

JOHN WAIHEE  
GOVERNOR



EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
DAN T. KOCHI (PRIMARY)  
RONALD N. HIRANO  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

RECEIVED  
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

'90 AGO 28 1869 PINCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL August 22, 1990

HAR-ED 5450.91

Dr. Bruce Anderson, Acting Director  
Office of Environmental Quality Control  
465 South King Street, Room 115  
Honolulu, Hawaii 96813

Dear Dr. Anderson:

Subject: Negative Declaration for  
Heeia-Kea Boat Harbor Improvements  
Oahu - Job H. C. 2267

In accordance with Chapter 343-4 (c), Hawaii Revised Statutes,  
we are notifying you that we will not require an Environmental  
Impact Statement for the subject project. We have attached a  
Negative Declaration for the proposed work.

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

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".

Edward Y. Hirata  
Director of Transportation

Att.

1990-09-08-0A-FEA

DOCUMENT FOR PUBLICATION IN THE OEQC BULLETIN

DATE: August 10, 1990 SUBMITTED BY: Napoleon O. Agraan

THE DOCUMENT IS A (CHECK ALL THAT APPLY): BE SURE TO ATTACH 4 COPIES

CHAPTER 205A DOCUMENT [ ] NEGATIVE DECLARATION [x]
CHAPTER 343 DOCUMENT [ ] EIS PREPARATION NOTICE [ ]
NEPA DOCUMENT [ ] DRAFT EIS [ ]
FINAL EIS [ ]
ACCEPTANCE NOTICE [ ]
FONSI [ ]

IS THE DOCUMENT A SUPPLEMENTAL EIS? YES [ ] NO [x]

TITLE OF PROPOSED ACTION OR PROJECT: Heeia-Kea Boat Harbor
Improvements, Oahu - Job H. C. 2267

LOCATION: ISLAND Oahu DISTRICT Kaneohe
ATTACH PROJECT LOCATION MAP(S)

TYPE OF ACTION (CHECK ONE): APPLICANT [ ] AGENCY [x]

NAME OF PROPOSING APPLICANT OR AGENCY: DOT - Harbors Division
NAME OF CONTACT: Napoleon O. Agraan
ADDRESS: 79 South Nimitz Highway
CITY: Honolulu STATE: Hawaii ZIP CODE: 96813
PHONE: ( ) 548-2505 or ( )

NAME OF PREPARER OR CONSULTANT: Same as above
NAME OF CONTACT:
ADDRESS:
CITY: STATE: ZIP CODE:
PHONE: ( ) or ( )

ACCEPTING AUTHORITY: Department of Transportation

ESTIMATED PROJECT COST: FEDERAL FUNDS \$ STATE FUNDS \$ 370,000.00 COUNTY FUNDS \$ PRIVATE FUNDS \$ TOTAL \$ 370,000.00
DOCUMENT PREPARATION COST: NEG DEC/EA \$ DRAFT EIS \$ FINAL EIS \$ SUP DRAFT EIS \$ SUP FINAL EIS \$ TOTAL \$

EA TRIGGER (CHECK ALL THAT APPLY):
[x] USE OF STATE OR COUNTY LANDS OR FUNDS
[ ] USE OF CONSERVATION DISTRICT LANDS
[ ] USE OF SHORELINE SETBACK AREA
[ ] USE OF HISTORIC SITE OR DISTRICT
[ ] USE OF LANDS IN THE WAIKIKI SPECIAL DISTRICT

NEGATIVE DECLARATION FOR  
HEEIA-KEA BOAT HARBOR IMPROVEMENTS, OAHU  
JOB H. C. 2267

A. APPLICANT

Harbors Division, Department of Transportation

B. APPROVING AGENCY

Department of Transportation

C. AGENCIES CONSULTED

The Heeia-Kea Advisory Board, Commercial fishermen, all users and members of the community were consulted. They unanimously supported this project.

Permits from the Department of the Army, Corps of Engineers, Department of Health (Water Quality), and Office of State Planning (CZM) will be requested prior to construction.

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See attached map)

The proposed project consists of constructing a new lane to the existing single lane launching ramp; demolishing the existing wooden loading dock and replacing it with prestressed concrete; extending and repairing the existing launching ramp; and maintenance dredging of the turning basin/entrance channel.

2. Economic - Social

Heeia-Kea Boat Harbor is located on the northeast shore of Oahu in Kaneohe between Kahaluu and Kailua. Facilities at the harbor include a comfort station, launching ramps, finger piers, washdown area, loading dock, and paved parking.

There are two launching ramps: a 36-foot wide double lane ramp, constructed in 1959, is situated at the Kahaluu side of the harbor and a single lane ramp, built in 1971, is located at the Kailua side of the harbor (project site). The single lane ramp which was designed for use by smaller boats, has a slope of 12% with a toe elevation of -3.0 ft. elevation at Mean Lower Low Water (MLLW).

Due to heavy usage and tidal surge, the ramp has deteriorated and requires repair. Also, the ramp needs to be extended to accommodate bigger boats.

The entrance channel/turning basin was originally dredged in 1968 to -6.00 ft. elevation at MLLW. Water depth is now shallow due to accumulation of silt/sand and will also require maintenance dredging.

In addition to the repair and maintenance work, the proposed additional lane for the existing ramp was part of the planned improvements for this boat harbor to upgrade the facility and enhance the boating needs of the community.

### 3. Environmental

The proposed improvements will be done in the water within the existing harbor. It will not endanger any marine or other wildlife in the area.

The proposed improvements will temporarily disrupt the use of the existing ramp but only for a short duration. The proposed project will not significantly change or disrupt the present use of the area.

#### E. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The adverse environmental effects described in paragraphs G and H are expected to be brief and associated only with the construction of the project. The harbor does not contain any historical or archaeological sites. No endangered wildlife lives in the harbor.

#### F. DISCUSSION OF THE ASSESSMENT PROCESS

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

1. Generate controversy;
2. 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 habitats;

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 policy goals, or guidelines; and
8. Degrade the environmental quality.

The implementation of this project will be beneficial for the State by making the facility a safe and enjoyable source of recreation and fishing.

G. IMPACTS AND ALTERNATIVES CONSIDERED

During the construction period, there will be a temporary increase in noise, dust and emissions from internal combustion engines associated with the construction. However, these impacts will be minimal and intermittent in nature. Emissions from internal combustion engines will be readily dispersed in the open area.

The dredging work will cause discoloration of the harbor waters at the dredge site 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, 650 cubic yards of material consisting of sand and silt will be removed by dragline/clamshell type of equipment and disposed inland. Disposal of the dredged material will be on land at an approved dump site. The dredging operation is expected to take about 2 weeks.

Alternatives to the proposed project are a reduced scope of work or no action. Both alternatives would decrease the level of use of the harbor and impose economic burden on the boaters. The improvements would help reduce maintenance costs and increase the recreational benefits derived from a highly efficient facility.

H. MITIGATION MEASURES


Provisions will be made in the project specifications to control and minimize the temporary adverse effects of construction.

I. DETERMINATION

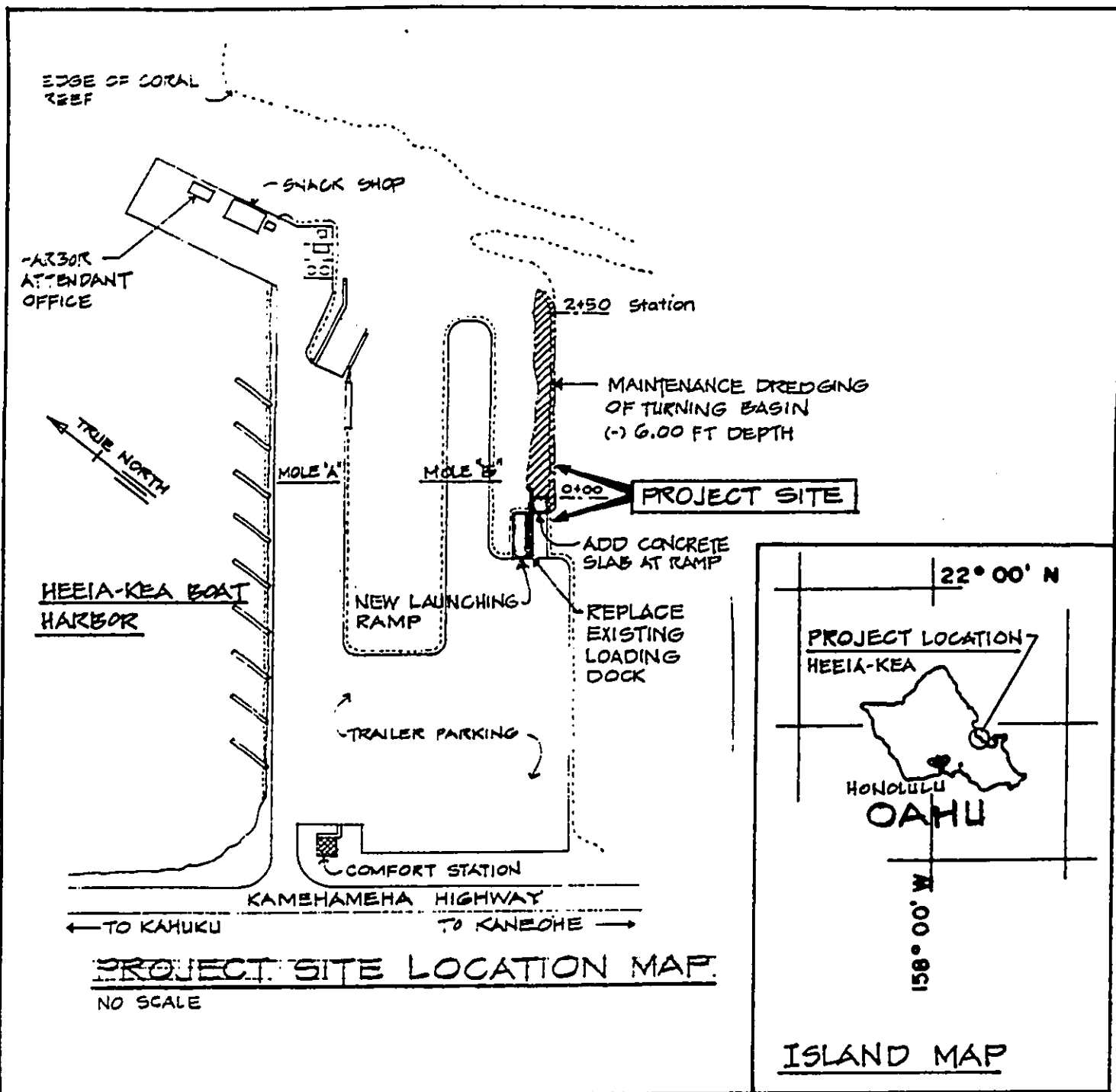
Since no major adverse impacts are anticipated, costly detailed studies are considered inappropriate. Consequently, a determination has been made that an Environmental Impact Statement is not required.

J. REASONS

Reasons supporting the "no EIS" determination are outlined in Sections F and G of this Negative Declaration. Any adverse environmental impact resulting from this project had 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.

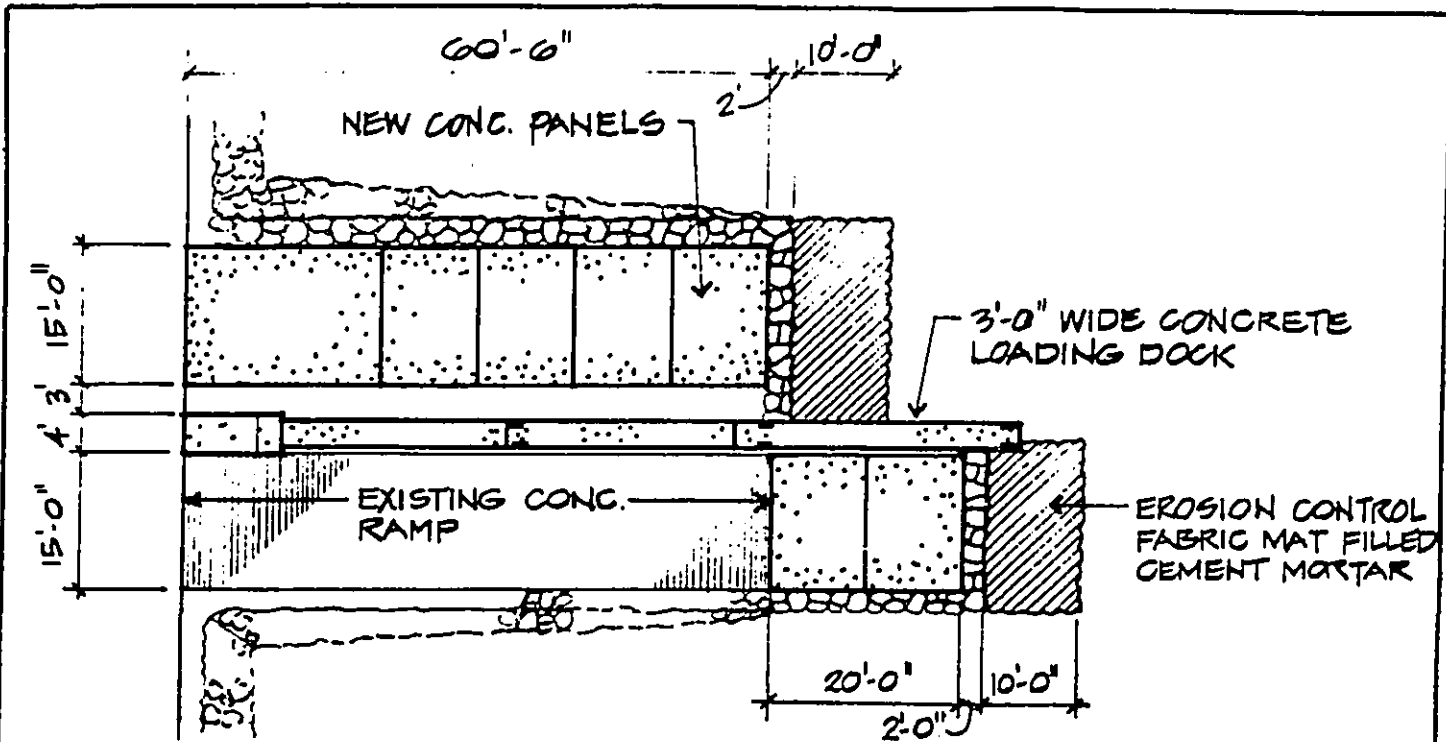
  
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Edward Y. Hirata  
Director of Transportation

8/24/90  
Date

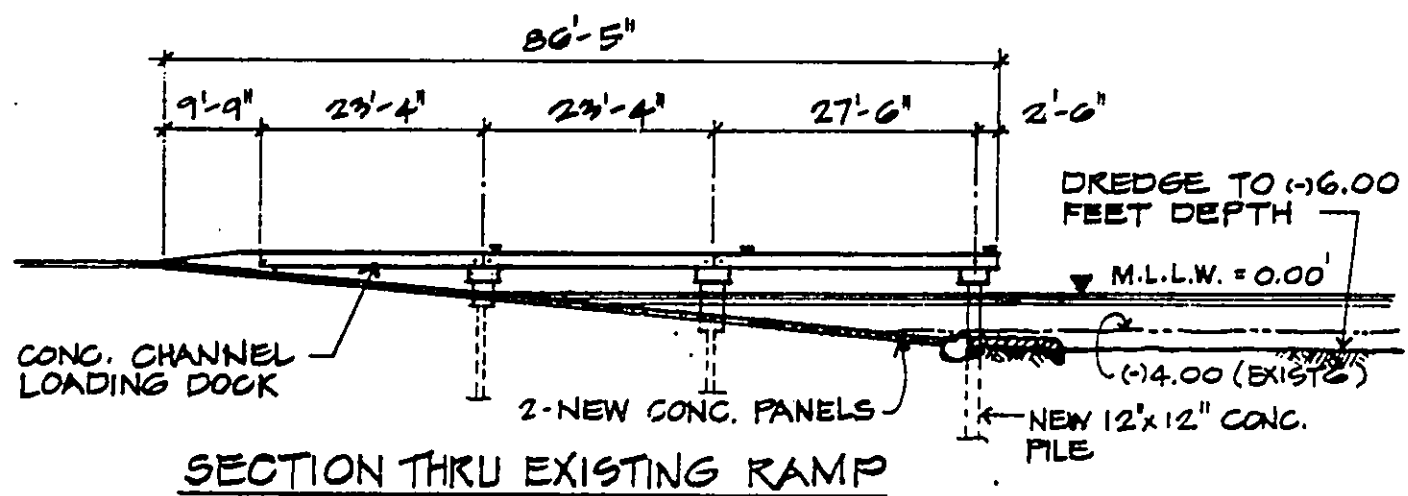
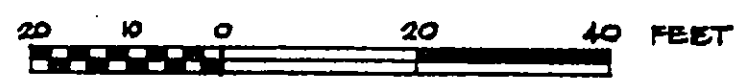


PURPOSE : HEEIA-KEA BOAT HARBOR IMPROVEMENTS  
 DATUM : M.L.L.W. = 0.00 FEET  
 NAME OF ADJACENT PROPERTY OWNERS:  
 1. STATE OF HAWAII  
 2. BISHOP ESTATE  
 T.M.K: 4-6-06: 64

IN: HEEIA-KEA BOAT HARBOR  
 AT: KANEOHE, OAHU, HAWAII  
 COUNTY OF: HONOLULU  
 STATE: HAWAII  
 APPLICATION BY: DEPARTMENT OF TRANSPORTATION, HARBORS DIVISION  
 SHT. 1 OF 3 DATE: AUG. 9, 1990



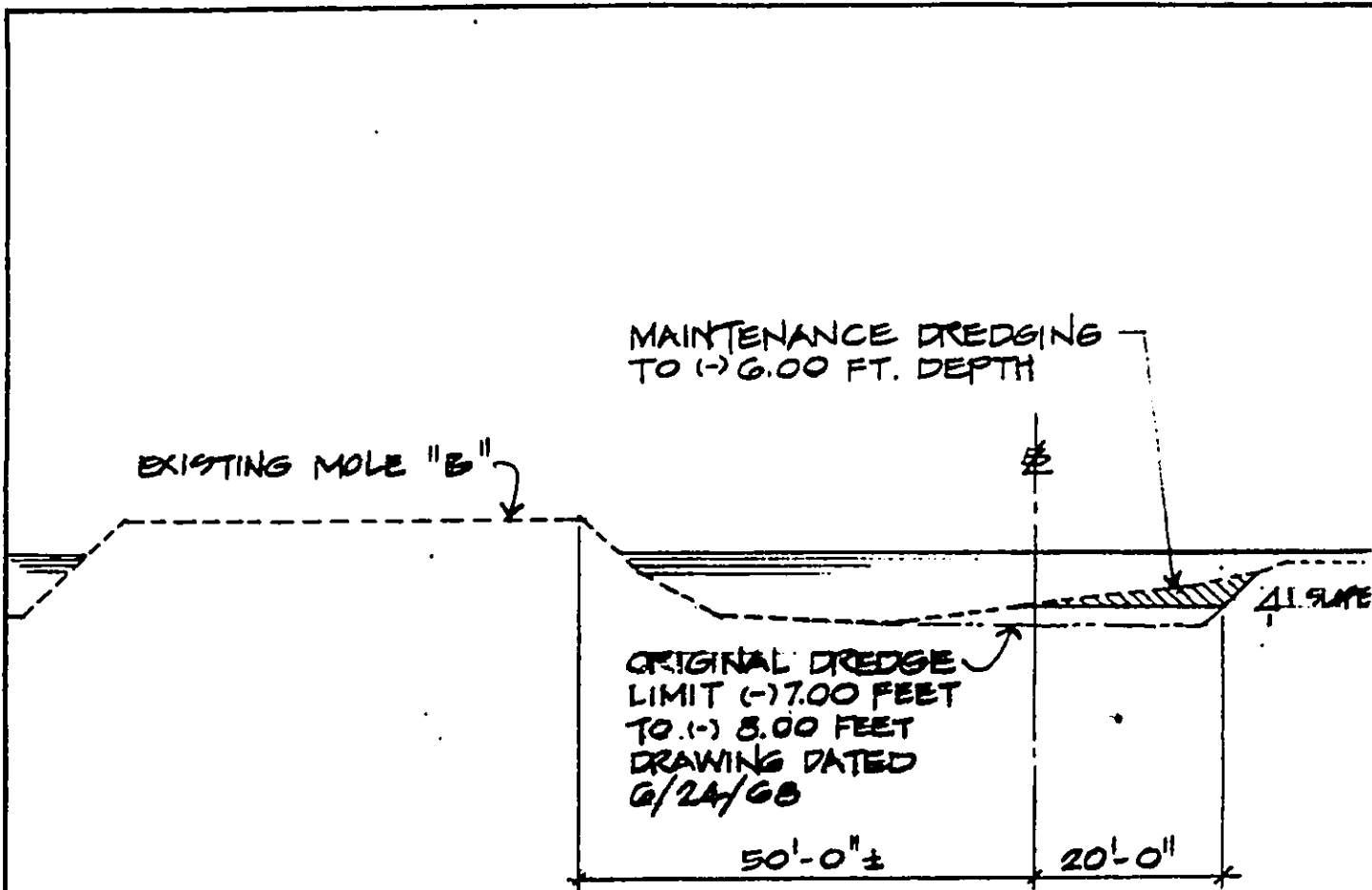
**LAUNCHING RAMP AND LOADING DOCK PLAN**



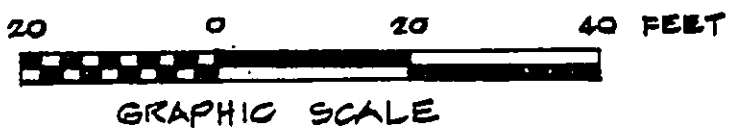
**SECTION THRU EXISTING RAMP**

<p>PURPOSE : HEEIA-KEA BOAT HARBOR IMPROVEMENTS</p> <p>DATUM : M.L.L.W. = 0.00 FEET</p> <p>NAME OF ADJACENT PROPERTY OWNERS:</p> <ol style="list-style-type: none"> <li>1. STATE OF HAWAII</li> <li>2. BISHOP ESTATE</li> </ol> <p>T.M.K. 4-6-06 : 64</p>	<p>IN : HEEIA-KEA BOAT HARBOR</p> <p>AT : KANEHOE, OAHU, HAWAII</p> <p>COUNTY OF : HONOLULU</p> <p>STATE : HAWAII</p> <p>APPLICATION BY : DEPARTMENT OF TRANSPORTATION, HARBORS DIVISION</p> <p>SHT. 2 OF 3      DATE : AUG. 9, 1990</p>
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CROSS-SECTION THRU DREDGE AREA



<p>PURPOSE: HEEIA-KEA BOAT HARBOR IMPROVEMENTS</p> <p>DATUM : M.L.L.W. = 0.00 FEET</p> <p>NAME OF ADJACENT PROPERTY OWNERS:</p> <ol style="list-style-type: none"> <li>1. STATE OF HAWAII</li> <li>2. BISHOP ESTATE</li> </ol> <p>T.M.K. 4-6-06:04</p>	<p>IN: HEEIA-KEA BOAT HARBOR</p> <p>AT: KANEIHE, OAHU, HAWAII</p> <p>COUNTY OF: HONOLULU</p> <p>STATE: HAWAII</p> <p>APPLICATION BY: DEPARTMENT OF TRANSPORTATION, HARBORS DIVISION</p> <p>SHT. 3 OF 3      DATE: AUG. 9, 1990</p>
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