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OFC. OF ENVIRONMENTAL
QUALITY CONTROL

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

May 23, 1990

HAR-ED 5059

Dr. Marvin T. Miura, Director
Office of Environmental Quality Control
465 South King Street, Room 115
Honolulu, Hawaii 96813

Dear Dr. Miura:

Subject: Negative Declaration - Dredging and Overseas Pier Extension at Kawaihae Harbor, Hawaii - Job H. C. 5219

In accordance with Chapter 343-5(c), Hawaii Revised Statutes, we are notifying you that we will not require an Environmental Impact Statement for the subject project. We have enclosed a Negative Declaration and OEQC Form 89-01 on the proposal.

Should you have any question on the action, please contact Mr. Fred Nunes of our Harbors Division at 548-2505.

Very truly yours,

Edward Y. Hirata
Director of Transportation

Enc: Negative Declaration
OEQC Form 89-01

1990-06-08- HA-FEA

FILE COPY

NEGATIVE DECLARATION FOR
DREDGING & OVERSEAS PIER EXTENSION AT KAWAIHAE HARBOR, HAWAII
JOB NO. H.C. 5219

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

No agencies were consulted in the preparation of this negative environmental impact statement since past experience has shown that similar projects within established harbors have not had significant effects upon the environment. Our assessment of the proposed action has confirmed that this project will not have a significant impact. However, the following agencies will review the project, and their approval will be required prior to construction.

1. Department of Land and Natural Resources
   Conservation District Use Application (CDUA) Permit

2. U.S. Army Corps of Engineers
   Department of the Army Permit

3. Department of Health
   Water Quality Standards Permit (Form 401)

4. Planning Department, County of Hawaii
   Shoreline Management Area (SMA) Permit

5. Planning Department, County of Hawaii
   Shoreline Setback Permit

6. Department of Business and Economic Development
   Costal Zone Management (CZM) Assessment

D. GENERAL DESCRIPTION OF THE AREA PRIOR TO THE PROJECT

1. Existing Structures and Uses

The "2010 Master Plan for Kawaihae Harbor" adequately describes the harbor complex and is in part reprinted and edited in the following paragraphs.

"The initial Federal authorization for the Kawaihae Harbor Project came in the Rivers and Harbors Act of 1950. The harbor's navigational improvements and protective structure were completed by the U. S. Army Corps of Engineers in 1973. It consists of a 2,650 feet long rubblemound breakwater, a harbor basin 1,450 feet wide; 1,750 feet long on the northeast side and 1,050 feet long on the southwest side. The entrance channel is 40 feet deep and the harbor basin has a project depth of 35 feet ([Sheet 2])."

"The existing harbor land is generally unimproved with the exception of the Inter-Island Barge and Overseas [Piers which are located on the northern and western portions of the harbor basin.] Portions of the landside areas are on long-term leases for bulk sugar and molasses storage, sugar loading gantries, petroleum product storage, bulk cement storage and fertilizer manufacturing and storage."

"To the north of the inter-island barge terminal is a livestock corral, a loading platform and a small boat harbor. The small boat harbor provides limited moorings for small boats and has a boat launching ramp at the northeast corner for trailer boaters and canoeing activities."

"The U. S. Army owns and operates a landing ramp (LST Ramp) adjacent to the southwestern corner of the harbor basin on approximately 10 acres of [above water] and submerged land ([Sheet 2]). It includes approximately 7 acres of the coral stockpile area, most of which is enclosed by a chain link fence, to stage equipment, supplies and ammunition for deployment to the Army's Pohakuloa Training Area. This area is known as the Kawaihae Harbor Project (Civil Works Project). [The Kawaihae Harbor Project] is part of approximately 30 acres under the jurisdiction of the U. S. Department of the Army by the Governor's Executive Order No. 1759."

"The southeastern corner of the harbor basin area is used as a temporary mooring site for recreational and commercial small boats. A wooden [marginal wharf, finger pier] and a dinghy rack are located in the same area ([Sheet 2])."

"A partially completed breakwater located on the [southwestern] corner of the coral stockpile is the site for [a proposed] new Kawaihae Small Boat Harbor. Currently, only a limited number of small boats can be moored inside the shelter of the partially completed breakwater."

The entire shoreline of the project area can be characterized as completely man-made. From the southeast corner of Kawaihae Harbor Basin and travelling in a northwesterly direction, the land is composed of dredged fill material. With the exception of the first 220 linear feet of the backfilled coral shoreline, the rest of the shoreline (1307 LF) in the northwesterly direction to the existing Overseas Pier is defined by a rip-rap wall. Thereafter the shoreline, with one exception, is a distinct vertical plane formed either by the edges of the Overseas Pier or the Inter-Island Barge Pier. The exception to this configuration occurs in the 310 foot rip-rap wall section between the Overseas Pier and the Inter-Island Pier.

2. Existing Environment

The project area can be basically characterized as supporting the essential commercial and industrial operations of Kawaihae Harbor. The exception is the marginal wharf area, where small boat activities are conducted. However, due to the operational use of the area, few recreational opportunities are available or utilized immediately off-shore of the specific project sites. No known endangered aquatic life occupy the immediate project area of the harbor basin area. Fishing in the area is generally limited to recreational angling for small species of common near-shore fish. No commercial fishing operations are conducted immediately off shore of the project areas.

All areas that are proposed to be dredged have been previously dredged within the last 17 years. The depth of the Harbor in the project area ranges from 0.0 feet Mean Lower Low Water (MLLW) to approximately (-) 35 feet MLLW.

The landside area of the proposed project site is backfill composed entirely of previously dredged material. Vegetation is almost nonexistent and there are no rare or endangered plants or animals present in the project area. What little vegetation exists are exotic grasses concentrated along the top of the rip-rap wall that defines the shoreline from the southeast corner of the harbor basin to the existing Overseas Pier. All other areas of the project are devoid of vegetation.

E. GENERAL DESCRIPTION OF THE ACTIONS' TECHNICAL, ECONOMIC, SOCIAL AND ENVIRONMENTAL CHARACTERISTIC

1. Technical Description of the Proposed Project and Objectives

The proposed project can be categorized into three distinct sections which are described below.

a. Inter-Island Barge Pier Area (Sheet 3): The existing inter-island barge pier has a limited barge back-up area. The project calls for the dredging of the southeast end of the pier to a project depth of (-) 16.00 feet below the Mean Lower Low Water (MLLW) line. Anticipated dredge volume is 100 cubic yards. This will increase barge docking manuever space, accommodate the anticipated larger future barges, and increase the utilization of the existing limited container storage shoreside area.

b. Overseas Pier Area (Sheets 4,5): This portion of the project involves a 600 foot extension of the existing 602 foot long concrete pier to the southeast, dredging as required to a project depth of (-) 35.00 feet MLLW, and the completion of paving of the overseas container yard immediately shoreside of the pier extension. Anticipated dredge volume is 16,000 cubic yards. Completion of this portion of the project will increase the capacity of the overseas pier by allowing for multiple berthing of ships and barges, and provide a safe and organized area for overseas container storage.

c. Marginal Wharf Area (Sheet 1): The existing six foot wide marginal wharf will be extended 38 feet to the southeast to provide more berthing space for small boats. Open wooden boat racks will also be built to store small dinghies and rubber rafts. In addition, a 6 foot by approximately 70 foot long small boat loading dock will be built southeast of the marginal wharf extension. This loading dock will replace an existing finger pier which must be demolished to accommodate the overseas pier extension. There is expected to be 217 cubic yards of dredging to bring the project depth to (-) 5.00 to (-) 10.00 feet MLLW.

The dredging work at the project areas calls for the removal of materials consisting primarily of sand, silt, limestone, rubble and boulders. All areas to be dredged have been previously dredged to create the existing harbor basin.

2. Economic - Social

Similar to other Neighbor Islands and the entire State of Hawaii, the Island Hawaii is almost totally dependent on ocean transportation for its basic sustenance and economy. Kawaihae Harbor, situated on the northwestern coast of the Island of Hawaii, is located approximately 30 miles north of Keahole Airport and is the only commercial harbor serving

West Hawaii. It is one of two deep draft ports that services the Island of Hawaii; the other being Hilo Harbor, which primarily serves East Hawaii.

West Hawaii is rapidly growing, as evidenced by the dramatic increase in development along the Kohala-Kona coast. Kawaihae Harbor plays an important role in supporting these developments. The importance of the harbor will continue after development of the area has stabilized, as basic necessities of the increased population and support activities will require continued surface transportation support.

The existing inter-island barge terminal has limited maneuvering area and the current volume of cargo is exceeding the capacity of the area, resulting in inefficient use of the facility.

In the fall of 1986, direct overseas transshipment container service began to Kawaihae Harbor and is now operating in the unimproved area adjacent to the overseas terminal building. This is the site of the new overseas pier extension and paved container yard proposed under this project.

The project is in accord with the general recommendations contained within the "2010 Master Plan for Kawaihae Harbor" developed in 1989 for the long term planning of facilities at the harbor.

3. Environmental

During the construction period, there will be some temporary inconveniences to users of the harbor. There will also be a temporary increase in water turbidity, noise, dust, and air emissions from dredging, pile driving and internal combustion engines associated with the construction.

There will be no significant long term impact on recreational uses nor other marine resources due to the project.

F. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

Federal authorization for the Kawaihae Harbor Project came in the Rivers and Harbors Act of 1950. The initial harbor dredging was completed in 1959 and the present harbor was completed by the U.S. Army Corps of Engineers in 1973. The proposed project is located either entirely on coral fill created from the harbor dredging or over waters that have been previously dredged to create the harbor basin. The project site does not contain any identifiable historical or archaeological sites. No endangered wildlife live in the harbor.

G. DISCUSSION OF THE ASSESSMENT PROCESS

The effect of this project upon the environment has been determined to be insignificant. The construction of this project will not:

1. Generate controversy;

2. Significantly alter the existing topography of the land or character of its use;

3. Cause the displacement of any persons;

4. Affect any rare, threatened, or endangered species of animals, plants, or habitants;

5. Involve an irrevocable commitment to loss or destruction of any natural or cultural resources, except for the labor and materials related to the construction of the improvements;

6. Curtail the beneficial uses of the environment;

7. Conflict with the State's long-term environmental policies, goals, or guidelines, and;

8. Degrade the environmental quality.

However, implementation of this project will be beneficial for the State by increasing the harbor's efficiency and capacity. Increased harbor efficiency and capacity will help to minimize the cost to ship goods through the harbor.

H. IMPACTS AND ALTERNATIVES CONSIDERED

During the construction period, there will be a temporary increase in noise, dust and emissions from pile driving and internal combustion engines associated with the construction. Since most of the work will be done during normal working hours, the contractor will be required to take measures to keep noise and dust levels within allowable limits.

The dredging operation will cause discoloration of the harbor waters at the dredge sites due to the suspension of silt, organic detritus and nutrients. However, the turbidity increase will be of a short duration since the material should quickly settle out and restore the waters to the original level of turbidity. Approximately 16,300 cubic yards of material will be removed by dragline/clamshell type of equipment operating from the shore and disposed inland. Overland transportation of the dredged materials will be allowed after excess moisture has been drained. Disposal of dredged materials will be on land southeast of the project area. The area is presently composed of coral that was originally

dredged to create the harbor basin and is bounded by a perimeter berm to prevent runoff. The dredging operation is expected to take about 3 to 4 months.

There may be a short-term change in the fish population of the harbor as the fish tend to move away from the disturbances caused by the pile driving and dredging activities. However, due to the short-term nature of the dredging project, the fish population should quickly restore itself to pre-dredging conditions.

Estimated total construction time is 360 working days.

There are no practical alternatives to the proposed project. Present and future harbor operations require that these areas be improved.

I. MITIGATION MEASURES

Temporary inconveniences to the public, such as air and noise pollution and water turbidity, are adverse effects which cannot be avoided should the project be implemented. Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.

J. DETERMINATION

Since no major adverse impacts are anticipated, costly detailed studies were considered inappropriate. Consequently, a determination has been made that an environmental impact statement is not required.

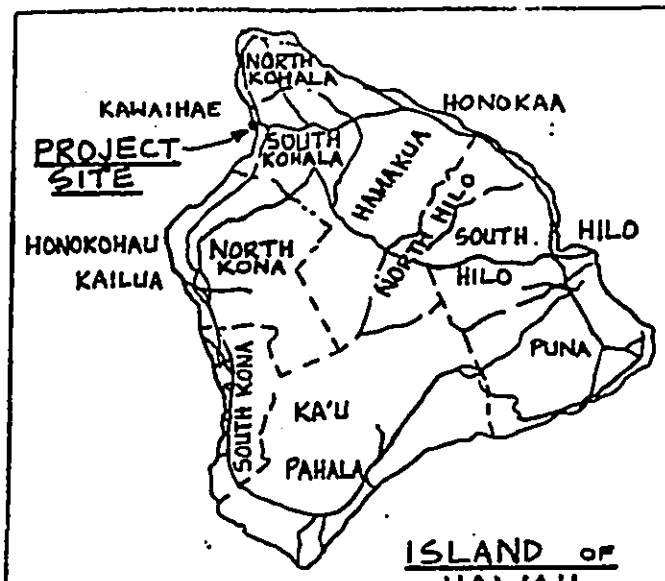
K. REASONS

Reasons supporting the "no EIS" determination are outlined in Sections G and H of this Negative Declaration. Any adverse environmental impact resulting from this project has been determined to be insignificant. Past experience has shown that this type of construction within an established harbor has an insignificant effect on the environment, both short and long term.

EDWARD Y. HIRATA
Director of Transportation

5/25/90
Date

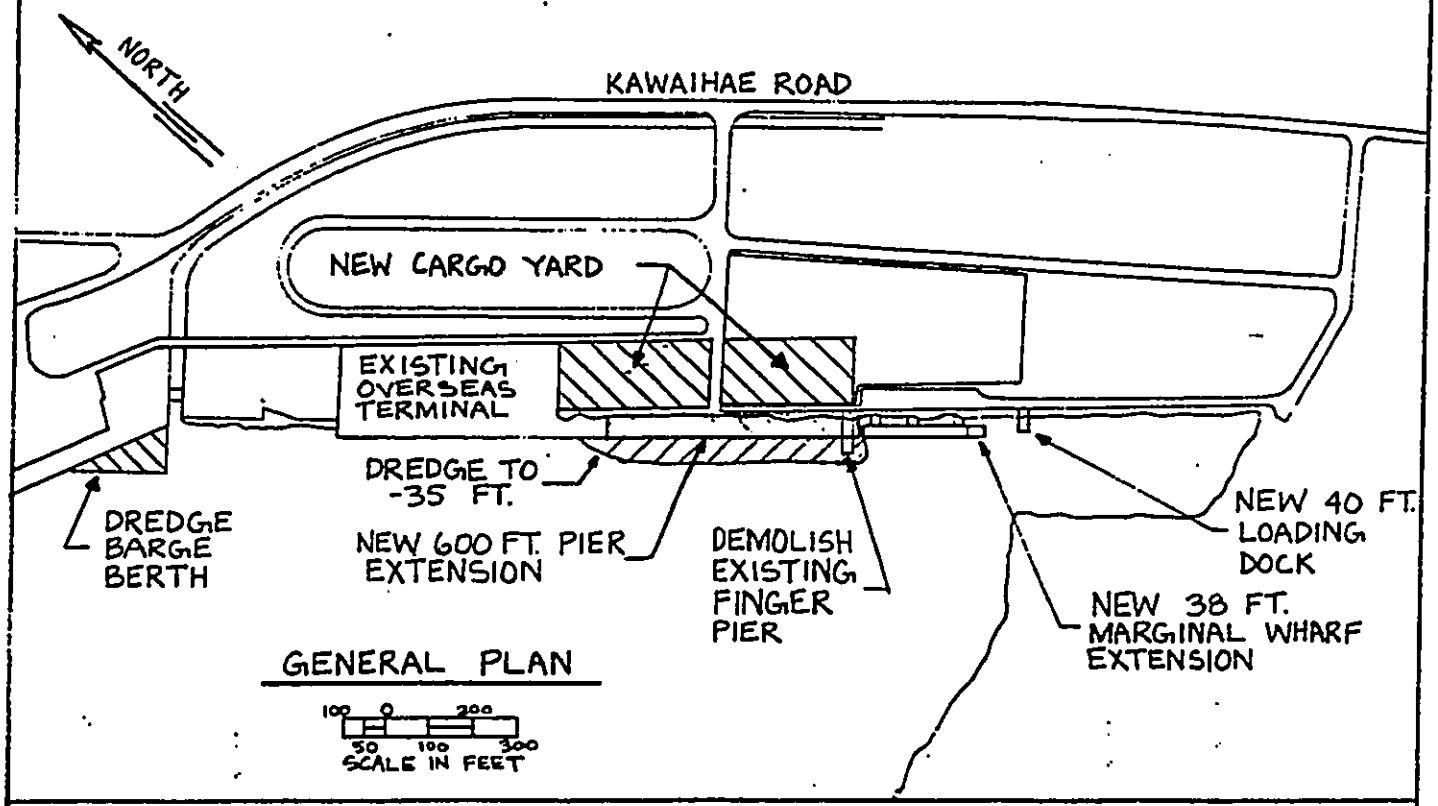
Attachments



ISLAND OF HAWAII

SCOPE OF WORK

1. A.C. PAVING
2. CHAIN LINK FENCING
3. AREA LIGHTING
4. FIRE HYDRANTS
5. 600 FT. PIER EXTENSION
6. DREDGING FOR NEW PIER, BARGE BERTH, & LOADING DOCK.
7. EXTEND MARGINAL WHARF
8. DEMOLISH FINGER PIER
9. 40 FT. LOADING DOCK W/ 31 FT. ACCESS RAMP



GENERAL PLAN

100 0 200
50 100 300
SCALE IN FEET

PROJECT TITLE: DREDGING AND OVERSEAS PIER EXTENSION H.C. 5219

DATUM: 0.00 MLLW

NAME OF ADJACENT PROPERTY OWNERS:

① STATE OF HAWAII

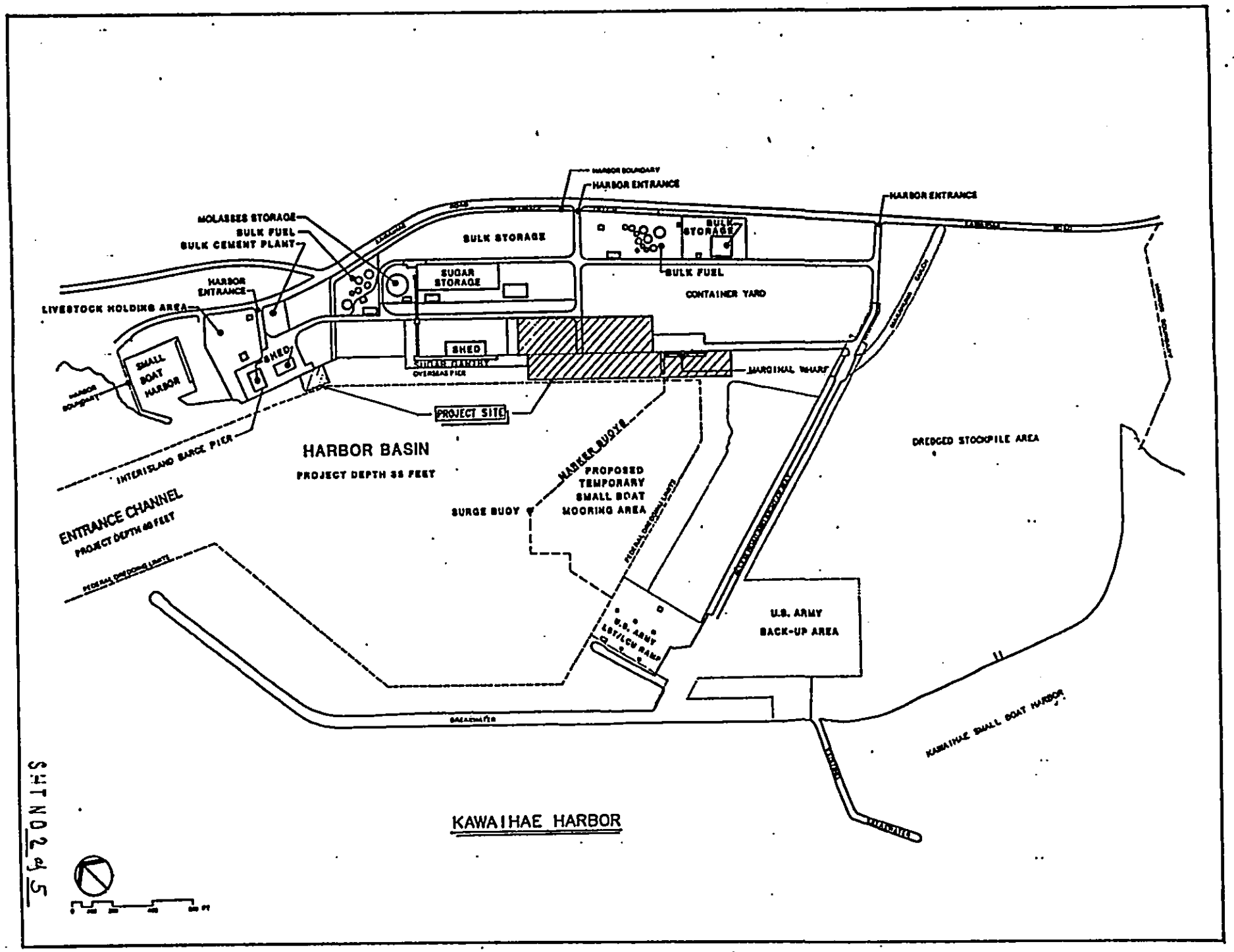
IN: KAWAIHAE HARBOR

AT: KAWAIHAE, SOUTH KOHALA

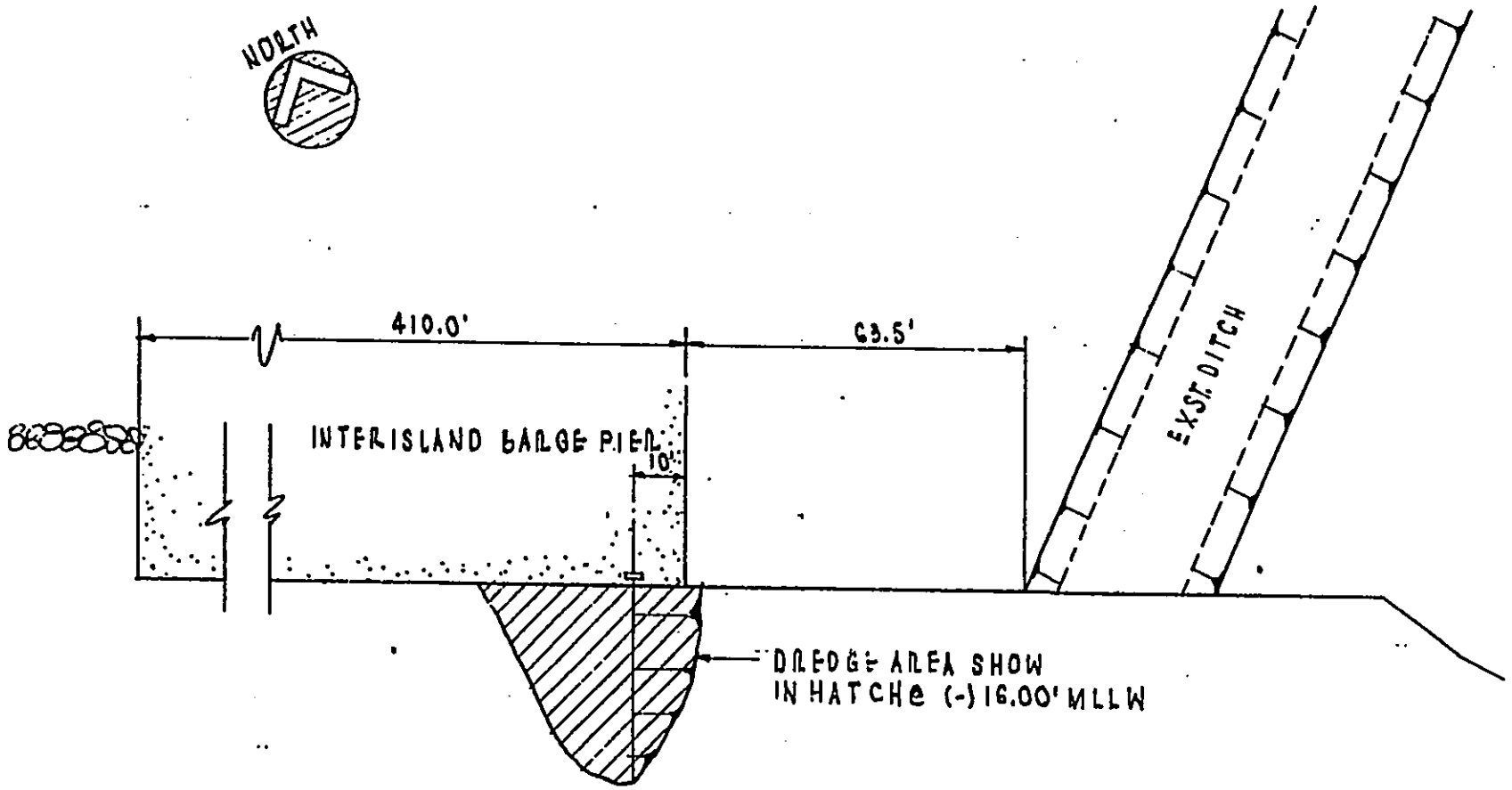
COUNTY: HAWAII STATE: HAWAII

APPLICATION BY: DEPT. OF TRANSP. HARBORS DIV.

DATE: APRIL 1990


HARBOR BOUNDARY
HARBOR ENTRANCE
HARBOR ENTRANCE
MOLASSES STORAGE
BULK FUEL
BULK CEMENT PLANT
BULK STORAGE
BULK STORAGE
SUGAR STORAGE
BULK FUEL
CONTAINER YARD
HARBOR ENTRANCE
LIVESTOCK HOLDING AREA
SHED
SHED
SUGAR FACTORY
OVERSEAS PIER
MARGINAL WHARF
SMALL BOAT HARBOR
HARBOR BOUNDARY
PROJECT SITE
INTERISLAND BARGE PIER
HARBOR BASIN
PROJECT DEPTH 35 FEET
HARBOR BUOYS
PROPOSED TEMPORARY SMALL BOAT MOORING AREA
SURGE BUOY
DREDGED STOCKPILE AREA
ENTRANCE CHANNEL
PROJECT DEPTH 40 FEET
FEDERAL DIRECTIONS LIMITS
FEDERAL DIRECTIONS LIMITS
U.S. ARMY BACK-UP AREA
U.S. ARMY LST/LCU RAMP
BREAKWATER
KAWAIHAE SMALL BOAT HARBOR
BREAKWATER
KAWAIHAE HARBOR

SHT NO 2 of 5

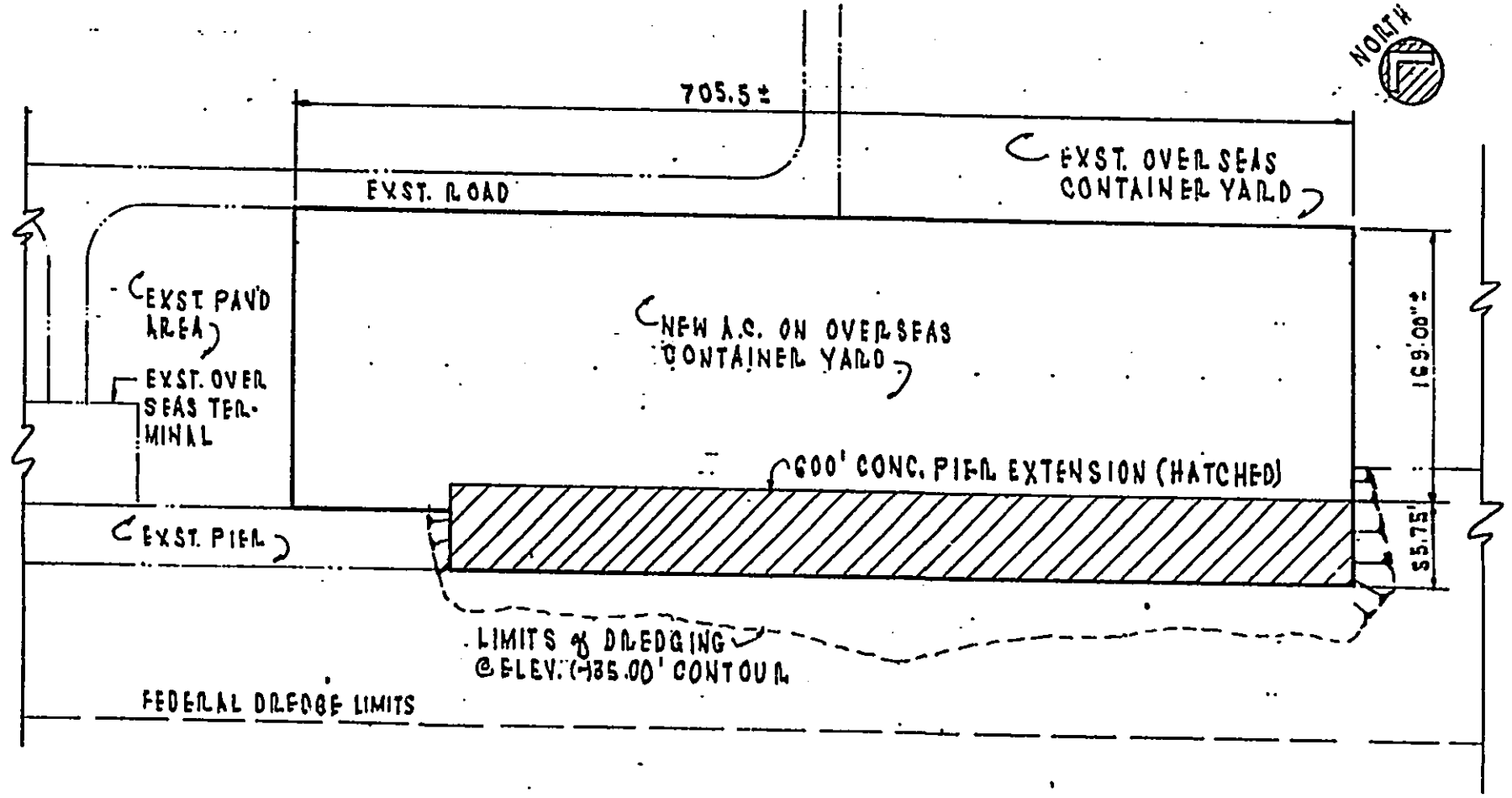


INTER-ISLAND PIER DREDGING PLAN.

SCALE: 1" = 30'-0"

0 5 10 20 30 40

SHT. NO. 3 of 5

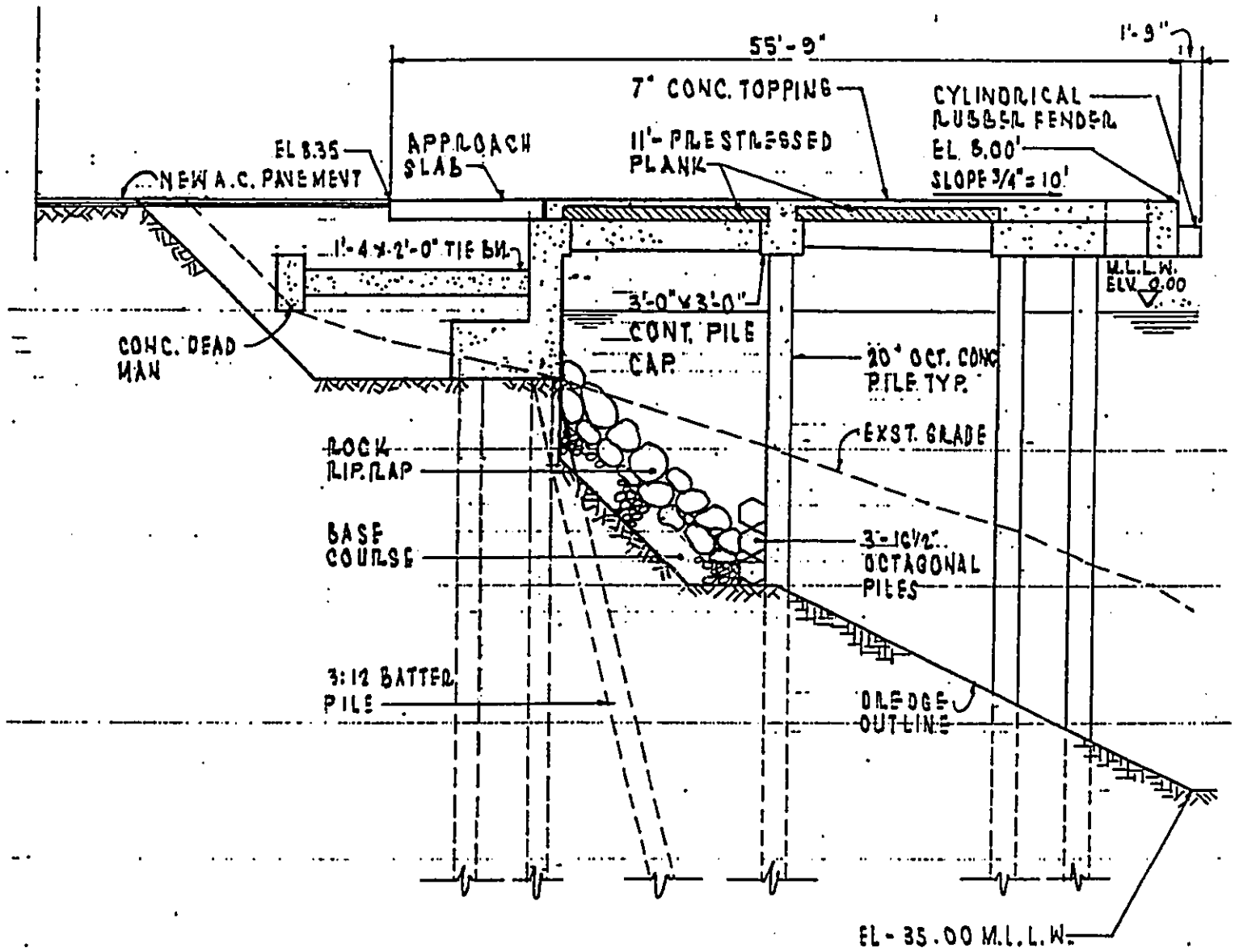


PLAN

50 0 100 200 300

GRAPHIC SCALE

SHT 4 OF 4



TYPICAL CROSS SECTION

SCALE: 3/32" = 1'-0"

5' 0' 5' 10' 15' 20' 25' 30'

GRAPHIC SCALE

ATTACHMENT A

B. Existing Utilities

The existing utilities in the project area are very minimal. They consist of telephone, water and electricity. The construction of the project will have no impact on the present telephone utility. Water will be supplied to the project area by an existing 4 inch waterline. Area lighting will be provided in the new cargo yard adjacent to the marginal wharf.