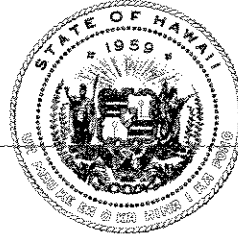


EQ BULLETIN



George R. Ariyoshi
Governor

Roy R. Takemoto
Chairman

ENVIRONMENTAL QUALITY COMMISSION

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

Volume IX

September 8, 1983

No. 17

REGISTER OF CHAPTER 343, HRS DOCUMENTS

EIS PREPARATION NOTICES

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

MOANALUA ROAD FROM PALI MOMI STREET TO AIEA INTERCHANGE, AIEA, OAHU, City and County of Honolulu Department of Public Works

The proposed project, which consists of improvements to the existing Moanalua Road, is located in Kalauao, Aiea, on the Leeward side of the island of Oahu. Geographically, beginning from the west end, the project generally follows an easterly alignment parallel with Kamehameha Hwy. Construction of the roadway improvements will begin at the unimproved section of Moanalua Road, just east of Pali Momi St., progressing eastward through Aiea town, across Aiea Stream and ends at the Aiea Interchange. The total length of this project is approx. 4,200 ft. Moanalua Road, between Kalauao Stream and the Aiea Interchange, is currently substandard and is inadequate in accommodating the increased traffic volume generated by adjacent residential and commercial developments. It is the intent of the proposed project to improve the existing Moanalua Road, thereby reducing traffic congestion and hazards and increasing pedestrian safety. Along both sides of the right-of-way, grade adjustment walls will

be constructed as required. Driveway ramps will be reconstructed to provide access to existing driveways and garages. Existing street intersections will be modified, as necessary, to provide for safer traffic movement and smoother riding connections. The tentative schedule for the proposed project is as follows. Planning studies and the selection of alternative are expected to be completed by October 1984. Design and right-of-way acquisition would occur during the following year with construction expected to begin in early 1986. The length of the construction period, which may be up to two years, will depend upon the alternative selected. Similarly, the alternative selected would affect the estimated project cost. Funding for the proposed project will be shared jointly by the Federal, State, and City and County governments.

Contact: Department of Public Works
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawaii 96813

Deadline: October 8, 1983.

CRYSTAL PROMENADE, MOILLILI, OAHU, BAL
Corporation and Hawaii Housing Authority

Previously published August 23, 1983.

Contact: Mr. F.J. Rodriguez
Environmental Communications,
Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Deadline: September 22, 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.

KAUAI

LIHUE WATER SYSTEM, 12-INCH MAINLINE --
KAPULE HIGHWAY, LIHUE, KAUAI, County of
Kauai Dept. of Water

The project consists of the installation of approx. 4,500 ft. of 12-in. diameter potable water transmission pipeline along the Kapule Hwy. right-of-way. The project begins at the existing water main at the Halau St./Kapule Hwy. intersection at the Lihue Industrial Park Phase II entrance, and runs north along Kapule Hwy., and terminates at the Ahukini Rd./Kapule Hwy. intersection. The project will be installed within Kapule Hwy.'s 100-ft. wide right-of-way, which has a 24-ft. wide paved roadway. The general topography of the roadway and

surrounding area is generally flat with an average elevation of 160 ft. Approx. one half of the project length runs adjacent to the new Lihue Airport Complex site. The remaining project length runs past the proposed expansion of the Lihue Industrial Park Subdivision. The project includes all necessary pipeline, fittings, valves, fire hydrants and other appurtenances. The design and construction of the project shall be in accordance with all County and State regulations and standards.

OAHU

HECO WAIAU TUNNEL WATER DEVELOPMENT
PROJECT, PEARL CITY, OAHU, City and
County of Honolulu Board of Water Supply

The project will be located at the Hawaiian Electric Company (HECO) Waiiau Power Plant (TMK: 9-8-03:10) in Pearl City, Ewa District. In 1938, HECO constructed a tunnel at its Waiiau Power Plant site to obtain water for cooling their generators. However, because of insufficient yield, five wells were drilled, two abandoned later, to supplement the tunnel flow. The project proposes to divert the Waiiau Tunnel water to the Board of Water Supply. The proposed improvements include the construction of a sump or collection structure, pumps and motors, a pump control building, chlorination facilities, necessary piping and structures to divert the water in the tunnel to the sump structure and the installation of approx. 3,800 lineal ft. of 24-in. diameter pipe to carry the water to an existing BWS transmission main. The site for the sump structure and pump control facilities is within the HECO Waiiau Power Plant site in the vicinity of existing fuel oil tanks and electrical substation, and the power house for generator units 1 through 4. Tunnel water will be tapped at two locations. Piping will carry this water to a proposed sump structure where electrically driven turbine pumps will be installed. A 24-in. diameter pipe will

carry the water from the sump along Kamehameha Hwy., Kuleana Rd. and Moanalua Rd. to connect to an existing 36" Puanani transmission main. The location of the sump structure, pump control building and other appurtenant structures will be mutually agreed upon by BWS and HECO.

KAPIOLANI PARK CAPROCK WATER WELLS,
HONOLULU, OAHU, City and County of
Honolulu Board of Water Supply

The Board of Water Supply is proposing the construction of three caprock exploratory wells along Paki Ave. adjacent to Honolulu Zoo - Kapiolani Park (TMK: 3-1-43:1). One well is located in an open area in one corner of the rose garden. Another well is located in a corner of the grassy field formerly used as the archery range. A third well would be sited in an open space among existing cottages presently being demolished. The construction and testing of these exploratory wells can determine whether fresh, brackish, caprock water in adequate amounts may be available for irrigation or other non-potable water use within Kapiolani Park and its Honolulu Zoo complex. The proposed wells would be constructed in two phases. During the first phase, the exploratory wells would be drilled to determine the quality and quantity of the water resource that could be developed. Should the wells prove successful, the exploratory wells would then be converted into production wells as part of the second phase. The exploratory wells will consist of a 24-in. diameter hole with a 16-in. perforated casing and drilling to a depth of 40-ft. A 350 gallon per minute (gpm) pump and control box will be temporarily installed above each well. These wells are planned for construction in Fiscal Year 1983-1984. After the well drillings are completed, the wells will be test pumped to determine their yield and quality. A short-term yield-drawdown test will be initially performed, followed by a long-term pumping test. The long-term pumping test will consist of pumping the wells for five to six hours each working day for five consecutive

working days. The pumping rates for each well will be determined from the short term tests. The wells will then be capped on completion of the long-term pumping tests. An environmental document will be prepared and filed with the Environmental Quality Commission should the exploratory wells prove successful. In the event that the wells are not successful, they shall be sealed and the area restored to its pre-construction condition. The assessment submitted assessed only the environmental impacts associated with the drilling of the exploratory wells.

PARKING GARAGE AT PUNCHBOWL AND
HALEKAUWILA STREETS, HONOLULU, OAHU,
Dept. of Accounting and General Services

The proposed action involves the construction of an approx. 350-space parking structure to replace the parking lost due to construction of the State Department of Labor and Industrial Relation's building (State Office Building No. 2) located across Punchbowl Street and the retainment of the existing 156 parking stalls presently on-site. The site for the proposed parking structure is located at the northwestern edge of the Kaka'ako Community Development District, as defined by Act 153, SLH 1976. The site is currently utilized as a parking lot and is bounded by Punchbowl and Halekauwila Streets. The property is identified by TMK: 2-1-31:10 and consists of approx. .71 acre. The structure will be four stories, or approx. 43 ft. 8 in. in height. The height of each floor will be approx. 9 ft. The entire structure will provide approx. 350 parking stalls. Stall sizes will comply with design standards and will accommodate regular and compact vehicles. Handicapped stalls will be provided on the first floor only. The project area is comprised of a total of 96,799 sq. ft., of which 30,712 sq. ft. will be utilized for the parking garage structure and 35,303 sq. ft. for actual open space. The roof will be designed as an open deck with benches, landscaping, and a pergola. Alternative

use of the roof area is being considered for parking for approx. 70-80 vehicles. These vehicles will be stored for daily service prior to use by DAGS. Parking meters will be provided for public parking. Approx. 130 meters will be installed. Security for upper floors will consist of a controlled gate system (employees parking). This controlled gate system will separate public from employee parking. Future consideration of an attendance parking system is under review. The structure will be constructed with reinforced concrete and will have "open" sides, allowing the prevailing tradewinds to pass through the structure, thereby, utilizing natural ventilation. Offices for support services will be provided. Existing traffic patterns within the project site will be retained.

environments of Hawaii can be measured.

3. In order to accomplish these purposes the present system of preserves, sanctuaries and refuges must be strengthened, and additional areas of land and shoreline suitable for preservation should be set aside and administered solely and specifically for the aforesaid purposes.
4. That a statewide natural area reserves system should be established to preserve in perpetuity specific land and water areas which support communities, as relatively unmodified as possible, of the natural flora and fauna, as well as geological sites of Hawaii.

Establishing a reserve involves no new or altering construction, and no change in the topography, vegetation or any other natural feature. Subsequent use of the reserve will be according to Chapter 209, Title 13, DLNR Administrative Rules. The following two Natural Area Reserves are proposed for establishment on Maui:

West Maui Natural Area Reserve (Four Sections)

1. Kahakuloa Section: TMK: 3-1-06: portion of 1 (existing area 5,831 acres/area of use approx. 3,387 acres)
2. Honokowai Section: TMK: 4-4-07: portion of 4 (existing area 1,017 acres/area of use approx. 625 acres)
3. Panaewa Section: TMK: 4-6-25: portion of 2 (existing area 2,012 acres/area of use approx. 2,009 acres)
4. Lihau Section: TMK: 4-8-01: portion of 2 (existing area 7,653.2 acres/area of use approx. 920 acres)

Hanawi Natural Area Reserve

Hanawi: TMK: 1-2-04: portion of 5 & 7 (existing area 12,897 acres/area of use approx. 5,950 acres)

MAUI

CONSERVATION DISTRICT USE APPLICATION FOR THE ESTABLISHMENT OF WEST MAUI AND HANAWI NATURAL AREA RESERVES, MAUI, Dept. of Land and Natural Resources, Natural Area Reserve Commission

The purpose of this project is to establish two Natural Area Reserves, one of which is in four sections, as recommended by the Natural Area Reserve System Commission pursuant to HRS Chapter 195. The purpose of establishing Natural Area Reserves is declared in Section 195-1, HRS:

1. The State of Hawaii possesses unique natural resources, such as geological and volcanological features and distinctive marine and terrestrial plants and animals, many of which occur nowhere else in the world, that are highly vulnerable to loss by the growth of population and technology.
2. These unique natural assets should be protected and preserved, both for the enjoyment of future generations, and to provide base lines against which changes which are being made in the

HAWAII

AMENDED ENVIRONMENTAL ASSESSMENT FOR
KEOPU HEIGHTS SUBDIVISION ROADWAY
RECONSTRUCTION AND CHANNEL IMPROVEMENTS,
TMK: 7-5-24, KEOPU 3RD, NORTH KONA,
HAWAII, County of Hawaii Dept. of Public
Works

This negative declaration was previously published in the April 8, 1983 issue of the EQC Bulletin. This amended environmental assessment is being submitted to address historic and archaeological issues raised by some of the landowners affected by the project. As a result of these concerns an archaeological reconnaissance was conducted which asserts there are no archaeological features of significance in the area. Because of reports of Hawaiian burial grounds, particular attention was given to the location of burial mounds and platforms during the survey. However, none was found. On February 11, 1982 an intense rainstorm caused extensive damage within the Keopu Heights Subdivision. Approx. 4,200 ft. of the subdivision's overall 4,950 lin. ft. road (Hiona St.) was demolished. Floodwaters also caused a watermain to break and ripped underground power conduits from the ground leaving residents without power and water. Temporary improvements have since been made. Now permanent improvements are proposed and is the subject of this environmental assessment. The primary consideration in implementing this project is to curb threats of future flooding and resulting costly damages. Easement rights across private property will be required by the County to implement the proposed drainage improvements. Total lot size of affected properties will be reduced in area by the channel right-of-way. The County of Hawaii, Department of Public Works proposes to reconstruct Hiona St. and realign a poorly defined water course passing through the subdivision. An approx. 30 ft. wide by one mile long strip will be cleared for the new drainage channel. Beginning from the Keopu Bridge at Mamalahoa Hwy. the channel bends to the

north bisecting a 3-acre parcel then bends again to the west where it runs along the north boundary of the subdivision for a distance of approx. 3,600 lineal ft. At about Lot 44 the alignment traverses lands outside the subdivision proper until its terminus beyond the makai boundary of the subdivision. At its terminus, runoff will be directed into a U-shaped sediment basin/energy dissipator. For the most part, the 10-ft. deep by 17.5 ft. wide channel will be unlined. In conjunction with drainage channel construction, improvements are also planned for Keopu Bridge. These improvements, which include excavating new lateral connectors and adjusting channel geometrics, are intended to facilitate runoff through the existing double box culverts. As a prelude to actual reconstruction, existing utility structures, the temporary base course, shoulder material, and assorted debris will be removed. Following demolition and grubbing, a new base course topped by 2-in. of asphaltic concrete will be laid. Signage, striping, and guardrails will also be added. An 8-in. water main will replace the existing 2-in. temporary line and will be located within the Hiona St. right-of-way. The cost of the project is estimated at \$1.65 million and will be funded by the County of Hawaii.

PAHOA HIGH AND ELEMENTARY SCHOOL
SIX-CLASSROOM BUILDING, PAHOA, HAWAII,
Dept. of Accounting and General Services
for the Dept. of Education

The project involves the relocation of three portable classrooms and the construction of an approx. 14,000 sq. ft. classroom building, approx. 100 lin. ft. of covered walkway and eight parking stalls. The estimated cost of construction is approx. \$2.0 million. The project will be constructed within the existing school campus and will provide the school with a much-needed facility to implement its program in accordance with the Educational Specifications.

MAUI, HAWAII, KAUAI

PURCHASE OF TRANSIT EQUIPMENT AND OPERATION OF RURAL PUBLIC TRANSPORTATION SYSTEMS IN MAUI, HAWAII, AND KAUAI COUNTIES, MAUI, HAWAII, KAUAI, Dept of Transportation

Project RPT 1500 (011) entails the administration of the program by the State Department of Transportation. It also includes the provision of technical assistance to recipients of Section 18 funds. Project RPT 1545 (012) of the Maui Economic Opportunity, Inc., consists of the administration and operation of a transportation system serving the Islands of Maui and Molokai. Accessibility to this system is also provided to the elderly and handicapped. Project RPT 1522 (013) of the Hawaii County Mass Transportation Agency consists of the purchase of a two-way radio unit; administrative and operating assistance for an existing public transportation system serving the County of Hawaii, island-wide. A demand-responsive system for the elderly and handicapped, with provisions for the general public on a space-available basis, complements the primary bus system. Project RPT 1533 (014) of the Kauai County consists of the purchase of vans; administrative and operating assistance to develop an efficient public transportation system with accessibility to the elderly and handicapped. The proposed projects are programmed to assure the development and/or continuance of the public transportation services in the Counties of Maui, Hawaii, and Kauai. The existing uses of the areas being served by the systems will not be changed nor disrupted.

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.

HULEIA BRIDGE REPLACEMENT AND APPROACHES, KAUMUALII HIGHWAY, FAP 50, LIHUE DISTRICT, KAUAI, U.S. Dept. of Transportation and State of Hawaii Dept. of Transportation

The project site is located on Kaumualii Hwy. (FAP Route 50), just east of the Koloa-Lihue District Boundary on the island of Kauai. The bridge site is approx. 1.77 miles northeast of Maluhia Rd., at Mile Post 4.8, and approx. 5 miles west of Lihue. Kaumualii Hwy., via the project location, provides the primary transportation link between Lihue (the county seat) and the southwest and westerly areas of Kauai. The existing Huleia Bridge, also known as "Halfway Bridge", was built in the 1930s when the old government main road to Koloa was realigned to the present alignment of Kaumualii Hwy. The two-lane timber bridge is built upon the earlier constructed reinforced concrete bridge deck of the old government main road. The existing bridge crossing is structurally deficient and functionally obsolete. It does not meet current geometric criteria for bridges. The timber structure is severely deteriorated, and termite infestations have been found. The cost to maintain the structure has been increasing in recent years. Last year, the Department of Transportation expended \$75,300 to replace the sidewalk planking and replace the wooden bridge railing. The estimated remaining life of the structure is 5 to 7 years. The bridge is listed as structurally deficient in the National Bridge Replacement Program with a sufficiency

rating of 3. (The sufficiency rating is based on a scale from 0 to 100. A rating of 0 designates a structure at failure, while a rating of 100 designates a structurally sound bridge.) Current bridge geometrics call for the bridge cross-section to carry the shoulder width of the approach roadway across the entire length of the bridge. The existing bridge does not meet this criteria. The proposed action is to construct a new two-lane bridge to replace the existing structure, either at its present location, or on a new alignment south of the existing crossing. A minimum right-of-way width of 100 ft. is proposed for the approach roadway.

This EIS is also available for inspection at the Koloa Community-School library.

Deadline: October 8, 1983.

LEEWARD DISTRICT SANITARY LANDFILL AT WAIMANALO GULCH SITE AND OHIKILOLO SITE, OAHU, City and County of Honolulu Dept. of Public Works

The Department of Public Works proposes the development of the Leeward District Sanitary Landfill at Waimanalo Gulch and Ohikilolo to dispose of a portion of the 700,000 tons of refuse produced on Oahu annually. Except for the amount disposed of at the Waipahu Incinerator, 120,000 tons per year, most of the refuse is disposed of at sanitary landfills. Until a resource recovery facility is constructed, sanitary landfilling of solid waste will continue to be the City's main method of refuse disposal. Even with maximum use of resource recovery, sanitary landfilling will continue to be an important means of solid waste disposal because landfills will be used to dispose of the ash and residue produced by the resource recovery system and the unprocessable waste such as bulky items, demolition material, rock and soil. The landfills are also needed to serve as emergency backup facilities during shutdown of the resource recovery facility. The City has a serious problem with the disposal of solid wastes. The

existing sanitary landfills are nearly at capacity and new landfills are required to meet the needs of Oahu. The Department of Public Works' objective to meet the solid waste disposal problem on Oahu are: 1) to continue to operate a landfill in the Windward District to service the Windward side of the island and a portion of the heavily populated Honolulu district; 2) to construct a new landfill in Leeward Oahu to service the rapidly expanding Leeward area and a portion of the Honolulu District; and 3) to implement resource recovery as rapidly as possible. The Waimanalo Gulch site, TMK: 9-2-03 por. 13, 2, 40, is two miles southeast of Nanakuli and one mile northwest of Honokai Hale. It contains about 80+ acres of usable land and is owned by Campbell Estate, the Au families and HECO. It is anticipated that no permanent residents will be displaced. Land costs will be high. The site is presently open space. The site has a capacity of 6,000,000+ cubic yards and an estimated life of 7+ years (1,000 tons per day). It is located in the non-underground source of drinking water (USDW), makai of the UIC line and no one will be displaced. The Ohikilolo site, TMK: 8-3-01, is located in the north portion of Keaau Valley about one mile south of Makua Valley and three miles north of Makaha Valley. It contains about 150+ acres of usable land and is owned by Elizabeth Marks, et al. The site is presently used for agriculture, open space and recreation. The capacity of the landfill is estimated at 21+ years at a fill rate of 1,000 tons per day assuming that all of the available area is used. This is equivalent to approx. 18,460,000+ cubic yards of refuse. However, it is anticipated that site restrictions will limit the capacity to perhaps 15+ years. The mauka portion of the site is over the USDW area and will not be used for sanitary landfilling. Paniolo County Ohikilolo Makua Ranch, First Hawaiian Bank's Recreation Center and about three residences are located on or near the project site.

This EIS is also available for inspection at the Waianae Library.

Deadline: October 8, 1983.

WAIIEHU PLANNED DEVELOPMENT, WAIIEHU, MAUI,
The Hawaii Housing Authority

The Hawaii Housing Authority, State of Hawaii, proposed the development of approx. 800 units housing project to meet the low, and moderate income and gap group housing needs. The project site is approx. 133.5 acres and owned by the State of Hawaii and designated as TMK: 3-3-01 parcels 10 and 92. As proposed, some of the house and lot packages will be provided to the people for sale after the area has been subdivided and on-site improvements have been constructed. Tentatively, 680 single-family detached and zero lot line dwellings, 60 one-story attached dwellings (elderly housing) and 60 rental apartments contained in one and two story structures are being proposed for construction, with single family detached and zero lot houses offered for sale. Single family detached lots will vary from a minimum of 6,000 sq. ft. to 7,500- and 9,000-sq. ft. minimum lots. In addition to the housing units, a park, water tank site and roads will be required for the implementation of the project. The 4.6-acre park site is proposed primarily to serve the residents of the project. However, it is intended to be a public park, maintained by the County for use by the general public. The project site is located approx. 1.5 miles north of Wailuku, 2 miles north of Kahului and adjacent to Waiehu and Paukukalo. The project site abuts the existing Hawaiian Homes subdivision on the southern portion of the site. Elevated sand dunes separates the project site from the existing Waiehu Heights Subdivision located to the north. The sand dunes also separates the project site from Kahekili Hwy. located to the west. The entire project will be phased within three increments (1 through 3) that could take approx. 10 years to complete depending on market conditions.

This EIS is also available for inspection at the Kahului Library.

Deadline: October 8, 1983.

KAUMANA TO KEAMUKU 138 KV TRANSMISSION
LINE, HAWAII, Hawaii Electric Light Co.,
Inc./Dept. of Land and Natural Resources

Hawaii Electric Light Company, Inc., proposes to construct a 138 Kv cross-island transmission line on the Island of Hawaii to connect substations at Kaumana, on the east, and Keamuku on the west. The proposed line is the first of a series of planned transmission system improvements over the next two decades which are required to maintain reliable electric power service. The analysis used in defining the need for this project and the process involved in selecting the alignment for the proposed transmission line is described in a report titled Transmission Line Routing Study: Kaumana to Keamuku 138 Kv Line. Part of the proposed transmission line easement will cross the State Conservation District. The project will therefore require the approval of a Conservation District Use Application (CDUA) by the Hawaii State Board of Land and Natural Resources. Many of the potentially adverse environmental impacts of the proposed transmission line have been avoided or minimized due to the method of project and route selection. Various alternatives to the proposed action were studied and project selection was based on an analysis of socio-economic and physical environmental considerations as well as cost-effectiveness. Route selection was also based on analysis of socio-economic, physical environmental and cost factors, in consultation with public agency representatives and Island residents through a series of public and individual meetings. Additional mitigation measures, primarily to minimize land disturbance during construction and maintenance operations, are proposed to reduce the probability of adverse effects on the environment. The hauling and setting of transmission poles, for example, will most likely be done with the assistance of a heavy-lift helicopter. This will eliminate the need for a continuous construction road and thereby greatly reduce land disturbance. In addition, this construction method is

more cost-effective, less time-consuming and will result in less inconvenience to motorists using Saddle Road when compared to a ground-only method of construction. The proposed 138 Kv transmission line will consist of three conductors approx. 0.856 in. in diameter and 0.375 in. shield wire at pole top for protection against lightning. These conductors will be supported by single wooden poles at approx. 600-ft. spans. The poles will average 90 ft. in height, approx. 8 ft. of which will be imbedded in the ground. HELCO will acquire a 150-ft. wide easement for the new cross-island line. This will be wide enough to accommodate an additional 138 Kv line at a later date. A 50-ft. wide easement for an existing 69 Kv line will run directly next to the new 150-ft. easement for much of the distance between Kaumana and Keaumuku.

This EIS is also available for inspection at the Bond Memorial, Holualoa, Honokaa, Kailua-Kona, Keaau Community-School, Kealakekua, Laupahoehoe Community-School, Mountain View Community-School, Pahala Community-School, Pahoa Community-School, and Thelma Parker Memorial libraries.

Deadline: October 8, 1983.

EIS'S SUBMITTED FOR ACCEPTANCE. The following EIS's have been submitted for acceptance and contain comments and responses made during the review and response period.

EXPANSION AND UPGRADING OF THE WAIANAE WASTEWATER TREATMENT AND DISPOSAL SYSTEM, WAIANAE, OAHU, City and County of Honolulu Dept. of Public Works

This EIS is a supplement to an EIS prepared in 1977. Two major changes were made to the proposed action since the 1977 EIS. These changes, which are assessed in this supplemental EIS, include --

- a. Provision of a 70-ft. odor control stack with a top elevation of 100 ft.; and

- b. Discharging advance-primary effluent instead of secondary effluent through an extended outfall.

The existing Waianae Sewage Treatment Plant was constructed in 1965. Plans to expand and upgrade this plant were first discussed in a facility plan prepared in 1975. The concept to expand the capacity of the plant has not changed significantly since 1975 and has been incorporated in the Waianae Development Plan. The Development Plan has a public facilities map that shows the future areas to be seweraged; these are the areas that will be contributing the additional flows that necessitate the treatment plant expansion. The plans to upgrade the treatment plant have changed since 1975. The 1975 plan proposed secondary treatment. Congressional amendments to the Clean Water Act have subsequently allowed less-than-secondary treatment for ocean discharges. A secondary treatment waiver application was submitted to the Environmental Protection Agency (EPA) that documented the minimal impacts that would be caused by discharging advance-primary effluent. Although the EPA has yet to approve the waiver, the City and County of Honolulu is proceeding in anticipation of approval. To minimize the impacts, the outfall is being extended to discharge the effluent in about 100-ft. depth and 6,000 ft. offshore. The substrate is relatively barren and flat. A thin layer of sand and algae covers a hard reef substrate. Because of this low relief, fishes are not abundant in the proposed diffuser area. An artificial reef created under the auspices of the State's Department of Land and Natural Resources is located in the direction of the net transport relative to the proposed diffuser. Fish abundance increases around the objects placed in this artificial reef. The existing outfall also has a high abundance of fish. The water quality around the existing outfall meets the water quality standards; the ambient water quality is also high. The currents are influenced primarily by the tide. Tidal flows reverse daily in the longshore direction. Onshore currents are more

frequent during Kona wind conditions. The site of the odor stack is at the base of Puu Mailliili, a ridge with a peak elevation of 700 ft. The dominant tradewinds blow about 75 percent of the time in an offshore direction. Kona winds and sea breezes blow inland. Surrounding land uses include business, industrial and recreational uses.

This EIS is also available for inspection at the Waianae Library.

Status: Currently being processed by the Office of Environmental Quality Control.

KAHANA "315" RESERVOIR PROJECT, KAHANA VALLEY, OAHU, City and County of Honolulu Board of Water Supply

The Board of Water Supply (BWS) proposes to construct a 6.0 MG reservoir at a pad elevation of 285 ft. on the western slopes of Kahana Valley on the Windward side of Oahu. Kahana Valley, comprising of 5,260 acres, is owned by the State of Hawaii and is under the jurisdiction of the Department of Land and Natural Resources (DLNR). Initially, a 2.0 MG reservoir was considered adequate to achieve the desired result. Feasibility studies on five selected sites on the eastern slopes of Puu Piei Ridge were undertaken. These sites were Punaluu Site 1 and Site 2, Kahana Site 1, Site 2A and Site 2B. Kahana Site 1 was assessed to be the most feasible of the five sites studied. On October 23, 1979 an Environmental Impact Statement (EIS) Preparation Notice was prepared and published for a 2.0 MG Reservoir at Kahana Site 1. Subsequent to the date of the EIS Preparation Notice, the Board of Water Supply reevaluated the 2.0 MG reservoir system and concluded that a larger 6.0 MG reservoir will more adequately achieve the results desired by the proposed action. The five sites considered for the 2.0 MG reservoir were considered environmentally undesirable for placement of the larger 6.0 MG reservoir. The reason for this was because of the large exposed cut banks

that would be required uphill of the reservoir pads. After further site investigations, Kahana Reservoir Site 3, approx. 3,000 ft. south of Kahana Reservoir Site 1, was determined to possess the physical features needed for construction of the 6.0 MG reservoir. This Revised Environmental Impact Statement now addresses a 6.0 MG reservoir at Kahana Reservoir Site 3 in place of the 2.0 MG reservoir previously discussed in the EIA. The 6.0 MG reservoir, 30 ft. high by 189 ft. in diameter, with the spillway at elevation 315 ft., will be constructed on a pad cut into the ridge at elevation 285 ft. The reservoir perimeter will be backfilled to elevation 300 ft. so that only the top 15 ft. of the reservoir will be above finished ground. A 10-ft. wide coral service road will encircle the reservoir's perimeter. The existing Kahana Valley Road and an abandoned jeep road (now a hiker's trail) will be rehabilitated as required to provide a 12-ft. wide coral access road to the lower side of the reservoir site from which a new 12-ft. wide coral service road will connect the access road to the reservoir perimeter road. A 42-in. influent-effluent main connecting the 30-in. transmission main in Kamehameha Hwy. to the reservoir will be laid underground along the access roads to the reservoir.

This EIS is also available for inspection at the Kahuku Community-School library.

Status: Currently being processed by the Office of Environmental Quality Control.

ALOHA TOWER PLAZA DEVELOPMENT PLAN, HONOLULU, OAHU, Aloha Tower Development Corporation

Previously published August 23, 1983.

This EIS is also available for inspection at the Kalihi-Palama, Liliha and McCully-Moiliili Libraries.

Status: Currently being processed by the Office of Environmental Quality Control.

FINAL ENVIRONMENTAL IMPACT STATEMENT FOR THE KAKA'AKO COMMUNITY DEVELOPMENT DISTRICT PLAN, KAKA'AKO, OAHU, Hawaii
Community Development Authority and U.S. Dept. of Housing and Urban Development

Previously published August 8, 1983.

This EIS is also available for inspection at the Liliha and McCully-Moiliili Libraries.

Status: Accepted by Governor Ariyoshi on August 22, 1983.

REVISED ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED KALAHEO SANITARY LANDFILL (WINDWARD DISTRICT SANITARY LANDFILL PROJECT), KAILUA, OAHU, City and County of Honolulu Dept. of Public Works

Previously published August 8, 1983.

This EIS is also available for inspection at the Kailua and Waimanalo Community-School Libraries.

Status: Accepted by the City and County of Honolulu Department of Land Utilization on August 22, 1983.

SOLID WASTE PROCESSING AND RESOURCE RECOVERY FACILITY FOR THE CITY AND COUNTY OF HONOLULU, CAMPBELL INDUSTRIAL PARK, OAHU, City and County of Honolulu Dept. of Public Works

Previously published August 23, 1983.

This EIS is also available for inspection at the Ewa Beach Community-School Library and the Waipahu Library.

Status: Currently being processed by the City and County of Honolulu Dept. of Land Utilization

WAINIHA HYDROELECTRIC PROJECT TMK: 5-8-01:1 and 5-8-02:22) ENVIRONMENTAL IMPACT STATEMENT, WAINIHA VALLEY, KAUAI, McBryde Sugar Co., Ltd./Dept. of Land and Natural Resources

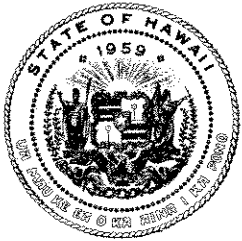
Previously published August 23, 1983.

This EIS is also available for inspection at the Hanapepe, Kapaa, Koloa Community-School, and Waimea Libraries.

Status: Accepted by the State Dept. of Land and Natural Resources on August 18, 1983.

NOTICE

The State of Hawaii Department of Transportation has scheduled a public informational meeting at the Wilcox Elementary School Cafetorium, 4319 Hardy Street, Lihue, Kauai at 7:30 p.m. on Wednesday, September 14, 1983, to discuss the Kaunualii Hwy., Huleia Bridge Replacement and Approaches, Project No. DP-050-1(4). See summary of project in EIS section. The purpose of the meeting will be inform the public of the planning studies for the proposed improvements, to solicit comments from the affected parties and to further involve the public in the planning process. Interested persons are urged to attend.



EQ BULLETIN

BULK RATE
U.S. POSTAGE
PAID
HONOLULU, HAWAII
PERMIT NO. 1502

ENVIRONMENTAL QUALITY COMMISSION
550 HALEKAUWILA ST., ROOM 301, HONOLULU, HAWAII 96813