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DEPARTMENT OF PLANNING AND PERMITTING
KA 'OIHANA HO'OLĀLĀ A ME NĀ PALAPALA 'AE
CITY AND COUNTY OF HONOLULU

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November 4, 2024

2024/SMA-63(ST)

The Honorable Tommy Waters
Chair and Presiding Officer
and Members
Honolulu City Council
530 South King Street, Room 202
Honolulu, Hawai'i 96813

Dear Chair Waters and Councilmembers:

SUBJECT: Special Management Area (SMA) Major Permit
Hawai'i Fueling Facilities Corporation
Sand Island Jet Fuel Storage Facility Secondary Spill Containment and Storm Water Upgrade and Improvement Project
6 Sand Island Access Road – Kalihi-Kai
Tax Map Keys 1-2-025: 020 and 021

Enclosed for your consideration are the Department of Planning and Permitting's (DPP) Report and Recommendation and Draft Resolution for an SMA Major Permit for upgrades to the existing 16-tank bulk jet fuel storage facility in Kalihi-Kai, including the regrading of the dike system, installation of storm water drainage inlets, addition of impervious surfaces including asphalt pavement and a spray-on industrial coating, construction of lift stations with sump pumps, an above-ground oil-water separator, observation basin and drain line, the modification of above-ground storage tanks, and the after-the-fact analysis of a slurry wall and an off-site interceptor ditch.

The DPP recommends approval of the application, as proposed, subject to the standard conditions, including time-extensions, archaeological clearance and stop work conditions, preconstruction fauna surveys, protected and invasive species, construction permit timelines, and compliance with other codes and regulations.

Pursuant to Revised Ordinances of Honolulu Chapter 25, the City Council must act within 60 calendar days after receipt of our Report and Recommendation; however, the City Council may extend this period of time upon receipt of a request from the Applicant for an extension.

DEPT. COM. 781

Should you have any questions, please contact me at (808) 768-8000.

Very truly yours,

Dawn Takeuchi Apuna
Director

Enclosures: DPP Report and Recommendation
Draft Resolution
Exhibits A through E, F-1 through F-10, and G through J

APPROVED BY:

Michael D. Formby, Managing Director
Office of the Managing Director

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

STATE OF HAWAI'I

IN THE MATTER OF THE APPLICATION BY HAWAI'I FUELING FACILITIES CORPORATION FOR A SPECIAL MANAGEMENT AREA (SMA) MAJOR PERMIT	FILE NO. 2024/SMA-63(ST)

FINDINGS OF FACT, CONGLUSIONS
OF LAW, AND RECOMMENDATION

I. APPLICATION

A. Basic Information:

APPLICANT:	Hawai'i Fueling Facilities Corporation (HFFC)
LANDOWNER:	State of Hawai'i, Department of Transportation, Airports Division
AGENT:	Burns and McDonnell Engineering Company, Inc. (Jeremy Jewell)
LOCATION:	6 Sand Island Access Road – Kalihi-Kai (Exhibit A)
TAX MAP KEY (TMK):	1-2-025: 020 and 021 (Exhibit B)
LAND AREA:	8.4-acres
ZONING:	I-3 Waterfront Industrial District (Exhibit C)
STATE LAND USE:	Urban District
SURROUNDING LAND USES:	Industrial, recreational marina

Proposal: The 8.4-acre site is developed with the Sand Island Bulk Jet Fuel Storage Facility consisting of 16 cylindrical steel above-ground storage tanks which range in diameter from 62 to 142 feet (ft.) and in height from 48 to 60 ft. (see Exhibits D and E). The total storage capacity of the facility is 42 million gallons of Jet A fuel (the most common type used in commercial aviation) which is

retrieved, stored, and distributed to the Daniel K. Inouye International Airport (HNL).

The Applicant request approval of an SMA Major Permit to construct upgrades and improvements to the secondary spill containment and storm water management system of the existing facility. These upgrades are mandated by the U.S. Environmental Protection Agency (EPA) as a result of a spill on January 21, 2015. As specified by the EPA Order (Docket No. OPA-311-09-2021-001), the Applicant has agreed to comply with the implementation of the following improvements, which are part of their Spill Prevention, Control, and Countermeasure (SPCC) Plan (see Exhibits F-1 through F-10):

- **Regrading the Dike System:** The dike system surrounding the tanks consist of unconsolidated gravel and soil surfaces with concrete dike walls. The gravel and soil surfaces will be graded and contoured to create catch basins for new drainage inlets. This grading will maintain the necessary retention capacity to hold the potential fuel release from the largest above-ground storage tanks (see Exhibit F-1);

- **Impervious Surfaces Addition**: The pervious surfaces of the existing dike system will be made impervious by the addition of 105,000 square (sq.) ft. of asphalt pavement and the spray-on application of an industrial geotextile liner on remaining areas, or approximately 100,100 sq. ft. (see Exhibit F-1). New aggregate base course will be imported for the asphalt pavement section drive paths;

- **Installing Storm Water Drainage Inlets**: Approximately 31 new storm water collection drainage inlets will be constructed at various locations within the site, eight will have small sump pumps (see Exhibits F-3 through F-8);

- **Lift Stations and Oil-Water-Separator**: The drainage collection system will be connected to four new lift stations with sump pumps, which will lead to a 12,000-gallon above-ground oil-water-separator (See Exhibit F-6). The oil-water-separator is an elevated structure containing a specialized steel tank that is comprised of various chambers, valves and automated detection systems that can separate oil/jet fuel from storm water (see Exhibit F-7);

- **Concrete Observation Basin**: A concrete observation basin (OSB) will be constructed next to the oil-water-separator which allows for the observation of collected storm water or effluent by staff or government officials, prior to its release into a new drainage line which will exit the site and extend to the existing 18-inch concrete outlet pipe (see Exhibit F-5);

- **Double Bottom Storage Tanks**: Nine of the 16 existing above-ground storage tanks must be modified to create two "bottoms" by installing a new

concrete pad foundation with an impermeable underlaying and by adding a new steel tank floor with weep holes, which aids in identifying the release of jet fuel (see Exhibits F-1 and F-2); and

- **Off-Site Interceptor Trench:** The Applicant will construct a 600-ft.-long Interceptor Trench located half-way between the Project site and the shoreline, on the State-owned lands of the Ke'ehi Small Boat Harbor (TMK 1-2-023: 113). This off-site mitigation measure will be eight-ft. deep, be lined with high-density polyethylene geo-membrane liner, and include 14 monitoring wells (See Exhibit F-9).

Collectively, these upgrades and improvements constitute the "Project."

The completed Project will reduce the potential for future spills by ensuring that discharged fuel cannot escape the containment system before clean-up can occur and ensuring that the containment system can contain the entire capacity of the largest single above-ground storage tank. The drainage network of above and below ground drainage pipes will connect the lift stations to the oil-water-separator. Oil stop valves installed at catch basins nearest each of the larger lift stations will control localized spills in each quadrant of the site. The oil-water-separator will have controls and high level oil alarms that will automatically shut off the lift station pumps and close the oil-water-separator effluent valve. Also, the oil-water-separator will have an integral hydrocarbon sensor to shut off the entire system should the oil-water-separator itself fail. The effluent of the oil-water-separator will be connected to a concrete observation basin and sampling structure. This sampling structure will serve as a location for annual testing of the storm water discharge. The Project cost is estimated at $9 million and is required to be completed by the end of 2028.

B. Background: The site was originally developed by Texaco and Shell Oil in 1967. In the early 1970s, the HFFC purchased the Sand Island storage facility from Texaco and Shell Oil Co. At the time the site had nine storage tanks. On October 23, 1985, the City Council approved SMA Major Permit No. 85/SMA-61, for the construction of nine additional above-ground storage tanks at the existing facility. After that major project, several minor developments occurred over the years as summarized in the following table:

Permit No.	Date	Project
1989/SMA-6	January 23, 1989	Add a 10-ft.-high supervisor control and data acquisition antenna as part of a system for monitoring and control various aspects of the facility.
1999/SMA-30	April 19, 1999	Add a 400-sq.-ft. laboratory to a 685-sq.-ft. office building.
2004/SMA-63	September 23, 2004	Add subsurface pipelines, above-ground meters and valve stations, and fiber-optic lines.

Permit No.	Date	Project
2016/SMA-20	May 12, 2016	Replace four transfer pumps, an equipment enclosure, security fencing, and gate.
2019/SMA-42	December 31, 2019	Add a 28-ft.-long modular power distribution center and electrical system upgrades.

II. FINDINGS OF FACT

On the basis of the evidence presented, the Director of the Department of Planning and Permitting (DPP) has found:

Lot Area	8.4-acres (365,904 sq. ft.)
Lot Shape	Rectangular-shaped polygon
Topography	Level fill land with elevations ranging from 4.4 to 9.9 ft. above mean sea level (MSL).
Current Development	16 circular steel above-ground storage tanks, control office, laboratory, pumps, valves, pipelines, perimeter wall, and security fencing.
Surrounding Uses	To the North – State Department of Transportation, Harbor Division 'Oahu District Offices and Amazon Delivery Station. To the East – State 84-acre Kapālama Container Cargo Terminal. To the South – Par Hawai'i Petroleum Distribution Terminal, Honolulu Harbor and Sand Island beyond. To the West – Ke'ehi Small Boat Harbor, Ke'ehi Lagoon, and the HNL beyond (see Exhibit D).
Nearest Body of Water	Pacific Ocean - Marine Subtidal Unconsolidated Bottom Wetland and Marine Intertidal Unconsolidated Shore Aquatic Bed Wetland (see Exhibit G).
Certified Shoreline Survey	The site is between 150 and 200 ft. from the shoreline, which was previously certified along the boundaries of Ke'ehi Small Boat Harbor. All Project work is beyond the 55-ft. waiver line (see Exhibits B and F-9).

Soil Classifications (mauka to makai)	Fill land Mixed (FL) – These soils consist of past dredging operations from surrounding areas, including silty sand and coral lagoon gravel, which has high porosity and permeability. The ground water table is tidally influenced and is approximately four to six ft. below ground surface. Runoff is slow due to high density of soil, porosity, and permeability (see Exhibit G). (United States Department of Agriculture [USDA] - Natural Resources Conservation Service [1972])
Vegetation	The site is sparsely vegetated with a variety of introduced grasses or herbaceous plants including Shepard's needle, coastal sandalwood, Indian fleabane, saltgrass, Bur bristlegrass, saltwort, prostrate globe-amaranth, swollen fingergrass, sea purslane, red mangrove, rattlebox, white bougainvillea, haole koa, and a few trees including kou tree and Singapore plumeria trees.
Flood Zone (mauka to makai)	Flood Zone AE – The site is in Flood Zone AE. Most of the site has a base flood elevation (BFE) of nine ft. above MSL, as shown on the Federal Emergency Management Agency, Flood Insurance Rate Map (FIRM) Panel No. 15003C0353G, revised January 19, 2014. The makai most portion of the site has a BFE of 10 ft. above MSL (see Exhibit H).
Sea Level Rise (SLR)	Portions of the site are anticipated to be impacted by the SLR scenario envisioning 3.2 ft. of SLR by the year 2100 (see Exhibit I).
Shoreline Erosion Rate	No erosion rate determined for this coastline on the O'ahu Shoreline Change Viewer, so the shoreline setback is 60 ft.
Hurricane Storm Surge	The site is projected to be impacted by storm surges of greater than three feet during hurricane events up to Category 4 (see Exhibit J). (National Oceanic and Atmospheric Administration Storm Surge Risk Mapper)
Tsunami	The site is entirely within the Tsunami evacuation zone (see Exhibit J). (Hawai'i Emergency Management Agency Mapper)

Environmental Compliance	The Project is subject to the environmental assessment requirements of Hawai'i Revised Statutes (HRS) Section 343-5(a)(1), for use of State lands. The DPP, as the accepting agency, issued a Finding of No Significant Impact (FONSI) on April 22, 2024. The FONSI was published in the May 8, 2024 edition of "*The Environmental Notice*" by the State Environmental Review Program of the State Office of Planning and Sustainable Development.
Other Permits and Approvals	State Department of Health (DOH) – National Pollution Discharge Elimination System (NPDES) No. HIR80G838, must be renewed when the Project is completed. City DPP - Grading, stockpiling, trenching, and building permits.
Agency Comments	Agency comments were received during the environmental assessment process conducted by DPP in Environmental Disclosure File No. 2023/ED-9. All letters and comments received have been included in the Project file and incorporated into the Analysis Section, as appropriate.
Neighborhood Board/ Community Association Presentation	On September 21, 2022, the Applicant presented the Project to the Kalihi-Pālama Neighborhood Board (NB) No. 15. Relevant comments are incorporated into the Analysis, as appropriate.
Public Hearing	On September 6, 2024, the DPP conducted a public hearing at 10:30 a.m. in the Fasi Municipal Building, 6th Floor Conference Room, 650 South King Street. Other than the Agent, the Applicant's contractors, and the DPP staff members, no members of the public attended the public hearing.

III. ANALYSIS

The proposed Project was analyzed in accordance with the objectives, policies, and guidelines established in Revised Ordinances of Honolulu (ROH) §§ 25-3.1 and 25-3.2, as well as HRS §§ 205A-2 and 205A-26.

A. **Recreational Resources**

Development within the SMA should provide coastal recreational opportunities to the public. Adequate access, by dedication or other means, to beaches, coastal dunes, recreation areas, and natural reserves must be provided to the extent consistent with sound conservation principles. Adequate and properly located public recreation areas and wildlife preserves must be preserved.

The Project will not negatively impact existing shoreline access, open space, or recreational opportunities in this region, which is used for various watercraft, fishing, or cultural practices. The site abuts the Ke'ehi Small Boat Harbor, operated by the State Division of Boating and Ocean Recreation of the Department of Land and Natural Resources, whose administrative offices are on-site. The harbor contains 389 berths and 202 off-shore moorings for small recreational boats, and includes a boat launch ramp, fish hoist, wash down facilities, restrooms, and showers. The marina also represents a significant residential community, as registered boat owners are allowed use their boats as principal places of residence. When completed, the small structure additions and at-grade or underground improvements will not impede or affect access to, or use of the area. The Project must be implemented as mandated by the EPA, which includes an acceptable SPCC Plan, which minimizes another potential fuel spill which would have significant, if not catastrophic impact to the area. During construction, there may be temporary disruptions to vehicular access to the harbor, which is provided by via access roads off Sand Island Access Road. However, the disruption or interruption of the use of the State highway or the rights-of-ways, require notification and permits from the Highways Division of the State Department of Transportation. In addition, the standard use of best management practices (BMPs), including dust fences, siltation barriers, and socks, should prevent general construction related impacts, such as dust, runoff, or erosion, from interfering with this public recreational resource. Therefore, no significant long term impacts to recreational resources are anticipated and no related condition is required.

B. **Historic and Cultural Resources**

Development within the SMA should protect, preserve, and restore natural or human-made historical and cultural resources.

An archaeological literature search and research was conducted during the preparation of the environmental assessment (EA). The site is located in an area that is makai of the pre-contact shoreline, which contained several fishponds. These fishponds were filled during World War II and an Army port and warehouse complex was built over it. This site was first depicted as land in 1953, suggesting it was land created by reclamation projects that enlarged Sand Island and improved Honolulu Harbor, including the creation of the Ke'ehi seaplane channel immediately west of the site. According to the Applicant, no known historic, pre-

historic, or archaeological resources were previously identified within the Project area and previous field work for other projects in the immediate vicinity came to similar conclusions. The DPP did not receive comments from the State Historic Preservation Division (SHPD) during the EA process, and the Applicant has yet to receive concurrence on their determination that no historic properties are affected. The Applicant submitted documentation for a HRS 6E-42 determination in June of 2023 (pursuant to Hawai'i Administrative Rules Section 13-284-5). Although it is not likely that this Project will uncover historic or cultural deposits given its location on fill land, the Applicant should be required to submit written determination by SHPD that they have completed their review of the potential impact of the Project on historic properties pursuant to HRS Section 6E-42.

In addition, as with any project where earth-moving activities are required, there is a possibility for subsurface deposits to be discovered during construction. Therefore, the Project should be subject to the standard "stop work" condition of approval. This will ensure that if, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant must stop work and contact the SHPD. These are recommended as a condition of approval.

The DPP assessed the extent to which Native Hawaiian rights are customarily and traditionally exercised within the Project site, and the extent to which such rights may be affected or impacted by Project implementation. The site has been developed for decades following the artificial creation and manipulation of the Honolulu Harbor shoreline. The site is a private secured hazardous materials facility with no access through the site. However, ample shoreline and nearshore access is afforded by the adjacent roadways and the popular State-operated Ke'ehi Small Boat Harbor, which offers fishing and other watercraft use and access with amenities such a restrooms and showers. The Project is designed to, and is mandated to protect existing near-shore and marine resources and thereby preserving native Hawaiian access and customary gathering rights exercised in the area. Further, the Project it will not change, impede, or preclude existing public access to the shoreline. Therefore, no related condition is recommended to preserve these customary and traditional native Hawaiian rights.

C. Scenic and Open Space Resources

Development within the SMA should protect, preserve, and whenever desirable, restore or improve the quality of coastal scenic and open space resources. Alterations to existing land forms and vegetation, other than for the cultivation of coastal dependent crops, must be limited so they result in minimum adverse impacts on water resources, beaches, coastal dunes, and scenic or recreational amenities. Development that is not dependent on the coast is encouraged to locate mauka of the SMA.

The 1987 Coastal View Study designates the site as being within the South Shore Viewshed Ke'ehi Area. Sand Island Access Road is designated as a coastal roadway without coastal views. In this viewshed, the Ke'ehi Lagoon Drive, which is located across of Ke'ehi Lagoon, is designated as a coastal road with continuous coastal views and the adjacent shoreline and Ke'ehi Lagoon Beach Park are designated as providing significant stationary views. While the site is visible from this vantage point, at a distance of three-quarters of a mile, it is not visually obtrusive and is associated with the long-established waterfront infrastructure. The Project improvements are primarily at or below grade. The oil-water-separator and OSB will not be substantially higher the existing containment berms or walls of the facility. The Project will not affect existing scenic or open space resources of the area. Therefore, adverse impacts to scenic and open space resources are not anticipated, and no related conditions of approval are recommended.

D. Coastal Ecosystems

Development within the SMA should protect valuable coastal ecosystems, including reefs, beaches, and coastal dunes from disruption, and minimize adverse impacts on all coastal ecosystems. Solid and liquid waste treatment and disposition must be managed to minimize adverse impacts on SMA resources.

The completed Project is not expected to impact coastal ecosystems, but is designed to prevent the potential for substantial harm to the surrounding environment, including the hydrologically linked waters of Ke'ehi Lagoon. Nonetheless, there is potential for temporary impacts to avian, mammalian, and reptile species during the project construction, as discussed below.

1. Sensitive Coastal Habitats and Species:

   a. Wetlands and Streams: The off-shore waters of Ke'ehi Lagoon are designated in the State Conservation Land Use District, and are identified as a Marine Subtidal Wetland and Marine Intertidal Unconsolidated Shore Aquatic Bed Wetland (see Exhibit G). The Project was designed to avoid potential adverse impacts to these navigable waters of Ke'ehi Lagoon as well as the wetland habitat in the off-shore area. The containment of potential spills to prevent leakage of jet fuel is required by the EPA, which includes the new SPCC Plan and monitoring and regular reporting as part of the Order. A new NPDES Permit from the State DOH is also required.

   b. Flora: The site is sparsely vegetated with a variety of introduced grasses, shrubs or herbaceous plants and a handful of introduced tree types, mainly ornamental palms located near the office in the northeast corner of the site. The Project grading may remove some

of the existing vegetation. There is no adverse impact to flora that is anticipated and no condition of approval is recommended.

c. Fauna: A field survey of the site was conducted in May of 2023. Only common, non-threatened or endangered bird species were observed. The U.S. Fish and Wildlife Service (USFWS) did not comment during the EA process. However, in previous comments on a nearby project they disclosed that although there are no federally designated critical habitats within the immediate vicinity, the Hawaiian Hoary Bat and certain endangered or protected bird species, including the Hawaiian petrel, band-rumped storm petrel, Newell's shearwater, and wedge-tailed shearwater, may transit through the vicinity of the Project area. During the EA review, the State Department of Transportation commented that standing water has the potential to become a wildlife hazard, and recommended that measures be incorporated to minimize hazardous wildlife attractant in compliance with the Federal Aviation Administration Advisory Circular No. 150/5200-33C. The Project and the SPCC Plan are designed and will operate to eliminate any standing water.

Given that artificial lighting can be disruptive to avifauna and marine life in their navigation, nesting, and reproductive cycles, all outdoor lighting for the Project should be fully shielded, and nighttime work (from sunset to sunrise) must be avoided during the seabird fledgling season from September 15 through December 15. Also, because the Hawaiian Hoary Bat may transit through the vicinity of the Project area, woody plants greater than 15 ft. in height should not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15). These are recommended as conditions of approval.

d. Invasive Species: The State Division of Forestry and Wildlife (DOFAW) requests that all government agencies, organizations, and the public be aware of the threat presented in the movement of soils and plant materials between worksites, which may contain detrimental fungal pathogens (e.g., rapid 'Ōhia Death), vertebrate and invertebrate pests (e.g., Little Fire Ants, Coconut Rhinoceros Beetles, etc.), or invasive plant parts (e.g., Miconia, Pampas Grass, etc.) that could harm native species and ecosystems. The State DOFAW recommends consulting the O'ahu Invasive Species Committee (OISC) to help plan, design, and construct in ways to mitigate their spread. The Applicant should be required to adopt OISC education and Decontamination Protocols designed to avoid the spread and impact of invasive species importation in soils and or plant materials. These measures should be included as conditions of approval.

The Applicant will be required to utilize BMPs to prevent the escape of silt, dust, and water into the surrounding areas during construction. Given that BMPs are required for grading and trenching permits, a similar condition of approval is not necessary. Completion of the Project improvements and adherence to required monitoring and reporting requirements will minimize the possibility of negative impacts to near-shore marine life.

2. Reefs, Beaches, and Coastal Dunes: The Project's potential impacts to reefs, beaches, and coastal dunes are discussed in Section H, below.

3. Solid and Liquid Waste Treatment and Disposal: The facility is operated by a small staff. Wastewater collection is provided by the existing municipal wastewater system. Solid waste is removed via private trash collection service. The Project is not anticipated to exceed the existing wastewater infrastructure capacity for the area. Short-term construction waste will be hauled off-site and disposed of at an appropriate disposal facility. As such, implementation of the Project is not anticipated to result in adverse impacts related to solid or liquid waste disposal. Therefore, no related conditions are recommended.

E. Economic Uses

Development within the SMA should consist of facilities and improvements important to the State's economy, and ensure that coastal-dependent development and coastal-related development are located, designed, and constructed to minimize exposure to coastal hazards and adverse social, visual, and environmental impacts within the SMA.

These necessary secondary spill containment upgrades of this Project are critically important to the vitality of the State's economy. This facility is the principal jet fuel supply for the thousands of daily flights at the HNL, the State's largest and most important airport. According to the Applicant, this facility is the sole supplier of jet fuel to HNL, and therefore, the interruption in this facility's operation would significantly impact both the domestic and international travel industry and Hawai'i's economy in general. These Federally-mandated improvements to the secondary containment and storm water management system are deemed necessary by EPA (Docket No. OPA-311-09-2021-001) for the continuation of safe and environmentally responsible operation of this sensitively located aviation fuel storage facility, and are essential to the uninterrupted supply of jet fuel which powers nearly all commercial passenger and cargo aviation. Disruption of the fuel supplied by this facility would be catastrophic. Therefore, implementation of the Project will ensure this vital facility will be designed and constructed to minimize exposure to coastal hazards and adverse social, visual and environmental impacts within the SMA. No related conditions of approval are recommended.

F. Coastal Hazards

Development within the SMA should reduce impacts of coastal hazards on life and property, and must be designed to minimize impacts from landslides, erosion, sea level rise, siltation, or failure in the event of earthquake.

1. Flooding: The majority of the facility is located within the FIRM Flood Zone AE 9, with a BFE of nine ft. above MSL (see Exhibit H). The makai portion of the site has a BFE of 10 ft. above MSL. The existing grade of most of the site ranges from 4.4 to 9.9 ft. above MSL. Therefore, the Project must comply with the flood regulations of ROH Chapter 21A. This will be determined during the building permit process; therefore, a specific SMA condition will not be required. There is no existing storm drain system in the Project area. The majority of the Project is a storm drain system being mandated by the EPA, which will connect to the existing 18-inch storm water inlet about 100 ft. off-site on the Ke'ehi Boat Small Boat Harbor property. The entire Project involves work which affects the existing drainage system. Therefore, the Project will improve flood-related resiliency and a separate condition of approval is not recommended.

2. SLR: Based on a review of the University of Hawai'i Pacific Island Ocean Observing System SLR Viewer, portions of the Project are projected to be inundated under a scenario envisioning 3.2 ft. of SLR by 2100 (see Exhibit H). Passive flooding and annual high wave flooding may be exacerbated by SLR. Appropriate Project site revisions and new improvements will need to be designed and implemented in the future. However, this Project is not designed to address these considerations, nor is the HFFC required to formulate such long-range adaptation. The HFFC indicates that the State Department of Transportation Airports Division is working with the HNL and related stakeholders to develop long-range mitigative strategies to address SLR, which likely includes possible relocation of the facility. Given that no clear resilience technology or adaptation plan for this essential facility is currently available, allowing HFFC the ability to modify this facility to make it immediately resilient and compliant with EPA standards is appropriate.

3. Storm Surge: The National Oceanic and Atmospheric Administration, National Storm Surge Hazards Map indicates that the site is anticipated to be inundated by three to six ft. of storm surge during a Hurricane Category 4 event (see Exhibit I). The facility is staffed by personnel 24-hours-a-day, seven days a week. When a hurricane is approaching a coastal location, early evacuation is usually the standard mitigation to address the possibility of accompanying storm surge with high winds. Therefore, in the short-term, impacts to human safety related to storm inundation are not anticipated, but structural damage is a possibility. In the long-term, the potential for storm-surge-damage can be anticipated to increase as sea levels rises.

Changes to Project improvements and or management protocols necessary to address potential storm surge conditions are subject to prior SPCC Plan review and approval by the EPA. Therefore, a separate SMA storm surge condition of approval is not required.

4. Tsunami: The entire Project site is located within the tsunami evacuation zone (see Exhibit I). During a tsunami warning, facility personnel evacuation will be enforced based on guidelines issued by the Department of Emergency Management. Regarding structural resiliency, the storm water system upgrades, including drains, lift stations, the oil-water separator, and the concrete OSB, are not subject to tsunami risk standards as they are considered low hazards to human life in the event of failure (IBC Table 1604.5). The existing above ground storage tanks, however, could pose a risk in the event of failure in a tsunami. The American Petroleum Institute puts forth industry standards related to design, construction, and maintenance of above-ground storage tanks and the EPA will ultimately determine the satisfactory completion of the modification of the storage tanks under its Decision and Order. Furthermore, the overall Project will improve resiliency and safety in the event of a spill compared to the present condition. Therefore, a separate SMA condition regarding tsunami resilience is not recommended.

G. Managed Development and Public Participation

The development review process should stimulate public awareness, education, and participation in coastal management.

The public was made aware of the Project and was given the opportunity to review the proposed Project with the distribution of the Notices of Application and Public Hearing. During the EA processing, which preceded the SMA application, requests for comment were distributed by the DPP to various government agencies and the participation process was completed with the Final EA and the issuance of the FONSI by DPP on April 22, 2024. As required, the Applicant presented the Project to the Kalihi-Pālama NB No. 15 on September 21, 2022, prior to submitting the application. The NB expressed support for the need to correct the situation and protect the environment which is balanced against the needs of the community to maintain the aviation industry. They requested to be kept updated on the Project status, any incidents during the Project, and other activities that present danger to the environment or surrounding residents. Upon the acceptance of the application, notices of the application and public hearing were published on August 16, 2024, in Honolulu Star-Advertiser and sent to landowners within 300 ft. of the subject property, various community organizations, elected government officials of the area, and other interested parties. The application materials were also posted on the DPP website for public review. Lastly, the DPP held a public hearing for this Project on September 6, 2024, pursuant to SMA requirements. No members of the public attended, and no

written or verbal public testimony was received. Additional opportunities for public input will be available during the City Council meetings.

H. Beach and Coastal Dune Protection

Development within the SMA should facilitate beach management and protection by safeguarding beaches and coastal dunes for public use and recreation, the benefit of ecosystems, and use as natural buffers against coastal hazards. New structures should be located mauka of the shoreline setback line to conserve open space, minimize interference with natural shoreline processes, and minimize the loss of improvements due to erosion.

The Project site is not a beach or coastal dune system identified by the USDA - Natural Resources Conservation Service Web Soil Survey. However, as discussed elsewhere in this report, the Project is designed to protect and preserve the existing shoreline at Ke'ehi Lagoon and the small boat harbor for public use and recreation by preventing and managing future spills. Therefore, the Project will not negatively impact beaches or dunes, and no such condition of approval is recommended.

I. Marine and Coastal Resources

Development within the SMA should promote the protection, use, and development of marine and coastal resources to ensure that these resources are ecologically and environmentally sound and economically beneficial. Impacts on water resources, beaches, coastal dunes, and scenic or recreational amenities resulting from the construction of structures must be minimized. Development within wetland areas should be limited to activities that are dependent on or enhance wetlands, or are otherwise approved by appropriate State and federal agencies.

The Project is designed to prevent the potential impacts to the marine and coastal resources of jet fuel spills. The National Wetlands Inventory of the USFWS identify the Ke'ehi Lagoon waters as Marine Wetlands and Marine Deepwater wetland (see Exhibit G). The navigable waters of Ke'ehi Lagoon are also protected by Section 10 of the Rivers and Harbors Appropriation Act of 1899 and Section 404 of Federal Clean Water Act. The Project's secondary containment improvements, filtering and separating capabilities, warning and monitoring systems, and mandatory EPA and DOH testing and reporting requirements, will minimize the negative impacts of operating the facility so close to this important marine and coastal resource. On a temporary basis, the construction-related impacts, including dust and runoff, can also negatively impact marine and coastal resources. The mandatory use of standard BMPs during construction mentioned previously, such as dust and siltation curtains, appropriate grading entry sites, and wash down protocols will help avoid negative impacts. Successful implementation of the Project is designed to avoid potentially significant impacts to bays, estuaries, or nearshore waters that may

occur if the Project is not completed and another spill occurs. Therefore, marine and coastal resources are unlikely to be negatively impacted so long as the Project is completed. Therefore, no condition of approval is recommended.

J. Cumulative Impact Analysis

Development within the SMA should not have any cumulative impact or significant effect, unless minimized to the extent practicable and clearly outweighed by public health, safety, or other compelling public interest.

No substantial or cumulative negative environmental impacts are associated with the completion of the Project, which is mandated by the EPA and is specifically designed and required, through post-construction reporting and monitoring, including a new NPDES permit, to minimize potential impacts associated with the continued use of this essential facility. Despite its potentially significant and possibly catastrophic negative public health and safety impacts, the Applicant indicates that long-term plans for its relocation outside of the SMA to avoid environmental sensitivities, including SLR, is beyond the scope of this Project. The site and surrounding areas are zoned for, and are designated for long-term transportation facilities. Given that the existing facility remains under strict regulatory oversight by both the State DOH and the EPA, its cumulative impacts will be minimized to the extent practicable through the implementation of the Project. Its continued use is clearly supported by concerns for the economic health and well-being of the aviation industry, which is a compelling public interest. Given this, no conditions of approval specific to cumulative impacts are recommended.

K. Consistency with Plans and Regulations

Development within the SMA must be consistent with the general plan, development plans, sustainable communities plans, and zoning ordinances; provided that a finding of inconsistency does not preclude concurrent processing of amendments to applicable plans or a zone change.

The Project is generally consistent with the applicable plans and regulations, as detailed below.

1. O'ahu General Plan (GP): The Project is consistent with the O'ahu GP's Natural Environment and Resources Stewardship Objectives because it will protect and preserve the natural environment by making the existing facility more resilient. The most applicable O'ahu GP policies for Natural Environment and Resource Stewardship for this Project are as follows:

    - Objective A, Policy 4 requires development projects to give due consideration to natural features and hazards such as slope, inland and coastal erosion, flood hazards, water-recharge areas, and

existing vegetation, as well as to plan for coastal hazards that threaten life and property;

- Objective A, Policy 6: Design and maintain surface drainage and flood-control systems in a manner which will help preserve natural and cultural resources;

- Objective A, Policy 7: Protect the natural environment from damaging levels of air, water, carbon, and noise pollution; and

- Objective A, Policy 12: Plan, prepare for, and mitigate the impacts of climate change on the natural environment, including strategies for adaptation.

Each of these resource areas is discussed above, and where necessary, conditions of approval are recommended. The proposed Project is designed to increase resiliency of the facility and reduce and mitigate potential harm in the event of a spill. Therefore, it is generally consistent with the O'ahu GP and no conditions of approval related to O'ahu GP compliance are recommended.

2. Primary Urban Center Development Plan (PUCDP): The Project is consistent with the PUCDP (2004) vision to make Honolulu a leading city and travel destination in that it allows this facility to continue to operate as the HNL primary jet fuel source. The EPA-mandated Project is consistent with the PUCDP's policy regarding Military, Airport, Harbor and Industrial Areas (3.4.2.4) to Enhance Honolulu Harbor and harbor-related uses and to reserve areas around Honolulu Harbor, particularly around Kapalama Basin and the Sand Island container yards. The Project is consistent in that it represents an operational and ecological enhancement of the harbor and harbor-related use.

   Additionally, the Project is consistent with the updated draft PUCDP currently under consideration by the City Council. In the draft updated PUCDP, the Project site is located in an area designated as a "Transportation District," with ports, airports and other transportation services that require significant space for staging, and provides logistics and operations for connectivity between regions of O'ahu or to off-island destination (Chapter 2, Figure 2.2: Land Use/Place Types Map, and Specific-use and Employment District Place Types). Given this, no conditions of approval specific to PUCDP compliance are recommended.

3. ROH Chapter 21, the Land Use Ordinance (LUO): The Project has been designed to comply with the development standards of the LUO. The site is located within the I-3 Waterfront Industrial District, which allows the existing jet fuel storage tank-farm use. As proposed, improvements to the secondary containment system of the existing facility meets area, height,

and density requirements, and does not exceed the development standards for the I-3 Waterfront Industrial District. Compliance with the LUO will be confirmed during the building permit review process.

4. ROH Chapter 26, Shoreline Setbacks: No portion of the Project is proposed within the 60-ft. shoreline setback (see Exhibits B and F-2).

IV. CONCLUSIONS OF LAW

The proposed development was reviewed under the provisions of ROH §§ 25-3.1 and 25-3.2 and HRS §§ 205A-2 and 205A-26, and found to be consistent with established SMA objectives, policies, and guidelines, subject to the conditions below. Based on the analysis, the proposed Project will not adversely impact SMA resources, provided that appropriate mitigative conditions are implemented as recommended.

V. RECOMMENDATION

Based on the preceding Analysis and Conclusion, it is recommended that the application for a SMA Major Permit be **APPROVED**, subject to the following conditions:

A. Development of the Project must be in general conformity with the Project as described in the DPP's findings and recommendation, referenced above, and as depicted in Exhibits A through E, F-1 through F-10, and G through J, enclosed hereto and incorporated herein by this reference. Any change in the size or nature of the Project that has a significant effect on coastal resources addressed in ROH Chapter 25 or HRS Chapter 205A, or both, will require a new application and SMA Major Permit. Any change that does not have a significant effect on coastal resources will be considered a minor modification and therefore permitted under this resolution, upon review and approval by the DPP Director.

B. In order to minimize impacts to known and unknown archaeological, historic, and cultural resources present at the Project site, the Applicant shall comply with the following measures:

1. Prior to the issuance of any development permits, construction, or other earth-moving activities, the Applicant shall provide written confirmation from SHPD of their satisfaction that appropriate evaluations have been completed, mitigative actions and monitoring protocols have been determined; and

2 If, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work, protect the find from further disturbance, and

contact the SHPD immediately. Work in the immediate area must be stopped until SHPD is able to assess the impact and make further recommendations for mitigative activity.

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Project construction permit and building permit plans.

C. In order to minimize impacts to endangered, protected, or threatened avian, marine, and terrestrial fauna that may frequent or traverse the vicinity of the Project site, the Applicant is responsible for the following:

1. All new and replacement outdoor light fixtures must not exceed a color temperature of 3,000 degrees kelvin;

2. Artificial light from exterior lighting fixtures on the zoning lot, including but not limited to floodlights, uplights, or spotlights used for decorative or aesthetic purposes, is prohibited if the light directly illuminates, or is directed across property boundaries toward the shoreline and ocean waters, except as may otherwise be permitted pursuant to HRS Section 205A-71(b);

3. Exterior lighting fixtures on the Project site must be fully shielded using full cutoff fixtures with the light directed downward so that the light bulb is only visible from below the light fixture;

4. All Project site work and construction activities are limited to daylight hours (sunrise to sunset);

5. Barbless fencing must be used for all fence construction to avoid entanglement of Hawaiian Hoary Bats; and

6. Woody plants greater than 15 ft. in height may not be disturbed, removed, or trimmed during the Hawaiian Hoary Bat birthing and pup rearing season (June 1 through September 15).

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Project construction permit and building permit plans.

D. To minimize the spread of invasive pathogens, pests, or plants that may harm native species and ecosystems, the Applicant is responsible for the following:

1. The Applicant shall minimize the movement of plant or soil material on the Project site, and all Project construction equipment, materials, and personnel must be cleaned of excess soil and debris prior to entering and

leaving a Project worksite, in accordance with the current recommendations from the OISC.

2. Prior to the commencement of any ground-disturbing or construction activities, and upon the arrival of any new workers to the Project site, a copy of the most recently updated OISC "Decontamination Protocols for Prevention of Invasive Species" (Protocols) must be distributed to all workers who will be present at the site, or the Protocols must be posted at the Project site in a visible location accessible to all Project workers, including delivery and haul-out contractors, or both the distribution and posting of the Protocols is required. All on-site Project workers must be instructed to review the species photos and all Protocols prior to commencing any ground-disturbing or construction activities.

3. If, at any time, species on the OISC invasive species target list website at https://www.oahuisc.org/current-targets/, or any successor website or list provided by the OISC, are discovered on the Project site, the Applicant shall immediately contact the OISC to report the discovery. The current email address and phone number for the OISC must be visibly posted at the Project site during pre-construction and construction activities. The Applicant shall implement any measures recommended by the OISC and any responsible federal or State of Hawai'i agency charged with the eradication and management of invasive species.

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Project construction permit plans and building permit plans.

E. The Applicant shall obtain a development permit for the Project within five years after the effective date of this SMA Major Permit. Failure to obtain a development permit within this period, will render this SMA Major Permit null and void, provided that this period may be extended as follows:

1. The DPP Director may extend this period if the Applicant demonstrates good cause, but the period must not be extended by the DPP Director beyond one year from the initial deadline set by the City Council.

2. If the Applicant demonstrates good cause for an extension exceeding one year, the DPP Director shall prepare and submit to the Council a report on the proposed extension, which must include the DPP Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution.
3. If the Council fails to take final action on the proposed extension within the first to occur of:

a. 60 days after receipt of the Director's report; or

b. The Applicant's then-existing deadline for obtaining a building permit; the extension will be deemed to be denied.

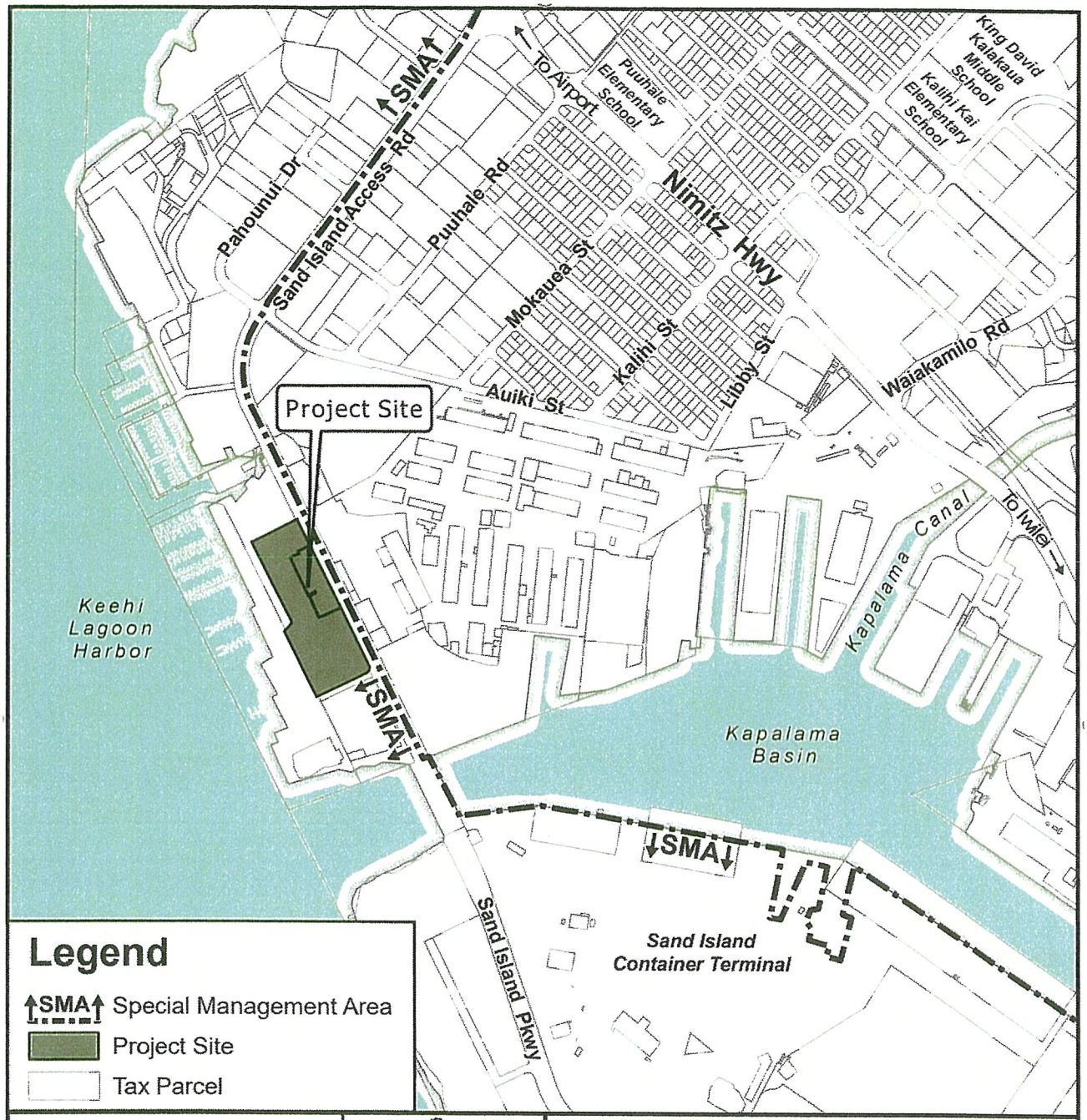
F. Approval of this SMA Major Permit does not constitute compliance with other City ordinances, including but not limited to the LUO and building and construction codes, or other governmental requirements, including but not limited to LUO, building, grading, and grubbing permit approvals. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this SMA Major Permit comply with all applicable City ordinances and other governmental provisions and requirements.

Dated at Honolulu, Hawai'i, this 4th day of November, 2024.

Department of Planning and Permitting
City and County of Honolulu
State of Hawai'i

By _____
Dawn Takeuchi Apuna
Director

Enclosures: Exhibits A through E, F-1 through F-10, and G through J



LOCATION MAP WITH SMA
KALIHI KAI

TAX MAP KEY(S): 1-2-025:020 & 021
FOLDER NO.: 2024/SMA-63

Prepared by:
Department of Planning & Permitting (DPP)
City and County of Honolulu

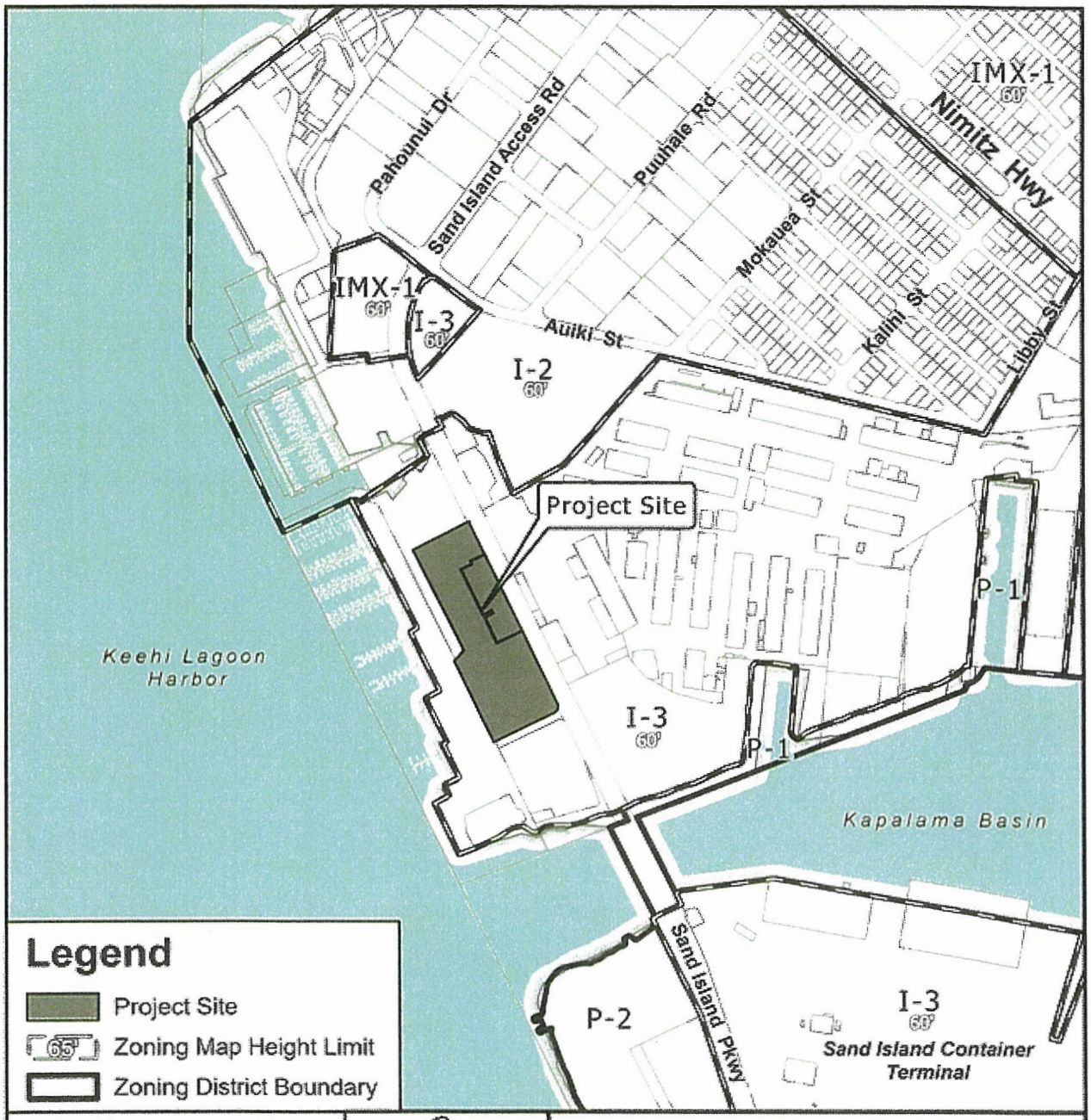
Date Prepared: 08/2024

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EXHIBIT A

EXHIBIT B

FILE NO.: 2024/SMA-63



PORTION OF
ZONING MAP
KALIHI - NUUANU

TAX MAP KEY(S): 1-2-025:020 & 021
FOLDER NO.: 2024/SMA-63

Prepared by:
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 08/2024

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EXHIBIT C





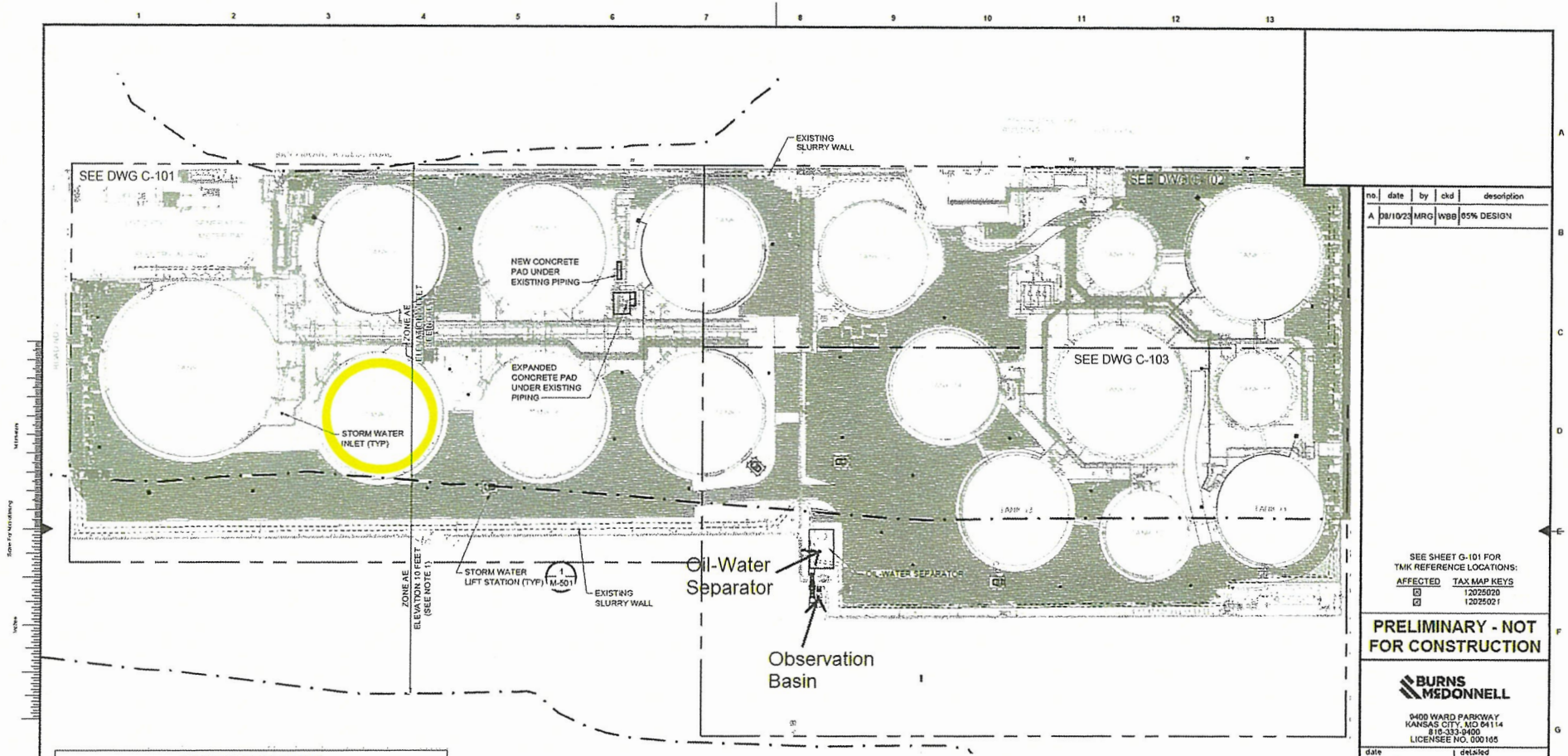
EXHIBIT D **FILE NO.: 2024/SMA-63**





EXHIBIT E

FILE NO.: 2024/SMA-63



CONTROL POINT TABLE				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
STA 1.1	55324.97	1677426.92	5.88	BOLT IN WALL
STA 1.2	55036.87	1677503.32	4.40	"Y" MARK ON CONCRETE
STA 1.3	54757.13	1677643.78	9.51	BOLT ON WALL
STA 1.4	55396.27	1677566.09	9.88	"Y" CUT ON WALL
STA 1.5	55275.55	1677718.78	9.89	"Y" CUT ON WALL
STA 1.6	54688.68	1677909.73	8.67	"Y" CUT ON WALL
STA 2.1	54718.03	1677613.33	8.45	"Y" CUT ON WALL
STA 2.2	54402.36	1677758.55	7.93	"Y" CUT ON WALL
STA 2.3	54427.84	1678018.68	8.55	"Y" CUT ON WALL
STA 2.4	54651.13	1676001.82	6.31	"Y" CUT ON CONCRETE
STA 2.5	54778.13	1677930.29	9.57	"Y" CUT ON WALL

CONTROL POINT NOTES:

1. CONTROL POINTS ARE FROM A SURVEY BY ACE LAND SURVEYING, LLC DATED JUNE 30, 2016.
2. COORDINATES AND ELEVATIONS ARE DERIVED FROM A FEDERAL BENCHMARK "NALO MELI" (DL6020), A BRASS DISK REFERENCED TO NAD 83 (PA11), N 54,154.91 E 1,679,007.31, ELEV 8.40 FEET.
3. BENCHMARK DATA IS PROVIDED BY THE NATIONAL GEODETIC SURVEY WITH CONVERSIONS TO ZONE HI 3-5103, US FEET.

0 40' 80'
SCALE IN FEET

NORTH

NOTES:

1. FEMA ZONE AE SPECIAL FLOOD HAZARD AREAS OF DIFFERENT BASE FLOOD ELEVATIONS AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NUMBER 15003C0353G, MAP REVISED JANUARY 19, 2011.

LEGEND:

- ASPHALT PAVEMENT *APPROX. 105,033 SQUARE FEET*
- ELASTOMERIC LINER *APPROX. 100,127 SQUARE FEET*
- ELASTOMERIC LINER - DRIVABLE *APPROX. 1,183 SQUARE FEET*

EXHIBIT F-1

FILE NO.: 2024/SMA-63

no.	date	by	ckd	description
A	08/10/23	MRG	WBB	65% DESIGN

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☒	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. 000105

date	detailed
1/17/17	J. EICHENBERGER
designed	checked
M. GREUFE	W. BATTEY

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
50 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

OVERALL SITE PLAN

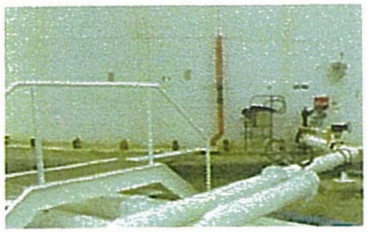
project	contract
131790	

drawing C-100 rev. A

file 131790_C-100.DWG

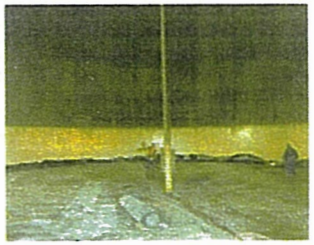
S:\HCD\DGN\CLIENT\HAWAIIFUELING\131790_3\CONTRACT\WIP\DESIGN\CIVIL\SHEET\131790_C-100.DWG 8/2/2023 2:28 PM JEICHENBERGER

C-tabs are welded on exterior of the tank then tank shell perimeter is cut

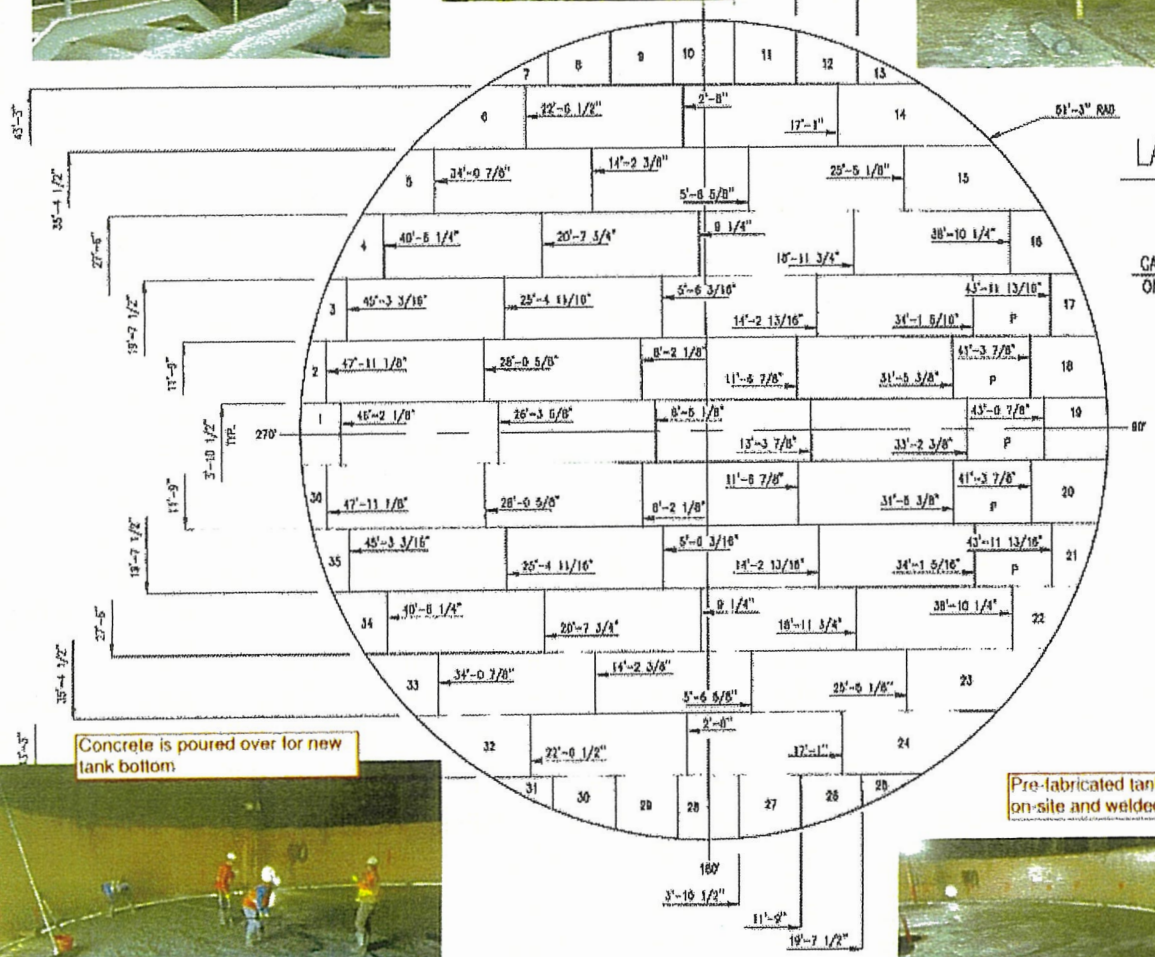


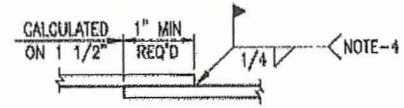


New tank bottom liner is installed

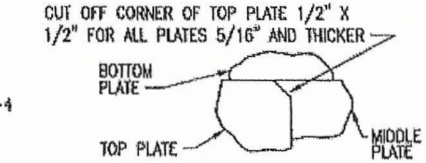


NOTE:
1. WPG – 1 OR HIGHER UNLESS NOTED.
2. NDE – VB1 UNLESS NOTED.
3. SHELL-TO-BOTTOM WELDS SHALL BE WELDED WITH SM-064-1 (OR APPROPRIATE WPS w/LOW HYDROGEN ELECTRODES) WITH MINIMUM 2 PASS ON EACH SIDE. THE INSIDE PASS SHALL BE OIL PENETRANT TESTED (PT2) AND ALL PASSES SHALL BE MAGNETIC PARTICLE TESTED (MT1).
4. ALL BOTTOM PLATE LAP WELDS IN CRITICAL ZONE SHALL BE MAGNETIC PARTICLE (MT1) OR LIQUID PENETRANT (PT1) TESTED.
5. REFER TO LETTER FROM MATRIX PDM ENGINEERING FOR ADDITIONAL HYDRO-EXEMPTION REQUIREMENTS BEFORE RETURNING TANK TO SERVICE.

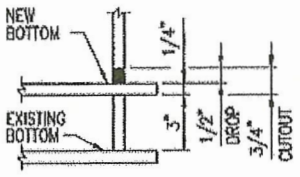




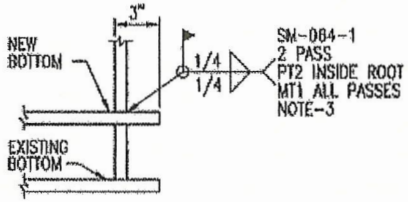
TYPICAL LAP JOINT



THREE PLATE LAP CORNER DETAIL



BOTTOM SLOT DETAIL



CORNER WELD DETAIL

Concrete is poured over for new tank bottom

Pre-fabricated tank plates are assembled on-site and welded in place



EXHIBIT F-2

NO.	REVISION DESCRIPTION	BY	DATE
3			
2			
1	-	-	-

MATRIX PDM ENGINEERING

TITLE: BOTTOM LAYOUT/HYDRO-EXEMPT

CUSTOMER: BURNS MCDONNELL-SIGNATURE

CITY: HONOLULU STATE/PROVINCE: HI

TANK NO.: T-5 DIAMETER: 102'-0 HEIGHT: 48'-0

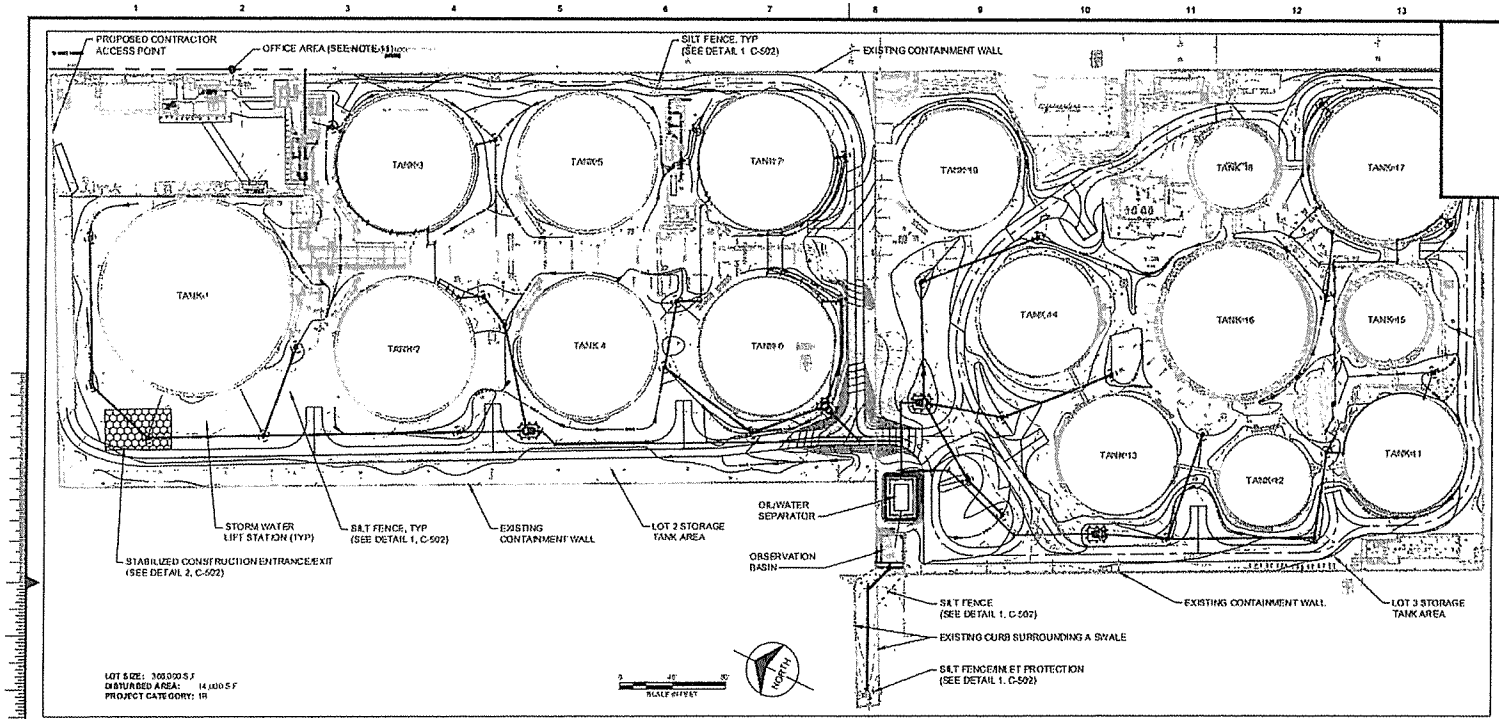
	BY	DATE	STD. NO.: 0269	SCALE: NONE
DRAWN:	WS	06/21/2021	DWG: 05A	
CHECKED:	WS	06/21/2021		
APPROVED:	HA	06/21/2021	JOB: 2572-1076A	REV: 0

ISSUED FOR APPROVAL & CONST

FILE NO.: 2024/SMA-63

EXHIBIT F-3

FILE NO.: 2024/SMA-63



EXISTING CONDITION NOTES:

1. THE STORAGE TANK AREA IS SURROUNDED BY A CONCRETE WALL APPROXIMATELY 4 FT HIGH, THAT IS DESIGNED TO CONTAIN FUEL SPILLS. THE SURFACING IN THIS AREA IS A COMBINATION OF AGGREGATE SURFACING AND EARTH SURFACING (NON-VEGETATED). AREAS TO BE DISTURBED ARE FOR CONSTRUCTION OF NEW STORM DRAIN PIPING AND STRUCTURES (BELOW-GRADE), AND FOUNDATIONS FOR AN ABOVE-GRADE STRUCTURE.
2. THE OFFICE AREA IS ELEVATED ABOUT 4 FT. ABOVE THE STORAGE TANK AREA, AND IS ASPHALT-SURFACED. AREAS TO BE DISTURBED ARE FOR THE REMOVAL ASPHALT PAVEMENT TO INSTALL REINFORCED CONCRETE BUILDING AND GENERATOR FOUNDATIONS, AND UNDERGROUND ELECTRICAL DUCTBANK

EROSION CONTROL NOTES:

1. SEE THE CITY AND COUNTY OF HONOLULU CONSTRUCTION STORM WATER BEST MANAGEMENT PRACTICE MANUAL DATED FOR NOVEMBER 2011 FOR EROSION AND SEDIMENT CONTROL INSTALLATION AND MATERIALS GUIDELINES
2. CONSTRUCTION ACTIVITY POLLUTION PREVENTION IS REQUIRED FOR THIS PROJECT PREVENTION OF POLLUTION RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE ACCOMPLISHED BY CONTROLLING SOIL EROSION, WATERWAY SEDIMENTATION, AND AIRBORNE DUST GENERATION. SUBCONTRACTOR SHALL ENSURE THAT NO SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES INFRINGES ONTO ADJACENT PROPERTIES. SUBCONTRACTOR SHALL COORDINATE EROSION AND SEDIMENT CONTROL WITH OTHER CONSTRUCTION ENTITIES PERFORMING WORK ON ADJACENT PROPERTIES
3. ALL APPLICABLE SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES. PRIOR TO INITIATING CONSTRUCTION IN AN AREA, ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE. UPON PROJECT COMPLETION ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED
4. ALL BMP CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE EACH WEEK AND FOLLOWING ANY RAINFALL EVENT OF 0.5 INCHES OR GREATER WITHIN A 24 HOUR PERIOD. ALL CONTROL MEASURES SHALL BE MAINTAINED IN GOOD WORKING ORDER. IF REPAIR IS NECESSARY IT SHALL BE INITIATED WITHIN 48 HOURS AFTER INSPECTION. BUILT-UP SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN IT HAS REACHED ONE-THIRD THE HEIGHT OF THE FENCE
5. SUBCONTRACTOR SHALL UTILIZE THE CONSTRUCTION SITE BMPS WEEKLY CHECKLIST PROVIDED IN APPENDIX D OF THE CITY AND COUNTY OF HONOLULU STORM WATER MANAGEMENT PROGRAM PLAN
6. THE PROJECT SITE IS PRIMARILY LOCATED WITHIN A FUEL STORAGE TANK CONCRETE DIKE WALL CONTAINMENT SYSTEM
7. IN ACCORDANCE WITH CHAPTER 11-60.1, AIR POLLUTION CONTROL, TITLE 11, HAWAII ADMINISTRATIVE RULES, THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT EFFECTIVE CONTROL MEASURES ARE PROVIDED TO PREVENT OR MINIMIZE ANY VISIBLE DUST EMISSIONS CAUSED BY THE CONSTRUCTION WORK IMPACTING THE SURROUNDING AREAS INCLUDING THE OFF-SITE ROADWAYS USED TO ENTER/EXIT THE PROJECT AREAS. THESE MEASURES INCLUDE BUT NOT LIMITED TO THE USE OF WATER TRUCK WAGONS, SPRINKLER SYSTEMS, DUST FENCES, ETC.
8. IN ACCORDANCE WITH CHAPTER 11-55, WATER POLLUTION CONTROL AND CHAPTER 11-54, WATER QUALITY STANDARDS, TITLE 11, HAWAII ADMINISTRATIVE RULES, THE PROPERTY OWNER/PROJECT DEVELOPER AND SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE BEST MANAGEMENT PRACTICES (BMP) TO PREVENT OR MINIMIZE THE DISCHARGE OF SEDIMENTS, DEBRIS AND OTHER WATER POLLUTANTS INTO STATE RECEIVING WATERS IS PROVIDED AT ALL TIMES
9. IN ACCORDANCE WITH CHAPTER 11-58, SOLID WASTE CONTROL, TITLE 11, HAWAII ADMINISTRATIVE RULES, THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT GRUB MATERIALS, DEMOLITION WASTE AND CONSTRUCTION MATERIAL WASTE GENERATED BY THE PROJECT ARE DISPOSED OF IN A MANNER OR AT A SITE APPROVED BY THE STATE DEPARTMENT OF HEALTH
10. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS FROM THE DEPARTMENT OF HEALTH INCLUDING BUT NOT LIMITED TO NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES), NOTICE OF INTENT AND GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES, HYDROTESTING AND DEWATERING DISCHARGES PRIOR TO COMMENCING CONSTRUCTION.
11. ANY MATERIAL STOCKPILES IN THE OFFICE AREA SHALL BE COVERED WITH PLASTIC THAT IS SECURED WITH SANDBAGS. SEE ADDITIONAL INFORMATION ON DRAWING C-101
12. SEE DRAWING C-002 FOR ALL OTHER GENERAL EROSION CONTROL NOTES

LEGEND:

- EXISTING CONTOURS
- 6.0 PROPOSED CONTOURS
- SILT FENCE
- STABILIZED CONSTRUCTION ENTRANCE/EXIT
- GRADING/DISTURBED AREA LIMITS
- FLOWLINE

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION

no.	date	by	chkd	description
A	08/24/21	WDB	BTH	60% DESIGN
B	07/05/23			PROGRESS PRINT

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☐	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO: 000165

date	designed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
50 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

EROSION CONTROL PLAN

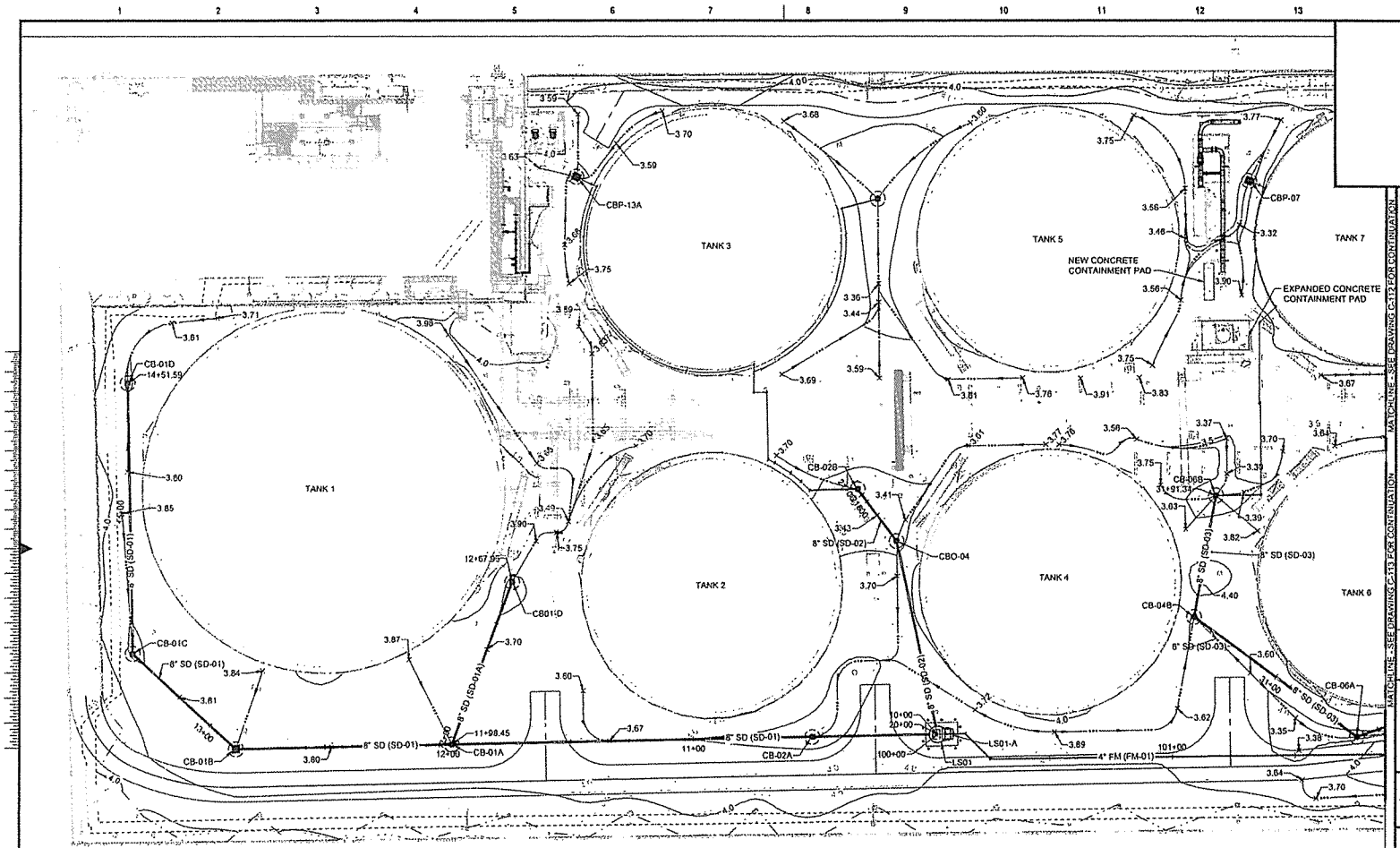
project	contract
131790	

drawing C-200 — rev. A

file 131790_C-200.DWG

EXHIBIT F-4

FILE NO.: 2024/SMA-63



LEGEND:

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- 3.0 PROPOSED MAJOR CONTOUR
- 3.5 PROPOSED MINOR CONTOUR
- LIMITS OF GRADING
- FLOWLINE
- EXISTING SLURRY WALL
- 8" SD GRAVITY STORM DRAIN
- 4" FM STORMWATER FORCEMAIN
- CATCH BASIN

SCALE IN FEET

NOTES:

1. SEE DRAWING C-001 FOR CIVIL GENERAL NOTES.

Signature Expiration Date of the License

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION

no.	date	by	ckd	description
A	08/24/21	WBB	BTH	60% DESIGN
B	07/05/23			PROGRESS PRINT

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. 000165

date	detailed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL
60 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

GRADING AND UTILITY PLAN - 1

project	contract
131790	

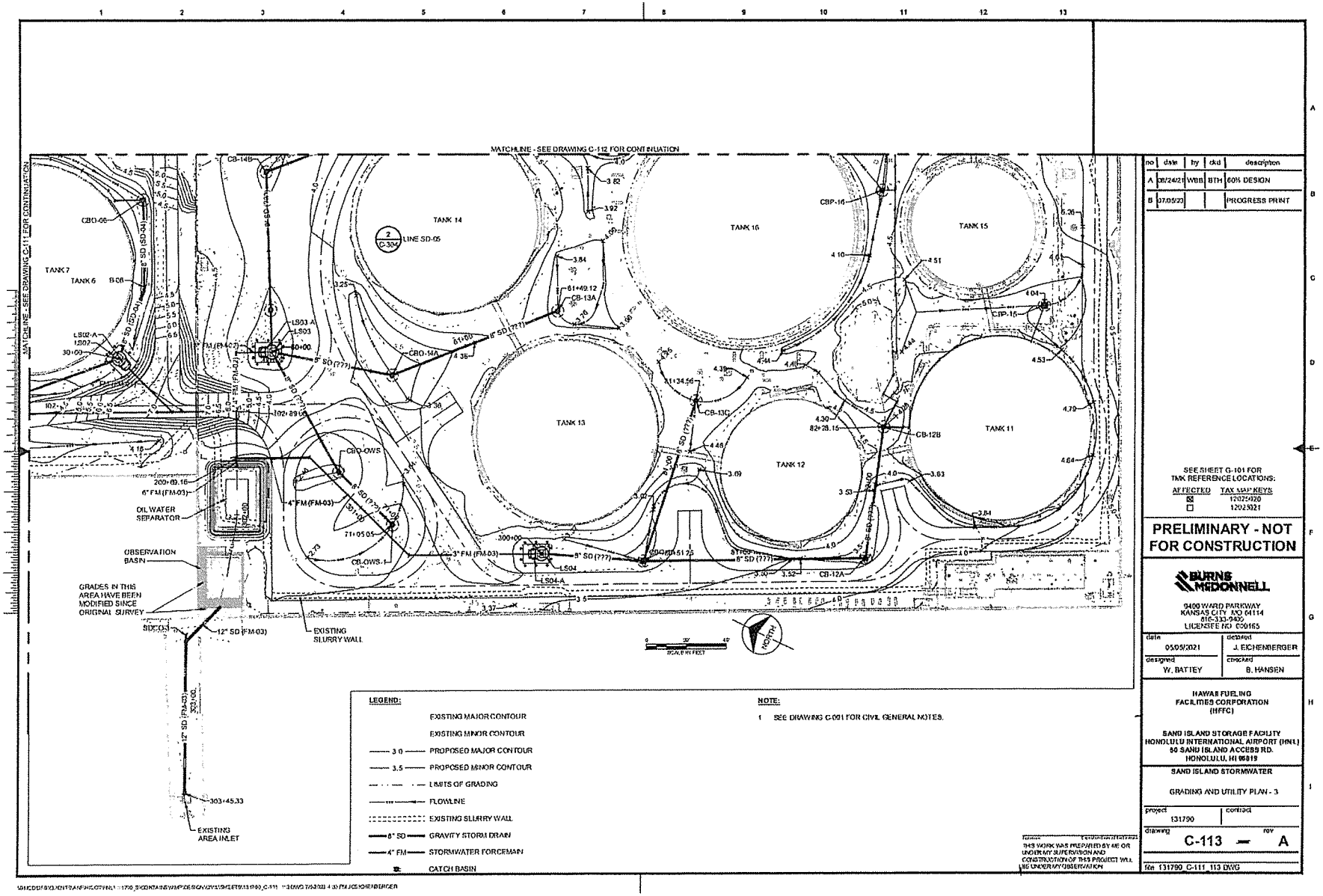
drawing C-111 rev. A

file 131790_C-111_113.DWG

V:\AECOM\FSICLIENTS\ANF\HIDOT\HI\131790_SI\CONTAINISWMP\DESIGN\CIVIL\SHEETS\131790_C-111_113.DWG 7/5/2023 4:30 PM JCEICHENBERGER

EXHIBIT F-5

FILE NO.: 2024/SMA-63



no	date	by	ckd	description
A	05/24/21	WBB	BTH	60% DESIGN
B	07/05/21			PROGRESS PRINT

SEE SHEET G-101 FOR TAX REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. C00165

date	detailed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
80 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

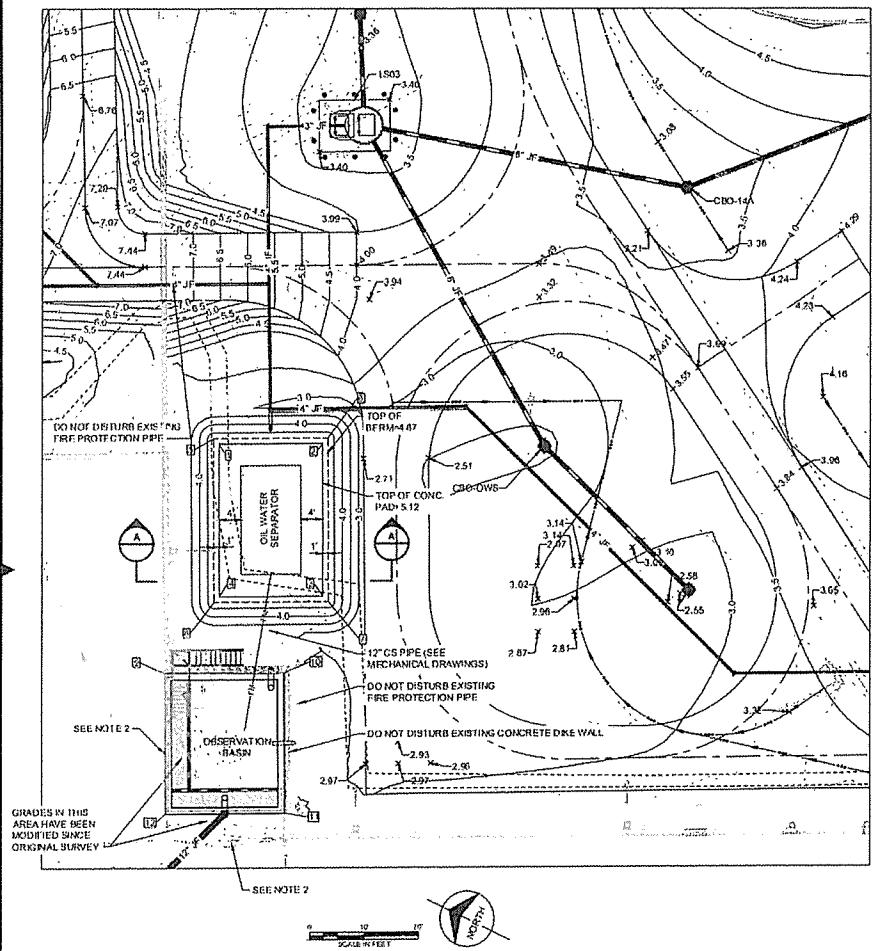
GRADING AND UTILITY PLAN - 3

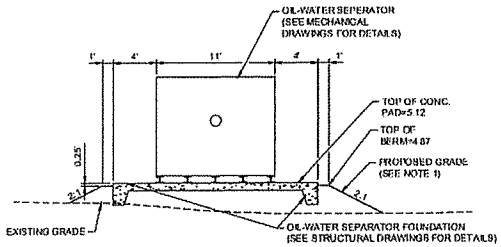
project	contract
131790	

drawing C-113 rev A

file 131790_C-111_113.DWG

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SECTION A

SCALE IN FEET

POINT TABLE				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	5474629	1677645.02	5.12	TOP/CONC PAD
2	5472919	1677653.36	5.12	TOP/CONC PAD
3	5471705	1677628.33	5.12	TOP/CONC PAD
4	5472415	1677620.04	5.12	TOP/CONC PAD
5	5474703	1677645.55	4.87	TOP GRADE/BERM
6	5472013	1677654.71	4.87	TOP GRADE/BERM
7	5471572	1677627.05	4.87	TOP GRADE/BERM
8	5473461	1677618.70	4.87	TOP GRADE/BERM
9	5473714	1677603.05	9.48	TOP OUTSIDE CORNER/ BASIN
10	5471741	1677612.40	9.48	TOP OUTSIDE CORNER/ BASIN
11	5470611	1677589.28	9.48	TOP OUTSIDE CORNER/ BASIN
12	5472583	1677579.72	9.48	TOP OUTSIDE CORNER/ BASIN

NOTES:

1. INSTALL GEOCELL ON ALL SIDE SLOPES AND TOP OF OIL WATER SEPARATOR ACCESS. GEOCELL SHALL BE PRESTO GEOSYSTEMS GEOWEB NO. GW30J, 4" DEPTH. GEOTEXTILE UNDER GEOCELL SHALL BE PER SPECIFICATION. AGGREGATE FILL FOR THE GEOCELL SHALL BE SIZE 57 PER SPECIFICATION. GEOCELL AND GEOTEXTILE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
2. REMOVE AND REPLACE EXISTING CHAIN LINK FENCE AS REQUIRED TO CONSTRUCT OBSERVATION BASIN. COORDINATE TEMPORARY SECURITY MEASURES WITH CONTRACTOR.

no	date	by	ckd	description
A	05/24/21	WBB	BTH	60% DESIGN
B	07/05/23			PROGRESS PRINT

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS MCDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSE NO. 000165

date	detailed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
60 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

GRADING ENLARGEMENT PLAN

project	contract
131790	

drawing C-201 — rev. A

file 131790_C-201.DWG

I HEREBY CERTIFY THAT THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION

EXHIBIT F-6

FILE NO.: 2024/SMA-63

OIL WATER SEPARATOR *(Source: Sales brochure Highland Tank & Mfg. Co.)*

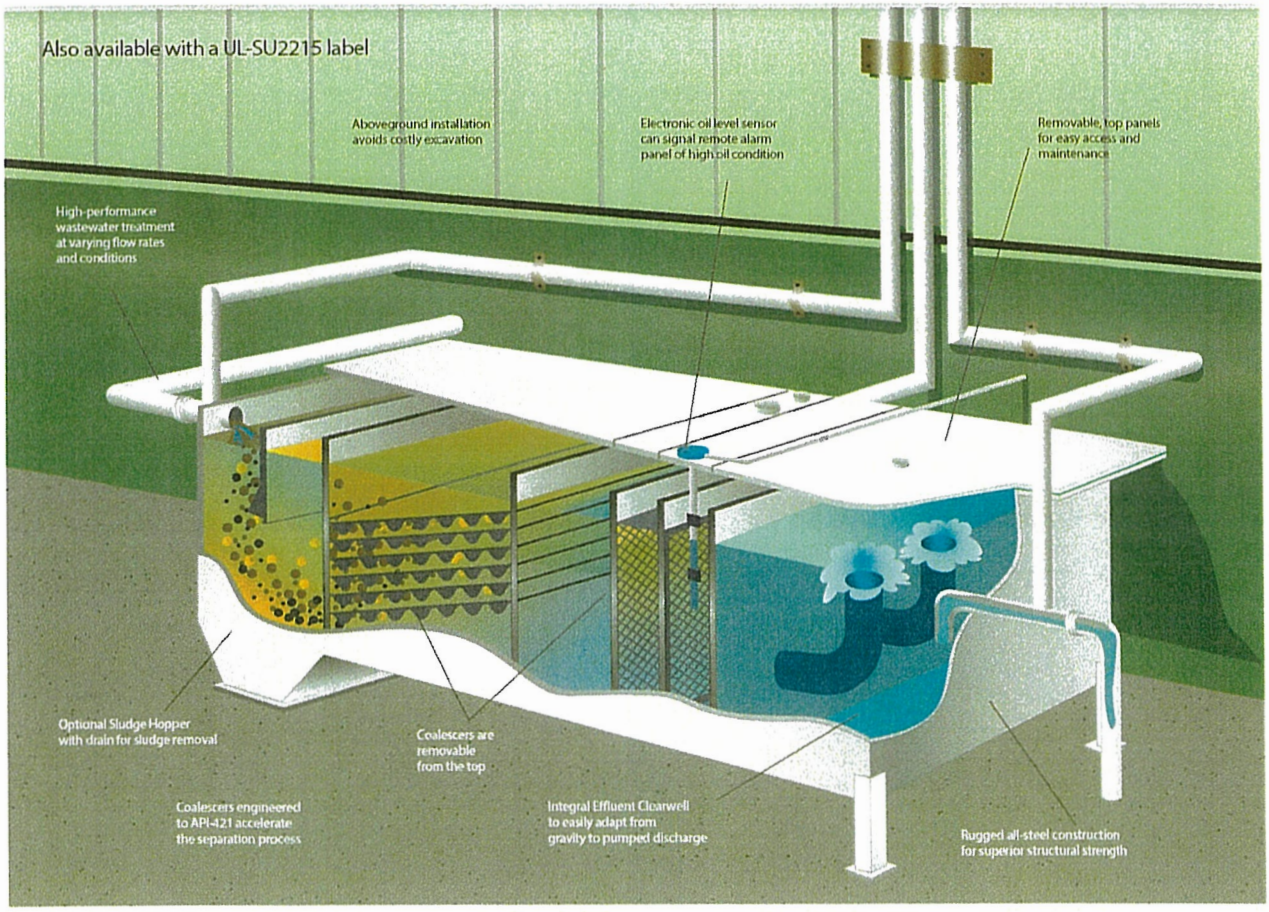


Rectangular oil/water separators can be installed aboveground to help industrial facilities comply with the EPA's spill and discharge regulations. Like our cylindrical underground units, these separators are equipped with our non-clogging Corella® coalescers that accelerate the separation process and greatly reduce the level of oil and oily-coated solids discharged into municipal storm or sanitary sewer.

Highland Tank oil/water separators set the standard for reliability. Our separators are highly efficient-treating wastewater under a wide range of conditions at fueling facilities, repair and maintenance shops, vehicle wash areas and many other industrial locations.

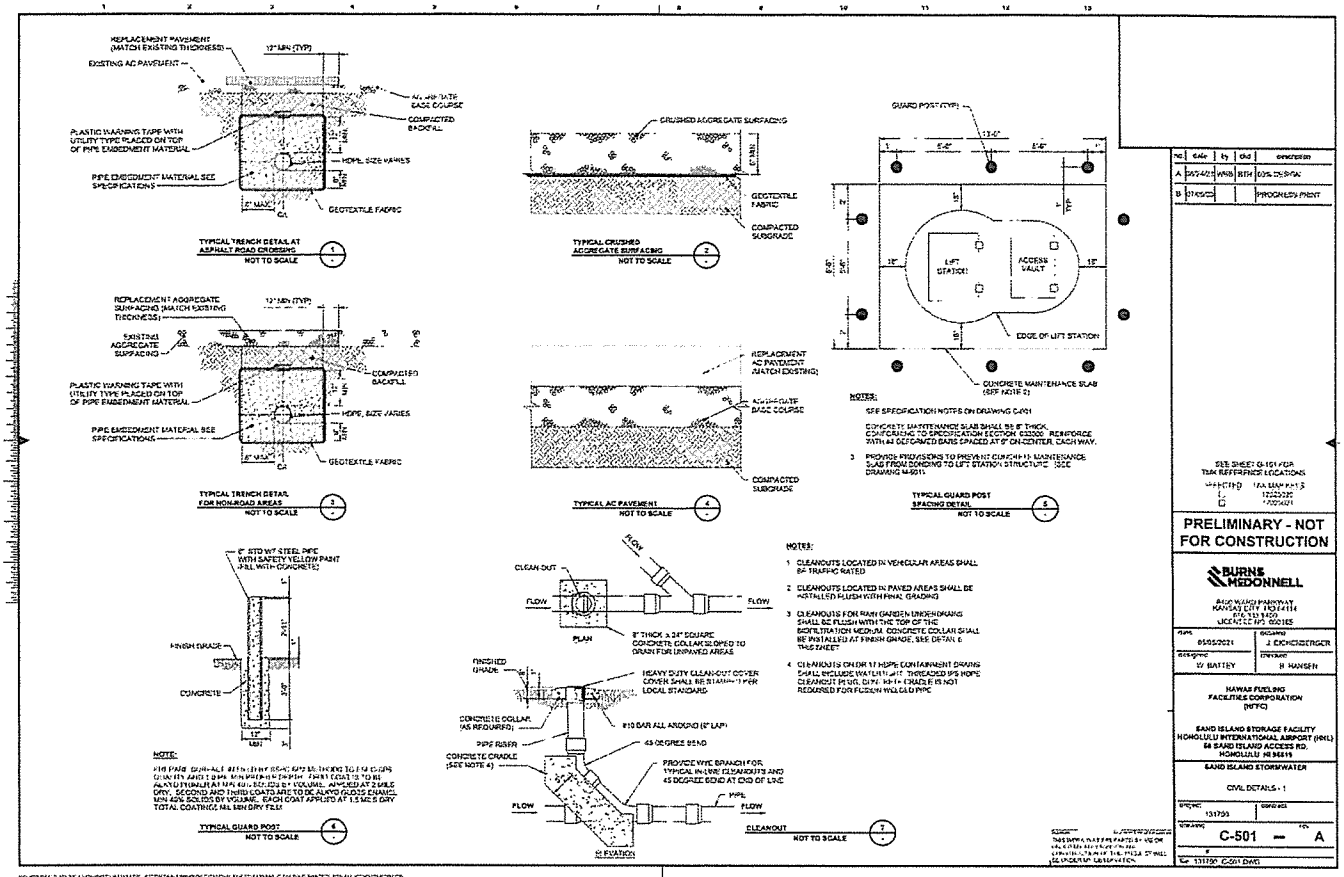
easy to install, operate & maintain

UL-2215 LISTED



814.893.5701 | highlandtank.com

EXHIBIT F-7 **FILE NO.: 2024/SMA-63**



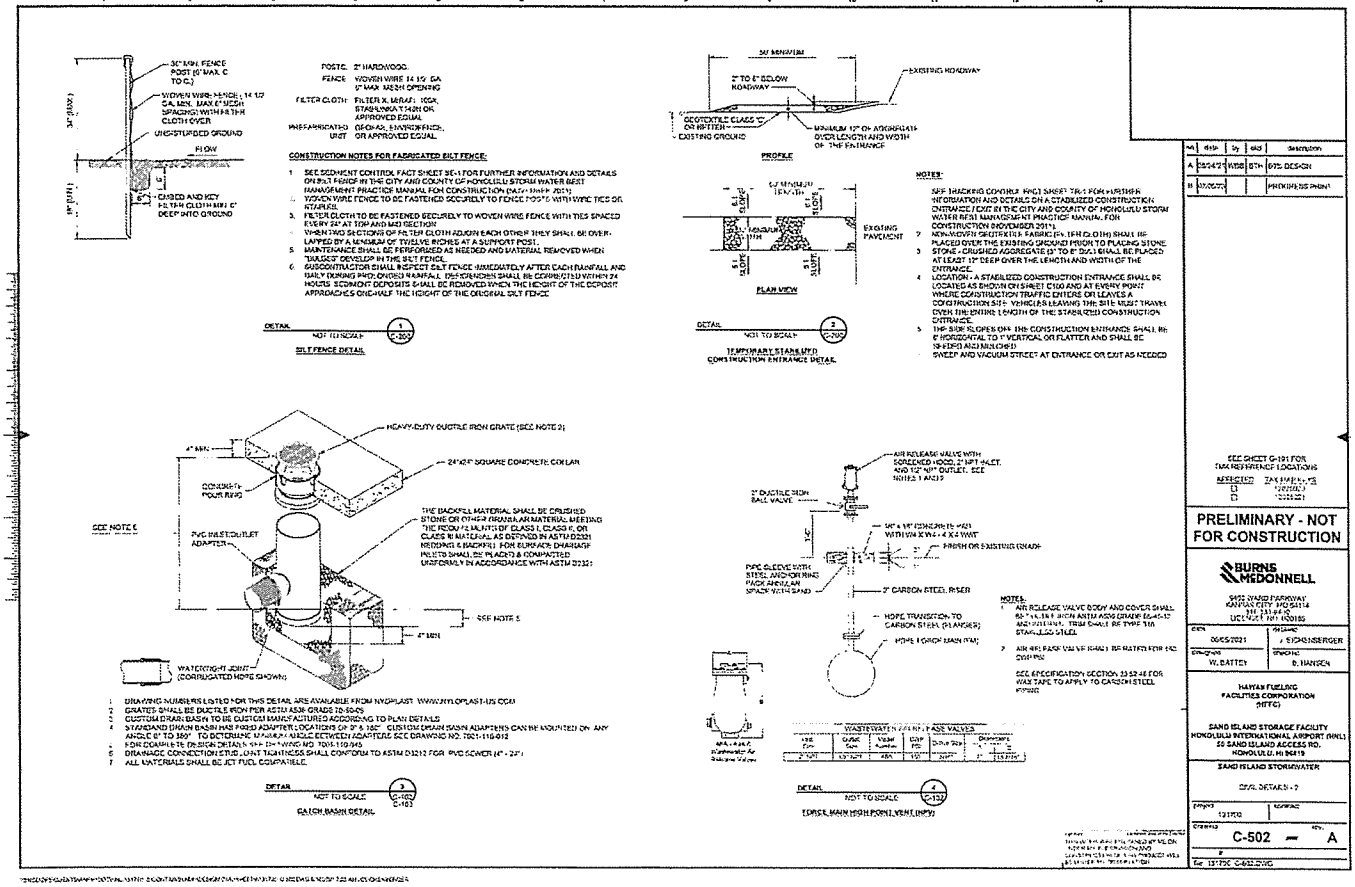


EXHIBIT F-8 **FILE NO.: 2024/SMA-63**

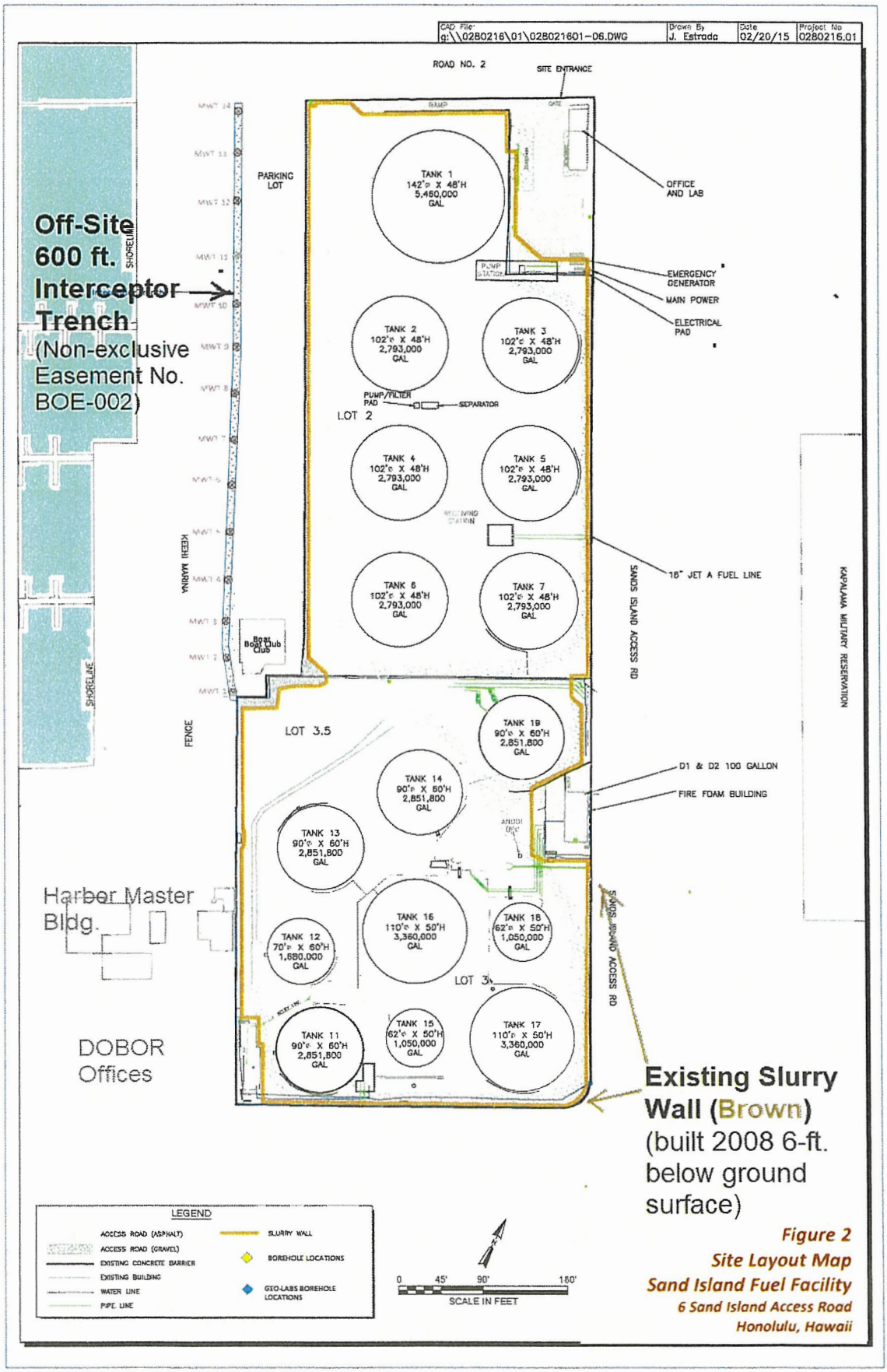


Figure 2
Site Layout Map
Sand Island Fuel Facility
6 Sand Island Access Road
Honolulu, Hawaii

EXHIBIT F-9

FILE NO.: 2024/SMA-63

HNL Sand Island Terminal
Slurry Wall
(Page 2 of 2)

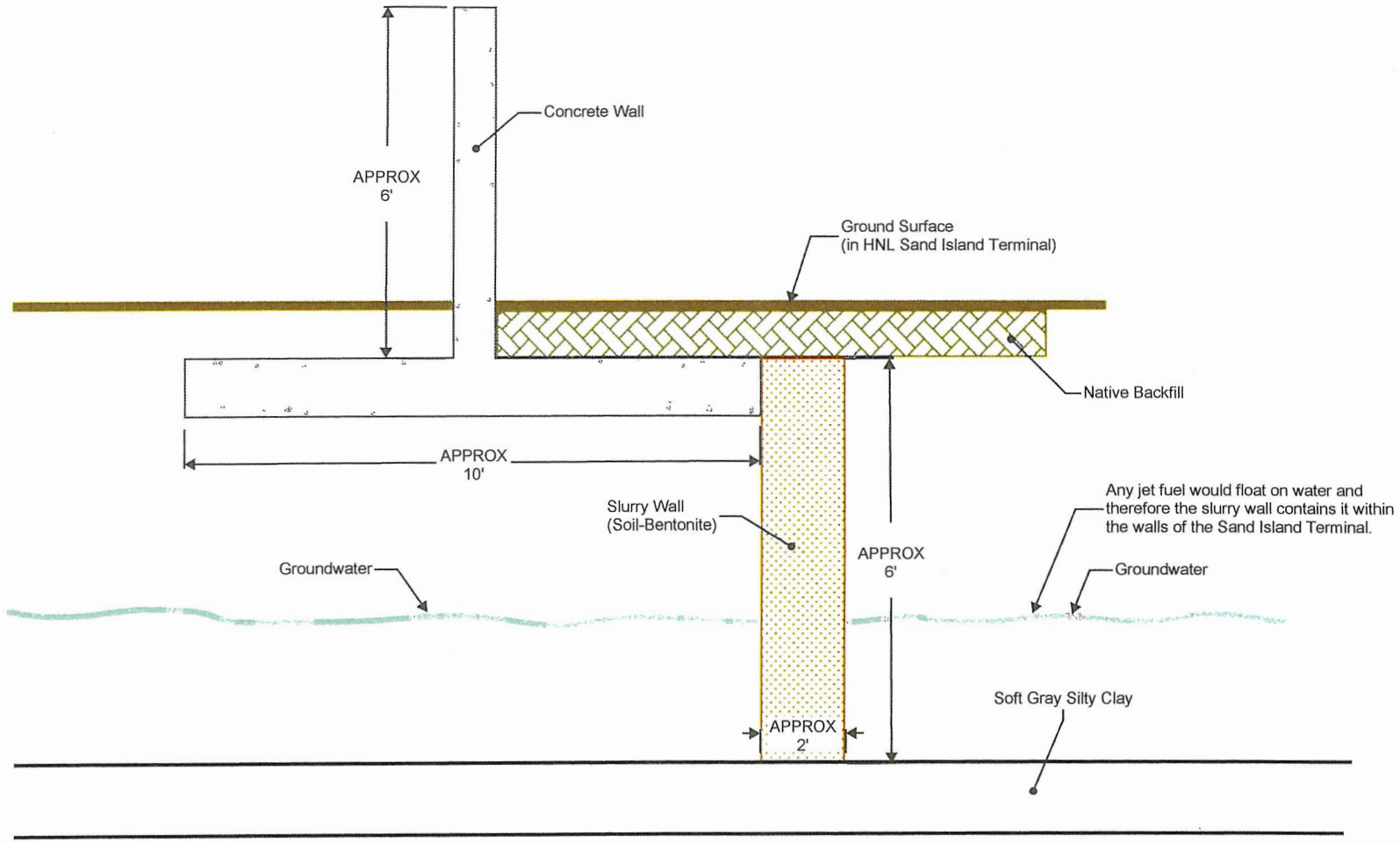
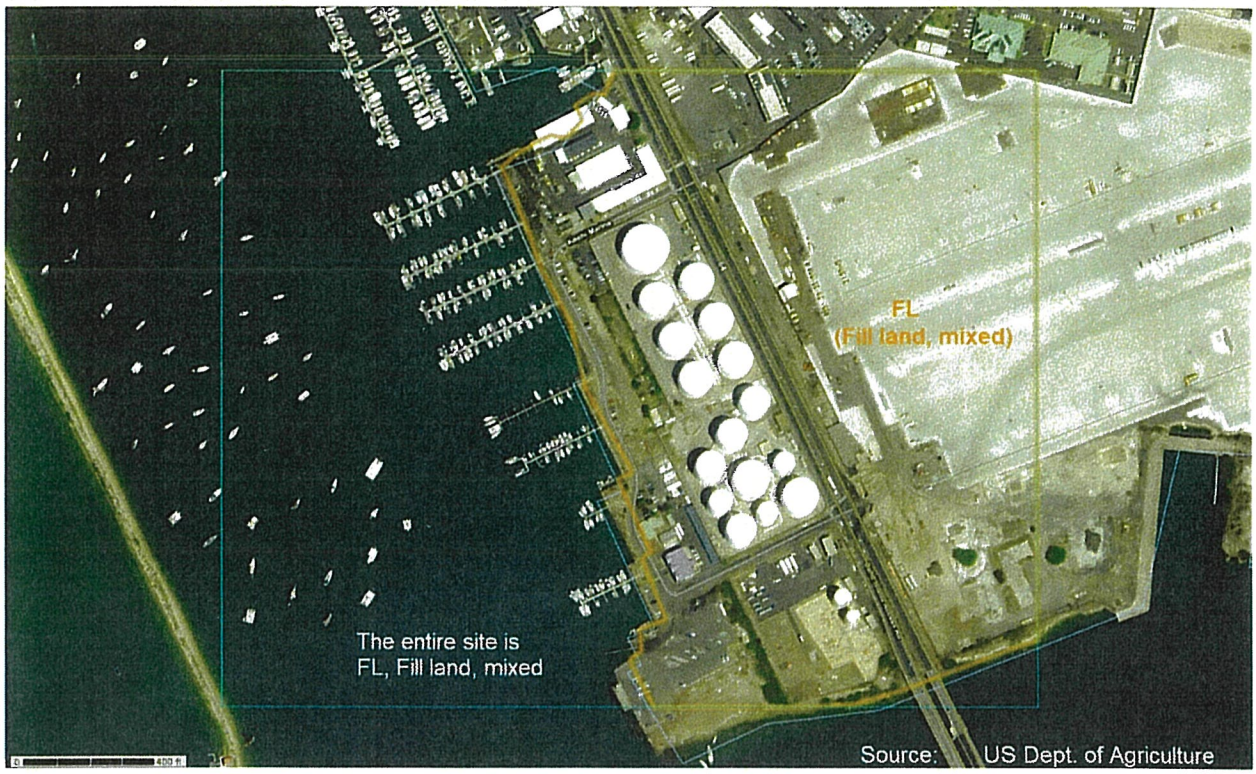


EXHIBIT F-10

FILE NO.: 2024/SMA-63

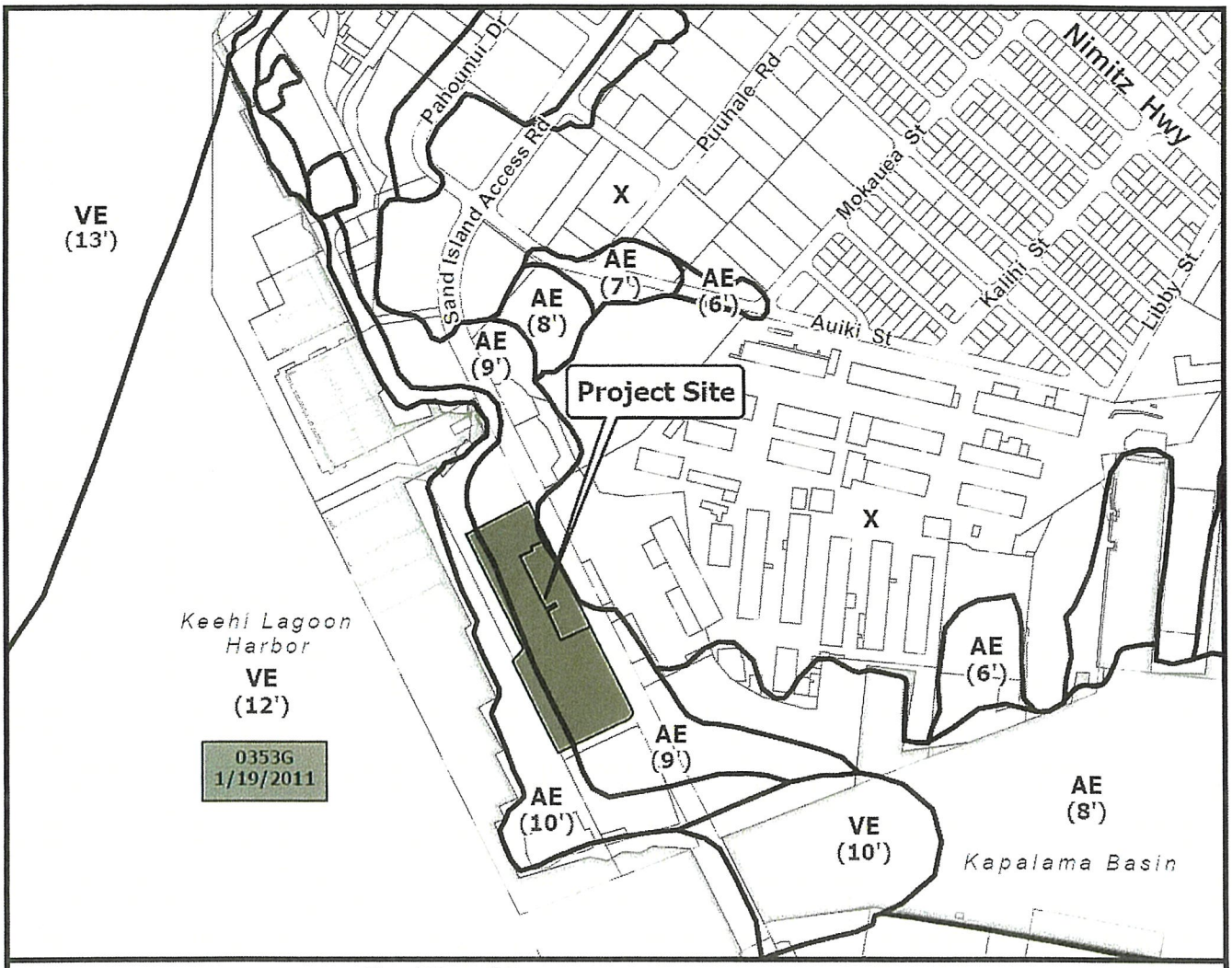
SOILS MAP



WETLAND MAP (U.S. Fish and Wildlife Service)



EXHIBIT G FILE NO.: 2024/SMA-63



Legend

- Project Site
- Flood Zones
- (9') Base Flood Elevation (Uniform Within Zone)
- 0353G 1/19/2011 FIRM Flood Panel (Index) 2014

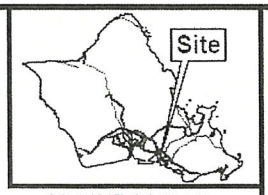
Flood Hazard Zones:
SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. The Base Flood Elevation (BFE) is the water-surface elevation of the 1% annual chance flood.

Zone **AE** = BFE determined
Zone **VE** = Costal flood zone with velocity hazard (wave action); BFE determined

Other Areas:
Zone **X** = Areas determined to be outside the 0.2% annual chance floodplain.

0 250 500 1,000
Distance in Feet



VICINITY MAP

PORTION OF FLOOD HAZARD MAP

FIRM PANEL 15003C0353G

TAX MAP KEY(S): 1-2-025:020 & 021
FOLDER NO.: 2024/SMA-63

Prepared by:
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 08/2024

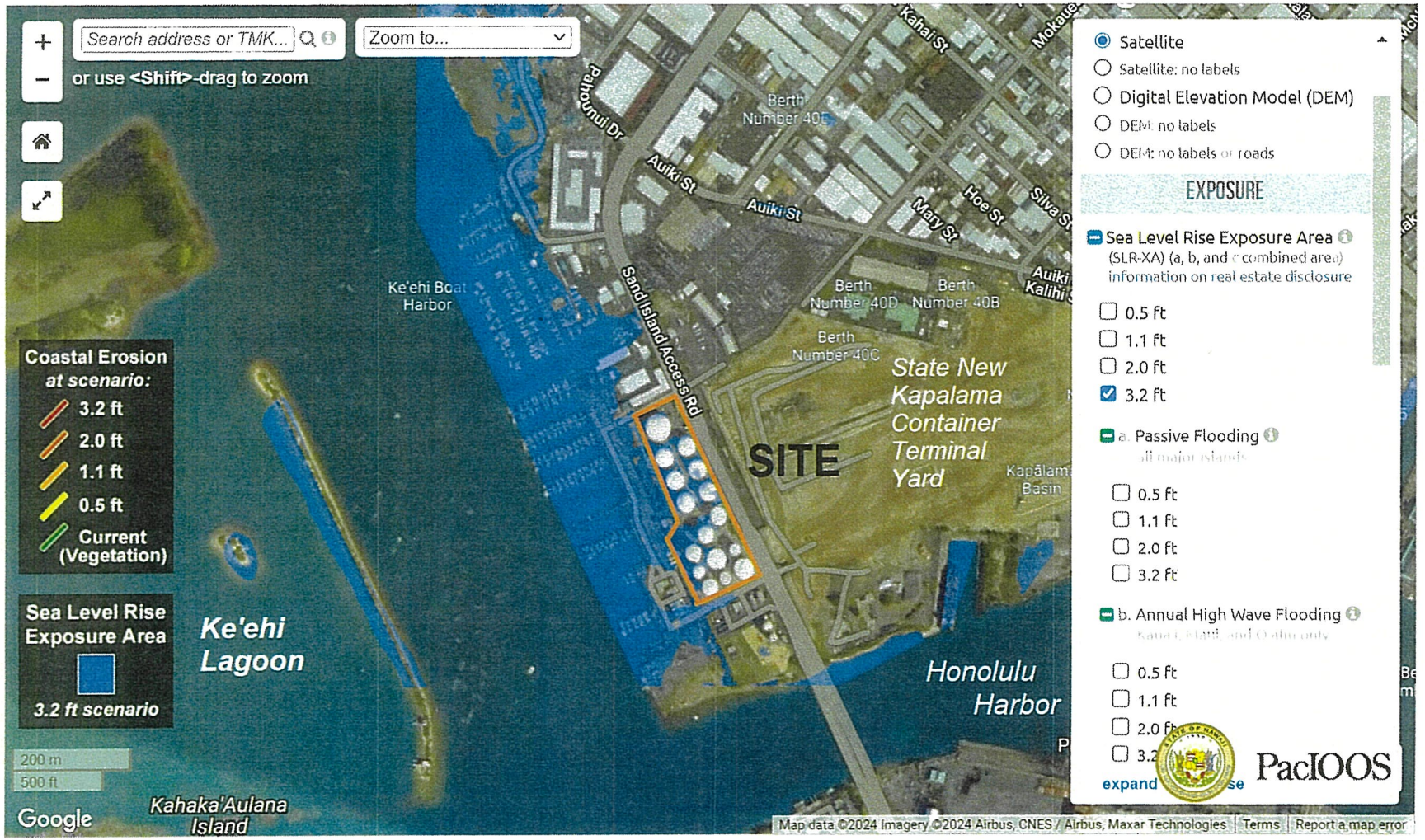
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EXHIBIT H **FILE NO.: 2024/SMA-63**

Sea Level Rise : State of Hawai'i Sea Level Rise Viewer

An Interactive Mapping Tool in Support of the State of Hawai'i Sea Level Rise Vulnerability and Adaptation Report

view full-screen map

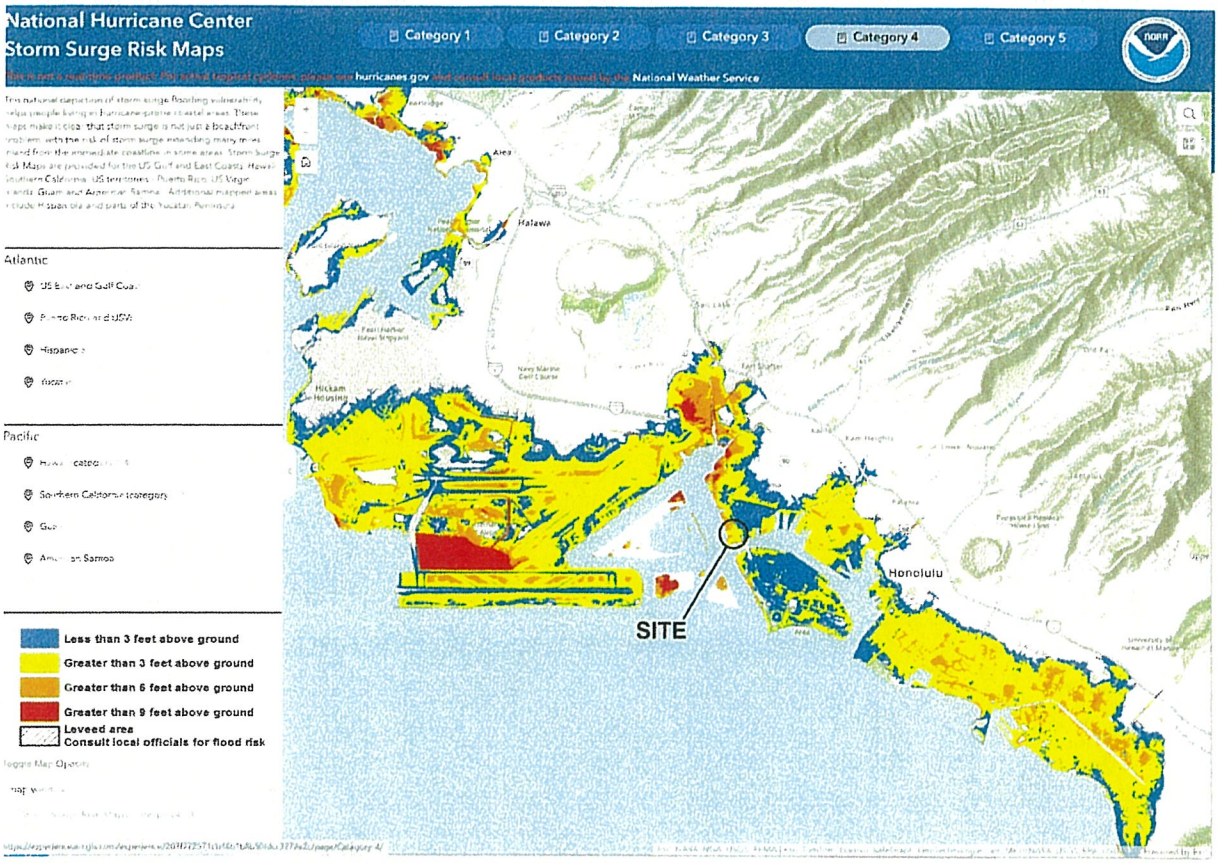


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EXHIBIT I

FILE NO.: 2024/SMA-63



TSUNAMI EVACUATION MAP ***(Hawaii Emergency Management Agency)***

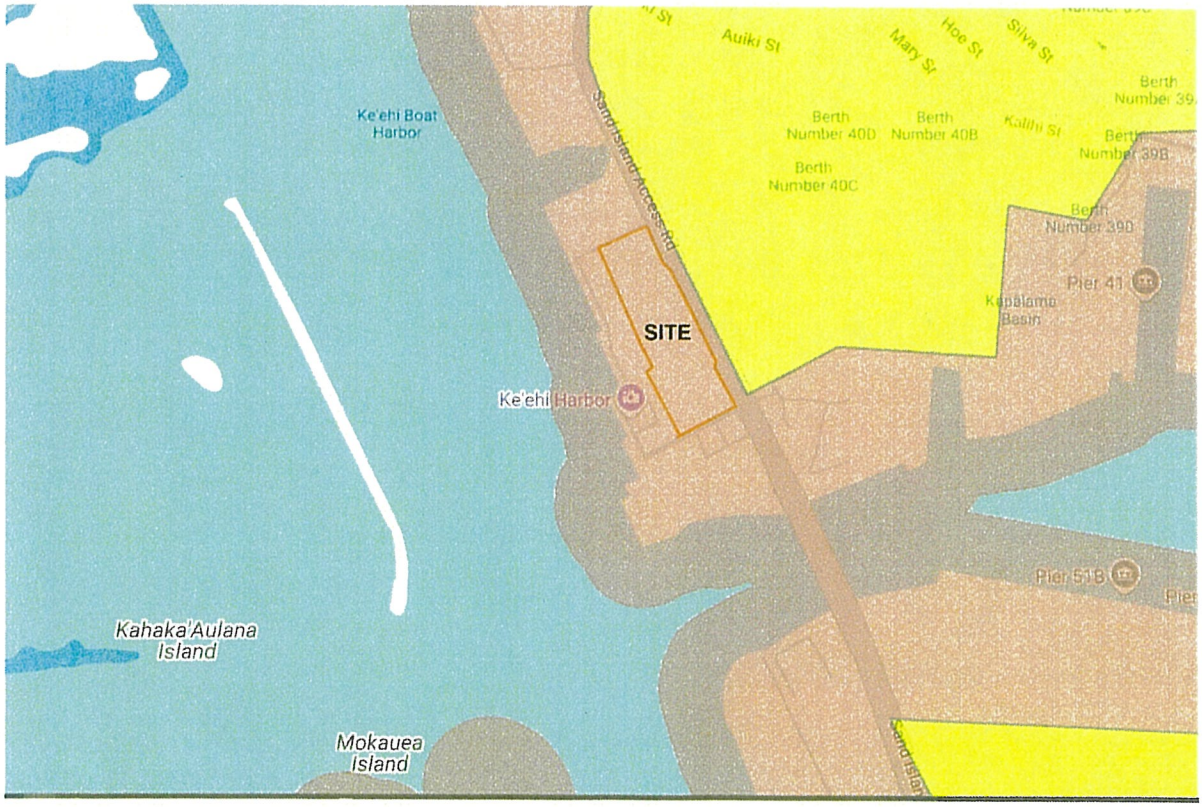


EXHIBIT J

FILE NO.: 2024/SMA-63

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No._____

RESOLUTION

GRANTING A SPECIAL MANAGEMENT AREA (SMA) MAJOR PERMIT TO ALLOW UPGRADES AND IMPROVEMENTS TO THE SECONDARY SPILL CONTAINMENT AND STORM WATER SYSTEM AT THE SAND ISLAND BULK JET FUEL STORAGE FACILITY IN KALIHI-KAI, O'AHU.

WHEREAS, on July 15, 2024, the Department of Planning and Permitting ("DPP") accepted the application (File No. 2024/SMA-63) of Hawai'i Fueling Facilities Corporation (the "Applicant") for an SMA Major Permit to allow the Environmental Protection Agency-mandated upgrades and improvements to the secondary spill containment and storm water management system at the existing 16-tank bulk jet fuel storage facility on a 8.4-acre lot which is zoned I-3 Waterfront Industrial District, located at 6 Sand Island Access Road, in Kalihi-Kai, and identified as Tax Map Keys 1-2-025: 020 and 021 ("the Project"); and

WHEREAS, on September 6, 2024, the DPP held a public hearing on the application at the Fasi Municipal Building 6th Floor Conference Room, which was attended by representatives of the Applicant, the Agent and two associates, and DPP staff. No member of the public attended the public hearing, and no written or oral testimony was received; and

WHEREAS, on November 4, 2024, within 59 calendar days after the close of the public hearing (the Applicant having requested a 14-day extension of the 45-day calendar day administrative deadline), having duly considered all evidence and the objectives, policies, and guidelines, as established in Revised Ordinances of Honolulu 2021 (ROH) §§ 25-3.1 and 25-4.1, and Hawai'i Revised Statutes (HRS) §§ 205A-2 and 205A-26, completed its report and transmitted its findings and recommendation of approval to the City Council ("Council"); and

WHEREAS, the Council, having received the findings and recommendation of the DPP on _____, by Departmental Communication No. _____, and having duly considered all of the findings and reports on the matter, desires to approve the subject application for an SMA Major Permit, subject to the conditions enumerated below; now, therefore,

BE IT RESOLVED by the Council of the City and County of Honolulu that an SMA Major Permit be issued to the Applicant for the Project, subject to the following conditions:

A. Development of the Project must be in general conformity with the Project as described in the DPP's findings and recommendation, referenced above, and as depicted in Exhibits A through E, F-1 through F-10, and G through J, enclosed hereto and incorporated herein by this reference. Any change in the size or nature of the Project that has a significant effect on coastal resources addressed in ROH

Chapter 25 or HRS Chapter 205A, or both, will require a new application and SMA Major Permit. Any change that does not have a significant effect on coastal resources will be considered a minor modification and therefore permitted under this resolution, upon review and approval by the DPP Director.

B. In order to minimize impacts to known and unknown archaeological, historic, and cultural resources present at the Project site, the Applicant shall comply with the following measures:

1. Prior to the issuance of any development permits, construction, or other earth-moving activities, the Applicant shall provide written confirmation from the State Historic Preservation Division ("SHPD") of their satisfaction that appropriate evaluations have been completed, mitigative actions and monitoring protocols have been determined; and

2 If, during construction, any previously unidentified archaeological sites or remains (such as artifacts, shell, bone, or charcoal deposits, human burials, rock or coral alignments, pavings, or walls) are encountered, the Applicant shall stop work, protect the find from further disturbance, and contact the SHPD immediately. Work in the immediate area must be stopped until SHPD is able to assess the impact and make further recommendations for mitigative activity.

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Project construction permit and building permit plans.

C. In order to minimize impacts to endangered, protected, or threatened avian, marine, and terrestrial fauna that may frequent or traverse the vicinity of the Project site, the Applicant is responsible for the following:

1. All new and replacement outdoor light fixtures must not exceed a color temperature of 3,000 degrees kelvin;

2. Artificial light from exterior lighting fixtures on the zoning lot, including but not limited to floodlights, uplights, or spotlights used for decorative or aesthetic purposes, is prohibited if the light directly illuminates, or is directed across property boundaries toward the shoreline and ocean waters, except as may otherwise be permitted pursuant to HRS Section 205A-71(b);

3. Exterior lighting fixtures on the Project site must be fully shielded using full cutoff fixtures with the light directed downward so that the light bulb is only visible from below the light fixture;

4. All Project site work and construction activities are limited to daylight hours (sunrise to sunset);

5. Barbless fencing must be used for all fence construction to avoid entanglement of Hawaiian Hoary Bats; and

6. Woody plants greater than 15 feet in height may not be disturbed, removed, or trimmed during the Hawaiian Hoary Bat birthing and pup rearing season (June 1 through September 15).

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Project construction permit and building permit plans.

D. To minimize the spread of invasive pathogens, pests, or plants that may harm native species and ecosystems, the Applicant is responsible for the following:

1. The Applicant shall minimize the movement of plant or soil material on the Project site, and all Project construction equipment, materials, and personnel must be cleaned of excess soil and debris prior to entering and leaving a Project worksite, in accordance with the current recommendations from the O'ahu Invasive Species Committee ("OISC").

2. Prior to the commencement of any ground-disturbing or construction activities, and upon the arrival of any new workers to the Project site, a copy of the most recently updated OISC "Decontamination Protocols for Prevention of Invasive Species" ("Protocols") must be distributed to all workers who will be present at the site, or the Protocols must be posted at the Project site in a visible location accessible to all Project workers, including delivery and haul-out contractors, or both the distribution and posting of the Protocols is required. All on-site Project workers must be instructed to review the species photos and all Protocols prior to commencing any ground-disturbing or construction activities.

3. If, at any time, species on the OISC invasive species target list website at https://www.oahuisc.org/current-targets/, or any successor website or list provided by the OISC, are discovered on the Project site, the Applicant shall immediately contact the OISC to report the discovery. The current email

address and phone number for the OISC must be visibly posted at the Project site during pre-construction and construction activities. The Applicant shall implement any measures recommended by the OISC and any responsible federal or State of Hawai'i agency charged with the eradication and management of invasive species.

The requirements enumerated in this condition must be clearly stated under "Environmental Notes" on all Project construction permit plans and building permit plans.

E. The Applicant shall obtain a development permit for the Project within five years after the effective date of this SMA Major Permit. Failure to obtain a development permit within this period, will render this SMA Major Permit null and void, provided that this period may be extended as follows:

1. The DPP Director may extend this period if the Applicant demonstrates good cause, but the period must not be extended by the DPP Director beyond one year from the initial deadline set by the City Council.

2. If the Applicant demonstrates good cause for an extension exceeding one year, the DPP Director shall prepare and submit to the Council a report on the proposed extension, which must include the DPP Director's findings and recommendations thereon. The Council may approve the proposed extension or an extension for a shorter or longer period, or deny the proposed extension, by adoption of a committee report or resolution.

3. If the Council fails to take final action on the proposed extension within the first to occur of:

   a. 60 days after receipt of the Director's report; or

   b. The Applicant's then-existing deadline for obtaining a building permit; the extension will be deemed to be denied.

F. Approval of this SMA Major Permit does not constitute compliance with other City ordinances, including but not limited to the Land Use Ordinance (LUO) and building and construction codes, or other governmental requirements, including but not limited to LUO, building, grading, and grubbing permit approvals. They are subject to separate review and approval. The Applicant shall be responsible for ensuring that the final plans for the Project approved under this SMA Major Permit comply with all applicable City ordinances and other governmental provisions and requirements.

HONOLULU CITY COUNCIL

KE KANIHELA O KE KALANA O HONOLULU

CITY AND COUNTY OF HONOLULU

No._____

RESOLUTION

BE IT FINALLY RESOLVED by the Council of the City and County of Honolulu that copies of this Resolution be transmitted to Jeremy Jewell, Burns and McDonnell Engineering Company Inc., 733 Bishop Street, Suite 2150, Honolulu, Hawai'i 96813; Dawn Takeuchi Apuna, Director of the Department of Planning and Permitting, 650 South King Street, 7th Floor, Honolulu, Hawai'i 96813; and Mary Alice Evans, Director of the Office of Planning and Sustainable Development, Attention: Coastal Zone Management Branch, P.O. Box 2359, Honolulu, Hawai'i 96804-2359.

INTRODUCED BY:

_____

_____

_____

_____

_____

_____

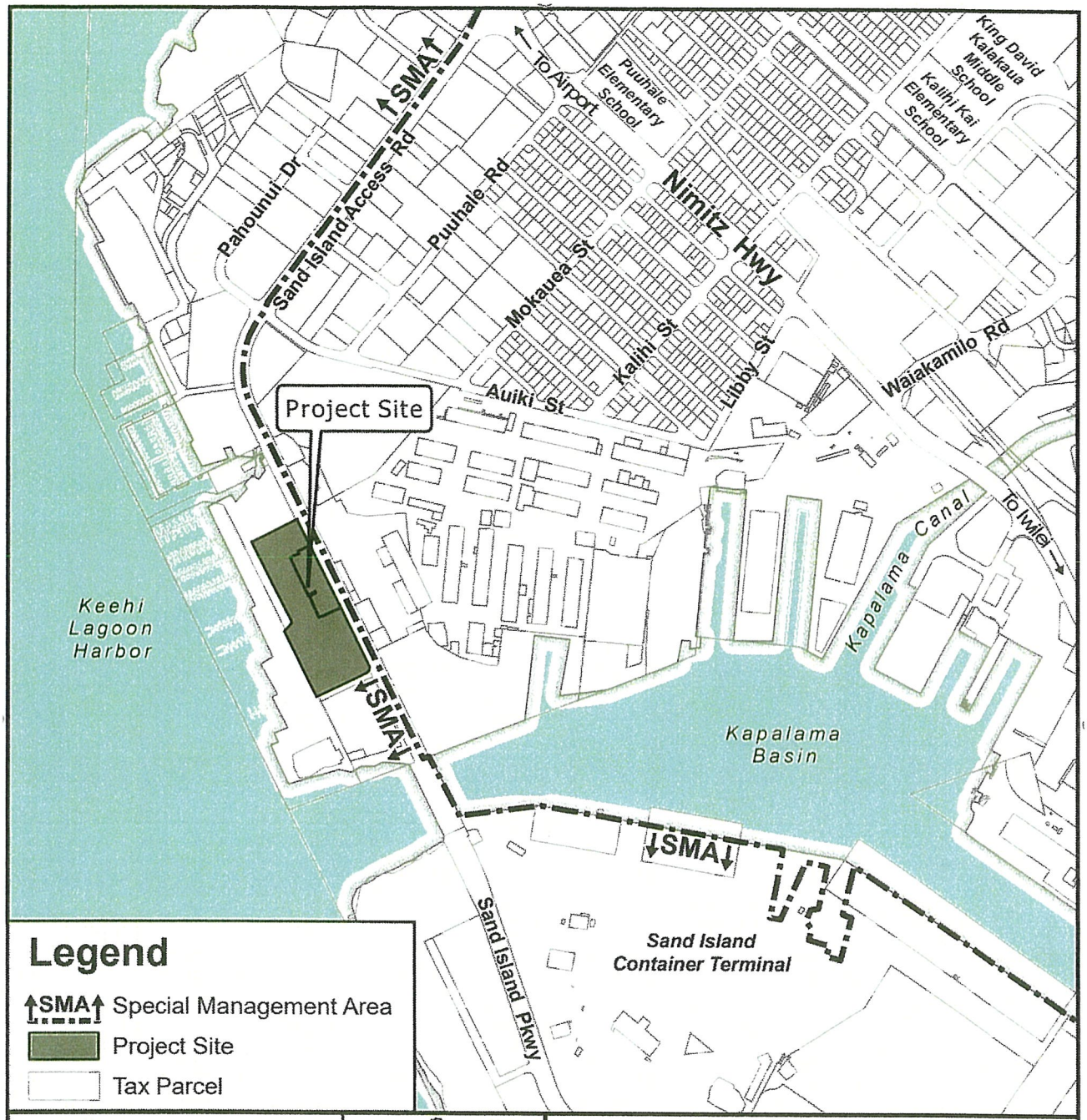
DATE OF INTRODUCTION: _____

_____

_____

_____ _____

Honolulu, Hawai'i Councilmembers



LOCATION MAP WITH SMA
KALIHI KAI

TAX MAP KEY(S): 1-2-025:020 & 021
FOLDER NO.: 2024/SMA-63

Prepared by:
Department of Planning & Permitting (DPP)
City and County of Honolulu

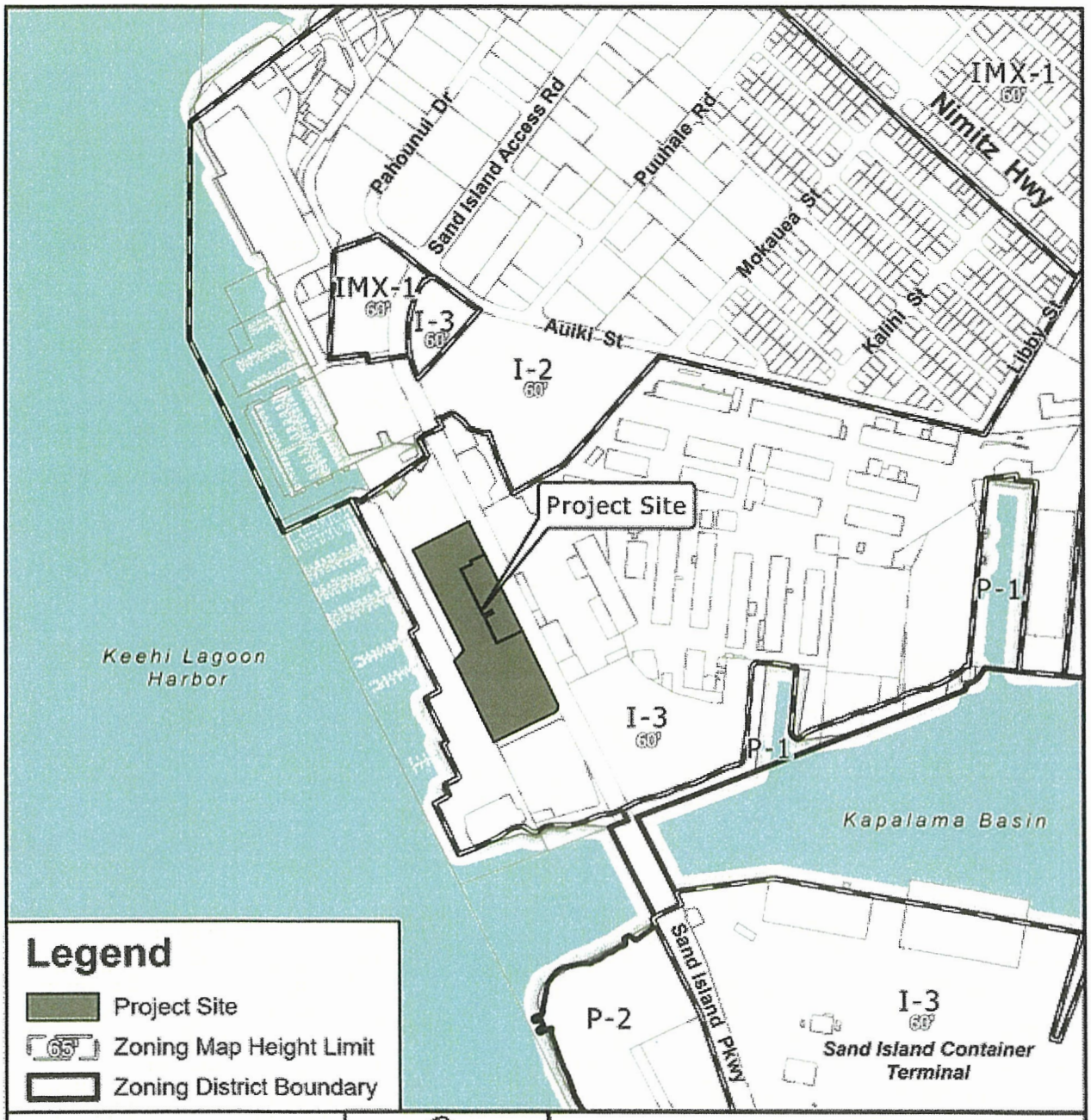
Date Prepared: 08/2024

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EXHIBIT A

EXHIBIT B

FILE NO.: 2024/SMA-63



PORTION OF
ZONING MAP
KALIHI - NUUANU

TAX MAP KEY(S): 1-2-025:020 & 021
FOLDER NO.: 2024/SMA-63

Prepared by:
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 08/2024

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EXHIBIT C





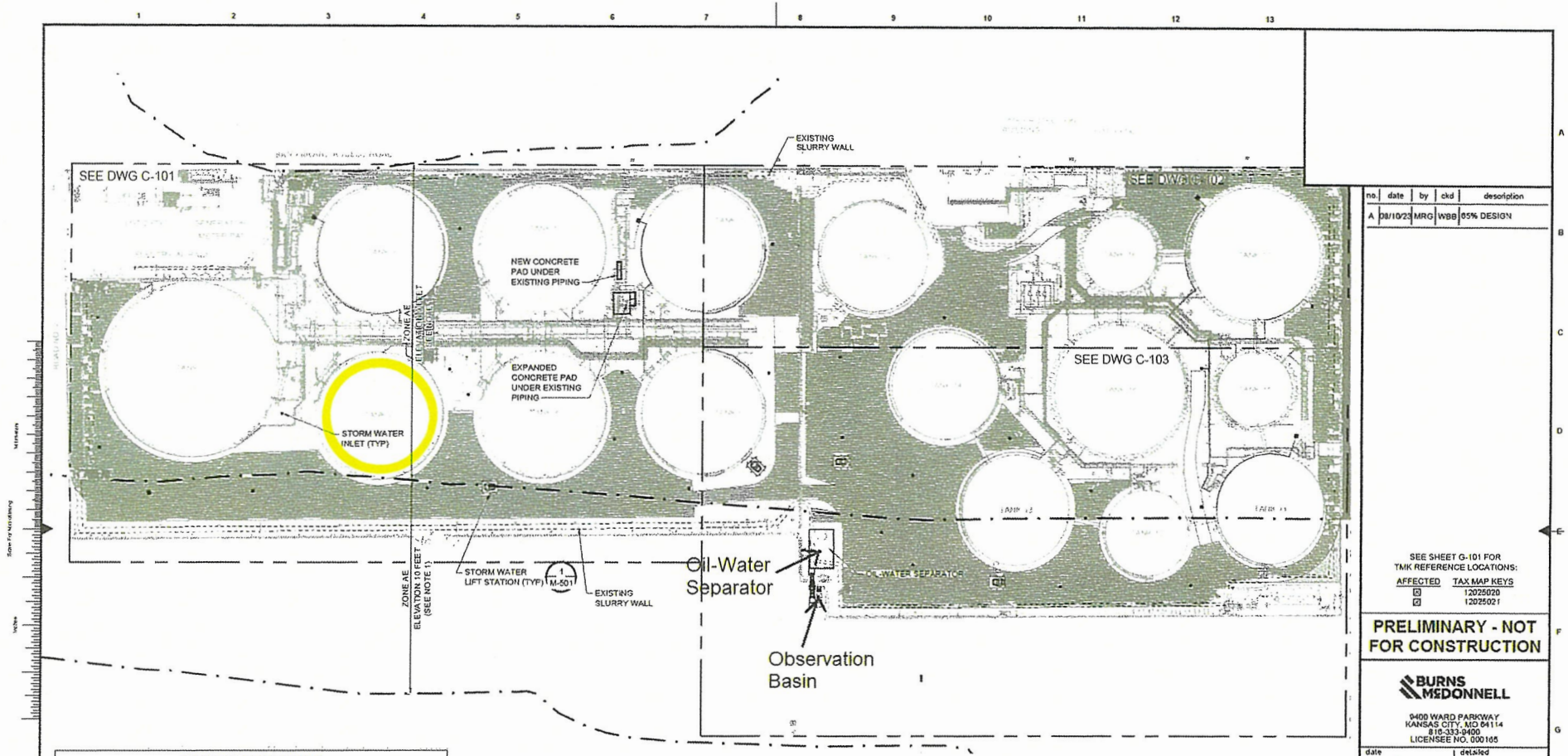
EXHIBIT D **FILE NO.: 2024/SMA-63**





EXHIBIT E

FILE NO.: 2024/SMA-63



CONTROL POINT TABLE				
POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
STA 1.1	55324.97	1677426.92	5.88	BOLT IN WALL
STA 1.2	55036.87	1677503.32	4.40	"Y" MARK ON CONCRETE
STA 1.3	54757.13	1677643.78	9.51	BOLT ON WALL
STA 1.4	55396.27	1677566.09	9.88	"Y" CUT ON WALL
STA 1.5	55275.55	1677718.78	9.89	"Y" CUT ON WALL
STA 1.6	54688.68	1677909.73	8.67	"Y" CUT ON WALL
STA 2.1	54718.03	1677613.33	8.45	"Y" CUT ON WALL
STA 2.2	54402.36	1677758.55	7.93	"Y" CUT ON WALL
STA 2.3	54427.84	1678018.68	8.55	"Y" CUT ON WALL
STA 2.4	54651.13	1676001.82	6.31	"Y" CUT ON CONCRETE
STA 2.5	54778.13	1677930.29	9.57	"Y" CUT ON WALL

CONTROL POINT NOTES:

1. CONTROL POINTS ARE FROM A SURVEY BY ACE LAND SURVEYING, LLC DATED JUNE 30, 2016.
2. COORDINATES AND ELEVATIONS ARE DERIVED FROM A FEDERAL BENCHMARK "NALO MELI" (DL6020), A BRASS DISK REFERENCED TO NAD 83 (PA11), N 54,154.91 E 1,679,007.31, ELEV 8.40 FEET.
3. BENCHMARK DATA IS PROVIDED BY THE NATIONAL GEODETIC SURVEY WITH CONVERSIONS TO ZONE HI 3-5103, US FEET.

0 40' 80'
SCALE IN FEET

NORTH

NOTES:

1. FEMA ZONE AE SPECIAL FLOOD HAZARD AREAS OF DIFFERENT BASE FLOOD ELEVATIONS AS SHOWN ON FEMA FLOOD INSURANCE RATE MAP NUMBER 15003C0353G, MAP REVISED JANUARY 19, 2011.

LEGEND:

- ASPHALT PAVEMENT *APPROX. 105,033 SQUARE FEET*
- ELASTOMERIC LINER *APPROX. 100,127 SQUARE FEET*
- ELASTOMERIC LINER - DRIVABLE *APPROX. 1,183 SQUARE FEET*

EXHIBIT F-1

FILE NO.: 2024/SMA-63

no.	date	by	ckd	description
A	08/10/23	MRG	WBB	65% DESIGN

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☒	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. 000105

date	detailed
1/17/17	J. EICHENBERGER
designed	checked
M. GREUFE	W. BATTEY

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
50 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

OVERALL SITE PLAN

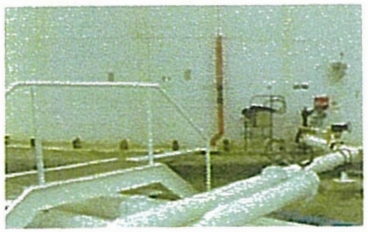
project	contract
131790	

drawing C-100 rev. A

file 131790_C-100.DWG

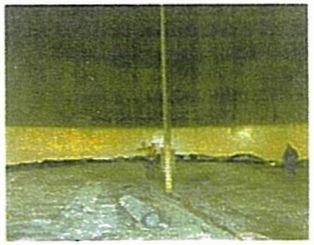
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C-tabs are welded on exterior of the tank then tank shell perimeter is cut

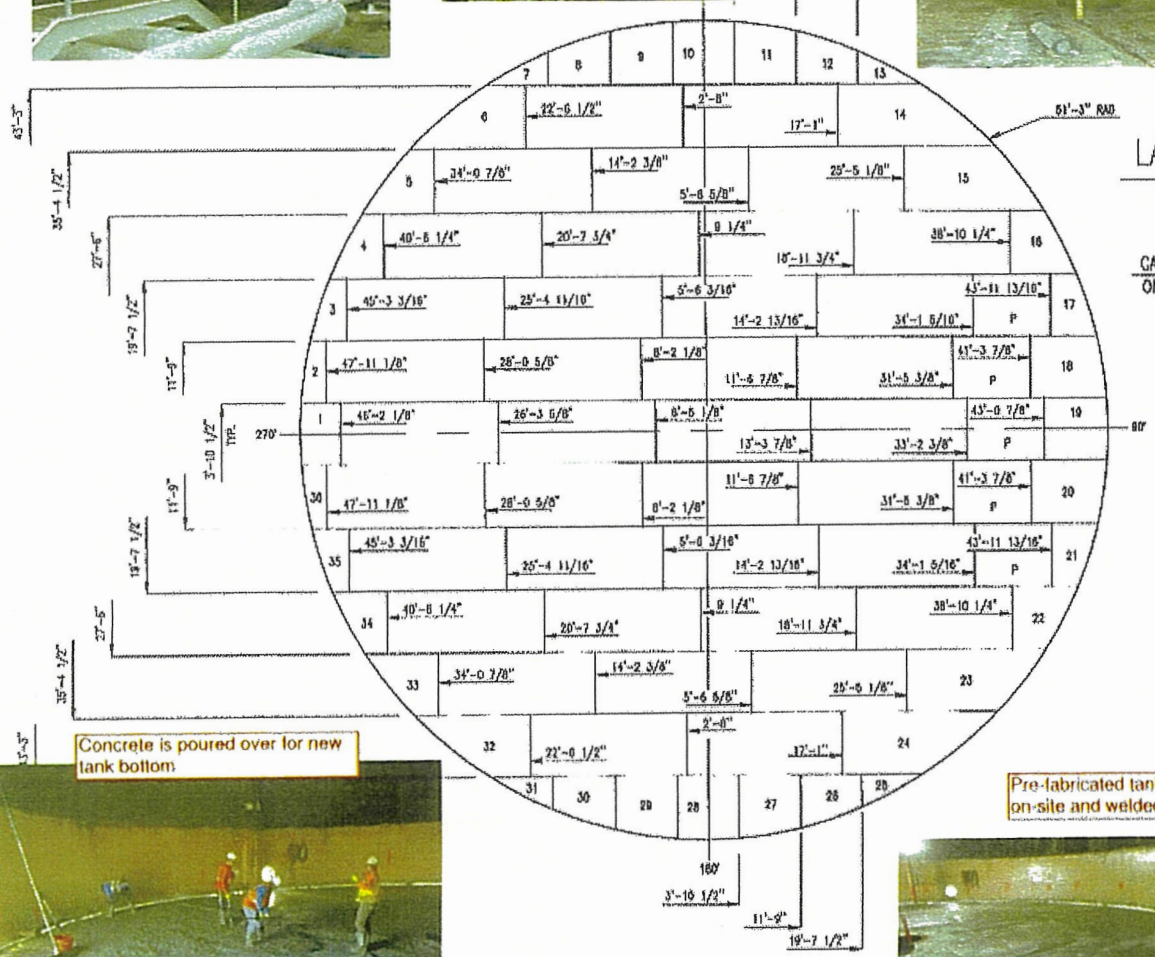


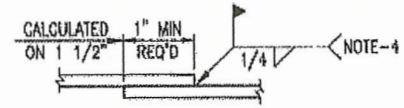


New tank bottom liner is installed

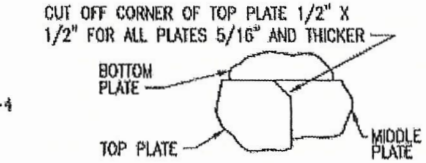


NOTE:
1. WPG – 1 OR HIGHER UNLESS NOTED.
2. NDE – VB1 UNLESS NOTED.
3. SHELL-TO-BOTTOM WELDS SHALL BE WELDED WITH SM-064-1 (OR APPROPRIATE WPS w/LOW HYDROGEN ELECTRODES) WITH MINIMUM 2 PASS ON EACH SIDE. THE INSIDE PASS SHALL BE OIL PENETRANT TESTED (PT2) AND ALL PASSES SHALL BE MAGNETIC PARTICLE TESTED (MT1).
4. ALL BOTTOM PLATE LAP WELDS IN CRITICAL ZONE SHALL BE MAGNETIC PARTICLE (MT1) OR LIQUID PENETRANT (PT1) TESTED.
5. REFER TO LETTER FROM MATRIX PDM ENGINEERING FOR ADDITIONAL HYDRO-EXEMPTION REQUIREMENTS BEFORE RETURNING TANK TO SERVICE.

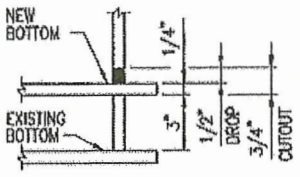




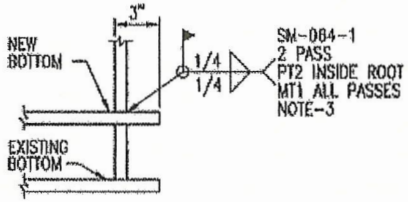
TYPICAL LAP JOINT



THREE PLATE LAP CORNER DETAIL



BOTTOM SLOT DETAIL



CORNER WELD DETAIL

Concrete is poured over for new tank bottom

Pre-fabricated tank plates are assembled on-site and welded in place



EXHIBIT F-2

NO.	REVISION DESCRIPTION	BY	DATE
3			
2			
1	-	-	-

MATRIX PDM ENGINEERING

TITLE: BOTTOM LAYOUT/HYDRO-EXEMPT

CUSTOMER: BURNS MCDONNELL-SIGNATURE

CITY: HONOLULU STATE/PROVINCE: HI

TANK NO.: T-5 DIAMETER: 102'-0 HEIGHT: 48'-0

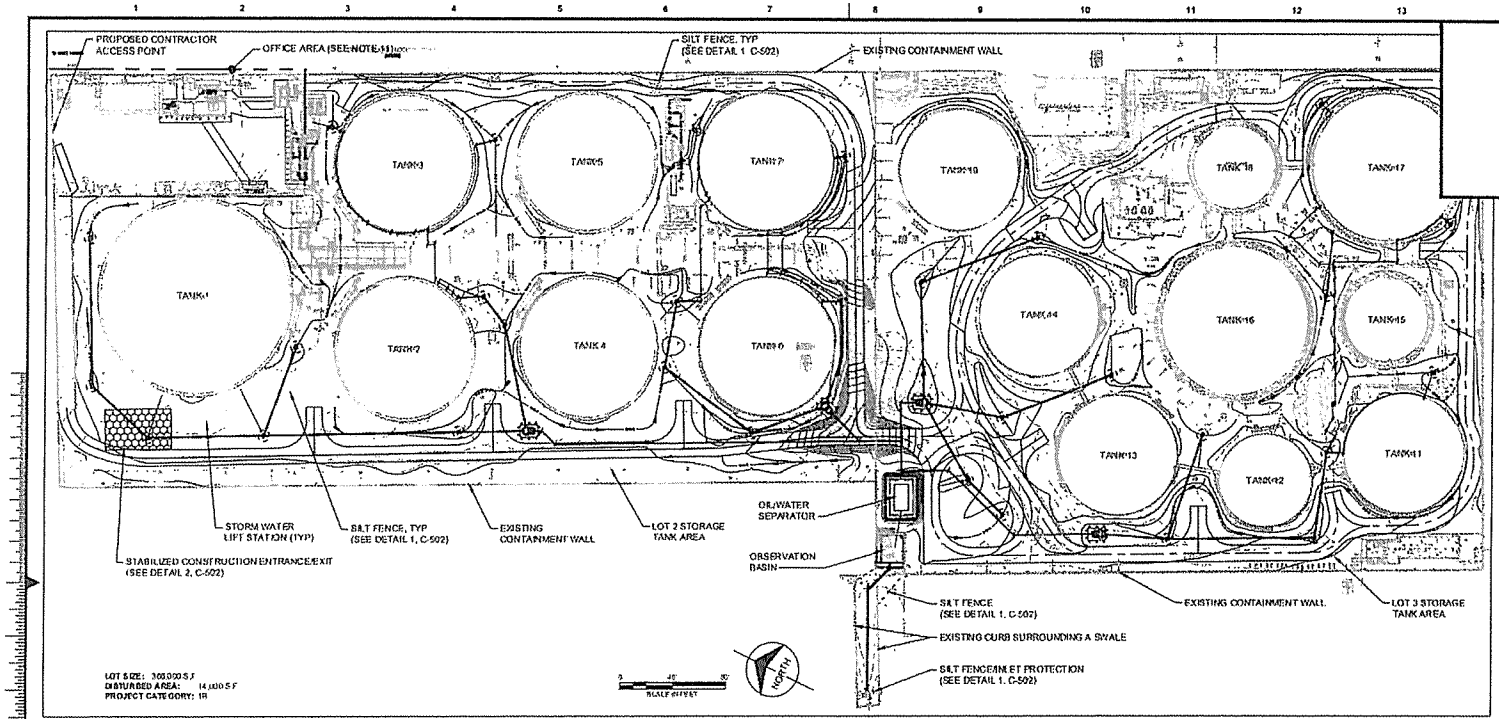
	BY	DATE	STD. NO.: 0269	SCALE: NONE
DRAWN:	WS	06/21/2021	DWG: 05A	
CHECKED:	WS	06/21/2021		
APPROVED:	HA	06/21/2021	JOB: 2572-1076A	REV: 0

ISSUED FOR APPROVAL & CONST

FILE NO.: 2024/SMA-63

EXHIBIT F-3

FILE NO.: 2024/SMA-63



EXISTING CONDITION NOTES:

1. THE STORAGE TANK AREA IS SURROUNDED BY A CONCRETE WALL APPROXIMATELY 4 FT HIGH, THAT IS DESIGNED TO CONTAIN FUEL SPILLS. THE SURFACING IN THIS AREA IS A COMBINATION OF AGGREGATE SURFACING AND EARTH SURFACING (NON-VEGETATED). AREAS TO BE DISTURBED ARE FOR CONSTRUCTION OF NEW STORM DRAIN PIPING AND STRUCTURES (BELOW-GRADE), AND FOUNDATIONS FOR AN ABOVE-GRADE STRUCTURE.
2. THE OFFICE AREA IS ELEVATED ABOUT 4 FT. ABOVE THE STORAGE TANK AREA, AND IS ASPHALT-SURFACED. AREAS TO BE DISTURBED ARE FOR THE REMOVAL ASPHALT PAVEMENT TO INSTALL REINFORCED CONCRETE BUILDING AND GENERATOR FOUNDATIONS, AND UNDERGROUND ELECTRICAL DUCTBANK

EROSION CONTROL NOTES:

1. SEE THE CITY AND COUNTY OF HONOLULU CONSTRUCTION STORM WATER BEST MANAGEMENT PRACTICE MANUAL DATED FOR NOVEMBER 2011 FOR EROSION AND SEDIMENT CONTROL INSTALLATION AND MATERIALS GUIDELINES
2. CONSTRUCTION ACTIVITY POLLUTION PREVENTION IS REQUIRED FOR THIS PROJECT PREVENTION OF POLLUTION RESULTING FROM CONSTRUCTION ACTIVITIES SHALL BE ACCOMPLISHED BY CONTROLLING SOIL EROSION, WATERWAY SEDIMENTATION, AND AIRBORNE DUST GENERATION. SUBCONTRACTOR SHALL ENSURE THAT NO SEDIMENT RESULTING FROM CONSTRUCTION ACTIVITIES INFRINGES ONTO ADJACENT PROPERTIES. SUBCONTRACTOR SHALL COORDINATE EROSION AND SEDIMENT CONTROL WITH OTHER CONSTRUCTION ENTITIES PERFORMING WORK ON ADJACENT PROPERTIES
3. ALL APPLICABLE SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IMPLEMENTED AND MAINTAINED THROUGHOUT THE DURATION OF CONSTRUCTION ACTIVITIES. PRIOR TO INITIATING CONSTRUCTION IN AN AREA, ALL TEMPORARY EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN PLACE. UPON PROJECT COMPLETION ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED
4. ALL BMP CONTROL MEASURES SHALL BE INSPECTED AT LEAST ONCE EACH WEEK AND FOLLOWING ANY RAINFALL EVENT OF 0.5 INCHES OR GREATER WITHIN A 24 HOUR PERIOD. ALL CONTROL MEASURES SHALL BE MAINTAINED IN GOOD WORKING ORDER. IF REPAIR IS NECESSARY IT SHALL BE INITIATED WITHIN 48 HOURS AFTER INSPECTION. BUILT-UP SEDIMENT SHALL BE REMOVED FROM SILT FENCE WHEN IT HAS REACHED ONE-THIRD THE HEIGHT OF THE FENCE
5. SUBCONTRACTOR SHALL UTILIZE THE CONSTRUCTION SITE BMPS WEEKLY CHECKLIST PROVIDED IN APPENDIX D OF THE CITY AND COUNTY OF HONOLULU STORM WATER MANAGEMENT PROGRAM PLAN
6. THE PROJECT SITE IS PRIMARILY LOCATED WITHIN A FUEL STORAGE TANK CONCRETE DIKE WALL CONTAINMENT SYSTEM
7. IN ACCORDANCE WITH CHAPTER 11-60.1, AIR POLLUTION CONTROL, TITLE 11, HAWAII ADMINISTRATIVE RULES, THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT EFFECTIVE CONTROL MEASURES ARE PROVIDED TO PREVENT OR MINIMIZE ANY VISIBLE DUST EMISSIONS CAUSED BY THE CONSTRUCTION WORK IMPACTING THE SURROUNDING AREAS INCLUDING THE OFF-SITE ROADWAYS USED TO ENTER/EXIT THE PROJECT AREAS. THESE MEASURES INCLUDE BUT NOT LIMITED TO THE USE OF WATER TRUCK WAGONS, SPRINKLER SYSTEMS, DUST FENCES, ETC.
8. IN ACCORDANCE WITH CHAPTER 11-55, WATER POLLUTION CONTROL AND CHAPTER 11-54, WATER QUALITY STANDARDS, TITLE 11, HAWAII ADMINISTRATIVE RULES, THE PROPERTY OWNER/PROJECT DEVELOPER AND SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE BEST MANAGEMENT PRACTICES (BMP) TO PREVENT OR MINIMIZE THE DISCHARGE OF SEDIMENTS, DEBRIS AND OTHER WATER POLLUTANTS INTO STATE RECEIVING WATERS IS PROVIDED AT ALL TIMES
9. IN ACCORDANCE WITH CHAPTER 11-58, SOLID WASTE CONTROL, TITLE 11, HAWAII ADMINISTRATIVE RULES, THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT GRUB MATERIALS, DEMOLITION WASTE AND CONSTRUCTION MATERIAL WASTE GENERATED BY THE PROJECT ARE DISPOSED OF IN A MANNER OR AT A SITE APPROVED BY THE STATE DEPARTMENT OF HEALTH
10. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE PERMITS FROM THE DEPARTMENT OF HEALTH INCLUDING BUT NOT LIMITED TO NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES), NOTICE OF INTENT AND GENERAL PERMIT FOR STORM WATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITIES, HYDROTESTING AND DEWATERING DISCHARGES PRIOR TO COMMENCING CONSTRUCTION.
11. ANY MATERIAL STOCKPILES IN THE OFFICE AREA SHALL BE COVERED WITH PLASTIC THAT IS SECURED WITH SANDBAGS. SEE ADDITIONAL INFORMATION ON DRAWING C-101
12. SEE DRAWING C-002 FOR ALL OTHER GENERAL EROSION CONTROL NOTES

LEGEND:

- EXISTING CONTOURS
- 6.0 PROPOSED CONTOURS
- SILT FENCE
- STABILIZED CONSTRUCTION ENTRANCE/EXIT
- GRADING/DISTURBED AREA LIMITS
- FLOWLINE

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION

no.	date	by	chkd	description
A	08/24/21	WDB	BTH	60% DESIGN
B	07/05/23			PROGRESS PRINT

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☐	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO: 000165

date	designed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
50 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

EROSION CONTROL PLAN

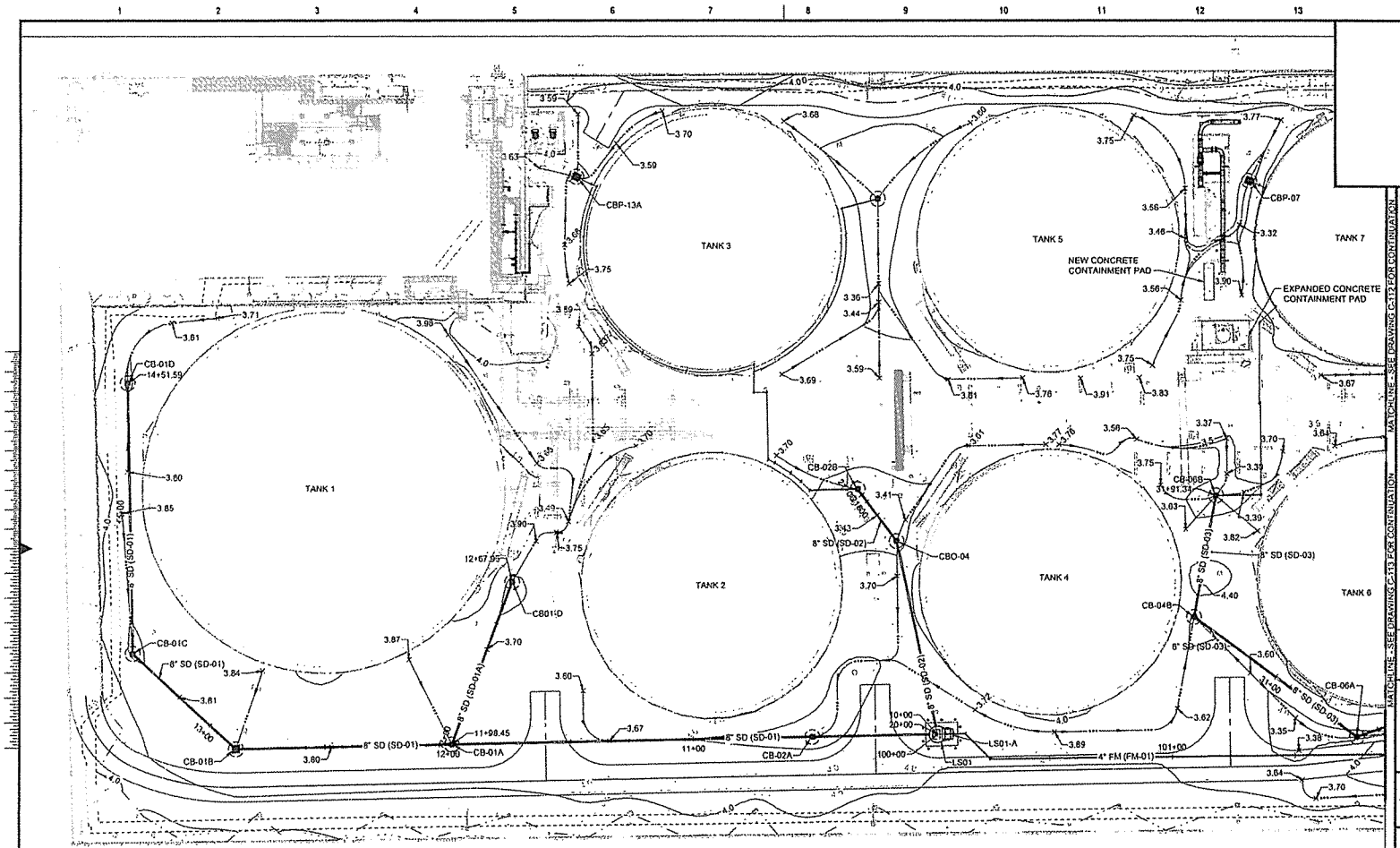
project	contract
131790	

drawing C-200 — rev. A

file 131790_C-200.DWG

EXHIBIT F-4

FILE NO.: 2024/SMA-63



LEGEND:

- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- 3.0 PROPOSED MAJOR CONTOUR
- 3.5 PROPOSED MINOR CONTOUR
- LIMITS OF GRADING
- FLOWLINE
- EXISTING SLURRY WALL
- 8" SD GRAVITY STORM DRAIN
- 4" FM STORMWATER FORCEMAIN
- CATCH BASIN

SCALE IN FEET

NOTES:

1. SEE DRAWING C-001 FOR CIVIL GENERAL NOTES.

Signature Expiration Date of the License

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION

no.	date	by	ckd	description
A	08/24/21	WBB	BTH	60% DESIGN
B	07/05/23			PROGRESS PRINT

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. 000165

date	detailed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL
60 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

GRADING AND UTILITY PLAN - 1

project	contract
131790	

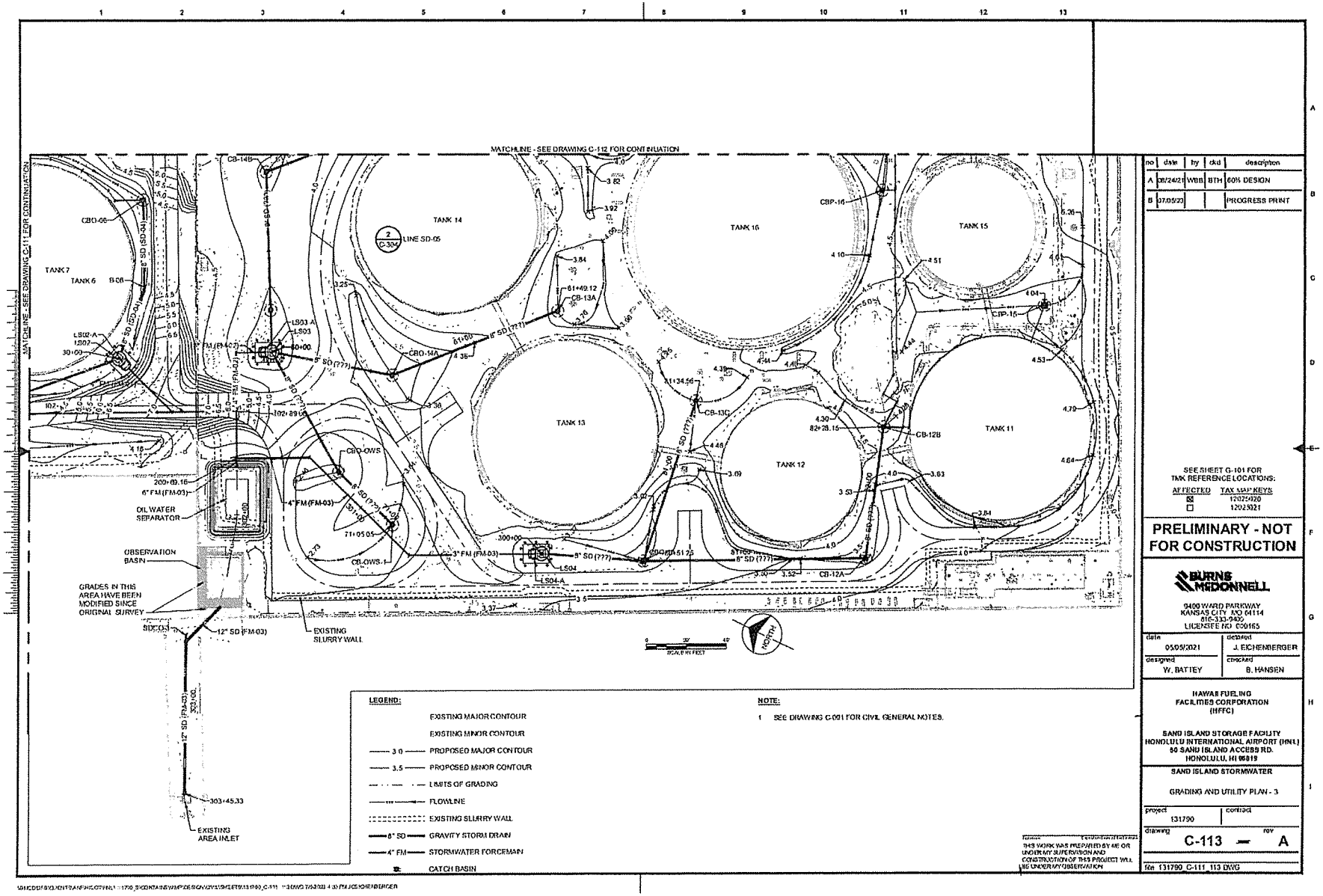
drawing C-111 rev. A

file 131790_C-111_113.DWG

V:\AECOM\FSICLIENTS\ANF\HIDOT\HI\131790_SI\CONTAINISWMP\DESIGN\CIVIL\SHEETS\131790_C-111_113.DWG 7/5/2023 4:30 PM JCEICHENBERGER

EXHIBIT F-5

FILE NO.: 2024/SMA-63



no	date	by	ckd	description
A	05/24/21	WBB	BTH	60% DESIGN
B	07/05/21			PROGRESS PRINT

SEE SHEET G-101 FOR TAX REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS McDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSEE NO. C00165

date	detailed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
80 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

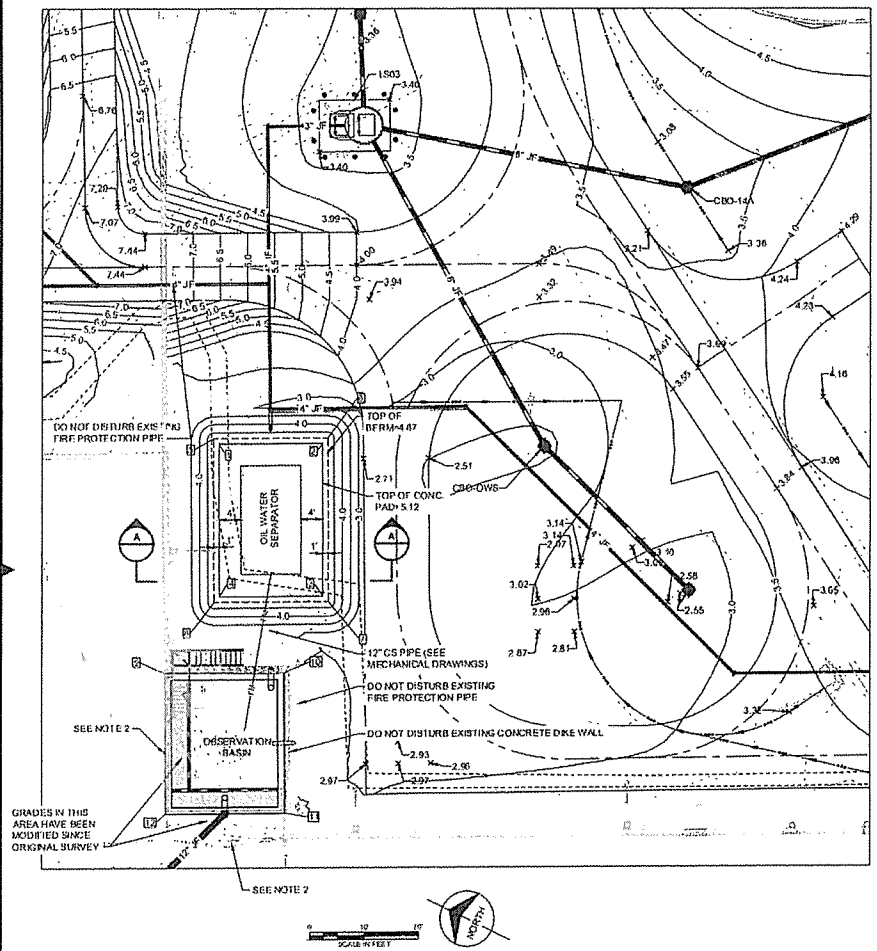
GRADING AND UTILITY PLAN - 3

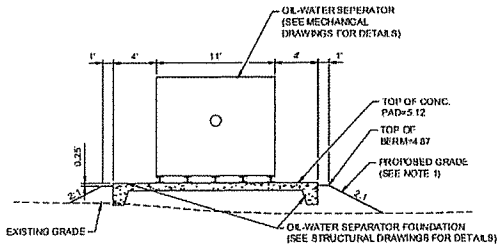
project	contract
131790	

drawing C-113 rev A

file 131790_C-111_113.DWG

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION





SECTION A

SCALE IN FEET

POINT TABLE				
NUMBER	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	5474629	1677645.02	5.12	TOP/CONC PAD
2	5472919	1677653.36	5.12	TOP/CONC PAD
3	5471705	1677628.33	5.12	TOP/CONC PAD
4	5472415	1677620.04	5.12	TOP/CONC PAD
5	5474703	1677645.55	4.87	TOP GRADE/BERM
6	5472013	1677654.71	4.87	TOP GRADE/BERM
7	5471572	1677627.05	4.87	TOP GRADE/BERM
8	5473461	1677618.70	4.87	TOP GRADE/BERM
9	5473714	1677603.05	9.48	TOP OUTSIDE CORNER/ BASIN
10	5471741	1677612.40	9.48	TOP OUTSIDE CORNER/ BASIN
11	5470611	1677589.28	9.48	TOP OUTSIDE CORNER/ BASIN
12	5472583	1677579.72	9.48	TOP OUTSIDE CORNER/ BASIN

NOTES:

1. INSTALL GEOCELL ON ALL SIDE SLOPES AND TOP OF OIL WATER SEPARATOR ACCESS. GEOCELL SHALL BE PRESTO GEOSYSTEMS GEOWEB NO. GW30J, 4" DEPTH. GEOTEXTILE UNDER GEOCELL SHALL BE PER SPECIFICATION. AGGREGATE FILL FOR THE GEOCELL SHALL BE SIZE 57 PER SPECIFICATION. GEOCELL AND GEOTEXTILE SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
2. REMOVE AND REPLACE EXISTING CHAIN LINK FENCE AS REQUIRED TO CONSTRUCT OBSERVATION BASIN. COORDINATE TEMPORARY SECURITY MEASURES WITH CONTRACTOR.

no	date	by	ckd	description
A	05/24/21	WBB	BTH	60% DESIGN
B	07/05/23			PROGRESS PRINT

SEE SHEET G-101 FOR TMK REFERENCE LOCATIONS:

AFFECTED	TAX MAP KEYS
☒	12025020
☐	12025021

PRELIMINARY - NOT FOR CONSTRUCTION

BURNS MCDONNELL
9400 WARD PARKWAY
KANSAS CITY, MO 64114
816-333-9400
LICENSE NO. 000165

date	detailed
05/05/2021	J. EICHENBERGER
designed	checked
W. BATTEY	B. HANSEN

HAWAII FUELING FACILITIES CORPORATION (HFFC)

SAND ISLAND STORAGE FACILITY
HONOLULU INTERNATIONAL AIRPORT (HNL)
60 SAND ISLAND ACCESS RD.
HONOLULU, HI 96819

SAND ISLAND STORMWATER

GRADING ENLARGEMENT PLAN

project	contract
131790	

drawing C-201 — rev. A

file 131790_C-201.DWG

I HEREBY CERTIFY THAT THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION

EXHIBIT F-6

FILE NO.: 2024/SMA-63

OIL WATER SEPARATOR *(Source: Sales brochure Highland Tank & Mfg. Co.)*

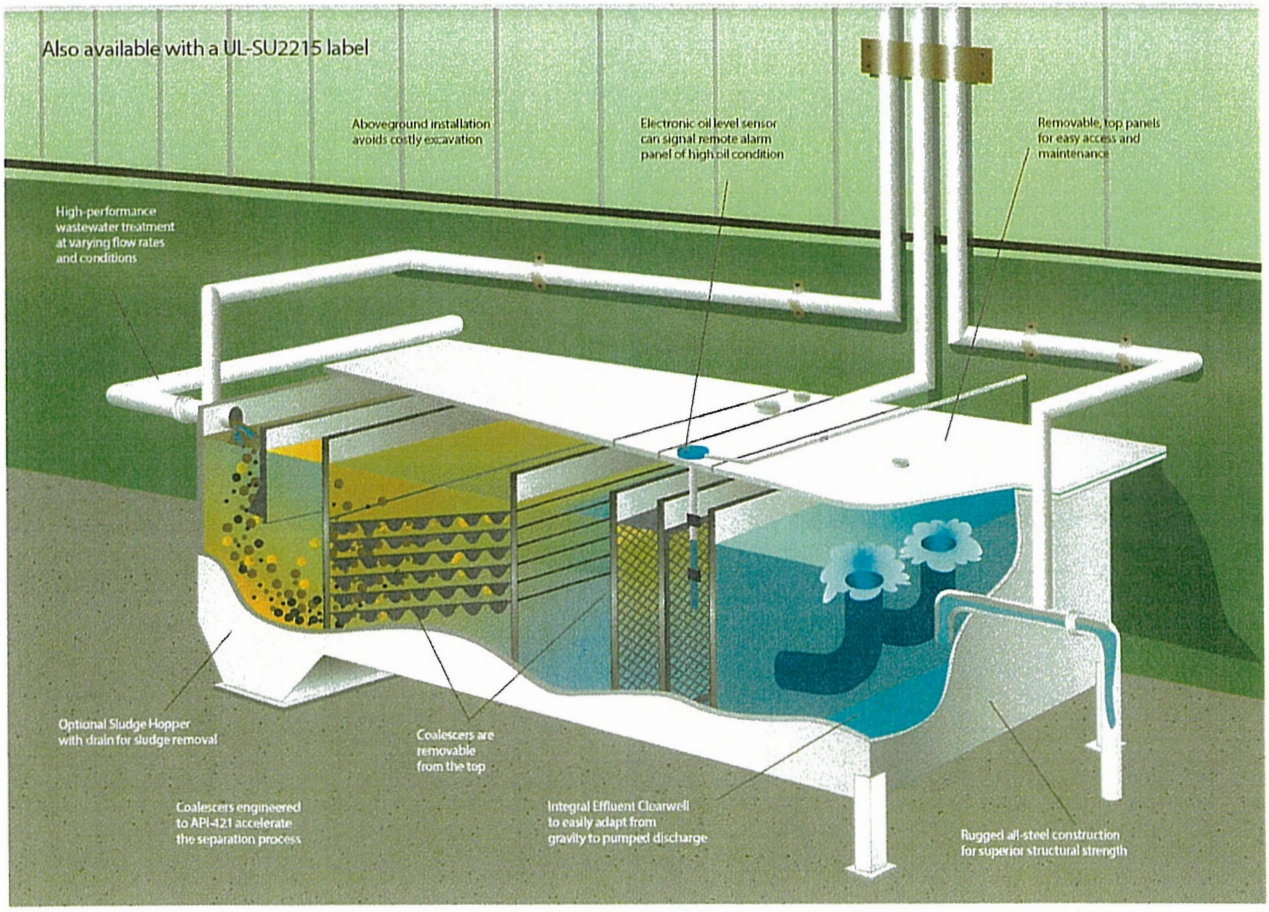


Rectangular oil/water separators can be installed aboveground to help industrial facilities comply with the EPA's spill and discharge regulations. Like our cylindrical underground units, these separators are equipped with our non-clogging Corella® coalescers that accelerate the separation process and greatly reduce the level of oil and oily-coated solids discharged into municipal storm or sanitary sewer.

Highland Tank oil/water separators set the standard for reliability. Our separators are highly efficient-treating wastewater under a wide range of conditions at fueling facilities, repair and maintenance shops, vehicle wash areas and many other industrial locations.

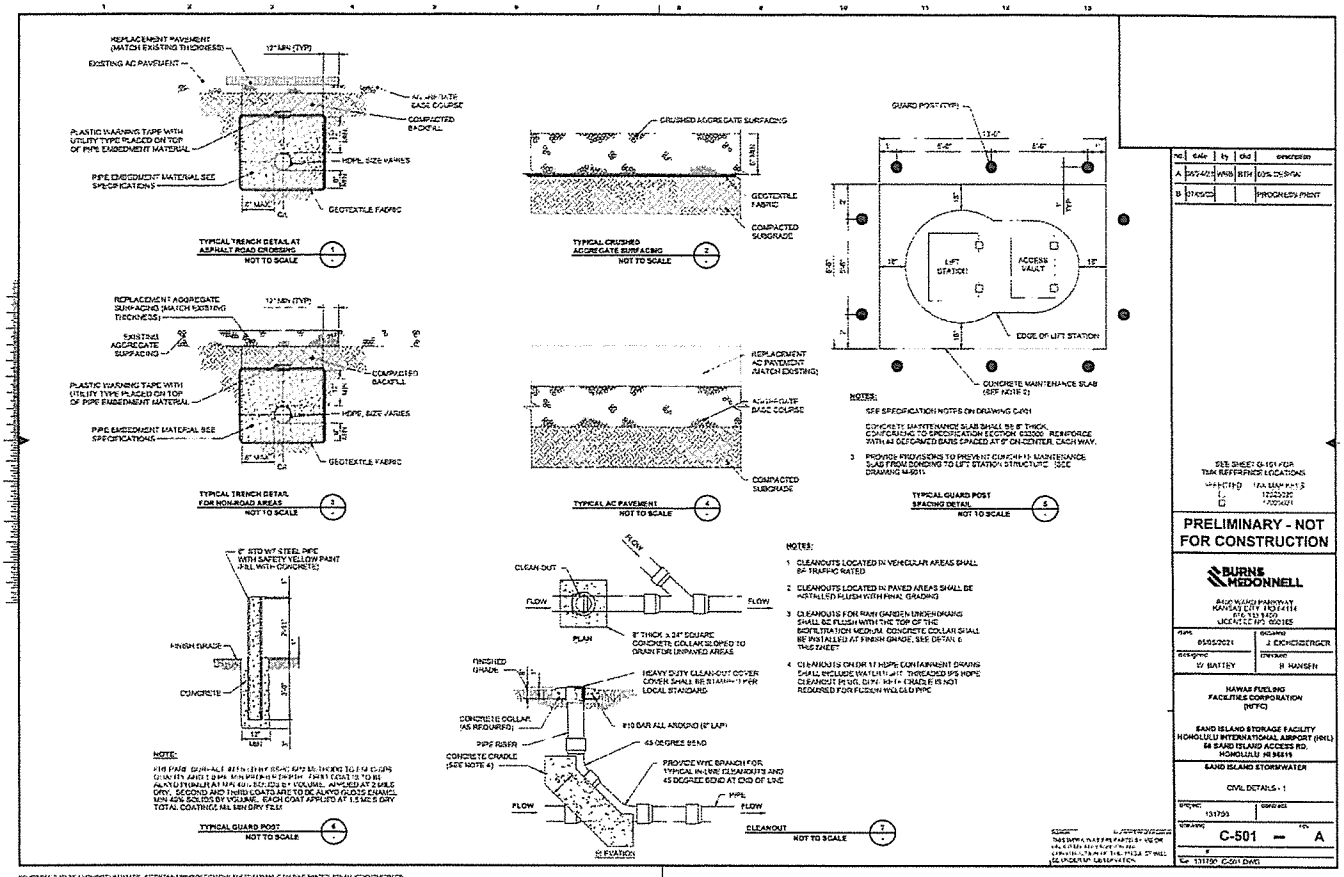
easy to install, operate & maintain

UL-2215 LISTED



814.893.5701 | highlandtank.com

EXHIBIT F-7 **FILE NO.: 2024/SMA-63**



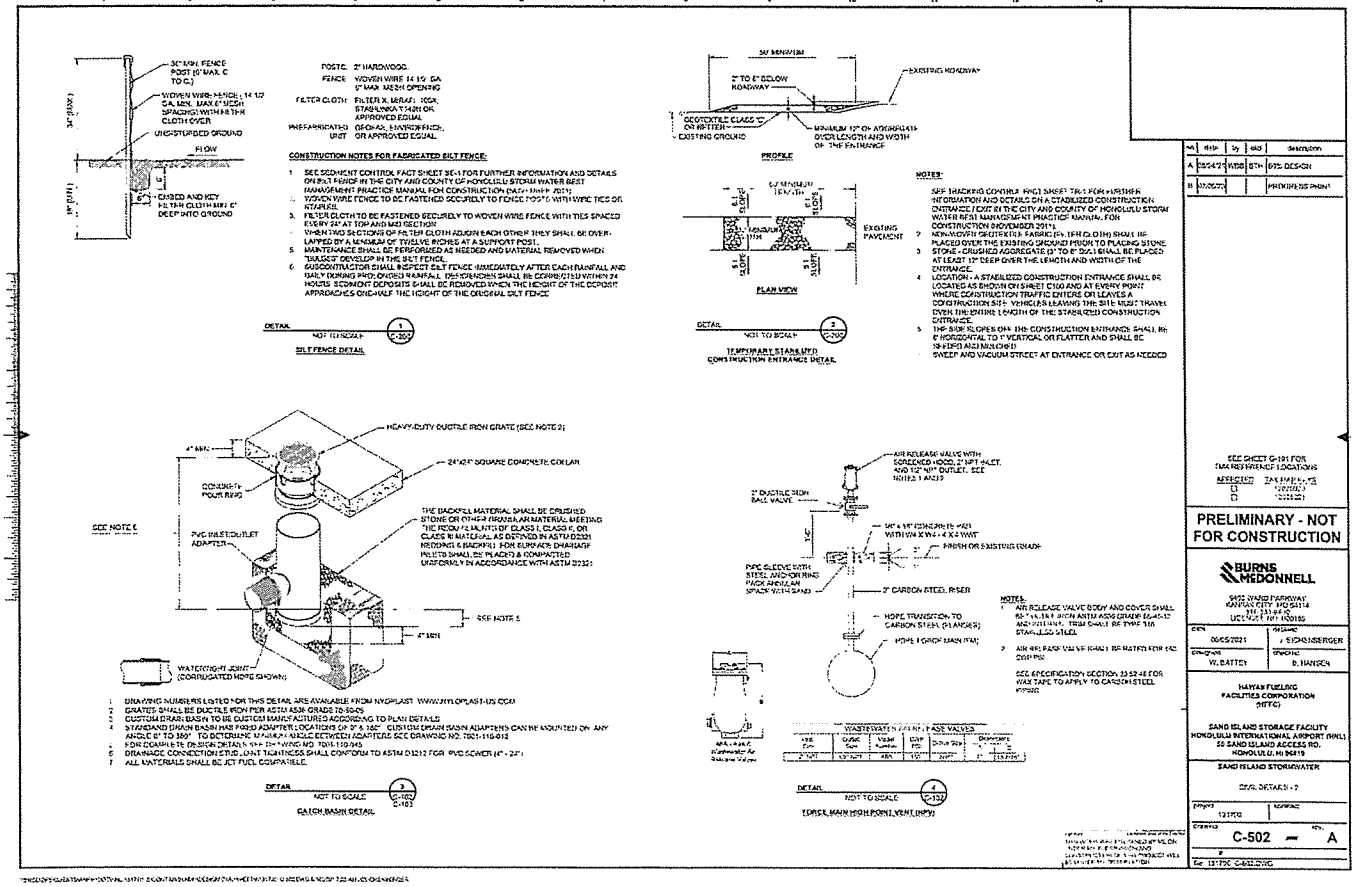


EXHIBIT F-8 **FILE NO.: 2024/SMA-63**

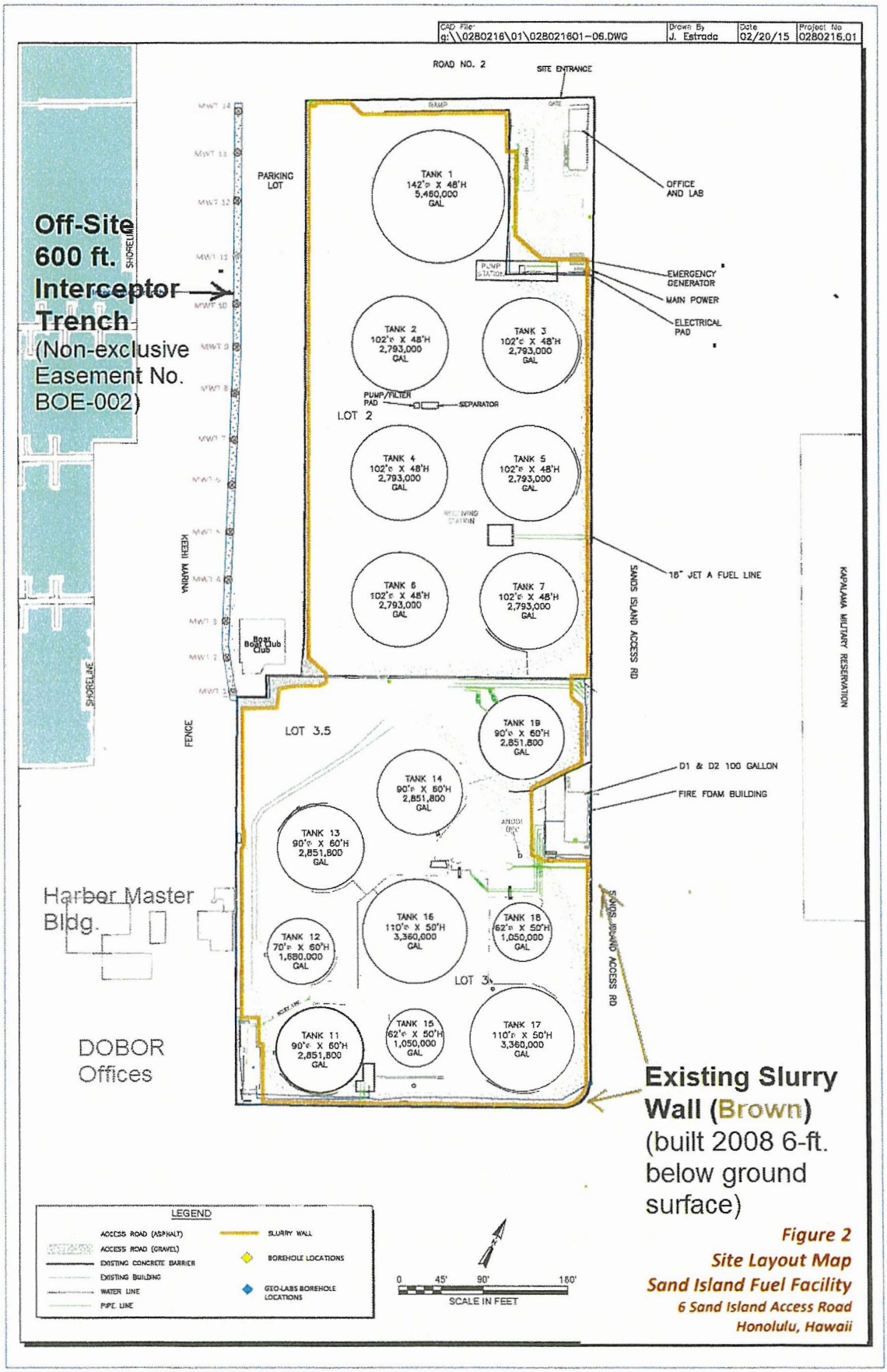


Figure 2
Site Layout Map
Sand Island Fuel Facility
6 Sand Island Access Road
Honolulu, Hawaii

EXHIBIT F-9

FILE NO.: 2024/SMA-63

HNL Sand Island Terminal
Slurry Wall
(Page 2 of 2)

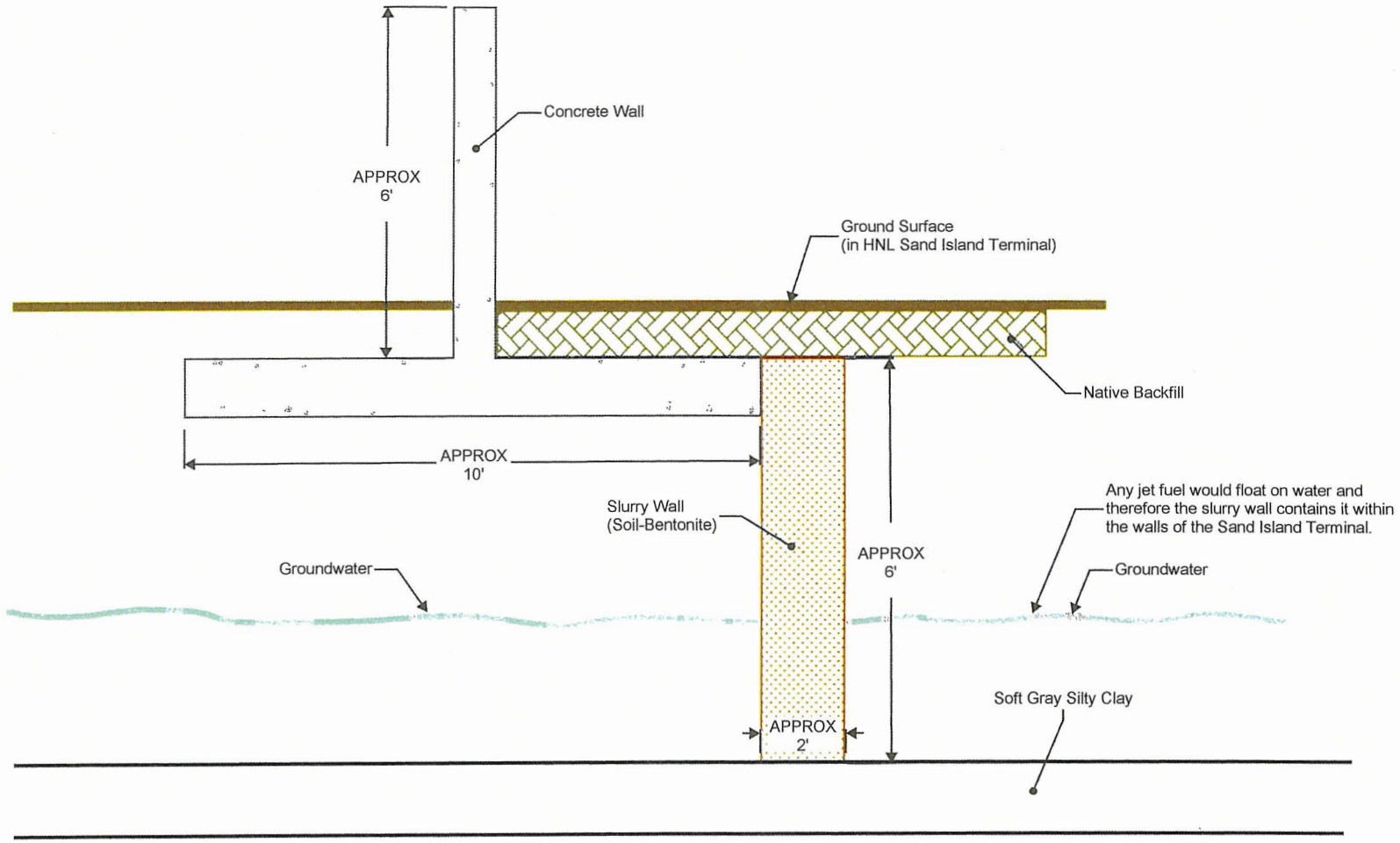
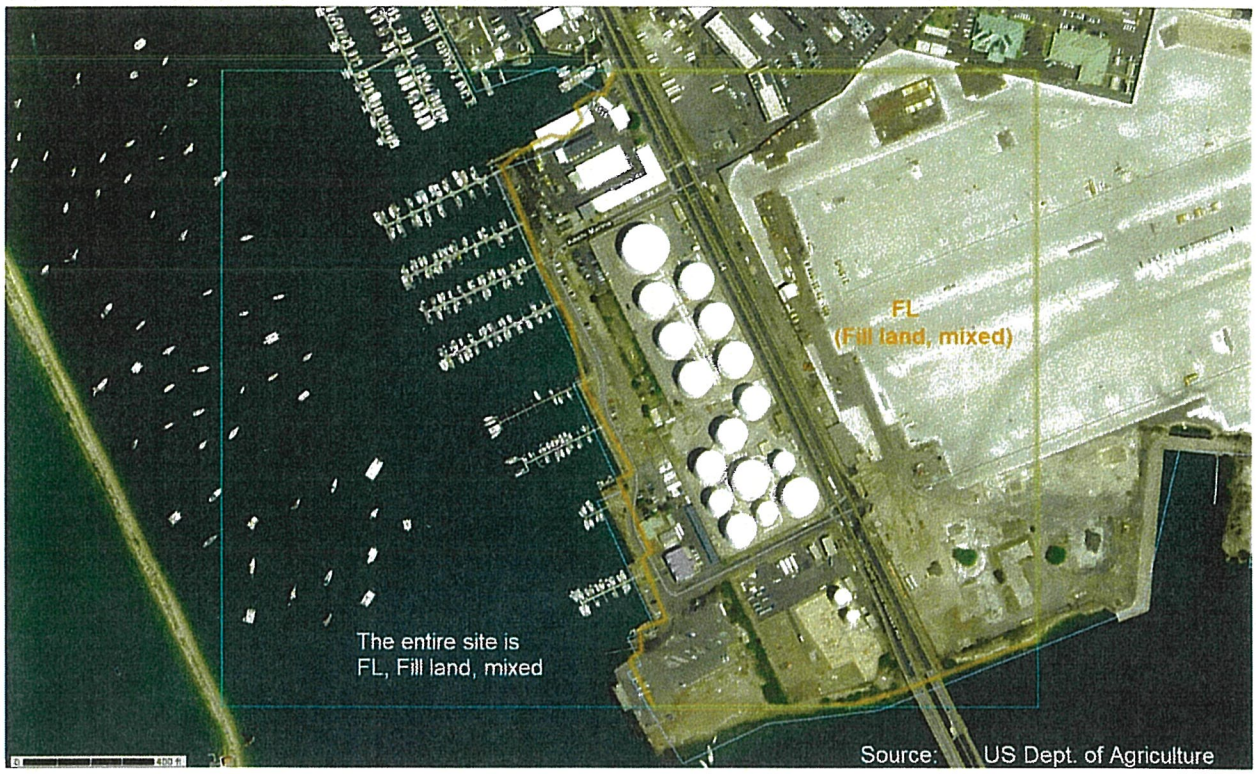


EXHIBIT F-10

FILE NO.: 2024/SMA-63

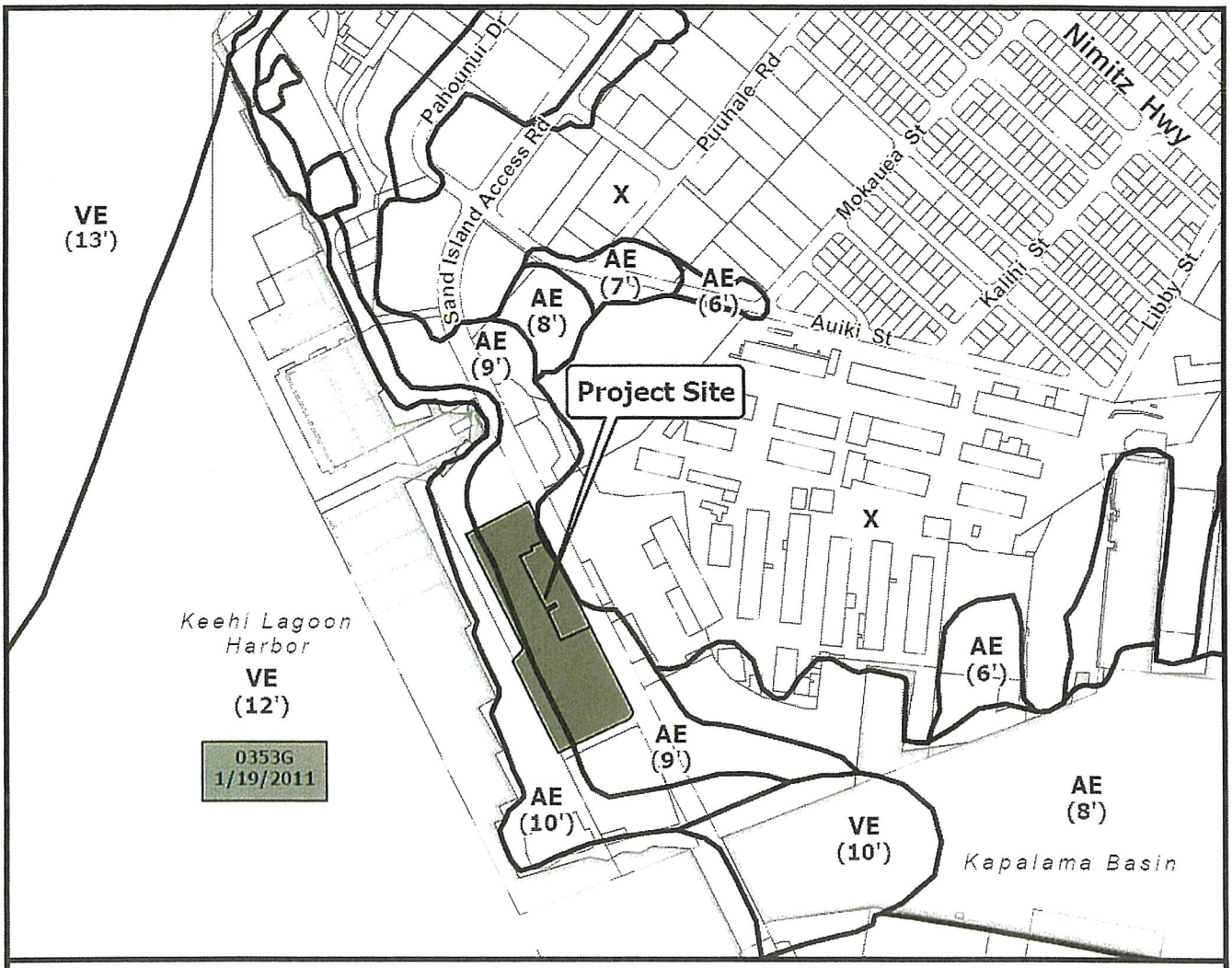
SOILS MAP



WETLAND MAP (U.S. Fish and Wildlife Service)



EXHIBIT G FILE NO.: 2024/SMA-63



Legend

- Project Site
- Flood Zones
- (9') Base Flood Elevation (Uniform Within Zone)
- 0353G 1/19/2011 FIRM Flood Panel (Index) 2014

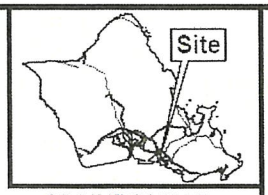
Flood Hazard Zones:
SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. The Base Flood Elevation (BFE) is the water-surface elevation of the 1% annual chance flood.

Zone **AE** = BFE determined
Zone **VE** = Costal flood zone with velocity hazard (wave action); BFE determined

Other Areas:
Zone **X** = Areas determined to be outside the 0.2% annual chance floodplain.

0 250 500 1,000
Distance in Feet



VICINITY MAP

PORTION OF FLOOD HAZARD MAP

FIRM PANEL 15003C0353G

TAX MAP KEY(S): 1-2-025:020 & 021
FOLDER NO.: 2024/SMA-63

Prepared by:
Department of Planning & Permitting (DPP)
City and County of Honolulu

Date Prepared: 08/2024

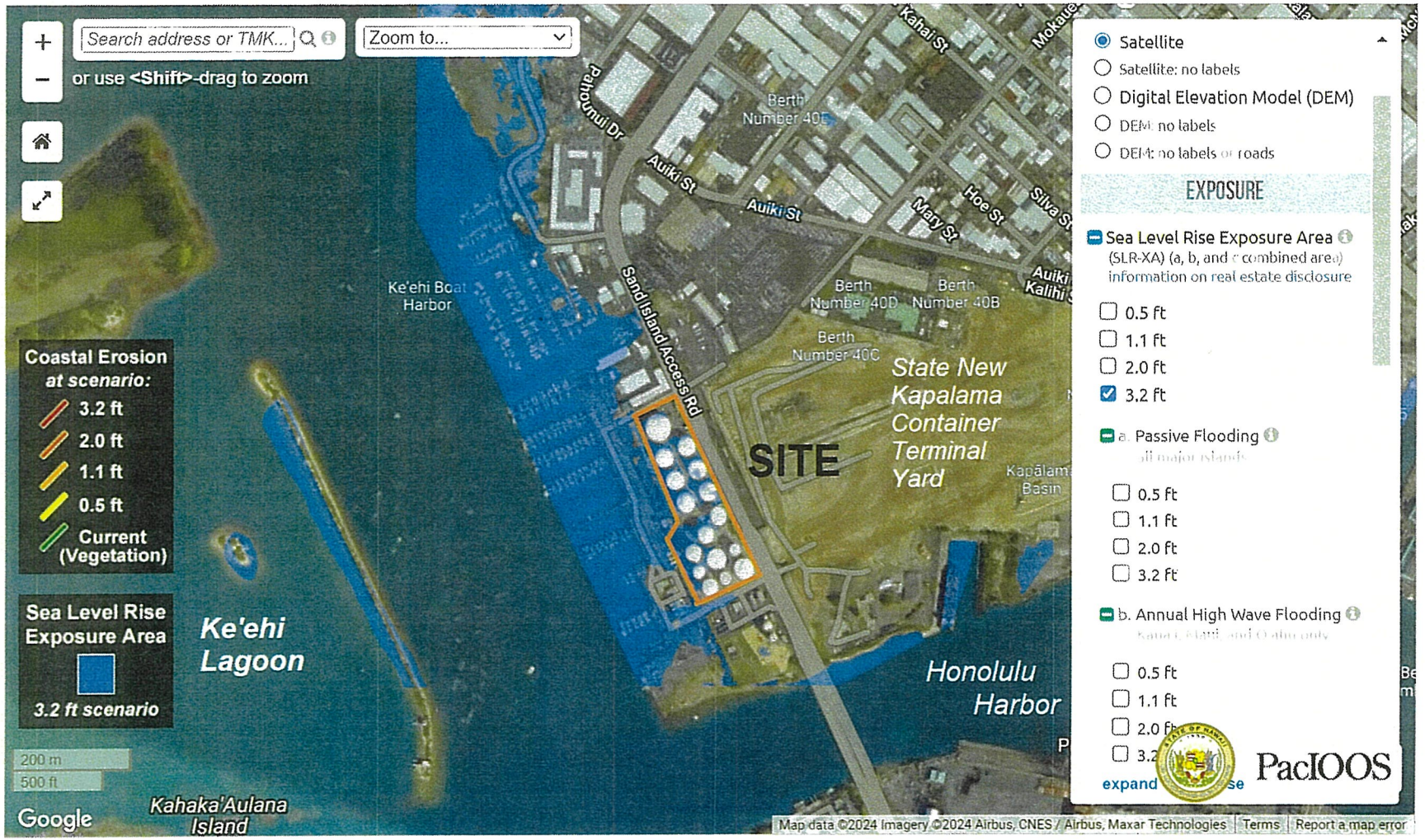
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EXHIBIT H **FILE NO.: 2024/SMA-63**

Sea Level Rise : State of Hawai'i Sea Level Rise Viewer

An Interactive Mapping Tool in Support of the State of Hawai'i Sea Level Rise Vulnerability and Adaptation Report

view full-screen map

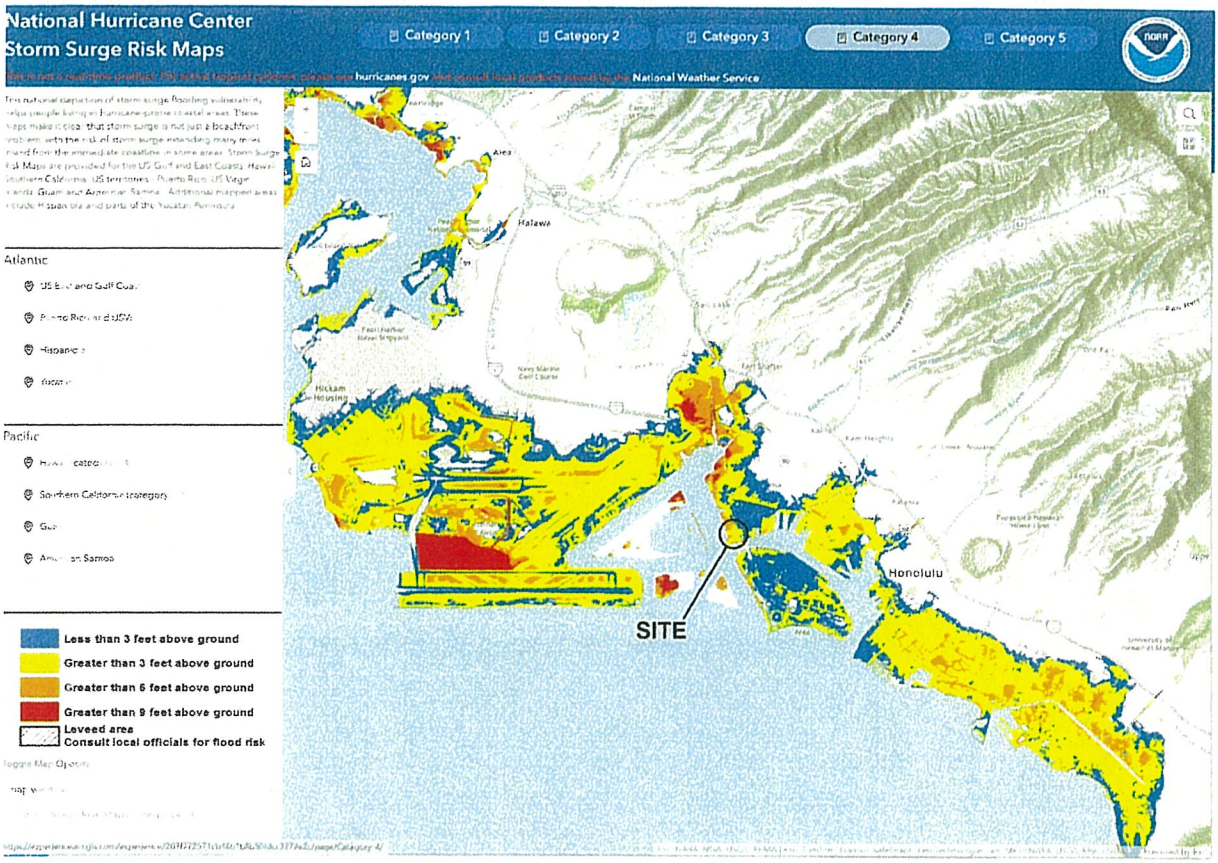


opacity: 50%

cursor: 21.3157°, -157.8865°

EXHIBIT I

FILE NO.: 2024/SMA-63



TSUNAMI EVACUATION MAP ***(Hawaii Emergency Management Agency)***

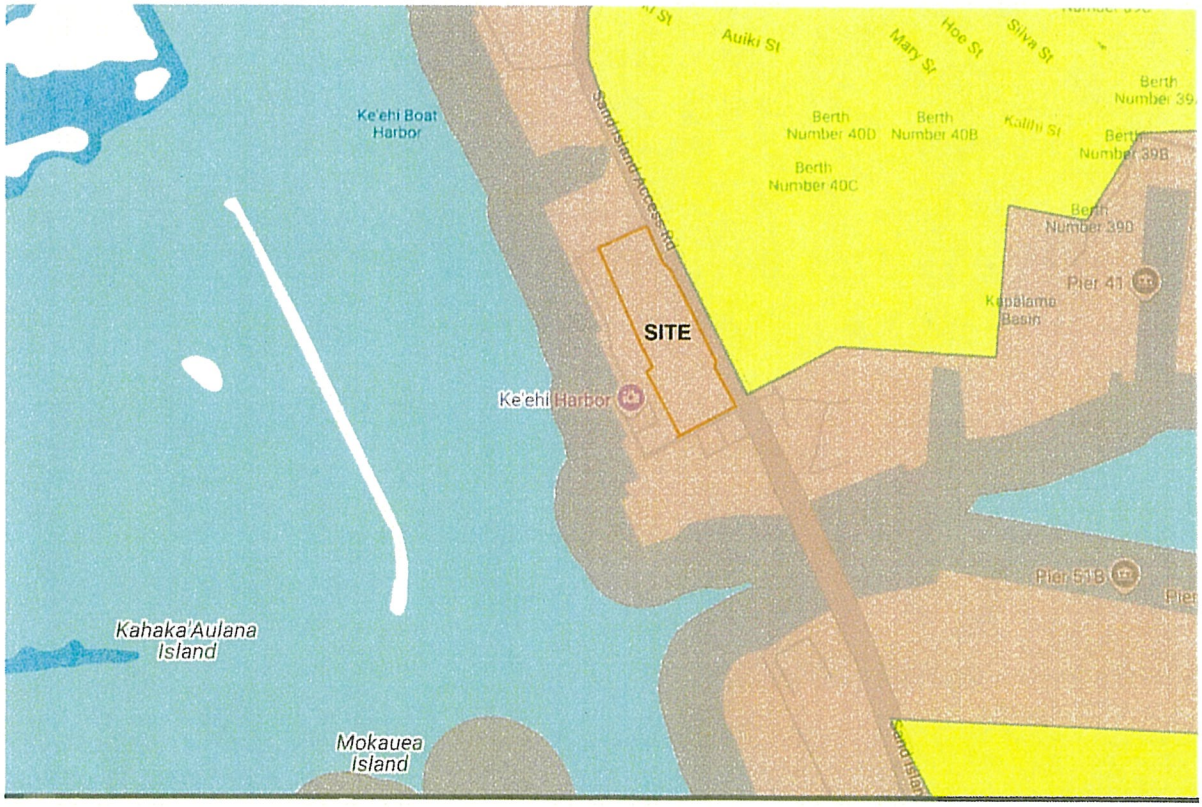


EXHIBIT J

FILE NO.: 2024/SMA-63