

DAVID Y. IGE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

FORD N. FUCHIGAMI  
DIRECTOR

Deputy Directors  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:

Board of Land and  
Natural Resources  
State of Hawai'i  
Honolulu, Hawai'i

ISSUANCE OF A DIRECTLY NEGOTIATED LEASE  
FOR THE UNITED STATES DEPARTMENT OF AGRICULTURE  
HONOLULU PLANT INSPECTION STATION  
HONOLULU INTERNATIONAL AIRPORT  
TAX MAP KEY: (1) 1-1-3-PORION OF 218

O'AHU

**REQUEST:**

The United States Department of Agriculture (USDA) is in the process of awarding a contract to a Third Party Developer to develop, construct, and manage the USDA Honolulu Plant Inspection Station at Honolulu International Airport.

The State of Hawaii, Department of Transportation (DOT) requests to issue a directly negotiated lease to the Third Party Developer awarded the contract.

**LEGAL REFERENCE:**

Sections 171-59 (a) and (b), Hawai'i Revised Statutes (HRS), as amended, and Section 261-7, HRS, as amended.

**LOCATION:**

Portion of Honolulu International Airport, Island of Oahu, State of Hawaii, identified as Tax Map Key: 1st Division, 1-1-3-Portion of 218

**AREA:**

Area/Space No. 001-125, consisting of approximately 63,829 square feet; as shown and delineated on the attached map labeled Exhibit "A".

**ZONING:**

State Land Use District:	Urban
City and County of Honolulu:	Industrial (I-2)

**ITEM M-6**

**BLNR – ISSUANCE OF A DIRECTLY NEGOTIATED LEASE FOR THE UNITED STATES  
DEPARTMENT AGRICULTURE, HONOLULU PLANT INSPECTION STATION  
HONOLULU INTERNATIONAL AIRPORT**

Page 2

**LAND TITLE STATUS:**

Non-ceded - Section 5(a) lands of the Hawai'i Admission Act  
DHHL 30% entitlement lands pursuant to Hawai'i Admission Act    YES \_\_\_ NO X

**CURRENT USE STATUS:**

Land presently encumbered by Governor's Executive Order No. 3201, setting aside a portion of Honolulu International Airport under the control and management of the Department of Transportation, Airports Division, State of Hawai'i, for Airport Purposes.

**CHARACTER OF USE:**

USDA Honolulu Plant Inspection Station

**TERM OF LEASE:**

Twenty (20) years.

**COMMENCEMENT DATE:**

Upon execution of the Lease.

**ANNUAL LEASE RENTAL AND RENTAL REOPENING:**

**Annual Ground Rental for the First Five (5) Year Period (Years 1-5):** \$319,145.00 per annum, based upon a ground rental rate of \$5.00 per square foot, per annum, established in the Airports Division Procedure No. 4.5 (Schedule of Rates and Charges) for Honolulu International Airport.

**Annual Ground Rental for the Second Five (5) Year Period (Years 6-10):** \$367,016.75 per annum, based upon the product of the annual rental for the fifth (5<sup>th</sup>) year of the Lease term (\$319,145.00) and 115%.

**Annual Ground Rental for the Third Five (5) Year Period (Years 11-15):** \$422,069.26 per annum, based upon the product of the annual rental for the tenth (10<sup>th</sup>) year of the Lease term (367,016.75) and 115%.

**Annual Ground Rental for the Fourth Five (5) Year Period (Years 16-20):** Ground Rent Reopening shall be based on the fair market value (FMV) through independent appraisal.

**BLNR – ISSUANCE OF A DIRECTLY NEGOTIATED LEASE FOR THE UNITED STATES  
DEPARTMENT AGRICULTURE, HONOLULU PLANT INSPECTION STATION  
HONOLULU INTERNATIONAL AIRPORT**

Page 3

**PERFORMANCE BOND:**

The sum equal to the annual ground rental in effect.

**CHAPTER 343, HRS - ENVIRONMENTAL ASSESSMENT:**

Pursuant to 343-5(b), HRS and 11-200-5, HAR, Environmental Impact Statement Rules of the Department of Health, State of Hawai‘i, this disposition is exempt from requirements regarding preparation of an environmental assessment, negative declaration, or environmental impact statement as required by Chapter 343, Hawai‘i Revised Statutes, as amended, relating to Environment Impact Statements, because the proposed action falls within Exemption List Class #3, Comprehensive Exemption List for the State of Hawai‘i, Department of Transportation, dated November 15, 2000, as approved by the Environmental Quality Council. Exemption List Class #3, Item (c), “Stores, offices, and restaurants designed for total occupant load of twenty persons or less, if not in conjunction with the building of two or more such structures.”

The Hawai‘i Revised Statutes Chapter 343 Exemption Declaration for the United States Department of Agriculture Animal and Plant Health Inspection Service, Construction of a Plant Inspection Station by the Hawai‘i Department of Transportation, Airports Division dated November 17, 2016, is attached..

**REMARKS:**

In accordance with Section 171-59 (b), HRS, relating generally to Management and Disposition of Public Lands and relating specifically to Disposition by Negotiation, the DOT proposes to issue a direct lease to a Third Party Developer awarded the Contract by the USDA Animal and Plant Health Inspection Service to develop, construct, and manage the USDA Plant Inspection Station at Honolulu International Airport.

The proposed USDA Plant Inspection Station will allow PPQ Plant Health Safeguarding Specialists a facility to inspect imported plants and seeds to insure that they are free from plant pests and diseases that are not known to occur in the U.S. and which could be damaging to either U.S. agriculture or natural resources.

Airports Division has no objections to the issuance of a direct lease to a Third Party Developer to construct and manage the USDA Plant Inspection Station at Honolulu International Airport.

**BLNR – ISSUANCE OF A DIRECTLY NEGOTIATED LEASE FOR THE UNITED STATES  
DEPARTMENT AGRICULTURE, HONOLULU PLANT INSPECTION STATION  
HONOLULU INTERNATIONAL AIRPORT**

Page 4

**RECOMMENDATION:**

That the Board authorize the Department of Transportation to issue a directly negotiated lease to a Third Party Developer for the USDA Plant Inspection Station, subject to: (1) terms and conditions herein outlined, which are by reference incorporated herein; and (2) such additional terms and conditions as may be prescribed by the Director of Transportation to best serve the interests of the State.

Respectfully submitted,




**FORD N. FUCHIGAMI  
Director of Transportation**

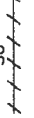
**APPROVED FOR SUBMITTAL:**



**SUZANNE D. CASE  
Chairperson and Member**

# LEGEND

HH  HANDHOLE

S8  ABANDONED SEWER LINE

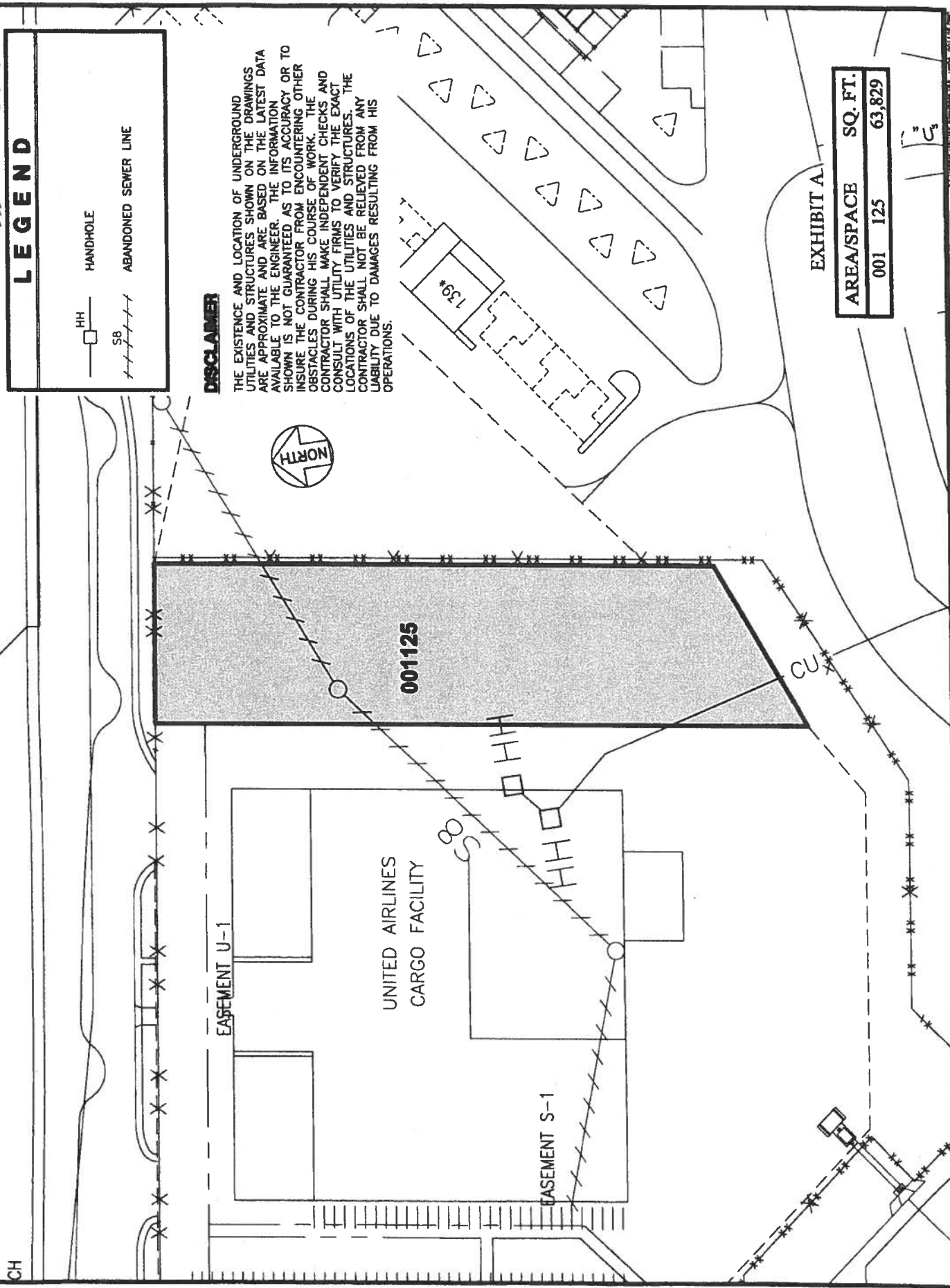
**DISCLAIMER**

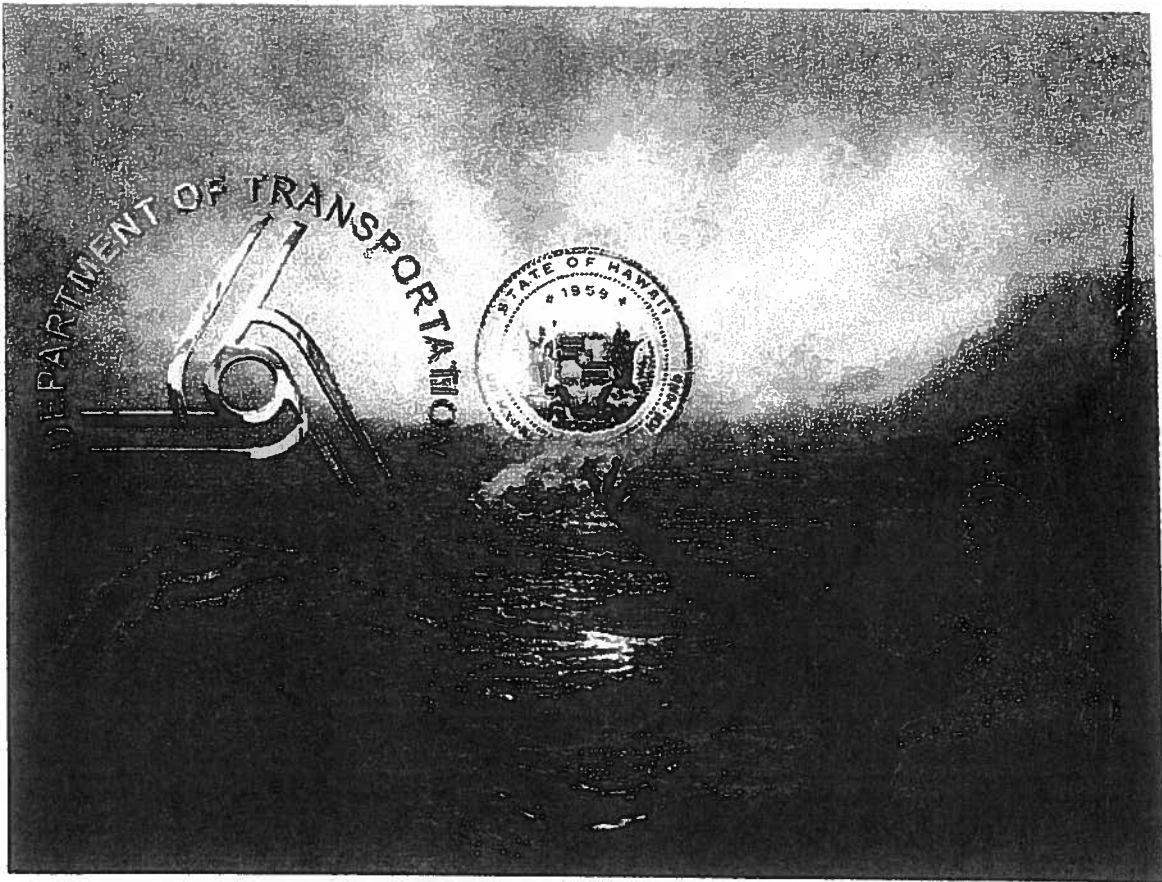
THE EXISTENCE AND LOCATION OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THE DRAWINGS ARE APPROXIMATE AND ARE BASED ON THE LATEST DATA AVAILABLE TO THE ENGINEER. THE INFORMATION SHOWN IS NOT GUARANTEED AS TO ITS ACCURACY OR TO INSURE THE CONTRACTOR FROM ENCOUNTERING OTHER OBSTACLES DURING HIS COURSE OF WORK. THE CONTRACTOR SHALL MAKE INDEPENDENT CHECKS AND CONSULT WITH UTILITY FIRMS TO VERIFY THE EXACT LOCATIONS OF THE UTILITIES AND STRUCTURES. THE CONTRACTOR SHALL NOT BE RELIEVED FROM ANY LIABILITY DUE TO DAMAGES RESULTING FROM HIS OPERATIONS.



EXHIBIT A

AREA/SPACE	SQ. FT.
001 125	63,829





---

**HAWAII REVISED STATUTES CHAPTER 343  
EXEMPTION DECLARATION**

---

FOR THE

**United State Department of Agriculture  
Animal and Plant Health Inspection Service  
Construction of a Plant Inspection Station**

by

**HAWAII DEPARTMENT OF TRANSPORTATION  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, Hawaii 96819-1880**

DAVID Y. IGE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

FORD N. FUCHIGAMI  
DIRECTOR  
  
Deputy Directors  
JADE T. BUTAY  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN  
DARRELL T. YOUNG

IN REPLY REFER TO:  
**AIR-EP**  
16.0093

November 17, 2016

**DECLARATION OF EXEMPTION**

**ACTION**

This is an "agency action" as defined by Section 343-5(b), HRS, and Section 11-200-5, HAR.

**EXEMPTION CLASS:**

The Exemption Declaration for the action described below is based on the Exemption List for the Department of Transportation (DOT), reviewed and concurred to by the Environmental Council on November 15, 2000.

- Exemption List Class 3.
- Item Number C.
- Applicable language from the DOT Exemption List: *Stores, offices and restaurants designed for total occupant load of twenty persons or less, if not in conjunction with the building of two or more such structures.*

Although the proposed action is exempted under the DOT Exemption List, additional due diligence was exercised through the 'consultation' process to allow comments and input from stakeholders.

**ACTION SPECIFIC INFORMATION**

Proposing Agency:	Hawaii Department of Transportation, Airports Division
Project Name & Address / Location:	Construction of a United States Department of Agriculture Plant Inspection Station at Honolulu International Airport on Aolele Street
Anticipated Start Date:	September 2017
Anticipated End Date:	December 2019
Island and District:	Oahu Honolulu
Tax Map Key(s) & Latitude / Longitude Coordinates:	(1) 1-1-003:218
All Necessary Permits and Approvals:	Building Permit, Grading Permit, Traffic Assessment, HRS Chapter 6E Clearance, FAA Form 7460-1, Lease Agreement, Section 106 Review

NARRATIVE

Description of action and exemption justification:

The Hawaii Department of Transportation, Airports Division (HDOTA), plans redevelop a previously developed site and construct a 14,000 square foot Plant Inspection Station (PIS) on Honolulu International Airport (HNL) property at Aolele Street, Tax Map Key: (1) 1-1-003:218. The use of State funds and land triggers the Hawaii Environmental Policy Act (HEPA), Chapter 343, Hawaii Revised Statutes (HRS). Therefore, HDOTA is required to evaluate the environmental impacts of the proposed PIS and make a determination pursuant to HRS Section 343-5(b).

The rectangular-shaped project site is bordered by Aolele Street on the mauka side (north), the HDOTA base-yard on the Diamond Head side (east), the Airport Operation Area on the makai side (south), and the United Airlines Cargo on the Ewa side (west). The land use district designation is "urban" and the City and County of Honolulu General Plan allows a mix of industrial and commercial uses. The zoning designation is I-2; there are no lot restrictions. The site is not in a Special Management Area.

- A 2012 Archaeological Assessment for Runway Safety Areas shows the site was shoreline and marshland, according to a map by the US Army Military Surveys, 1909-1913.
- The site was formerly used for General Aviation parking and a hangar.
- The site was graded and prepared for construction of the United Airlines Cargo Facility in 1997. United Airlines subsequently decided they didn't need the lot and relinquished the lot back to HDOTA.
- Plans for the United Airline Cargo Facility Site Preparation in 1997 shows a section of a building that required demolition on the project site, which was identified and labeled in the United Air Cargo plan as Lot B.
- The cargo facility location was evaluated as Cargo City in a Final Environmental Impact Statement (FEIS), Honolulu International Airport in 1991; former Governor John Waihee accepted the FEIS on May 30, 1991.
- The 1991 HNL FEIS did not identify significant environmental concerns at the project site.
- Historical aerial photos from 1964, 1973, 1980, and 1991, shows standing structures on the site and supports verbal accounts of historical use at the site.
- After United Airlines relinquished their lease of the graded and prepared Lot B in 1997, HDOTA fenced in half of the rectangular site and used it as material storage for its adjacent base yard. Today, the fenced-area is used for pallets storage.



**RECEIVING ENVIRONMENT**

**Description of the site:**

The physical and natural environment at the site is relatively flat grassy land with no trees or wildlife habitat.

Most of the airport land is at an elevation of +13 feet above mean sea level (msl) and is constructed primarily on fill material. There are no endangered or threatened wildlife or plant species at the site or surrounding area.



Thus the construction of the PIS is not expected to result in short or long term adverse impacts to the physical or natural environment nor will the project have impacts to flora and fauna.

The mean annual rainfall at HNL is about 23 inches and the prevailing winds is generally the northeast trade winds of 5 to 20 miles per hour. The surface runoff at HNL is generally very low. There is a main drainage along Aolele Street known as the North Peripheral Ditch or Kaloaloe Canal, which drains into Keehi Lagoon; the drainage also receives water from outside the airport property. The mean annual temperature at HNL is about 75 degrees Fahrenheit (F), plus or minus 10 degrees F with seasonal fluctuations. August and September are the warmest months while January and February are the coolest months of the year. The daily maximum temperatures at HNL run from high 70's F in the winter to mid-80's F in the summer.

**ENVIRONMENTAL ANALYSIS**

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

- |   | Not Applicable                      |
|---|-------------------------------------|
| <input checked="" type="checkbox"/> Land Use and Zoning Conformance               | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Traffic (Vehicles, Bicycles, Pedestrian)      | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Infrastructure (Roads, Buildings, Utilities)  | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Air Quality Pollutant Emissions               | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Noise Emissions                               | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Solid, Hazardous, and Liquid Waste Management | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Social  | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Economic                                      | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Health and Safety                             | <input type="checkbox"/>            |
| <input type="checkbox"/> Recreation   | <input checked="" type="checkbox"/> |
| <input type="checkbox"/> Public Beach Access                                      | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> Cultural Resources and Practices              | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Visual/Aesthetic                              | <input type="checkbox"/>            |

- |   | Not Applicable                      |
|---|-------------------------------------|
| <input checked="" type="checkbox"/> Environmental Justice                       | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Rare, Threatened, and/or Endangered Species | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Surface and Ground Water Resources          | <input type="checkbox"/>            |
| <input type="checkbox"/> Wetlands   | <input checked="" type="checkbox"/> |
| <input checked="" type="checkbox"/> Floodplains                                 | <input type="checkbox"/>            |
| <input checked="" type="checkbox"/> Riparian/Coastal Resources                  | <input type="checkbox"/>            |
| <input type="checkbox"/> Other  | <input checked="" type="checkbox"/> |

Comments/summary of impact analysis:

The proposed facility is a redevelopment for a site that was formerly used for general aviation parking and hangar.

Best management practice will address minimal drainage impacts during the project construction phase. The overall project impact to groundwater, hydrology, and surface water will be minimal.

Construction of the PIS will have temporary short term impacts to air quality from emissions of construction machinery, workers' vehicles, and fugitive dust. Thus, construction impacts to air quality will be localized, transient, temporary, and can be controlled below significant level with best management practice to include periodic watering of the construction area to reduce fugitive dust. The 1991 HNL FEIS has a more comprehensive air quality report which is still relevant; applicable practical measures from the FEIS will be incorporated into air quality control for the project.

Potable water will be supplied by Board of Water Supply sources without an adverse effect to residential, commercial or industrial users. Wastewater management will be designed, constructed and operated in compliance with Federal, State, and City and County of Honolulu (CC&H) rules and regulations.

Solid waste will be managed with best management practices to reduce, reuse and recycle waste material. The PIS facility will dispose of waste in compliance with Federal, State, and CC&H rules and regulations.

Ambient noise levels at the airport are primarily generated by aircraft noise. Construction activity noise will be temporary and insignificant in comparison to the ambient airport area noise levels. The 1991 HNL FEIS has a complete study of noise contours at HNL. The project will comply with Hawaii Department of Health guidelines to mitigate noise levels at the PIS.

The project site is situated outside the storm inundation zone in the Flood Insurance Rate Map and is listed as Zone D. The average storm surge height at Keehi Lagoon is estimated to be 5.1 feet above msl and is well below the site elevation of 13 feet msl. Earthquake hazards cannot be avoided, but the project site is subject to the same earthquake hazards as other areas on Oahu. The design, construction, and operation of the new facility according to applicable building design standards and codes will mitigate potential impacts caused by natural hazards.

There are no archaeological, historical or cultural resources on site. A 2012 Archaeological Assessment for the airport's Runway Safety Areas evaluated the area and documented the coastline, marshlands and Kaloaloe Fishpond which was located southward and away from the project site. As discussed earlier, the site has been developed over the years and the construction of the HNL PIS will not create any adverse environmental impacts.

Communities surrounding HNL consist mostly of a mixture of civilian and military residents, commercial use, and light industrial activity. The residential areas consist of dense single and multi-family developments. Hickam Air Force Base, Pearl Harbor Naval Base, Aliamanu, Salt Lake, and Kalihi-Palama-Kapalama communities surround HNL to the west, northwest, north, northeast, and east sides. Keehi Lagoon and Mamala Bay surround HNL on the southeast and south sides. The socio-economic impact of the new PIS is positive as the new facility will improve the processing of animal and plant material for personal and commercial import and export.

The 1991 HNL FEIS provides options to address future traffic impacts on Aolele Street. Vehicular traffic may increase with the PIS operations and a Traffic Assessment will be prepared to include the evaluation of turning movements, queueing, and sight distance for access onto Aolele Street. There is a probability that the project construction activities may coincide with the Honolulu Authority for Rapid Transit (HART) rail development on Aolele Street. Appropriate traffic control measures will be implemented to address construction impacts to area traffic. The Traffic Assessment will evaluate the proper course of action to mitigate potential impacts by vehicular traffic.

The visual character of the site will be altered but because the structure is only one story and the location has been approved for Cargo City, the visual impact will be minimal and consistent with HDOTA approved development plans. The building will have antennas, satellite dishes, and related transmission devices. It will be designed in compliance with HNL architectural design guidelines and must meet all federal, State, local and national building code requirements.

The building will be constructed to LEED Silver standards and will have solar photovoltaic system to alleviate electrical consumption from the grid. The photovoltaic panels will be built to meet FAA standards, applicable building codes, and withstand Category 3 winds (130 miles per hour). The appurtenant structures will not have significant adverse impacts and is consistent with HDOTA's approved plans.

In consideration of the above information and evaluation, the Department of Transportation did not find any environmental concerns and has determined that the construction and operation of the HNL PIS will result in minimal primary, secondary, and cumulative environmental impacts.

#### MITIGATION

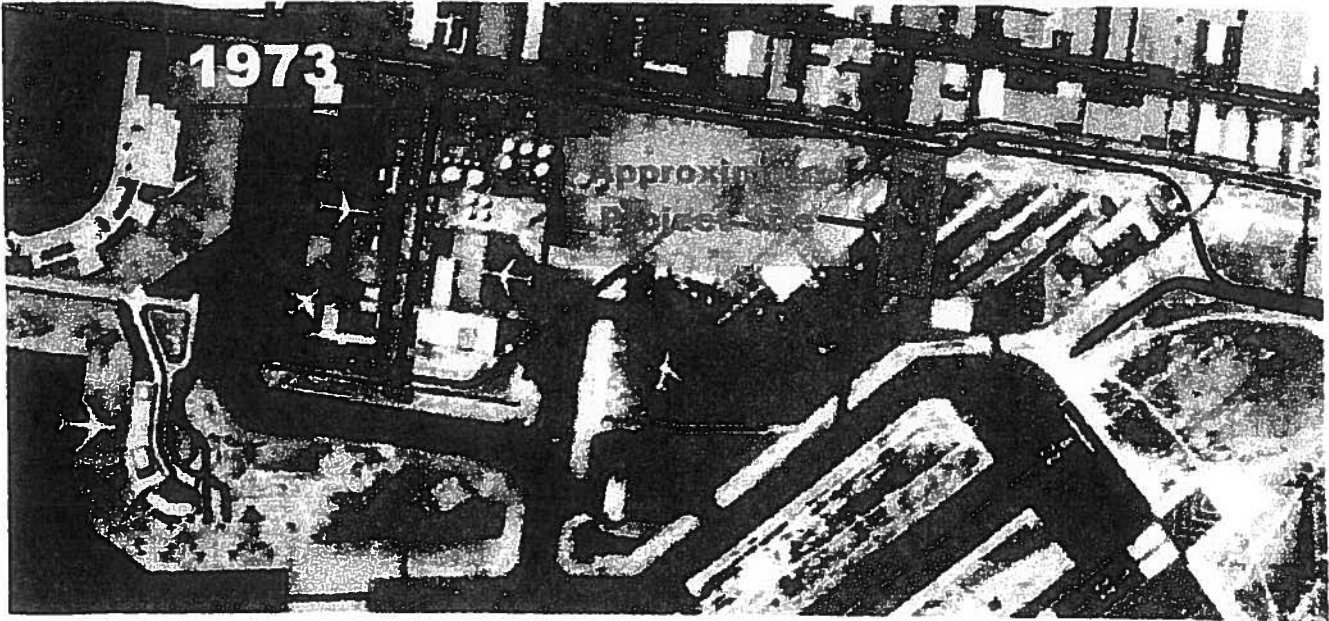
These measures and best management practices will be implemented to address potential adverse impacts during the project activities and after project completion:

All permit conditions and requirements will be implemented. Best Management Practices will be followed to mitigate fugitive dust and air quality, stormwater runoff, erosion control, noise

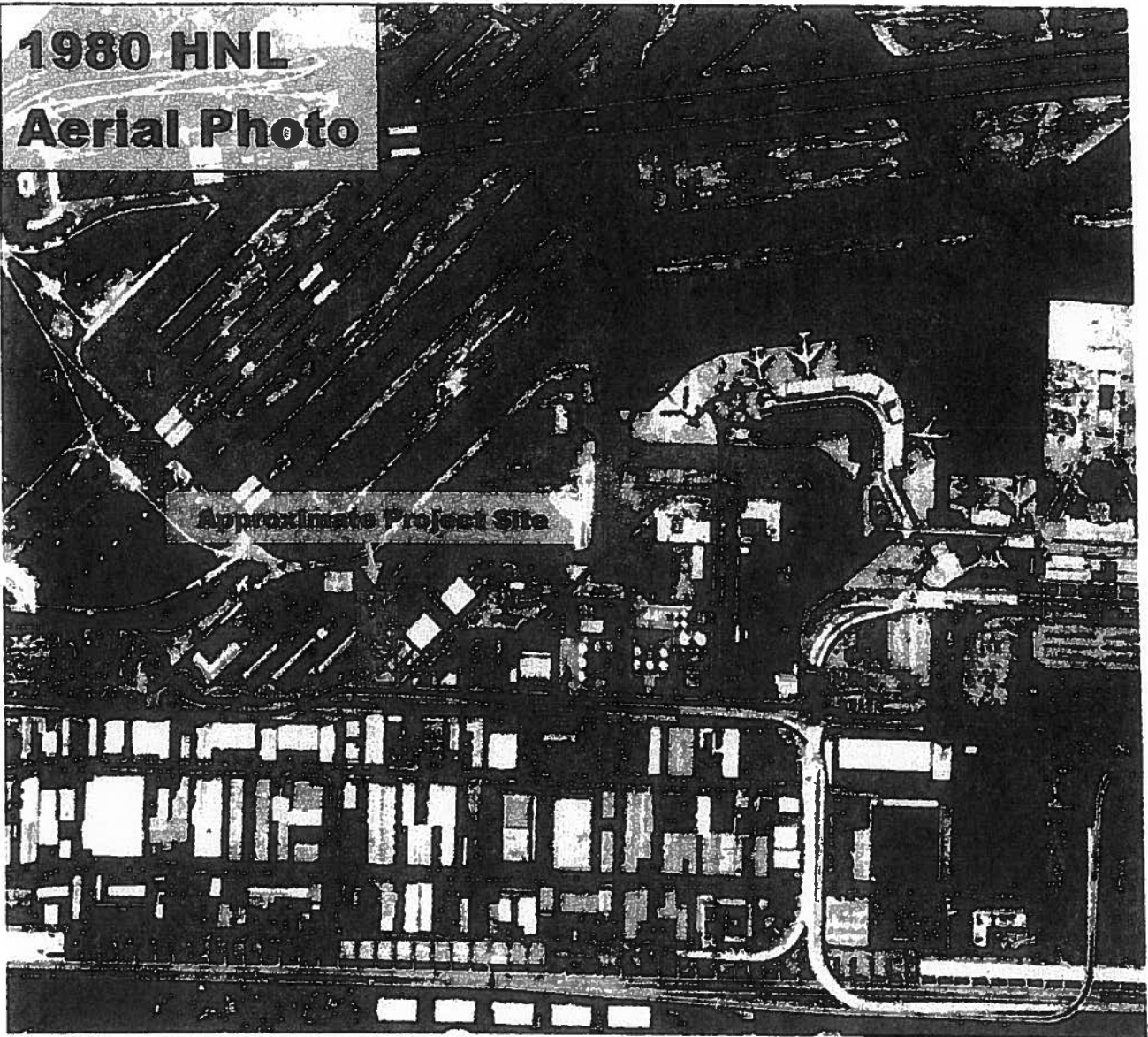
**1973 Honolulu  
Aerial Photo**



**1973**



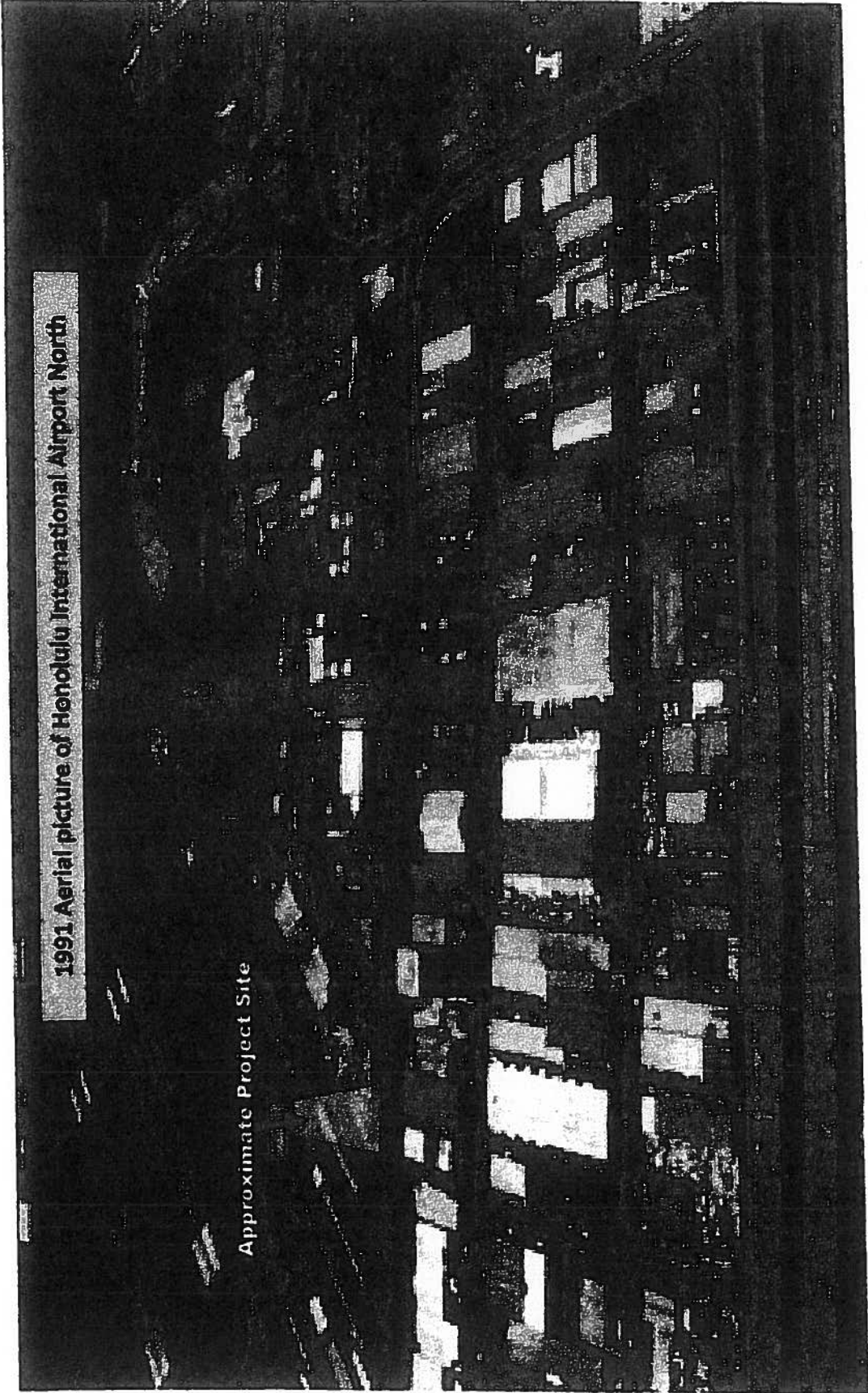
**1980 HNL  
Aerial Photo**



Approximate Project Site

1991 Aerial picture of Honolulu International Airport North

Approximate Project Site



Approximate Project Site



# Flood Hazard Assessment Report

www.lacounty.gov

## Property Information

CITY: LOS ANGELES  
 MAP: 1-2-3-4-5-6-7-8-9-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000

## Notes:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Flood Hazard Information

FORM INDEX DATE: NOVEMBER 05, 2014  
 LETTER OF MAP CHANGE(S): NONE  
 FEMA FIRM PANEL: 2500000000  
 PANEL EFFECTIVE DATE: JANUARY 02, 2012

THIS PROPERTY IS WITHIN A TYPICAL FLOODPLAIN ZONE. NO  
 (UNUSUAL INFO, VEST, Aerial, etc.)

THIS PROPERTY IS WITHIN A SPECIAL FLOOD HAZARD ZONE. NO  
 (UNUSUAL INFO, VEST, Aerial, etc.)



*Disclaimer: The services provided by this report are limited to the information provided in the report. The user/owner is responsible for verifying the accuracy of the information and data used in the report. The user/owner is also responsible for obtaining all necessary permits and approvals from the appropriate authorities.*

*If this report has been identified as 'UNUSUAL INFO', please refer to the 'UNUSUAL INFO' section of the report for more information. The user/owner is responsible for obtaining all necessary permits and approvals from the appropriate authorities.*

## SPECIAL FLOOD HAZARD AREAS (SPECIAL STUDIES TO DETERMINE BY THE 1% ANNUAL CHANCE FLOOD)

The 1% annual chance flood is the flood that has a 1% chance of being equaled or exceeded in any given year. SIFHA includes Zone A, AE, AH, AO, V, and VE. The base flood elevation (BFE) is the water surface of the 1% annual chance flood. Mandatory flood insurance applies in these zones.

	Zone A: BFE determined.
	Zone AE: BFE determined.
	Zone AH: Flood depths of 3 to 3 feet (usually sheet flow) BFE determined.
	Zone AO: Flood depths of 3 to 3 feet (usually sheet flow) with varying water depths determined.
	Zone V: Coastal flood zone with velocity based damage action, BFE determined.
	Zone VE: Coastal flood zone with velocity based damage action, BFE determined.
	Zone AH: Floodway areas. Zone AH: The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of obstructions so that the 1% annual chance flood can be carried without exceeding the BFE.

## NON-SPECIAL FLOOD HAZARD AREAS

Zone 3: Limited areas where flood hazards are not determined, but flooding is possible. No mandatory flood insurance purchase apply. Flood insurance is available in participating private areas.