



HAWAII COMMUNITY
DEVELOPMENT AUTHORITY



David Y. Ige
Governor

John Whalen
Chairperson

Aedward Los Banos
Interim Executive Director

FILE COPY
AUG 08 2016

Ref. No.: ENGR 214A.0

July 20, 2016

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

RECEIVED
16 JUL 26 AM 05:22
OFC. OF ENVIRONMENTAL
QUALITY CONTROL

Dear Mr. Glenn:

Re: Kewalo Basin Makai Loading Dock Repairs
Tax Map Key: (1) 2-1-058: 131
Hawaii Revised Statutes (HRS) Chapter 343
Exemption Declaration

In August 2014, the Hawaii Community Development Authority (HCDA) awarded the lease for Kewalo Basin Harbor to Kewalo Harbor, LLC, a wholly-owned subsidiary of the Howard Hughes Corporation. As a requirement of its lease agreement, Kewalo Harbor, LLC proposes to replace and repair the deck at the loading dock along the Makai Wharf, Kewalo Basin, Honolulu, Hawaii.

It is the determination of the HCDA that the proposed action qualifies for a HRS, Chapter 343 exemption under Section 11-200-8(a), Hawaii Administrative Rules, Exemption Class 2 and Class 4 as follows: "2. Replacement or reconstruction of existing structures and facilities where the new structure will be located generally on the same site and will have substantially the same purpose, capacity, density, height, and dimensions as the structure replaced;" and "4. Minor alterations in the conditions of land, water, or vegetation." Class 2 deals with the loading dock and Class 4 deals with the construction laydown/staging areas. This determination is based on the following factors:

- The replacement and repair of the existing Makai Loading Dock will be located on the same site, and have the same purpose, capacity, density, height, and dimensions as the structure being replaced.
- The affected area does not represent a particularly sensitive environment or critical habitat.

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17-037

Mr. Scott Glenn, Director
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- The replacement and repair of the Makai Loading Dock is not expected to generate significant cumulative impacts within the context of future development actions in the Kakaako Community Development District.
- The use of the laydown/staging areas will be temporary in nature and located on previously developed areas with impervious surfaces.

We are enclosing an electronic copy of the project's exemption declaration on CD-ROM and respectfully request publication of a notice in the next issue of the Office of Environmental Quality Control Environmental Notice.

If you should have any questions regarding this matter, please contact Mr. Deepak Neupane, P.E., AIA, Director of Planning and Development, at 594-0338.

Sincerely,



Aedward Los Banos
Interim Executive Director

ALB/DN:ak

Enc.: HRS Chapter 343 Exemption Declaration (CD-ROM)
c: Mr. Jim Miller, The Howard Hughes Corporation
Ms. Gail Renard, HHF Planners

FILE COPY

AUG 06 2016

Hawai'i Community Development Authority
547 Queen Street
Honolulu, HI 96813

TO: 1. HCDA Maintained Public Files for Chapter 343 HRS Exemption Determinations
2. Office of Environmental Quality Control
FROM: Aedward Los Banos, Interim Executive Director
SUBJECT: Exemption Declaration for the Makai Loading Dock Deck Replacement and Repair
DATE: 7/15/2016

AGENCY OR APPLICANT ACTION

Check applicable box

- This exempted action is an agency action as defined by Section 343-5(b), HRS, and Section 11-200-5, HAR
- This exempted action is an applicant action as defined by Section 343-5(c), HRS, and Section 11-200-6, HAR

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OFFICE OF ENVIRONMENTAL QUALITY CONTROL

SPECIFY EXEMPTION CLASS:

Check applicable box

- The Exemption Declaration for the action described below is based on the Exemption List for the [name of agency], reviewed and concurred to by the Environmental Council on [date of concurrence].
 - Exemption List Class ____.
 - Item Number ____.
 - Applicable language from the exemption list: [Click here to enter text.](#)
- The Exemption Declaration for the action described below is based on the consultation process prescribed by Section 11-200-8(a), Hawai'i Administrative Rules (HAR), Exemption Class 2 and 4.

DESCRIPTION OF ACTION

Proposing Agency or Applicant: Kewalo Harbor, LLC

Project Name & Address/Location: Kewalo Basin Loading Dock Deck Replacement and Repair, Kewalo Basin, Honolulu, Hawai'i 96814

Anticipated Start Date: **2nd Quarter, 2017**

Anticipated End Date: **1st Quarter, 2018**

Island and District: O`ahu Honolulu

Tax Map Key(s) (1) 2-1-058: 131

Latitude/Longitude Coordinates: 21°17'31.44"N, -157°51'28.24"W

All Necessary Permits and Approvals:

The proposed action is already covered by a U.S. Army Corps of Engineers (USACE) permit). It has not yet been determined whether a Section 401 Water Quality Certification (WQC) from the State of Hawaii Department of Health, Clean Water Branch will be required. The USACE permit imposes specific BMPs and conditions of approval. The proposed action may also require a Special Management Area (SMA) permit from the State Office of Planning (OP), but does not require a Conservation District Use Permit approval from State Department of Land and Natural Resources (DLNR) Office of Conservation and Coastal Lands (OCCL) because it is entirely within the State Urban District (see Enclosure 4 for State Land Use Boundary Interpretation and composite map).

NARRATIVE

Describe the action and why it qualifies for the exemption:

Kewalo Harbor, LLC proposes to replace and repair the deck at the loading dock along the Makai Wharf, Kewalo Basin, Honolulu, Hawai'i (Enclosure 1). HCDA entered in a lease with Kewalo Harbor, LLC, a wholly owned subsidiary of The Howard Hughes Corporation, on August 1, 2014. As of September 1, 2014 (the commencement date of the lease) the harbor's submerged lands have been managed by Almar Management under contract to Kewalo Harbor Management Company, a wholly owned subsidiary of The Howard Hughes Corporation. The existing loading dock was constructed in 1985 (Enclosure 2) and is approximately 25 feet wide by 196 feet long, extending in an east-west direction to near the entrance channel for Kewalo Basin. This action is in addition to the Kewalo Basin Repairs Project, which was previously evaluated under an earlier HRS Chapter 343 Environmental Impact Statement (EIS) published in 2011 and accepted by Governor Abercrombie on April 23, 2011. The 2011 Final EIS included the construction of a fueling dock, extending 'ewa of the existing Makai Loading Dock, and installation of associated fuel tanks, but did not cover any activities associated with the existing Makai Loading Dock. This project will incorporate Makai Loading Dock into the overall harbor repairs project and fueling facilities plan, which also includes above ground storage tanks on fastland makai of the loading dock, and infrastructure appurtenances. The project also includes use of about 20,600 square feet of fastland in southeast corner of Kewalo Basin and 6,000 square feet immediately makai of the Makai Loading Dock as temporary laydown/staging areas for construction equipment. Following is a listing of the elements of the project:

- Demolition of existing concrete decking and beams down to the pile caps, including cleats, fenders, potable water and electrical utilities. Concrete repairs, as needed, will be applied to the piles and pile caps;
- Replacement of concrete beams and decking (including new cleats);
- Installation of two horizontal rows of new non-marring D-type fenders to replace the existing fenders;
- Replacement of existing potable water infrastructure including potable water hose bib connections along the edge of the dock. Water is currently provided by an existing 1-1/2" water pipe coming from the finger piers along Makai Wharf. The old piping

will be replaced with new isolation ball valves and schedule 80 PVC piping. Piping will be secured to the top of the dock for ease of maintenance;

- Installation of a new fire standpipe system and fire extinguishers;
- Replacement of existing electrical infrastructure with new HECO service; and
- Utilization of an approximate 20,600-square foot staging/laydown area on the makai/eastern side of Kewalo Basin adjacent to Ala Moana Beach Park, and an approximate 6,000 sf laydown/staging area makai of the Makai Loading Dock (see Enclosure 2).

The project will be implemented when all required permits are approved. Construction duration is estimated at approximately 18 months.

It is the determination of the HCDA that the proposed action qualifies for an HRS, Chapter 343 exemption under Sections 11-200-8(a), HAR, Exemption Class 2 and Class 4 as follows: “2. *Replacement or reconstruction of existing structures and facilities where the new structure will be located generally on the same site and will have substantially the same purpose, capacity, density, height, and dimensions as the structure replaced;*” and “4. *Minor alterations in the conditions of land, water, or vegetation.*” Class 2 deals with the loading dock and Class 4 deals with the construction laydown/staging areas. This determination is based on the following factors:

- The replacement and repair of the existing Makai Loading Dock will be located on the same site, and have the same purpose, capacity, density, height, and dimensions as the structure being replaced.
- The affected area does not represent a particularly sensitive environment or critical habitat.
- The replacement and repair of the Makai Loading Dock is not expected to generate significant cumulative impacts within the context of future development actions in the Kaka‘ako District.
- The use of the laydown/staging areas will be temporary in nature and located on previously developed areas with impervious surfaces.

RECEIVING ENVIRONMENT

Describe the site, including any impacts on the receiving environment:

Kewalo Basin Harbor is a medium-draft, mixed-use harbor located along Ala Moana Boulevard, approximately one mile east of Honolulu Harbor between the Honolulu International Airport and Waikiki. Kewalo Basin currently provides accommodations for a mix of commercial operators (charter, fishing and excursion) and pleasure craft owners. The Makai Loading Dock, is located in the makai edge of Kewalo Basin Harbor (Enclosure 1). The wharf structure is a pile-supported, marginal wharf of concrete construction.

A. *Marine Water Quality.* The State Department of Health (“DOH”) is required by the Clean Water Act Sections 305(b) and 303(d) to report to the EPA and the U.S. Congress on the overall status of water quality statewide, to identify the waterbodies that do not meet State water quality

standards, and provide a priority ranking of listed waters based on the severity of pollution and the uses of the waters. In its latest water quality monitoring and assessment report, the State DOH identified Kewalo Basin as one of a number of impaired waterbodies around the State (DOH September 2, 2014). Primary pollutants identified by DOH for Kewalo Basin include total nitrogen, total phosphorus, turbidity, and chlorophyll (DOH 2014). The State DOH identified Kewalo Basin as having a low priority for initiating establishment of Total Maximum Daily Loads (TMDL) based on the number of parameters listed and the severity of exceedances (DOH 2014). While Kewalo Basin does not represent a particularly sensitive or pristine marine environment, the proposed project has been planned and designed to avoid potentially adverse impacts to marine water quality. The construction process for the proposed action will take place almost entirely above the water line, and it is not expected that water quality will be adversely affected. Industry standard BMPs such as, falsework, watertight formwork, and silt curtains are recognized to be very successful in preventing construction debris and materials from entering the marine environment. These best management practices will be finalized to satisfy conditions for the USACE nationwide permit and OP SMA, if needed.

B. Marine Biology. The previous Kewalo Basin Improvements EIS undertook an extensive survey of the marine biota at Kewalo Basin Harbor. The survey found that, “Kewalo Basin is biologically degraded with few native species present (Brock 2011 in 2011 Kewalo Basin Repairs Project FEIS).” No living stony corals were observed within the harbor, and submerged piles and structures were found to be encrusted in fouling communities, such as green alga (*Ulva fasciata*) and orange sponges (*Mycale armata*). During the survey, no protected species were observed within the harbor or the inner entrance channel. The proposed action will not include any pile driving, dredging or blasting. With construction being completed almost entirely above the water line, no adverse impacts are expected for marine species.

C. Terrestrial Biology. All terrestrial areas within the Project area consist of existing hardened wharf facilities. No terrestrial protected species (flora or fauna) are known to exist in the Project area and there is no critical habitat within the Project vicinity. No impacts to terrestrial fauna are anticipated.

D. Public Access to Recreational Areas. Public access to nearby recreational areas, including Ala Moana Beach Park, Kewalo Basin Park, and Point Panic surf break will not be impacted by the proposed action.

E. Traffic, Roadways, and Parking. Kewalo Basin, in which the Makai Loading Dock is located, is adjacent to the intersection of Ala Moana Boulevard and Ward Avenue. Both roadways represent important arterials and experience high peak hour traffic volumes. The proposed repair project will not require closures of adjacent public roads, and will not significantly impact traffic. The linear parking lot along the harbor’s mauka bulkhead provides a necessary parking area for the harbors’ tenants and commercial businesses. Ahui Street and the parking lot at the makai end of Ahui Street provide important parking areas and public access for fishermen, ocean enthusiasts, and recreational users of the Kewalo Waterfront Park. During the

construction process, public access to the loading dock will be restricted, but construction employee parking will not be allowed in the Kewalo Basin Park parking lot.

F. Harbor Use and Navigation. Kewalo Basin is a 22-acre harbor supplying 143 boat slips to both commercial and recreational boats. It is considered a medium-draft facility with a minimum design water depth of 20 feet. The proposed action will maintain the existing capacity of the loading dock to accommodate vessels, and therefore will not impact what types of vessels may utilize the loading dock. There will be only minimal impacts to navigation during the construction period. The harbormaster will work with affected tenants to ensure that ongoing operations are not affected.

G. Archaeological, Cultural, and Historic Resources. The 2011 Kewalo Basin Improvements EIS identified the fastlands adjacent to the Project site as fill land, and conducted an archaeological literature review and field inspection that suggests there is likely to be no identifiable archaeological resources within the Project area (Hammatt and Shideler 2010 in 2011 Kewalo Basin Repairs Project FEIS). A historic resources evaluation conducted for the EIS found only one property in the Kewalo Basin facility that could be eligible for the National Register of Historic Places: the Honolulu Marine Inc. facility (Mason Architects, Inc. 2010 in 2011 Kewalo Basin Repairs Project FEIS). However, the proposed repair project will not impact this historic property. (Although not evaluated in Mason Architects' 2010 evaluation, the Makai Loading Dock was constructed in the mid-1980s and therefore not eligible for the NRHP.) Water-based cultural and recreational activities, as well as four cultural features (*pueo* statue, Blessed Mother Marianne Cope statue, Native Hawaiian garden, and the net shed) were identified as significant cultural resources in a the 2010 Cultural Impact Assessment of the harbor area (Genz and Hammatt 2010 in 2011 Kewalo Basin Repairs Project FEIS). Given that the proposed action is constrained to the direct vicinity of the Makai Loading Dock, and that it will not change the design capacity of the loading dock, it will not impact these cultural resources.

H. Public Services and Utilities. An existing 1-1/2" inch water line provides potable water service to the Makai Loading Dock. This will be replaced by the project, which will also replace existing electrical infrastructure. The proposed action will not change the existing utility level of service at the Makai Loading Dock, or increase future demand for these utilities.

I. Air Quality. According to the State DOH's annual air quality data summary (State of Hawai'i Annual Summary 2014 Air Quality Data, DOH 2015), in 2014, criteria air pollutant levels were well below State and Federal ambient air quality standards at both Honolulu and Sand Island air quality monitoring stations (i.e., closest to the project area). The proposed action will not significantly impact air quality because it will not introduce any new major air pollution sources. The principal source of short-term air quality impacts will be construction activity, including construction vehicle emissions and particulate emissions associated with demolition and earth moving operations. These impacts will be minor and of short duration because (1) the project would involve limited soil disturbance, (2) the construction equipment involved are not

considered major sources of air pollution, and (3) construction activities would cease at night. All construction activities will comply with the provisions of HAR Section 11-60.1-33 (Fugitive Dust).

J. Noise. In 2010, an environmental noise assessment was conducted by D.L. Adams Associates to characterize the existing atmospheric noise environment and assess the potential impacts of the Kewalo Basin Repairs Project on existing noise sensitive areas. The noise measurements indicated that the project area (including areas adjacent to the Makai Loading Dock) currently experiences noise levels typical of an urban environment that vary with the time of day and vehicular traffic patterns on Ala Moana Boulevard. The proposed Makai Loading Dock Replacement and Repair Project may result in construction noise levels that exceed the daytime maximum permissible noise limits at the property line. Intermittent noise from construction activities will be audible in the vicinity of the project site. The proposed action will not include any pile driving, dredging or blasting. The dominant noise source during construction will be from the demolition process. However, noise from construction activities will be short term and must comply with State DOH noise regulations. As construction activities will be taking place above the waterline, significant underwater noise impacts are not expected.

K. Socioeconomic Conditions and Environmental Justice. Kaka'ako, the district that encompasses Kewalo Basin, is undergoing substantial redevelopment. The two largest land owners in the district have released master plans for their Kaka'ako properties, which outline the development of high rise condominiums and street front retail space along the mauka side of Ala Moana Boulevard. On the makai side of Ala Moana Boulevard, the Office of Hawaiian Affairs is exploring development opportunities with its recently acquired properties. Housing, population, and employment are all projected to dramatically increase in the district over the next 20 years. The proposed project will not impact the current or projected levels of housing, population, or employment, because it will result in an essentially in-kind replacement of the existing Loading Dock and continue the existing use. Kaka'ako provides a range of housing accommodations for residents, from luxury condos to affordable housing, senior housing, and a homeless shelter. However, because it will maintain the existing use of the loading dock, and because construction activities will be temporary and limited to daytime hours, the proposed project will not result in disproportionate adverse impacts to minority or low-income communities.

L. Flood Hazard and Sea Level Rise. Fastlands adjacent to Kewalo Basin Harbor are designated within the Special Flood Hazard Areas subject to inundation by the 1% annual chance flood (Zone AE). The harbor waters and some adjacent bulkhead areas are within the coastal flood zone with velocity hazard [wave action] (Zone VE). The proposed project will be constructed to meet the relevant design requirements of the Zone VE flood hazard area and will not introduce new development on fastlands within the Special Flood Hazard Area. The project is not expected to affect the risks or potential of natural hazard occurrences such as flooding or tsunami, nor increase the severity of these hazards on life or property.

The National Oceanic and Atmospheric Administration's (NOAA) Sea Level Rise and Coastal Flooding Impacts data viewer shows minimal change to the Kewalo Basin project area with a 1-foot projection of sea level rise. The Kewalo Basin project area is also considered to

have low social vulnerability, based on social and economic data. The Sea Level Rise and Coastal Land Use Policy Toolkit published by the University of Hawai'i Sea Grant College Program UH in 2011 suggests that "the governor or state legislature should direct state agencies to incorporate a sea-level rise benchmark of 1-foot-by-2050 and 3-feet-by-2100 in planning and permitting processes and decision-making." Currently, the Makai Loading Dock is approximately 5 feet above the mean higher high water level. Taking into account a conservative estimate of 2 feet of sea level rise during the project's 50 year service life, the project is not expected to be significantly impacted by sea level rise.

M. Hazardous Materials and Waste. A Phase I Environmental Site Assessment (ESA) was conducted for the Kewalo Basin Harbor submerged lands and surrounding improved fast lands in 2014 (EnviroServices & Training Center, LLC May 2014). In general, good housekeeping and storage practices were observed, and, with the exception of the following, the ESA found no evidence of recognized environmental conditions¹ (RECs) in connection with the study area. The ESA reported findings from a 2010 sampling study of harbor sediments (cited in the 2011 Kewalo Basin Repairs Project FEIS) that indicated detection of contaminants in the submerged lands typical of the configuration, usage, and urban runoff into the harbor (e.g., petroleum constituents, pesticides, PCBs, and heavy metals). The ESA also identified an unverified report of a former tenant dumping batteries in the harbor, although no evidence of this was found during subsequent investigations. An area to the east of the harbor was identified as Kaka'ako Brownfields² Units 9 (former Kewalo Marine Services) and 10 (former mammal lab). The ESA reports that a soil and groundwater investigation conducted on Unit 9 indicated that various heavy metals and petroleum related constituents were detected in soil and groundwater. With the exception of benzene in the groundwater, all detected constituents reportedly did not exceed their corresponding DOH action levels. Based on these findings, the presence of contaminants in the soil and groundwater is considered a REC.

The proposed action is unlikely to adversely impact existing RECs in the harbor submerged lands or at Brownfields Unit 9. It is unlikely to expose the public or construction personnel to contaminants that may be present in marine sediments, groundwater, or soil found at the project area. Because the construction activities will generally take place above the water line and because the proposed action does not require dredging or pile driving, the proposed action is unlikely to affect marine sediments in the harbor and no sediment waste is expected to be generated. The proposed construction laydown/staging area will not involve ground disturbance that could expose heavy metals and petroleum related constituents or other potential contaminants that may remain in soil and groundwater at Kakaako Brownfields Unit 9 and 10. Furthermore, Unit 9 (the REC) is covered by impermeable material. The characterization of the construction laydown/staging area as brownfields units does not preclude its proposed use for construction laydown and staging.

¹ The term recognized environmental condition (REC) is defined as: "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; (3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions."

² A Brownfields site is land which the expansion, redevelopment, or reuse of may be complicated by the presence or potential presence of a hazardous substance, pollutant or contaminant.

N. Cumulative Impacts. Cumulative impacts are those that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. When assessing potential cumulative impacts for the Makai Loading Dock, it is important to take into account the context of Kewalo Basin, as well as the surrounding Kaka'ako District.

- *Kewalo Basin Repairs Project:* The proposed action is a minor addition to the Kewalo Basin Repairs Project, which includes repair and reconstruction of existing docks and wharfs at Kewalo Basin. The project will increase the number of slips available at the harbor, upgrade utilities, and modernize amenities for resident and commercial users.
- *The Office of Hawaiian Affairs (OHA):* OHA has acquired 10 parcels in Kaka'ako Makai, and is evaluating development and their revenue generating potential.
- *Honolulu Seawater Air Conditioning Project:* Honolulu Seawater Air Conditioning LLC has proposed to construct a seawater air conditioning system in downtown Honolulu, consisting of a seawater intake pipe extending about 4 to 5 miles offshore to a depth of about 1,600 to 1,800 feet, a return pipe extending 3,500 feet offshore to a depth of 150 feet, a pump station in the Kaka'ako Makai District, and a network of chilled water distribution pipes from the pump station to customer buildings in the downtown area.
- *Kaka'ako Mauka Area Plan:* The Mauka Area Plan and the subsequent Draft Transit Oriented Development Overlay conceptualize the Kaka'ako District as a high-density, mixed use urban center focused around the proposed transit stations. These plans call for a dramatic increase in population, housing, and employment in the district over the next 20 years. Several new projects (under construction and planned) are within a few blocks of the Makai Loading Dock project site. Several of the projects include commercial and retail components.

Taking into account other past, present, and reasonably foreseeable future actions in Kewalo Basin and the Kaka'ako District, three particular areas could potentially be affected by the cumulative impacts of these actions: (1) traffic; (2) marine water quality; and (3) marine biological resources. Because it would repair and replace the existing facility and not increase its design capacity, the proposed action will not change the existing use of the wharf, or the future ability of the wharf to service different or larger vessels. During construction, there may be temporary, localized traffic impacts from construction personnel or vehicles. However, these impacts would be temporary and can be managed through a construction management plan prepared by the contractor. Overall, the replacement and repair of the Makai Loading Dock deck is not expected to generate cumulative impacts within the context of past, present, and reasonably foreseeable future projects in Kewalo Basin Harbor, and the Kaka'ako Community Development District.

ENVIRONMENTAL ANALYSIS

I have considered the potential effects of the proposed project and all related activities against the criteria checked below:

Not Applicable

- Land Use and Zoning Conformance
- Traffic (Vehicles, Bicycles, Pedestrian)
- Infrastructure (Roads, Buildings, Utilities)
- Air Quality Pollutant Emissions
- Noise Emissions
- Solid, Hazardous, and Liquid Waste Management
- Socioeconomic Conditions and Environmental Justice
- Economic
- Health and Safety
- Recreation
- Public Beach Access
- Cultural Resources and Practices
- Visual/Aesthetic
- Environmental Justice
- Rare, Threatened, and/or Endangered Species
- Surface and Ground Water Resources
- Wetlands
- Floodplains
- Riparian/Coastal Resources
- Other – Sea Level Rise

Comments/summary of impact analysis:

As the project includes the repair and replacement of an existing structure, and the project location is not within a particularly sensitive environment, the impact analysis found no significant impacts from the proposed project. While there is the potential for minor impacts to marine water quality during the construction process, a variety of best management practices will be utilized to avoid or minimize these potential impacts.

MITIGATION

Describe all mitigation measures and best management practices planned to address impacts during the project activities and after project completion:

During replacement of the loading dock, construction will be completed almost entirely from the landside adjacent to the wharf. The existing deck will be saw cut and either removed from the landside. The pile caps will be demolished from land and floating platforms and all debris will be captured and disposed of on land. All debris material will be hauled away for proper upland disposal. Following demolition work, pile caps will be reconstructed, and precast deck panels will be lifted into place. Once the precast panels are set, they will serve as the formwork for a cast-in-place closure pour and deck topping.

Since the piles will be reused in place, construction activity will be completed almost entirely above the water line. In-water work (which could involve the refurbishment of select pile caps)

may require an encasement to extend a few feet under the water's surface. However, watertight formwork will be installed to prevent concrete from entering the water.

The proposed action does not include any dredging, pile driving, or blasting. BMPs will be implemented during the repairs to prevent contamination of the marine environment resulting from project-related activities. Typical BMPs for this type of work include: (1) making use of construction debris control devices such as booms, tarpaulins, floats, or other devices as necessary to prevent construction debris from entering the water and airborne materials from leaving the immediate vicinity of the work site; as well as (2) material handling protocols to prevent toxic material spills including fuel, waste water, concrete, etc., from entering the water. In compliance with the Occupational Safety and Health Administration (OSHA) and the State DOH requirements, industry-standard BMPs will be followed during the construction process to ensure worker and community health and safety. In the event that any hazardous or regulated materials are encountered during the demolition process, the materials will be handled and disposed of in compliance with Chapter 11-261, Hawai'i Administrative Rules.

In the unlikely event that historic resources, including human skeletal remains, cultural layers, cultural deposits, features, artifacts, or sinkholes are identified during construction activities, all work will cease in the immediate vicinity of the find, the find will be protected from additional disturbance, and the SHPD will be contacted immediately.

CONSULTATION

The following parties have been consulted about this declaration exemption (Name, affiliation, consultation date): See Enclosure 3 for a list of consulted parties (150 total) and a sample consultation letter. There were four comment letters postmarked or received by April 29, 2016 (seven weeks after consultation letters were mailed and 29 days after the comment period deadline of March 31, 2016). The comment letters and HCDA's responses are included in Enclosure 3.

EXEMPT DECLARATION

The direct, cumulative, and potential impacts of the action described above have been considered pursuant to Chapter 343, Hawai'i Revised Statutes and Chapter 11-200, Hawai'i Administrative Rules. I declare that the action described above will have minimal or no significant impact on the environment and is therefore exempt from the preparation of an environmental assessment.



Signature of Director or Delegate

JUL 21 2016

Date

- This document is on file in our office and is available for public review.
- This document has been submitted to the Office of Environmental Quality Control for publication in The Environmental Notice.