To:** [HI Office of Environmental Quality Control](#)  
**Subject:** New online submission for The Environmental Notice  
**Date:** Monday, June 28, 2021 9:46:49 AM

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**Action Name**

Kapālama Canal Catalytic Project--Final EIS

**Type of Document/Determination**

Final environmental impact statement (FEIS) acceptance or non-acceptance

**HRS §343-5(a) Trigger(s)**

- (1) Propose the use of state or county lands or the use of state or county funds

**Judicial district**

Honolulu, O'ahu

**Tax Map Key(s) (TMK(s))**

Numerous (see document)

**Action type**

Agency

**Other required permits and approvals**

Numerous (see document)

**Proposing/determining agency**

City and County of Honolulu, Department of Planning and Permitting

**Agency contact name**

Timothy Streit

**Agency contact email (for info about the action)**

[tstreitz@honolulu.gov](mailto:tstreitz@honolulu.gov)

**Agency contact phone**

(808) 768-8042

**Agency address**

650 South King Street, 7th Floor  
Honolulu, HI 96813  
United States  
[Map It](#)

**Accepting authority**

Mayor of the City and County of Honolulu

**Accepting authority contact name**

Rick Blangiardi

**Accepting authority contact email or URL**

www.honolulu.gov

**Accepting authority contact phone**

(808) 768-4141

**Accepting authority address**

530 South King Street, Room 300  
Honolulu, HI 96813  
United States  
[Map It](#)

**Was this submittal prepared by a consultant?**

No

**Action summary**

The Kapālama Canal Catalytic Project (Proposed Action) is the outcome of various community plans supported by the City & County of Honolulu Department of Planning and Permitting. These community plans include the Kalihi-Palāma Action Plan (2004) and the Kalihi Neighborhood Transit-Oriented Development Plan (2017), which provide visions for a linear park along Kapālama Canal, a waterfront promenade, and complete street improvements along Kōkea and Kohou Streets from Nimitz Highway to the H-1 Freeway. In addition to supporting the community's visions, the Proposed Action will address green infrastructure and water quality improvements, erosion control, bank stabilization, resiliency strategies as a defense against increased flooding anticipated due to sea level rise, and dredging. The intent of the Proposed Action is to catalyze broader neighborhood improvements and new mixed-use development in the area around the Kapālama rail transit station.

**Attached documents (signed agency letter & EA/EIS)**

- [Kapalama-Final-EIS-5.20.21-EIS-Appendices.pdf](#)
- [Mayors-Acceptance-of-KCCP-FEIS\\_Signed.pdf](#)

**Authorized individual**

Timothy Streit

**Authorization**

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.