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November 23, 2010

TO: KATHERINE PUANA KEALOHA, DIRECTOR  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
DEPARTMENT OF HEALTH

FROM: DAVIS K. YOGI   
HARBORS ADMINISTRATOR

SUBJECT: LAND ACQUISITION FOR EXPANSION OF KALAELOA BARBERS  
POINT HARBOR  
TMK (1) 9-1-014:026 (POR.)  
EWA, OAHU, HAWAII  
FINAL ENVIRONMENTAL ASSESSMENT/NEGATIVE DECLARATION  
DETERMINATION

The State of Hawaii Department of Transportation Harbors Division has reviewed the comments received during the 30-day public comment period which began on September 23, 2010. The agency has determined that this project will not have significant environmental effects and has issued a Negative Declaration, also referred to as a Finding of No Significant Impact (FONSI). Please publish this notice in the December 8, 2010 issue of *The Environmental Notice*.

We have enclosed a completed OEQC Publication Form, two (2) hardcopies of the Final EA and one (1) CD containing electronic copies of the Publication Form, Final EA, and project summary. Please call Sandra Rossetter, of the Harbors Division Engineering Planning Section at 587-1886 or e-mail address [sandra.c.rossetter@hawaii.gov](mailto:sandra.c.rossetter@hawaii.gov) if you have any questions.

Enc.

# Acquisition of Land for the Expansion of Kalaeloā Barbers Point Harbor

FINAL ENVIRONMENTAL ASSESSMENT/  
FINDING OF NO SIGNIFICANT IMPACT (FONSI)

'Ewa, O'ahu, Hawaii



Submitted by:



**Hawai'i Department of Transportation  
Harbors Division**

Prepared by:



NOVEMBER 2010

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# **Acquisition of Land for the Expansion of Kalaeloā Barbers Point Harbor 'Ewa, Oahu, Hawai'i**

**FINAL ENVIRONMENTAL ASSESSMENT and FINDING OF NO SIGNIFICANT IMPACT**

*Prepared Pursuant to:*  
**Chapter 343, Hawai'i Revised Statutes and  
Title 11, Chapter 200, Hawai'i Department of Health Administrative Rules**

*Submitted by:*  
**Hawai'i Department of Transportation**

*Prepared by:*  
**SSFM International, Inc.**

**November 2010**

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## PROJECT SUMMARY

Proposing Agency:	Hawai'i Department of Transportation, Harbors Division
Accepting Authority:	Hawai'i Department of Transportation
Location:	Campbell Industrial Park, 'Ewa, O'ahu, Hawaii
Tax Map Key:	(1) 9-1-014:026 (portion)
Land Area:	53.948-acres
Recorded Fee Owner:	Campbell Hawai'i Investor LLC
State Land Use Classification:	Urban
City and County Zoning:	I-3, Waterfront Industrial
Proposed Action:	Acquisition of land for future expansion of Kalaeloa Barbers Point Harbor. Subsequent environmental review documentation will be prepared when development plans for the property have been finalized and prior to construction.
Impacts:	No significant impacts are anticipated to result from acquisition of the property or its use for commercial harbor operations. Specific impacts from proposed uses will be assessed in subsequent environmental review documentation when plans for the property have been finalized.
Pre-Assessment Consultation:	<u>Federal Agencies</u> Department of the Army U.S. Fish and Wildlife Service  <u>State of Hawai'i Agencies</u> Department of Business, Economic Development, and Tourism (DBED&T) DBED&T, Office of Planning DBED&T, Energy Office DBED&T, Hawai'i Coastal Zone Management Program Hawai'i Community Development Authority



State of Hawai'i Agencies (continued)

Department of Health  
Department of Land and Natural Resources (DLNR)  
DLNR, State Historic Preservation Division

City & County of Honolulu Agencies

Board of Water Supply  
Department of Planning & Permitting  
Department of Transportation Services  
Neighborhood Board No. 34, Makakilo/Kapolei/Honokai Hale

Draft EA  
Consultation:

Federal Agencies

Department of the Army  
U.S. Fish and Wildlife Service

State of Hawai'i Agencies

Department of Accounting and General Services  
Department of Business, Economic Development, and  
Tourism (DBED&T)  
DBED&T, Office of Planning  
DBED&T, Hawai'i Coastal Zone Management Program  
Department of Defense  
Department of Hawaiian Home Lands  
Department of Health  
Department of Land and Natural Resources (DLNR)  
DLNR, State Historic Preservation Division  
Hawai'i Community Development Authority  
Office of Environmental Quality Control  
Office of Hawaiian Affairs  
University of Hawai'i Environmental Center

City & County of Honolulu Agencies

Board of Water Supply  
Department of Design and Construction  
Department of Environmental Services  
Department of Planning & Permitting  
Department of Transportation Services  
Honolulu Fire Department  
Honolulu Police Department  
Neighborhood Board No. 34, Makakilo/Kapolei/Honokai Hale

## CHAPTER 1: INTRODUCTION

The State of Hawai'i Department of Transportation, Harbors Division (DOT-HAR), proposes to acquire 53.948-acres of a 63.57-acre parcel of land in Campbell Industrial Park for operational and ancillary uses associated with Kalaeloa Barbers Point Harbor. The parcel, adjacent to the existing Kalaeloa Barbers Point Harbor, is intended to support long-term development of the harbor and to ensure that sufficient area for commercial harbor facilities on O'ahu is available. Initially constructed in 1961, the importance of Kalaeloa Barbers Point Harbor as a supplement to Honolulu Harbor has increased over time. Specific use and development of the subject parcel will be determined in the future. The DOT-HAR will prepare subsequent environmental review documentation after plans for the subject property have been finalized and prior to the construction of improvements.

Acquisition of the property and its use for commercial harbor operations is not anticipated to generate significant long-term adverse impacts. Use of the subject property for harbor operations is consistent with State and County land use plans and policies.

This Final Environmental Assessment and Finding of No Significant Impact (FONSI) have been prepared pursuant to Chapter 343, Hawai'i Revised Statutes due to the use of State funds for the acquisition.

## CHAPTER 2: PROJECT DESCRIPTION AND LOCATION

### 2.1 PROJECT LOCATION

The subject property, a 53.948-acre portion of Tax Map Key (TMK) 9-1-014: 026, is located in Campbell Industrial Park adjacent to and east of the existing Kalaeloa Barbers Point Harbor. See Figure 1, Location Map and Figure 2, Project Aerial Photo. The subject property is bound by Kalaeloa Barbers Point Harbor to the west, agricultural lands to the east, and Malakole Street to the south.

### 2.2 EXISTING AND SURROUNDING USES

The subject property, owned by Campbell Hawai'i Investor LLC, is under license to Grace Pacific Corporation for stockpiling of imported sand and aggregate and operation of a hot mix asphalt plant. In the past, the site had been used to stockpile material during excavation of Kalaeloa Barbers Point Harbor and mounds of sand and coral material are present at the site. Photos of the site and surrounding uses are provided in Figures 3 and 4.

Other uses in the vicinity of the subject property include Hawaiian Earth Products, a compost producer to the east and a Chevron crude oil refinery and the Kenai Industrial Park to the south.

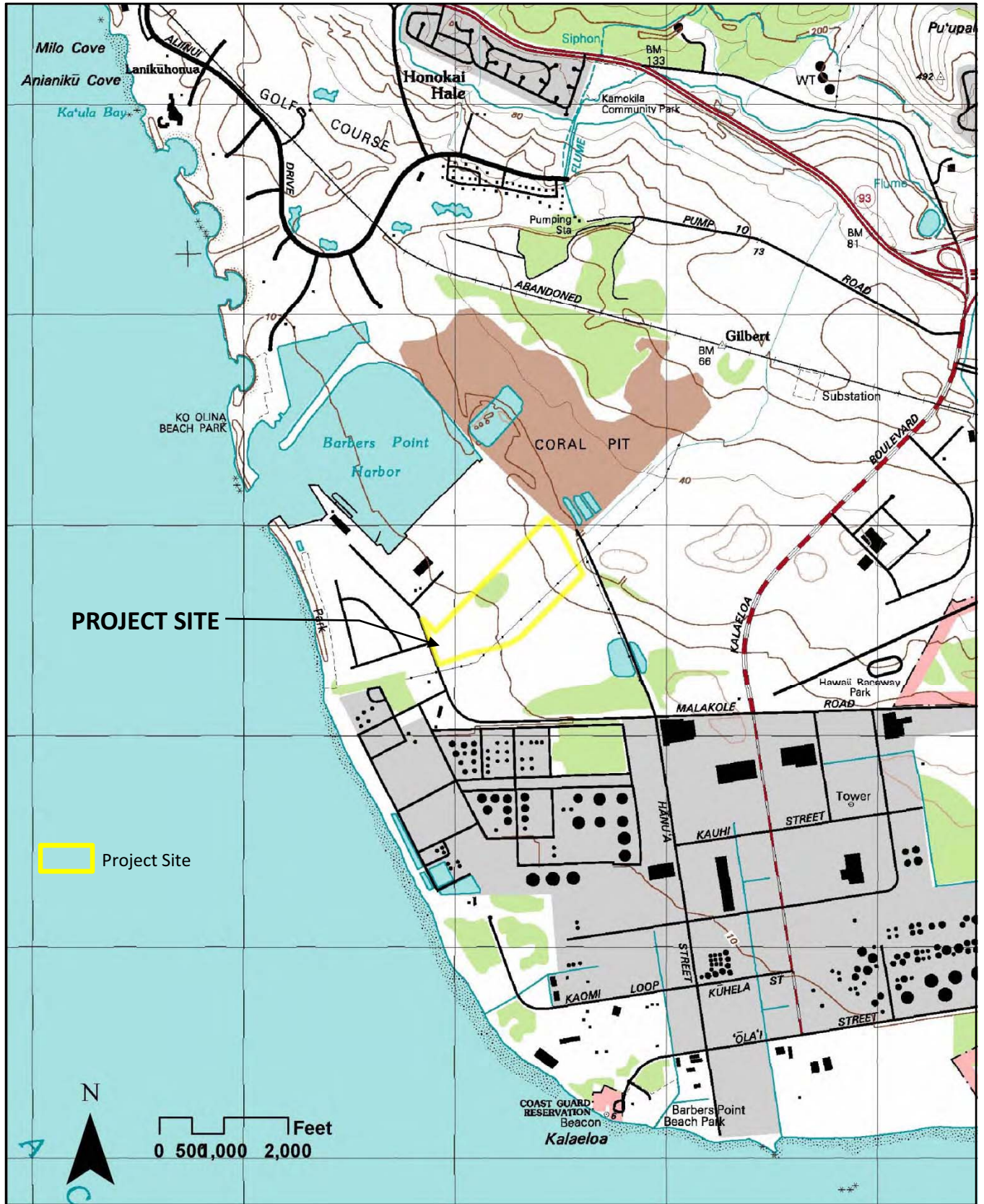
### 2.3 PROJECT DESCRIPTION

#### 2.3.1 Historical Development of Kalaeloa Barbers Point Harbor

The first marine facilities at Kalaeloa Barbers Point Harbor were constructed in 1961. Since then, the importance of Kalaeloa Barbers Point Harbor as a supplement to Honolulu Harbor has increased and today the requirements for Barbers Point Harbor are closely related to port activities at Honolulu Harbor. Kalaeloa Barbers Point Harbor presently functions to:

- provide additional deep-draft port and shoreside facilities on O'ahu to supplement Honolulu Harbor;
- establish a port closer to the growing number of destinations in leeward O'ahu; and,
- avoid the growing traffic congestion affecting movement of goods on the approaches to Honolulu Harbor.

The 2010 Master Plan for Honolulu Harbor (1985) identified Kalaeloa Barbers Point Harbor as a necessary supplemental facility to Honolulu Harbor and the most appropriate site for the importation of certain dry-bulk cargo and the exportation of construction material. The capabilities, limitations and development goals of Honolulu Harbor were reassessed in the



### PROJECT LOCATION MAP

Kalaeloa Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

### FIGURE 1

Source:  
 Honolulu Land Information System, C&C of Honolulu  
 Delorme Topo Quads





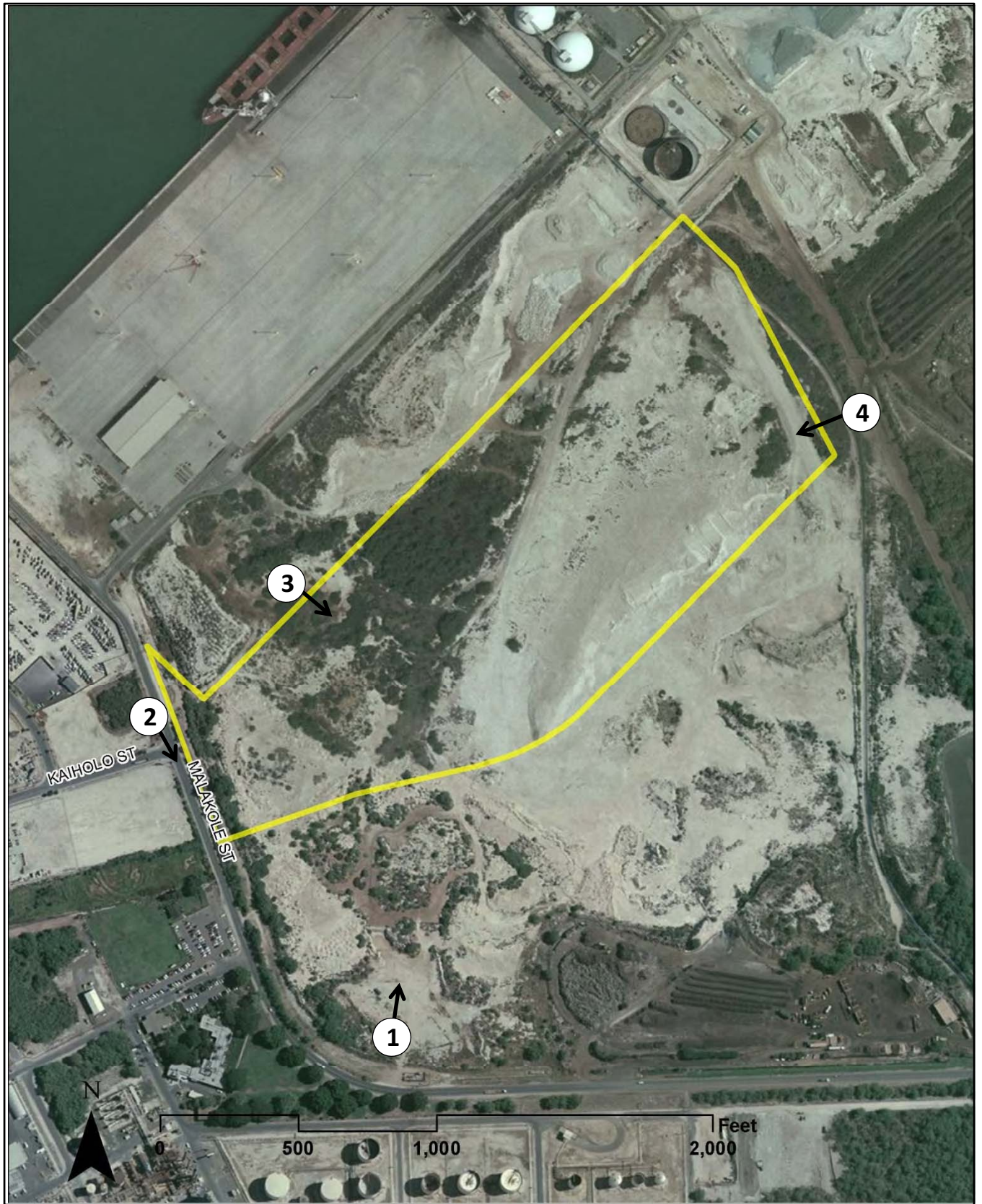
**PROJECT AERIAL PHOTO**

Kalaheo Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

**FIGURE 2**

Source:  
 Honolulu Land Information System, C&C of Honolulu  
 U.S. Geological Survey





**KEY MAP TO PHOTOS**

Kalaeloa Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

**FIGURE 3**

Source:  
 Honolulu Land Information System, C&C of Honolulu  
 U.S. Geological Survey



Photo 1: Site looking north.

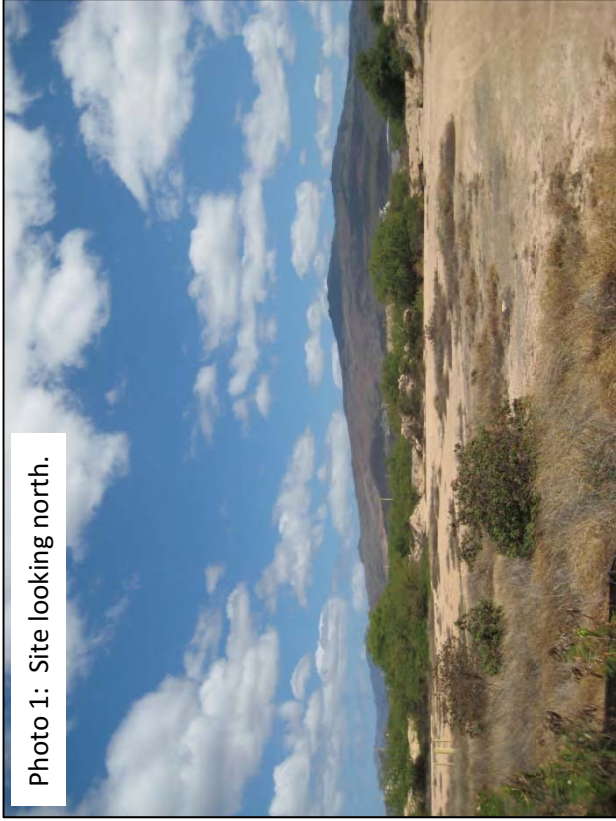


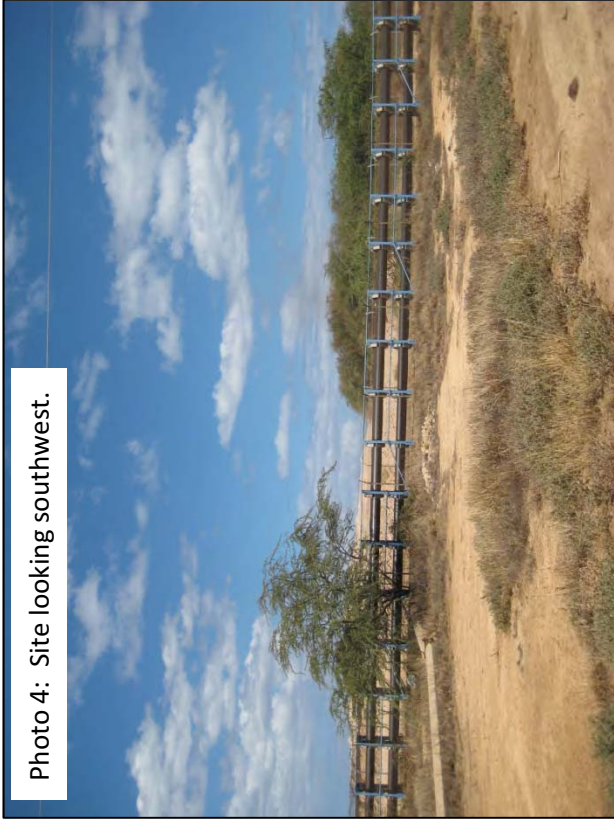
Photo 2: Site from Malakole Street.



Photo 3: Site looking east.



Photo 4: Site looking southwest.



## SITE PHOTOS

Kalaheo Barbers Point Harbor Land Acquisition  
Hawai'i Department of Transportation, Harbors Division

## FIGURE 4

Source:

Honolulu Waterfront Master Plan (1989). This plan recommended the relocation of certain port operations to Kalaeloa Barbers Point Harbor in order to accommodate the relocation of some port operations within Honolulu Harbor, and the conversion of port facilities, such as Fort Armstrong, to commercial waterfront uses. The O‘ahu Commercial Harbors 2020 Master Plan (1997) continued to recognize the increasing use and importance of Barbers Point Harbor as a supplement to Honolulu Harbor and also due to continued growth in ‘Ewa and Central O‘ahu.

### **2.3.2 Proposed Action**

DOT-HAR proposes to acquire 53.948-acres of TMK 9-1-014: 026 for future expansion of the Kalaeloa Barbers Point Harbor. The area to be acquired includes only Lot A shown on the proposed subdivision map (see Figure 5). Lot B is not being acquired as it is encumbered by an easement to be used for a regional drainage improvement to support development of inland areas.

The DOT-HAR will evaluate potential use of the subject property in context of Oahu’s overall commercial harbor requirements and the role of Kalaeloa Barber’s Point Harbor in fulfilling those needs. Subsequent environmental review documentation will be prepared after development plans for the property have been finalized.

### **2.3.3 Project Schedule and Cost**

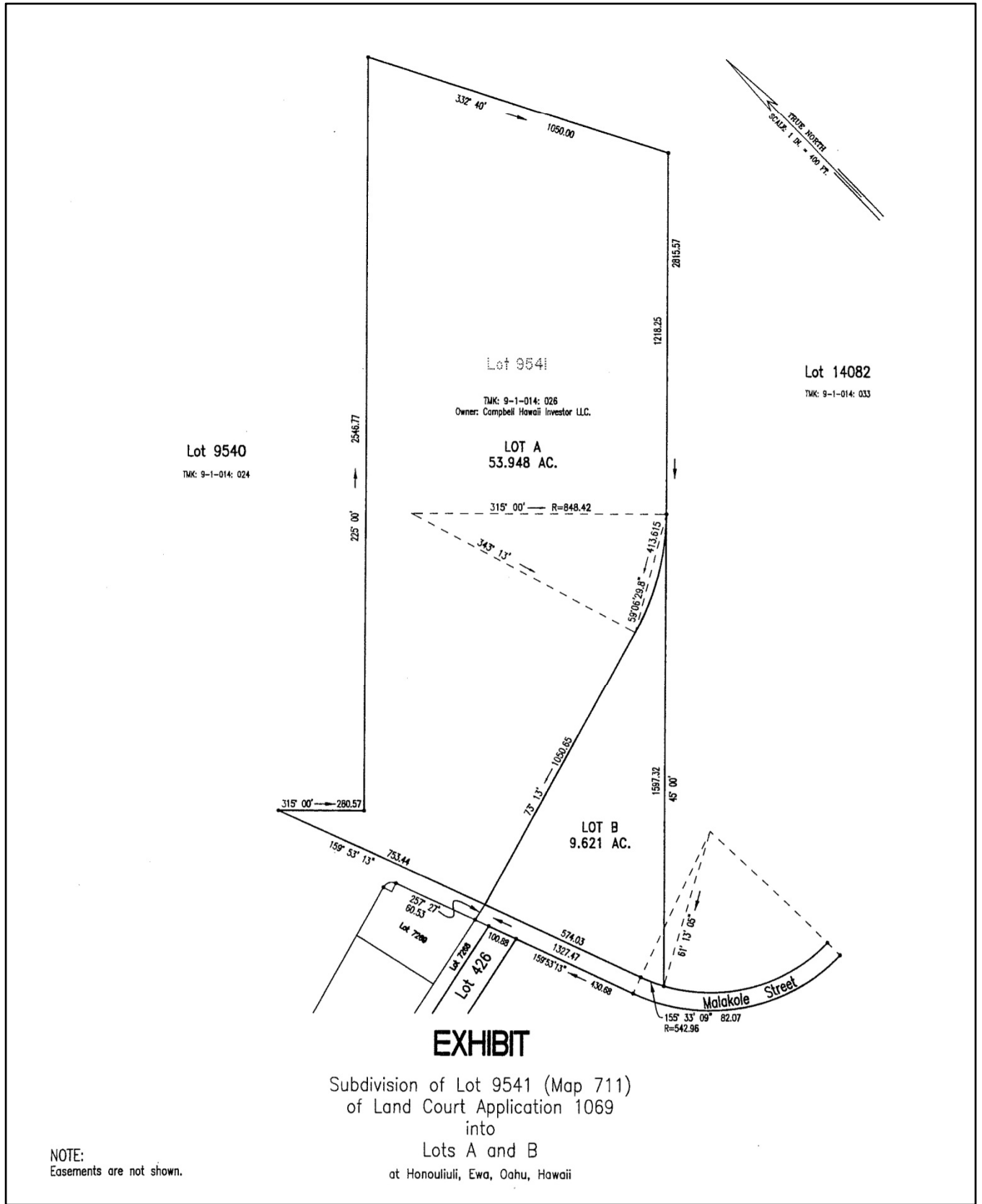
The estimated acquisition cost for the property is undetermined at this time. The State DOT will retain an appraiser to conduct an evaluation for an objective determination of value. This appraisal will provide a basis for the State’s negotiation on the acquisition price of the subject property. Funding will be provided through Harbor Special Funds. The property is anticipated to be acquired following the completion of environmental review documentation, negotiations, and all required reviews and approvals. No schedule has been set for development.

## **2.4 PROJECT NEED AND OBJECTIVE**

Acquisition of the subject property is intended to ensure that sufficient land area is available to support Oahu’s long-term commercial harbor needs. The State of Hawai‘i receives the bulk of its goods through its commercial harbors, with Honolulu Harbor serving as the hub for the State’s commercial harbor operations. With facilities at Honolulu Harbor already fully utilized, Kalaeloa Barbers Point Harbor provides an important role in alleviating congestion at Honolulu Harbor and is presently the State’s second busiest harbor.

According to the Population and Economic Projections for the State of Hawai‘i to 2035 (2009) prepared by the State Department of Business, Economic Development and Tourism, Hawai‘i’s





**PROPOSED SUBDIVISION MAP**

Kalaeloa Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

**FIGURE 5**

resident population is expected to increase from 1,299,600 to 1,598,700 between 2010 and 2035, an increase of 23%. A corresponding increase in goods transported through the State's commercial harbors is expected as population grows. The other commercial harbors on O'ahu, Honolulu Harbor and Kewalo Basin, do not have large areas of vacant land available for expansion. Significant expansion, therefore, can only occur at Kalaeloa Barbers Point Harbor and acquisition of the property will help to ensure that lands will be available to support Oahu's and the State's long-term commercial harbor needs.

## **CHAPTER 3: DESCRIPTION OF THE EXISTING ENVIRONMENT, PROJECT IMPACTS & MITIGATION MEASURES**

This chapter describes the surrounding environment in the vicinity of the subject property. The probable environmental impacts associated with acquisition of the property and its development for commercial harbor purposes are discussed, and mitigative measures are identified if necessary.

### **3.1 CLIMATE**

The climate of the subject property site, warm and dry, is typical of the 'Ewa Plains. The prevailing winds throughout the year are the northeasterly trade winds, with occasional southwesterly "Kona" winds. According to data collected by the National Oceanic and Atmospheric Administration, average temperature ranges from 69 degrees Fahrenheit during the coolest month to 87 degrees Fahrenheit during the warmest month. Average annual rainfall is approximately 14 inches per year with most of the rainfall occurring during winter months.

### **3.2 FLORA AND FAUNA**

The subject property has been previously disturbed and is largely void of vegetation. Vegetation onsite includes a few kiawe trees, guinea grass, and other common species. A faunal survey was prepared for Kalaeloa Barbers Point Harbor in 1991 as part of Final Supplemental EIS to expand the harbor basin. The survey did not include the subject property; however it did include undeveloped lands adjacent to the property with similar characteristics. The survey found that Kalaeloa Barbers Point Harbor and immediate vicinity contained the usual mix of introduced birds that would be expected in a second growth lowland habitat on O'ahu. The only feral mammals recorded were the small Indian Mongoose (*Herpestes aurpunctetus*) and cats. The only native species identified by the survey was the Pacific Golden Plover (*Pluvialis fulva*). The faunal survey concluded that harbor and lands in the near vicinity did not possess any unique or special qualities for wildlife.

According to the United States Department of the Interior, Fish and Wildlife Service, Pacific Islands Fish and Wildlife Office (FWS), the project site is near areas documented as having endangered plant populations. Using data gathered from the Hawai'i Biodiversity and Mapping Program and the Hawai'i GAP Program, there are two (2) federally endangered plants, 'Ewa hinahina and 'Ewa plains akoko that are known to occur near the project location. The protection of these endangered plants is subject to Section 7 of the Endangered Species Act.

Per consultation with FWS, the project area is identified as having a large concentration of unique limestone anchaline pools. These pools are known to support two (2) species of anchaline pool shrimp, opae 'ula and *Metabetaeus lohena*, with the latter as a candidate species for listing under the Endangered Species Act (ESA). There are also restored pools near the project location that are recipient sites for translocation of the orange-black damselfly, also an endangered species candidate for listing under the ESA.

### Project Impacts and Mitigation

Acquisition of the subject property and its long-term use for commercial harbor operations is not anticipated to have a significant adverse impact on flora or faunal resources. However, the future development of the property will likely require clearing of existing vegetation in preparation for planned improvements. There is a potential for threatened or endangered species to be located on the site or within the immediate vicinity of the project.

Additional environmental studies will be conducted when the future use of this site is determined. At that time a knowledgeable botanist survey for federally listed plant species should be conducted during the wettest portion of the year typically occurring November thru April. The presence of any anchaline pools must also be determined at this time. If it is determined that any future project may potentially affect federally endangered species, then DOT-HAR will consult with FWS pursuant to Section 7 of the Endangered Species Act.

### **3.3 GEOGRAPHY, TOPOGRAPHY AND SOILS**

The 'Ewa plain is composed of an emergent ancient coral-algae calcareous material, which has been modified by a series of weathering factors to form a hard yet extremely permeable surface. The underlying structure of the landform is rock, generally classified as coral limestone or coral limestone breccias, interlayered by alluvium, consisting of muds and clays.

Elevation of the subject property ranges from about 10 feet to 40 feet above mean sea level. The topographic gradient of the property is generally south, towards the ocean.

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

A Phase I Environmental Site Assessment (ESA) was prepared for the subject property in June

2004 to determine whether recognized environmental conditions (RECs) are present on the subject property or surrounding properties. RECs are defined as the presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of release of any hazardous substances or petroleum product into structures, soils, or waters. Three RECs associated with the subject property were identified by the ESA. The first is the presence of light non-aqueous phase liquid (LNAPL) within the groundwater at the Chevron Products Company property, located south, southeast of the subject property (tax map key 9-1-014:010). It was determined that groundwater flow is towards the west, thus having a possible impact on the subsurface soil and groundwater beneath the southwestern portion of the subject property. It was determined that intrinsic bioremediation was occurring on dissolved hydrocarbons at the subject property and that the risk of significant exposure of workers to volatile chemicals was minimal. The ESA concluded that no further environmental assessment was required at the time, however, the status of the Chevron Products Company site should be observed.

The second REC is a product recovery system on the Chevron Products Company property across of Malakole Street from the subject property. The system consists of three parallel recovery trenches located in the thickest portion of the previously described LNAPL plume. The ESA recommends no further environmental assessment, however, the status of the site recovery system should be observed.

The third REC relates to easements 328, 667, and 3752 which provide for the placement and maintenance of underground fuel or oil pipelines at the subject property. The easements constitute a REC since fuel or oil products may be or have been present within the pipelines.

#### Project Impacts and Mitigation

No significant impact to topographic landforms or soils at the subject property is anticipated. Development of the subject property for harbor use will require clearing of structures and grading for lot preparation. All earthwork will comply with the City and County of Honolulu's grading regulations.

With regard to the RECs associated with the property, DOT-HAR will observe the Chevron Products Company site and recovery systems. An update to the Phase 1 ESA will be prepared if needed prior to development of the property.

### **3.4 AIR QUALITY**

The State of Hawai'i, Department of Health, operates several air monitoring stations

throughout the state, including the West Beach station located approximately 1.5 miles north of the subject property. According to the State of Hawai'i Annual Summary 2008 Air Quality Data, measured levels of PM<sub>10</sub> (particulate matter that is 10 microns or less in diameter), SO<sub>2</sub> (sulfur dioxide), and NO<sub>2</sub> (nitrogen dioxide) were well within State and Federal ambient air quality standards. There are several sources of air pollution within Campbell Industrial Park, however, emissions tend to be carried seaward by prevailing winds.

#### Project Impacts and Mitigation

Short-term impacts to air quality from fugitive dust may occur during development of the property. Construction related air quality impacts and mitigation measures will be documented in a subsequent Environmental Assessment after plans for the property are finalized. No long-term significant impact to air quality is expected to result from acquisition of the property and its long-term use for harbor facilities.

### **3.4 HYDROLOGY**

According to the Aquifer Identification and Classification for O'ahu, the subject property overlies the 'Ewa aquifer system of the Pearl Harbor aquifer sector. Two aquifer types exist within this portion of the 'Ewa aquifer system. The first contains groundwater that is basal and unconfined and found in sedimentary-type geology. Water from this aquifer is not used for drinking or ecological purposes, has a moderate salinity of 1,000 to 5,000 milligrams per liter (mg/l) of chloride, is replaceable, and has a high vulnerability to contamination. The second aquifer type contains groundwater that is basal and confined and found in flank-type geology. It is not used for drinking or ecological purposes, has a low salinity of 250 to 1,000 mg/l of chloride, is irreplaceable, and has a low vulnerability to contamination.

Barbers Point stream, an intermittent stream with its origin in the Wai'anae Mountain range, terminates near the northern boundary of the subject property. Any flows from the stream appear to flow south and away from the subject property, before entering the roadway storm drain system which discharges into the ocean.

The State Department of Transportation, Harbors Division owns one well located at the project site (Well No. 1906-08). This well was constructed in 1997 for the purposes of water level and salinity monitoring as a condition of the water use permit for the Barbers Point Harbor Expansion. The appropriate treatment of this well will be conducted by DOT-HAR when uses for the parcel are determined. A Well Abandonment Permit should be obtained from the Commission on Water Resource Management (CWRM) if the well will be properly sealed.

### Project Impacts and Mitigation

No long-term impacts to groundwater aquifers or surface waters are expected to result from acquisition of the property and its use for harbor facilities. Should any point sources of pollution be proposed to be located on the property, their impact and specific mitigation measures will be assessed in a subsequent Environmental Assessment after plans for the property have been finalized.

## **3.5 ARCHAEOLOGICAL AND CULTURAL RESOURCES**

The subject property is located within the Barbers Point Archaeological District. The State Historic Preservation Division (SHPD) established the district in the 1970's to facilitate the archaeological review of Kalaeloa Barbers Point Harbor's construction. According to a letter from the SHPD prepared for an environmental assessment for the subject property in 1987, required mitigation on the subject property has been performed and no historic sites are present on the property. The letter is attached as Appendix B.

Although there have been extensive archaeological explorations conducted in this area, there still exists the potential to uncover significant archaeological artifacts or human remains. There is potential for unrecorded subsurface deposits, with no surface indicators, to be present in the area's karstic limestone environment. Per SHPD's request, a joint site reconnaissance was conducted with representatives by SHPD, HDOT and SSFM on Wednesday, November 3, 2010. The purpose of this visit was to walk thru the project site to identify any above surface archaeological features and gauge the potential for subsurface artifacts. No archaeological features were observed during the walk-thru.

### Project Impacts and Mitigation

No impact to archaeological resources is anticipated as according to the SHPD, no historic sites are known to be present on the property based on previous archaeological surveys. No impacts to cultural resources or practices are expected as the site is not associated with ongoing cultural practices and does not possess any unique resources to support such activities. These determinations are made under the notion that no land disturbing activities are associated with the impacts described in this Environmental Assessment. There will be future design and construction work occurring in this area that will require additional archaeological surveys to determine the likelihood of intact subsurface deposits. These studies will be conducted at a later date in conjunction with subsequent design and environmental review documentation. Work prepared by DOT-HAR in this regard will be coordinated appropriately with SHPD.

### **3.6 FLOOD AND TSUNAMI HAZARD**

According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency, the subject property is located in Zone “D”, an area of undetermined flood hazard. See Figure 6. According to the State Civil Defense Tsunami Evacuation Zone maps, the subject property is not within a tsunami evacuation zone.

#### Project Impacts and Mitigation

The volume of stormwater runoff flowing from the subject property will likely increase following development of the property. A drainage report assessing required improvements will be prepared when plans for the property are finalized and environmental impacts will be discussed in a subsequent Environmental Assessment prior to the construction of improvements. An approved NPDES permit would be required before the start of construction activities.

### **3.7 ROADWAYS**

Vehicular access to the subject property and Kalaeloa Harbor is provided by Malakole Street and the Hanua Street Access Road. Malakole Street is a 2-lane improved roadway owned by the State of Hawai‘i. The Hanua Street Access Road is an unpaved road that originates on Malakole Street and passes through the northern tip of the subject property where it enters the harbor. Malakole Street is accessed via Kalaeloa Boulevard, a major thoroughfare that connects Campbell Industrial Park to the H-1 Freeway, Farrington Highway, and Kapolei Highway.

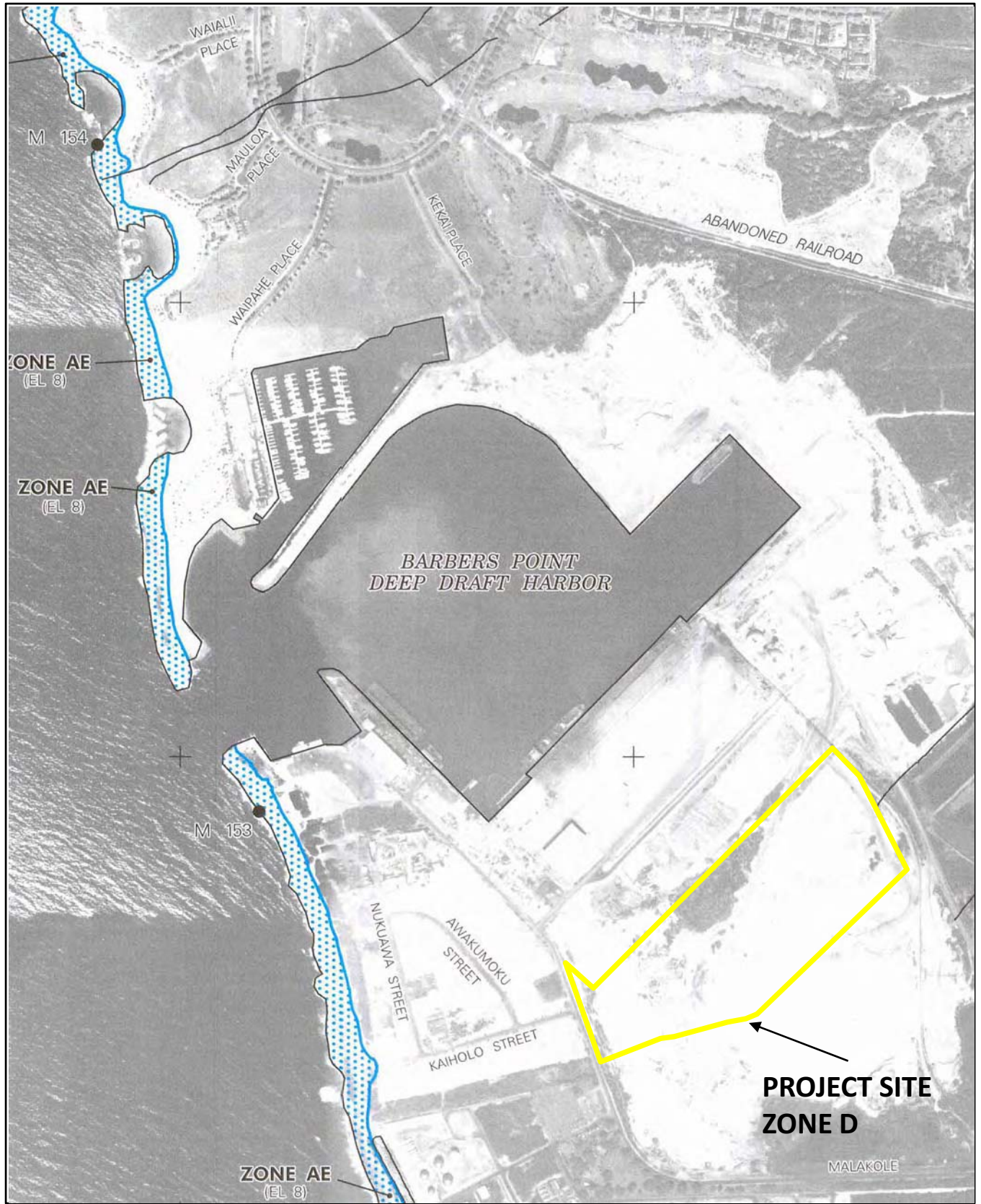
Public transit facilities on Oahu are operated by the City and County of Honolulu, Department of Transportation Services, Public Transit Division (DTS). DTS operates a rush-hour only bus route (No. 413) that travels thru this area in connection with the Kapolei Transit Center. This route travels along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

#### Project Impacts and Mitigation

Acquisition of the project site would have no impacts on the existing traffic within the adjacent road network. There would similarly be no impacts to transit services or facilities in the area.

A traffic impact assessment report (TIAR) will be prepared when development plans for the property are finalized. The TIAR will assess projected traffic volumes and recommend necessary improvements to the roadway system. Findings and recommendations of the TIAR will be included in a subsequent Environmental Assessment to be prepared when plans for the property are finalized.





**FLOOD INSURANCE RATE MAP**

**FIGURE 6**

Kalaeloa Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

Source:  
 Federal Emergency Management Agency

### **3.8 WATER SYSTEM**

Potable water supply for Kalaeloa Harbor is provided by the Honolulu Board of Water Supply (BWS) through a water main located in Malakole Street. The BWS presently services Kalaeloa Harbor through a DOT water meter.

#### Project Impacts and Mitigation

An estimate of water demand will be prepared when development plans for the property are finalized. The BWS will be consulted with regard to water availability and allocation and to determine required improvements to the water system. The proposed lot layouts, water facilities, estimated water demand, and hydraulic calculations will be disclosed in a subsequent Environmental Assessment. Water availability will be determined and DOT-HAR will be subject to Water System Facilities Charges for resource development, transmission and daily storage.

Adequate fire protection measures will be required for future development of the project site, including supplying the required fire flow protection to all areas of new facilities. Fire department access roads shall be provided such that any portion of each facility is not located more than 150 feet from access roads as measured by an approved route around the exterior of the facility. The fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside providing access to the interior of the building.

### **3.9 WASTEWATER DISPOSAL**

There is no municipal sewer system that services the subject property or Kalaeloa Barbers Point Harbor. Facilities at the harbor utilize septic tanks and seepage pits for wastewater disposal.

#### Project Impacts and Mitigation

An estimate of wastewater generation will be prepared when development plans for the property are finalized. All necessary wastewater facilities will be designed in accordance with Hawai'i Administrative Rules Chapter 11-62, which specify the Department of Health's rules relating to wastewater systems. Estimated wastewater flows and required facilities will be discussed in a subsequent Environmental Assessment. The decision on whether to connect to the City's municipal sewer system or utilize a private sewer system would be determined in conjunction with the subsequent Environmental Assessment.

## CHAPTER 4: CONFORMANCE WITH PLANS AND POLICIES

### 4.1 Hawai'i State Plan

The Hawai'i State Plan, codified as Chapter 226, Hawai'i Revised Statutes, serves as a guide for the future long-range development of the State; identifies goals, objectives, policies and priorities for the State; provides a basis for determining priorities and allocating resources; improves coordination of federal, state and county activities, and establishes a system to integrate major state and county activities.

The proposed action's consistency with relevant State goals, objectives, and policies is discussed below:

§266-6 Objectives and policies for the economy—in general.

- (5) Assure that the basic economic needs of Hawai'i's people are maintained in the event of disruptions in overseas transportation.

*Comment: With the advent of "just in time" inventory management by retailers, the State's harbors play a crucial role by serving as warehouses for incoming cargo. Having sufficient lands for harbor facilities, such as container storage yards, helps to ensure that sufficient stocks are available in the event of supply disruptions.*

§266-11 Objectives and policies for the physical environment—land-based, shoreline, and marine resources.

- (2) Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.
- (3) Take into account the physical attributes of areas when planning and designing activities and facilities.
- (8) Pursue compatible relationships among activities, facilities, and natural resources.

*Comment: Acquisition of the subject property and its long-term use to support harbor activities is not anticipated to have adverse effects on the natural environment. As plans for the subject property are developed, the Department of Transportation will consider the impact on natural resources and ensure that planned uses and activities are compatible with surrounding activities and facilities.*

§266-17 Objectives and policies for facility systems—transportation.

- (b) To achieve the transportation objectives, it shall be the policy of this State to:
  - (4) Provide for improved accessibility to shipping, docking, and storage facilities;
  - (6) Encourage transportation systems that serve to accommodate present and future development needs of communities;
  - (8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs;

*Comment: The objective of the proposed acquisition is to ensure that lands will be available to accommodate the State's long-term commercial harbor requirements. As such, the proposed action is in support of the above objectives and policies.*

## **4.2 State Land Use Law**

The State of Hawai'i Land Use Law, Chapter 205, Hawai'i Revised Statutes, classifies all lands in the State into four land use districts: Urban, Rural, Agricultural, and Conservation. The subject property is within the Urban district.

*Comment: Use of the subject property for commercial harbor operations would be consistent with the Urban designation of the property.*

## **4.3 O'ahu Commercial Harbors 2020 Master Plan**

The O'ahu Commercial Harbors 2020 Master Plan serves as a long-range guide for the development of Oahu's commercial ports. According to the Plan, Kalaeloa Barbers Point Harbor was conceived to alleviate some of Honolulu Harbor's congestion and also to provide maritime access for the commerce required by Oahu's growing central and leeward communities. The Plan recognizes that the operations at Honolulu Harbor, Kalaeloa Barbers Point Harbor, and Kewalo Basin are inter-related and therefore considers the planning considerations for Oahu's harbors collectively.

*Comment: Acquisition of the subject property is consistent with the Harbor's role as outlined in the O'ahu Commercial Harbors 2020 Master Plan. Lands surrounding Honolulu Harbor and Kewalo Basin are fully utilized and no large tracts are available for expansion of either harbor. Acquisition of the subject property will provide DOT-HAR with operational flexibility to transfer uses to Kalaeloa Harbor and help to ensure that sufficient land area is available for Oahu's long-term commercial harbor needs.*

#### 4.4 City and County of Honolulu General Plan

The General Plan for the City and County of Honolulu is a comprehensive statement of objectives and policies which set forth the long-term aspiration of Oahu's residents and the actions to achieve them.

Acquisition of the subject property and its use for harbor facilities is consistent with the following objectives and policies of the Honolulu General Plan:

I. Population

Objective C – To establish a pattern of population distribution that will allow the people of O'ahu to live and work in harmony.

Policy 2 – Encourage development within the secondary urban center at Kapolei and the 'Ewa and Central O'ahu 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.

*Comment: Kalaeloa Barbers Point Harbor serves to alleviate congestion at Honolulu Harbor and to support commerce in leeward and central O'ahu. Acquisition of the subject property will provide Kalaeloa Barbers Point Harbor with sufficient land area to continue to support Honolulu Harbor in the long-term and also support continued development of leeward and central O'ahu.*

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 13 – Facilitate the development of a second deep-water harbor to relieve congestion in Honolulu Harbor.

*Comment: Acquisition of the subject property will further Kalaeloa Barbers Point Harbor's long-term ability to relieve congestion in Honolulu Harbor.*

VII. Physical Development and Urban Design

Objective C – To develop a secondary urban center in ‘Ewa with its nucleus in the Kapolei area.

Policy 3 – Encourage the continuing development of Barbers Point as a major industrial center.

Policy 5 – Cooperate with the State and Federal governments in the development of a deep water harbor at Barbers Point.

*Comment: Acquisition of the subject property and its development for harbor use will contribute towards the development of the ‘Ewa area and of Barbers Point as a major industrial center.*

#### **4.5 City and County of Honolulu ‘Ewa Development Plan**

This section discusses the project’s conformance with general policies and principles set forth by the ‘Ewa Development Plan (1997) and proposed changes in Public Review Draft (2008) of the Updated Plan. The current ‘Ewa Development Plan is now being updated via the City’s Plan Review Process and is expected to be completed in the near future.

The island of O‘ahu is divided into eight Development/Sustainable Community Plan areas. Each plan implements the objectives and policies of the General Plan and serves as a guide for public policy, investment, and decision making within their respective region. The subject property is within the ‘Ewa Development Plan (DP) area. The vision for ‘Ewa is described in two horizons, the first establishes policies to shape the growth and development of the ‘Ewa DP area to year 2030 the second horizon looks beyond 2030 towards “full” development of ‘Ewa.

#### **Industrial Centers**

##### **1. General Policies**

- *Maintain industrial activity at Barbers Point Industrial Area, Kalaeloa, Honouliuli Industrial Area, Kahe Valley and permit industrial activity at other dispersed industrial areas as noted below.*

##### **Barbers Point Industrial Area/Kalaeloa**

- *Maintain the Barbers Point Industrial Area as one of Oahu’s and the State’s most important industrial areas.*

*Comment: According to the ‘Ewa Development Plan and proposed changes to the Plan, the Barbers Point Industrial Area, which includes Campbell Industrial Park, Barbers Point Deep Draft Harbor, Kenai Industrial Park, and Kapolei Business Park, should continue to grow as one of*

*Oahu's and the State's most important industrial areas. Acquisition of the subject property will enable its eventual development to support commercial harbor operations. Therefore, this acquisition project is consistent with the general policies of industrial centers in the Development Plan by planning for the expansion of commercial and industrial activities at Barbers Point Industrial Area.*

## **2. Planning Principles**

- *Appropriate Scale – The visibility of large building volumes and tall building or machinery elements from resort areas, residential areas, commercial and civic districts, and parks should be minimized through site planning and landscaping.*
- *Environmental Compatibility – Industries and utilities that discharge air or water pollutants, even when treated, should be located in areas where they would impose the least potential harm on the natural environment in case the treatment process fails to perform adequately.*

*Comment: This project is consistent with the planning principles of the Barber's Point Industrial Area as identified in the Plan. Since the project studied in this assessment only involves the acquisition of land, design and impacts of future improvements on this parcel will be vetted and assessed in subsequent environmental documentation review.*

## **3. Guidelines (Barbers Point Industrial Area)**

### **Coastal Environment**

- *Set back all buildings a minimum of 60 feet and 150 where possible.*

### **Building Height and Mass**

- *Limit building heights generally not to exceed 60 feet when they consist of large mass.*
- *Allow taller, vertical structures when required as part of an industrial operation, but require a view plane study to be conducted for structures over 100 feet in height to determine if they can be sited or designed to minimize visibility from residential, resort and commercial areas, public rights-of-way, and the shoreline.*

### **Landscape Treatment**

- *Require the planting of a landscape screen, consisting of trees and hedges along street frontages to minimize the visibility of parking, storage, industrial equipment, and operations areas from the street.*

- *Use xeriscaping (the use of native landscaping materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources.*

*Comment: Since the project site not located along the shoreline, coastal setbacks would not apply. The property would be developed in accordance with applicable property line setback regulations established by the City. A general height limit of 60 feet is acceptable, although taller structures (100 ft or higher) are allowed when required as part of an industrial operation and accompanied by an adequate view plane study. Furthermore, the planning and design for any future improvements at this site will follow the 'Ewa DP's building setback, height and massing, and landscaping guidelines. The proposed structures and accessory improvements will be coordinated with agencies as appropriate during the design phase.*

#### **4.6 Special Management Area**

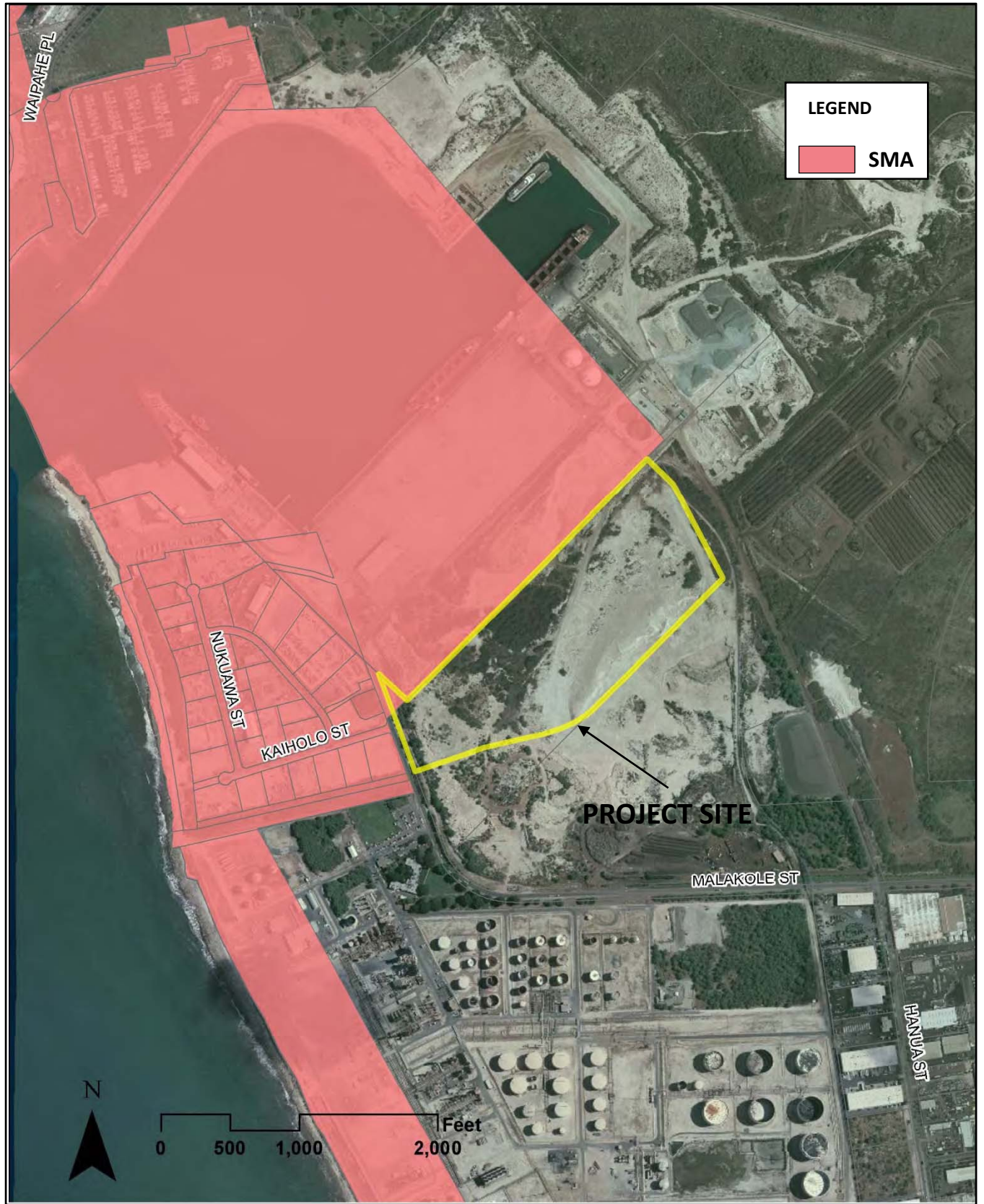
The Hawai'i Coastal Zone Management (CZM) Program, Chapter 205A, Hawai'i Revised Statutes, outlines control, policies and guidelines for development within an area along the shoreline referred to as the Special Management Area (SMA). These policies are administered by the Counties. As shown in Figure 7, an approximately 20,000 sq. ft. area of the subject property is within the City and County of Honolulu's special management area. However, pursuant to Chapter 266-2 HRS, the subject property would be exempt from the SMA use permit application process if it were acquired and used for commercial harbor facilities by DOT-HAR. Nevertheless, DOT-HAR will strive to develop the subject property in a manner consistent with the objectives and policies of the CZM program.

#### **4.7 City and County of Honolulu Land Use Ordinance**

The City and County of Honolulu Land Use Ordinance regulates land use in a manner that will encourage orderly development in accordance with the General Plan and Development Plans. The subject property is within the I-3 Waterfront Industrial District (see Figure 8). The intent of the I-3 waterfront industrial district is to set apart and protect areas considered vital to the performance of port functions and to their efficient operations.

*Comment: Acquisition of the property and its long-term use for commercial harbor facilities is consistent with the intent of the I-3 waterfront industrial zoning district. DOT-HAR will consider the regulations pertaining to this zoning district as they develop plans for the property.*



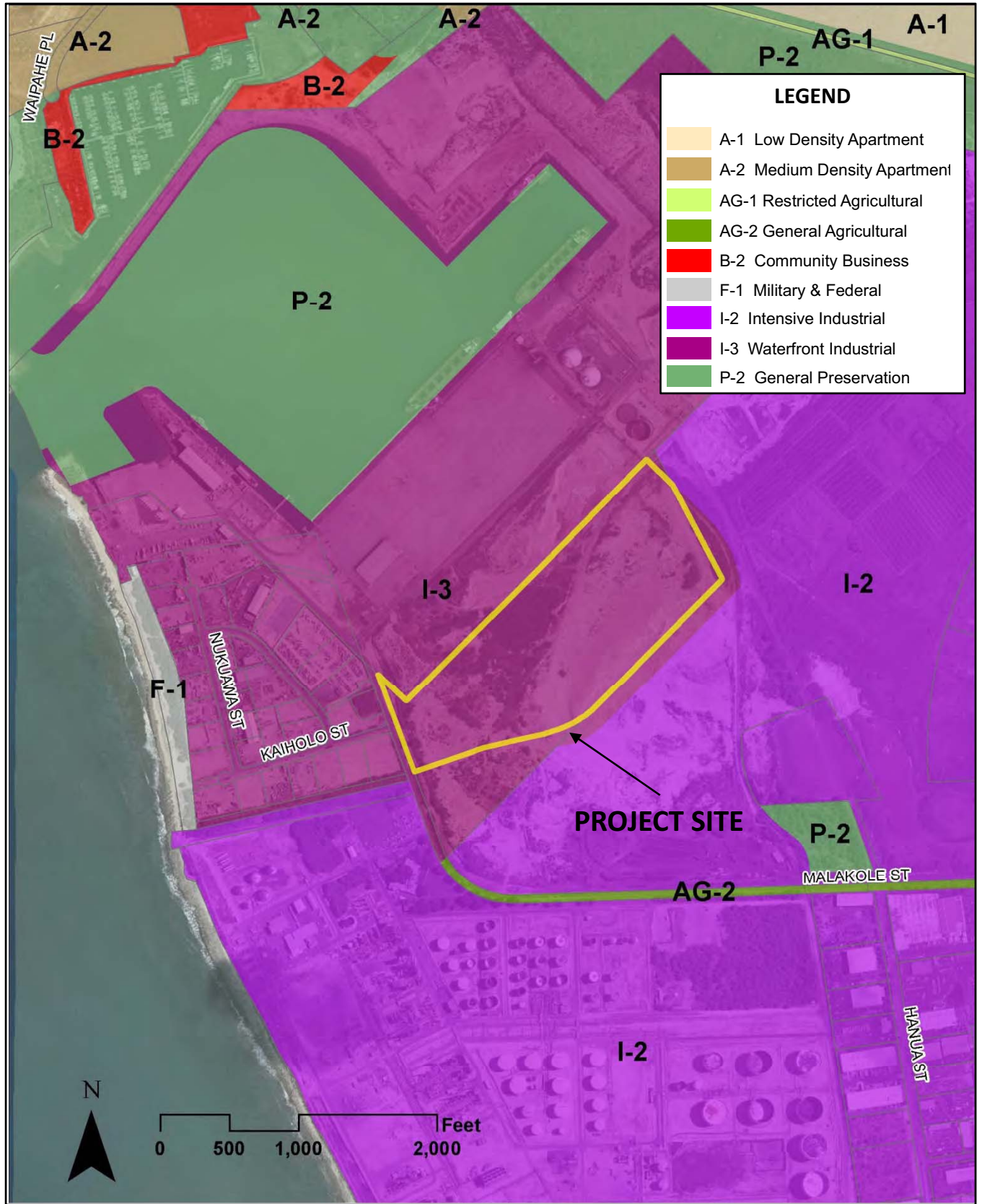


**SPECIAL MANAGEMENT AREA**

Kalaheo Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

**FIGURE 7**

Source:  
 Honolulu Land Information System, C&C of Honolulu



**COUNTY ZONING**

Kalaeloa Barbers Point Harbor Land Acquisition  
 Hawai'i Department of Transportation, Harbors Division

**FIGURE 8**

Source:  
 Honolulu Land Information System, C&C of Honolulu



## CHAPTER 5: ALTERNATIVES TO THE PROPOSED ACTION

This chapter presents alternative actions that were considered but rejected from further consideration.

### 5.1 No-Action Alternative

Under the no-action alternative, DOT-HAR would not acquire the subject property and the property would remain privately-owned. A benefit of this alternative is it would not require the expenditure of State funds at the present time. However, it is anticipated that lands eventually will be needed for expansion at Kalaeloa Barbers Point as it is the only commercial harbor on O'ahu with large tracts of adjacent vacant land available for significant expansion. The property may be unavailable for acquisition in the future, or the cost may be substantially higher, should the property be developed or land values rise.

### 5.2 Alternative Harbor Sites

Another alternative would be to construct additional harbor facilities at a different site. The Revised Environmental Impact Statement for Barbers Point Deep-Draft Harbor on O'ahu (1978) assessed alternative harbor sites on O'ahu. Findings of the assessment, which considered Pearl Harbor and Kāne'ōhe Bay, are still considered to be valid today.

Pearl Harbor was eliminated as a potential commercial harbor due to security and safety concerns and because of significant dredging impacts, which could cause adverse impacts to the groundwater system around Pearl Harbor. In addition, maintenance of the desired harbor depths would have been difficult and expensive because of the silt-bearing streams that enter Pearl Harbor.

Kāne'ōhe Bay was eliminated as an alternative site due to environmental and economic considerations. Environmental impacts would result from filling reef areas to create the land needed for harbor related structures. Kāne'ōhe Bay was also deemed economically infeasible as significant overland hauling of goods and materials to Honolulu and leeward O'ahu would be required.

As discussed under the no-action alternative, because of the lack of available space at Honolulu Harbor, expansion at Honolulu Harbor is not consistent with the objective of providing sufficient land area for long-term commercial harbor facilities.

### **5.3 Acquire Alternative Lands**

Acquisition of alternative lands in the vicinity of Kalaeloa Barbers Point Harbor does not appear to be a feasible alternative. Lands to the west of Kalaeloa Barbers Point Harbor are adjacent to the Ko’Olina resort community and are incompatible with commercial harbor use. Lands to the north and west of the harbor are part of the proposed Kapolei Harborside project and are not available for acquisition. Lands in the vicinity of Honolulu Harbor and Kewalo Basin are already developed and the cost of acquiring lands near either harbor would be substantially higher than the subject property.

## CHAPTER 6: REQUIRED PERMITS AND APPROVALS

The following is a list of permits and approvals that may be required for acquisition of the subject property:

### State of Hawaii

- Land Board approval, Board of Land and Natural Resources

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## CHAPTER 7: FINDINGS AND DETERMINATION

Acquisition of the subject property and its long-term use for commercial harbor facilities is not anticipated to have a significant impact based on the criteria set forth in the State Department of Health Rules, Chapter 200, Title 11, Section 12. The project's relationship to each criterion is discussed in this chapter.

### 7.1 Findings

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

Acquisition of the subject property and its eventual development for commercial harbor facilities will not have a significant impact on natural or cultural resources. As discussed in Chapter 3, there are no significant natural resources or archaeological resources within the subject property.

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

The proposed action would not curtail the range of beneficial uses of the environment. Use of the site for commercial harbor facilities is consistent with its state land use Urban designation, underlying county zoning, and its location in the Campbell Industrial Park.

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 project is consistent with the guidelines of Chapter 344, HRS, the State Environmental Policy. Chapter 344 section 4(2)(F) suggests that maintenance of an integrated system of state land use planning which coordinates the state and county general plan should be considered. Acquisition of the property is consistent with this guideline as the proposed use is consistent with the State and County land use plans. Furthermore, none of the natural resources sought to be protected or preserved in Chapter 344, HRS, will be adversely affected by the proposed action.

4. *Substantially affects the economic welfare, social welfare, and cultural practices of the community or State;*

The subject property is largely underutilized. In the long-term, the proposed action will have a beneficial economic impact by ensuring that sufficient land area is available for commercial harbor operations. No impact to cultural practices is anticipated as the subject property is not associated with ongoing cultural activities and no archaeological sites are known to be present

on the property.

*5. Substantially affects public health;*

The proposed action is not anticipated to have any environmental impacts that would affect public health. When development plans for the property have been finalized, a subsequent Environmental Assessment will be prepared describing any impacts and required mitigation measures.

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

The proposed action is not expected to induce secondary impacts such as population changes or to have a significant impact on public facilities. Rather, expansion of facilities at Barbers Point Kalaehoa Harbor would be required to accommodate future population growth. Specific impacts to public roadways and water, wastewater, and drainage systems will be assessed in a subsequent Environmental Assessment and required mitigation measures will be coordinated with the appropriate agency.

*7. Involves a substantial degradation of environmental quality;*

The proposed action is not expected to cause a substantial degradation of environmental quality. Short-term construction related impacts may occur during construction of improvements, however no significant long-term adverse impacts are anticipated from acquisition of the subject property for commercial harbor purposes.

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

Environmental impacts from use of the subject property for commercial harbor operations are not anticipated to be significant, even when evaluated together with the existing Kalaehoa Barbers Point Harbor. When development plans for the subject property are finalized, a subsequent Environmental Assessment will be prepared assessing the impact of full development of the harbor. Acquisition of the subject property does not require a commitment for larger actions as the site will only be developed when it is needed for expansion of commercial harbor facilities.

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

No rare, threatened, or endangered species inhabit the subject property, nor does the site provide a unique or exceptional habitat for rare, threatened, or endangered species.

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

No significant impact to air or water quality or ambient noise levels are anticipated to result from the proposed action. Short-term impacts may occur during construction of facilities, however, no significant long-term impacts are expected to result from operation of the site for commercial harbor purposes. Any impacts to air or water quality or ambient noise levels and required mitigation will be assessed in a subsequent Environmental Assessment.

*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 water.*

The subject property is not located in an environmentally sensitive area.

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

Acquisition of the subject property with commercial harbor facilities will not affect scenic vistas or view plans. The 'Ewa Development Plan identifies panoramic views from the H-2 Freeway looking towards the ocean, including over the subject property. However, any facilities built on the property will be similar in mass and height to structures at the existing harbor and surrounding properties. Therefore, no significant impact is anticipated.

*13. Requires substantial energy consumption.*

Acquisition of the subject property will not require substantial energy consumption. Current operations at the property will remain status quo until commercial harbor plans for this property are completed.. Energy requirements for operation of commercial harbor facilities will be estimated when plans for the property have been finalized and discussed in a subsequent Environmental Assessment.

## **7.2 Determination**

Based upon the information and results of the assessments conducted for the project site; a Finding of No Significant Impact (FONSI) determination is warranted for the Acquisition of Land for the Expansion of Kalaeloa Barbers Point Harbor.



## CHAPTER 8: AGENCY AND PUBLIC CONSULTATION

### 8.1 PRE-ASSESSMENT CONSULTATION

Pre-assessment consultation comments were solicited from the following government agencies and organizations. Comments received are included in Appendix A of this Environmental Assessment.

#### Federal Agencies

Department of the Army  
U.S. Fish and Wildlife Service

#### State of Hawai'i Agencies

Department of Business, Economic Development, and Tourism (DBED&T)  
DBED&T, Office of Planning  
DBED&T, Energy Office  
DBED&T, Hawai'i Coastal Zone Management Program  
Hawai'i Community Development Authority  
Department of Health  
Department of Land and Natural Resources (DLNR)  
DLNR, State Historic Preservation Division

#### City & County of Honolulu Agencies

Board of Water Supply  
Department of Planning & Permitting  
Department of Transportation Services  
Neighborhood Board No. 34, Makakilo/Kapolei/Honokai Hale

### 8.2 DRAFT ENVIRONMENTAL ASSESSMENT CONSULTATION

The Draft Environmental Assessment was published in the September 23, 2010, issue of the State Office of Environmental Quality Control's *The Environmental Notice*, initiating a 30-day public comment period that ended on October 23, 2010. The Draft Environmental Assessment have been distributed to the following agencies and organizations:

#### Federal Agencies

Department of the Army  
U.S. Fish and Wildlife Service

**State of Hawai'i Agencies**

Department of Accounting and General Services  
Department of Business, Economic Development, and Tourism (DBED&T)  
DBED&T, Office of Planning  
DBED&T, Hawai'i Coastal Zone Management Program  
Department of Defense  
Department of Hawaiian Home Lands  
Department of Health  
Department of Land and Natural Resources (DLNR)  
DLNR, State Historic Preservation Division  
Hawai'i Community Development Authority  
Office of Environmental Quality Control  
Office of Hawaiian Affairs  
University of Hawai'i Environmental Center

**City & County of Honolulu Agencies**

Board of Water Supply  
Department of Design and Construction  
Department of Environmental Services  
Department of Planning & Permitting  
Department of Transportation Services  
Honolulu Fire Department  
Honolulu Police Department  
Neighborhood Board No. 34, Makakilo/Kapolei/Honokai Hale

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