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IN REPLY REFER TO:

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

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QUALITY CONTROL

March 13, 1991

HAR-EP 8854.91

To: Brian Choy, Acting Director
Office of Environmental Quality Control

From: Edward Y. Hirata, Director
Department of Transportation

Subject: NEGATIVE DECLARATION - HAWAIIAN CEMENT
KAHULUI TERMINAL IMPROVEMENTS

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 four (4) copies of the Environmental Assessment on the proposal and a completed OEQC form for publication in the OEQC Bulletin.

Should you have any question on the action, please contact Howard Miura of our Harbors Division at 548-2559.

Enc.

1991-03-23-MA-FEA

ENVIRONMENTAL ASSESSMENT

* BULK CEMENT FACILITY AT KAHULUI HARBOR *

ISLAND OF MAUI

Two Adjacent Parcels:

TMK 3-7-10-17 p
TMK 3-7-10-2 p

NEGATIVE DECLARATION

1. Applicant: HAWAIIAN CEMENT
Campbell Industrial Park
91-055 Kaomi Loop
Ewa Beach, Hawaii 96707-1786

2. Approving Agency: Hawaii State Department of Transportation
Harbors Division

3. Agencies Consulted: Hawaii State Department of Transportation
Harbors Division

Hawaii State Department of Health
(Dust Collection Permit)

County of Maui
(Special Management Permit)

County of Maui
(Building Permit)

Prepared by HAWAIIAN CEMENT

February 1991

GENERAL DESCRIPTION OF THE PROPOSED ACTION

4. Introduction

Since about year 1972, Hawaiian Cement has operated a bulk portland cement facility on a parcel of land leased from Harbors Division at Kahului Harbor, Maui. An adjacent parcel had been leased to Kaiser Cement & Gypsum Company (KC&G) also for use as a bulk cement facility until a recent year when KC&G discontinued operation and the remaining portion of the KC&G lease was obtained by Hawaiian Cement. This lease will expire during 1991, and it is understood that Harbors Division desires the land to be used for other purposes than for handling bulk cement. Among existing equipment on the KC&G parcel is a bulk cement storage silo of 28-feet diameter with top of the silo about 67 feet above ground. It is proposed by Hawaiian Cement to relocate this 28-foot diameter silo onto the adjacent Hawaiian Cement parcel. The existing silo has a capacity of about 1,100 tons of bulk cement, and it is proposed to extend height of the silo 16 feet in order to increase the capacity to about 1,500 tons of bulk cement. This relocated silo will be installed near the existing 36-foot diameter storage and distribution silo on the Hawaiian Cement parcel. This relocated silo will be served with a new under-pier and underground 10-inch diameter bulk cement pipeline and up into top of the silo, for transfer of bulk cement from a pier side special bulk cement transporter (the PUNAPAU barge). The purpose of this report is to consider the environmental impact of relocating the existing 28-foot diameter silo, enlarging its storage capacity, and installing the transfer pipeline. It is believed that this proposed relocation work will have no undesireable impact on the existing environment or on the ecological conditions.

A. Technical Considerations

The existing silo is a fabricated steel tank supported on structural steel and with concrete footing. The silo is in good condition and is operable in its present KC&G location.

A Structural engineering review will show only minor needed strengthening of the tank and support structure for inceasing the silo capacity to 1,500 tons of bulk cement. The structural design will provide for seismic Zone 3 UBC requirements, and will provide for hurricane wind force up to 100 miles-per-hour. The silo, the transfer pipeline, and the

various equipment and methods for receiving and storage and distribution of bulk cement will continue as in past years at this Hawaiian Cement facility. Such equipment and methods are typical of similar installations world wide, and in keeping with standard engineering practices. Because the KC&G facility must be closed soon and the land returned to Harbors Division, this present storage will be lost to Hawaiian Cement unless this silo or some other silo is placed onto the continuing parcel. The proposed changes and additions for the underground piping from pierside and up into storage silos are intended for faster unloading of the bulk cement transporter (PUNAPAU barge) and thereby effect quicker turn-around and improved economy in the use of this vessel. The ultimate objective of the proposed work is to provide adequate storage and distribution capacity at the Kahului Harbor facility to meet customer requirements for this basic buillding material, and to provide this supply at lowest reasonable cost.

B. Economic Considerations

The implementation of this project will result in the "recycling" of an existing valuable silo which otherwise would become a wasted resource as the KC&G parcel is closed out and the land cleared of past improvements. The local buliding industry will be assured the long term benefit of adequate supply of bulk cement and at reasonable cost for the safe, dependable, and environmentally acceptable methods for handling bulk portland cement.

C. Social Considerations

There exists the social life-style desire for "no growth" with restriction of construction, as opposed to the social life-style desire for strong economic growth with the construction and amenities which are conducive to population growth. In so far that governmental agencies might approve construction projects and issue building permits, there surely must be the inferred approval for the means to supply the required building materials. Most of the materials for cement/concrete construction on Maui are produced within our own State of Hawaii and contribute toward our own social and economic climate.

D. Environmental Considerations

The project site is on Harbors Division land at Kahului Harbor, Maui. This has been a long time industrial area with no remaining evidence of archeological or historical interest. There is no pre-existing geological features or historical interest. There is no pre-existing geological features or natural habitat. The proposed work involves no change in grade of the existing land surface. Any truckways within the parcel have already been paved to prevent dust. The structures are painted and kept in attractive appearance and with some landscaping as the small size of the parcel might allow. The existing 1,800 ton capacity silo already on the parcel rises to about 97 feet above ground; the relocated and extended 1,500 ton capcity silo will rise to about 90 feet above the ground including the dust collector on top of the silo. Because of other tanks and buildings within the harbor industrial area, it is unlikely this proposed relocated silo will cause alarm regarding visual impact. Because bulk cement is powder, there might be concern that the dust would escape into the atmosphere. Actually, because of the value of the product and because of ready availability of bag-type industrial dust collectors, all effort is made to eliminate dust problems. There can be no leaky holes which not only would allow dust to escape, but would also admit moisture which would deteriorate the product. All governmental requirements and needs for permits regarding air pollution will be complied with.

5. Summary Description of the Local Environment

The Kahului Harbor industrial area is located immediately adjacent to the busy city of Kahului, Maui. The human environment for the city has essentially displaced pre-existing features or evidence of original natural habitat.

6. Summary of Major Impacts

The proposed improvement of the existing cement handling facility will not affect water quality, atmosphere quality, or visual impact. There is no water-use requirement to operate the facility other than personal needs of employees operating the facility and for maintaining landscaping. The use of adequate bag-type dust collection equipment prevents the escape of dust pollution into the air. Noise during product transfer from the specialized barge is minimal because the unloading equipment is placed deep within the barge and thus noise is baffled from escaping. The increase in storage

capacity will not in itself increase demand for the product but will insure availability of the product to meet island needs. No increased traffic of bulk cement delivery vehicles is anticipated. Generally, the traffic caused by the bulk cement facility is but small part of the total traffic at the busy Kahului harbor.

7. Alternatives Considered

The alternate considerations include a government mandated return to a primitive human lifestyle with minimum of amenities and no population growth, and therefore with no need for Kahului Harbor industrial area, and the present style of residential, commercial and industrial activity for Maui. If Hawaiian Cement did not provide the facilities and supply bulk portland cement, then some other supplier, either foreign or local, would be eager to supply such product.

8. Mitigation Measures

During the time of relocating the existing silo and the installation of the transfer pipeline, there may be some noise and disruption impact; usual construction control will minimize such problems. It is the desire of Hawaiian Cement to continue to be a good neighbor. No adverse impacts are anticipated and a Negative Determination of impact for this project is believed reasonable.

The attached drawing shows the Plot Plan for the Hawaiin Cement facility, shows the immediate vicinity, and the detail inset shows dimensions of the 28-foot diameter silo to be relocated.

9. Agency Determination: