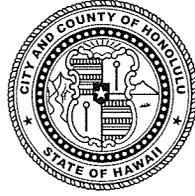


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 768-8000 • FAX: (808) 768-6041
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PETER B. CARLISLE
MAYOR

DAVID K. TANOUÉ
DIRECTOR

ROBERT M. SUMITOMO
DEPUTY DIRECTOR

January 10, 2011

The Honorable Nestor R. Garcia, Chair
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawaii 96813

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Dear Chair Garcia and Councilmembers:

Subject: Application for a Special Management Area Use Permit (SMP)
Applicant: City and County of Honolulu, Department of Transportation Services
Agent: City and County of Honolulu, Department of Transportation Services,
Rapid Transit Division
Location: Various
Tax Map Key: 1-1-3: 3, 4, 6, 138; 9-4-1; 9-4-8: 30; 9-4-11; 9-4-11: 37, 61; 9-6-1: 1;
9-6-3: 1; 9-8-9: 5, 11, 14, 15, 16, 17, 20; 9-8-14: 5, 6, 10, 12; 9-8-15: 45;
9-9-3; 9-9-12

We recommend approval of this SMP application to construct portions of the Honolulu High-Capacity Transit Corridor Project within the Special Management Area, subject to conditions relating to obtaining approvals from governmental agencies and project modifications.

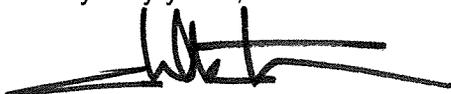
Attached for your consideration are the project report and recommendation, draft resolution, and proceedings of the two public hearings held on January 5, 2011 and January 6, 2011. Approximately 55 people, total, attended both hearings. Out of five testifying, three supported the application. [Note: Due to the length of the report, we have also attached a list of acronyms for your reference.]

Pursuant to Chapter 25, Revised Ordinances of Honolulu, the City Council must act within 60 calendar days after the receipt of the findings and recommendations from the Department of Planning and Permitting; however, the City Council may extend this period of time upon receipt of a request from the Applicant for an extension. The extension is not automatic and thus, if an extension of time is not requested in a timely manner, the application may be filed due to the Council's deadline.

The Honorable Nestor R. Garcia, Chair
and Councilmembers
January 10, 2011
Page 2

Should you have any questions, please contact me, at extension 88000.

Very truly yours,

A handwritten signature in black ink, appearing to read 'David K. Tanoue', with a long horizontal flourish extending to the right.

David K. Tanoue, Director
Department of Planning and Permitting

DKT:cs

Attachments

cc: Peter B. Carlisle, Mayor
Douglas S. Chin, Managing Director
Corporation Counsel
Hearings Reporter
Department of Transportation Services
Department of Transportation Services,
Rapid Transit Division

2010/SMA-57
Acronyms and Abbreviations

ACHP	Advisory Council on Historic Preservation
AIS	Archaeological Inventory Survey
BGS	Below Ground Surface
BMPs	Best Management Practices
CINCPACFLT	Commander In Chief Pacific Fleet
CO	Central Oahu
CVS	Coastal View Study
CWA	Clean Water Act
CZM	Coastal Zone Management
DAV	Disabled American Veterans
DDC	Department of Design and Construction
DP	Development Plan
DPP	Department of Planning and Permitting
DPR	Department of Parks and Recreation
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FEIS	Federal Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FTA	Federal Transit Administration
FY	Fiscal Year
HAR	Hawaii Administrative Rules
HECO	Hawaiian Electric Company
HHCTC	Honolulu High-Capacity Transit Corridor
HRS	Hawaii Revised Statutes
KMO-DAV	Ke'ehi Lagoon Memorial Organization and Disabled American Veterans
LEED	Leadership in Energy and Environmental Design
LUO	Land Use Ordinance
MBTA	Migratory Bird Treaty Act
MS4	Municipal Separate Storm Sever System
msl	Mean Sea Level
NEPA	National Environmental Policy Act
NGPC	Notice of General Permit Coverage
NHL	The United States Naval Base Pearl Harbor National Historic Landmark

NHPA	National Historic Preservation Act
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NWR	National Wildlife Refuge
OHWM	Ordinary High Water Mark
OIBC	Oahu Island Burial Council
PA	Programmatic Agreement
PRU	Plan Review Use
PUC	Primary Urban Center
ROD	Record of Decision
ROH	Revised Ordinances of Honolulu
ROW	Right(s)-of-Way
RPZ	Runway Protection Zone
SCP	Sustainable Communities Plan
SDOH	Hawaii State Department of Health
SDOT	Hawaii State Department of Transportation
SHPD	State Historic Preservation Division
SHPO	State Historic Preservation Officer
SMA	Special Management Area
SMP	Special Management Area Use Permit
SOBA	Southern Oahu Basal Aquifer
SSV	Shoreline Setback Variance
TMK	Tax Map Key
TOD	Transit Oriented Development
TPSS	Traction Power Substations
UH	University of Hawaii
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service

DEPARTMENT OF PLANNING AND PERMITTING
OF THE CITY AND COUNTY OF HONOLULU

STATE OF HAWAII

IN THE MATTER OF THE APPLICATION) FILE NO. 2010/SMA-57
)
BY)
)
THE CITY AND COUNTY OF HONOLULU)
DEPARTMENT OF TRANSPORTATION)
SERVICES)
)
FOR A)
)
SPECIAL MANAGEMENT AREA USE PERMIT)
_____)

FINDINGS OF FACT, CONCLUSIONS OF LAW
AND RECOMMENDATION

I. GENERAL INFORMATION

A. Basic Information:

APPLICANT: City and County of Honolulu, Department of
Transportation Services

AGENT: City and County of Honolulu, Department of
Transportation Services, Rapid Transit Division

LANDOWNER: See Exhibits B-1 and B-2.

LOCATION: See Exhibit A.

TAX MAP KEY: 1-1-3: 3, 4, 6, 138;
9-4-1; 9-4-8: 30; 9-4-11; 9-4-11: 37, 61;
9-6-1: 1; 9-6-3: 1;
9-8-9: 5, 11, 14, 15, 16, 17, 20;
9-8-14: 5, 6, 10, 12; 9-8-15: 45;
9-9-3; 9-9-12

SURROUNDING LAND USES: Various

EXISTING ZONING: See Exhibits B-1 and B-2.

B. Proposal: The Applicant proposes to develop a 20-mile long, grade-separated fixed guideway rail system between East Kapolei and Ala Moana Center, via the Honolulu

International Airport, known as the Honolulu High-Capacity Transit Corridor (HHCTC) Project. The City and County of Honolulu and the Federal Transit Administration (FTA) identified the alternative described herein ("Project") as the preferred alternative for meeting the purpose and need over other alternatives, including a "no build" or "no action" alternative.

The main components of the fixed guideway system include foundations, piers (support columns), the guideway structure, 21 transit stations, and 20 traction power substations (TPSS). A vehicle maintenance and storage facility and four park-and-ride lots are also planned. The Project will require a dedicated vehicle (bus and auto) access ramp at the Pearl Highlands Station, the widening of some of the existing streets to accommodate the guideway columns, bus stops, sidewalks, and other related improvements. Except near Leeward Community College, the guideway will be elevated in existing transportation rights-of-way (ROW) or in exclusive ROW, or easements. The system will feature electrically-powered steel wheel on steel rail technology with multi-vehicle trains approximately 120 to 180 feet long.

The elevated fixed guideway will consist of two sets of parallel tracks. The bottom of the guideway will be between 18 and 60 feet above ground, supported by six- to eight-foot-wide piers, typically spaced at intervals of 120 to 150 feet. The guideway deck is about 30 feet wide, and incorporates an integrated parapet wall at the edge of the guideway that extends three feet above the top of the rail to reduce noise exposure from transit vehicles. See Exhibit C.

Two general foundation construction methods will be used to support the aerial guideway structure: drilled shafts, which will be integral with columns; and driven piles, which would require pile caps for connection to columns. Drilled shafts will be used for most of the alignment because they can be installed faster, require a smaller area of soil disturbance, and are quieter to install than driven piles. The drilled shafts will be about six to ten feet in diameter. The depth of the shaft depends on local soil conditions and would likely range between 50 to 150 feet below the ground surface.

The transit stations will provide one, two, or three platforms, 240 feet long and a minimum of 12 feet wide. Center platform stations will have a minimum 30-foot-wide platform. The station height will be about 20 feet above the height of the guideway. See Exhibits D-1 to D-3. Park-and-ride facilities are planned for East Kapolei (900 spaces), University of Hawaii West Oahu (1,000 spaces), Pearl Highlands (1,600 spaces), and Aloha Stadium (600 spaces). With the exception of Pearl Highlands, all park-and-ride lots are expected to be constructed as surface parking. The Pearl Highlands facility will be a multi-story structure.

The Project will require TPSSs at about one-mile intervals to provide vehicle propulsion and auxiliary power. Each substation will occupy about a 3,200-square-foot area and contain a 40-foot-long, 16-foot-wide, and 12-foot-high painted steel enclosure to house the transformers, rectifiers, batteries, and ventilation equipment; and will be connected to the existing power grid. See Exhibit E. Many substations will be incorporated into the fixed guideway stations. At other locations, the substations may be enclosed with a fence.

A 44-acre vehicle maintenance and storage facility is proposed on a vacant site between Waipahu High School and Leeward Community College. The facility will consist of at-grade track for the storage of transit vehicles and a number of buildings for the maintenance and operation of the system. The buildings will have a total floor area of about 130,000 square feet and will be up to three or four stories high. The buildings will be designed to meet Leadership in Energy and Environmental Design (LEED) silver certification requirements.

- C. Project Description in the Special Management Area (SMA): About a 1.6-mile portion of the overall 20-mile alignment, will be within the SMA, and about a 2.79-mile portion abuts the SMA. See Exhibit A. Based on preliminary engineering design, the following table summarizes the work along this portion of the alignment, including the work within the SMA which requires a Major SMA permit. An underground storm-water outfall and drain line from the maintenance and storage facility to Middle Loch will be constructed in the 40-foot shoreline setback and will require a shoreline setback variance.

This SMA permit will evaluate the potential cumulative impacts on the SMA of the four portions of the Project in and abutting the SMA. The portions of the alignment along the SMA are within four geographic areas summarized in the following table:

Area A: Waipahu
<p><u>Location</u>: The Waipahu portion of the Project, extends along Farrington Highway from Pupupuhi Street to Waipahu Depot Street/Road. In this area, the fixed guideway is within the existing Farrington Highway and Pahu Street ROW. The columns for the elevated guideway will be in the median separating the eastbound and the westbound lanes of Farrington Highway.</p> <p><u>SMA Boundary</u>: Within this section, the SMA is generally delineated along the centerline of the westbound lanes of Farrington Highway.</p> <p><u>Work within the SMA includes</u>:</p> <ul style="list-style-type: none"> • Installation of about 21 columns, including drilling shafts, pouring concrete foundations, and forming and pouring concrete columns. • Installation of about 3,045 linear feet of elevated guideway, including the construction of a "bridge" between columns using pre-cast concrete segments. • Track and system installation using specialized equipment to lay the track and standard electrical equipment to install the control and power system. • The TPSS #6 (alternate location), makai of Farrington Highway, adjacent to Waikele Stream [Tax Map Key (TMK) 9-4-11: 37 and/or 9-4-11: 61]. • Utility relocation of gas, water, electrical and sewer lines, including trenching within the highway. <p><u>Work Abutting the SMA includes</u>:</p> <ul style="list-style-type: none"> • TPSS #6 (preferred location), mauka of the SMA and Farrington Highway (TMK 9-4-10: 8 and/or 9-4-10: 64).

Area B: Maintenance and Storage Facility

Location: The Maintenance and Storage Facility portion of the Project is located between Waipahu High School and Leeward Community College.

SMA Boundary: Within this section, the SMA is delineated along the makai property lines of TMK 9-4-8: 10, 9-6-3: 44 (former U.S. Naval Reservation), and TMK 9-6-3: 48 (Leeward Community College).

Work within the SMA includes:

- A 280-foot-long, underground storm-water outfall drain line and outfall/culvert (within a proposed drain easement) for the maintenance and storage facility. The drain line will be a 60-inch diameter round pipe that transitions to 2 by 8.5-foot box culvert. Structural elements of the storm-water outfall will not be placed in waters of the U.S. or State of Hawaii and any discharge entering Pearl Harbor will have gone through a permanent oil/water/sand separator prior to reaching the outfall to meet water quality requirements for the estuary. The drain line and culvert will encroach into the 40-foot shoreline setback area and require a shoreline setback variance. See Exhibit F.
- An 80-foot-long, 12-inch diameter, underground sanitary sewer line for the maintenance and storage facility within a proposed sewer easement. The sewer line will connect to an existing 10-inch sewer line. See Exhibit G.

Work abutting the SMA includes:

- A 44-acre vehicle Maintenance and Storage Facility. The facility will contain an Operations and Service Building (about 85,000 square feet and 62 feet high); a Maintenance of Way Building (about 26,000 square feet and 36 feet high), a Train Wash Facility (about 15,000 square feet and 24 feet high) a Wheel Truing Facility (about 2,000 square feet and 24 feet high), a system control center, other small buildings, retaining walls, and parking for maintenance employees. The total floor area of all the buildings will be about 130,000 square feet. The facility will also include areas for operation and maintenance of the trains, including storage for about 100 vehicles, a vehicle wash area, and storage track. The site may also be used as a staging area during the construction of the guideway project.
- Installation of about 1,400 linear feet of at-grade guideway will be along the mauka edge of the Maintenance and Storage Facility and Leeward Community College properties.
- A transit station and TPSS will be constructed within the existing parking lot on the north side of the Leeward Community College campus.
- Minor utility relocations.

Area C: Waiau-to-Halawa

Location: The Waiau-to-Halawa portion of the Project extends from the H-1 Interstate Highway overpass near the Hawaiian Electric Company (HECO) Waiau Power Plant to just past Kahomua Street. Construction of the Project within SMA Area C will primarily be within the median of the existing Kamehameha Highway ROW.

SMA Boundary: Along this Kamehameha Highway portion of the alignment, the SMA is delineated along the makai side of the Kamehameha Highway ROW to the intersection with the east-bound on-ramp to the Moanalua Freeway, continues along the makai side of the on-ramp, to the mauka side of Aiea Cemetery (TMK 9-9-12: 6), then along the mauka side of Kamehameha Highway.

Work within the SMA includes:

- Additional ROW for roadway improvements from 12 parcels along the makai side of Kamehameha Highway from Hekaha Street to Kalauao Stream Bridge may be required. The ROW improvements, including lanes and sidewalks, along about 2,325 linear feet of the new ROW may be required. The new ROW width may vary from 10 to 20 feet. (The need for additional ROW from these parcels is based on conceptual engineering. The need for ROW will be further evaluated during final design of the Project. It is anticipated that at that time additional ROW may not be necessary from some of the parcels.)
- The makai entrance of the Pearlridge Station on TMK 9-8-9: 17. See Exhibits H-1 to H-4.
- Three contingency guideway columns and ROW acquisitions within TMK 9-8-14: 6 and 9-8-15: 45 may be required.
- Installation of about 1,070 linear feet of elevated guideway near Moanalua Freeway and the Aloha Stadium, supported by about 10 columns.
- Utility relocation of electrical, cable, water, and fuel lines.

Work abutting the SMA includes:

- Installation of about 14,000 linear feet of elevated guideway supported by about 90 columns.
- The mauka entrance of the Pearlridge Station and TPSS #12. The Pearlridge Station will rise from grade level to about 40 to 50 feet above the ground surface. See Exhibits H-1 to H-4.
- TPSS #13 and #24.
- The Aloha Stadium Transit Station, bus transit center, and park-and-ride facility. About four columns will be placed in the main parking lot to support the guideway, which will require the removal of about three parking spaces. The guideway will cross over Salt Lake Boulevard, continuing above the existing gravel overflow parking lot, supported by six columns. In the overflow lot a rail station and bus transit center will be constructed, and the lot will be paved and striped to accommodate about 600 parking spaces. An additional six guideway support columns will be located on the Aloha Stadium property south of the overflow parking lot next to Kamehameha Highway. The guideway in this area will be wider than 30 feet to accommodate a third track for additional trains during stadium events.
- Utility relocation, including trenching within the highway.

Area D: Keehi Lagoon Beach Park

Location: The Keehi Lagoon Beach Park portion of the Project extends from where the Project enters Keehi Lagoon Beach Park (at the southeast corner of TMK 1-1-16: 5) to the Makai Frontage Road. The elevated guideway will traverse the park near its mauka property line, generally following the alignment of the park access road, along the mauka edge of the Disabled American Veteran (DAV) property, across Moanalua Stream, and to the Middle Street interchange.

SMA Boundary: Within this portion of the alignment, the SMA is delineated along the centerline of Lagoon Drive, to the mauka property line of Keehi Lagoon Beach Park, and along the makai side of North Nimitz Highway.

Work within the SMA includes:

- Construction of about 2,340 linear feet of elevated guideway supported by about 17 columns.
- TPSS #29.
- Lighting for the four mauka tennis courts in the Keehi Lagoon Beach Park.
- Two guideway columns (about 36 square feet each on 10-foot drilled shaft foundations) will be constructed in Moanalua Stream, between the H-1 Freeway ramp to Nimitz Highway and the utility/pedestrian bridge crossing the channel.

Work abutting the SMA includes:

- Construction of about 350 linear feet of elevated guideway supported by two columns (TMK 1-1-16: 5 and 6).
- A portion of the makai side of the Lagoon Drive station will be located on TMK 1-1-16: 14.

D. Project Phasing: The Project is proposed to be constructed in four phases: 1) East Kapolei to Pearl Highlands; 2) Pearl Highlands to Aloha Stadium; 3) Aloha Stadium to Middle Street; and 4) Middle Street to Ala Moana Center. The first phase will include the construction of the vehicle Maintenance and Storage Facility. Work on the first construction phase will begin once all necessary permits are obtained. Construction of the entire Project is planned to be completed in 2018, and the entire system is planned to open for revenue service in 2019.

E. Cost: The cost of construction for the portion of the Project in the SMA will exceed \$125,000.

[Note: The regulations and procedures established in Chapter 25, Revised Ordinances of Honolulu (ROH) apply to lands within the SMA of the City and County of Honolulu, as shown on the adopted SMA area maps (Ordinance No. 85-105, as amended, effective December 2, 1985). Because of the scope and importance of this particular project, the discussion on the portions of the Project abutting the SMA is included for the purpose of evaluating its potential impact on the SMA. Therefore, it should be noted that development authorized by, and any conditions imposed through this permit, will apply only to the portions of the Project that lie within the SMA.]

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director has found:

A. Location:

1. Site and Surrounding Land Uses:

- a. Area A: This area is generally flat with some slight slopes. Surrounding land uses along this portion of Farrington Highway include detached and multi-family dwellings, commercial establishments, churches, and schools. Waipahu Intermediate School and Saint Joseph School are makai, and Waipahu Cultural Garden Park and Iglesia Ni Cristo Church are mauka of Farrington Highway. There is one historic resource within this SMA area: the Waikele Stream Bridge east-bound span and Bridge over the OR&L spur. The Tanaka-Ishihara House (TMK 9-4-25: 8) and the West Oahu Christian Church/former American Security Bank (TMK 9-4-27: 127) are within the vicinity of the SMA area.
- b. Area B: The Project site is makai of the former Navy facility known as the "Navy Drum Site". The proposed storm-water outfall drain and sewer lines will extend from the makai property line of the proposed Maintenance and Storage Facility site, across the corner of the City's planned Middle Loch Park and Navy-owned land, to Pearl Harbor. The site is currently vacant.

Surrounding land uses include Waipahu High School to the northwest, Leeward Community College to the northeast, and Pearl Harbor Middle Loch to the south. The Pearl Harbor Historic Trail and Bike Path runs along the makai edge of the "Navy Drum Site". The future 12.8-acre Middle Loch Park is located between the Pearl Harbor Historic Trail and Bike Path and the planned secondary access to Leeward Community College. The planned park will include accommodations for parking, rest rooms, picnic areas, and an interpretive program about the wetlands and mudflats of the Pearl Harbor estuary. The United States Naval Base Pearl Harbor National Landmark (NHL) is directly adjacent to the SMA Area B. The land slopes down from Farrington and Kamehameha Highways toward Pearl Harbor Middle Loch.

In the SMA area there is one historic resource, Watercress of Hawaii (TMK 9-6-3: 26).

- c. Area C: This portion of the alignment is along Kamehameha Highway from the HECO Waiiau Power Plant, past Neal S. Blaisdell Park, Pearlridge Center, Sumida Watercress Farm, McGrew Point Naval Reservation, to Aloha Stadium.

Surrounding land uses in the Pearlridge Station area include commercial and industrial uses, a medical center, watercress farm, and detached and multi-family dwellings. The areas surrounding the Aloha Stadium include military-related uses, residential development, and neighborhood shopping centers. There are six historic resources in the area on the makai side of Kamehameha Highway, within the SMA. These include the HECO Waiiau Plant; the United States Naval Base, Pearl Harbor NHL; and the following features within the Pearl Harbor NHL including the Bombproof Switch Station – Facility B-6, Richardson Recreation Center Pool Complex (Swimming Pool – Facility S-21; Recreation – Facility 1; Bath House/Locker Room – Facility 2; Handball Court – Facility S-20), Fuel Oil Pump-out Pump House – Facility S-386, and the Publications Printing Office and Plant – Facility 550/District Printing Plant. The Applicant has also identified ten historic resources within the area abutting the SMA area, either within the Kamehameha Highway ROW, or mauka of Kamehameha Highway, and not within the SMA. These include Nishi Service, Waimalu Stream Bridge, Waimalu Shopping Center, Sumida Watercress Farm, Kalauao Springs Bridge, Kalauao Stream Bridge, Akiona House, Forty Niner Saimin Restaurant, Kamehameha Highway Bridge over Halawa Stream, and Facility 250, Commander in Chief Pacific Fleet (CINCPACFLT) Headquarters – NHL. The area is generally flat.

- d. Area D: The Project site is from the southeast corner of TMK 1-1-16: 5, along the mauka edge of Keehi Lagoon Beach Park and the Pacific War Memorial Site (DAV) Memorial Hall property, across Moanalua Stream, to the Makai Frontage Road. The area is mostly undeveloped, and the topography generally flat with some sloped areas.

The Keehi Lagoon Beach Park is owned by the State of Hawaii. Administration of the park was transferred to the City by Executive Order No. 1561 in 1952. The park contains 12 tennis courts, a baseball diamond, walking trails, picnic areas, rest rooms, and access to the water.

The Pacific War Memorial Site is managed by the Keehi Lagoon Memorial Organization and Hawaii Disabled American Veterans (KMO-DAV) for the Department of Land and Natural Resources, Parks Division. The KMO-DAV manages the property for multiple uses, including memorial, meeting, and recreational uses.

Surrounding land uses are primarily airport-related industrial and commercial uses. There are no historic resources within this SMA area, but the Hawaii Employers Council is located mauka of, and directly adjacent to, Keehi Lagoon Beach Park.

2. Zoning:

- a. Area A: The Project site is in the R-7.5 Residential District with a 25- to 30-foot height limit, and the B-2 Community Business District with a 60-foot height limit.
- b. Area B: The Project site is in the A-2 Medium Density Apartment District with a 60-foot height limit.

The abutting maintenance and storage facility site, and the Leeward Community College site, are in the AG-2 General Agricultural District with a 25-foot height limit. The development standards for the Leeward Community College are regulated under Plan Review Use (PRU) Permit No. 1999/PRU-1.

- c. Area C: The Kamehameha Highway ROW is in the R-5 Residential District with a 25- to 30-foot height limit. The mauka entrance of the Pearlridge Station is in the B-2 Community Business District with a 60-foot height limit; the makai entrance is in the I-2 Intensive Industrial District with a 60-foot height limit. The area to be widened along the makai side of Kamehameha Highway is in the I-2 Intensive Industrial District and the IMX-1 Industrial Commercial Mixed-Use District with a 60-foot height limit.
- d. Area D: The Keehi Lagoon Park and the DAV site are in the P-2 General Preservation District; the Moanalua Stream is in the P-1 Restricted Preservation District; and the State-owned site is in the P-1 and P-2 districts (TMK 1-1-3: 3).

3. Site Soils: The soil types are based on the United States Department of Agriculture Soil Conservation Service survey issued in August 1972.

- a. Area A: The two soil types along this portion of the alignment are Waipahu Silty Clay (WzB) and Tropaquepts (TR). Waipahu Silty Clay is typical of terraces, has slopes of two to six percent, is well-drained, and transmits water moderately well. Tropaquepts are typical of flood plains, have slopes of zero to two percent, are poorly drained, and transmit water fairly well.
- b. Area B: The soil types in this area include Waipahu Silty Clay, zero to two percent slopes (WzA), Waipahu Silty Clay, six to twelve percent slopes (WzC), and Pearl Harbor Clay (Ph). The Waipahu Silty Clay series consist of well-drained soils on marine terraces. On WzA soil, permeability is moderately slow, runoff is slow or very slow, and erosion hazard is none to slight. On WzC soil, runoff is medium and erosion hazard is moderate. Pearl Harbor Clay is typical of coastal plains, has slopes of zero to two percent, is poorly drained, and has a fairly low capacity to transmit water.

- c. Area C: The following soil types are found along this portion of the Project alignment:
- Molokai Silty Loam (MuC) is typical of sloped lands, has slopes of 7 to 15 percent, is well-drained, and transmits water at a moderately high level.
 - Hanalei Silty Clay (HnB) is typical of alluvial flats, has slopes of 2 to 6 percent, is poorly drained, and transmits water at a moderately high to high level.
 - Tropaquepts (TR) are typical of flood plains, have slopes of 0 to 2 percent, are poorly drained, and transmits water at a moderately high level.
 - Keaau Clay, saline (KmbA) is typical of toeslopes, has slopes of 0 to 2 percent, is poorly drained, and transmits water at a moderately low to moderately high rate.
 - Pearl Harbor Clay (Ph) is typical of coastal plains, has slopes of 0 to 2 percent, is poorly drained, and transmits water at a very low to moderately low rate.
 - Honouliuli Clay (WzC) is typical of alluvial flats, has slopes of 0 to 2 percent, is well drained, and transmits water at a very low to moderately high level.
 - Waipahu Silty Clay (WzC) is typical of terraces, has slopes of 6 to 12 percent, is well drained, and transmits water at a moderately low to moderately high rate.
 - Makalapa Clay (MdB) is typical of slopes, has slopes of 2 to 6 percent, is well drained, and transmits water at a very low to moderately low rate.
 - Rock Land (rRK) in this area is a pahoehoe lava flow, has slopes of 5 to 70 percent, is well drained, and transmits water at a low to moderately low rate.
 - Fill Land, Mixed (FL), is typical of flats, has slopes of 0 to 3 percent, is well drained, and transmits water at a low to moderately low rate.
- d. Area D: The soil types along this portion of the Project consist of Ewa Silty Clay Loam (EmA) and Fill Land, Mixed (FL). Ewa Silty Clay Loam is typical of footslopes, has slopes of 0 to 2 percent, is well-drained, and transmits water at a moderately low to high rate. Fill Land, Mixed consists of areas filled with material from dredging, excavation from adjacent uplands, garbage, bagasse, and slurry from sugar mills. This land type is not in a capability classification.

4. Hydrology:

- a. Area A: This area overlies the Pearl Harbor Aquifer Sector of the Southern Oahu Basal Aquifer (SOBA). General water-level elevations in areas where the Project overlies the caprock are expected to vary from +10 to +20 feet above mean sea level (msl) where the groundwater is

confined by the caprock. Based on existing ground elevations that are typically at elevation +40 to +100 above msl and higher, the depth to the groundwater for the areas overlying basalt is expected to vary from 20 feet below ground surface (bgs) to tens of feet bgs. Where existing ground elevations are at elevation 20 feet or less, groundwater elevations are expected within 10 feet of ground surface.

The project will cross Waikele Stream and Kapakahi Stream. Both streams have been modified for flood control and are on the Hawaii State Department of Health's (SDOH) 303(d) List of Impaired Waters (2008). Waikele Stream is a concrete-lined channel about 10 miles in length. Kapakahi Stream is a realigned channel that serves to drain a portion of Waipahu, and is a perennial channel regularly cleared to maintain flood relief.

There are no wetlands, lagoons, tidal lands, or submerged lands in Area A.

- b. Area B: This area overlies the Pearl Harbor Aquifer Sector of the SOBA. Based on existing ground elevations that range from 0 to +90 feet above msl, depth of the groundwater for the areas where the Project overlies basalt is expected to vary from 20 feet bgs to tens of feet bgs. Where existing ground elevations are at an elevation of 20 feet or less, groundwater elevations are expected within 10 feet of the ground surface.

The Project will not cross any streams within this area. There is a mangrove wetland where the storm-water outfall drain line discharges. The nearshore waters supported, until recently, a mangrove forest. The mangroves were recently removed because they are considered an invasive species in Hawaii.

- c. Area C: This area overlies the Pearl Harbor Aquifer Sector of the SOBA. Groundwater elevations along the nearshore portion of the alignment have been observed to be at elevation +20 feet above msl in the western end and decrease eastward to about elevation +10 feet above msl. Relative to existing ground surface conditions, which range from about elevation +100 feet to about elevation +10 feet, the depth to groundwater through this portion of the alignment has been measured at 10 to 30 feet bgs. Exceptions to these typical groundwater depths have been observed where a combination of low existing ground elevations and artesian flows from the basalt bedrock penetrated resulting in artesian flows rising above existing ground. Basalt is likely to be encountered between 20 and 60 feet bgs. In this area some foundations may penetrate slightly into the basalt.

The Project will not cross any streams within the SMA area. Outside of the SMA area, the Project will cross five streams along Kamehameha Highway: Waimalu Stream, Kalauao Springs, Kalauao Stream, and Aiea Stream.

There are three wetland areas in the vicinity of the Project. The Waiiau Springs and Kalauao Springs (Sumida Watercress Farm) wetlands are located mauka of Kamehameha Highway, and are not within the SMA. Land surrounding the Waiiau Springs wetland is being used by residents for subsistence vegetable gardening and pondfield culture. Waiiau Spring Stream and wetland supports fish species such as mollies, guppies, koi, and cichlids (including tilapia). The edge of an existing retaining wall for the roadway is about 20 feet from the limits of the wetland.

The Sumida Watercress Farm at Pearlridge is a historic pondfield farm operating with a wetland fed by Kalauao Springs. This wetland is extensively developed into rectangular pondfields used for the commercial production of watercress.

The third wetland, the Aiea Bay State Recreational Area Wetland is makai of Kamehameha Highway, and in the SMA. The Aiea Bay State Recreational Area Wetland is a tidal wetland (formally a dense Red Mangrove forest) fringing Aiea Bay. Aiea Stream has formed a depositional delta off the shore of this area, which supports the growth of salt-tolerant plants (mangrove and pickleweed). The Project guideway is about 200 feet mauka of the wetland.

- d. Area D: This area overlies the Honolulu Aquifer Sector of the SOBA. The existing ground surface elevation ranges from +5 to +15 feet above msl. Brackish groundwater due to the nearby ocean in this area is expected within ten feet of the ground surface.

The Project will cross Moanalua Stream within the SMA Area. Moanalua Stream is on the SDOH 303(d) List of Impaired Waters (2008). Moanalua Stream, a channelized stream with associated tidal mangrove wetlands, is connected to Keehi Lagoon, an embayment of the Pacific Ocean.

There are three "wetland" areas present in the area. Aolele Ditch is a man-made drainage feature constructed to drain storm-water to Keehi Lagoon from the northeastern portion of Honolulu International Airport and the adjacent light industrial area. The part of the ditch crossed by the guideway is an intermittently flowing, unlined, open ditch fed by several small drains from the light industrial area. These drains provide sufficient freshwater to establish three small semi-permanent wet areas along the bottom of the ditch, one of which occurs under the planned guideway. These "wetland" features support a variety of wetland plants and aquatic insects, such as dragonflies. The most downstream of the three wetlands connects to the tidal reach of Aolele Ditch and harbors top minnows and American crayfish, suggesting a permanent fresh or slightly brackish wetland that has developed on a thin layer of sediment over the concrete channel bed in this segment.

5. Coastal Zone Management:

- a. Area A: This portion of the guideway project is entirely within the SMA, and about 1,250 feet from the closest shoreline.

Nearshore coastal waters in Pearl Harbor are designated as "Class 2" Inland Water/Estuary by the SDOH. Waters designated "Class 2" are those to be protected for recreational purposes, the support and propagation of aquatic life, agricultural and industrial water supplies, shipping, and navigation.

The *Coastal View Study* (Chu and Jones, 1987) identifies the project site in Section A (Pearl Harbor) of the South Shore Viewshed. The study notes that the flat terrain and built up military facilities surrounding Pearl Harbor provide very little public viewing opportunities into this bay. Farrington Highway is identified as a coastal roadway, and significant stationary (pedestrian) views into Pearl Harbor is identified from Waipahu Intermediate School.

- b. Area B: The drain line and outfall/culvert and the sewer line are in the SMA. The drain line and outfall will encroach into the 40-foot shoreline setback area.

The *Coastal View Study* identifies the project site in Section A (Pearl Harbor) of the South Shore Viewshed. Farrington Highway is identified as a coastal roadway, and significant stationary (pedestrian) views into Pearl Harbor are identified from Waipahu High School and Leeward Community College.

- c. Area C: This portion of the Project is partially in the SMA, and not in the shoreline setback area.

Nearshore coastal waters in Pearl Harbor are designated as "Class 2" Inland Water/Estuary. Pearl Harbor has associated inlets of point-source discharges and streams, and is on SDOH's 303(d) List of Impaired Waters (2008).

The *Coastal View Study* identifies the Project site in Section A (Pearl Harbor) of the South Shore Viewshed. Kamehameha Highway is identified as a coastal roadway, with continuous coastal views at Neal S. Blaisdell Park, and intermittent coastal views at Richardson Park. Significant stationary (pedestrian) views into Pearl Harbor are identified from Neal S. Blaisdell Park and Richardson Park.

- d. Area D: This portion of the Project is partially in the SMA, and not within the shoreline setback area.

Keehi Lagoon, a Class A Marine Embayment, has associated inlets of point-source discharges and streams, and is on SDOH's 303(d) List of Impaired Waters (2008).

The *Coastal View Study* identifies the Project site in Section B (Keehi) of the South Shore Viewshed. Lagoon Drive is identified as a coastal roadway. Nimitz Highway is identified as a coastal roadway with intermittent coastal views from Moanalua Stream to beyond Kalihi Stream. Significant stationary (pedestrian) views into Keehi Lagoon are identified from Keehi Lagoon Beach Park.

- B. Environmental Compliance: The proposal involves the use of federal, state, and city lands and/or funds, and is in the SMA and shoreline setback area; therefore, it is subject to the provisions of the National Environmental Policy Act (NEPA) and Hawaii Revised Statutes (HRS), Chapter 343. Pursuant to ROH Section 25-3.3(c) and HRS Section 343-5(f), whenever an action is subject to environmental impact statement requirements prescribed by ROH Chapter 25, HRS Chapter 343, and the National Environmental Policy Act (NEPA) of 1969, concurrent public review and processing is permitted and encouraged to the fullest extent possible. Where federal law has environmental impact statement requirements in addition to, but not in conflict with the requirements of state law, cooperation in fulfilling these requirements is mandated so that one document shall comply with all applicable laws.

An Environmental Impact Statement (EIS) Preparation Notice for the project was published in the December 8, 2005 issue of The Environmental Notice, initiating a 30-day comment period required under HRS Chapter 343 for the Project. The Alternatives Analysis was completed in October 2006, and submitted to the City Council for use in the identification of a Locally Preferred Alternative.

The Notice of Intent to prepare the EIS appeared in the *Federal Register* on March 15, 2007. The scoping comment period under NEPA officially began on the date of the *Federal Register* publication and closed on April 12, 2007. All interested individuals and organizations and federal, state, and local agencies were invited to comment on the purpose and need to be addressed by the Project; the alternatives, including the modes and technologies to be evaluated, and the alignments and termination points to be considered; and the environmental, social, and economic impacts to be analyzed.

A Notice of Availability of the Draft EIS was published in the *Federal Register* on November 21, 2008. Notice of the Draft EIS was also published in the November 23, 2008 issue of The Environmental Notice. The Draft EIS was circulated for a 45-day review and comment period.

A Notice of Availability of the Final EIS was published in the *Federal Register* dated June 25, 2010. Notice of the Final EIS was also published in the July 8, 2010 issue of The Environmental Notice. Upon review of the Final EIS, the governor of the State of Hawaii determined that it was acceptable on December 16, 2010. Notice of this determination was published in the January 8, 2011 issue of The Environmental Notice.

Following the 30-day publication notice of the Final EIS and acceptance of the Final EIS by the governor, per the requirements of HRS Chapter 343, the U.S. Department of Transportation Federal Transit Administration (FTA) will issue a Record of Decision (ROD) that will identify the selected alternative and conclude the Federal environmental review process.

C. Flood District and Drainage:

1. Area A: The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 15003C0240F, effective November 20, 2000 (revised on September 30, 2004), indicates that the site lies within Flood Zones AEF, AE, X, and XS. See Exhibit I-1. The FEMA FIRM No. 15003C0238G, revised January 19, 2011, shows no change in the flood zones. See Exhibit J-1. Sites within Zones AEF and AE are in areas of the 100-year flood where base flood elevations have been determined. According to the Civil Defense Tsunami Inundation maps, this area is not within the tsunami evacuation zone.

Surface runoff in the area travels to a drainage system along Farrington Highway and/or directly to Waikele or Kapakahi Streams. The existing Farrington Highway drain system is under the control of the State Department of Transportation. The City also has a storm drain system serving the surrounding community.

2. Area B: The FEMA FIRM No. 15003C0239F, effective November 20, 2000 (revised on September 30, 2004), indicates that the site lies within Flood Zones X and D. See Exhibit I-2. The FEMA FIRM No. 15003C0239G, revised January 19, 2011, shows the storm-water outfall drain line in Flood Zones X and VE. See Exhibit J-2. Sites within Zone VE are coastal flood zoned areas with velocity hazard (wave action) where base flood elevations have been determined. Sites within Zone X are determined to be outside the 0.2 percent annual chance floodplain; Zone D are areas in which flood hazards are undetermined, but possible. According to the revised Civil Defense Tsunami Inundation maps published in 2010, a portion of the storm-water outfall drain line is within the tsunami evacuation area.

Runoff in the area of the drain lines generally flows overland and into Pearl Harbor. The area is currently vacant and heavily vegetated, so there is no storm-water drain system in the immediate area.

The proposed Maintenance and Storage Facility, which is outside, but abutting the SMA, will be developed with its own internal drainage system. Drainage within the Maintenance and Storage Facility will be collected internally and flow into a detention basin, which will allow collected storm-water to percolate into the ground and/or flow through a sand filter and discharge through an extended detention outlet structure into the storm-water outfall drain line.

3. Area C: The FEMA FIRM No. 15003C0245F, effective November 20, 2000, (revised on September 30, 2004), indicates that the site lies within Flood Zones AEF, AE, XS, and X where the alignment crosses Kalauao Stream; and, Flood

Zones A, XS, and X at Aiea Stream. See Exhibits I-3 to I-5. The FEMA FIRM No. 15003C0243G, revised January 19, 2011, shows the site lies within Flood Zones AE and A where the alignment crosses Waimalu Stream; A, AE, and AEF at Kalauao Stream; and, XS at Aiea Stream. See Exhibits J-3 to J-5. Sites within Zones AEF and AE are in areas of the 100-year flood where base flood elevations have been determined. The FEMA FIRM No. 15003C0331G, revised January 19, 2011, also shows the alignment crossing Zones AE and A at Halawa Stream. According to the Civil Defense Tsunami Inundation maps, this area is not within the tsunami evacuation area.

Surface runoff in the area travels to the Kamehameha Highway storm drain system, the municipal drainage system, and/or directly to one of the nearby streams.

4. Area D: The FEMA FIRM No. 15003C0353F, effective November 20, 2000, (revised on September 30, 2004), indicates that the site lies within Flood Zones AE, AEF, and AO where the alignment crosses Moanalua Stream. See Exhibit I-6. The FEMA FIRM No. 15003C0353G, revised January 19, 2011, shows the site in Flood Zones XS and AE within Keehi Lagoon Beach Park; AEF and VE at Moanalua Stream; and, AE between Moanalua and Kalihi Streams. See Exhibit J-6. Sites within AEF and AE are in areas of the 100-year flood where base flood elevation have been determined. Flood Zone AO are areas of 100-year shallow flooding where depths are between one to three feet; average depths determined. According to the revised Civil Defense Tsunami Inundation maps, Keehi Lagoon Beach Park, the Pacific War Memorial site, to where the Project exits the SMA, are within a tsunami evacuation area.

Runoff in the area generally flows overland and into Moanalua Stream or Keehi Lagoon.

- D. Consistency With County Plans: The following land use plans, policies, objectives and regulations of the City are relevant to the request:

1. General Plan - Transportation and Utilities:

- a. 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; offer a variety of attractive and convenient modes of travel.

Policy 2: Provide transportation services to people living within Ewa, Central Oahu, and Pearl City-Hawaii Kai corridors primarily through a mass transit system including exclusive right-of-way rapid transit and feeder-bus components as well as through the existing highway system with limited improvements as may be appropriate.

Policy 7: Promote the use of public transportation as a means of moving people quickly and efficiently, of conserving energy, and of guiding urban development.

Policy 9: Promote programs to reduce dependence on the use of automobiles.

- b. Objective D: To maintain transportation and utility systems which will help Oahu continue to be a desirable place to live and visit.

Policy 2: Use the transportation and utility systems as a means of guiding growth and the pattern of land use on Oahu.

Policy 4: Evaluate the social, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.

The *General Plan* specifically calls for an “exclusive right-of-way rapid transit” system to provide transportation services in the Ewa, Central Oahu, and Pearl City to Hawaii Kai corridors.

2. Development Plan and Sustainable Communities Plan: The Project is supported by the vision, policies, principles and guidelines in the Ewa and Primary Urban Center (PUC) Development Plan (DP), and the Central Oahu (CO) Sustainable Communities Plan (SCP). A revision to the Ewa, CO, and PUC Public Infrastructure Maps were approved on May 7, 2008, under Resolution No. 08-97, CD1 (File No. 2008/PIM-1) for the Honolulu High Capacity Transit Corridor (HHCTC) Project. The report fulfilled the requirement of Section 6-1511.4 of the City Charter requiring the approval of the Director of the DPP of a transit system on any street or route within the City as being in conformity with the General Plan and the relevant DP for the area.

Development of a rapid transit corridor and communities designed to support non-automotive travel, are key elements of the Ewa DP long-range vision. The Ewa DP vision includes a rapid transit corridor linking the City of Kapolei, the Villages of Kapolei, and the University of Hawaii (UH) West Oahu campus and Waipahu (Section 2.2.7).

The creation of communities designed to support non-automotive travel is also a key element in the CO SCP. The CO SCP’s Public Infrastructure Map shows symbols for a rapid transit corridor and transit nodes along Farrington Highway through Waipahu. The system will help address inadequate transportation infrastructure in the area and will be a catalyst for communities designed to reduce automobile usage. In addition, the Project supports a goal of the *Waipahu Livable Communities Initiative* to improve the quality of transportation facilities in the community.

The PUC DP includes a vision for a balanced transportation system providing excellent mobility for residents, workers, and visitors. The PUC’s balanced transportation system integrates a rapid transit system with existing roadways, the bus system, bicycle routes, and a regional pedestrian network, and intelligent transportation and transportation demand management systems. Section 3.5

states that a balanced transportation system will reduce reliance on cars and improves alternate modes of transportation to connect neighborhoods and activity centers. The Project is also supported by the *Aiea-Pearl City Livable Communities Plan's* principle of improving transit access to reduce dependency on the automobile.

3. Land Use Ordinance: Most of the proposed alignment will be constructed in existing ROW and the Land Use Ordinance (LUO) is not applicable within ROW. Where elements of the Project will be outside the ROW, the Project is considered a "public use and structure," for the purposes of the LUO, which is a permitted principal use in all zoning districts.

E. Agency Comments:

1. Cooperating Agencies: The Applicant indicates that the following agencies were cooperating agencies for the NEPA EIS process:

- a. Federal: Department of Defense, U. S. Army Garrison; Department of Defense, U. S. Naval Base Pearl Harbor; Department of Transportation, Federal Aviation Administration; and, United States Department of Transportation (USDOT), Federal Highway Administration.

- b. State: Department of Transportation (SDOT).

2. Participating Agencies: The Applicant indicates that the following agencies were participating agencies for the NEPA EIS process:

- a. Federal: Department of Defense, U. S. Army Corps of Engineers; Department of Agriculture, National Resource Conservation Service; Department of Homeland Security, U. S. Coast Guard – 14th Coast Guard District; Department of the Interior, Fish and Wildlife Service; Department of the Interior, National Park Service; Department of the Interior, U. S. Geological Survey Pacific Island Ecosystems Research Center; Environmental Protection Agency; and, Department of Homeland Security, Federal Emergency Management Agency.

- b. State: Department of Accounting and General Services; Department of Business, Economic Development and Tourism; Department of Defense; Department of Education; Department of Hawaiian Home Lands; Department of Health; Department of Land and Natural Resources; Department of Land and Natural Resources, State Historic Preservation Division; Hawaii Community Development Authority; Office of Environmental Quality Control; Office of Hawaiian Affairs; University of Hawaii; and, Oahu Metropolitan Planning Organization.

3. Consulted Parties: The Applicant indicates that the following parties were consulted during the Section 106 of the National Historic Preservation Act (NHPA) process, a federal requirement addressing historic resources that qualify for the National Register of Historic Places:

Advisory Council on Historic Preservation (ACHP); U. S. Navy (U. S. Naval Base Pearl Harbor); Historic Hawaii Foundation; National Park Service (NPS); National Trust for Historic Preservation; University of Hawaii Historic Preservation Certificate Program; American Institute of Architects; Hawaii Community Development Authority; Office of Hawaiian Affairs; Oahu Island Burial Council; Hui Malama I Na Kupuna O Hawaii Nei; Royal Order of Kamehameha; The Ahahui Kaahumanu; The Hale O Na Alii O Hawaii; The Daughters and Sons of the Hawaiian Warriors; Association of Hawaiian Civic Clubs; Alii Pauahi Hawaiian Civic Club; Ka Lei Maile Alii Hawaiian Civic Club; King Kamehameha Hawaiian Civic Club; Nanaikapono Hawaiian Civic Club; Hawaiian Civic Club of Wahiawa; Ahahui Siwila Hawaii O Kapolei Hawaiian Civic Club; Waikiki Hawaiian Civic Club; Princess Kaiulani Hawaiian Civic Club; Waianae Hawaiian Civic Club; Merchant Street Hawaiian Civic Club; Prince Kuhio Hawaiian Civic Club; Pearl Harbor Hawaiian Civic Club; Hawaiian Civic Club of Ewa-Puuloa; Kalihi-Palama Hawaiian Civic Club; Hawaiian Civic Club of Honolulu.

4. Other Agencies: The Applicant also corresponded with the following agencies during the EIS process:
 - a. Federal: Department of Commerce, National Marine Fisheries Service and Department of Homeland Security, U. S. Immigrations and Customs Enforcement.
 - b. State: Office of Environmental Quality Control; Commission on Transportation and Disability and Communication Access Board.
 - c. City: Department of Design and Construction (DDC) and Department of Parks and Recreation (DPR).

The letters and comments were attached to the Final EIS for the Project, and are on file with the Department of Planning and Permitting (DPP). Relevant agency comments are discussed under the ANALYSIS section of this report.

- F. Other Permits and Approvals: The Applicant indicates that the following permits will be required prior to construction or operation affecting the SMA areas:
 1. Federal:
 - a. Rivers and Harbors Act Section 9 Bridge Permit: The U. S. Coast Guard provided advanced approval (December 23, 2008).
 - b. Rivers and Harbors Act Section 10 Bridge Permit: An application to the U. S. Army Corps of Engineers will be submitted.
 - c. Agreement for storm drain connection to existing Navy MS4 – construction, dewatering, and operation: The City will seek a ROW easement on Navy property for access to construct the project.

- d. Clean Water Act (CWA) Section 404 Department of Army permit for various nationwide permits and/or Section 10 of the Rivers and Harbors Act: The City will submit the application prior to construction of the Project in waters of the U. S.
- e. Form 7460.1 Notice of Proposed Construction or Alteration of Impacts to the Airport and Federal Aviation Administration (FAA) Facilities: The City will prepare and submit the Notice to the FAA within 18 months prior to construction at the Honolulu International Airport.
- f. Interstate airspace use approval for crossing H-1 Freeway access ramps at Keehi Interchange: To be prepared and submitted to the Federal Highway Administration (FHWA) by the City prior to construction.

2. State:

- a. CWA Section 401, Water Quality Certification.
- b. CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permit for storm-water associated with construction activities: A General Permit Application was submitted on October 23, 2009 and a Notice of General Permit Coverage (NGPC) was received on December 3, 2009 (file number R10D518).
- c. CWA Section 402, NPDES Permit for dewatering discharges: To be prepared and submitted by contractors as needed.
- d. CWA Section 402, NPDES Permit for hydrotesting discharges: To be prepared and submitted by contractors as needed.
- e. Community Noise Permit: The permit for the first construction segment was granted on August 26, 2009. Permits for the other segments will be obtained prior to construction.
- f. Community Noise Variance: The permit for the first construction segment was granted on April 13, 2010. Permits for the other segments will be obtained prior to construction.
- g. Agreement for storm drain connection to the existing MS4 – construction, dewatering, and operation; right-of-way access to construct Project (use and occupancy): The City is working with the SDOT to develop a master agreement that will be completed prior to construction in the highway ROW and airport property.
- h. Waiver to construct in the Runway Protection Zone (RPZ): To be prepared and submitted by the contractor to the SDOT Airports Division within two years of the intended construction of the airport portion of the Project. The SDOT will then submit it to the FAA.

3. City:

- a. Grading, grubbing, stockpiling, trenching permits: To be prepared and submitted by the contractors.
- b. Final Design Phase one-time review of construction plans by various City agencies.
- c. Final Design Flood Hazard District Compliance: To be submitted by the City to comply with the Flood Hazard District Regulations (LUO Section 21-9.10) before construction of the segment begins.
- d. Final Design Subdivision/Easement.
- e. Building Permit for work outside of the ROW: To be submitted by contractor, by construction segment as designs become available.
- f. Shoreline Setback Variance (SSV) for the storm-water outlet drain line and outfall: The Applicant indicates that a portion of the storm-water outfall drain line and the drain outfall culvert for the maintenance and storage facility will encroach into the 40-foot shoreline setback area, and a shoreline setback variance is required. Although the DPP rules provide for the concurrent processing of the SMA and SSV applications, a certified shoreline survey is required for the processing of the SV permit. The Applicant indicates that they are experiencing delays obtaining authorization from the U. S. Department of the Navy to apply for the certified shoreline survey. Therefore, the Applicant was not able to obtain a certified shoreline survey prior to the acceptance of the SMA application. For that reason, the SSV permit will be administratively processed by the DPP once the Applicant obtains a certified shoreline survey. It is recommended that the approval of the SMA permit for the storm-water outfall drain line and culvert be contingent on the Applicant obtaining the SSV permit as a condition of approval.
- g. Zoning Waiver: A public use Zoning Waiver of the development or design standards of the LUO will be required for work not within the ROW which does not conform to the LUO standard.
- h. Modification of the PRU and Special District Permits: The Applicant may be required to obtain other land use permits for portions of the alignment not within the SMA. The proposed transit station at Leeward Community College will require a modification to PRU Permit No. 1999/PRU-1, approved under Resolution No. 99-359, CD1. The transit station was incorporated into the master plan for the Honolulu Community College. The proposed transit station at the Honolulu International Airport would normally have required a similar modification to a PRU master plan for the airport; however, the State has not yet obtained a PRU for its airport facilities. Special District Permits may be required for work within the

special districts. The work within the SMA does not involve any PRU uses or any special districts.

G. Public Participation:

1. Scoping Meetings: The Applicant indicates that since December 2005, when the first scoping meetings were held, to September 2010, public involvement efforts include the following:

- 787 Speakers Bureau presentations, coffee hours, community displays and events, and Transit Advisory Committee meetings;
- Attendance at 420 Neighborhood Board meetings;
- 80 Community Update presentations, Mayor's Town meetings, and Rapid Transit Division workshops;
- 195 television and/or radio appearances; and
- Five public hearings in December 2008 on the Draft EIS (Kapolei Hale, Neal S. Blaisdell Exhibition Hall, Salt Lake District Park, Filipino Community Center, and the Bishop Museum).

2. Neighborhood Boards: The Applicant indicates that the following Neighborhood Boards have taken positions on the Project:

- Makakilo/Kapolei/Honokai Hale Neighborhood Board No. 34 supported rail;
- Waipahu Neighborhood Board No. 22 passed a motion supporting rail;
- Mililani Neighborhood Board No. 35 passed a resolution supporting rail;
- Pearl City Neighborhood Board No. 21 supported rail;
- Aiea Neighborhood Board No. 20 supported rail;
- Aliamanu-Salt Lake Neighborhood Board No. 18 passed a motion supporting rail, including service to Salt Lake;
- Ewa Neighborhood Board No. 23 has not determined whether they would support rail, previously supported the rubber tire bus system;
- Ala Moana-Kakaako Neighborhood Board No. 11 passed a motion opposing rail and supporting an expanded bus system;
- Downtown Neighborhood Board No. 13 has expressed that they would support rail.

H. Public Notifications, Hearings, and Community Comments: Upon acceptance of the SMP application for processing, A Notice of Application and Public Hearing ("Notice") was sent to various community organizations, public officials, affected neighborhood boards, property owners within 300 feet of the project site, and owners of all property described in the application. Written notice was provided in the Thursday, December 16, 2010, issue of the Honolulu Star Advertiser. As stated in both the mailed and published notifications, the application was made available for public viewing at the DPP; and, was further made available to the public via the Internet.

Pursuant to ROH Section 25-5.3, the DPP held two public hearings on the SMP application: On Wednesday, January 5, 2011 at the Aloha Stadium Hospitality Room;

and, on Thursday, January 6, 2011 at the Alfred Los Banos Youth Pavilion (part of the Disabled American Veterans facility at Keehi Lagoon).

Besides the DPP staff, 14 representatives of the Applicant, and 22 members of the public were present at the January 5, 2011 public hearing. Testimony was given by only one individual who expressed support for the Project. The public hearing was continued until the final hearing on January 6, 2011.

Besides the DPP staff, 13 representatives of the Applicant, and 19 members of the public were present at the January 6, 2011 public hearing. Testimony was given by two members of the public in support of the Project. A representative of The Outdoor Circle spoke in opposition to the Project, and one speaker voiced opposition only to that portion of the alignment of the Project along Waiwai Loop (Keehi Lagoon Beach Park). The DPP also received six letters of support from the public. The public hearing was closed after the final speaker on January 6, 2011. The transcript of the public hearings is attached.

The testimony of those in support of the Project can be summarized as follows:

- The Project is necessary to support sustainable growth;
- The Project will provide alternative transit solutions;
- Public rapid transit is beneficial as it eliminates the cumulative impacts of having each transit rider drive their own vehicle;
- Rail is consistent with land use policies adopted by the State and County as well as objectives of the Coastal Zone Management program;
- The rail system runs in the median of the existing highways and there will be no additional impacts on shoreline access, the shoreline, or the coastal ecology;
- The Project will create jobs and stimulate the economy; and
- All of the relatively slight intrusions into the SMA can be mitigated by appropriate design, engineering, and construction practices.

The testimony of those in opposition of the Project can be summarized as follows:

- The City did not adequately identify (in the FEIS) or mitigate the visual impact of the elevated guideway alternative; and
- The "Area D" portion of the alignment of the Project should be reconfigured, to run closer to Lagoon Drive, to involve fewer visual and private property impacts.

III. ANALYSIS

The Project was analyzed in accordance with the objectives, policies, and guidelines established in ROH Sections 25-3.1 and 25-3.2, as well as HRS Sections 205A-2 and 205A-26.

A. Coastal and Flood Hazards:

1. Area A: The Waipahu portion of the alignment will cross flood zones AEF and AE, associated with Waikele and Kapakahi Streams. The proposed TPSS #6, on the mauka side of Farrington Highway, is located in zone AEF. According to the Project engineers' estimates, based on a general analysis of the topography and contours in the area, sea level will have to rise more than eight feet to have an impact on this portion of the alignment.
2. Area B: Based on the revised FIRM, a portion of the drain line near the coast will cross flood zone VE. Due to the fairly low elevation, sea level rise may have an impact on the Project. However, according to the Project engineers' estimates, based on a general analysis of the topography and contours in the area, sea level would have to rise more than four feet to reach the top of the headwall at the outfall, and more than 38 feet to have an impact on the detention basin for the Maintenance and Storage Facility.
3. Area C: The Waiiau to Halawa portion of the alignment will cross flood zones AE and A associated with Waimalu Stream; and, zones AEF and AE associated with Kalauao Stream.

Erosion is not anticipated to be an issue due to the slight slopes, the soil types, and the level of development. Sea level rise may have an impact on the Project due to the fairly low elevation. However, the Project engineers' estimates, based on a general analysis of the topography and contours in the area, sea level would have to rise more than 10 feet to have an impact on this portion of the Project alignment.

The Project will cross five streams along Kamehameha Highway outside of the SMA area. However, the Project is not anticipated to cause direct impacts to any of the streams because the Project clear-spans these streams. That is, no Project structures will be built within the banks of any stream or in stream waters. Therefore, no adverse impacts to these streams are anticipated.

4. Area D: The Project will cross flood zone AE through Keehi Lagoon Park and the DAV property; and, AEF and VE associated with Moanalua Stream. Sea level may have an impact on the Project, due to the fairly low elevation. However, Project engineers' estimates, based on a general analysis of the topography and contours in the area, sea level would have to rise more than three feet to have an impact on the portion of the Project in the SMA.

Two guideway columns will be constructed in Moanalua Stream. However, there are existing bridge crossings in the area, including Kamehameha Highway, the H-1 Freeway, Nimitz Highway ramps, and two utility/pedestrian bridges makai of

the guideway crossing. The guideway columns will be aligned with the upstream viaduct piers, as feasible, to minimize the obstruction of stream flow. Placement of the piers is not expected to have any consequences on the Moanalua Stream estuarine environment or its fauna beyond the loss of 175 square feet of sandy mud bottom. Therefore, no adverse impacts to the stream are anticipated.

The Applicant indicates that the portions of the Project located in a tsunami evacuation zone will be designed to meet applicable standards and specifications regarding storm weather, seismic events, and associated risks. Further, the guideway will be elevated about 30 feet above ground level, so tsunamis are not anticipated to affect the Project. According to initial geological findings, Project foundations (columns) will be installed to a depth sufficient to prevent subsidence. The Project is not anticipated to increase pollution.

The guideway will be elevated above the flood plain by piers and not anticipated to adversely impact or interfere with the flood plain or its functions. Further, the Project will be required to comply with LUO Section 21-9.10, "Flood Hazard Districts," prior to construction within the Flood Hazard District. The Site Development Division of the DPP indicates that compliance with the flood hazard district requirements will be reviewed and confirmed during its review of development permits. Therefore, no conditions of approval are either necessary or recommended to address coastal hazard issues.

- B. Alteration of Natural Landforms: There are no significant grading activities proposed for the Project elements within the SMA. Construction of the guideway will generally occur within the existing road ROWs, primarily in the median. The existing grades and topography will remain relatively unchanged, and the alteration of natural landforms will be minimal. Erosion is not anticipated to be an issue due to the slight slopes, the soil types, and the level of development.

The proposed Maintenance and Storage Facility, outside, but abutting the SMA, will require significant grading activities. Grading will generally consist of cutting the higher (northern) portion of the site and filling the lower (southern) portion of the site. Grading of the site is necessary to create a relatively flat area for transit system vehicle storage and maintenance activities. The site will be graded such that most of the buildings and storage track will be at an elevation of about +85 feet above msl. The Applicant indicates that during construction, temporary Best Management Practices (BMPs) for the management of storm-water will be designed, installed, and maintained to reduce the potential for impacts to water resources from erosion and other construction activities. Permanent BMPs will also be designed and installed on the storm-water outfall structure, including oil/water/sand filters and a retention pond. Since BMPs will be imposed with grading permits, a condition to address this issue is not recommended with the SMA permit.

- C. Drainage: The Applicant indicates that the Project is being designed to minimize potential drainage environmental impacts. Permanent BMPs will be incorporated into the design of all storm-water outfall structures associated with the Project; temporary BMPs designed specifically for construction areas will be implemented during construction activities. Storm-water runoff will be filtered through landscaped medians and sedimentation collars where possible. Storm-water will be filtered through specially

designed bioinfiltration units near water bodies on the SDOH 303(d) list of water quality limited segments. In locations where space does not allow for their use, downspout filters will be installed on drains near impaired waters. Permanent BMPs will be installed as part of the Project to address storm-water quality before the water is discharged to streams or existing storm drain systems. At a minimum, all storm-water downspouts from the guideway will include erosion control BMPs and energy dissipation devices to prevent any scour of landscaped medians.

Federal regulations require that storm-water from transportation systems be controlled. Permanent BMPs to minimize storm-water runoff and associated pollutants will be applied to the Project. Storm-water from the guideway should be relatively free from pollutants and will continue to recharge the groundwater. Parking lots and transit centers will be designed with pollution controls and permanent BMPs. Temporary and permanent storm-water BMPs will also be required by permit agencies and municipal Separate Storm Sewer System (MS4) owners prior to approving project construction and storm-water discharge. The Project will be required to meet the City and the State Department of Transportation criteria for permanent BMPs.

Storm-water runoff from the Maintenance and Storage Facility will increase the overall storm-water runoff in the vicinity of the facility, and reduce the groundwater recharge because the site is currently undeveloped and unpaved. Further, vehicle maintenance and cleaning activities will be conducted at the facility, resulting in a greater potential for storm-water exposure to pollutants. The potential for the release of pollutants will be minimized by conducting maintenance activities in a covered area. Storm drains will be placed within the facility to collect storm-water and permanent BMPs will be installed. The BMPs will likely include vegetated swales, berms, and infiltration trenches to route on-site storm-water to an infiltration basin and prevent off-site storm-water from entering the site. Oil-water separators may be used in areas where maintenance is routinely performed or where fueling and washing activities occur.

Most of the fixed guideway system will be installed along highways and roads in urban areas where most of the land is already covered with pavement and buildings, and impervious surfaces already dominate the landscape. Therefore, the fixed guideway, transit stations, and TPSS will not dramatically increase the impervious area, increase runoff, or decrease groundwater recharge. In many cases, the guideway will run above areas that are already impervious, so no significant net change in runoff will result.

Storm-water discharges from construction of the guideway will require an NPDES Storm-water Discharge Permit during construction. Best Management Practices to control storm-water during construction will also be detailed in a NPDES permit. If dewatering of the pier foundations is required, an NPDES Dewatering Permit will be obtained and any adjacent structures will be monitored for subsidence. In addition, these permits dictate the handling of hazardous material, fuel products, and other potential groundwater contaminants. Any discharge into existing waterways must meet State standards. A NPDES Construction Storm-water Permit has been obtained by the Project to ensure proper handling of hazardous material and other pollutants.

Since the Applicant will be required to meet all Federal, State, and City regulations and will be required to employ mandatory BMPs for erosion and drainage control during construction, the SMP need not be further conditioned to address this issue.

- D. Solid/Liquid Waste Disposal: No solid or liquid waste will be generated along most of the alignment in the SMA. The train windows will not open to allow trash to be thrown from the train. The solid waste generated by the transit stations will be disposed through the municipal waste collection system. The operations plan for the Project will also include a maintenance plan addressing waste collection.

The Applicant indicates that during construction, the contractor will be required to prepare the following plans to mitigate waste-related construction impacts:

- Construction Safety and Security Plan
- Construction Health and Safety Plan
- Construction Contaminant Management Plan
- Construction Contingency Plan
- Solid Waste Management Plan

The DPP Wastewater Branch indicated that the municipal sewer system is adequate to support the Maintenance and Storage Facility and the Pearlridge Station. However, sewage capacity reservation is contingent on submittal and approval of a Site Development Division Master Application Form for Sewer Connection. The Project may be liable for payment of the Wastewater System Facility Charge. The availability and adequacy of the wastewater system will be confirmed when required development permits are submitted for review and approval. Therefore, a condition to address solid and liquid waste disposal issues is not recommended.

- E. Water Resources: The Project is not anticipated to have a significant impact on groundwater. The alignment will be down gradient of the active drinking water wells on Oahu, and the overall groundwater flow direction is seaward. Most of the water wells are located mauka of the proposed alignment. The wells makai of the alignment are either inactive or used for irrigation. Most of the piers will only penetrate the surficial materials or caprock overlying the basalt aquifer and will not penetrate deep into the basalt. Drinking water pumped from the SOBA come from depths much greater than those anticipated or practical for pile foundations.

Construction-derived wastes will be managed in accordance with prevailing regulations. Uncontrolled releases will not be allowed. Slurry will be recycled through a de-sander and reused. Water will be collected and treated as needed prior to disposal or reuse. No contaminated soils will be disposed of in the Sole Source Aquifer area. No long-term impacts to the SOBA are anticipated.

The Project is not anticipated to have significant impacts on groundwater, either during long-term operation of the system or during construction. By installing permanent BMPs, most of the runoff will be directed back into the ground to recharge the groundwater system, resulting in little change in the amount of infiltration. In this way, although runoff from surrounding surfaces may enter the groundwater system along a different path than

previously, the groundwater recharge needed to sustain the aquifer system will continue. Therefore, no long-term changes to groundwater levels, are anticipated to result from the fixed guideway system

The Project meets the coordination requirements of Section 1424(e) of the Safe Drinking Water Act, in accordance with the 1984 Sole Source Aquifer Memorandum of Understanding between the Environmental Protection Agency (EPA) and the USDOT. A Water Quality Impact Assessment was reviewed by the EPA, and in a letter dated March 27, 2009, the EPA concurred that contamination of the SOBA will not occur. The construction methods and BMPs employed, and the presence of an upward hydraulic gradient in much of the study corridor will protect the groundwater, so no adverse effect to groundwater quality is anticipated.

F. Coastal Ecosystems:

1. Area A: The Project site is about 1,300 feet from the shoreline and not anticipated to have any direct or adverse impact on the nearshore ecosystem. Further, due to the distance between the alignment and the coast, there will be no direct drainage into Pearl Harbor.
2. Area B: The Project is not anticipated to have an adverse impact on coastal ecosystems. The storm-water drain line from the Maintenance and Storage Facility will discharge into Pearl Harbor. Any discharge entering Pearl Harbor will be treated by a permanent oil/water/sand separator prior to reaching the outfall, and will meet water quality requirements for the estuary. The sewer drain line will connect to an existing sewer line. Therefore, the storm-water outfall drain and sewer lines are not anticipated to adversely affect Pearl Harbor.
3. Area C: There will be no direct drainage into Pearl Harbor along this portion of the alignment due to the distance between the Project features and Pearl Harbor. Therefore, the Project is not anticipated to directly impact or adversely affect coastal ecosystems.
4. Area D: The Project will not discharge storm-water directly into the lagoon and is not anticipated to adversely affect the Keehi Lagoon ecosystem.

Due to the 300-foot width of the channel where the Project crosses Moanalua Stream, two guideway columns (about 36 square feet each, on ten-foot-wide drilled shaft foundations) will be constructed in the estuary. In the area where the Project crosses Moanalua Stream there exist multiple bridge crossings, including Kamehameha Highway, the H-1 Freeway, Nimitz Highway ramps, and two utility/pedestrian bridges makai of the guideway crossing. The guideway columns will be aligned with the upstream viaduct piers, as feasible, to minimize obstruction of stream flow. Placement of the piers is not expected to have any consequences on the Moanalua Stream estuarine environment or its fauna beyond a loss of 175 square feet of sandy mud bottom.

G. Wetlands:

1. Area A: There are no wetlands, lagoons, tidal lands, or submerged lands in this area.
2. Area B: The storm-water outfall drain line will flow to the shore of Pearl Harbor at Middle Loch. The area that the drain line discharges is to a mangrove wetland. The outlet structure and riprap of the drain line will be placed above/inland of the ordinary high water mark (OHWM). Any discharge will be treated by permanent oil/water/sand separator prior to reaching the outfall. Therefore, no substantial impact to this mangrove wetland is anticipated.
3. Area C: There are three wetland areas in the vicinity of the Project. The edge of an existing retaining wall for the roadway is about 20 feet from the limits of the Waiau Springs and Kalauao Springs wetlands. Since the Project will be located along the median of the existing Kamehameha Highway ROW, some shading impacts to wetlands are anticipated. However, these should be minimal and limited to increased duration of early morning and late afternoon shadows during several mid-winter months. Therefore, there will be no anticipated adverse impacts on these wetlands due to the Project.

The Project guideway is also about 200 feet mauka of the Aiea State Recreational Area Wetland. Due to the distance between the Project and this wetland, the Project will have no impact on it.

4. Area D: There are three “wetland” areas present within Aolele Ditch (the drainage channel along Aolele Street), one of which occurs under the planned guideway. Although some shading impacts to these wetland areas are anticipated, these are minimal, so no adverse impacts on the wetlands are anticipated due to the Project.

H. Flora and Fauna: An assessment of vegetation and wildlife within the study corridor was performed by reviewing existing studies, consulting with resource agencies, and conducting field surveys (presented in Section 4.13 “Ecosystems” of the Final EIS and in the *Honolulu High-Capacity Transit Corridor Project Ecosystems and Natural Resources Technical Report*).

1. Flora: A survey of street trees (presented in Section 4.15 of the Final EIS and in the *Honolulu High-Capacity Transit Corridor Project Street Trees Technical Report*) was also conducted in the Project corridor to identify species, size, maturity, condition, and the Project’s probable effect on each tree. Trees were also listed as “Notable” or “Excellent”, if applicable. Notable trees are those deemed to be important to the urban landscape character; Excellent trees are mature trees without any plantings nearby that have been allowed to expand to their fullest possible canopy, and have not been pruned or affected in such a manner to take away from their appearance.
 - a. Area A: The Applicant indicates that no rare, threatened, or endangered floral species have been observed within this area. However, the street

tree survey revealed that while street trees are prevalent in the area, they were not identified as Exceptional or Notable. Nevertheless, they are important to the community and the Waipahu streetscape. The trees are presently juvenile or semi-mature trees that were planted about five years ago to beautify the roadway, and were nominated for a landscaping/ beautification award. The plantings consist of rainbow shower trees, tall fan palms, and kou trees. Most of the relatively newly planted trees will be removed, but many could be transplanted. The City will coordinate with the SDOT highway landscape architect to develop a landscape plan that will benefit the community and mitigate potential visual impacts.

- b. Area B: No rare, threatened, or endangered floral species have been observed within this area. Also, results of the tree survey revealed that there are no street trees affected in this area.
- c. Area C: There are no rare, threatened, or endangered floral species in the area. However, in the vicinity of the SMA area, two monkeypods, identified as Excellent trees, may require minimal pruning. The trees have very large canopies and are about 50 feet from the center of the planned guideway along Kamehameha Highway near the Pearlridge Center.
- d. Area D: There are no rare, threatened, or endangered floral species in the area. However, results of the tree survey revealed an Excellent monkeypod tree located on Lagoon Drive. The tree has a 70-foot canopy and may require minimal pruning.

Coordination with the DPR Division of Urban Forestry and community groups was initiated at the start of the HRS Chapter 343/NEPA process to identify Exceptional trees along the guideway alignment. Coordination is ongoing as the Project progresses. Planting of trees, and other mitigation, have been included in the design criteria and Special Provisions for the Project. Street tree pruning, removal, and planting will comply with City ordinances.

- 2. Fauna: Four waterbirds are listed as endangered: the Hawaiian coot (*Fulica alai*), Hawaiian duck (*Anas wyvilliana*), Hawaiian common moorhen (*Gallinula chloropus sandvicensis*), and Hawaiian stilt (*Himantopus mexicanus knudseni*). These four species are generally restricted to wetlands (and stream and estuarine areas in some cases) but will visit temporarily flooded areas. The White tern is listed as a threatened species by the State of Hawaii. The population occurs mainly along the southern coastline of Honolulu from Diamond Head to Hickam Air Force Base. White terns are currently found only along the southeastern coast of Oahu, where they breed and roost exclusively in large trees. None of these birds are anticipated to be adversely affected by the Project.
 - a. Area A: The Applicant indicates no rare, threatened, or endangered species were observed in the area, and coordination with governmental

agencies and literature review indicate that there are no designated critical habitats or wildlife preserves within this area.

- b. Area B: Based on coordination with governmental agencies and literature review, the Applicant indicates that there are no designated critical habitats, or rare, threatened, or endangered faunal species observed in the area during the project survey.

The nearest habitat is the Pearl Harbor National Wildlife Refuge (NWR) Waiawa Unit, located more than 1,000 feet southeast of the Maintenance and Storage Facility site. Due to the distance of the Pearl Harbor NWR from the Project, no adverse impacts to the waterbird species in the area are anticipated.

The Black-crowned night heron (*Nycticorax nycticorax hoactii*) is a protected "migratory" waterbird; this species is protected by the Migratory Bird Treaty Act (MBTA), although it is not threatened or endangered. Local colonies are known to roost and nest in mangrove trees within Pearl Harbor, which are generally remote from the study corridor. However, mangrove stands in this area are being removed because the mangrove is regarded as an invasive plant species.

- c. Area C: The environments in the study corridor where some or all of these endangered waterbird species have been previously observed include Kalauao Springs (Sumida Watercress Farm). Observation of these endangered waterbirds during the project survey was limited to five Hawaiian stilts. Four protected "migratory" waterbirds were also observed at Kalauao Springs during the project survey. The MBTA protects these species although they are not listed as threatened or endangered. The four species are: the Pacific Golden Plover (*Pluvialis fulva*), Black-crowned night heron (*Nycticorax nycticorax hoactii*), Ruddy Turnstone (*Arenaria interpres*), and Wandering tattler (*Heteroscelus incanus*). However, the closest approach of the Project to Kalauao Springs is the guideway along the median of Kamehameha Highway. There will be no physical impacts on this small wetland from the nearby guideway beyond shading. Therefore, the Project will not adversely affect the species found at Kalauao Springs (Sumida Watercress Farm).

Although no waterbirds were observed at Waiau Springs during the Project survey, the wetland might be conducive as a habitat for Hawaiian coot, Hawaiian moorhen, and Black-crowned night heron. However, there will be no physical impacts on this small wetland from the nearby guideway beyond shading. Therefore, the Project will not adversely affect any of the species that may be found at Waiau Springs.

- d. Area D: No rare, threatened, or endangered species were observed, and there are no designated critical habitats or wildlife preserves in this area.

One protected “migratory” waterbird species, the Black-crowned night heron, was observed at Moanalua Stream and the drainage channel along Aolele Street during the Project survey. Local colonies are known to roost and nest in mangrove trees within Pearl Harbor and Keehi Lagoon; however, nests have not been observed in the mangroves along the east bank of Moanalua Stream. Construction activities over Moanalua Stream may temporarily affect the availability of foraging sites for the Black-crowned night herons. But, over time, the waterbird will adjust to new structures built for the Project; they continue to occupy other wetland areas despite the construction of nearby buildings and overhead utilities and the construction or widening of adjacent roads and highways. The Project will not adversely impact this waterbird species in the Keehi Lagoon Beach Park area.

The Applicant indicates that based on information provided to FTA by United States Fish and Wildlife Service (USFWS), coordination with USFWS staff, and field observations, there will be “no effect” to threatened and endangered species or designated critical habitat related to this Project.

Although most of the alignment is not along the shoreline, some of the affected sites are shoreline lots, and there may be seabirds in the area that could become disoriented by bright lights. However, a recent amendment to Chapter 25, ROH relating to exterior lighting, imposes special requirements applicable to shoreline lots [Section 25-6.3(a), adopted as Ordinance No. 10-32, on December 22, 2010]. Therefore, a condition to address this issue is not recommended.

I. Recreational Resources and Shoreline Access:

1. Area A: There are no publicly owned beaches, parks, or recreation areas within this area. The Project will not impact the use or availability of coastal or stream-based fishing grounds because of the distance between the Project and the coast in this area, and the linear nature of the streams that allow for access at multiple locations. Also, due to the distance of the Project area from the shoreline, public access to the shoreline will not be affected.
2. Area B: During construction activities, short-term impacts along a portion of the Pearl Harbor Bike Path may result, as a trench must be dug to install the underground storm-water outfall drain line. Nevertheless, the City will maintain public access to, and use of, the bike path during construction. Once construction is complete, the bike path will be repaved and any plantings disturbed by construction will be restored. The proposed drain line will also cross the future Middle Loch Park. However, the site is currently vacant and the area disturbed during construction will be restored and vegetated to existing conditions.

The Project will not impact the use or availability of coastal or stream-based fishing grounds because of the length of coastline available in comparison to the area needed to install the storm-water outfall drain line. There are no streams in

the area. Once construction is complete, access will return to normal conditions and there will be no long-term impact to fisheries and fishing grounds.

3. Area C: The guideway will be constructed within the median of the existing ROW (Kamehameha Highway) fronting the Neal S. Blaisdell Park, the Aiea Bay State Recreational Area, and the Pearl Harbor Bike Path. However, no construction is proposed within these facilities and, therefore, no adverse impacts to these public recreational facilities are anticipated due to the Project.

Abutting the SMA area, the elevated guideway, a rail transit station and bus transit center, and a paved and striped shared-use parking lot will be constructed through a portion of the Aloha Stadium parking lot along the Ewa edge of the property. Because the Project will permanently incorporate land from the Aloha Stadium into a transportation facility, this will be a direct use of the property.

Although there will be direct use of the parking area of the site, the Project is not anticipated to adversely affect the recreation features, attributes, or activities of the Aloha Stadium property.

The Aloha Stadium Authority, the Aloha Stadium Manager, and the Department of Accounting and General Services, have participated in the planning of the alignment, the station location, and the park-and-ride lot within the boundaries of Aloha Stadium. Coordination will continue during final design and construction to ensure that the Project will result in a net benefit in terms of enhanced access and parking.

In this area, the Project will not impact the use or availability of coastal or stream-based fishing grounds because of the distance between the Project and the coast, and the linear nature of the streams that allow for access at multiple locations.

4. Area D: Keehi Lagoon Beach Park is located within this SMA area. The Project guideway will cross over about one acre of the park at its mauka edge, just makai of the four lighted tennis courts near Nimitz Highway. Although there will be no direct effect on the mauka tennis courts, due to the proximity to the guideway, these tennis courts will be closed during construction and reopened when this portion of the Project is completed.

To mitigate temporary impacts to the lighted mauka tennis courts, the Project will coordinate with the DPR during Final Design to provide lighting and associated resurfacing of the four existing unlit tennis courts near the park entrance. Therefore, nighttime use of the tennis courts will be maintained during construction and after the Project's completion. The area around the four mauka tennis courts will be restored to their original condition for daytime use, including planting of grass, and installing landscaping and picnic tables.

During construction, there will be a temporary loss of about ten percent of the parking spaces within the park. To mitigate potential impacts, the Project will temporarily provide additional bus service from existing City transit centers or

parking lots for major events. After construction, the parking will be restored and there will be no net loss of parking.

The construction of about ten guideway columns, six feet in diameter, will result in the use of about 280 square feet of park land. Because the Project will permanently incorporate the park land for the columns into the transportation facility, this will be a direct use. Although there will be a direct use of the site, the DPR, who operates and maintains the park, indicated in a letter dated September 25, 2008, that as mitigated, the Project will not adversely affect the recreational activities, features, or attributes of the property. Therefore, it is not anticipated that the Project will adversely affect Keehi Lagoon Beach Park.

The Project will also cross the Pacific War Memorial site. To minimize use of the property, the guideway was located as close to the mauka boundary as possible, and away from the memorial and recreational activities and facilities. Access to the property will be maintained during construction. After construction the property will be restored in accordance with plans developed by the DTS in coordination with the KMO-DAV.

Since the Project will be constructed along the mauka edge of Keehi Lagoon Beach Park and the Pacific War Memorial site, access to recreational resources or the shoreline is not anticipated to be affected. Access to Moanalua Stream will be maintained to the extent possible during construction. However, there are multiple access points to the stream and shoreline, so overall access is not anticipated to be adversely affected.

Similar to the state CZM requirements, the Project is also subject to federal Section 4(f) requirements, pursuant to the 1966 U.S. Department of Transportation Act. Section 4(f) is intended to protect public parklands, recreational lands, wildlife refuges, and historic sites. The Project was designed to avoid and/or minimize harm to coastal open space and recreational resources, including Section 4(f) properties. Overall, the Project should improve the access to existing and future parks and recreational facilities along the alignment.

J. Archaeological, Cultural, and Historic Resources: The information contained in this report relies on the Applicant's EIS to identify and evaluate impacts to historic resources. As previously stated, the EIS was prepared to comply with both federal and state historic preservation regulations. Therefore, this report evaluates historic resources relevant to both state and federal considerations. A summary of the historic resources within the SMA and in the vicinity of the Project is attached as Exhibits K-1 to K-4.

1. Area A: A draft archeological inventory survey (AIS) was completed for the first construction phase of the Project. The study area includes an approximate 6.8-mile segment extending from Kualakai Parkway (formerly North-South Road) in East Kapolei to the Pearl Highlands Station, and an approximate 0.6 mile segment extending from the Pearl Highlands Station to Waimano Home Road in Pearl City, which is part of the second construction phase. The AIS investigation for the first construction phase did not identify any archaeological resources within this area.

There are no cultural resources that have been previously identified as having potential long-term adverse effects in the area. Archival and ethnographic research shows that most of the traditional cultural resources have been damaged or destroyed through previous development. Any cultural resources that may be uncovered will be assessed through collaborative consultation with appropriate cultural practitioners and/or community groups in accordance with the Programmatic Agreement (PA) developed pursuant to Section 106 of the National Historic Preservation Act (NHPA).

The Waikele Stream Bridge east-bound span and the Bridge over the OR&L spur are within Area A. The fixed guideway will be built about 10 feet mauka of the bridges. It will also be built about 40 feet above the roadway, so there will be no physical or direct impact to the bridges. The primary views of the bridges are from ground level, and the elevated guideway will not eliminate primary views of these architecturally significant historic bridges or alter their relationship to the existing transportation corridor. Farrington Highway is a major transportation corridor, and the Project's visual elements will be in character with the surrounding area. However, through agency coordination, it has been determined that the Project will have adverse effects to the integrity of setting, feeling and association of this resource.

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2. Area B: There is a moderate chance of encountering burials, as well as pre- and post-contact archaeological resources in this area. Subsurface features and deposits, including iwi kupuna or Hawaiian burials that have not been previously identified may be affected by the Project. The AIS investigation for the first construction phase did not identify any archeological resources within this area.

The maintenance and storage facility, adjacent to the SMA, was formerly used by the military, and has been previously disturbed. Therefore, archaeological resources are not anticipated to be adversely affected by the construction of the facility.

Archival and ethnographic research shows that most of the traditional cultural resources within this area have been heavily damaged or destroyed through previous development. There are no cultural resources that have been previously identified as having potential long-term adverse effects in the area in the SMA to be disturbed by the proposed drain and sewer lines. Outside of the SMA, the Project crosses Waiawa Stream, a cultural water resource, but the fixed guideway crossing is located about 1,700 feet mauka of the SMA boundary. Waiawa Stream is recognized as facing potential long-term adverse effects due to the Project. The Applicant proposes to implement the following measures to mitigate potential effects on traditional cultural practices associated with Waiawa Stream: a) Enhancement of the stream to restore and/or improve ecological and aquatic function; b) Establishment of water quality basins; c) Enhancement of floodway capacity conveyance to achieve a zero rise in flood water elevation by removal of fill and an increase in stream area; d) Extension of existing culvert to Waiawa Stream to correct existing ponding situation; and e) Ecological restoration with native Hawaiian plantings and use of noninvasive species.

The United States Naval Base Pearl Harbor NHL is directly adjacent to the SMA area. The elevated guideway will not substantially impair the visual and aesthetic qualities of the NHL property that qualify it for protection under Section 4(f), as the primary views of the NHL and lochs are from ground level. Although there will be no direct use of this resource, through agency coordination it has been determined that the Project will cause undefined effects to the integrity of the setting, feeling, and association of this resource. Therefore, the Project will have an adverse effect on this resource.

3. Area C: There is a moderate chance of encountering burials, as well as pre- and post-contact archaeological resources in this area. Subsurface features and deposits, including iwi kupuna or Hawaiian burials, that have not been previously identified may be affected by the Project.

Archival and ethnographic research shows that, with the exception of streams in the Pearl City area, most of the traditional cultural resources within the area have been heavily damaged or destroyed through previous development. There are no cultural resources that have been previously identified as having potential long-term adverse effects from the Project in the area.

The Project alignment will be adjacent to the United States Naval Base, NHL. The Project station in this area (Aloha Stadium) was designed to touch down on the mauka side of the highway to avoid any Project facilities being placed within the NHL property. The elevated guideway will not substantially impair the visual and aesthetic qualities of the NHL property that qualify it for protection under Section 4(f), as the primary views of the NHL and lochs are from ground level. Although there will be no direct use of this resource, through agency coordination it has been determined that the Project will cause undefined effects to the integrity of the setting, feeling, and association of this resource.

The Waimalu Stream Bridge, Kalauao Springs Bridge, and the Kalauao Stream Bridge are within or mauka of Kamehameha Highway. The elevated guideway will be constructed in the median of Kamehameha Highway, whose supports will be placed on both sides of the streams, but not within the bridge structures. The guideway will be about 30 feet above the bridges and there will be no physical or direct impacts to the bridges. The elevated guideway will not substantially impair the visual and aesthetic qualities, as the primary views of the bridges are from ground level. The Project will not substantially impair the features or attributes that contribute to the bridges' NRHP eligibility. Nevertheless, it was determined that the Project will cause effects to the integrity of the setting, feeling, and association of these resources. Therefore, there will be an adverse effect on these resources.

The elevated guideway will be about 650 feet makai of the Facility 250, CINCPACFLT Headquarters and about 40 to 45 feet above the grade. Due to topography, the Project will be minimally visible from select vantage points within the property's boundary. The rather dense vegetation will screen the Project from the CINCPACFLT Headquarters. There will be no physical or direct impacts

to the building and the Project will not eliminate primary views of this historically significant building. The Project will not substantially impair the features or attributes that contribute to the resource's NHRP eligibility. As a result, there will be no use of this resource. Nevertheless, it was determined that the Project will cause effects to the integrity of the setting, feeling, and association of this resource. Therefore, there will be an adverse effect on this resource.

4. Area D: There is a low chance of encountering burials and post-contact archaeological resources, but a moderate chance of encountering pre-contact archaeological resources in this area. Subsurface features and deposits, including iwi kupuna or Hawaiian burials, that have not been previously identified may be affected by the Project.

Archival and ethnographic research shows that most of the traditional cultural resources within the area have been heavily damaged or destroyed through previous development. There are no cultural resources that have been previously identified as having potential long-term adverse effects from the Project in the area.

There are no historic resources within Area D. However, the Hawaii Employers Council is located mauka of and directly adjacent to Keehi Lagoon Beach Park, outside of the SMA. The Project entails the construction of an elevated guideway along the mauka edge of Keehi Lagoon Beach Park and within the neighboring parcel (TMK 1-1-16: 5) that will skirt the corner of the parcel the building is on. The elevated guideway will be about 40 feet from the corner of the building and about 40 feet high. The primary views of the building are from the front of the building (on Waiwai Loop) at ground level. The guideway is generally behind the building and, therefore, will not eliminate primary views of the historic building. There will be no direct use of the historic building or its parcel and the Project will not substantially impair the visual and aesthetic qualities of the building that contribute to the resource's NHRP eligibility. Nevertheless, it was determined that the Project will cause effects to the integrity of the setting, feeling, and association of this resource. Therefore, there will be an adverse effect on this resource.

The City will develop an AIS plan for each construction phase. The City will use preliminary engineering plans to focus the investigation on locations where there is the potential to affect archaeological resources by Project construction. The AIS plans will follow the requirements of Hawaii Administrative Rules (HAR) Chapter 13-276. The City will conduct the archaeological fieldwork as presented in the AIS plan for each construction phase. The archaeological fieldwork will be completed in advance of the completion of final design and prior to construction in each phase so that measures to avoid, minimize, or mitigate adverse effects to the historic properties can be incorporated into the design. The City has consulted and continues to consult with the SHPD and Oahu Island Burial Council (OIBC) on burial issues. As required under HRS Chapter 6E, the City will ensure that City and State agencies that grant land use entitlements for the Project consult with SHPD prior to the issuance of permits in areas where the Project may affect a burial site. To ensure that OIBC maintains jurisdiction to determine whether preservation in place or relocation of previously identified native Hawaiian burial sites is

warranted, the City will complete an AIS prior to construction in each construction phase. The City has committed to conducting archaeological investigations in locations where foundations will be placed. This would limit the area disturbed for archaeological investigations and construction to potentially less than ten percent of what would be disturbed if archaeological investigations were conducted for 100 percent of the alignment. Mitigation will be conducted in advance of, or in some cases, during the construction phases of the Project in each different geographic area.

If, in the unlikely event that subsurface cultural deposits or human skeletal remains are encountered during the course of project-related construction activities, all work in the immediate area must stop and the State Historic Preservation Officer (SHPO) notified, in accordance with federal and state law. If archaeological resources are identified during construction, the City will minimize impacts.

To minimize and mitigate adverse effects on historic properties, a programmatic agreement (PA) was developed in consultation among the Section 106 consulting parties (identified in Section II.E.4. of this report). The Section 106 process identified historic properties potentially affected by the Project, assessed effects, and sought ways to avoid, minimize, or mitigate any adverse effects on any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places. The PA records the terms and conditions agreed upon to resolve potential adverse effects and is attached to the Final EIS (Attachment 1), Appendix H. The PA includes stipulations related to the encountering of any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) during construction activities. The PA must be executed prior to the issuance of a ROD by the FTA. The FTA will ensure that the terms of the PA are carried out in accordance with the stipulations set forth in the PA.

The Project must comply with federal and state archaeological, cultural, and historic preservation laws and regulations. Nevertheless, it has been determined that the Project will have adverse effects on certain identified historic resources, and the PA is the mitigating requirement. Therefore, it is recommended that a condition to require execution of the PA be imposed on the SMA permit for the Project.

K. Scenic and Open Space Resources:

Pursuant to HRS Section 205A-26(3)(D) and ROH Section 25-3.2(c)(4), development in the SMA should minimize, where reasonable, substantial interference with or detraction from the line of sight toward the sea from the State highway nearest the coast.

1. Area A: Along this portion of the alignment, the Project will not have any significant impacts on coastal views from Farrington Highway. The 6-foot-wide columns, spaced at intervals of about 120 to 180 feet, will intermittently obstruct makai views from the west-bound lanes of the highway. However, due to the existing residential and commercial buildings makai of the highway, the ocean and coastal landforms are not currently visible from the highway. Therefore, the Project will not substantially interfere with or diminish coastal views from Farrington Highway, the State highway nearest the coast.

2. Area B: No visual impacts to scenic or open space resources are anticipated from the underground drain and sewer lines within the SMA. However, the Maintenance and Storage Facility, mauka of the SMA boundary, but makai of the Farrington/Kamehameha Highway interchange will be highly visible and dominant elements of makai views from the highway. However, the site slopes down from the highway toward the ocean. Therefore, to mitigate potential visual impacts, the tallest building, about 62 feet in height, will be constructed near the base of the property. All buildings and storage track will be at an elevation of about +85 feet above msl, about 25 to 30 feet lower than the coastal highway. In this area, views of Pearl Harbor are of relatively short duration and intermittent while traveling along this section of Farrington Highway, so no significant impacts on coastal views of the shoreline and harbor are anticipated.

3. Area C: Along this portion of the alignment, the guideway and support columns will be installed primarily within the median of Kamehameha Highway. Most of the makai views are already obstructed by existing development. However, from Kaahumanu Street, at Kamehameha Highway, looking makai, the bulk and scale of the guideway and columns will be dominant features, obstructing views of the tree canopies in Neal S. Blaisdell Park. Nevertheless, distant views of the shoreline or the park from the roadways will only be intermittently obstructed by the guideway columns for vehicles or pedestrians traveling along the westbound lanes of the highway. Near Aloha Stadium on Kamehameha Highway, makai views from the highway will also be intermittently blocked by the guideway support columns. Changes in makai views are not expected to be dramatic or substantial, and the distant views of the shoreline from the roadway will be less affected.

The makai portion of the elevated Pearlridge Station, at about 40 to 50 feet in height, will be a noticeable change. Nevertheless, the Station will be constructed in the I-2 Intensive Industrial District and within the allowable 60-foot height limit.

4. Area D: The Project will require the installation of the guideway and columns along the mauka perimeter of the park, as well as lighting at currently unlit tennis courts. Project elements will fit with the bulk and scale of other structures near the airport, which is surrounded by other transportation elements and industrial buildings. The open space quality of the park will be altered by the guideway and columns; this change will be noticeable, but not substantial to park users because the alignment will be along the periphery of the park and closely follow Nimitz Highway and the H-1 Freeway. Views of Honolulu Harbor and the park are already obstructed by the interchange and will not be substantially affected by the Project. See Exhibit L.

The view from Nimitz Highway, the nearest coastal highway, toward the coast is currently obscured by buildings along the highway and surrounding industrial area, highway elements, and trees. Therefore, the Project will not substantially interfere with or detract from the line of sight toward the sea.

The 1987 Coastal View Study (CVS) identifies significant stationary makai views from Waipahu Intermediate School, Waipahu High School, Leeward Community College, Neal S. Blaisdell Park, Richardson Park, and Keehi Lagoon Beach Park. However, the guideway will be mauka of these viewpoints, and the Maintenance and Storage Facility is between Waipahu High School and Leeward Community College, no makai view effects are expected.

The CVS also considers opportunities to create new view corridors or improve existing views along with the preservation of existing views. Transit users on the elevated guideway will have expansive panoramic views of the shoreline except where disrupted by trains traveling in the opposite direction, station structures, and multi-story buildings. These views will be similar to those from the street below, but better due to the elevated perspective.

The Applicant has provided visual simulation of the Project from various locations along the alignment to determine whether the Project will impact views. For motorists and passengers traveling along Farrington Highway, Kamehameha Highway, and Nimitz Highway, the guideway support columns will intermittently block distant views of the shoreline. However, the roadways are in existing transportation corridors where overhead utilities are already part of the view. The CVS notes that the built-up environment provides very little public viewing opportunities along most of this portion of the alignment. Therefore, the proposed Project will not substantially interfere with the views of the ocean from the State highway nearest the coast.

- L. Consistency with Land Use Plans and Zoning: The Project is consistent with relevant long-range planning policies, goals, and objectives. The proposed Project is part of the municipal transportation system, which is a public use and structure permitted in all zoning districts. Compliance with related construction and required land use approvals will be confirmed during related permit review processes.

IV. CONCLUSIONS OF LAW

The proposed development was reviewed under the provisions of Revised Ordinances of Honolulu (ROH) Sections 25-3.1 and 25-3.2, and Hawaii Revised Statutes (HRS) Sections 205A-2 and 205A-26, and found to be consistent with established Special Management Area (SMA) objectives, policies, and guidelines. Based on the analysis, the proposed development of the Honolulu High-Capacity Transit Corridor Project will not adversely impact SMA resources.

V. RECOMMENDATION

It is recommended that the application for a Special Management Area Use Permit (SMP) be APPROVED, subject to the following conditions:

- A. Construction and operation of the Honolulu High-Capacity Transit Corridor Project (Project) shall be in general conformity with the Project as described in the Report and Recommendation of the Director of the Department of Planning and Permitting (DPP) referenced herein, the plan attached hereto as Exhibits A through F, and plans on file

with the DPP. Any changes in the size or nature of the approved Project which have a significant effect on coastal resources addressed in Chapter 25, Revised Ordinances of Honolulu (ROH), and/or Chapter 205A, Hawaii Revised Statutes (HRS), shall require a new application and permit. Any changes which do not have a significant effect on coastal resources shall be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.

- B. Prior to the issuance of any development permit for the Project, the Applicant shall provide the Director of the DPP with written documentation that a Programmatic Agreement (PA) to minimize and mitigate adverse effects on historic properties as generally described in the Final Environmental Impact Statement has been executed. The PA and any amendments thereto shall record the terms and conditions agreed upon to resolve potential adverse effects on historic properties; and, shall include stipulations related to the encountering of any previously unidentified archaeological site or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) during construction activities.
- C. The Applicant shall obtain a Shoreline Setback Variance from the Director of the DPP prior to construction of the storm-water outfall drain line and culvert in the 40-foot shoreline setback.
- D. Approval of this Special Management Area Use Permit does not constitute compliance with other Land Use Ordinance (LUO) or other governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for insuring that the final plans for the Project approved under this permit comply with all applicable LUO and other governmental agencies' provisions and requirements.

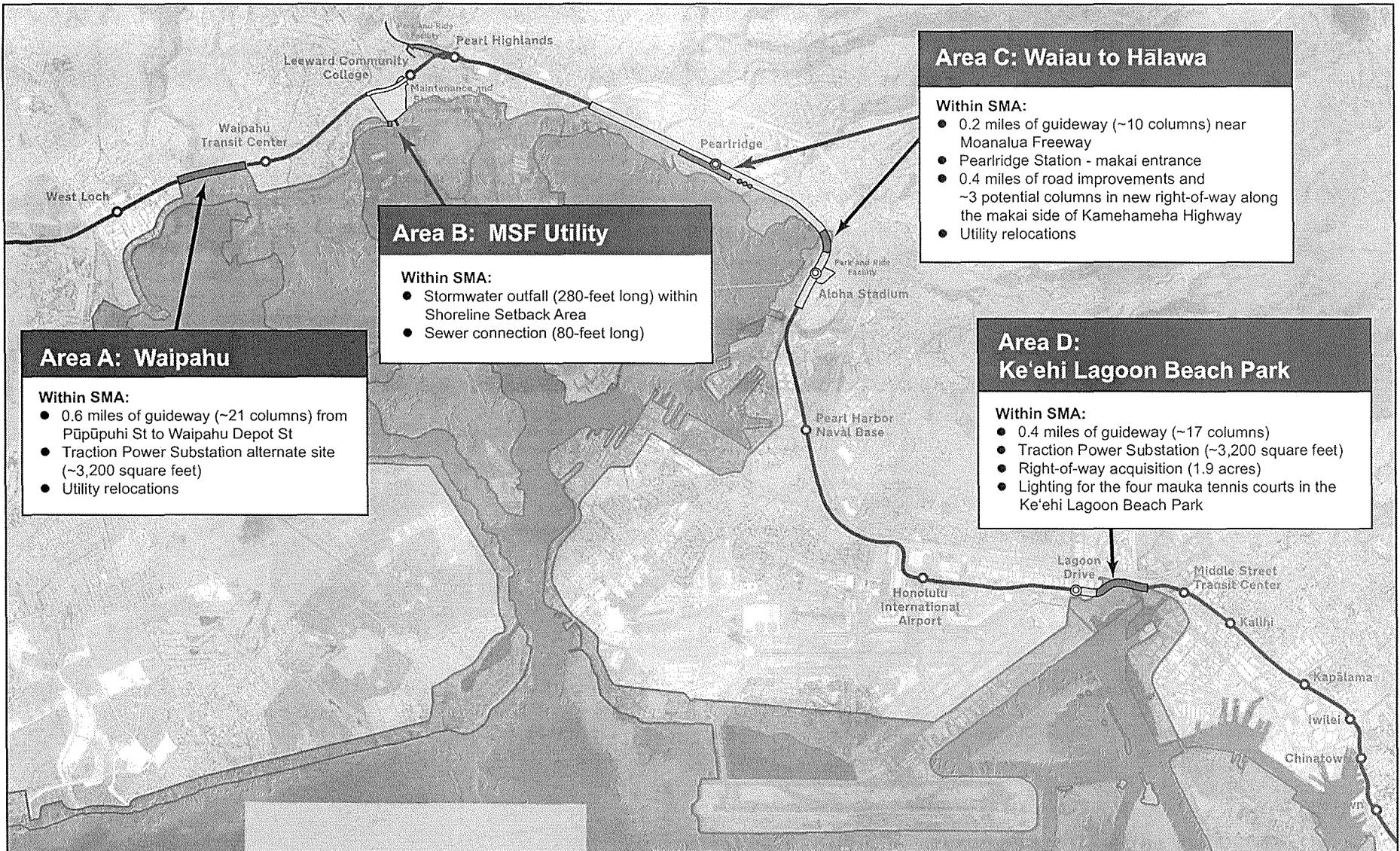
Dated at Honolulu, Hawaii, this 10th day of January, 2011.

Department of Planning and Permitting
City and County of Honolulu
State of Hawaii

By 
David K. Tanoue, Director

DKT:cs

Attachments



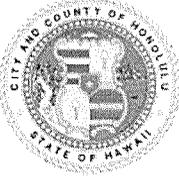
LOCATION MAP - SPECIAL MANAGEMENT AREA

Honolulu High-Capacity Transit Corridor Project

TAX MAP KEY(S): 1-1-3: 3, 4, 6, 138; 9-4-1; 9-4-8: 30; 9-4-11; 9-4-11: 37, 61; 9-6-1: 1; 9-6-3:1; 9-8-9: 5, 11, 14, 15, 16, 17, 20; 9-8-14: 5, 6, 10, 12; 9-8-15: 45; 9-9-3; 9-9-12

FOLDER NO.: 2010/SMA-57

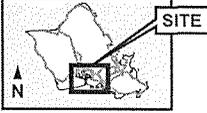
Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
 City and County of Honolulu
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Map Legend

-  Within SMA
-  Adjacent to SMA
-  Outside SMA
-  SMA Area
-  Transit Station

Vicinity Map



0 0.25 0.5 1 Mile

BASIC INFORMATION

Tax Map Key	Land Area (Acres)	Existing Zoning	State Land Use District	Site Address/ Location	Existing Use	Recorded Fee Owner(s) Mailing Address
AREA A:						
9-4-1 9-4-11	n/a	R-7.5 B-2	Urban	Farrington Highway ROW ¹	Right-of-way/Highway	State Department of Transportation, Highways Division 869 Punchbowl Street Honolulu, HI 96813
9-4-11	n/a	B-2	Urban	Pahu Street ROW ²	Right-of-way/Street	City and County of Honolulu, Department of Transportation Services 650 South King Street, 3 rd Floor Honolulu, HI 96813
9-4-11: 37 ³	1.116	R-7.5	Urban	94-103 Hula Street	Dwelling	Kuiee Napahuela Estate 2338 Akalakala Street Pearl City, HI 96782
9-4-11: 61 ³	0.047	R-7.5	Urban	Makai of Farrington Highway	Vacant	State of Hawaii Department of Land and Natural Resources
AREA B:						
9-4-8: 30	3.103	A-2	Urban	Eastern corner of planned Middle Loch Park	Vacant	City and County of Honolulu, Department of Parks and Recreation 1000 Uluohia Street, Suite 309 Kapolei, HI 96707
9-6-3: 1	3.25	P-2	Urban	Portion of Pearl Harbor Bike Path	Trail/Bike path	United States of America, Department of the Navy 258 Makalapa Drive, Suite 100 Pearl Harbor, HI 9860-3134
9-6-1: 1	148.328	P-1	Urban	Makai of Pearl Harbor Bike Path	Vacant	
AREA C:						
9-8-9: 20	2.137	IMX-1	Urban	98-033 Kamehameha Highway	Commercial/industrial establishment	Honolulu Ltd. And Magba Inc. 3660 Waiialae Avenue #400 Honolulu, HI 96816
9-8-9: 11	3.278	IMX-1	Urban	98-051 Kamehameha Highway	Retail establishment	Healani Land Company Inc. P.O. Box 17658 Honolulu, HI 96817
9-8-9: 14	0.2296	I-2	Urban	98-069 Kamehameha Highway	Automobile sales	Continental Investment Co. P.O. Box 488 Aiea, HI 96701
9-8-9: 15	0.2755	I-2	Urban	98-073 Kamehameha Highway		
9-8-9: 16	0.2755	I-2	Urban	98-075 Kamehameha Highway		
9-8-9: 17	0.5583	I-2	Urban	98-077 Kamehameha Highway		
9-8-9: 5	2.024	I-2	Urban	98-085 Kamehameha Highway		

BASIC INFORMATION

Tax Map Key	Land Area (Acres)	Existing Zoning	State Land Use District	Site Address/ Location	Existing Use	Recorded Fee Owner(s) Mailing Address
AREA C						
9-8-14: 5	3.4192	I-2	Urban	98-107 Kamehameha Highway	Furniture warehouse	Bernice Pauahi Bishop Estate Trust P.O. Box 3566 Honolulu, HI 96801
9-8-14: 10	0.8219	I-2	Urban	98-115 Kamehameha Highway	Glass tinting	
9-8-14: 12	0.4053	I-2	Urban	98-121 Kamehameha Highway	Service station	
9-8-15: 45	1.3097	B-2	Urban	98-199 Kamehameha Highway	Shopping center	
9-8-14: 6	2.0468	B-2	Urban	98-159 Kamehameha Highway	Shopping center	Nohea Santimer 2444 Huene Street Honolulu, HI 96817
						Brion Zablan 3330 Keanu Street Honolulu, HI 96816
						Noelani Cobb-Adams 2444 Huene Street Honolulu, HI 96817
						Ray Lindsey Trust P.O. Box 1482 Hilo, HI 96721
						Jill K. Owens 2502 Waolani Avenue Honolulu, HI 96817
9-9-3 9-9-12	n/a	R-5	Urban	Kamehameha Highway ROW	Right-of-way/Highway	State Department of Transportation, Highways Division 869 Punchbowl Street Honolulu, HI 96813
AREA D:						
1-1-3: 6	69.171	P-2	Urban	465 Lagoon Drive	Public park	State of Hawaii, Department of Transportation, Airports Division 400 Rogers Boulevard, 7 th Floor Honolulu, HI 96819
1-1-3: 4	11.087	P-2	Urban	2685 North Nimitz Highway	Meeting facility	
1-1-3: 3	5.166	P-2	Urban	Between Moanalua and Kalihi Streams	Outdoor recreation facility	
1-1-3:138	5	P-1	Urban	Moanalua Stream	Stream	

1. State of Hawaii ROW for Farrington Highway is controlled by the State Department of Transportation, Highways Division.
2. City and County of Honolulu ROW for Pahu Street is controlled by the City and County of Honolulu, Department of Transportation Services.
3. Alternate location for TPSS #6. The preferred location is mauka of the SMA on TMK 9-4-10: 8 and/or 9-4-10: 64 owned by the City and County of Honolulu.

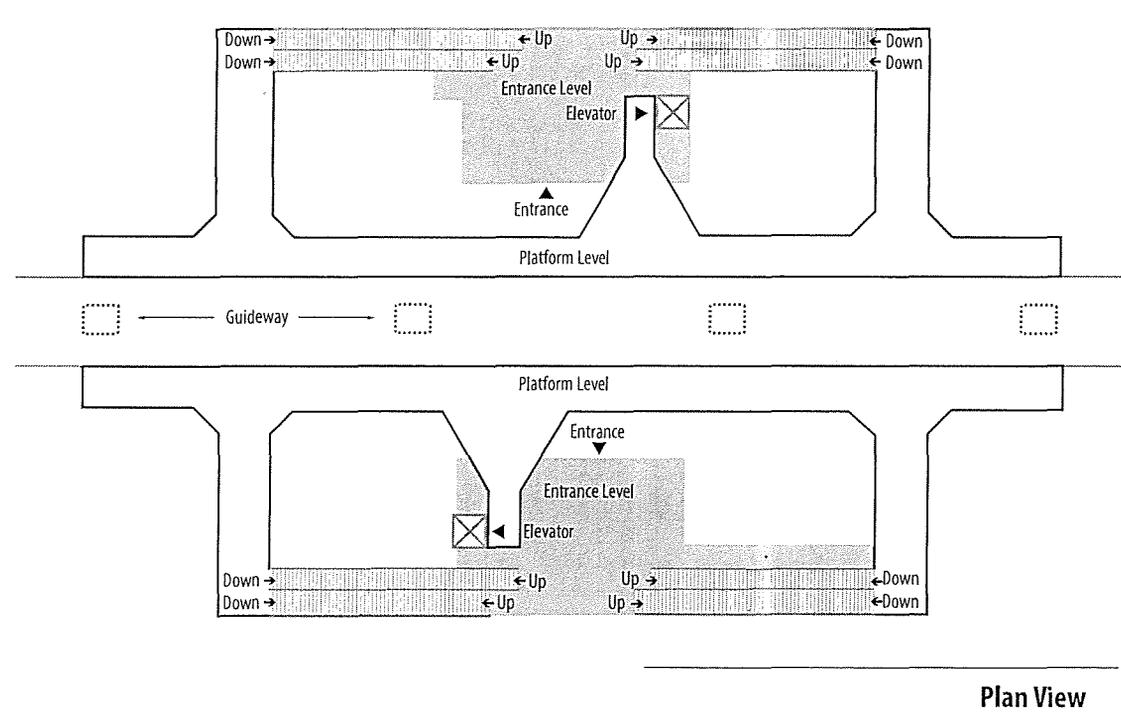
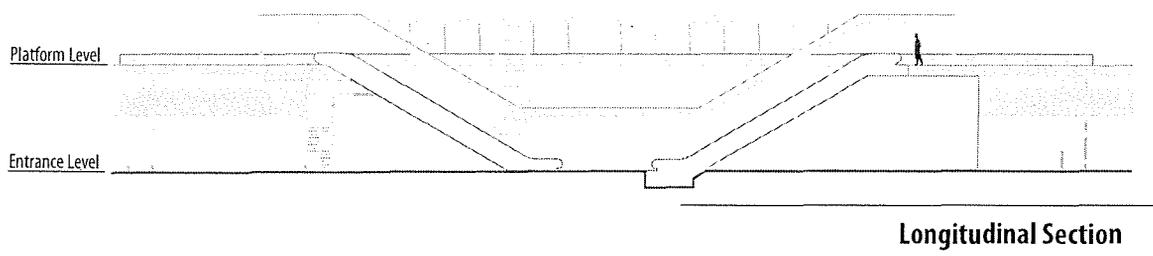
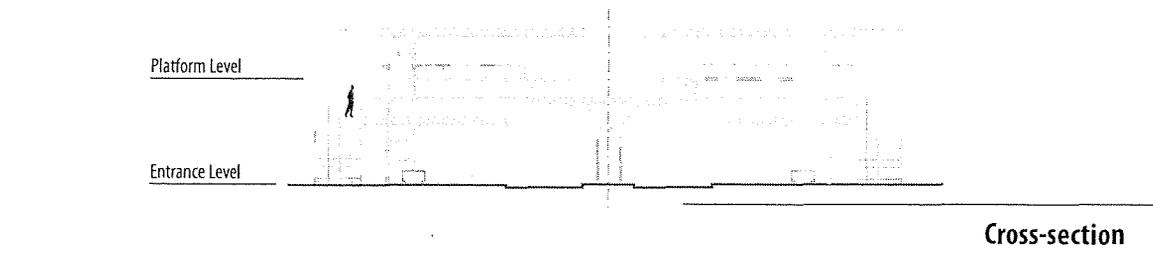


Figure 2-13 Typical Side-platform Station Configuration without a Concourse

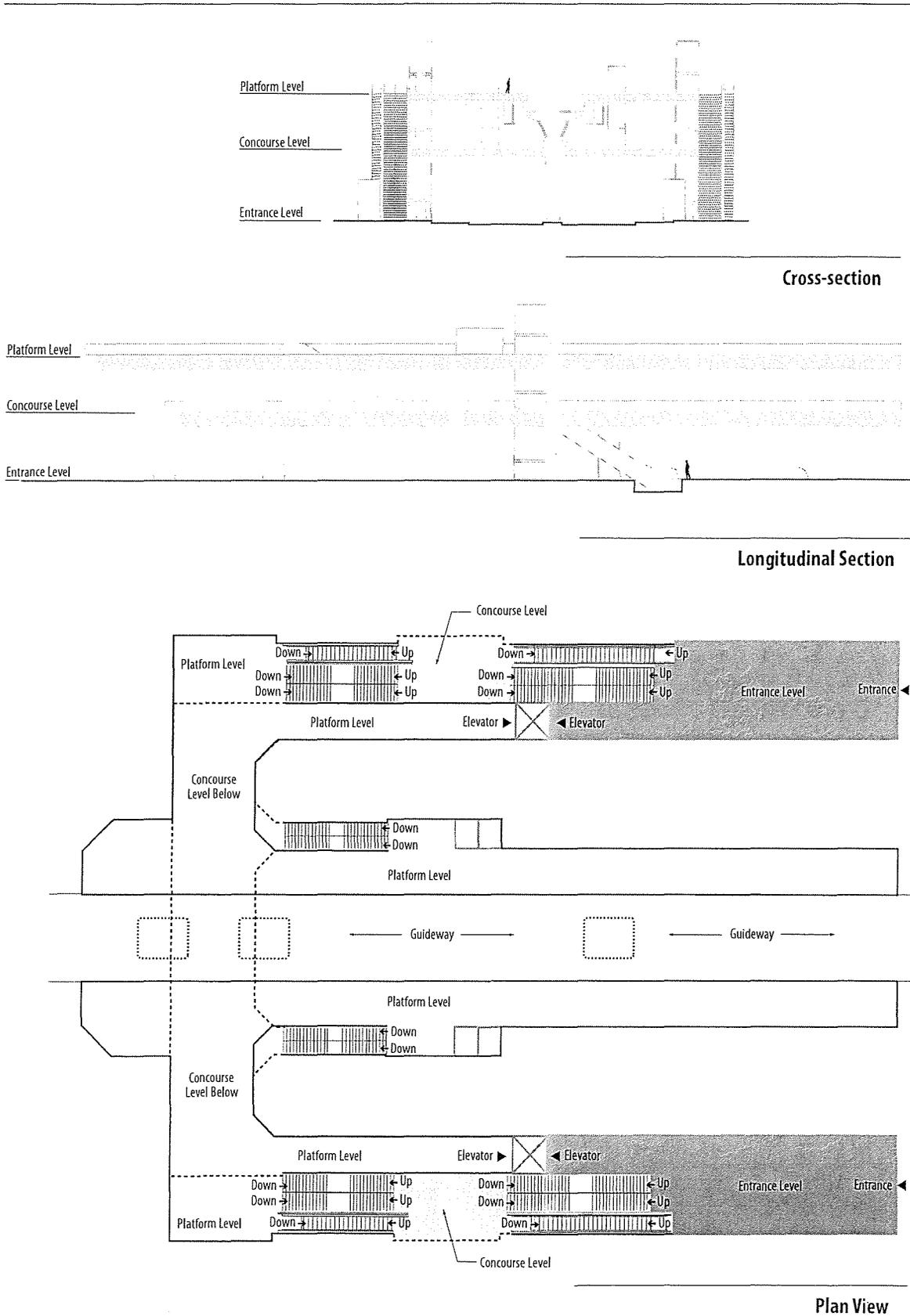


Figure 2-14 Typical Side-platform Station Configuration with a Concourse

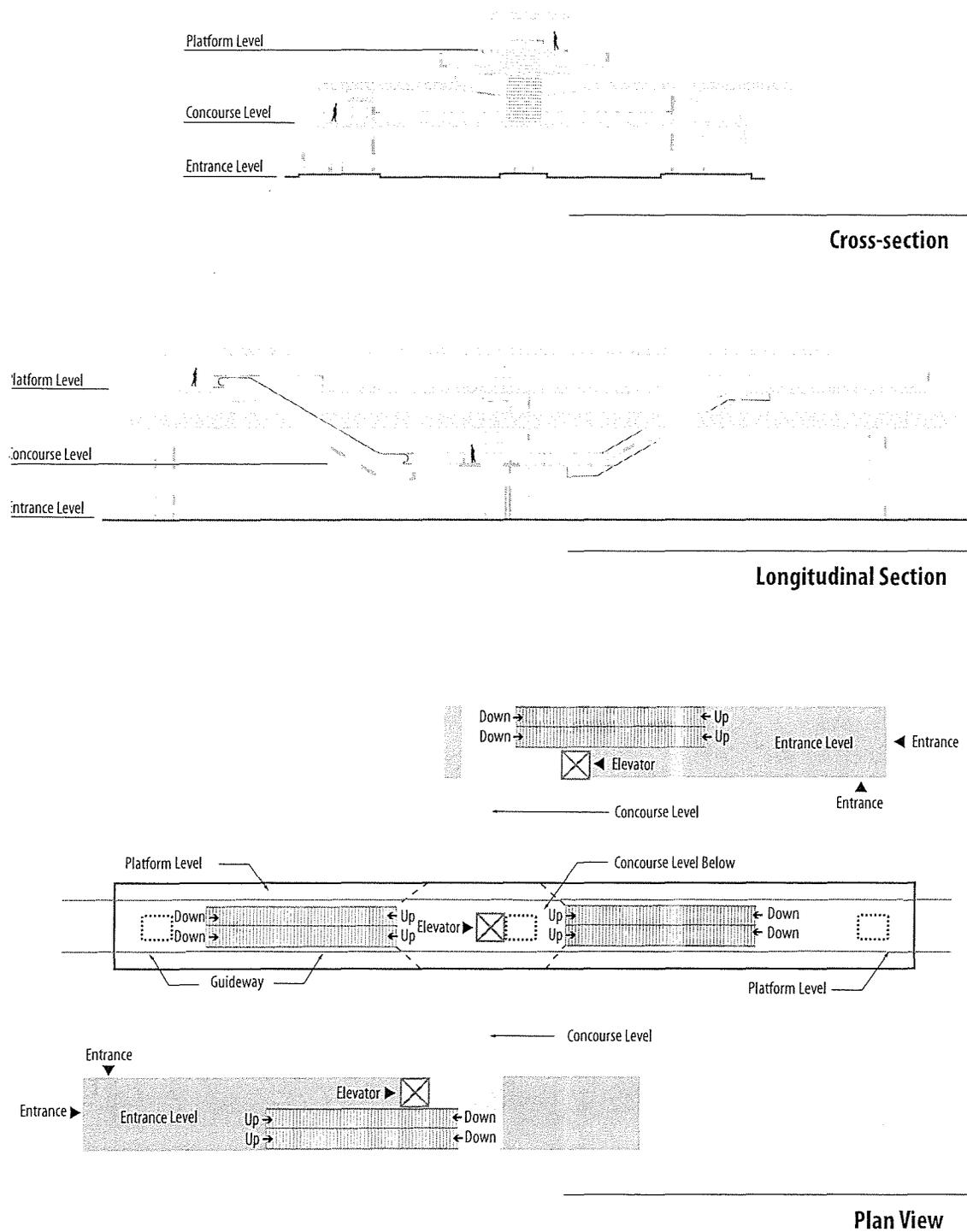
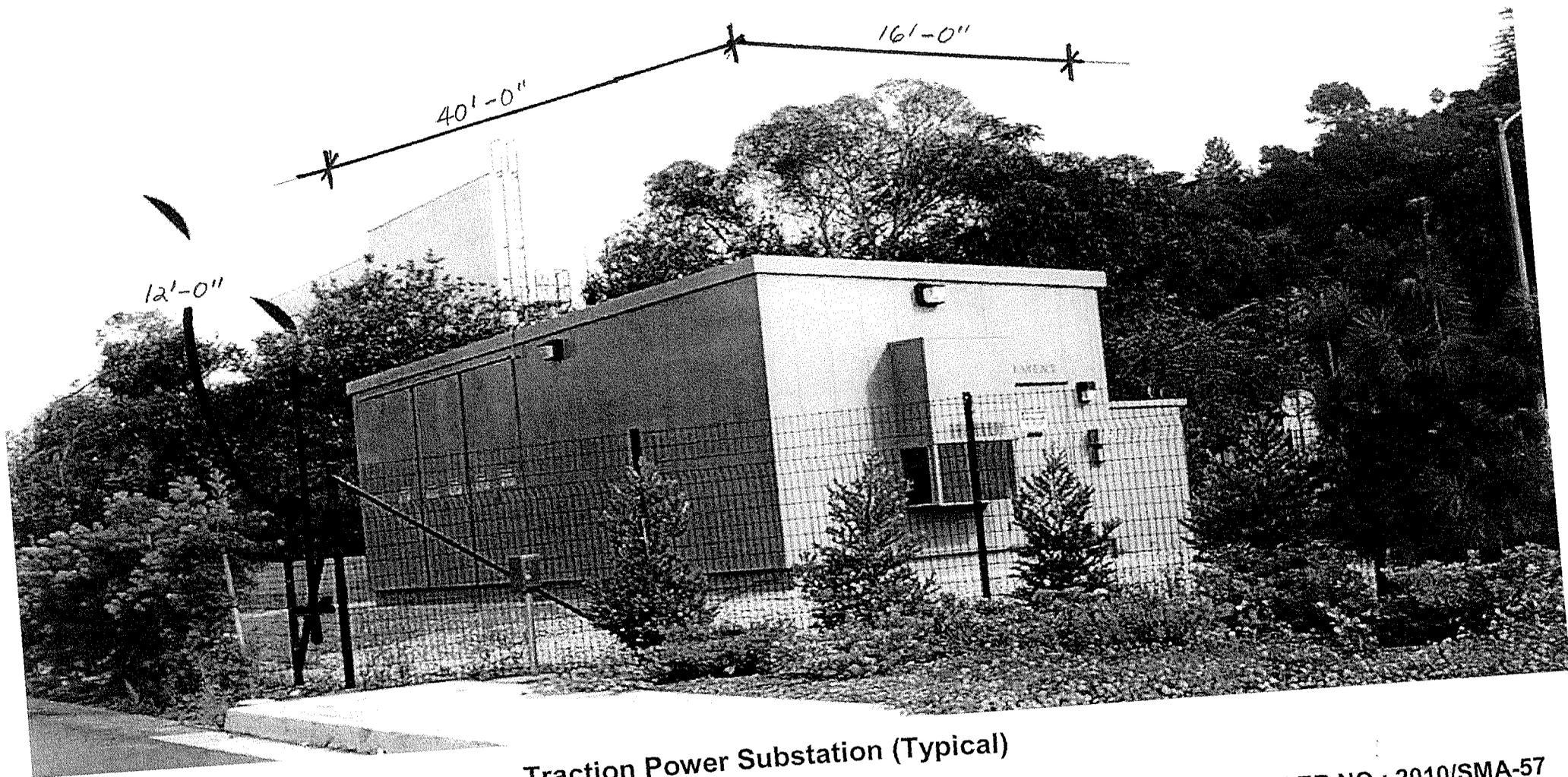


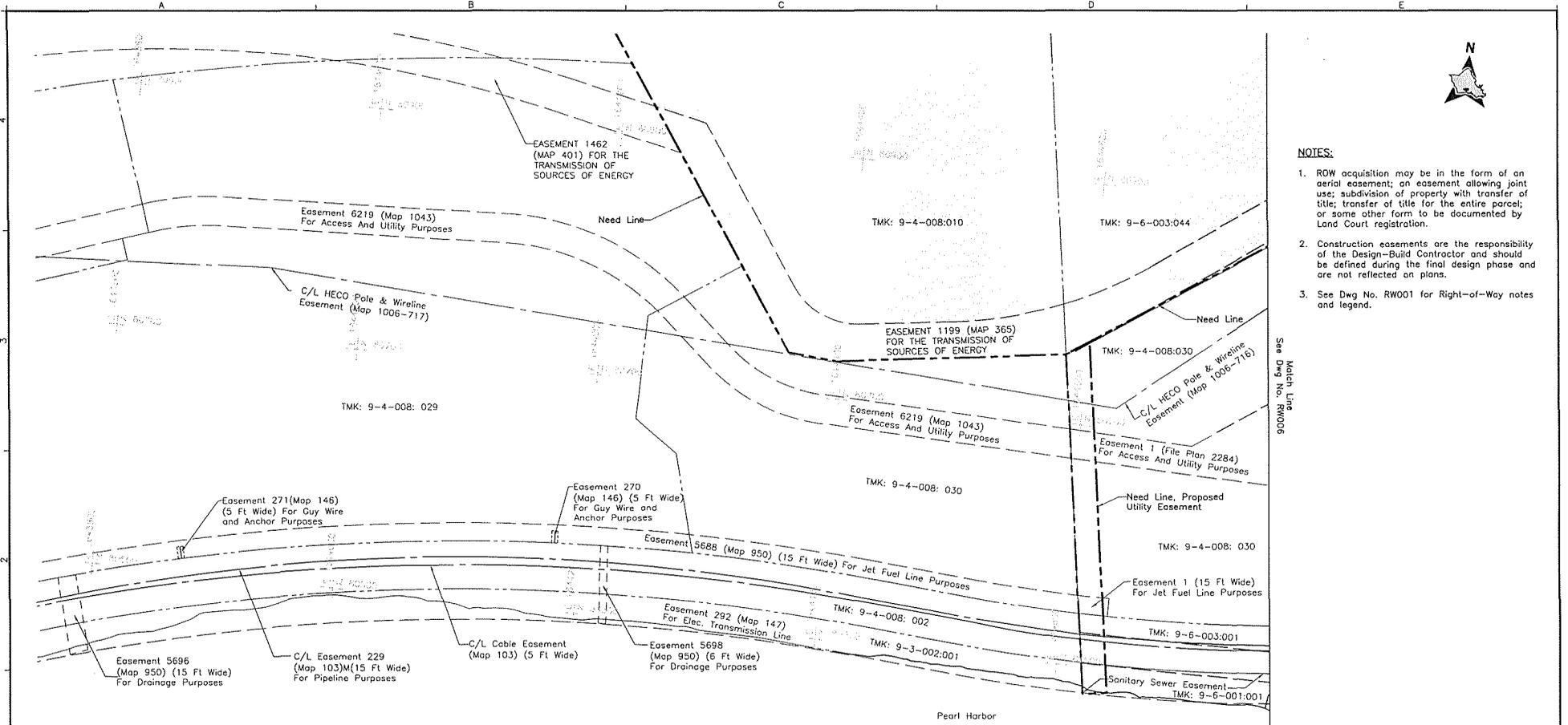
Figure 2-15 Typical Center-platform Station Configuration with a Concourse



Traction Power Substation (Typical)

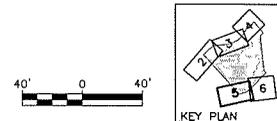
EXHIBIT E

FOLDER NO.: 2010/SMA-57



- NOTES:**
1. ROW acquisition may be in the form of an aerial easement; an easement allowing joint use; subdivision of property with transfer of title; transfer of title for the entire parcel; or some other form to be documented by Land Court registration.
 2. Construction easements are the responsibility of the Design-Build Contractor and should be defined during the final design phase and are not reflected on plans.
 3. See Dwg No. RW001 for Right-of-Way notes and legend.

Tax Map Key Number	Parcel Acquisitions	House Number	Street Name	Land Use
9-4-008:010	Partial	-	-	Public
9-4-008:030	Utility Easement	-	-	Public
9-6-001:001	Utility Easement	-	-	Public
9-6-003:001	Utility Easement	-	-	Public
9-6-003:044	Partial	-	-	Public



Rev	By	Date	Description
A	AB	07-24-09	Issued For Proposal

**RFP DRAWING
NOT FOR CONSTRUCTION**

Designed: L Karamatsu
 Drawn: L Karamatsu
 Checked: K Wong
 Approved: A Borst
 Date: 07-24-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
 CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant: **PARSONS BRINCKERHOFF**
 1003 Bishop Street, Suite 2250 - Honolulu, HI 96813

MAINTENANCE & STORAGE FACILITY
EXISTING RIGHT-OF-WAY & PROPOSED ACQUISITION TABULATIONS

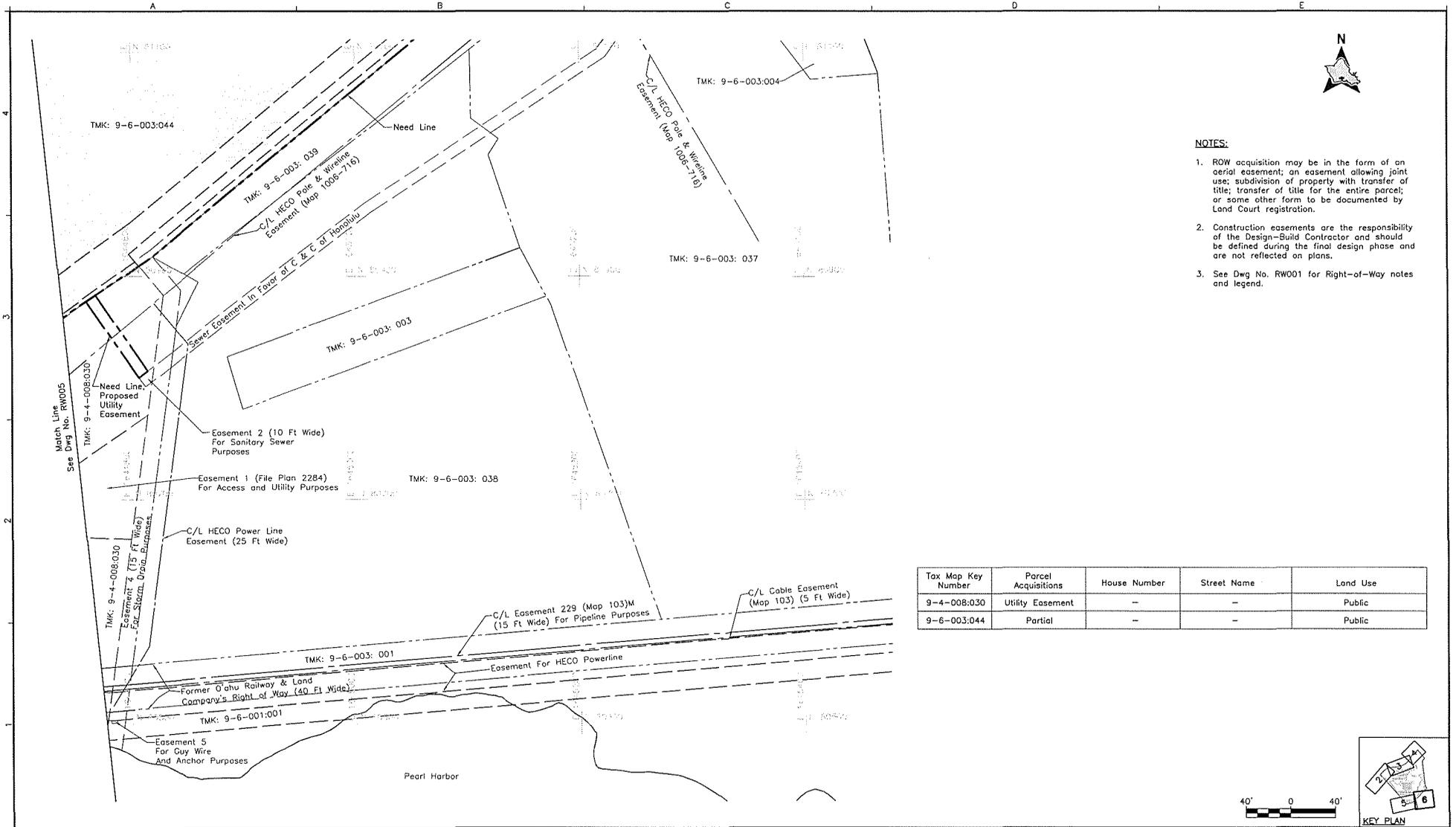
SHEET 5 of 6

Contract No.: DB-200
CADD File: SCY-B04-RW005
Drawing No: RW005 Rev. A
Scale: 1"=40'
Page No: 21 of 259

Underground Storm-water Drain Line and Outfall

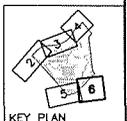
EXHIBIT F

FOLDER NO.: 2010/SMA-57



- NOTES:**
1. ROW acquisition may be in the form of an aerial easement; an easement allowing joint use; subdivision of property with transfer of title; transfer of title for the entire parcel; or some other form to be documented by Land Court registration.
 2. Construction easements are the responsibility of the Design-Build Contractor and should be defined during the final design phase and are not reflected on plans.
 3. See Dwg No. RW001 for Right-of-Way notes and legend.

Tax Map Key Number	Parcel Acquisitions	House Number	Street Name	Land Use
9-4-008:030	Utility Easement	-	-	Public
9-6-003:044	Partial	-	-	Public



Rev	By	Date	Description
A	AB	07-24-09	Issued For Proposal

**RFP DRAWING
NOT FOR CONSTRUCTION**

Designed:
L Karamatsu
Drawn:
L Karamatsu
Checked:
K Wong
Approved:
A Borst
Date:
07-24-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant:
PARSONS BRINCKERHOFF
1003 Bishop Street, Suite 2250 - Honolulu, HI 96813

Subconsultant:

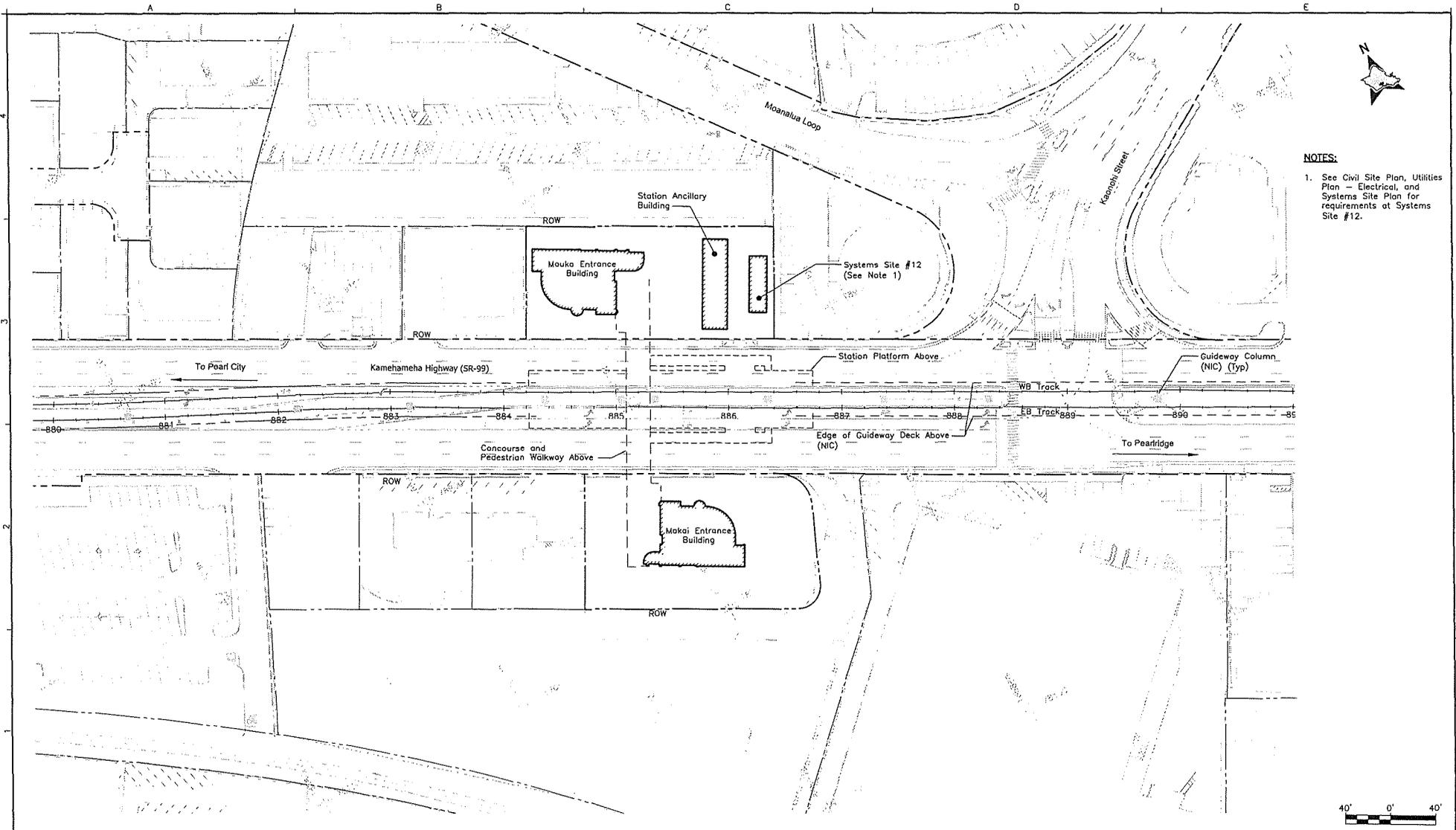
MAINTENANCE & STORAGE FACILITY
EXISTING RIGHT-OF-WAY & PROPOSED ACQUISITION TABULATIONS

SHEET 6 of 6

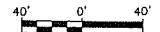
Contract No.:	DB-200
CADD File:	SCY-B04-RW006
Drawing No.:	RW006
Scale:	1"=40'
Page No.:	22 of 259

Underground Sewer Line

EXHIBIT G



- NOTES:**
1. See Civil Site Plan, Utilities Plan - Electrical, and Systems Site Plan for requirements at Systems Site #12.



Rev	By	Date	Description

**PRELIMINARY
ENGINEERING
SUBJECT TO REVISION**

Designed: B Pang
 Drawn: B Pang
 Checked: B Muranaka
 Approved: M Ding
 Date: 12-18-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
 CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

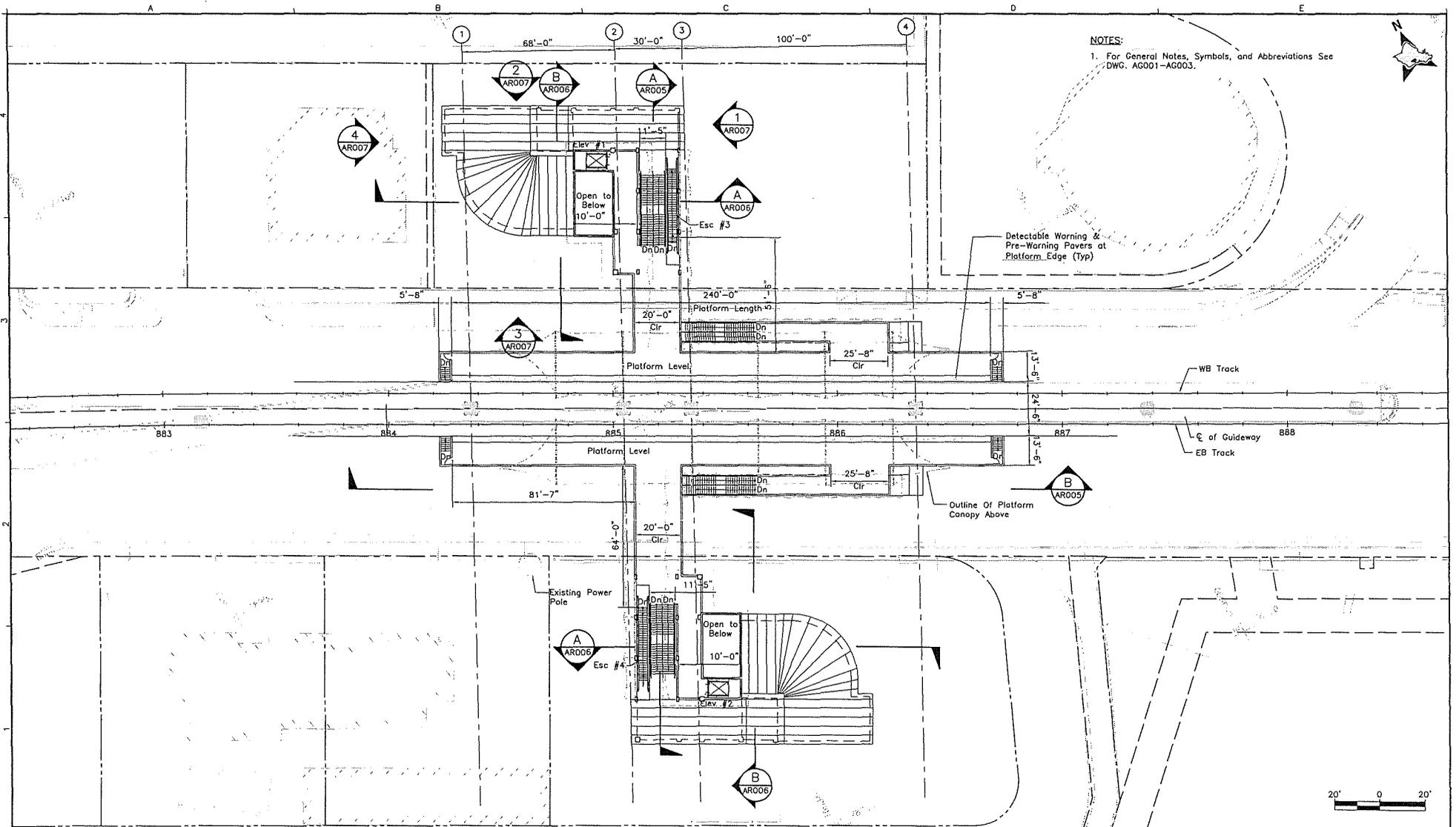
Prime Consultant: **PARSONS BRINCKERHOFF**
 1003 Bishop Street, Suite 2250 - Honolulu, HI 96813

Subconsultant: **AECOM Pacific, Inc.**
 DAVIES PACIFIC CTR, STE 1900 - 841 BISHOP ST., HONOLULU, HAWAII 96813

For reduced prints, original page size in inches: 11 1/8" x 17 1/8"

**PEARLRIDGE STATION
STATION AREA PLAN**

Contract No.: SV-340	
CADD File: SD1-A04-GN005	
Drawing No: GN005	Rev.
Scale: 1"=40'	
Page No. 4	of 60



NOTES:
 1. For General Notes, Symbols, and Abbreviations See DWG. AG001-AG003.

Detectable Warning & Pre-Warning Pavers at Platform Edge (Typ)

20' 0 20'

Rev	By	Date	Description

**PRELIMINARY
 ENGINEERING
 SUBJECT TO REVISION**

Designed: W Deguchi
 Drawn: D Wong
 Checked: M. Leineweber
 Approved: K Parmar
 Date: 12-18-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
 CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant:
PB PARSONS BRINCKERHOFF
 1003 Bishop Street, Suite 2250 - Honolulu, HI 96813
 For reduced prints, original page size in inches:

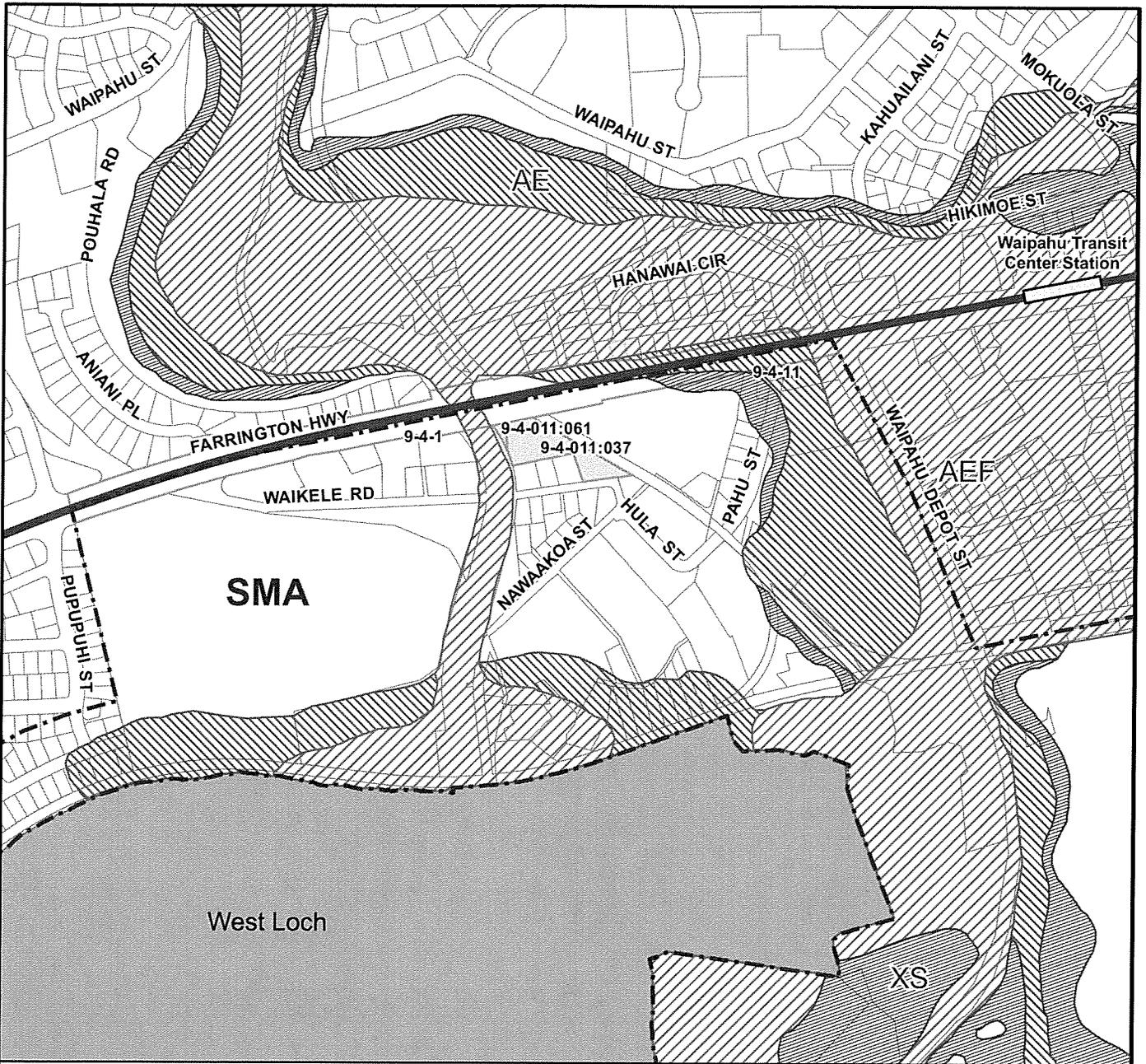
Subconsultant:
DEKORANT
 Media Inc
 345 QUEEN STREET, SUITE 801
 HONOLULU, HAWAII 96813

PEARLRIDGE STATION
 PLATFORM FLOOR PLAN

Contract No.: SV-340	
CADD File: SD1-H03-AR004	
Drawing No: AR004	Rev.
Scale: 1" = 20'	
Page No: 51 of 60	

EXHIBIT H-2

FOLDER NO.: 2010/SMA-57



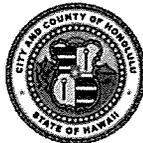
PORTION OF FLOOD MAP

Existing Flood Zones

Honolulu High-Capacity Transit Corridor Project
 Area A: Waipahu

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-4-1; 9-4-11; 9-4-11:37, 38
FIRM PANEL: 240F

Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
 City and County of Honolulu
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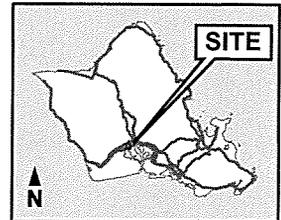
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

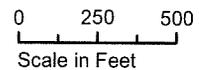
Flood Zones

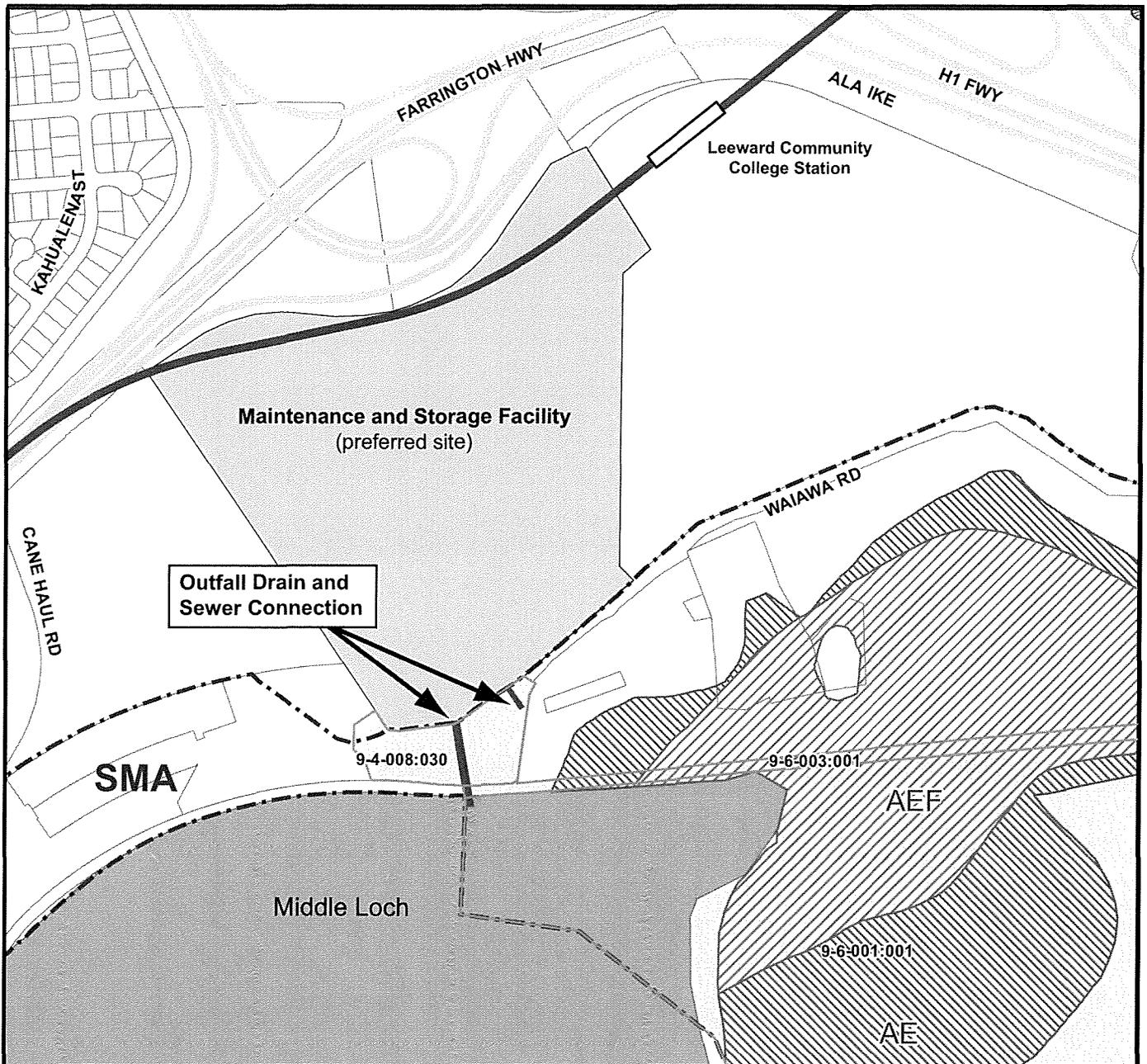
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Vicinity Map



Note: Data represented on this map is not intended to replace site survey.





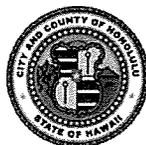
PORTION OF FLOOD MAP

Existing Flood Zones

Honolulu High-Capacity Transit Corridor Project
 Area B: MSF Utility

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-4-8:30; 9-6-1:1; 9-6-3:1
FIRM PANEL: 239F

Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
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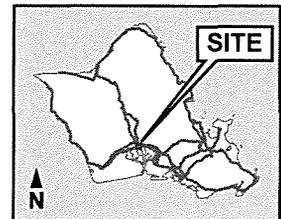
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

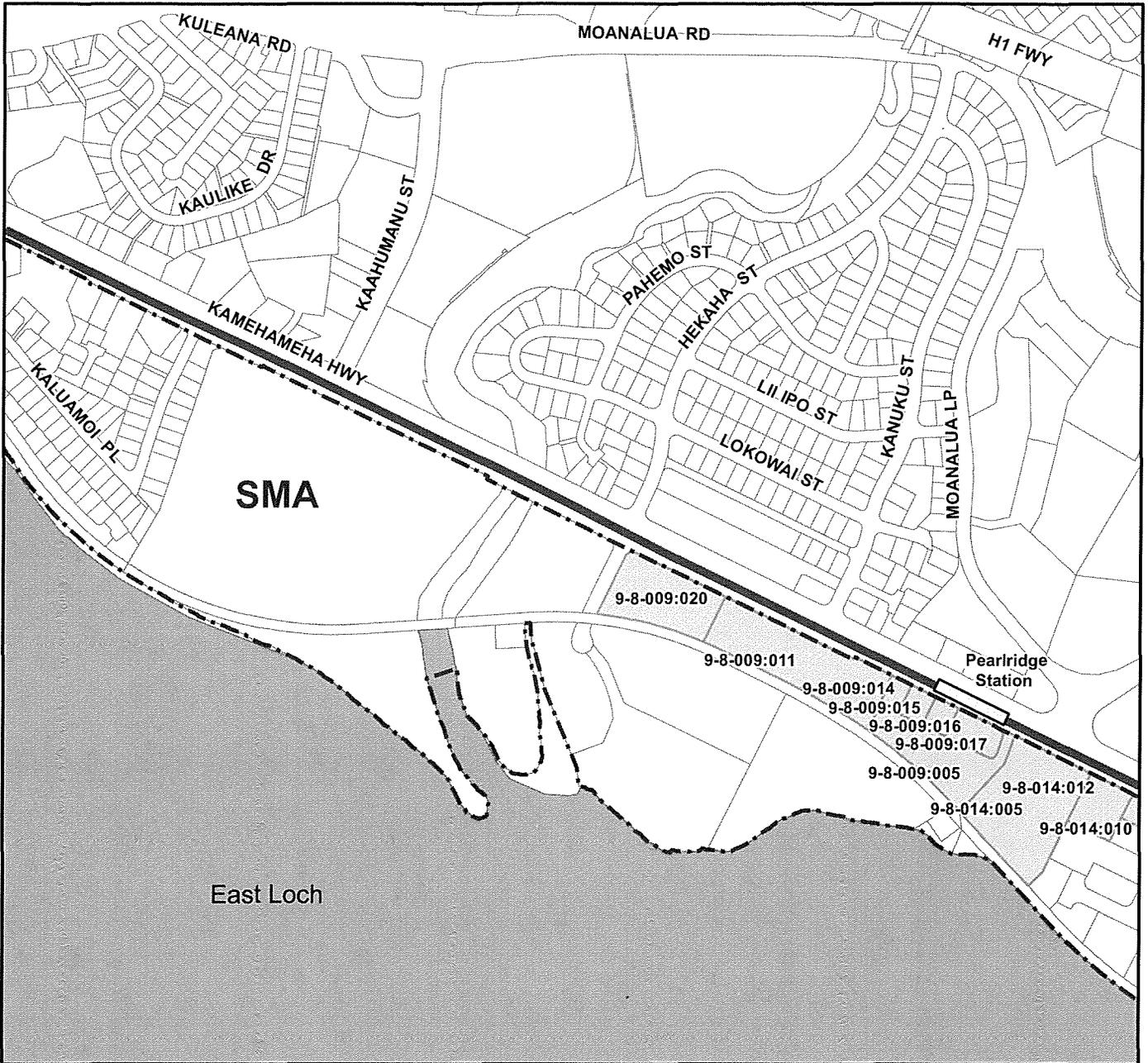
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| AE | VE |
| AEF | XS |

Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
 Scale in Feet



PORTION OF FLOOD MAP

Existing Flood Zones

Honolulu High-Capacity Transit Corridor Project
 Area C: Waiiau-Halawa (Waimalu Stream)

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-8-9: 5, 11, 14, 15, 16, 17, 20;
 9-8-14: 5, 10, 12
FIRM PANEL: 245F

Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
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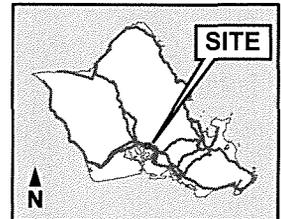
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

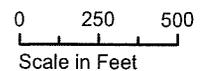
Flood Zones

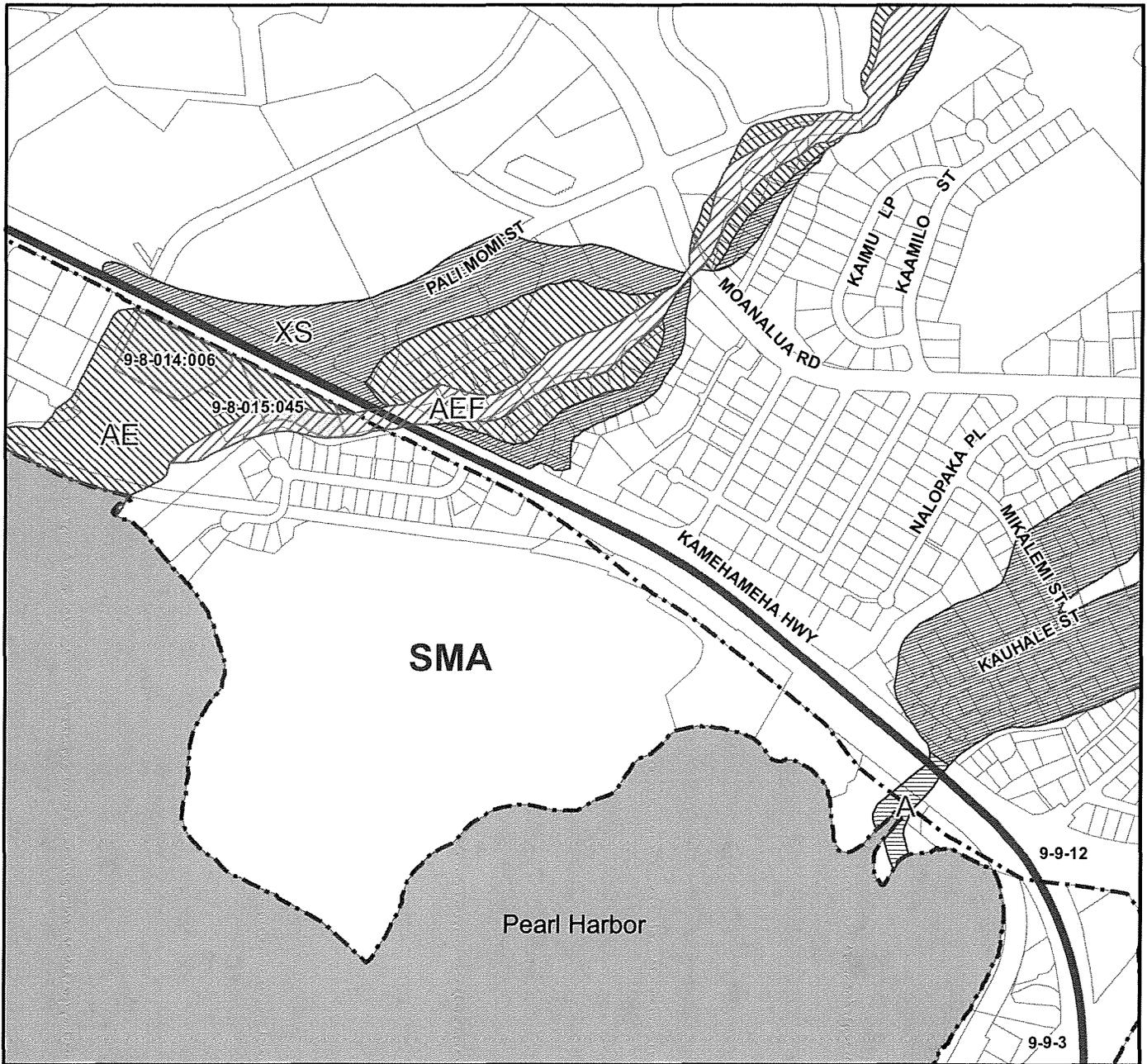
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Vicinity Map



Note: Data represented on this map is not intended to replace site survey.





PORTION OF FLOOD MAP Existing Flood Zones

Honolulu High-Capacity Transit Corridor Project
Area C: Waiiau-Halawa (Kalauao & Aiea Streams)

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-8-14: 6; 9-8-15: 45;
 9-9-3; 9-9-12
FIRM PANEL: 245F

Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
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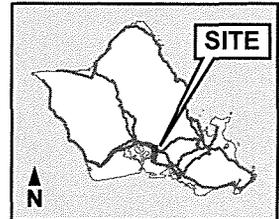
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

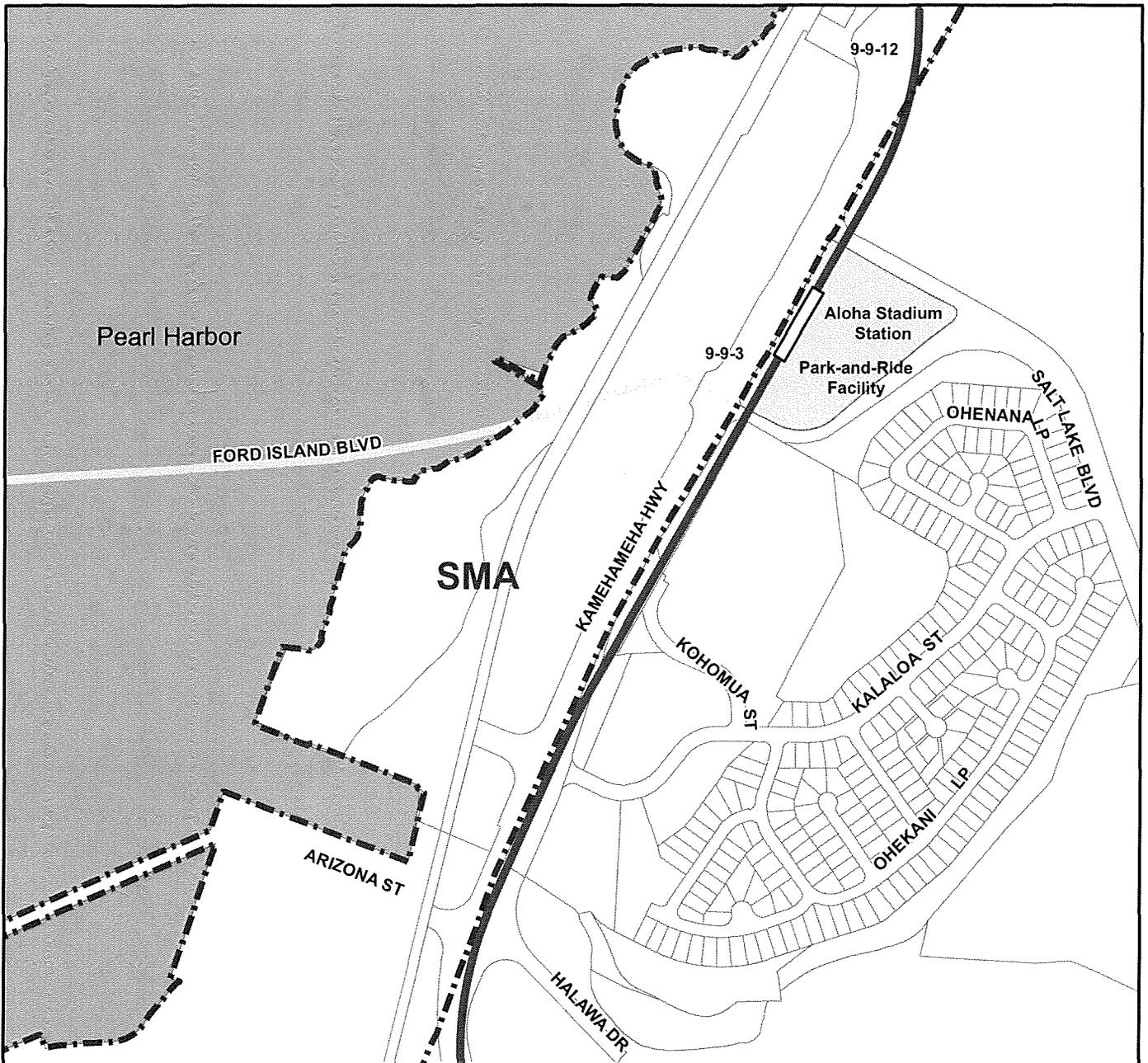
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| AEF | XS |

Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
 Scale in Feet



PORTION OF FLOOD MAP Existing Flood Zones

Honolulu High-Capacity Transit Corridor Project
Area C: Waiiau-Halawa (Halawa Stream)

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-9-3; 9-9-12
FIRM PANEL: 335F

Date Prepared: December 2010
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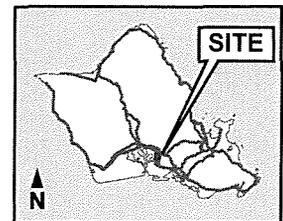
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

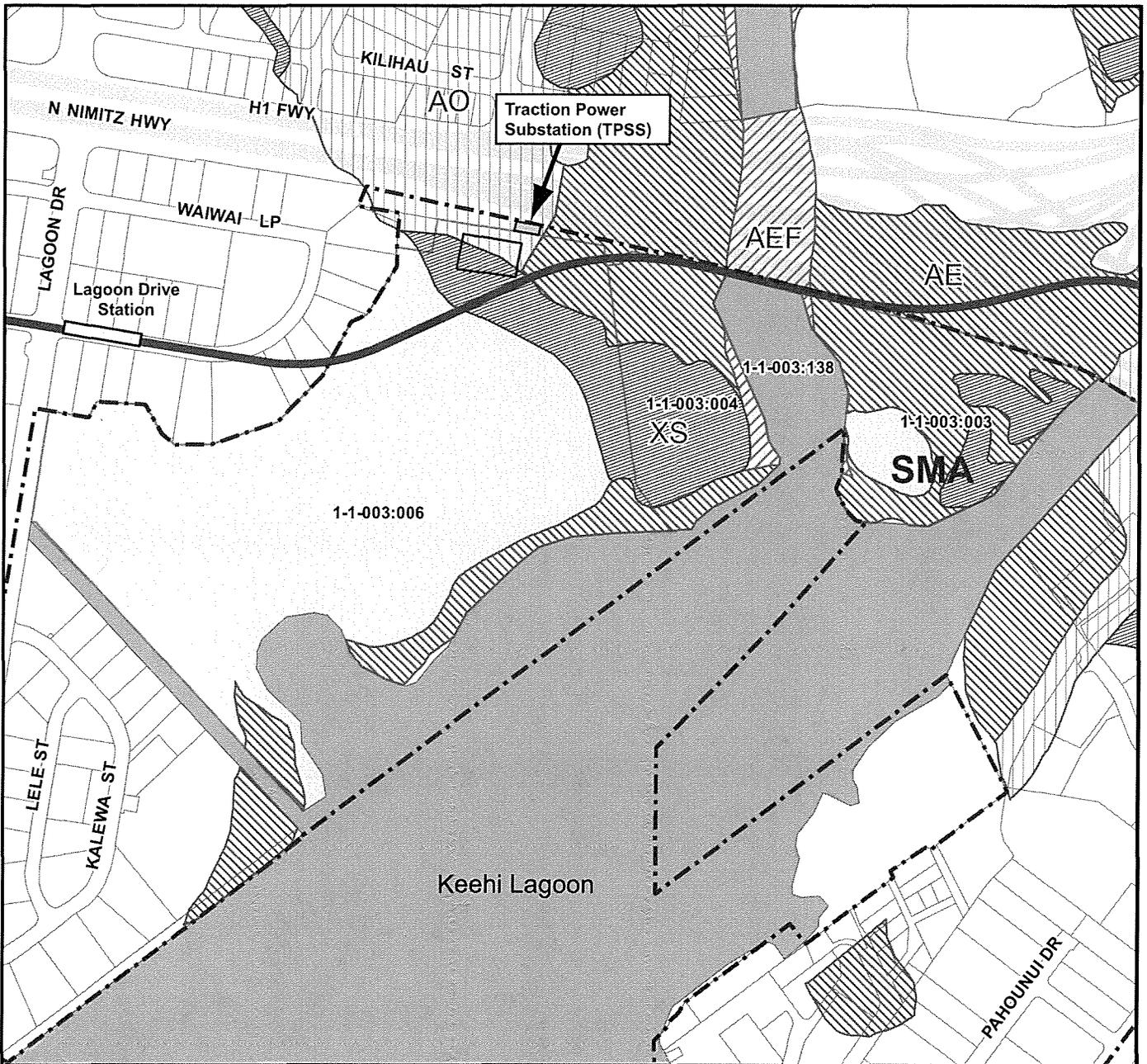
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| AEF | XS |

Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
Scale in Feet



PORTION OF FLOOD MAP

Existing Flood Zones

Honolulu High-Capacity Transit Corridor Project
 Area D: Keehi Lagoon Beach Park

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 1-1-3: 3, 4, 6, 138
FIRM PANEL: 353F

Date Prepared: December 2010
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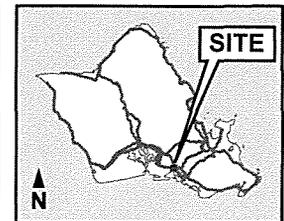
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

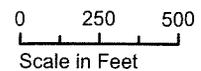
Flood Zones

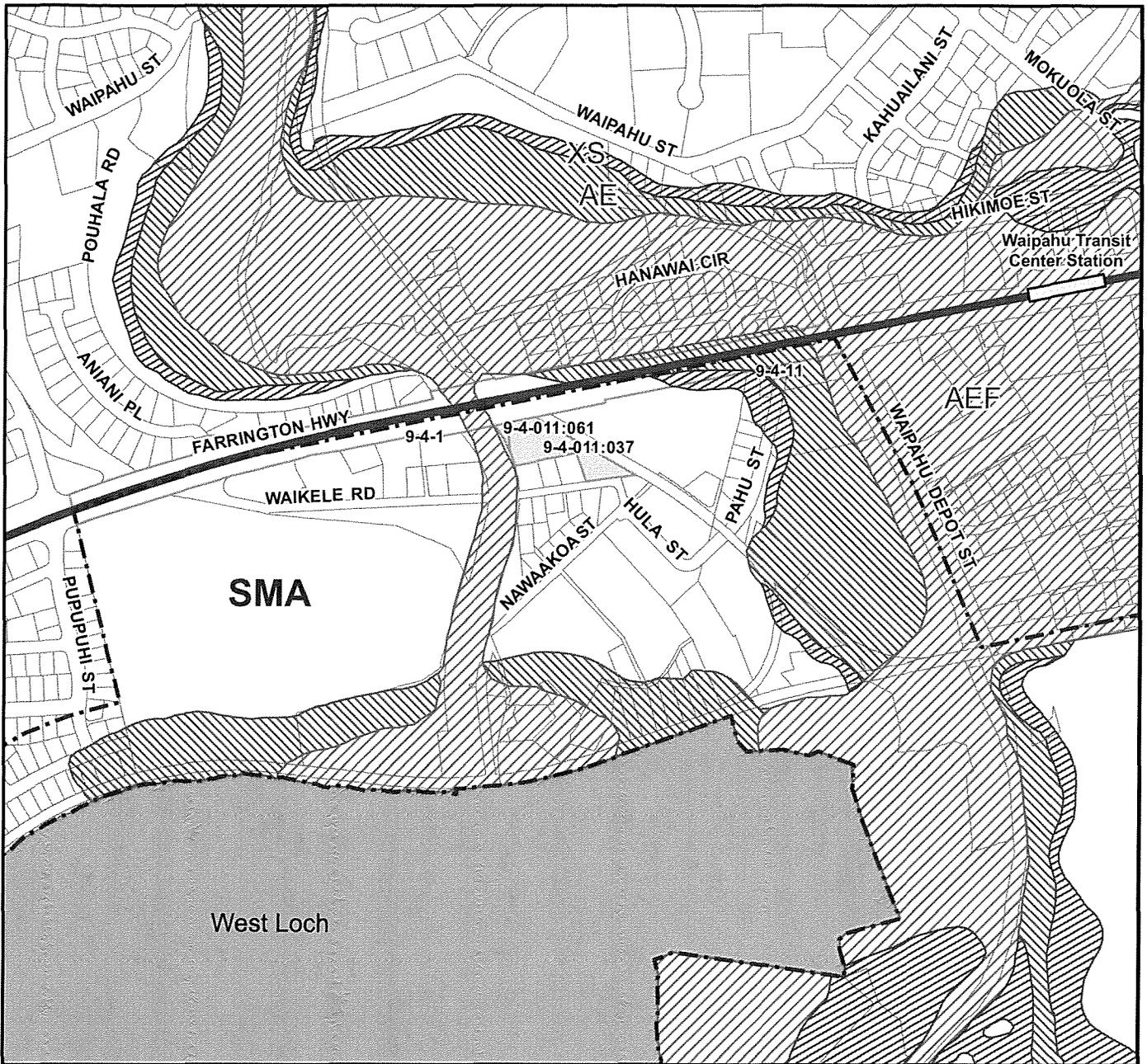
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Vicinity Map



Note: Data represented on this map is not intended to replace site survey.





PORTION OF FLOOD MAP

Revised January 19, 2011

Honolulu High-Capacity Transit Corridor Project
Area A: Waipahu

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-4-1; 9-4-11; 9-4-11:37, 38
FIRM PANEL: 238G

Date Prepared: December 2010
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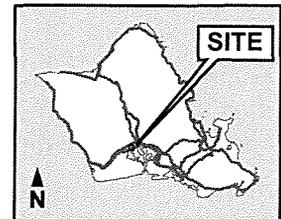
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

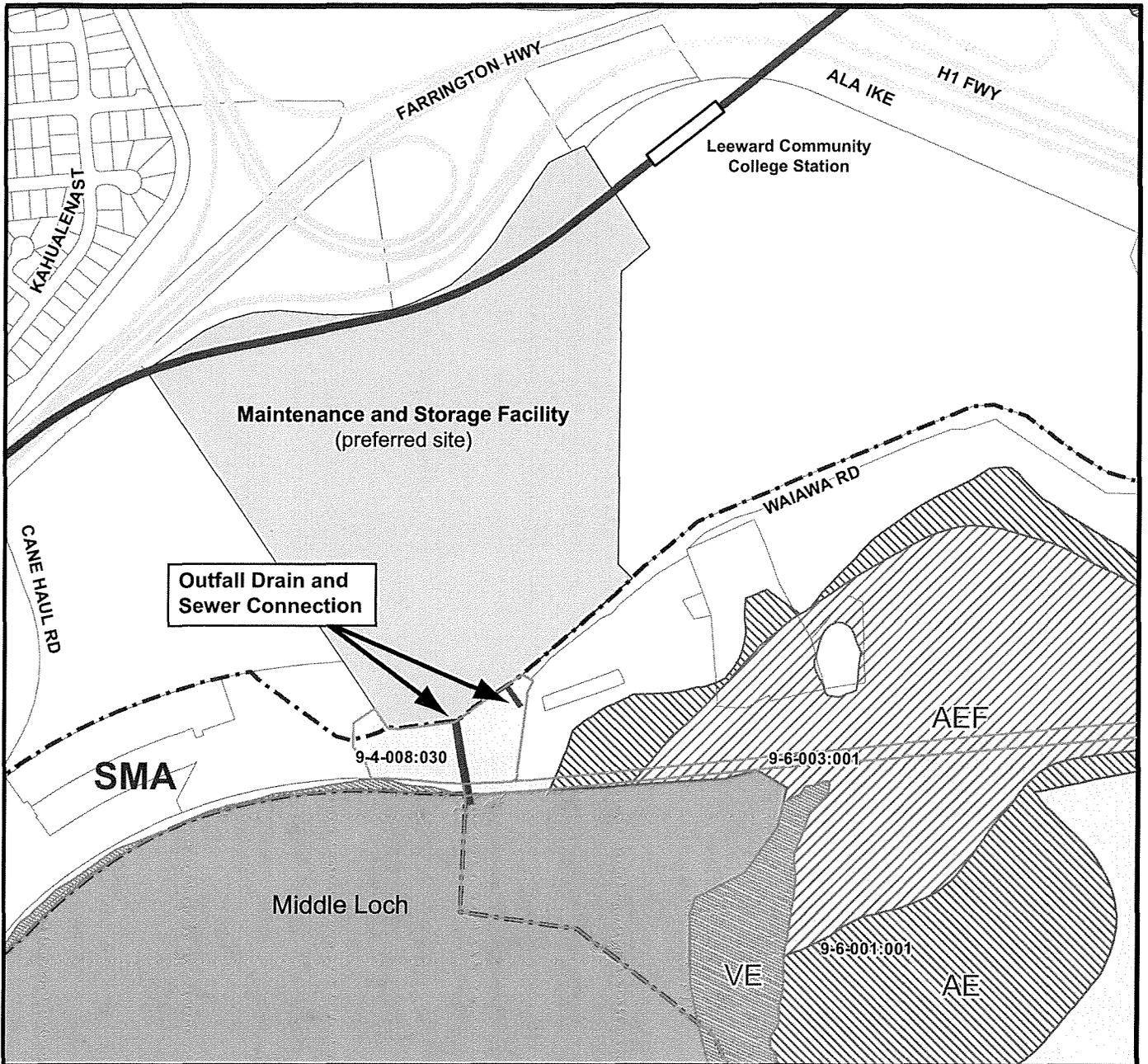
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|-----|----|
| A | AO |
| AE | VE |
| AEF | XS |

Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
Scale in Feet



PORTION OF FLOOD MAP

Revised January 19, 2011

Honolulu High-Capacity Transit Corridor Project
Area B: MSF Utility

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-4-8:30; 9-6-1:1; 9-6-3:1
FIRM PANEL: 239G

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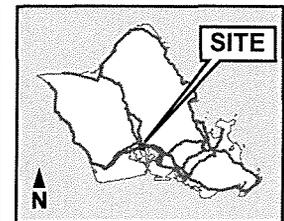
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

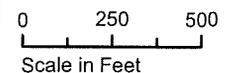
Flood Zones

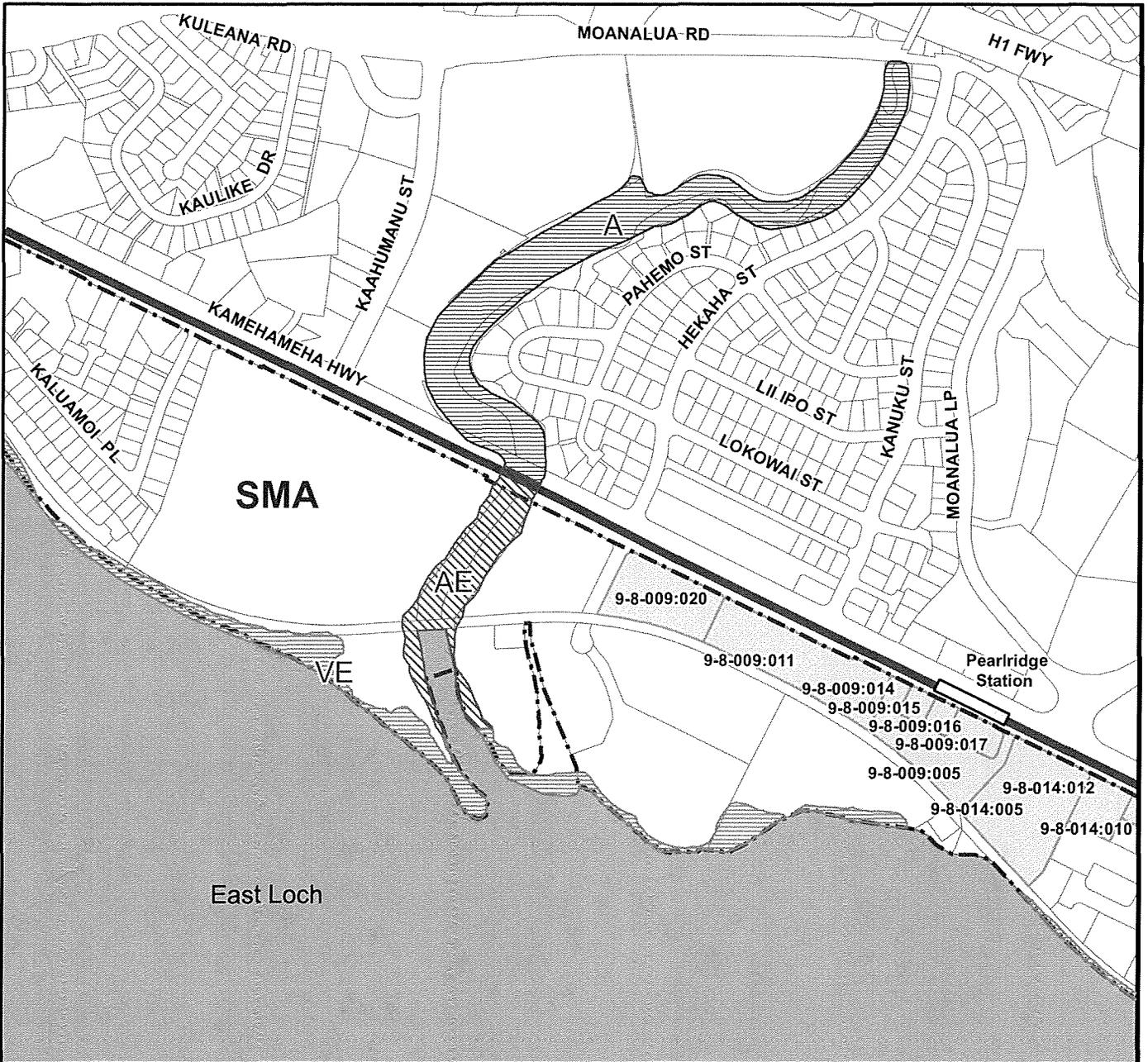
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| | AEF | | XS |

Vicinity Map



Note: Data represented on this map is not intended to replace site survey.





PORTION OF FLOOD MAP

Revised January 19, 2011

Honolulu High-Capacity Transit Corridor Project
 Area C: Waiuu-Halawa (Waimalu Stream)

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-8-9: 5, 11, 14, 15, 16, 17, 20;
 9-8-14: 5, 10, 12
FIRM PANEL: 243G

Date Prepared: December 2010
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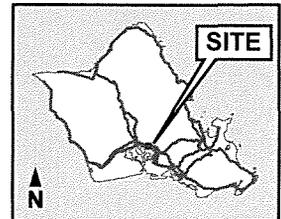
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

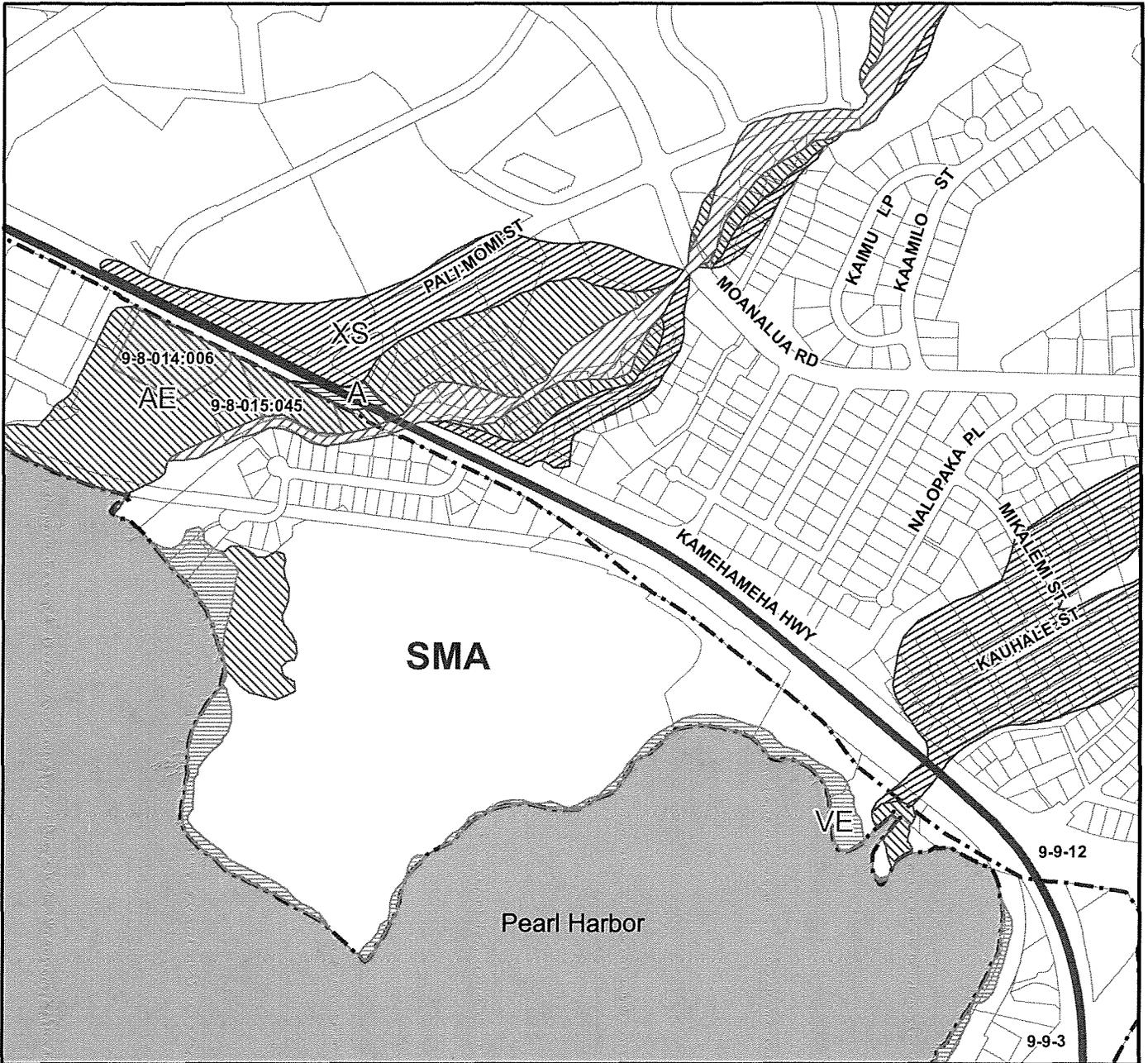
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| | AEF | | XS |

Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
 Scale in Feet



PORTION OF FLOOD MAP

Revised January 19, 2011

Honolulu High-Capacity Transit Corridor Project
 Area C: Waiuu-Halawa (Kalauao & Aiea Streams)

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 9-8-14: 6; 9-8-15: 45;
 9-9-3; 9-9-12
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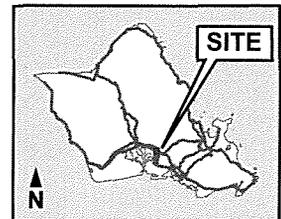
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

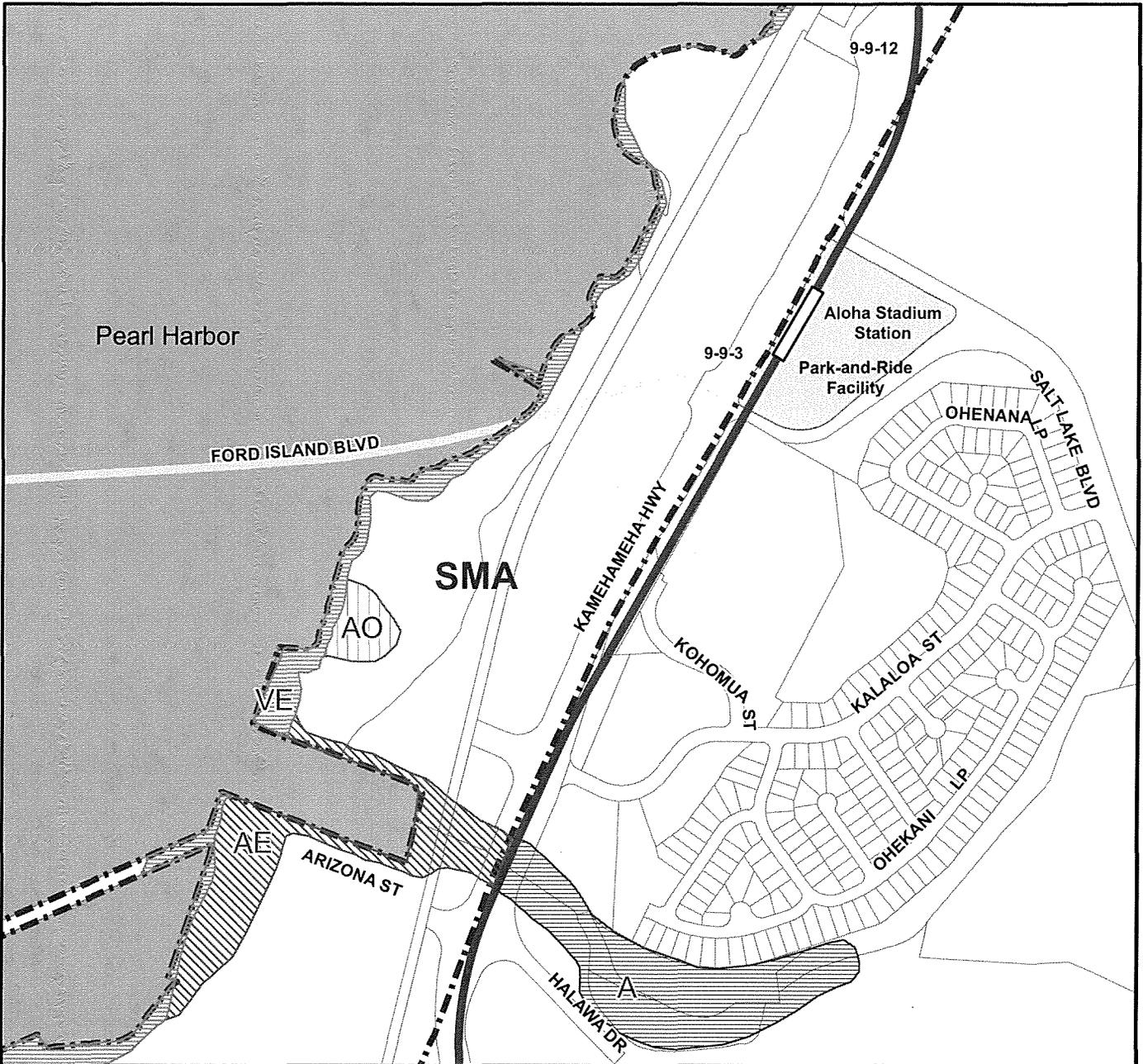
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Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
 Scale in Feet



PORTION OF FLOOD MAP

Revised January 19, 2011

Honolulu High-Capacity Transit Corridor Project
 Area C: Waiiau-Halawa (Halawa Stream)

FOLDER NO.: 2010/SMA-57
 TAX MAP KEY(S): 9-9-3; 9-9-12
 FIRM PANEL: 331G

Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
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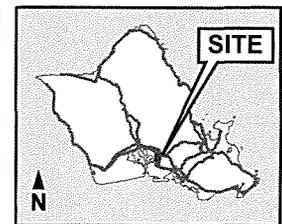
Legend

	Special Management Area Boundary
	Transit Guideway
	Transit Station

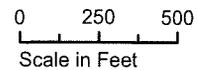
Flood Zones

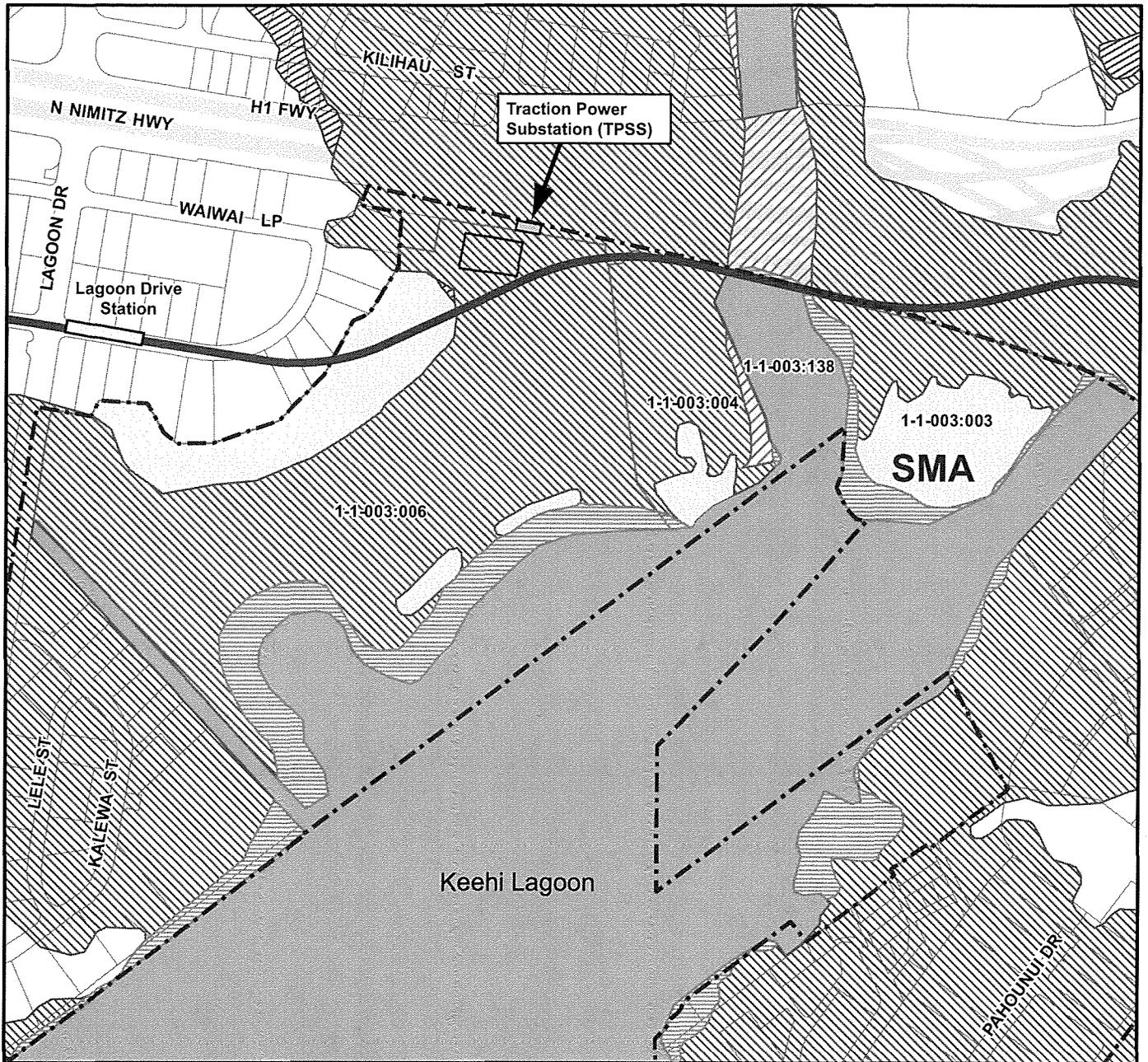
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Vicinity Map



Note: Data represented on this map is not intended to replace site survey.





PORTION OF FLOOD MAP

Revised January 19, 2011

Honolulu High-Capacity Transit Corridor Project
 Area D: Keehi Lagoon Beach Park

FOLDER NO.: 2010/SMA-57
TAX MAP KEY(S): 1-1-3: 3, 4, 6, 138
FIRM PANEL: 353G

Date Prepared: December 2010
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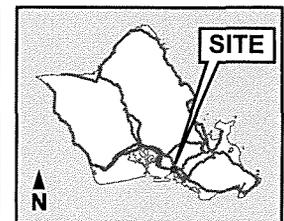
Legend

- Special Management Area Boundary
- Transit Guideway
- Transit Station

Flood Zones

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Vicinity Map



Note: Data represented on this map is not intended to replace site survey.

0 250 500
 Scale in Feet

HISTORIC RESOURCES

TAX MAP KEY	RESOURCE NAME	NRHP ELIGIBILITY CRITERION	DESCRIPTION OF EFFECT	SECTION 106 DETERMINATION
AREA A:				
n/a	Waikele Stream Bridge east-bound span and Bridge over the OR&L spur	Criterion A for its association with the development of the Waipahu community and the transportation history of the area and Criterion C for its design.	Effects to integrity of setting, feeling, and association.	Adverse effect.
9-4-25: 8	Tanaka-Ishihara House	Criterion C because it embodies the distinctive characteristics of post-WWII, single-wall, vernacular houses.	No direct impact to resource.	No adverse effect.
9-4-27: 127	West Oahu Christian Church (formerly American Security Bank)	Criterion C as an example of a distinctive type and period of architecture. Also, Criterion A for its round form utilized in Hawaii during the 1960s as an expression of modernity in Hawaii's post-statehood period.	No direct impact to resource.	No adverse effect.
AREA B:				
9-6-3: 26	Watercress of Hawaii	This property might be significant as a rural historic landscape site under Criterion A for its association with the history of diversified agriculture in the Waiawa Spring area, but the grid-pattern watercress plots are not a historic feature.	No direct impact to resource.	No adverse effect.
Various	United States Naval Base Pearl Harbor National Historic Landmark (NHL)	The U.S. Naval Base Pearl Harbor National Historic District was listed on the NRHP in 1974 (with boundaries accepted in 1978 and designated as a NHL in 1964. The property includes the USS Arizona Memorial and the USS Bowfin.	General effects to resource. (Basis for effect determination not provided by the State Historic Preservation Officer.)	Adverse effect.
AREA C:				
9-8-3: 10	Hawaiian Electric Company (HECO) Waiiau Plant	Criterion A for its association with the history of electric power generation on Oahu.	No direct impact to resource.	No adverse effect.
Various	United States Naval Base, Pearl Harbor NHL	See above.	See above.	See above.

TAX MAP KEY	RESOURCE NAME	NRHP ELIGIBILITY CRITERION	DESCRIPTION OF EFFECT	SECTION 106 DETERMINATION
9-9-3: 38	Bombproof Switch Station – Facility B-6	Criterion A for its association with defensive building efforts completed after the Japanese attack on Pearl Harbor	No effect.	No effect.
9-9-3: 29	Richardson Recreation Center Pool Complex (Swimming Pool – Facility S-21; Recreation – Facility 1; Bath House/Locker Room – Facility 2; Handball Court – Facility S-20)	The Richardson Recreation Center facilities are considered contributory resources to the Pearl Harbor NHL, and NRHP eligible under Criterion A because they represent the Navy's recognition and response to the growing need for recreational facilities due to the expansion of personnel numbers and scarcity of other alternative leisure-time activities in WWII.	No direct impact to resource.	No adverse effect.
9-9-1: 1	Fuel Oil Pump-out Pump House – Facility S-386	Criterion C for its association with the Red Hill fuel system developed during World War II.	No property acquisition, less than adverse effects to attributes.	No adverse effect.
9-9-1: 8	Publications Printing Office and Plant – Facility 550/ District Printing Plant	Criterion A because it “indirectly represents an important aspect of wartime military logistics.”	No direct impact to resource.	No adverse effect.
9-8-6: 24	Nishi Service	Criterion C as a good example of an automobile service station constructed during the 1950's.	No direct impact to resource.	No adverse effect.
n/a	Waimalu Stream Bridge	Criterion A for its association with the roadway infrastructure development on Kamehameha Highway in the Pearl City and Aiea areas.	Effect to integrity of setting, feeling, and association.	Adverse effect.
9-8-22: 74, 81	Waimalu Shopping Center	Criterion A for its association with the early development of strip malls in Hawaii and Criterion C because its distinctive arched roof is characteristic of the intent of Hawaiian architects during the period to produce modern buildings, like those on the mainland.	No direct impact to resource.	No adverse effect.

EXHIBIT K-2

FOLDER NO.: 2010/SMA-57

TAX MAP KEY	RESOURCE NAME	NRHP ELIGIBILITY CRITERION	DESCRIPTION OF EFFECT	SECTION 106 DETERMINATION
9-8-16: 47	Sumida Watercress Farm	Criterion A for its association with the history of diversified agriculture in the Pearl City area, as well as under Criterion C for its distinctive method of construction using artesian spring water as a rural historic landscape "reflecting the occupational activities of wetland agriculture."	No direct impact.	No adverse effect.
n/a	Kalauao Springs Bridge	Criterion A for its association with the roadway infrastructure development of Kamehameha Highway in the Pearl City and Aiea areas.	Effects to integrity of setting, feeling and association.	Adverse effect.
n/a	Kalauao Stream Bridge	Criterion A for its association with the roadway infrastructure development of Kamehameha Highway in the Pearl City and Aiea areas.	Effects to integrity of setting, feeling, and association.	Adverse effect.
9-8-18: 41	Akiona House (Quonset)	Criterion C as a rare surviving example of a World War II Quonset hut reused for residential purposes at the conclusion of the war.	No effect.	No effect.
9-8-18: 42	Forty Niner Saimin Restaurant	Criterion A for its association with the early commercialization of saimin, a plantation culinary staple, and under Criterion C as an intact example of an early post-war commercial building Ewa of Honolulu.	No direct impact to resource.	No adverse effect.
n/a	Kamehameha Highway Bridge over Halawa Stream (mauka span)	Criterion A for its association with World War II-era infrastructure improvements in the vicinity of Pearl Harbor Naval Base.	No direct impact to resource.	No adverse effect.
9-9-2: 4	Commander-in-Chief Pacific Fleet (CINCPACFLT) Headquarters – Facility 250, NHL	The building is listed on the NRHP (SHIP# 80-13-1384). It is also designated as a NHL. The building is eligible for inclusion in the NRHP for its association with the development of Pearl Harbor Naval Base.	Effects to the integrity of the setting, feeling, association.	Adverse effect.

TAX MAP KEY	RESOURCE NAME	NRHP ELIGIBILITY CRITERION	DESCRIPTION OF EFFECT	SECTION 106 DETERMINATION
AREA D:				
1-1-16: 4	Hawaii Employers Council	Criterion A for its association with the architectural firm of Wimberly and Cook. In addition, its successor firm, Wimberly, Allison, Tong & Goo, had a major influence on Hawaiian architecture in this period.	Effects to setting, feeling, and association.	Adverse effect.

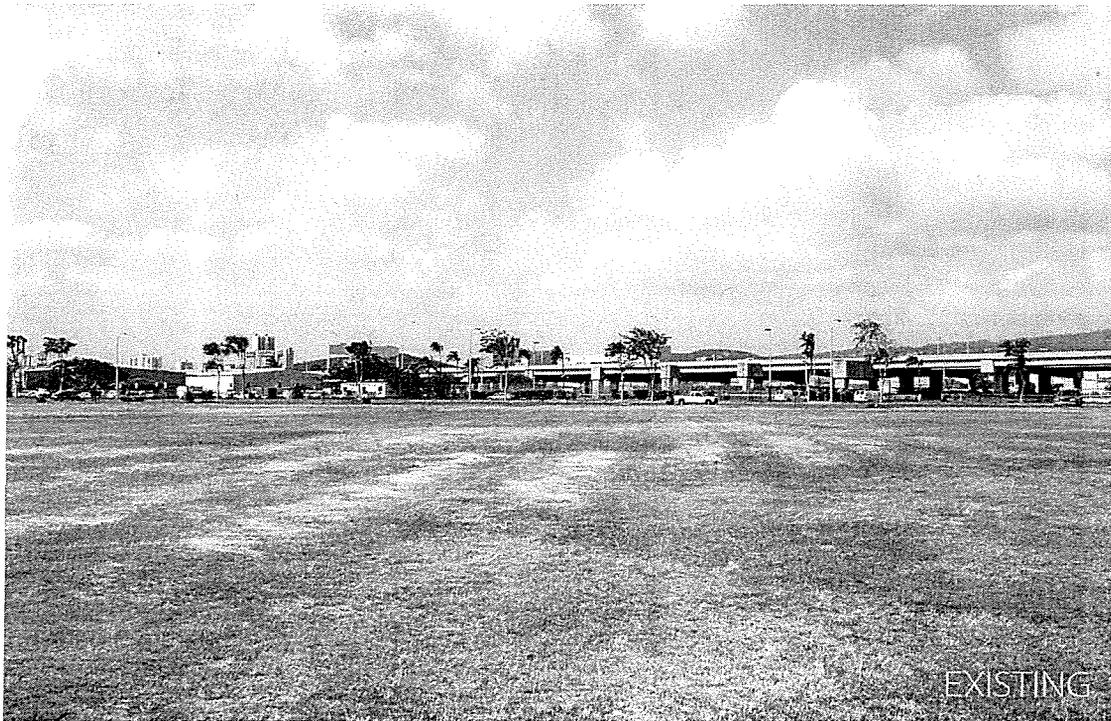


Figure 4-26 Viewpoint 7—Ke`ehi Lagoon Beach Park, looking Mauka and `Ewa

The guideway and columns will be located along the mauka perimeter of the park. They will be prominent elements in the background of mauka views from the park. The guideway's bulk and scale will contrast with the open character of park facilities as it traverses the perimeter of tennis courts near the mauka side and the open field. Farther Koko Head, it will run parallel with the H-1 Freeway viaduct, where it will be less noticeable.

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DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
STATE OF HAWAII

IN THE MATTER OF THE)
APPLICATION OF) File No. 2010/SMA-57
)
DEPARTMENT OF)
TRANSPORTATION SERVICES,)
CITY AND COUNTY OF)
HONOLULU,)
_____)

TRANSCRIPT OF PROCEEDINGS

The above-entitled matter came on for hearing at the
Hospitality Conference Room at Aloha Stadium, 99-500
Salt Lake Boulevard, Honolulu, Hawaii 96820 on
January 5, 2011 at 10:03 a.m. and at the Alfred Los
Banos Pavilion at Disabled American Veterans Hall,
2685 North Nimitz Highway, Honolulu, Hawaii 96819 on
January 6, 2011 at 10:01 a.m.

BEFORE: JAMES H. PEIRSON, Hearings Officer
LYNNE KAUER, Staff Planner

Reported by: SUE M. FLINT, CSR #274
Notary Public, State of Hawaii

P R O C E E D I N G S

1
2
3 HEARINGS OFFICER: Good morning,
4 everybody. My name is Jamie Peirson and I'm
5 conducting today's public hearing in accordance with
6 the Revised Ordinances of Honolulu, Chapter 25,
7 which is the Special Management Area ordinance.

8 It's just a little bit after 10:00 a.m.
9 We're at the Aloha Stadium Hospitality Room at Aloha
10 Stadium. There was a public hearing announcement of
11 today's hearing on December 16th of 2010 in the Star
12 Advertiser. We also notified landowners within 300
13 feet of the project about the public hearing and the
14 project itself.

15 The purpose of today's public hearing is
16 to hear testimony on an application for a Special
17 Management Area use permit. The number is
18 2010/SMA-57. The applicant is the City & County of
19 Honolulu Department of Transportation Services.

20 The purpose of the permit is to allow the
21 construction of the Honolulu high-capacity transit
22 corridor project, about 1.6 miles of which lies
23 within the Special Management Area.

24 This hearing is required under both the
25 SMA ordinance, as well as Hawaii Revised Statutes

1 Chapter 205A. Now, pursuant to the Revised
2 Ordinances of Honolulu, specifically section 25-3.2,
3 the following guidelines shall be used for the
4 review of development that is proposed within the
5 Special Management Area or the SMA:

6 First of all, all development in the SMA
7 shall be subject to reasonable terms and conditions
8 to ensure adequate access to and properly located
9 publicly-owned or used beaches, recreation areas and
10 natural reserves; that provisions are made for solid
11 and liquid waste treatment, disposition and
12 management and that alterations to land forms and
13 vegetation and the construction of structures
14 minimizes adverse effects to SMA resources and
15 causes minimal potential danger relative to natural
16 disasters.

17 Secondly, that no development of the SMA
18 shall be approved unless it is found that it will
19 not have a substantial adverse environmental or
20 ecological effect, except where such effect can be
21 minimized to a practicable extent and is clearly
22 outweighed by public health and safety and/or
23 compelling public interest. Development must be
24 consistent with the Coastal Zone Management
25 objectives that are enumerated in Hawaii Revised

1 Statutes Section 205A-26, as well as with the
2 General Plan, Development Plans and zoning for the
3 City and County of Honolulu.

4 And finally, the City Council shall seek
5 to minimize, where reasonable, dredging, filling or
6 otherwise altering any natural shoreline features,
7 any development which would reduce the size of any
8 beach or other area useable for public recreation or
9 any development which would reduce or risk public
10 access to shoreline resources, and further, any
11 development which would substantially interfere with
12 or detract from the line of sight toward the sea
13 from the state highway nearest the coast, and
14 finally, any development which would adversely
15 affect water quality, existing areas of open water
16 and fisheries and fishing grounds, wildlife habitats
17 or agricultural uses.

18 That's the purpose of our hearing today;
19 to get testimony on these issues. The purpose of
20 this hearing is not to determine whether we're gonna
21 approve a rail system for Honolulu, the type of
22 technology or what type of routes specifically.
23 We're here to consider that portion of the project
24 which lies within the SMA, whether it has any
25 adverse impact on SMA resources, and if so, is there

1 reasonable ways to mitigate those impacts.

2 The procedures are going to be as follows:
3 I only have one person signed up to testify, so we
4 probably won't be here that long. Following my
5 brief statements, the staff planner assigned to this
6 permit, Lynne Kauer, to my right, will give a very
7 brief presentation about the purpose of the permit
8 and any relevant facts. Then we're going to ask the
9 applicant to come up and make a very brief
10 presentation on the nature of the project. Okay?
11 It's not their purpose necessarily to answer any
12 questions you have generally speaking about the
13 project. It's just to make a brief presentation to
14 give you all the context of why we're here.

15 Then we're going to ask anybody who signed
16 up to testify to come up and give their testimony.
17 That's the purpose of the hearing, basically; to
18 take testimony. Since there's only one person
19 signed up to testify, we're not going to have any
20 time limits set or anything like that. I want to
21 encourage you, if after hearing the presentations of
22 the folks and what limited testimony is currently
23 signed up for -- we have sign-up sheets over there
24 -- they're those little pink slips -- you're welcome
25 at any time before we close the hearing to sign up

1 to testify, okay, and I encourage you to do that.
2 So if you decide you'd like to say something
3 relevant to the SMA issues, okay, by all means,
4 please fill out one of those forms. I can't have
5 you testify unless you do that. Okay? The reason
6 for that is we need a record of who testified.

7 We're not going to do a question and
8 answer type of thing. This is a very limited type
9 of public hearing, the purpose of which is the SMA
10 permit that's under consideration.

11 We're not going to make a decision on it.
12 I want everyone to understand that. This is just to
13 take testimony. In fact, the Department of Planning
14 and Permitting does not make the decision about the
15 permit. We will evaluate the applicant's request
16 against the criteria for the SMA and make a
17 recommendation to the City Council. Okay? We
18 prepare a report and a recommendation and we'll
19 draft a resolution for the SMA permit, but we'll
20 transmit it to the City Council, where
21 decision-making will actually take place.

22 That's the purpose of the transcript,
23 okay, so that the council has the benefit of knowing
24 what was said in public testimony. Okay? For that
25 reason it is a written transcript and because of

1 that medium of communication that we use, I have to
2 ask that you identify yourself if you want to speak
3 so that the recording -- the person who's taking the
4 recording -- who is recording the transcript knows
5 who you are and can identify you for purposes of the
6 transcript. And I also can't have people talking at
7 the same time, because we can only write one person
8 speaking at a time. Okay? So I would ask your
9 patience and your kokua. Please don't speak over
10 one another. If there's a value to having a
11 dialogue during the hearing, I'll allow that kind of
12 thing, okay, but you have to speak one at a time.

13 At the conclusion of today's hearing, I'm
14 not going to close it. I'm not going to close the
15 hearing because we do have another public hearing at
16 10:00 a.m. tomorrow at the Keehi Lagoon Hall. It's
17 more commonly known as the Disabled American
18 Veteran's Hall at Keehi Lagoon. We'll continue the
19 public hearing for purposes of tomorrow. Okay?
20 That's important because once we close the hearing,
21 then we have -- a time clock starts ticking on us
22 when we have to report to the City Council.

23 So I just want you to understand no
24 decision is being made here today. We're preparing
25 this for purposes of the council's own consideration

1 of the request. Okay? We'll be continuing the
2 hearing through tomorrow.

3 I expect the applicant to stick around
4 after the hearing, by the way, and answer any
5 questions you might have at that time. I'm sure
6 they'll be happy to answer those questions. And you
7 can do that informally. For purposes of the
8 hearing, it's not necessary to have those kinds of
9 things on the record. But there's lots of folks
10 here from DTS. I'm sure they'll be happy to answer
11 any questions that you might have.

12 You're also encouraged to contact the City
13 Clerk if you wish to attend any hearings that are
14 held by the City Council. I don't have a specific
15 confirmed schedule for the Council's considerations.
16 We are expecting to transmit our report and
17 recommendation soon after the close of the hearing,
18 however, so that the Council can consider the
19 request at committee, and we are anticipating that
20 the full Council will consider the matter on January
21 26th in a regularly-scheduled full council meeting.

22 So if there's no questions or confusion
23 about procedures, we'll go ahead and get started.

24 And Lynne, please --

25 MS. KAUER: The applicant proposes to

1 construct a 20-mile long grade separated guideway
2 rail system between east Kapolei and Ala Moana
3 Center via the Honolulu International Airport. The
4 main components of the fixed guideway system include
5 foundation, support columns, a guideway structure,
6 21 stations and 20 traction power substations. A
7 vehicle maintenance and storage facility and four
8 park and ride lots are also planned.

9 About a 1.6 mile portion of the overall
10 20-mile alignment will be within the Special
11 Management Area. In addition to portions of the
12 guideway, the makai entrance of the Pearlridge
13 station and two traction power substations are
14 proposed to be constructed within the Special
15 Management Area.

16 In addition, the underground storm water
17 drain line and outfall will be constructed within
18 the 40-foot shoreline setback and will require a
19 shoreline setback variance. The shoreline setback
20 variance will be processed administratively by the
21 Department of Planning and Permitting when the
22 applicant obtains certified shoreline survey.

23 About a 2.7 mile portion of the alignment
24 also abuts the Special Management Area. The SMA
25 permit will evaluate the cumulative impacts of the

1 portions of the project within and abutting the
2 Special Management Area. However, the SMA permit
3 will apply only to the portions of the project that
4 lie within the SMA.

5 The exhibit above illustrates the portions
6 of the project within and abutting the Special
7 Management Area and the proposed work within the
8 Special Management Area.

9 HEARINGS OFFICER: Okay. Thank you,
10 Lynne.

11 At this point I'd like to ask the
12 representative from the Department of Transportation
13 Services to come forward. Please identify yourself
14 for the record.

15 MS. MIYAMOTO: I'm Faith Miyamoto. I'm
16 the Chief of Transit Planning and Environmental
17 Studies of the Rapid Transit Division of the
18 Department of Transportation Services. I'll just
19 give a brief overview pretty much of -- maybe
20 repeating some of the things that Lynne Kauer has
21 already mentioned.

22 As was mentioned, that there are -- of the
23 20-mile alignment for the rapid transit system,
24 there are four areas where the project is within the
25 Special Management Area.

1 Area one, which is identified between
2 Pupupuhi Street and Waipahu Depot Road contains a
3 portion of the guideway alignment and also there
4 would be utility relocation work done in that area.
5 The other facility that would be located in this
6 area and would be an alternate location for a
7 traction power substation -- this is just an example
8 of what the traction power substation would look
9 like. The preferred location for the traction power
10 substation is located outside of the Special
11 Management Area.

12 Area B, which is the area in the vicinity
13 of Leeward Community College, is the location of our
14 maintenance and storage facility. For this area,
15 the two items that are within the Special Management
16 Area are a storm water outfall drain and also a
17 portion of the sewer line. That would be connected
18 to an existing sewer.

19 Area C, which is the area that is from
20 approximately HECO's Waiau power station to the
21 Halawa area would contain portions of the guideway
22 and also utility relocations. We're showing two
23 areas which is not in the SMA, but, you know,
24 adjacent to the SMA, which would be the area towards
25 Neal Blaisdell Park, and there's also a portion of

1 area C which is in the Kaonohi Street area. Our
2 Pearlridge station is to the right of this -- this
3 slide. The makai entrance building to the
4 Pearlridge station would be within the SMA area.

5 The final SMA area, which is area D, is
6 the area in the vicinity of Keehi Lagoon Park, and
7 in this area, as we indicated on our earlier slide,
8 would include portions of the guideway alignment and
9 also traction -- another traction power substation.
10 There will also be some lighting that's going to be
11 provided for the four mauka area tennis courts in
12 the Keehi Lagoon Beach Park.

13 The project will not have any significant
14 adverse environmental or ecological effects within
15 the Special Management Area. No coastal ecosystems,
16 beaches or other coastal resources will be affected
17 adversely, and there will be no impact on water
18 resources, fisheries, rare, threatened or endangered
19 species' habitats or agricultural uses within the
20 Special Management Area.

21 The project is also consistent with the
22 Coastal Zone Management objectives and also the SMA
23 guidelines. The project will enhance access to
24 recreational resources and the shoreline and we have
25 minimized impact on scenic and open space resources.

1 The project is also consistent with state and local
2 government plans.

3 As Jamie mentioned, we will be available
4 to respond to any individual questions that you
5 might have after the meeting. And that concludes
6 our presentation.

7 HEARINGS OFFICER: Thank you, Faith.

8 At this point, can I ask someone to turn
9 off the projector? It's shining in my eyes. Thank
10 you.

11 Okay. At this point we will begin with
12 our public testimony phase. Currently, as I
13 mentioned before, I only have one person signed up.
14 If there is anybody who would like to testify, I
15 encourage you to sign one of these little pink
16 slips. It's over there on my left. I can come down
17 and hand it to you if you'd like. After that we're
18 going to adjourn for the time being, shortly
19 thereafter. All right? I'll give you one more
20 chance after those guys testify, but -- okay.

21 At this time, Mr. Maurice Morita, please.

22 MR. MORITA: Thank you, Jamie, for all the
23 time that you'll give me.

24 HEARINGS OFFICER: You have as much time
25 as you want, Mr. Morita.

1 MR. MORITA: I was going to say that you
2 have my testimony and I just was going to hit the
3 highlights, but since I have the whole time, then I
4 can read my whole thing.

5 Actually, this was addressed to Director
6 Tanoue. My name is Maurice Morita and I'm the
7 assistant director for the Hawaii Laborers-Employers
8 Cooperation and Education Trust, known as Hawaii
9 LECET. And Hawaii LECET is a partnership between
10 the Hawaii Laborers' Union, Local 368, and our
11 signatory contractors.

12 Hawaii LECET strongly supports the
13 approval of the Special Management Area permit for
14 the Honolulu Rail Transit Project. By law, this is
15 considered an SMA major permit because the project
16 cost is over 125,000.

17 Hawaii LECET has been following and
18 supporting the rail project since it started, as it
19 means jobs for the Hawaii Laborers' Union members
20 and work for our contractors, as well as thousands
21 of others in Hawaii's struggling construction
22 industry.

23 We have followed the various phases of
24 planning and approval for the rail project. A full
25 and thorough Environmental Impact Statement has been

1 completed for the rail project to address all
2 potential impacts. The State of Hawaii has now
3 accepted the final EIS as valid.

4 The City Department of Transportation
5 Services and their planning consultant has already
6 concluded that there are no impacts to the natural
7 resources or the shoreline or coastline recreation
8 areas.

9 Only five small portions of the 20-mile
10 rail line cross the Special Management Area. Since
11 the rail system runs mostly in the median of the
12 highways which already exist, there would be no
13 additional impact on access and shoreline or the
14 coastal ecology.

15 There would be minimal impacts on the
16 views within the Special Management Area for the
17 same reason. Near Aloha Stadium the rail alignment
18 passes through areas with elevated on and off ramps
19 to the Moanalua freeway and the Airport Viaduct. At
20 Lagoon Drive the rail line passes near the existing
21 elevated freeway.

22 Rail is important not only to our members
23 because -- in the Hawaii Laborer's Union and our
24 signatory contractors, but for all of Oahu. We
25 support rail, not only for the jobs it brings but

1 the long-term benefits to transportation and land
2 use planning which benefit current and future
3 generations to come.

4 Our members in the Laborers' Union 368,
5 our signatory contractors and their families look
6 forward for your favorable consideration of the
7 Special Management Area permit before you.

8 Thank you.

9 HEARINGS OFFICER: Thank you, Mr. Morita.

10 Mr. Morita, again, was the only one signed
11 up to testify. Does anybody else wish to testify?
12 You can raise your hand if you know --

13 Yes, ma'am?

14 MS. WONG: I don't want to testify, but I
15 have a question.

16 HEARINGS OFFICER: Does the question
17 relate to the SMA?

18 MS. WONG: Yes.

19 HEARINGS OFFICER: Okay. All I need you
20 to do at first is identify yourself, please, ma'am.

21 MS. WONG: My name is Donna Wong.

22 HEARINGS OFFICER: Okay. And your
23 question?

24 MS. WONG: Is the application available
25 for the public to review?

1 HEARINGS OFFICER: Absolutely. It's
2 available both on the Internet, and we can get you
3 that website afterwards, or you can come down to the
4 City and view the actual file if you prefer.

5 MS. WONG: What is the application title?

6 HEARINGS OFFICER: The number is 2010/SMA-
7 57.

8 MS. WONG: That's -- when you go on line,
9 that's what somebody looks for?

10 HEARINGS OFFICER: We'll get you the
11 website. I don't know it off the top of my head,
12 but we'll have someone here that can give you the
13 specific web address. Thank you.

14 Being that I don't see anybody else
15 interested in testifying or asking a specific
16 question related to the application, we're going to
17 continue the public hearing at this point.

18 So Sue, we're off record now.

19 (Hearing adjourned at 10:24 a.m. on
20 January 5, 2010.)

21 (Hearing resumed at 10:01 a.m.
22 on January 6, 2010.)

23 HEARINGS OFFICER: Good morning, folks.
24 My name is Jamie Peirson and I'm conducting today's
25 public hearing in accordance with the Revised

1 Ordinances of Honolulu, Chapter 25, which is the
2 Special Management Area ordinance.

3 Right now I believe it's 10:01 a.m. We're
4 at the Alfred Los Banos Youth Pavilion at the
5 Disabled American Veteran's Facility in Keehi
6 Lagoon. For the record, I would like to state that
7 the public announcements advertised today's hearing
8 at the Keehi Lagoon Hall, rather than the Los Banos
9 Youth Pavilion. I apologize for that error. I
10 don't believe we realized that the hall was a
11 different hall until just this morning when we
12 arrived. However, for the record, we did post staff
13 at the main hall to direct anybody from the public
14 to the correct pavilion.

15 With that, I'd also like to say that this
16 is a continuation of a public hearing that began
17 yesterday, which was Wednesday, January 5th, a
18 little after ten a.m. at the Hospitality Room at
19 Aloha Stadium.

20 Today will be our last public hearing on
21 this matter and the purpose of today's public
22 hearing is to hear testimony on an application for a
23 Special Management Area use permit, the number of
24 which is 2010/SMA-57. This is to allow the
25 construction of the Honolulu high-capacity transit

1 corridor project, about 1.6 miles of which lies
2 within the SMA. The applicant is the City
3 Department of Transportation Services.

4 This public hearing is required by the
5 Revised Ordinances of Honolulu, Chapter 25, as well
6 as Hawaii Revised Statutes Chapter 205A. Now,
7 pursuant to ROH Section 25-3.2, the following
8 guidelines shall be used for the review of
9 development proposed in the SMA:

10 First, all development in the SMA shall be
11 subject to reasonable terms and conditions to ensure
12 adequate access to and properly located publicly-
13 owned or used beaches, recreation areas and natural
14 reserves; that provisions are made for solid and
15 liquid waste treatment, disposition and management,
16 and that alterations to land forms and vegetation as
17 well as the construction of structures minimizes
18 adverse effects to SMA resources and cause minimal
19 potential danger relative to natural disasters.

20 Secondly, no development in the SMA shall
21 be approved unless it is found that it will not have
22 a substantial adverse environmental or ecological
23 effect, except where such effect can be minimized to
24 a practicable extent and is clearly outweighed by
25 public health and safety and/or compelling public

1 interest. Development must be consistent with the
2 Coastal Zone Management objectives enumerated by
3 Hawaii Revised Statutes Section 205A-26, as well as
4 with the City's General Plan, the City's Development
5 Plans and zoning.

6 And finally, the Council shall seek to
7 minimize, where reasonable, dredging, filling or
8 otherwise altering any natural shoreline features,
9 any development which would reduce the size of any
10 beach or other area useable for public recreation,
11 any development which would reduce or risk public
12 access to shoreline resources, any development which
13 would substantially interfere with or detract from
14 the line of sight toward the sea from the state
15 highway nearest the coast, and finally, any
16 development which would adversely affect water
17 quality, existing areas of open water, fisheries and
18 fishing grounds, wildlife habitats or agricultural
19 uses.

20 Our procedures today will be the same as
21 they were yesterday, for those of you who were
22 present. Following my statements about procedure,
23 the staff planner assigned to this particular file
24 will give a brief presentation concerning the nature
25 of the permit and any relevant facts. We'll then

1 ask the representative of the applicant to make
2 another brief presentation about the specific nature
3 of the project. The purpose of this is just to give
4 the context of why we're here and the permit that's
5 being considered.

6 The purpose of the hearing is to take
7 testimony from the public. That's the only purpose
8 of this hearing. There will be no decisions made
9 this morning. The decision is actually going to be
10 made by the City Council, whereas the department
11 will be preparing a report and recommendation that
12 we will transmit to the City Council along with a
13 draft resolution concerning the project.

14 With our report and recommendation we will
15 also be transmitting to the City Council a written
16 transcript of this hearing. I want everyone to
17 understand that's the way the Council is going to
18 get the record of today's hearing. For that reason,
19 anybody who speaks at today's hearing, I ask that
20 you identify yourself. It's necessary for the
21 person who is recording the hearing to know who is
22 speaking. Okay? It's also necessary, because it's
23 a written record, that folks only speak one at a
24 time. If it's appropriate and meaningful, I'll
25 allow dialogue, but it's necessary that those who

1 are speaking give the other person the chance to
2 finish what they say before they speak. We can't
3 record in writing people talking at the same time,
4 people talking over each other. Okay? So I
5 appreciate your kokua when it comes to that.

6 It's not our purpose to do a question and
7 answer. Folks who have questions that are specific
8 to the permit that's under consideration I might
9 consider allowing into the record. But otherwise,
10 if you have questions about the project that are
11 more general, I will be asking and expecting the
12 applicant to be available after the hearing to
13 formally -- give you a chance to ask your questions
14 and get the appropriate answers. Okay?

15 If you have written testimony you'd like
16 to submit, we will accept it and it will be made
17 part of our record. It would be very difficult,
18 however, for us, under the circumstances, to take
19 written testimony after today. By law, we're
20 required to transmit our report and recommendation
21 in a short amount of time to the City Council, so --
22 and so it would be difficult to accept written
23 comments at a later date. Not only that, again I
24 would remind you that the City Council is the
25 decision-maker. The purpose of the hearing is to

1 give the Council members an opportunity to hear
2 testimony from the public for their consideration.
3 For the purposes of the Department of Planning and
4 Permitting it's an opportunity for us to determine
5 whether there's issues relevant to the SMA that we
6 may not have considered, but once our report and
7 recommendation is being finalized for transmittal to
8 Council under a very tight deadline, it would be
9 difficult for us to respond at a later date to
10 written comments. Okay? So I encourage you if you
11 have any comments to submit them to the City Council
12 if they won't be ready until a later date.

13 We will be closing the public hearing
14 today. At the close of the public hearing, as I
15 said, we will be finalizing our report and
16 recommendation to the City Council. Once we
17 transmit to them, it's in the hands of the Council.
18 All right? They normally will schedule a hearing at
19 a committee of their choosing and a full vote is
20 taken by the entire City Council. We anticipate
21 that the City Council will be considering this
22 permit sometime later this month. I don't have any
23 more fixed dates at this time. So I do encourage
24 you to contact the City Clerk after today if you
25 wish to attend any of the hearings that the City

1 Council is going to be holding.

2 With that, if there's no questions about
3 procedure from the audience, we'll get started. Ms.
4 Lynne Kauer will make a presentation as the staff
5 planner.

6 MS. KAUER: The applicant proposes to
7 construct a 20-mile long grade separated fixed
8 guideway rail system between east Kapolei and the
9 Ala Moana Center via the Honolulu International
10 Airport. The main components of the fixed guideway
11 system include foundation, support columns, the
12 guideway structure, 21 stations and 20 traction
13 power substations. A vehicle maintenance and
14 storage facility and four park and ride lots are
15 also planned.

16 About a 1.6 mile portion of the overall
17 20-mile alignment will be within the Special
18 Management Area. In addition to portions of the
19 guideway, the makai entrance of the Pearlridge
20 station and two traction power substations are
21 proposed to be constructed within the Special
22 Management Area.

23 An underground storm water drain line and
24 outfall for the maintenance and storage facility
25 will be constructed within the 40-foot shoreline

1 setback and will require a shoreline setback
2 variance. The shoreline setback variance will be
3 processed administratively by the Department of
4 Planning and Permitting when the applicant obtains a
5 certified shoreline survey.

6 About a 2.7 mile portion of the alignment
7 also abuts the Special Management Area. The SMA
8 permit will evaluate the cumulative impacts of the
9 portions of the project in and abutting this SMA.
10 However, the SMA permit will apply only to the
11 portions of the project that lie within the SMA.

12 This exhibit on the wall, as well as those
13 exhibits on the table, show the portions of the
14 project that lie within and abutting the Special
15 Management Area and all the proposed work within the
16 Special Management Area.

17 HEARINGS OFFICER: Thank you, Ms. Kauer.
18 At this point, I'd like to ask that the
19 representative from the Department of Transportation
20 Services come forward, identify yourself for the
21 record, please, and make a brief presentation
22 concerning the project.

23 MS. MIYAMOTO: I'm Faith Miyamoto with the
24 Rapid Transit Division. I'm the Chief of
25 Transportation Planning and Environmental Studies.

1 I just wanted to kind of go over in more detail, you
2 know, the features of the rapid transit project that
3 are proposed to be within the Special Management
4 Area.

5 As was earlier mentioned, there are four
6 areas of the Special Management Area where the
7 project has features.

8 One is -- the first one is in area A, you
9 know, which is the area between Pupupuhi Street and
10 Waipahu Depot Road, and in that area the portions of
11 the project -- the features of the project that are
12 in that area include the guideway alignment and also
13 utility relocations that would be done. This is
14 just a simulation that shows, you know, what the
15 guideway would look like in an area that's adjacent
16 to the Special Management Area. The second -- one
17 of the other features in area A is the location of
18 an alternate location for a traction power
19 substation. This is in the vicinity of the Waikele
20 Stream. Again, this is just an example of what the
21 traction power substation would look like.

22 The second area is in the vicinity of
23 Leeward Community College. In this area, this is
24 the location of our -- let me try this -- a
25 maintenance and storage facility. If you see in the

1 little inset -- it's kind of hard to see. But in
2 this area within the SMA we are proposing a storm
3 water outfall drain and also a sewer line. Both of
4 these components would be underground.

5 The third area within the SMA is within
6 the vicinity of the HECO Waiiau power station to the
7 Halawa area. In this area, also, we do have
8 guideway structures and also utility relocations.
9 This is just a simulation, again, of the guideway
10 looking toward Neal Blaisdell Park, and the SMA is
11 running -- it's kind of just right outside the area
12 of the SMA.

13 The other components of this -- of the
14 project that would be within the SMA area -- this is
15 another view of the guideway, and this is looking
16 down makai at Kaonohi Street. The proposed
17 Pearlridge station would be to the right of this
18 slide. The makai entrance building to the
19 Pearlridge station would be within the SMA area, so
20 that's another component of the project that would
21 be in area C, along with -- we do have some roadway
22 improvements that are proposed.

23 The final area within the SMA is in the
24 vicinity of right here, Keehi Lagoon Beach Park. In
25 this area we do have the guideway structure that

1 kind of skirts the mauka edge of the park and we
2 also have a traction power substation that's
3 proposed and also the lighting for the four mauka
4 tennis courts.

5 In summary, the project will have no
6 significant adverse environmental or ecological
7 effects within the SMA. There will be no impact on
8 coastal ecosystems, beaches or other coastal
9 resources. There will be no impact on water
10 resources, fisheries, rare, threatened or endangered
11 species' habitats or agricultural uses within the
12 SMA.

13 Our project is consistent with the Coastal
14 Zone Management objectives and Special Management
15 Area guidelines. It enhances access to recreational
16 resources and shoreline and we have minimized the
17 impact on scenic and open space resources. The
18 project is also consistent with state and local
19 government plans. This concludes my presentation,
20 but we are available to answer any questions after
21 the public hearing.

22 Thank you.

23 HEARINGS OFFICER: Thank you, Ms.
24 Miyamoto.

25 At this point, we will begin the public

1 testimony portion of the hearing. I currently have
2 three people signed up to testify. If anybody
3 wishes to testify, I'd like to encourage you to do
4 so. I will need you to fill out one of these little
5 pink slips. They're on the table that's off to my
6 right that has the black tablecloth. The reason for
7 that is mostly so we have a record of who's
8 testifying, but it's necessary in order for you to
9 testify. At any point before I close the public
10 testimony part of the hearing if you decide you
11 would like to testify, please do so. We encourage
12 you to do so. That's why we're here today. But
13 please first fill out one of those forms. Okay?

14 Since we only have three people signed up
15 to testify, I won't impose any time limits. If you
16 submitted written testimony, as well, it's not
17 necessary to read it. Okay? Your written testimony
18 will be placed in the record anyway. But you're
19 free to present the testimony any way you wish.

20 With that, we will get to our first
21 testifier, Mr. Paul Chang, representing the Hawaii
22 Carpenters Union Local 745.

23 Mr. Chang, microphone, please.

24 MR. CHANG: Good morning. My name is Paul
25 Chang. I'm the service representative from the

1 Hawaii Carpenters Union. I submitted written
2 testimony, and for the record, that's good enough.

3 HEARINGS OFFICER: Okay. Thank you, sir.

4 Our second person is Mr. Bob Loy, with the
5 Outdoor Circle.

6 Mr. Loy?

7 MR. LOY: Thank you, Mr. Peirson. The
8 Outdoor Circle asks that the City and County of
9 Honolulu deny the application for the SMA permit
10 because of the unmitigated damage that the project
11 will do with its elevated guideways to view planes
12 over most of the 20-mile footprint of the project,
13 including the areas for which the SMA permit is
14 required, Waipahu, Pearl City, Halawa and Keehi.

15 The visual impacts outlined in the Final
16 Environmental Impact Statement apply to people
17 viewing from fixed locations near the guideway.
18 The project also will have enduring significant
19 negative impacts on anyone who travels near it,
20 whether Windward or North Shore resident or one of
21 the millions of people who visit our islands every
22 year. This fact is omitted from the FEIS.

23 The City's Final Environmental Impact
24 Statement's lack of specific descriptions of how to
25 overcome the visual impacts leaves our organization

1 with little confidence that damage to the visual
2 environment can or will be considered as the project
3 moves forward. The undeniable truth is that the
4 primary cause of the view plane impacts is the
5 proposed elevated guideway and the FEIS provides
6 virtually no mitigation for the view plane damage
7 that it will create.

8 Impacts on view planes violate the Coastal
9 Zone Management objectives and polices that comprise
10 the backbone of the SMA permit process. Because the
11 City has steadfastly failed throughout the long
12 environmental review process to provide detailed
13 information on how these impacts will be mitigated,
14 we strongly urge the DPP to reject the SMA
15 application.

16 HEARINGS OFFICER: Thank you, Mr. Loy.

17 Again, I'd like to remind everybody here
18 that the DPP doesn't make the decision on the
19 permit. That will be done by the City Council. DPP
20 will just be making a recommendation.

21 Our next testifier, and the last person I
22 have indication wants to testify, is Mr. Scott
23 Ushijima, representing Waiwai Loop, Incorporated.

24 MR. USHIJIMA: My name is Scott Ushijima
25 and I represent Waiwai Loop, Incorporated. What we

1 are against with this proceeding in this area D is
2 the alignment. We feel that there's a lot of State
3 land on the Ewa side of Lagoon Drive that can be
4 utilized and can keep the rail closer to the freeway
5 to lessen the view plane impact. That would also
6 lessen the FAA problem with the airplanes landing,
7 keeping it closer to the freeway. That's all I
8 have.

9 HEARINGS OFFICER: Thank you, sir.

10 MR. USHIJIMA: Thank you.

11 HEARINGS OFFICER: For the record, the
12 area D that Mr. Ushijima was referring to is the
13 Keehi Lagoon area.

14 MR. USHIJIMA: Yes.

15 HEARINGS OFFICER: I have no one else who
16 signed up to testify. Is there anybody who wishes
17 to testify?

18 Sir, could you please come forward and
19 identify yourself, and after you're through, I'd
20 appreciate it if you could fill out one of those
21 pink slips for me.

22 MR. BUKOSKI: Okay.

23 HEARINGS OFFICER: Thank you, sir.

24 MR. BUKOSKI: My name is Kika Bukoski.
25 I'm here on behalf of the Hawaii Building and

1 Construction Trades Council. I did submit written
2 testimony, so I just wanted to stand up and express
3 our complete and full support for this project
4 moving forward. I stand on my written testimony as
5 submitted. Thank you.

6 HEARINGS OFFICER: Thank you, sir.

7 Is there anybody else who wishes to
8 testify? Okay. Given that we did have some
9 testimony in opposition to the project, I will give
10 the applicant a brief opportunity, if they would
11 like, to respond. It's your choice.

12 Okay. Given that there's no further
13 testimony and the applicant has declined to provide
14 any response, at this point I will be closing the
15 public hearing.

16 (Hearing concluded at 10:23 a.m.)

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C E R T I F I C A T E

STATE OF HAWAII)
) SS.
CITY AND COUNTY OF HONOLULU)

I, SUE M. FLINT, Notary Public, State of Hawaii, do hereby certify:

That on January 5, 2011 at 10:03 a.m. and January 6, 2011 at 10:01 a.m. this proceeding in the matter of the Application of Department of Transportation Services, City and County of Honolulu, No. 2010/SMA-57 was taken down by me in machine shorthand and was thereafter reduced to typewriting under my supervision;

That the foregoing 34-page transcript represents to the best of my ability, a true and correct transcript of the proceedings had in the foregoing matter.

I further certify that I am not an attorney for any of the parties hereto, nor in any way concerned with the cause.

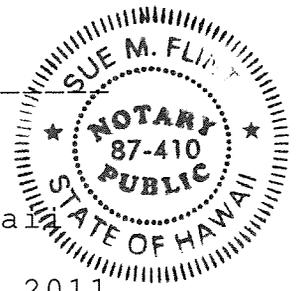
DATED this 6th day of January, 2011, in Honolulu, Hawaii.

Sue M. Flint

SUE M. FLINT, CSR 274

Notary Public, State of Hawaii

My Commission Exp: July 23, 2011





RESOLUTION

GRANTING A SPECIAL MANAGEMENT AREA USE PERMIT TO CONSTRUCT THE HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR (HHCTC) PROJECT

WHEREAS, the Department of Planning and Permitting (DPP) on December 15, 2010, accepted the application of the Department of Transportation Services, City and County of Honolulu, herein referred to as the Applicant, for a Special Management Area Use Permit (SMP) for the construction of portions of the HHCTC Project on Oahu, and identified as Tax Map Key 1-1-3: 3, 4, 6, 138; 9-4-1; 9-4-8: 30; 9-4-11; 9-4-11: 37, 61; 9-6-1: 1; 9-6-3: 1; 9-8-9: 5, 11, 14, 15, 16, 17, 20; 9-8-14: 5, 6, 10, 12; 9-8-15: 45; 9-9-3; and 9-9-12; Reference Number 2010/SMA-57; and

WHEREAS, on January 5, 2011 and January 6, 2011 the DPP held public hearings which were attended by 41 members of the public; and

WHEREAS, on January 10, 2011 within 20 working days after the close of the last public hearing, the DPP having duly considered all evidence and reports of said public hearing and the review guidelines as established in Sections 25-3.1 and 25-3.2, Revised Ordinances of Honolulu (ROH), and Sections 205A-2 and 205A-26, Hawaii Revised Statutes (HRS), completed its report and transmitted its findings and recommendation of approval to the Council; and

WHEREAS, the City Council, having received the findings and recommendation of the DPP on _____, and at its meeting of _____, having duly considered all of the findings and reports on the matter, approved the subject application for an SMP with the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that an SMP be issued to the Applicant under the following conditions:

- A. Construction and operation of the Honolulu High-Capacity Transit Corridor Project (Project) shall be in general conformity with the Project as described in the Report and Recommendation of the Director of the Department of Planning and Permitting (DPP) referenced herein, the plan attached hereto as Exhibits A through F, and plans on file with the DPP. Any changes in the size or nature of the approved Project which have a significant effect on coastal resources addressed in Chapter 25, Revised Ordinances of Honolulu (ROH), and/or Chapter 205A, Hawaii Revised Statutes (HRS), shall require a new application

DPP10SMA57.R11



RESOLUTION

and permit. Any changes which do not have a significant effect on coastal resources shall be considered a minor modification and, therefore, permitted under this resolution, upon review and approval of the Director of the DPP.

- B. Prior to the issuance of any development permit for the Project, the Applicant shall provide the Director of the DPP with written documentation that a Programmatic Agreement (PA) to minimize and mitigate adverse effects on historic properties as generally described in the Final Environmental Impact Statement has been executed. The PA and any amendments thereto shall record the terms and conditions agreed upon to resolve potential adverse effects on historic properties, and, shall include stipulations related to the encountering of any previously unidentified archaeological site or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) during construction activities.
- C. The Applicant shall obtain a Shoreline Setback Variance from the Director of the DPP prior to construction of the storm-water outfall drain line and culvert in the 40-foot shoreline setback.
- D. Approval of this Special Management Area Use Permit does not constitute compliance with other Land Use Ordinance (LUO) or governmental agencies' requirements, including building permit approval. They are subject to separate review and approval. The Applicant shall be responsible for insuring that the final plans for the Project approved under this permit comply with all applicable LUO and other governmental agencies' provisions and requirements.



RESOLUTION

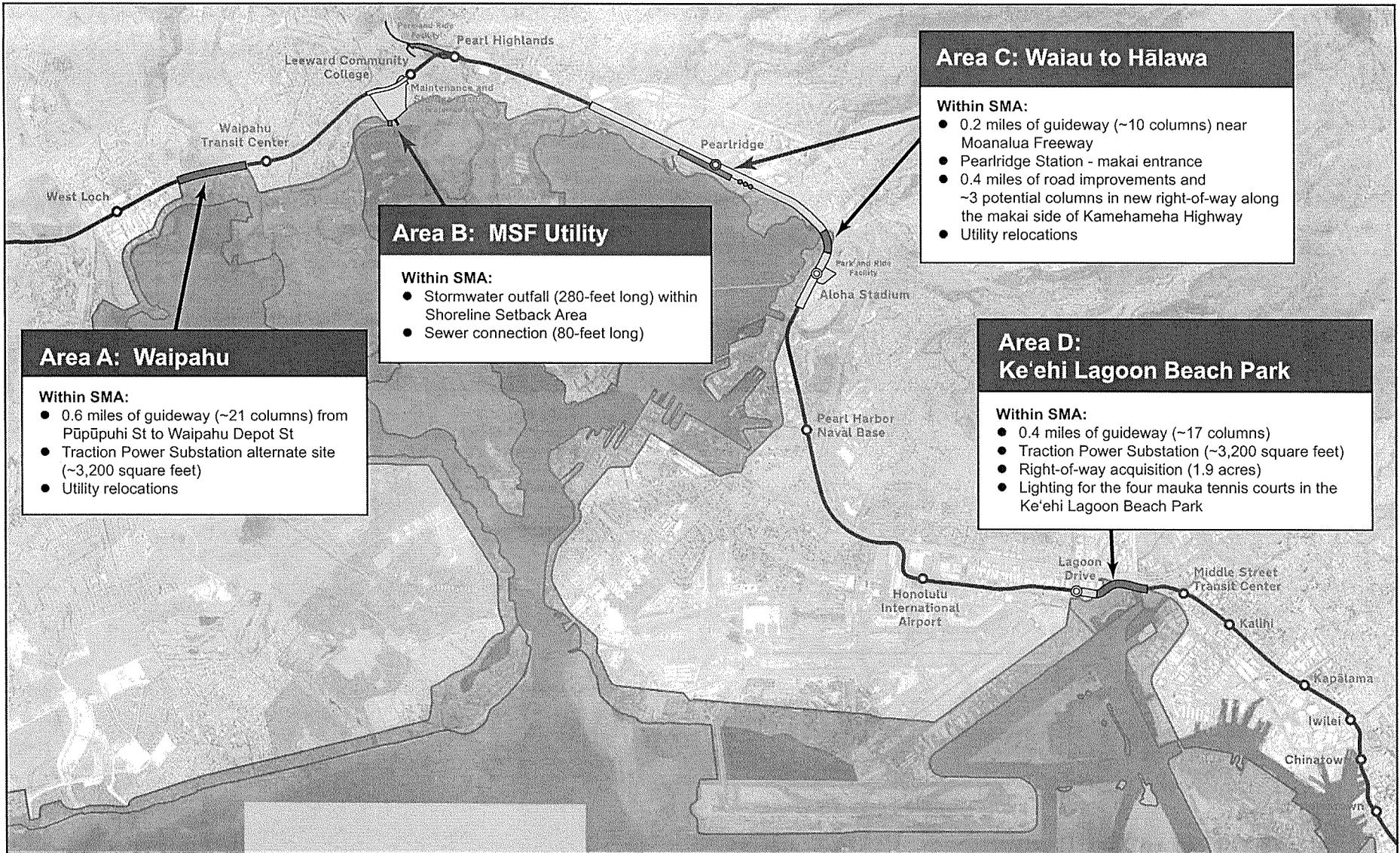
BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that the Clerk be and is directed to transmit copies of this resolution to David K. Tanoue, Director of the Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawaii 96813; Wayne K. Yoshioka, Director of the Department of Transportation Services, 650 South King Street, 3rd Floor, Honolulu, Hawaii 96813; and Kenneth Toru Hayamasu, Department of Transportation Services, Rapid Transit Division, 1099 Alakea Street, Suite 1700, Honolulu, Hawaii 96813.

INTRODUCED BY:

DATE OF INTRODUCTION:

Honolulu, Hawaii

Councilmembers



Area C: Waiiau to Hālawā

Within SMA:

- 0.2 miles of guideway (~10 columns) near Moanalua Freeway
- Pearlridge Station - makai entrance
- 0.4 miles of road improvements and ~3 potential columns in new right-of-way along the makai side of Kamehameha Highway
- Utility relocations

Area B: MSF Utility

Within SMA:

- Stormwater outfall (280-foot long) within Shoreline Setback Area
- Sewer connection (80-foot long)

Area A: Waipahu

Within SMA:

- 0.6 miles of guideway (~21 columns) from Pūpūpuhi St to Waipahu Depot St
- Traction Power Substation alternate site (~3,200 square feet)
- Utility relocations

Area D: Ke'ehi Lagoon Beach Park

Within SMA:

- 0.4 miles of guideway (~17 columns)
- Traction Power Substation (~3,200 square feet)
- Right-of-way acquisition (1.9 acres)
- Lighting for the four mauka tennis courts in the Ke'ehi Lagoon Beach Park

LOCATION MAP - SPECIAL MANAGEMENT AREA
Honolulu High-Capacity Transit Corridor Project

TAX MAP KEY(S): 1-1-3: 3, 4, 6, 138; 9-4-1: 9-4-8: 30; 9-4-11: 37, 61; 9-6-1: 1; 9-6-3:1; 9-8-9: 5, 11, 14, 15, 16, 17, 20; 9-8-14: 5, 6, 10, 12; 9-8-15: 45; 9-9-3; 9-9-12

FOLDER NO.: 2010/SMA-57

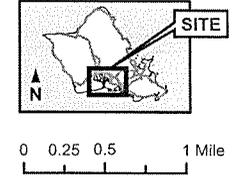
Date Prepared: December 2010
 Prepared by: Department of Planning & Permitting,
 City and County of Honolulu
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Map Legend

- Within SMA
- Adjacent to SMA
- Outside SMA
- SMA Area
- Transit Station

Vicinity Map



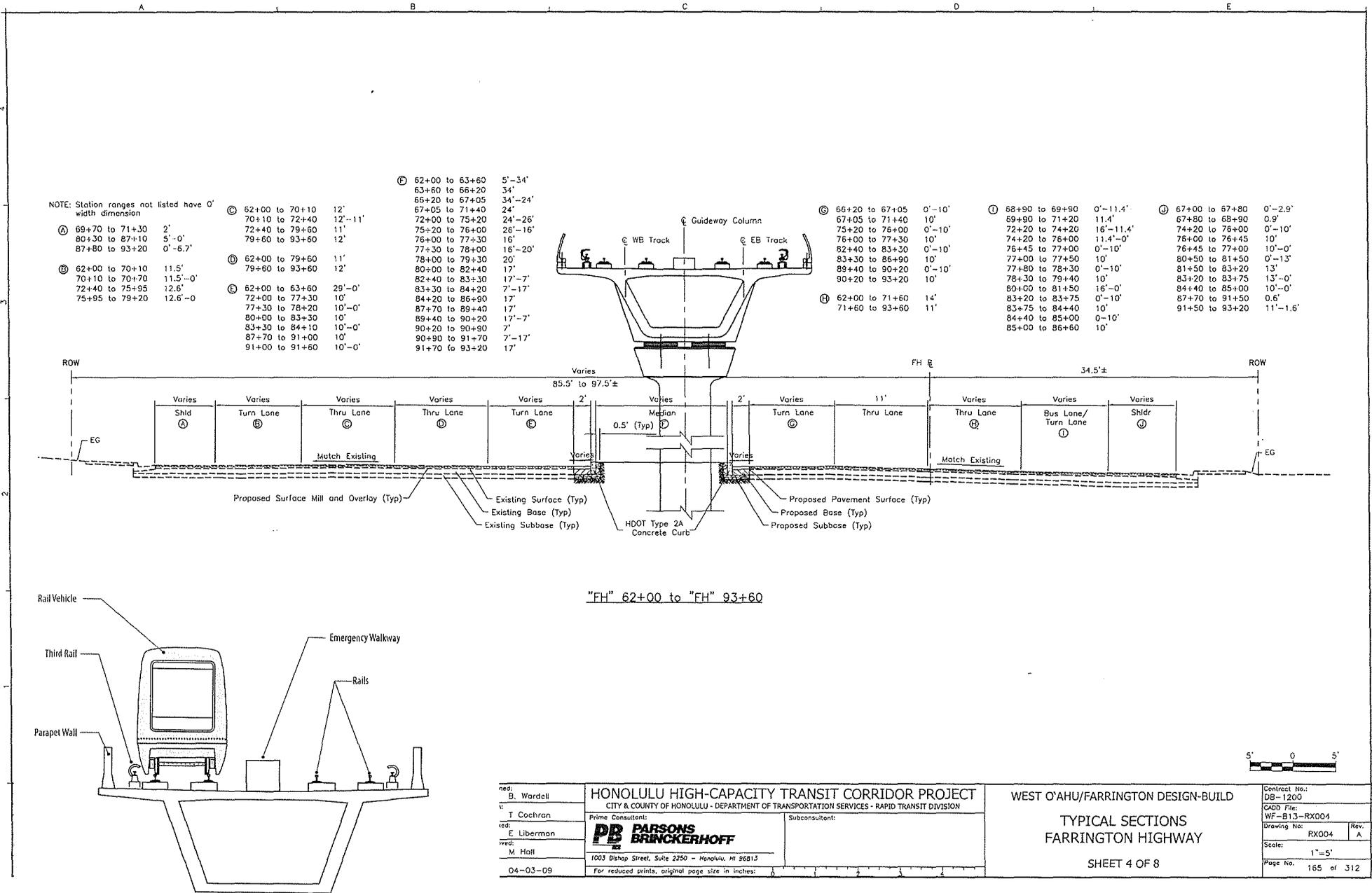
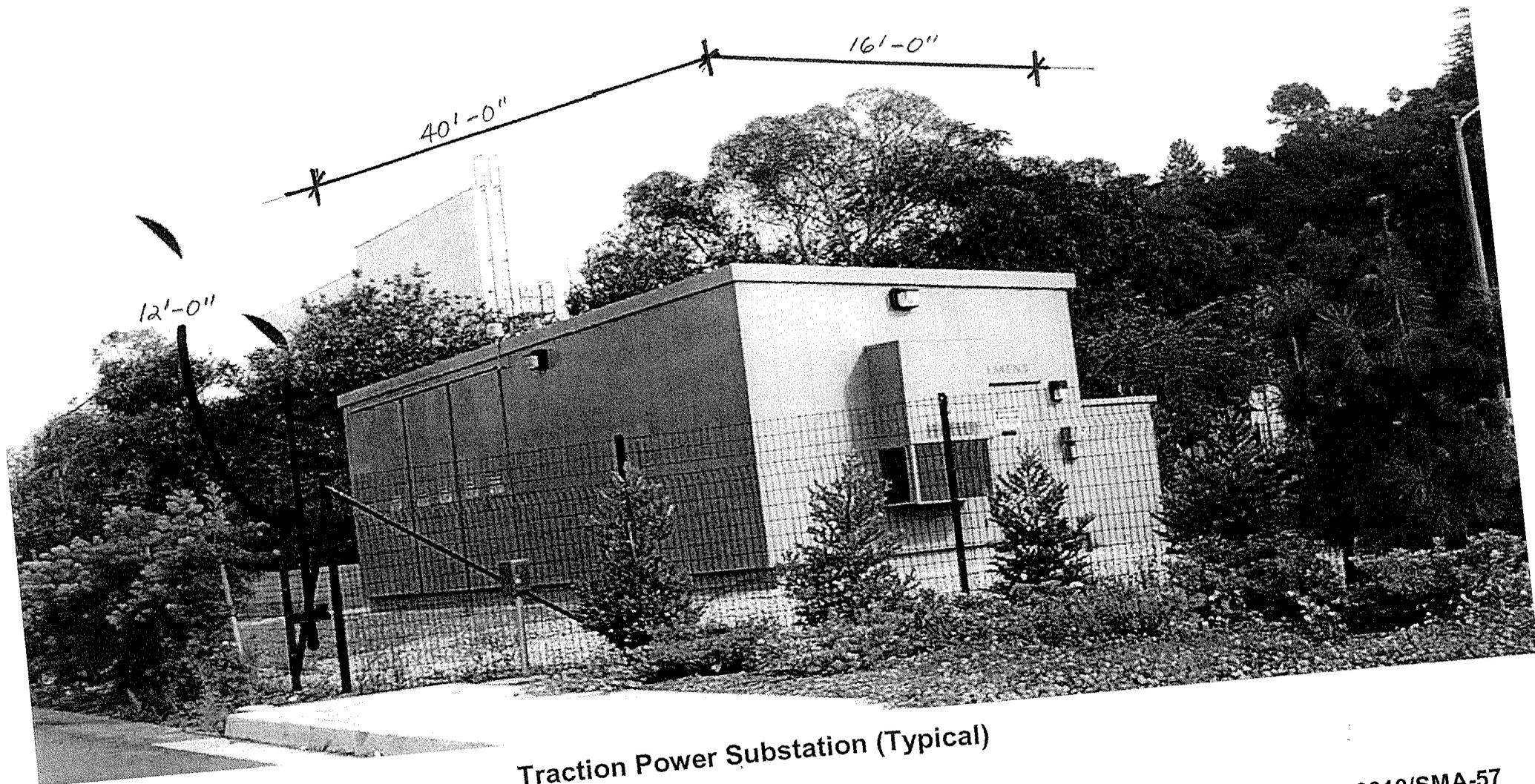


Figure 2-12 Example Vehicle on Elevated Guideway (Cross-section)

EXHIBIT B

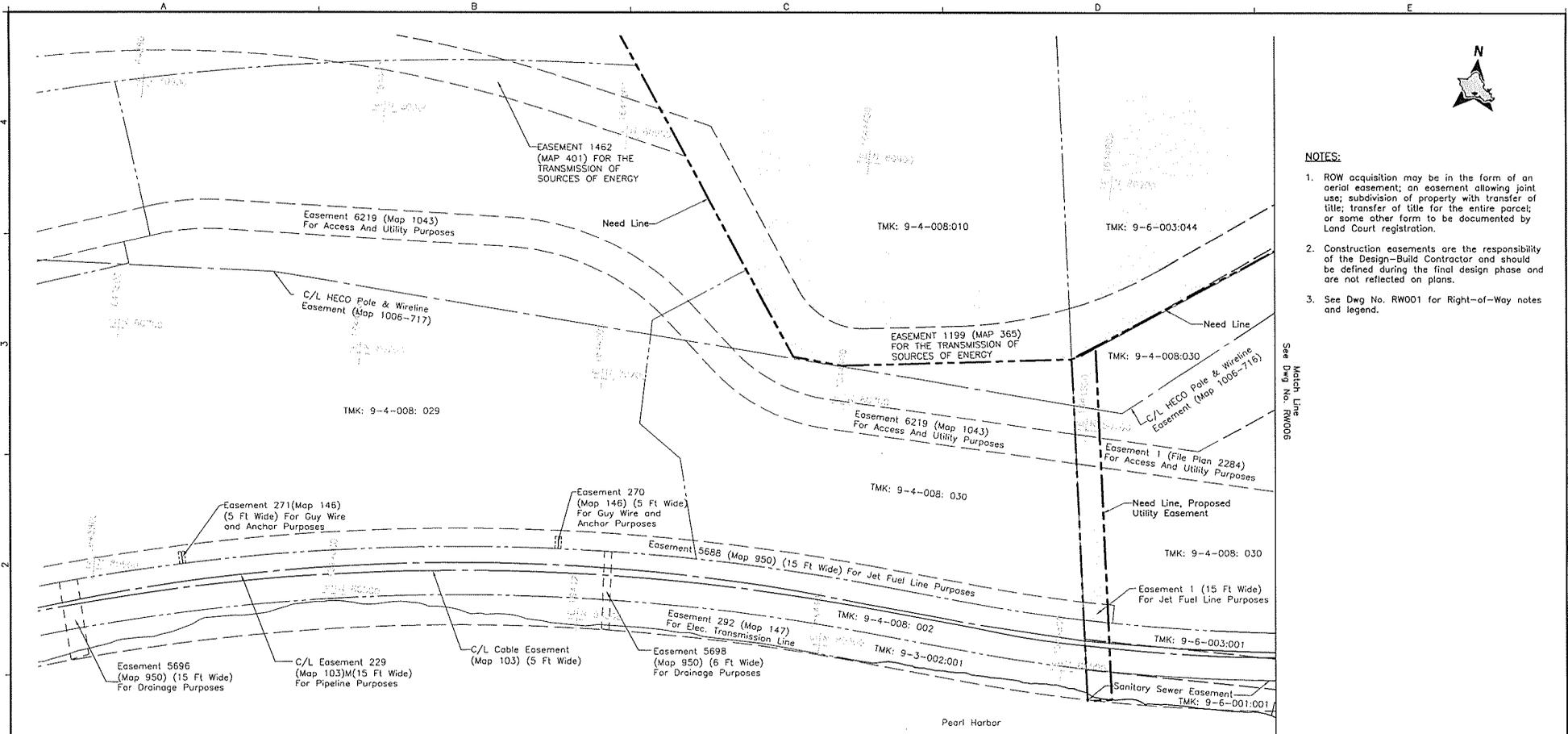
FOLDER NO.: 2010/SMA-57



Traction Power Substation (Typical)

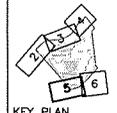
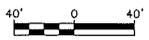
EXHIBIT C

FOLDER NO.: 2010/SMA-57



- NOTES:**
1. ROW acquisition may be in the form of an aerial easement; an easement allowing joint use; subdivision of property with transfer of title; transfer of title for the entire parcel; or some other form to be documented by Land Court registration.
 2. Construction easements are the responsibility of the Design-Build Contractor and should be defined during the final design phase and are not reflected on plans.
 3. See Dwg No. RW001 for Right-of-Way notes and legend.

Tax Map Key Number	Parcel Acquisitions	House Number	Street Name	Land Use
9-4-008:010	Partial	-	-	Public
9-4-008:030	Utility Easement	-	-	Public
9-6-001:001	Utility Easement	-	-	Public
9-6-003:001	Utility Easement	-	-	Public
9-6-003:044	Partial	-	-	Public



Rev	By	Date	Description
A	AB	07-24-09	Issued For Proposal

**RFP DRAWING
NOT FOR CONSTRUCTION**

Designed: L Karamatsu
 Drawn: L Karamatsu
 Checked: K Wong
 Approved: A Borst
 Date: 07-24-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
 CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant: **PARSONS BRINCKERHOFF**
 1003 Bishop Street, Suite 2250 - Honolulu, HI 96813

Subconsultant:

MAINTENANCE & STORAGE FACILITY
EXISTING RIGHT-OF-WAY & PROPOSED ACQUISITION TABULATIONS

SHEET 5 of 6

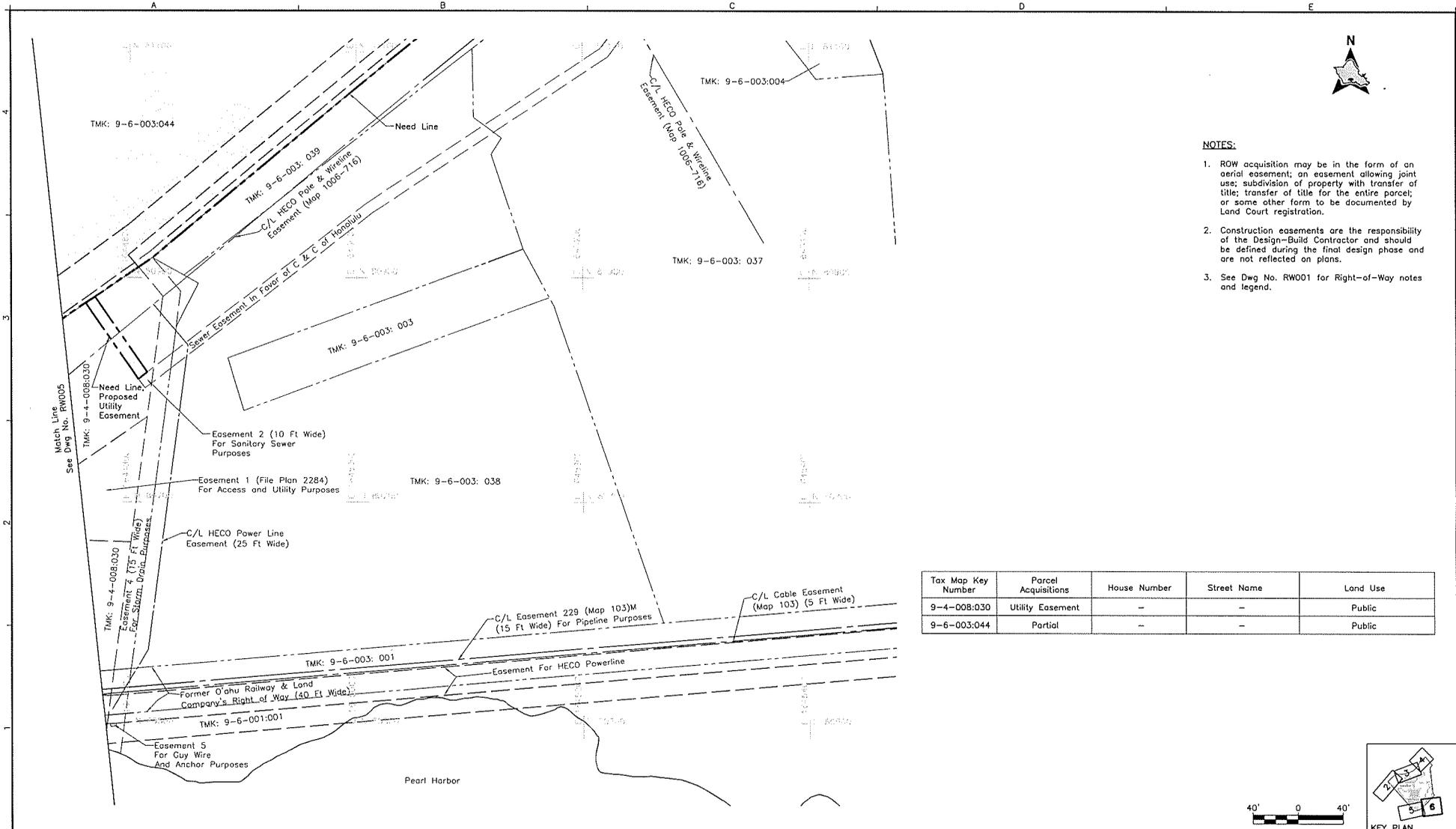
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Page No. 21	of 259

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Underground Storm-water Drain Line and Outfall

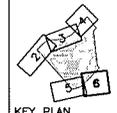
EXHIBIT D

FOLDER NO.: 2010/SMA-57



- NOTES:**
1. ROW acquisition may be in the form of an aerial easement; an easement allowing joint use; subdivision of property with transfer of title; transfer of title for the entire parcel; or some other form to be documented by Land Court registration.
 2. Construction easements are the responsibility of the Design-Build Contractor and should be defined during the final design phase and are not reflected on plans.
 3. See Dwg No. RW001 for Right-of-Way notes and legend.

Tax Map Key Number	Parcel Acquisitions	House Number	Street Name	Land Use
9-4-008:030	Utility Easement	-	-	Public
9-6-003:044	Partial	-	-	Public



Rev	By	Date	Description
A	AB	07-24-09	Issued For Proposal

**RFP DRAWING
NOT FOR CONSTRUCTION**

Designed: L Karamatsu
 Drawn: L Karamatsu
 Checked: K Wong
 Approved: A Borst
 Date: 07-24-09

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
 CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant:
PARSONS BRINCKERHOFF
 1003 Bishop Street, Suite 2250 - Honolulu, HI 96813
 For reduced prints, original page size in inches: 0 1 2 3 4 5 6 7 8 9 10

Subconsultant:

MAINTENANCE & STORAGE FACILITY
EXISTING RIGHT-OF-WAY & PROPOSED ACQUISITION TABULATIONS

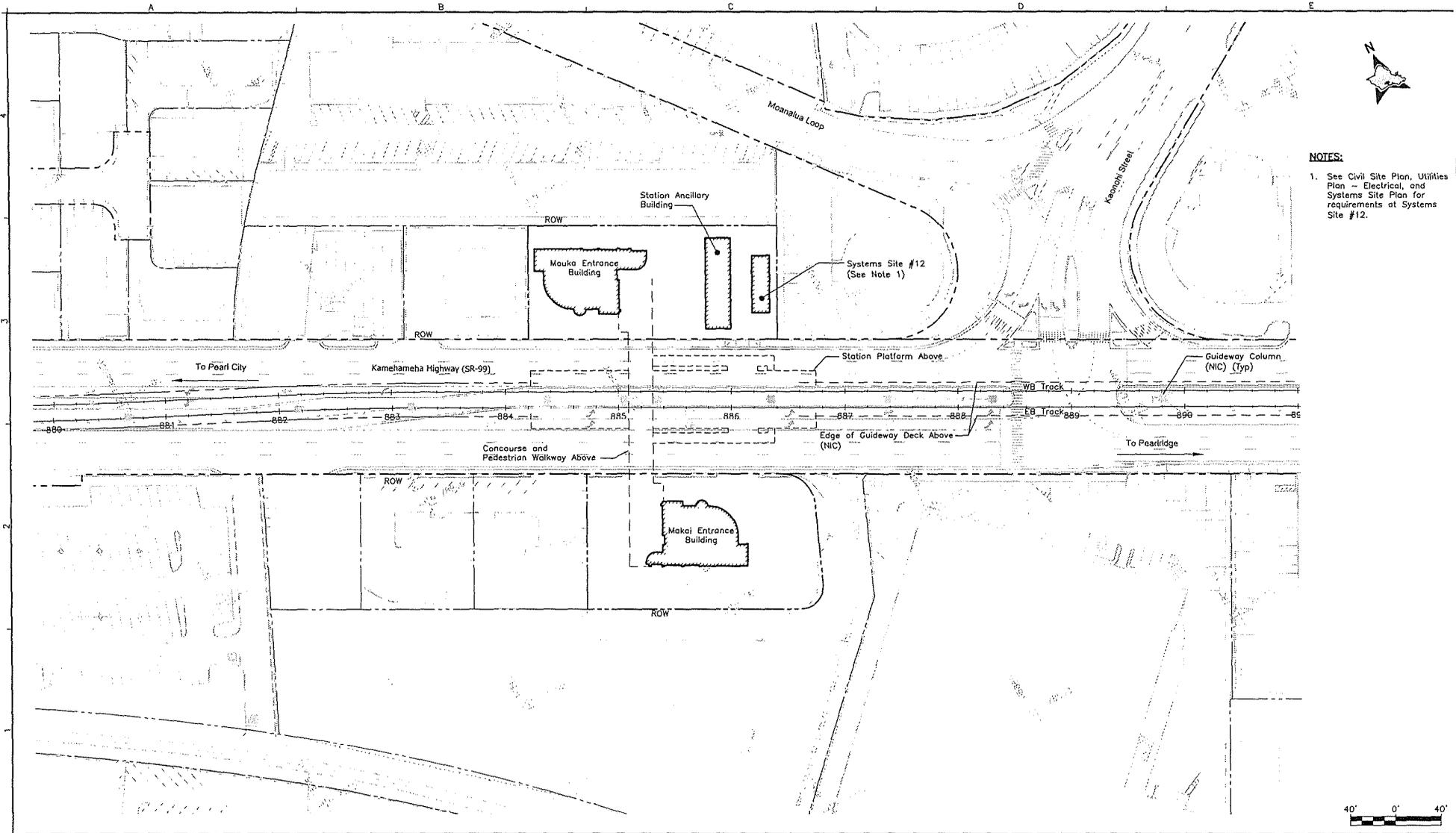
SHEET 6 of 6

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Page No. 22	of 259

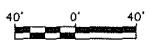
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Underground Sewer Line EXHIBIT E

FOLDER NO.: 2010/SMA-57



NOTES:
 1. See Civil Site Plan, Utilities Plan - Electrical, and Systems Site Plan for requirements at Systems Site #12.



Rev	By	Date	Description

**PRELIMINARY
 ENGINEERING
 SUBJECT TO REVISION**

Designed: B Pang
 Drawn: B Pang
 Checked: B Muranaka
 Approved: M Ding
 Date: 12-18-09

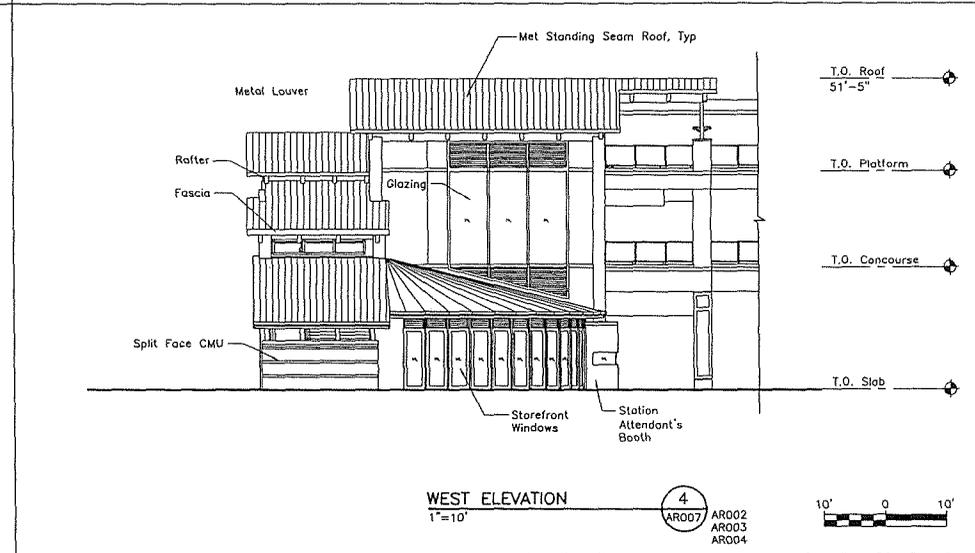
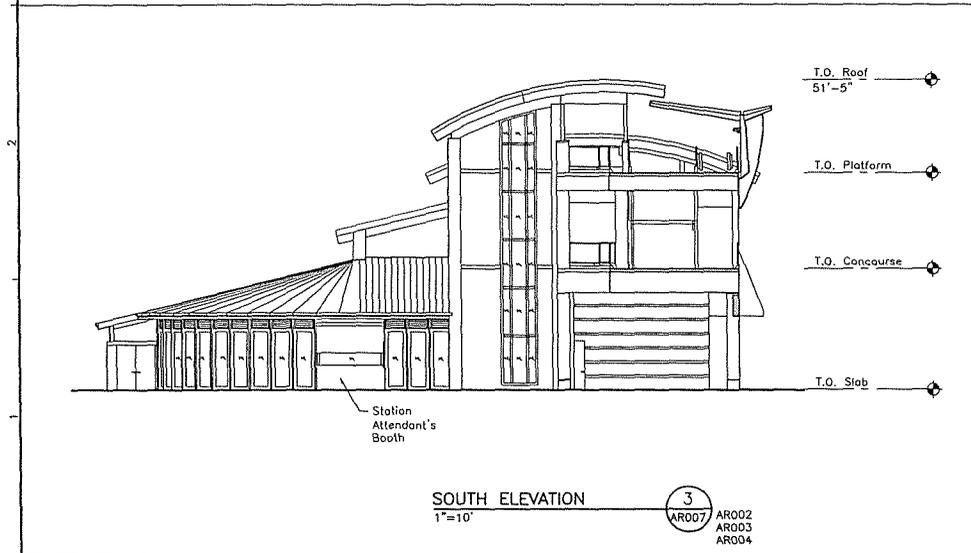
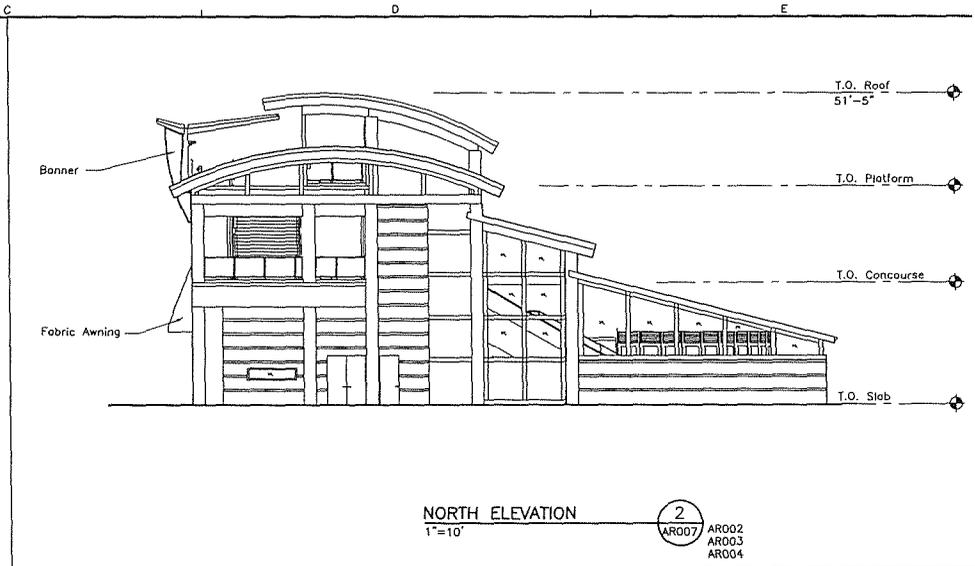
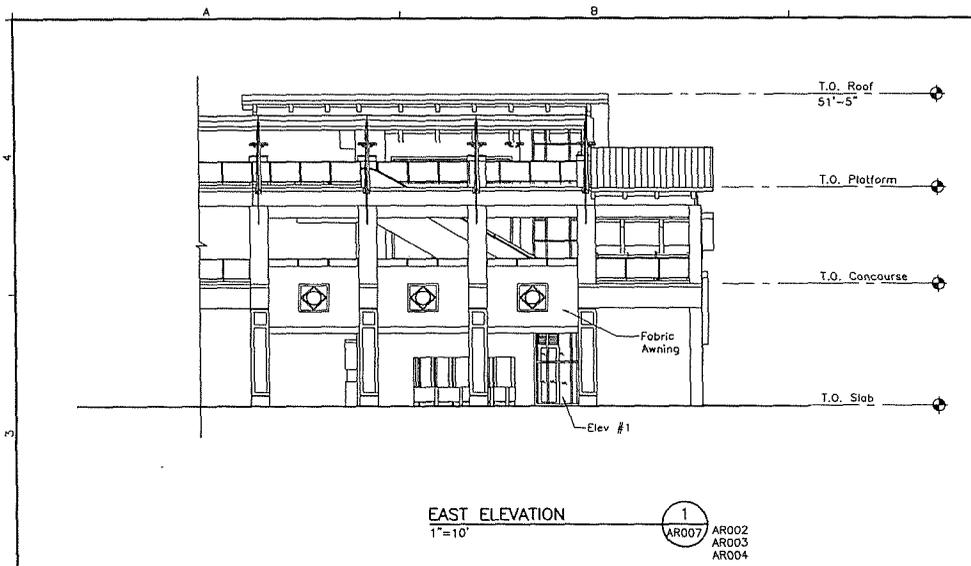
HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
 CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Prime Consultant:
PARSONS BRINCKERHOFF

Subconsultant:
AECOM Pacific, Inc.
 1003 Bishop Street, Suite 2250 - Honolulu, HI 96813
 DAVES PACIFIC CTR. STE 1906 - 841 BISHOP ST. HONOLULU, HAWAII 96813

**PEARLRIDGE STATION
 STATION AREA PLAN**

Contract No.: SV-340
 CADD File: SD1-A04-GN005
 Drawing No: GN005
 Scale: 1"=40'
 Page No. 4 of 60



Rev	By	Date	Description

**PRELIMINARY
ENGINEERING
SUBJECT TO REVISION**

HONOLULU HIGH-CAPACITY TRANSIT CORRIDOR PROJECT
CITY & COUNTY OF HONOLULU - DEPARTMENT OF TRANSPORTATION SERVICES - RAPID TRANSIT DIVISION

Designed: W. Deguchi
Drawn: D. Wong
Checked: M. Leinweber
Approved: K. Parmar
Date: 12-18-09

Prime Consultant:
PB PARSONS BRINCKERHOFF
1003 Bishop Street, Suite 2250 - Honolulu, HI 96813
For reduced prints, original page size in inches:

Subconsultant:
DEBKANT
Maha Pua
345 QUEEN STREET, SUITE 901
HONOLULU, HAWAII 96813

**PEARLRIDGE STATION
ELEVATIONS**

Contract No.: SV-340
CADD File: SD1-H05-AR007
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Page No. 54 of 60