

JOHN WAIHEE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

May 28, 1991

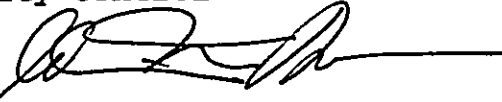
EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
AL PANG
JOYCE T. OMINE
JEANNE K. SCHULTZ
CALVIN M. TSUDA

IN REPLY REFER TO:

HAR-ED 669.91

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

FROM: *for* Edward Y. Hirata, Director
Department of Transportation 

SUBJECT: NEGATIVE DECLARATION - KEEHI BOAT HARBOR DINGHY DOCKS
JOB H. C. 2291

In accordance with Chapter 343-5 (c), Hawaii Revised Statutes, we have reviewed the environmental assessment and determined that the action will not have a significant impact and, therefore, it is submitted as a Negative Declaration (NEG/DEC). We have enclosed four (4) copies of the NEG/DEC on the proposal and a completed OEQC Form for publication in the OEQC Bulletin.

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

Enc.

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OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

87

1991-06-23-OA FEA

* NEGATIVE DECLARATION FOR
KEEHI BOAT HARBOR DINGHY DOCKS
OAHU, HAWAII *
JOB H. C. 2291

RECEIVED

A. APPLICANT

Harbors Division, Department of Transportation

'91 JUN -5 AM 11:02

B. APPROVING AGENCY

Department of Transportation

OFC. OF ENVIRONMENTAL
QUALITY

C. AGENCIES CONSULTED

The Keehi Boat Harbor Advisory Committee, boaters and general users of the harbor were consulted regarding the proposed improvements. The public unanimously supported the project.

The proposed project will be coordinated with the following agencies, and permits will be secured if required.

1. Corps of Engineers - Department of the Army Permit
2. Department of Health - Water Quality
3. Office of State Planning - CZM
4. Department of Land and Natural Resources - Conservation District Use

D. GENERAL DESCRIPTION OF THE ACTION'S CHARACTERISTICS

1. Technical (See Attachment 1)

The proposed project consists of constructing dinghy docks with connecting ramps and concrete landings at designated areas in Keehi Boat Harbor.

There will be no dredging in this project.

2. Economic - Social

Keehi Boat Harbor is located on the south shore of Oahu between downtown Honolulu and Honolulu Airport and is a popular boating facility in Hawaii. The popularity of

the area is due to its quiet waters and proximity to a large section of the Honolulu population. The harbor is constructed on coral fill and has two launching ramps, a loading dock, ten piers and catwalks, water and nearby restroom. A recreational pavilion and a fish scale constructed by the boaters were dedicated to the State of Hawaii. There are two roads which lead to this facility, a paved internal roadway which aligns along the shoreline, a small landscaped parcel, and paved parking areas.

Improvements were made recently to raise three catwalks, a launching ramp and service road that were subject to flooding at high tide.

The surrounding Keehi Lagoon area was recently cleared of derelict and abandoned vessels and offshore moorings for 360 vessels were installed. The dinghy docks will serve as a loading point for boaters coming to shore in small boats.

Activities in the vicinity of the boat harbor include fishing, water skiing and cruising.

3. Environmental

The proposed project will be constructed over water and on land within the existing Keehi Boat Harbor boundary. It will not endanger any marine or other wildlife in the area.

The proposed project will not significantly change or disrupt the present use of the area.

E. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

The project site is the Keehi Boat Harbor located on the Island of Oahu as shown on the attached vicinity map. The harbor is constructed on a coral fill and does not contain any historical or archaeological sites. No endangered wildlife live 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 this

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

However, implementation of this project will be beneficial for boaters moored offshore by providing them convenient access to shore facilities. The boating public, in general, will benefit from a more efficient and enjoyable recreational facility.

G. IMPACTS AND ALTERNATIVES CONSIDERED

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

Estimated construction time is 40 working days.

The alternative to the proposed project is to provide anchoring eye bolts along the bank of the harbor. This alternative would provide minimal use of the designated areas. Low and high tide fluctuations would pose difficulty in getting off and on the vessels. Boaters would have to walk in the water during high tide and walk on the rocks during low tide to go ashore. This scheme is suitable only for attended and short time mooring.

H. MITIGATION MEASURES

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

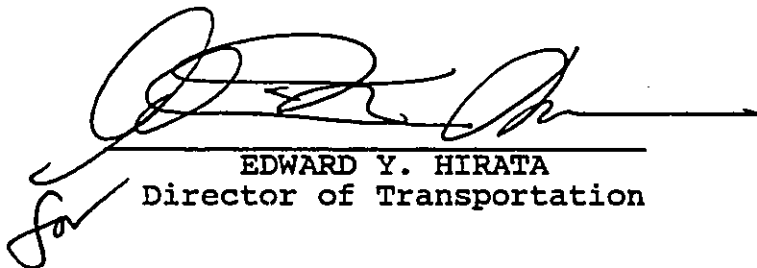
I. DETERMINATION

Our assessment of the proposed action, based on past experience, confirms that the project will not have a significant impact on the environment.

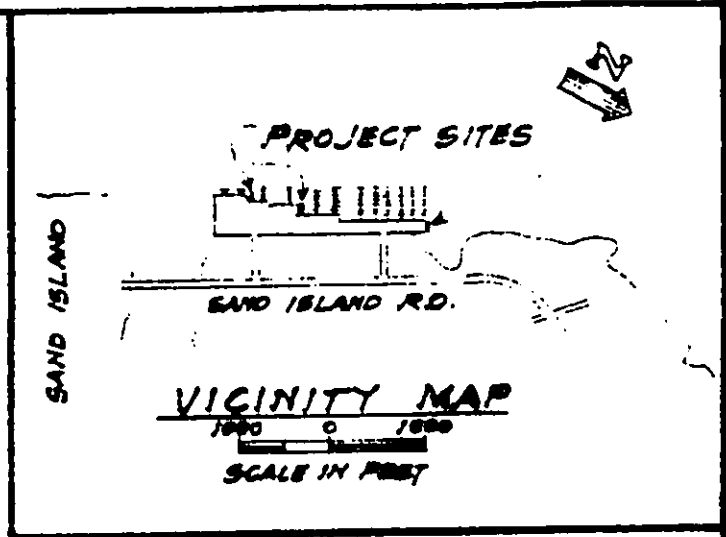
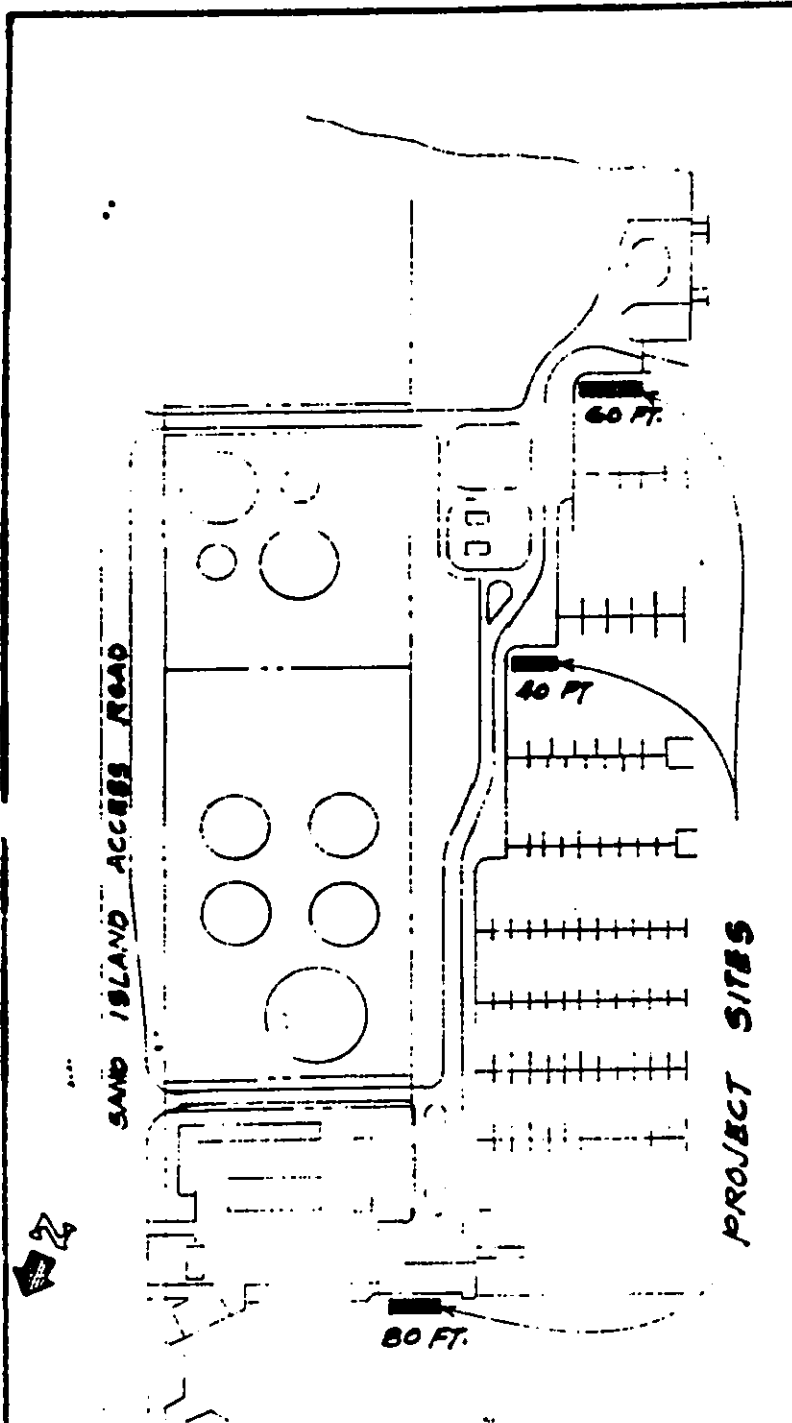
Since no major adverse impacts are anticipated, costly detailed studies were considered inappropriate. Consequently, a determination has been made that an environmental impact statement is not required.

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 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.

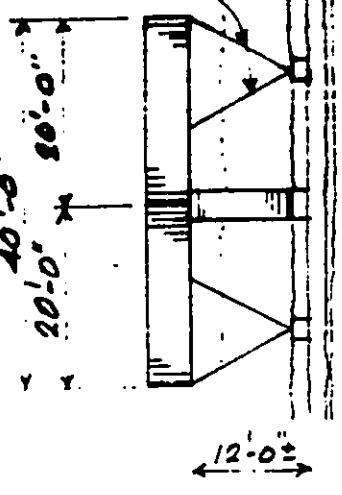

EDWARD Y. HIRATA
Director of Transportation

5/31/91
Date



GENERAL SITE PLAN

SCALE IN FEET



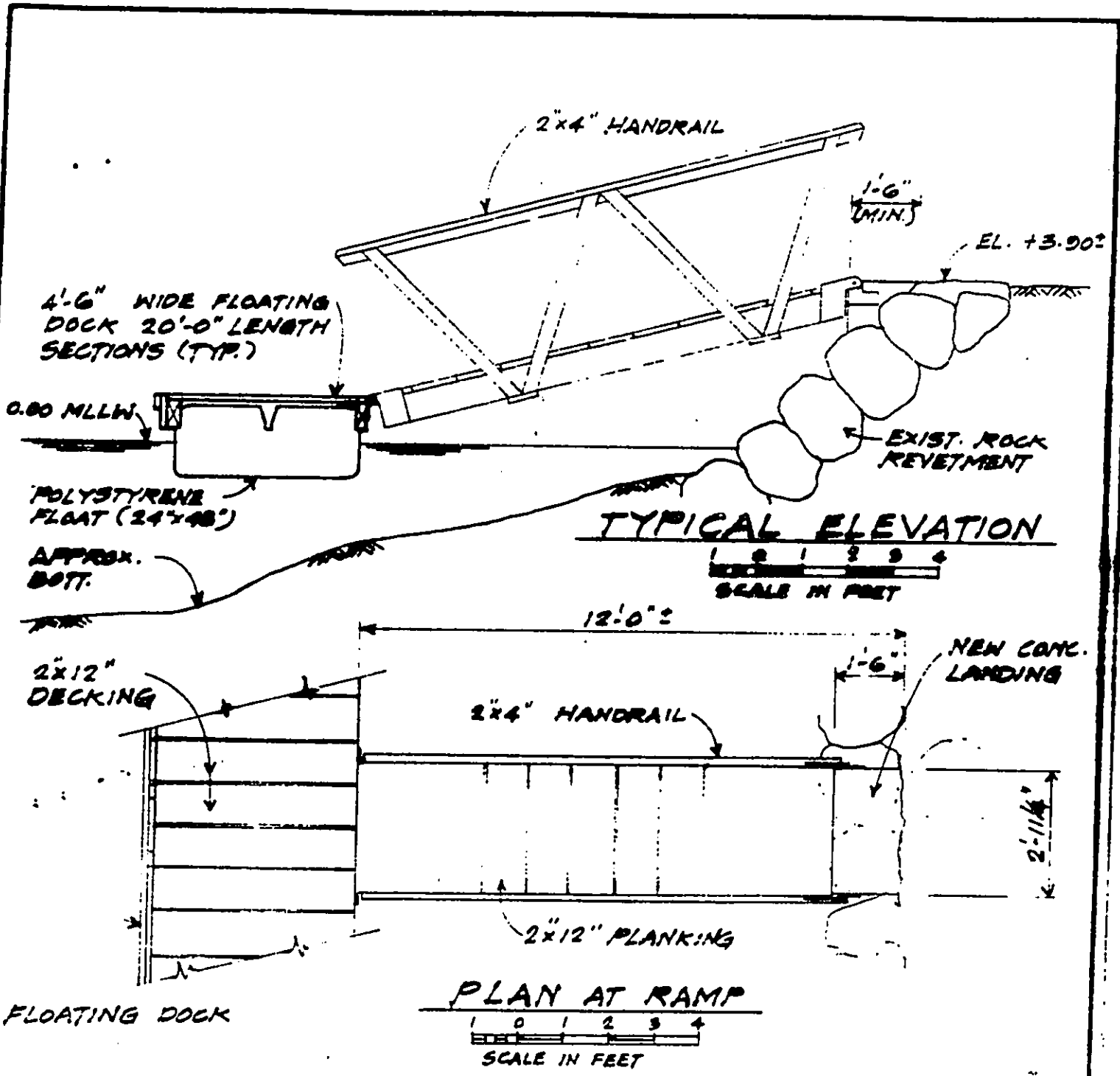
TYPICAL PLAN

SCALE IN FEET

PURPOSE: PROVIDE NEW DINGHY DOCKS
 DATUM: 0.00 MLLW
 NAME OF ADJACENT PROPERTY OWNERS:
 ① STATE OF HAWAII

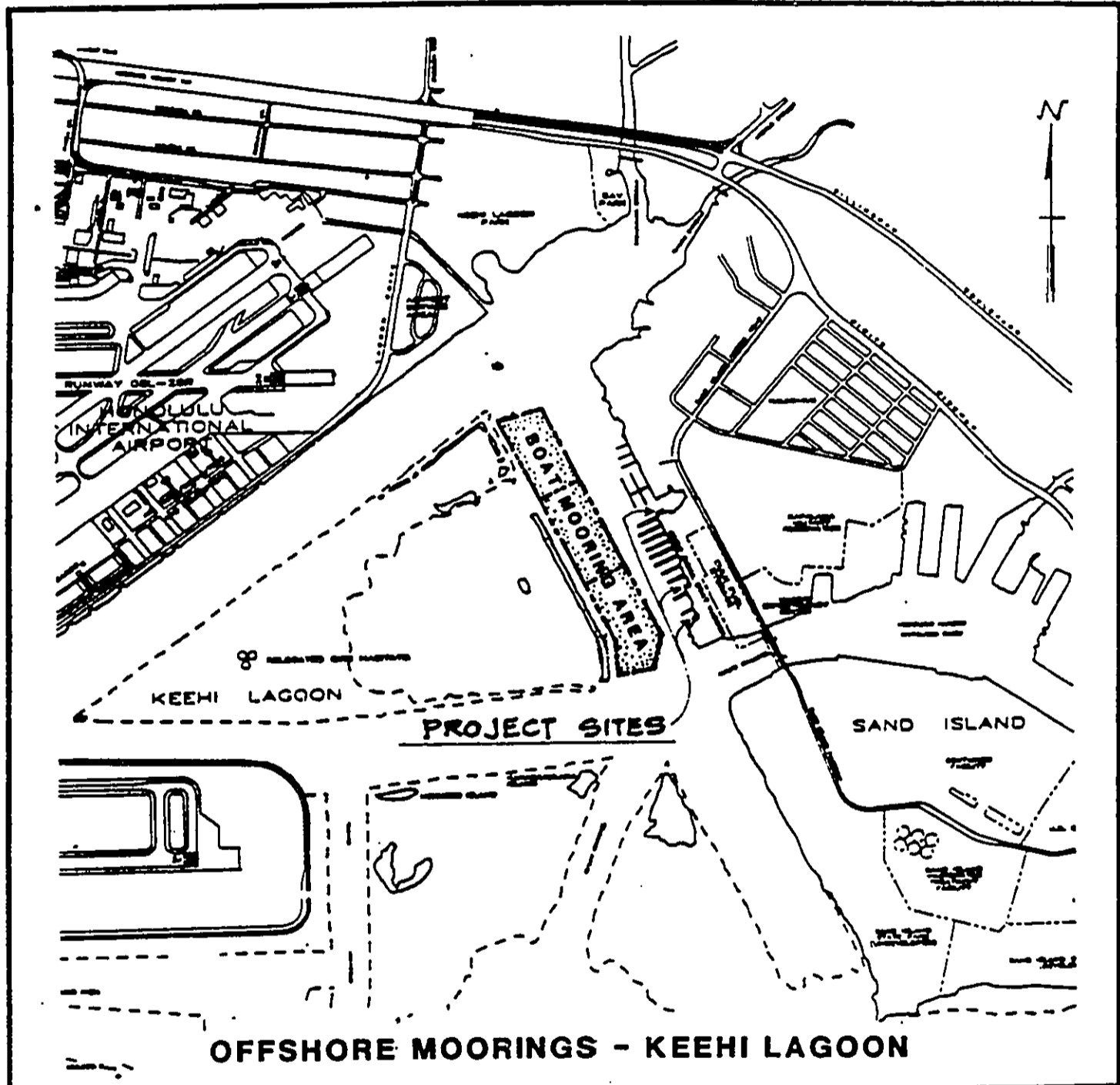
IN: KEEHI BOAT HARBOR
 AT: KEEHI LAGOON
 COUNTY OF HONOLULU STATE: HAWAII
 APPLICATION BY: DEPT. OF TRANSP.
 HARBORS DIVISION
 SHEET 1 OF 3 DATE: MAY, 1991

DOCUMENT CAPTURED AS RECEIVED



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 APPLICATION BY: DEPARTMENT OF TRANSPORTION, HARBORS DIV.

DATE: MAY, 1991 SHT. 3 OF 3