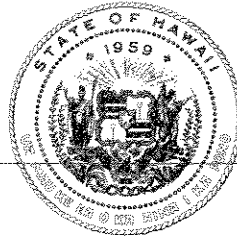


EQ BULLETIN



George R. Ariyoshi
Governor

Roy R. Takemoto
Chairman

ENVIRONMENTAL QUALITY COMMISSION

550 HALEKAUWILA ST., ROOM 301, HONOLULU, HAWAII 96813 PH: (808) 548-6915

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No. 04

EIS PREPARATION NOTICES

The following proposed action has been determined to require an environmental impact statement. Anyone can be consulted in the preparation of the EIS by writing to the listed contact. 30 days are allowed for requests to be a consulted party.

INTERCHANGE AT CASTLE JUNCTION,
KOOLAUPOKO, OAHU, State of Hawaii Dept.
of Transportation

A highway interchange is proposed to replace the existing at grade intersection at Castle Junction. The interchange will involve the construction of one or more grade separation structures and ramps connecting the intersecting highways. Access within the interchange area will be fully controlled. The existing at-grade intersection lacks the traffic carrying capacity to handle the present day traffic without congestion. This condition is expected to worsen in the future because of the normal growth of traffic if no improvements are made. Proposed interchange will provide improved traffic flow by reducing delays, stops, and accidents. On a regional basis the proposed improvement will improve the major link for the residential community of Kailua and other Windward communities between the metropolitan and residential areas of Honolulu.

Contact: Mr. Douglas Orimoto
Department of Transportation
Highways Division
Planning Branch
600 Kapiolani Blvd., Room 301
Honolulu, Hawaii 96813
Phone: 548-4005

Deadline: March 25, 1983.

NEGATIVE DECLARATIONS

The following are Negative Declarations or determinations made by proposing or approving agencies that certain proposed actions will not have significant effects on the environment and therefore do not require EIS's (EIS Reg. 1:4p). Publication in the Bulletin of a Negative Declaration initiates a 60-day period during which litigation measures may be instituted. Copies are available at 25 cents per page upon request to the Commission. Written comments should be submitted to the agency responsible for the determination (indicated in project title). The Commission would appreciate a copy of your comments.

OAHU

NEGATIVE DECLARATION FOR KAPIOLANI PARK
MASTER PLAN/IMPROVEMENT PROJECTS,
KAPIOLANI PARK, HONOLULU, City and County of
Honolulu Dept. of Parks and Recreation

Kapiolani Park (TMK: 3-1-43: 1; 3-1-30: 1, 2, 3, & 4; 3-1-26: 15, 16, 20, 22, 24, 26, & 27; 3-1-28: 18 & 19) is a regional park located in Waikiki, Honolulu, Hawaii. The 170± acre site contains sandy beaches and shoreline park areas, specimen trees and open spaces, the Honolulu Zoo, Waikiki Aquarium, War Memorial Park and Natatorium, Waikiki Shell, Waikiki Bandstand, Kapiolani Nursery, the Park Service Center, Paki Community Center, Kapiolani Golf Driving Range, Diamond Head Tennis Center, sports fields, picnic areas, passive areas, archery ranges, community gardens, food concessions and parking areas. The Department of Parks and Recreation proposes to upgrade and improve the park infrastructure, make improvements to Paki Avenue, provide additional parking areas, relocate

Kalakaua Avenue at the Diamond Head end, improve beach park conditions, remove the Queen's Surf Pavilion, remove and relocate the Golf Driving Range and four Kalakaua Avenue tennis courts, acquire other parcels and make other improvements as indicated in the Waikiki 2000 Kapiolani Park Master Design Plan. This proposal is subject to a Special Management Area Use Permit.

CONSERVATION DISTRICT USE APPLICATION FOR INSTALLATION AND OPERATION OF A BRINE WATER DISCHARGE PIPE, EWA, OAHU, Chevron U.S.A., Inc./Dept. of Land and Natural Resources

The applicant proposes to install and operate a brine water discharge pipe on submerged State-owned property adjacent to TMK: 9-1-14:10, at Ewa, Oahu. Chevron U.S.A. Inc. proposes to install 180 ft. of 8-in. PVC pipe to discharge brine water to the Pacific Ocean at latitude 21° 18' 57" N, 158° 7' 15" W. A 2-ft. deep by 2-ft. wide trench 180 ft. long will be excavated in the coral shore. Approx. seven cubic yards of surplus coral rock will be deposited on the rock breakwater that crosses the proposed line. Approx. 720,000 GPD of brine water will be discharged to the ocean through this line. The brine water is pumped from one of two 15 ft. deep wells located approx. 430 ft. inland from the low tide line. The brine water is routed through two freon exchangers where it is heated 3°F. The temperature, pH, and salinity of the brine water is similar to that of the ocean. The State of Hawaii Department of Health has modified the Chevron U.S.A. Inc., Hawaiian Refinery National Pollutant Discharge Elimination System (NPDES) Permit H10000329 to include this new discharge. The flow rate, temperature, and pH will be monitored to comply with the NPDES permit. Furthermore, the U.S. Army Corps of Engineers has authorized this proposed installation. This proposed installation is located on a coralline shelf each between the Chevron Hawaiian Refinery and the Pacific Ocean. The refinery is located in Campbell Industrial Park, an area of high density industrial activity. Persistent surf, a coralline shelf beach, and near shore reef limit the area's recreational use. However, the shore supports some surf fishing. The

receiving water lies above a scoured limestone shelf consisting of a coral rubble and sand bottom. The area does not support commercial fishing because of the absence of a suitable habitat. Currently, the brine water discharges to a 2.5 acre evaporation and percolation pond. Gradually, the pond has lost much of its percolation capability due to vegetation and sedimentation coating the bottom. The area of the pond is the largest area practical. Expansion of the pond would necessitate blocking off of a refinery road necessary for safe operation of the LPG storage facilities. A pond berm failure would flood the LPG storage area, impeding access to equipment and personnel.

HAWAII

NEGATIVE DECLARATION FOR GRUBBING OF LAND IN KEALAKEKUA BAY HISTORIC DISTRICT, SOUTH KONA, HAWAII, TMK: 8-2-08:21, Kristofer Knutsen/County of Hawaii Planning Dept.

The applicant is proposing to grub approx. 6.936 acres of land to allow for future home construction and residential use. Subject property is located at Kalamakapala and Kalamawaiawaawa, South Kona, Hawaii, TMK: 8-2-08:21. The parcel is located within the Kealakekua Bay Historic District which is listed on the National Register of Historic Places. Property is also included in the "Kona Field System" which has been declared eligible for the National Register as illustrative of the intensive cultivation of the land by the ancient Hawaiians. Proposed improvements are subject to the SMA use Regulations of the County of Hawaii.

NEPA DOCUMENT

The following documents have been prepared pursuant to the requirements of the National Environmental Policy Act of 1969. Contact the Office of Environmental Quality Control for more information at 548-6915.

ENVIRONMENTAL ASSESSMENT FOR CHANGES IN THE PROCEDURES FOR CONSTRUCTION OF THE BARBERS POINT DEEP DRAFT HARBOR, EWA, OAHU, Dept. of the Army, U.S. Army Engineer District

Finding of No Significant Impact

This Environmental Assessment is prepared to assess the environmental consequences of project changes since the earlier NEPA documentation and to determine whether these changes constitute a major federal action significantly affecting the quality of the human environment. A contract for construction of the harbor was awarded to Peter Kiewit Son's Co. on March 26, 1982 and construction work commenced in May 1982. The project consists of dredging a 4,280 ft. long, 450 ft. wide, and 38 to 42 ft. deep entrance channel and excavating a 92-acre and 38 ft. deep basin for a second Oahu commercial port in combination with Honolulu Harbor facilities at the Barbers Point site. A total of about 1.2 million cubic yards of coralline rock will be dredged to create an entrance channel and 8.5 million cubic yards will be excavated to create the basin at the site of the existing barge harbor. In addition 4,700 ft. of wave absorbers and landscaping at the shoreline sector adjacent to the entrance channel and to the north-east portion of the basin will be accomplished. Proposed changes are:

1. Stockpiles of dredged material will be about 50 ft. high and will occupy about 169 acres. Final EIS indicated stockpiles would be 30-35 ft. and supplemental to final EIS stated stockpiles would be about 45 ft. in height.
2. Dredging of entrance channel will be by a combination of auger/clamshell as opposed to hydraulic cutterhead.
3. The inner harbor basin will use on-shore blasting of rock strata to facilitate the excavation and dredging. Total amount of explosives expected to be detonated for inner basin is approx. 1.5 million pounds.
4. Offshore blasting of reef rock is proposed to facilitate the dredging of the harbor entrance channel. Total amount of explosives required for channel entrance ranges from 60,000 lbs. to 120,000 lbs.

ENVIRONMENTAL IMPACT STATEMENTS

EIS's listed in this section are available for review at the following public depositories: Environmental Quality Commission; Legislative Reference Bureau; Municipal Reference and Records Center (Oahu EIS's); Hamilton Library; State Main Library and the Kaimuki, Kaneohe, Pearl City, Hilo, Kahului and Lihue Regional Libraries. Statements are also available at State Branch Libraries that are in proximity to the site of a proposed action (indicated by project description).

Comments on the following EIS's may be sent to: 1) the accepting authority; and 2) the proposing agency. Please note the deadline date for submitting written comments on the EIS.

MAKAI BOULEVARD CONCEPT MIDDLE STREET TO PIER 18, PROJECT NO. F-092-1(16), HONOLULU, OAHU, U.S. Dept. of Transportation, Federal Highway Administration and State of Hawaii Dept. of Transportation, Highways Division

The proposed action consists of improving 2.2 miles of Nimitz Hwy. between Middle St. and Pier 18. The project is located in the Honolulu District on the island of Oahu. This section of Nimitz Hwy. is characterized by light and medium industrial development, strip commercial uses, as well as major harbor terminal and storage facilities. The need to improve traffic flow along the hwy. is based on the projected traffic volume increase, which will cause heavy congestion. Currently, the corridor is already congested during peak traffic periods. By the year 2002, traffic volumes are expected to increase, from an average of 57,000 vehicles per day in 1982, to 73,000 vehicles per day in 2002. Congestion is therefore, expected to become worse. Other causes contribute to congestion, in addition to high traffic volumes. These include: narrow shoulder widths (or no shoulders at all), narrow lane widths, insufficient lateral clearances, improper superelevations (roadway banking) combined with sharp curves, any hazardous roadside parking, closely spaced intersections, inadequate laneage and an inadequate traffic signal system. The imminent completion of the Keehi Interchange, as

well as the proposed development of the Sand Island Industrial complex are also expected to contribute to congestion along the Nimitz Hwy. corridor. The hwy. corridor has been divided into two sections for the purposes of developing and evaluating alternatives to alleviate these problems. These include the: ~~Kalihi Section, between Kapalama Canal and Middle St., and Iwilei Section, between Pier 18 and Kapalama Canal.~~ Within the Kalihi Section, ten alternatives and a no-build case were developed for consideration during the preliminary stage of this study; from these, four alternatives were selected for further study. Alternative I provides inter-section improvements and includes several options. In Option I-A, minor paving and restriping along with an improved traffic signal system would ease congestion. Option I-B is a traffic flow plan which would restrict selected traffic movements between Libby St. and Puuhale Road. Option I-C would provide a one-lane fly-over ramp to serve the high demand of South to East bound left turns at the Waiakamilo Road/Nimitz Hwy. intersection. Alternative I proposals improve traffic conditions by increasing the "green time" for Nimitz Hwy. traffic through more efficient use of other portions of the signal cycle. Alternative II adds one lane for through traffic in the town- or eastbound direction. Alternatives III and IV include construction of viaduct structures. Alternative III is a two-lane viaduct for eastbound traffic only. Alternative IV is an overhead viaduct from Middle St. to Kapalama Canal, which would separate both eastbound and westbound through traffic. In addition, a fourth Kokohead-bound lane would be required in the Iwilei Section. In the Iwilei Section, the existing geometry provides sufficient capacity for the projected design year traffic.

The following persons may be contacted for additional information concerning this document:

Dr. Ryokichi Higashionna, Director
Department of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, Hawaii 96813
Phone: 548-3205

or

Mr. H. Kusumoto, Division Administrator
Federal Highway Administration
U.S. Department of Transportation
P.O. Box 50206
300 Ala Moana Boulevard
Honolulu, Hawaii 96850
Phone: 546-5150

Comments on the this Draft EIS are due by April 15, 1983 and should be sent to Mr. Kusumoto at the above address.

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED PARADISE VILLAGE DEVELOPMENT PROJECT, KAHALUU, KOOLAUPOKO DISTRICT, OAHU, TMK: 4-9-11:2 AND 4-7-26:9, Clarence and Diana Hirata/City and County of Honolulu Dept. of Land Utilization

The proposed project site contains an area of approx. 2.8 acres. The project site is located in Kahaluu, Koolaupoko District, Oahu, Hawaii. The project site is zoned B-2, Business District, except for a 20 ft. strip makai of Kamehameha Hwy. and a 60 ft. strip mauka of the hwy., which are zoned R-6, Residential District. Design for the proposed project will provide additional setback. The applicant envisions the proposed project as a commercial complex, consisting of shops, restaurants, fast food establishments, offices, and storage areas. The balance of the site, those lands zoned R-6, will be utilized as setback area. The following provides details of the proposed Paradise Village project:

1. The commercial complex will consist of a restaurant, with kitchen, restrooms, dining room, attic storage, and four huts; a marketplace, with shops, restrooms, office, and storage rooms; a fast food establishment with kitchen, counter area, offices, and attic storage; and a drive-in with kitchen, serving counter, patio, office, and gift shop.
2. The commercial complex will be of wood construction, with wood frames, siding, trim, and shake roofs. Footings will be concrete.

3. As part of the landscaping plan, the makai portion will be elevated via grading and two artificial ponds will be created adjacent to the proposed restaurant and fast food establishment.
4. The mauka drive-in and makai commercial area will have one in and out access point onto Kamehameha Hwy.
5. A total of 92 parking stalls will be provided.
6. The drainage improvements proposed for the project will consist of permanent and separate subsurface drainage systems.
7. The water improvements proposed for the project will consist of water service connections to the mauka and makai sections from the existing 8-in. Board of Water Supply water main on Kamehameha Hwy.
8. Sewage from the project will be collected in temporary holding tanks. The holding tanks will then be pumped periodically by the applicant and a commercial disposal company and discharged at the Ahuimanu STP.
9. There are existing overhead Hawaiian Electric Company, Inc. and Hawaiian Telephone Company facilities on Kamehameha Hwy. The proposed project will be able to connect into these facilities.

Deadline: March 25, 1983.

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR
HEEIA KEA SUBDIVISION, HEEIA, KOOLAUPOKO
OAHU, Hawaiian Electric Co., Inc./City
and County of Honolulu Dept. of Land
Utilization

Previously published February 8, 1983.

Deadline: March 10, 1983.