

BENJAMIN CAYETANO
GOVERNOR



KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
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STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

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IN REPLY REFER TO:

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6430.96

January 29, 1996

TO: GARY GILL, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA, DIRECTOR *K.H.*
DEPARTMENT OF TRANSPORTATION

SUBJECT: NEGATIVE DECLARATION FOR HILO
HARBOR IMPROVEMENTS, ACCESS ROAD, HILO
HAWAII - JOB H. C. 5268

In accordance with Act 241, SLH 1992, we have completed the formal Draft Environmental Assessment (EA) 30-day review period. We have not received any adverse comments and have determined that this project will not have a significant environmental effect. Therefore, we are filing a Negative Declaration. Please publish this notice in the February 8, 1996 OEQC Bulletin.

Enclosed are the original and four (4) copies of the Negative Declaration and a completed OEQC Bulletin Publication Form.

Should you have any questions, please contact Carter Luke of our Harbors Division at 587-1959.

Enc.

1998-02-08-HI-~~FEA~~-Hilo Harbor Improvement, Access Road 8 1996

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT
AND NEGATIVE DECLARATION

HILO HARBOR IMPROVEMENTS
ACCESS ROAD
HILO, HAWAII - JOB H.C. 5268

WAIAKEA, SOUTH HILO, HAWAII TMK: (3) 2-1-09: 7

PROPOSING AGENCY: STATE DEPARTMENT OF
TRANSPORTATION, HARBORS DIVISION
79 NIMITZ HIGHWAY
HONOLULU, HAWAII 96813

JANUARY, 1996

PREPARED BY:
BRIAN T. NISHIMURA, PLANNING
CONSULTANT
101 AUPUNI ST. SUITE 217,
HILO, HAWAII 96720

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1. INTRODUCTION

1.1 Purpose

The State Department of Transportation, Harbors Division, is in the process of implementing harbor improvements that have been recommended in the "2010 Master Plan for Hilo Harbor". As part of this plan, a second harbor access road is being proposed on tax map key 2-1-09: 7. In addition to the improvements for the new harbor access road, improvements will also be required on Kalaniana'ole Avenue to accommodate the new intersection.

1.2 Identification of Applicant

The State Department of Transportation, Harbors Division is the applicant for the proposed project. Mr. Kazu Hayashida is the Director of the State Department of Transportation. The mailing address for the State Department of Transportation, Harbors Division is 79 S. Nimitz Highway, Honolulu, Hawaii 96813-4898.

1.3 Identification of Approving Agency

Chapter 343, HRS, requires that an environmental review process be initiated whenever one of eight actions or activities is proposed in the State of Hawaii. The use of State land or funds is one of the triggering activities for the environmental review process.

In accordance with Chapter 343, HRS, the State Department of Transportation is the appropriate accepting authority of the Environmental Assessment. "In essence, with Negative Declarations, the proposing and accepting authority are one and the same." (OEQC, August 1992)

1.4 Agency and Public Consultation

The following public and private organizations were consulted during the ongoing process of planning this project:

- a. County of Hawaii, Department of Public Works
- b. Department of Hawaiian Home Lands
- c. State Department of Transportation, Highways Division
- d. BHP Gas Company, Gasco Inc.
- e. C. Brewer and Company, Ltd.
- f. HT&T Company, Inc.
- g. Matson Navigation Company
- h. Texaco Inc.

2. DESCRIPTION OF THE PROPOSED ACTION

2.1 Technical Description

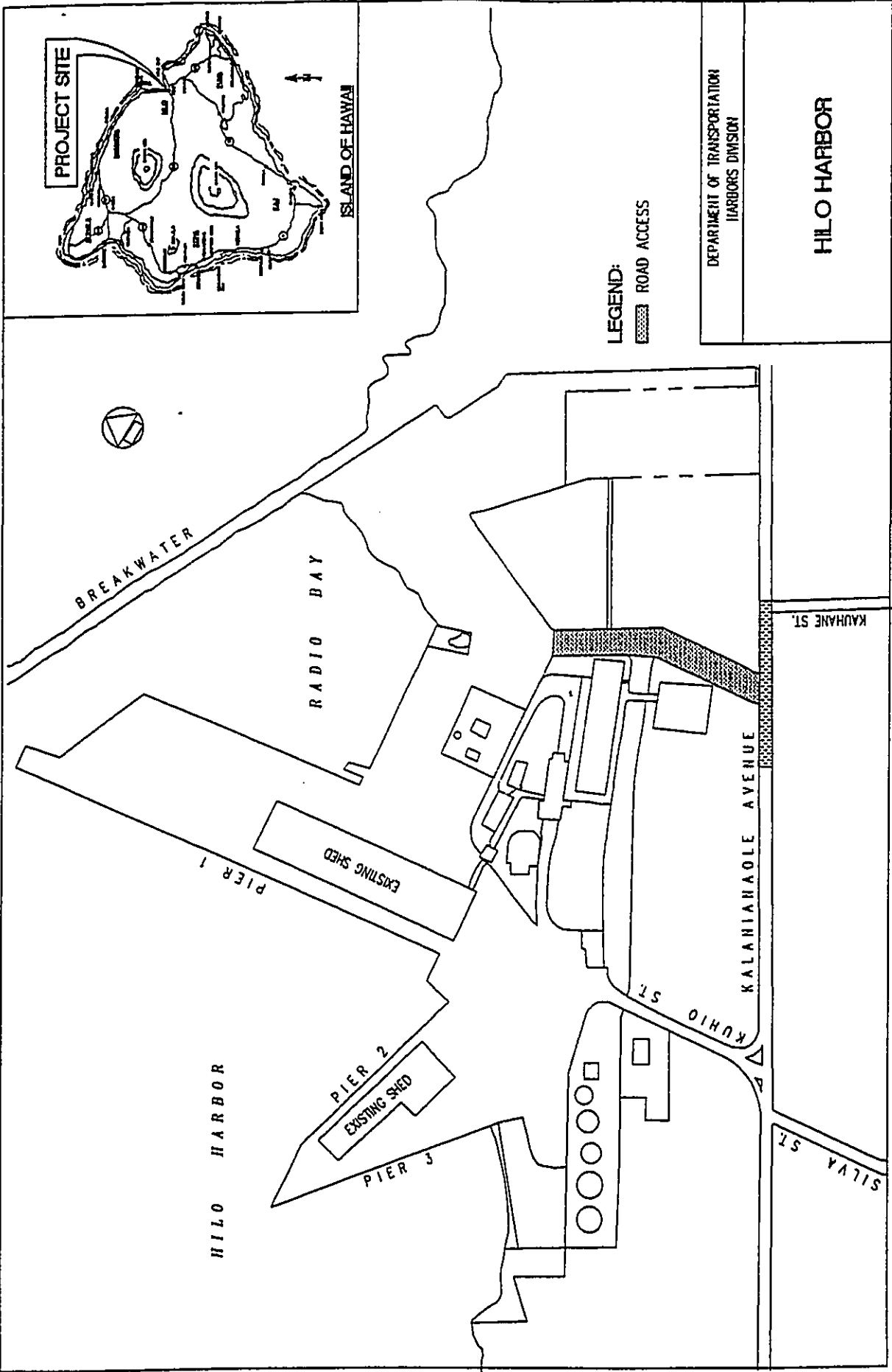
The proposed harbor access road intersects the northerly right of way on Kalaniana'ole Avenue approximately 1,000 feet east of the existing Kuhio Street access road and about 200 feet west of the Kauhane Avenue intersection with Kalaniana'ole Avenue. The second access road is intended to serve the expanded container yard and delivery and pickups of containers, bulk cement, and other bulk items. The existing roadway (Kuhio Street) would continue to service passenger ship traffic, interisland barge traffic, vehicle deliveries and employee commuter trips. A major objective of the second access road is to reduce the present problem of mixing passenger ship traffic with bulk cargo traffic.

There is an existing 70 foot wide right of way of State owned land under the jurisdiction of the Harbors Division that will be utilized as the *second access* from the harbor to Kalaniana'ole Avenue, the principle connection to the City of Hilo and the State highway system. The 70 foot wide right of way is sandwiched between parcels owned by the Honolulu Gas Company, Ltd. and C. Brewer Properties. Turning radius specifications will require the acquisition of two slivers of property on both corners of the new entry road. Approximately 550 square feet of property will be acquired from C. Brewer Properties on the western corner of the new intersection (TMK No. 2-1-09: 4) and approximately 250 square feet of property will be acquired from the Honolulu Gas Company, Ltd. on the eastern corner of the new intersection (TMK No. 2-1-09: 8).

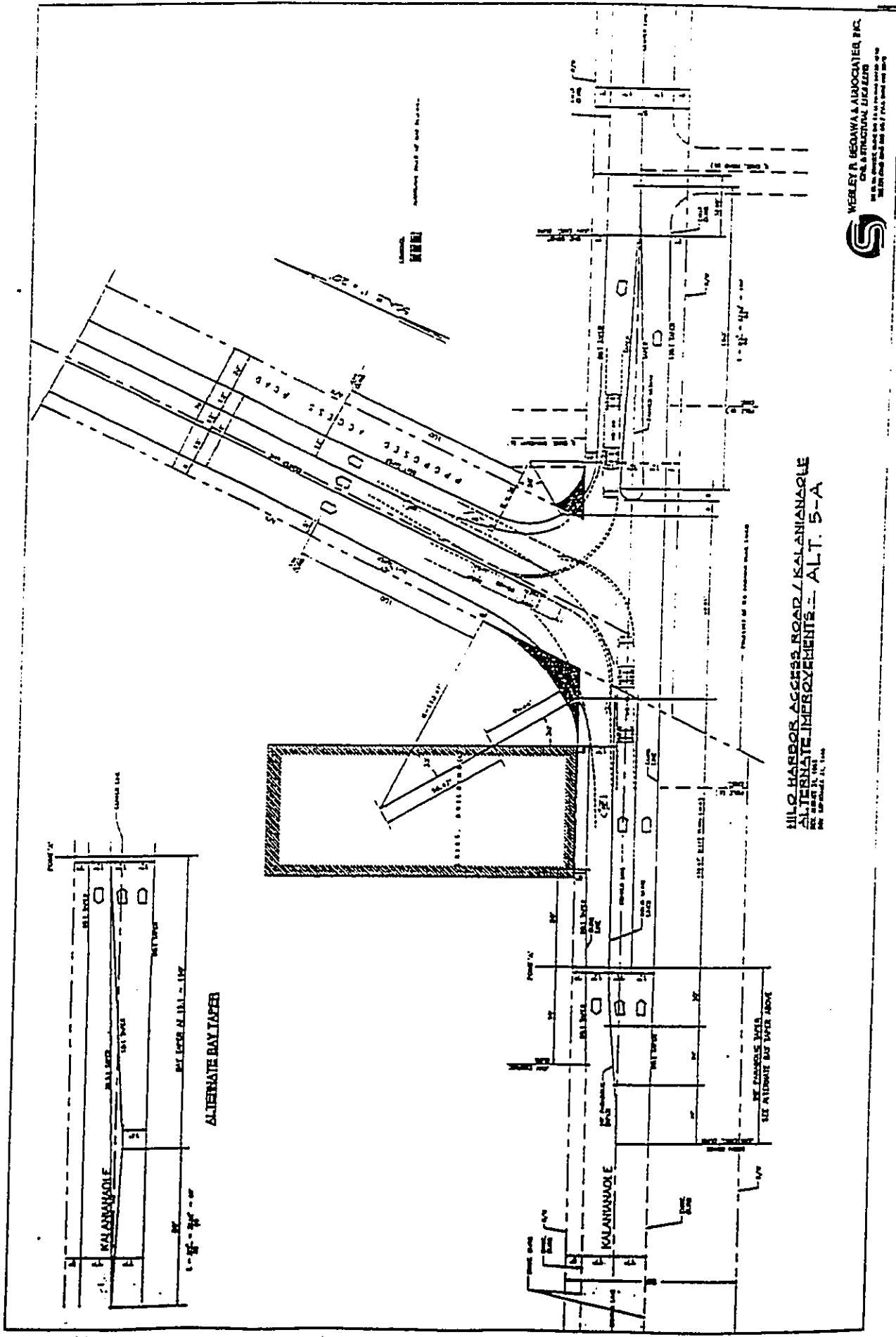
The new access road will have 42 feet of pavement with two 12 foot wide lanes entering the harbor and one 18 foot wide lane exiting the harbor. The new access road improvements will extend a distance of 598 feet into the harbor property. In addition to the pavement for the roadway, other improvements proposed include a drywell, intake inlet, a guard rail and a gravel shoulders.

The improvements on Kalaniana'ole Avenue to accommodate the new intersection will be limited within a total length of approximately 650 feet. Although the intersection design work has not been finalized, the design concept includes a separate turning lane for approaches on Kalaniana'ole Avenue from the west on to the harbor access road. A painted median would delineate both east and west bound lanes east of the proposed intersection on Kalaniana'ole Avenue. The proposed improvements will principally involve the tapered widening of the pavement width of Kalaniana'ole Avenue to accommodate the turning lane and painted median. All of these improvements will be situated within the existing 50 foot wide right of way.

The estimated cost of the proposed project is approximately \$941,000. This figure includes the improvements on Kalaniana'ole Avenue, utility relocation cost, the harbor access road and land acquisition cost.



PROJECT TITLE: HILO HARBOR IMPROVEMENTS, ACCESS ROAD
 PROJECT No: H.C. 5268
 LOCATION: HILO, HAWAII



HILO HARBOR ACCESS ROAD / KALANIANAʻOLE
 ALTERNATE IMPROVEMENTS - ALT. 5-A

WEBLEY R. GEORGIAS ASSOCIATES, P.C.
 CIVIL ENGINEERS
 1000 KALANIANAʻOLE BLVD., SUITE 200
 HONOLULU, HI 96813



2.2 Socio-Economic Characteristics

2.2.1 Need for the Project

Hilo Harbor is the primary commercial port servicing the island of Hawaii. The "2010 Master Plan for Hilo Harbor", prepared by the State Department of Transportation in 1989, is a long range planning guide to assist their efforts to maintain an efficient and safe Statewide commercial harbor system. The proposed improvements for the second harbor access road implement one of the specific recommendations in the master plan. Factors that influence the need for the proposed improvements at Hilo Harbor include:

- ◆ the increasing growth in population and economy of the Neighbor Island communities;
- ◆ the dramatic increase in ocean passenger vessel calls to certain Neighbor Island commercial ports, and the emerging requirements to develop security measures to protect against terrorist activities;
- ◆ the technological advancement in load carrying capacities of cargo handling equipment, and in larger and faster vessels; and
- ◆ the dramatic increase in volume of container cargo and inter-island barge cargo at the Port of Hilo. (Hawaii Department of Transportation, Harbors Division, 1989)

2.2.2 Public Facilities and Services

Hilo Harbor is situated approximately two miles east of the central business district of Hilo along Kalaniana'ole Avenue. Hilo is the largest city and leading commercial center on the island of Hawaii with a 1990 population of 37,808. Hilo airport and Hilo Harbor provide regional air and ocean transportation services for the eastern half of the island. Hilo also serves as the seat of County government and administrative center for other governmental services including the campus of the University of Hawaii at Hilo.

Hilo Harbor was established as the primary commercial port for the island in the early 1900's with the construction of the breakwater and pier 1 timber wharf. Since that time, a substantial investment has been made in developing the port facilities to accommodate the commercial harbor needs of the community. As such, the project site is well served with all necessary infrastructure to carry out the functions of a commercial port. (University of Hawaii at Manoa, Sea Grant College, 1974)

2.2.3 Adjacent Land Uses

The proposed project is situated within the Hilo Harbor complex under the jurisdiction of the State Department of Transportation, Harbors Division. Harbor related industrial uses are situated on three sides of the project area including the BHP Hawaii Gas Company storage yard and office to the east, C. Brewer's fertilizer warehouse facility to the west and the harbor container yard to the north. The Department of Hawaiian Home Land's Kuhio

Settlement with single family residential house sites is situated southeast of the project area, on the south side of Kalanianaʻole Avenue. Other industrial uses including warehouse and petroleum tank yards are also situated southwest of the project area on the south side of Kalanianaʻole Avenue.

2.2.4 Land Use Designations

The subject area, as well as most of the surrounding properties are designated for Industrial development on the County General Plan Land Use Pattern Allocation Guide Map. The State Land Use designation of the subject area is Urban and the County Zoning designation is General Industrial, one acre (MG-1a). The proposed construction of a second harbor access road is consistent with the existing land use designations as well as the long range planning for the subject area.

The project area is situated within the County's Special Management Area. Lands within the Special Management Area are subject to regulations established pursuant to the requirements of Chapter 205A, *Hawaii Revised Statutes*. The purpose of these regulations is described as follows:

"It is the State policy to preserve, protect, and where possible, to restore the natural resources of the coastal zone of Hawaii. Therefore, special controls on development within the area along the shoreline are necessary to avoid permanent loss of valuable resources and the foreclosure of management options, and to insure that adequate public access is provided to public-owned or used beaches, recreation areas, and natural reserves, by dedication or other means." (Hawaii County Planning Commission Rules, 1992)

A Special Management Area Use Permit application has been prepared and will be submitted to the Hawaii County Planning Department for the proposed project.

2.3 Environmental Characteristics

The project site is situated less than 1,000 feet from the shoreline and has an elevation range of between 13 and 18 feet above sea level. The site is relatively level with no existing drainage or erosion problems.

2.3.1 Drainage and Flooding

The Federal Emergency Management Agency classifies flood hazard zones on a Flood Insurance Rate Map (FIRM). The FIRM map designates a small portion of the project area to be in Zone AE in which the base flood elevation resulting from tsunami inundation has been determined to be 20 feet. The majority of the project area including the affected section of Kalanianaʻole Avenue has been designated as Zone X which are areas determined to be outside the 500 year flood plain.

As required by the Storm Drainage Standards (Hawaii County Department of Public Works 1970), increases in runoff determined to be due to development of a proposed site,

including but not limited to buildings, paved roads and parking areas and more intensive use, must be disposed of by on-site drainage facilities. This is usually accomplished by the construction of drywells and other necessary drainage structures. The proposed project will adhere to all State and County drainage regulations.

2.3.2 Air Quality

The prevailing trade winds generally provide for excellent air movement in the region. This factor, coupled with the relatively low density of development in the area, results in generally excellent air quality.

2.3.3 Natural Hazards

The Island of Hawaii is susceptible to four main types of natural hazards including tsunami, volcanism, seismic activity, and hurricanes. As stated previously, a small portion of the project area is within a tsunami inundation area. Possible tsunami inundation and hurricane wave wash are potential hazards that are unavoidable for coastal dependent uses such as harbors.

The project area is in a region where the risk of volcanic eruption is classified by the United States Geological Survey as Lava Flow Hazard Zone 3. The island of Hawaii is divided into zones according to the degree of hazard from lava flows with Zone 1 the area of the greatest risk and Zone 9 the area of least risk. The Zone 3 designation includes the lower slopes of Mauna Loa and all of the city of Hilo that lies south of the Wailuku River. (Heliker, 1990) With respect to seismic activity, the entire island is in Zone 3 category of the Uniform Building Code that requires public and certain types of private buildings to meet structural design standards for earthquake resistance.

3. SUMMARY DESCRIPTION OF THE AFFECTED ENVIRONMENT

3.1 Physical Environment

3.1.1 Geology and Soils

Soils of the subject area are classified as Keaukaha extremely rocky muck (rKFD) which consists of very dark brown muck underlain by pahoehoe lava bedrock. Permeability is rapid above the lava but the pahoehoe lava is very slowly permeable with water moving rapidly through the cracks. Runoff is medium and the erosion hazard is slight. (U.S.D.A. Soil-Conservation Service, 1973)

3.1.2 Groundwater

The site lies in an area that is generally characterized as having basal groundwater floating on salt water. The aquifer system underlying this section of the South Hilo District is estimated to have a sustainable yield of approximately 347 million gallons per day. (Hawaii Department of Water Supply, 1991)

3.1.3 Climate

The project site is located on the "windward" side of the island of Hawaii, exposed to northeasterly trade winds that causes relatively high rainfall (approximately 137 inches annually along the shore.) Temperatures range between 55 degrees Fahrenheit to 93 degrees Fahrenheit. (University of Hawaii at Manoa, Sea Grant College Program, 1974)

3.2 Biological Resources

3.2.1 Vegetation

The vegetation on the site appears to consist entirely of exotic species. California grass (*Brachiaria mutica*), predominates over the majority of the access right-of-way. A number of common exotics such as the African tulip tree (*Spathodea campunulata*) and the coconut palm (*Cocos nucifera*) are located on the frontage of the property along Kalaniana'ole Ave. No known candidate or endangered plant species are present on the project site.

3.2.2 Avifauna and Feral Mammals

The proposed harbor access road involves a narrow corridor 70 feet wide and 600 feet long situated between existing industrial uses as well as the other harbor related activities. Given these set of circumstances, no threatened or endangered species are known to inhabit the area.

3.3 Cultural Resources

3.3.1 Archaeological Resources

The subject property is part of a designated harbor facility and is surrounded by other industrial uses including a gas company office/baseyard, sugar and fertilizer warehouse facilities. No known historic or archaeological features remain on the property.

4. SUMMARY

4.1 Anticipated Impacts and Proposed Mitigation Measures

The proposed development of a second Hilo Harbor access road and related improvements to Kalaniana'ole Avenue are not anticipated to have any significant adverse environmental effects. The project site is situated in an area planned for industrial uses and harbor related activities serving the eastern half of the Island of Hawaii. Hilo Harbor was established as the primary commercial port for the island in the early 1900's with the construction of the breakwater and pier 1 timber wharf. Since that time, a substantial investment has been made in developing the port facilities to accommodate the commercial harbor needs of the community. The proposed project is consistent with the Hawaii County General Plan, County Zoning Code and the State Department of Transportation's, Harbors Division, "2010 Master Plan for Hilo Harbor".

The second access road is intended to serve the expanded container yard and delivery and pickups of containers, bulk cement, and other bulk items. The existing roadway (Kuhio Street) would continue to service passenger ship traffic, interisland barge traffic, vehicle deliveries and employee commuter trips. A major objective of the second access road is to reduce the present problem of mixing passenger ship traffic with bulk cargo traffic. The proposed project will provide positive impacts to the community by improving the efficiency of harbor delivery and pickups as well as improve the safety for the users of the harbor facility.

Temporary, short-term impacts may be generated by the construction activity on the site. These will include an increase in noise levels, dust and exhaust fumes from construction vehicles. Normal construction practices such as watering the area of disturbance will mitigate the potential dust problems. Noise levels will not exceed those experienced with the existing industrial activities of the surrounding area.

The subject property does not serve as a habitat for any rare or endangered plant or animal species. As such, the proposed project will not have any adverse impact on any flora or fauna listed for protected status by the United States Fish and Wildlife Service.

The proposed project will not have any adverse impact on groundwater quality concerns. The site does not present any drainage or erosion problems. All project generated runoff will be handled with the construction of drywells and other necessary drainage structures. The proposed project will adhere to all State and County drainage regulations.

Although a small portion of the project site is situated within a tsunami inundation area, the possible tsunami inundation and hurricane wave wash are potential hazards that are unavoidable for coastal dependent uses such as harbors.

On the basis of the foregoing, the potential short and long term impacts of the proposed project on the environment and surrounding community should be minimal. These impacts, if any, should be outweighed by the economic and improved efficiency of harbor delivery and pick up and separating the passenger ship traffic from bulk cargo traffic.

4.2 Alternatives Considered

The only alternative considered in place of developing the second Hilo Harbor access road and related improvements to Kalanianaʻole Avenue is the "no build" alternative. There are no other undeveloped alternative access points to the Hilo Harbor facility. All other alternatives would require demolition of existing structures and Hawaiian Home land acquisition cost.

The "no build" alternative will not address the increasing harbor traffic generated by the increasing ocean passenger vessel calls, the increase in volume of container and inter-island barge cargo. In addition the "no build" alternative will not address the present mix of passenger ship traffic with bulk cargo traffic. The proposal to develop a second Hilo Harbor access road and related improvements to Kalanianaʻole Avenue will enable the State Department of Transportation, Harbors Division to maintain an efficient commercial harbor system.

5. ANTICIPATED DETERMINATION

5.1 Findings

On the basis of the foregoing information presented, it is determined that the proposed development of a second Hilo Harbor access road and related improvements to Kalaniana'ole Avenue will not have a significant effect. As such, a determination of a Negative Declaration for the proposed action is appropriate.

5.2 Reasons Supporting Determination

The nature and scale of the proposed action is such that no significant environmental effects are anticipated. Potential impacts, if any, can be mitigated through normal and sensible construction methods and compliance with all governmental requirements including those of the State Department of Health and the Department of Public Works.

BIBLIOGRAPHY

County of Hawaii, Hawaii County Planning Commission, Rules of Practice and Procedure, Rule 9. Special Management Area, 1992.

Heliker, Christina, U.S. Geological Survey, Volcanic and Seismic Hazards on the Island of Hawaii, U.S. Government Printing Office, 1990

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State of Hawaii, Department of Transportation, Harbors Division, 2010 Master Plan for Hilo Harbor, 1989

State of Hawaii, Office of Environmental Quality Control, A Guidebook for the Hawaii State Environmental Review Process, 1992.

University of Hawaii at Manoa, Sea Grant College Program, Marine Atlas of Hawaii: Bays and Harbors, University Press of Hawaii, 1974

United States Department of Agriculture, Soil Conservation Service, Soil Survey of the Island of Hawaii, Washington D.C., 1973

APPENDIX A

REPRODUCTIONS OF ALL COMMENTS AND RESPONSES MADE DURING THE DRAFT ENVIRONMENTAL ASSESSMENT REVIEW PERIOD

1. Office of Environmental Quality Control, State of Hawaii
2. Response: Department of Transportation, State of Hawaii

BENJAMIN J. CAYETANO
GOVERNOR



GARY GILL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-3462

December 19, 1995

Kazu Hayashida
Harbors Division
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Attention: Carter Luke

Dear Mr. Hayashida:

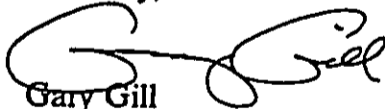
Subject: Draft Environmental Assessment (EA) for Hilo Harbor Improvements and
Access Road, TMK: 2-1-9:7

In the final EA please include the following:

1. Consult with the Hawaii County Planning Department and include copies of your correspondence.
2. Contact the neighbors closest to the project location and include documentation of their responses.
3. List the status of the Special Management Area Permit application.

If you have any questions, please call Nancy Heinrich at 586-4185.

Sincerely,


Gary Gill

GG/nh

c: Brian Nishimura

BENJAMIN CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
~~XXXXXXXXXXXX~~
GLENN M. OKIMOTO
JERRY MATSUDA

IN REPLY REFER TO:

HAR-ED
6419.96

January 24, 1996

TO: GARY GILL, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA, DIRECTOR *K. H.*
DEPARTMENT OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR HILO
HARBOR IMPROVEMENTS, ACCESS ROAD, HILO,
HAWAII - JOB H. C. 5268

Thank you for your comments dated December 19, 1995 regarding the subject matter.

We are processing a Special Management Area (SMA) permit application for submission to the Hawaii County Planning Department for this project.

As part of the SMA permit we will be notifying surrounding property owners within 300 feet of the perimeter boundary of the public hearing. During the public hearing, they will be formally given a chance to comment on the proposed project.

These property owners will be notified once the public hearing for the SMA permit has been scheduled. Therefore, their responses will not be a part of the final Environmental Assessment, but, will be addressed during the SMA permit process.

Should you have any questions, please contact Carter Luke of our Harbors Division at 587-1959.