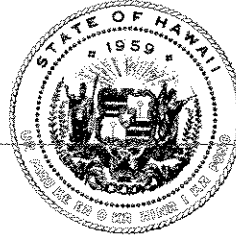


EQ BULLETIN



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

November 8, 1983

No. 21

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.

SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR INCREMENT I, EWA MARINA COMMUNITY PROJECT, HONOLULU, EWA, OAHU, SM & Associates, Inc./City and County of Honolulu Dept. of Land Utilization

This preparation notice is for a supplemental EIS pertaining to Increment I of the Ewa Marina Community Project. The subject property (TMK: 9-1-12: Por. 5), comprising 174 acres, represents the first increment for development of the total Ewa Marina Community project. The applicant proposes the development of a residential community comprised of 1,290 dwelling units housing approx. 3,870 residents. Commercial facilities and a park site are also included in the development of this increment. The development of this initial increment does not involve the Special Management Area nor does it include any portion of the waterways planned for the overall project area. Housing densities within the subject property average 6.78 units per net acre for the residential areas and 30 units per net for the low-density apartment area. Overall, 143 acres are planned for residential use as against 11 acres for apartment development. The proposed commercial area (5 acres)

adjoins the existing Ewa Beach Shopping Center thereby providing the opportunity for an enlarged shopping complex. The proposed park site adjoins Fort Weaver Road easily accessible to existing as well as future residents. It is projected that the 1,290 dwelling units will be absorbed over a 5 year period. The affected property (174 acres) is an irregular-shaped parcel adjoining Fort Weaver and Papipi Roads along portions of its perimeter and located next to the Ewa Beach Community.

Contact: Mr. Gerald Takano
GACI
926 Bethel Street
Honolulu, Hawaii 96813
Phone: 533-1725

Deadline: December 8, 1983.

MAUNAWILI DITCH IMPROVEMENTS, MAUNAWILI VALLEY, KOOLAUPOKO, OAHU, Dept. of Land and Natural Resources, Division of Water and Land Development

The Maunawili Ditch System is the primary source of irrigation water for the Waimanalo Area. The Ditch System consists of over 16,000 ft. of lined and unlined ditches, tunnels, and elevated wooden flumes. The proposed project shall include the following:

1. Replacement of all 21 existing wooden flumes with more durable structures; typically inverted siphons constructed of reinforced concrete inlet and outlet structures and steel pipe conduits supported on concrete

piers, or elevated or ground level flumes constructed of full or half section corrugated metal pipe supported on concrete piers.

Deadline: December 8, 1983.

2. Provide channel lining in approx. 25% of the unlined ditch lengths. Proposed lining material is either half section corrugated metal pipe, or concrete or concrete-rubble masonry.
3. Install enclosed conduit system in unlined ditch section downslope of agricultural lands (portion between Flume nos. 6 and 7), to prevent intrusion of plant parasitic nematodes, chemical and sediment runoff. Approx. 2000 LF of 24-in. diameter corrugated metal pipe and manhole structures are proposed.
4. Installation of access roads for construction and maintenance operations. Roadways shall generally follow existing or former unimproved trails and pathways.

MAUI INTAKE SERVICE CENTER/COMMUNITY
CORRECTIONAL CENTER ADDITIONAL
FACILITIES, WAILUKU, MAUI, Dept. of
Accounting and General Services

The proposed improvements should make the system less vulnerable to breakdown and more efficient in transporting high-quality irrigation water. The Maunawili Ditch System lies entirely in lands owned by the Harold K. L. Castle Trust Estate and identified as TMK: 4-2-10:1 and 4. The project is located along the slopes of Maunawili Valley in the Koolaupoko District on the island of Oahu. Most of the project site is limited within the immediate vicinity of the 400 ft. elevation contour along the southern slopes of the valley. The project site is within a Conservation district, the Waimanalo Forest Reserve and a watershed area. It is also situated upstream of Kawainui Swamp.

Contact: Mr. Robert T. Chuck
Manager-Chief Engineer
Division of Water and
Land Development
Dept. of Land and
Natural Resources
P.O. Box 373
Honolulu, Hawaii 96809

Growth in Hawaii's correctional facilities bedspace requirements and the projected continued growth has created an immediate need for new facilities. For the Island of Maui alone, a total bedspace requirement of 195 is expected by the year 1997. The existing facility on Maui has a design capacity of 22 bedspaces but its current occupancy rate fluctuates between 80 and 91. Housing of these inmates in areas designated for offices or programs has impacted the system's capability to provide secure and humane living conditions. To address the above needs, State funding was obtained by the Department of Social Services and Housing for acquisition, planning, and design of a new Maui Intake Service Center/Community Correctional Center. A site selection study was conducted by the Department of Accounting and General Services in 1981 to evaluate alternative sites on Maui in the vicinity of the existing Intake Service Center and Community Correctional Center. Upon review of the alternative sites, a site located on TMK: 2-3-8-46:5 and 6, consisting of approx. 7.2 acres, situated adjacent to the existing Maui Intake Service Center/Community Correctional Center was selected by Department of Social Services and Housing for the expansion. Housing modules, inmate program facilities, support facilities and access to these facilities are presently being studied. Schematics of these structures are scheduled for November and December 1983. A maximum of 4 stories, or 48 ft., in height limitation have been established for the site. It is not anticipated that proposed facility development will exceed these limits.

Contact: Mr. Richard Fujita
Division of Public Works
Dept. of Accounting and
General Services
P.O. Box 119
Honolulu, Hawaii 96810-0119

Deadline: December 8, 1983.

PROPOSED CONSTRUCTION OF THREE SEAWALL
REVTMENTS, KIHAI, MAUI, Mr. and Mrs. Ed
Reinecke, Mr. and Mrs. James Meekhof and
Mrs. and Mrs. King Palmer/Maui Planning
Commisson

The applicants are proposing the construction of 3 armor stone seawall revetments situated within the properties' shoreline setback area, in accordance with Chapter 205-31, HRS. The subject properties are situated adjacent to each other along Halama St. in Kihei, Maui, and are the sites of 3 existing single family residences. These properties and their owners are as follows:

- 1. TMK: 3-9-10:5
1584 Halama Street
Mr. and Mrs. Ed Reinecke
- 2. TMK: 3-9-10:6
1576 Halama Street
Mr. and Mrs. James Meekhof
- 3. TMK: 3-9-10:7
1568 Halama Street
Mr. and Mrs. King Palmer

It should be noted that existing concrete rubble masonry (CMU) sea/retaining walls are located immediately south of the Reinecke property. There are no seawalls north of the Palmer property. The applicants propose to construct 3 armor stone seawall revetments landward of the certified shoreline dated June 9, 1983 and within the properties' shoreline setback area. The walls are designed to have a 1 vertical to 2 horizontal slope. Two layers of armor stone with an average stone size of about 700 lbs. is being commended. An underlayer and filter cloth will be provided to prevent waves

from leaking the backfill from between the voids in the armor layer. The revetment crest is designed to extend to a minimum of 4 armor stones (approx. 5 ft.) landward of the face of the walls to prevent erosion and not overtopping. Furthermore, the toe protection will consist of a toe armor stone between 3 to 5 tons, placed 4 ft. below the mean sea level or on hard substrata to prevent scouring. In addition, the ends of the walls are turned landward and extended inland in order to provide flank protection. The turned in walls are rubble walls with inland slope of 3 vertical to 1 horizontal and seaward slope of 1 vertical to horizontal sloping from 2 to 0. The entire wall will be covered with 2 ft. deep on site excavated earth and sand. The earth topping will have "morning glory" planted. This will give an added shoreline protection.

Contact: Mr. Satish Gholkar
251 B-2 Lalo Place
Kahului, Maui, Hawaii 96732

Deadline: December 8, 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

KOLOA-POIPU BYPASS ROAD, KOLOA, KAUAI,
County of Kauai Dept. of Public Works

The proposed action involves the construction of a two-lane highway between Koloa and Poipu. This action would improve traffic circulation in the area and serve as an alternate route between Koloa and Poipu. The proposed highway would be a two lane, asphaltic concrete roadway. Several alignments have been examined. The alignments presently under consideration are as follows:

Alternate "A" is an extension of Pee Road in Poipu, extends northwest toward the Weliweli Subdivision, follows the property line until the intersection with Weliweli Road. It then swings east of Koloa Town and connects to Maluhia Road along existing Wailaau Road above Koloa Town. The total length of this improvement is about 3.0 miles. Alternate "A" requires the relocation of the existing cane haul road in the vicinity of Koloa Town. The bypass road will be along the existing cane haul roadway in this area. The length of the relocated cane haul road is about 1.4 miles.

Alternate "B" is an extension of Hoowili Road in Poipu and is about a half mile west of Alternate "A"'s connection to Poipu Road. The road heads northeast toward the Weliweli Subdivision, then follows the property line until the intersection with Weliweli Road. It then swings east of Koloa Town as in Alternate "A" and connects to Maluhia Road at Wailaau Road. The length of this improvement is approx. 2.8 miles. As in Alternate "A", relocation of the cane haul road is also necessary.

Alternate "C" is an alternate connection from Maluhia Road to the bypass road. Between Poipu and Weliweli Road, the road would follow Alternate "A" or Alternate "B" until Weliweli Road. Instead of swinging east of Koloa Town, the road would approx. follow the existing Weliweli Road alignment and connect to Maluhia Road near Koloa Park.

Conceptually, the existing portion of Maluhia Road replaced by the new road, would be converted to a one-way connection to Koloa Road so that traffic can continue to Poipu Road unaffected. The length of the improvement is about 2.6 miles. No relocation of the cane haul road is necessary for Alternate "C".

OAHU

PIER 37 BERTHS, HONOLULU HARBOR, OAHU,
State Dept. of Transportation, Harbors Division

The proposed State project consists of a new pier along the Diamond Head side of Pier 37. The pier will be 10 ft. wide by 264 ft. long. The pier face will be approx. 50 ft. from the shore and will be connected to the shore with a six-ft. wide ramp. The pier will be supported on prestressed concrete piles, decking will consist of prestressed tri-tees and fender beams and pile caps will be reinforced concrete. The existing revetment will be reconstructed and security lighting, electrical power outlets and hose bibs will be installed along the pier. No dredging will be required. Parking is available at the end of Pier 37 and between Piers 36 and 37. The construction of the new pier will alleviate the shortage of berthing spaces for commercial fishing vessels. Pier 37 will be designated for transient commercial fishing vessels.

AIEA INTERMEDIATE SCHOOL IMPROVEMENTS TO PAVED PLAYCOURT, AIEA, OAHU, Dept. of Accounting and General Services for the Dept. of Education

The project consists of the design and construction of improvements to the existing paved playcourt at Aiea Intermediate School. The improvements include changing the court dimensions, extending a wall, and constructing a 12-ft. high perimeter fence. The following courts will be superimposed on each other: a tennis court, three

basketball courts, three volleyball courts, three paddle tennis courts, and two handball courts. The estimated cost of design and construction is \$50,000. 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.

CAMPBELL HIGH SCHOOL RENOVATION OF INDUSTRIAL ARTS BUILDING ADDITION TO AUTO SHOP, EWA, OAHU, Dept. of Accounting and General Services for the Dept. of Education

The project consists of the design and construction of a 1,750 sq. ft. addition to the existing auto shop and the relocation of the auto shop outside storage area at Campbell High School. The proposed project will be located on asphalt pavement adjacent to the existing auto shop. The estimated cost of design and construction is \$114,000. The project will provide the school with a much-needed facility to implement its program in accordance with the Educational Specifications.

WAIPAHAU ELEMENTARY SCHOOL IMPROVEMENTS TO KAHALE FIELD, WAIPAHAU, OAHU, Dept. of Accounting and General Services for the Dept. of Education

The project consists of the design and construction of improvements to Kahale Field. Improvements proposed are grading, grassing, retaining wall, fencing, and sprinkler system. The estimated cost of design and construction is \$40,000. The project will provide the school with a safer and cleaner play area for students.

HONOWAI ELEMENTARY SCHOOL CHAIN-LINK FENCE AND WALKWAY, WAIPAHAU, OAHU, Dept. of Accounting and General Services for the Dept. of Education

The project consists of the design and construction of chain-link fencing and a walkway at Honowai Elementary School. The fence will run from Honowai St. to Building G and between Building G and Building L. The walkway will connect the special education classroom to the sidewalk on Honowai St. The fencing at the special education classroom will also be relocated to Honowai St. The estimated cost of design and construction is \$17,000. The fencing at Buildings G and L will increase security for the area and will provide the students and teachers with a safer environment. The walkway will provide the special education students with a more convenient emergency exit to Honowai St. Relocation of the chain-link fence will provide the school with more open play area.

PALISADES ELEMENTARY SCHOOL GROUND IMPROVEMENTS, RETAINING WALL AND CHAIN-LINK FENCE, PEARL CITY, OAHU, Dept. of Accounting and General Services for the Dept. of Education

The project consists of the design and construction of ground improvements at Palisades Elementary School. The proposed improvements include grading, grassing, retaining wall, and fencing. The proposed improvements will be located in an open grassed area. The sloping portions of the area are bare and eroded. The project will provide the school with an area that will be safer for students and easier to maintain. The estimated cost of design and construction is \$20,000.

RESIDENTIAL TO BUSINESS DISTRICT REZONING, WAIAU, PEARL CITY, OAHU, Glenn Masunaga/City and County of Honolulu Dept. of Land Utilization

The applicant proposes to rezone approx. one-third or 7,640 sq. ft. of the 30,346 sq. ft. parcel (TMK: 9-8-06:20) from R-6 Residential District to B-2 Business District. A portion of the parcel, approx. 2,110 sq. ft. makai of the proposed rezoning, is presently zoned B-2

Business. The rest of the parcel, about 20,596 sq. ft., will remain R-6 Residential. The applicant is the owner of two contiguous parcels, TMK: 9-8-06:20 and 50, and proposes to develop both lots as a commercial complex containing a general medical office building and a fast food restaurant. Parcel 50 is presently zoned B-2 Business District. The rezoning is required to permit the development of the general medical office building. The proposed commercial complex is to be located at 374 Kamehameha Hwy., mauka of Blaisdell Park, in Waiiau, Pearl City. Activities along the highway in the Pearl City/Aiea area are predominantly commercial with a few multi-family apartments. The site has a State Land Use designation of Urban. The Primary Urban Center Development Plan designates the area for commercial use; and the parcel is presently zoned R-6 Residential and B-2 Business District.

CONSERVATION DISTRICT USE APPLICATION FOR A SEWER LINE, WAIMALU, EWA, HONOLULU, OAHU, Oceanview Ventures/Dept. of Land and Natural Resources

The purpose of the project is to provide sewer service for a portion of the Royal Summit, Phase II, residential subdivision development in compliance with standards of the City and County of Honolulu. A 10-ft. wide easement for sewer line purposes will be designated over and across Lot 1137 shown on Map 50 of Land Court Application 950 and granted in favor of the City and County of Honolulu. The project site is identified as TMK: 9-8-02: 9 por. The proposed construction area within the Conservation District will involve some 3,000 sq. ft. and consists of installing approx. 145 linear ft. of 8-in. vitrified clay pipe. Construction will involve excavating and backfilling of some 50 cubic yards of material in compliance with City and County of Honolulu standards. Upon completion of the sewer system improvements, all exposed areas will be grassed; and maintenance of the grassing will continue until 90 percent coverage of the area has taken place. The

proposed work is to coincide with the grading and construction of street improvements, drainage system, sanitary sewer system, water system and underground electric, telephone and street light systems for the Royal Summit, Phase II, residential subdivision. A fire contingency plan, acceptable to the Division of Forestry and Wildlife shall be implemented during and after the construction of the sewer line within the Conservation District.

CONSERVATION DISTRICT USE APPLICATION FOR STABILIZATION OF TWO SUBMARINE PIPELINES AND EASEMENT AMENDMENT, BARBERS POINT, EWA, OAHU, Chevron, U.S.A., Inc./Dept. of Land and Natural Resources

The applicant proposes to stabilize its 20 and 30 in. submarine petroleum pipelines in their existing locations. Chevron has a Grant of Easement No. S-4692 granting an easement for two submarine pipelines and a tanker mooring across State tidal and submerged lands off Barbers Point, Honolulu, Ewa, Oahu, Hawaii. The pipeline easement is 15 ft. wide, within which Chevron has two pipelines, a 20-in. diameter, and a 30-in. diameter line. The submarine pipelines are located offshore of TMK: 9-1-31:2, Barbers Point, Ewa, Oahu. When Hurricane Iwa passed Oahu, it generated ocean currents which moved approx. 2500 lineal ft. of the 30-in. pipeline near the tanker mooring out of the easement area, the maximum distance being approx. 410 ft. The applicant has reviewed the possibility of relocating the pipeline to the easement area described in the Grant of Easement. In addition to the difficulty and expense which a relocation would involve, there is the possibility that in the process the pipeline could be damaged. In order to avoid this, Chevron is requesting that it be permitted to leave the pipeline in its presently existing position and that the Grant of Easement be modified to cover the pipeline as its is presently located. Chevron is planning to install a continuous concrete cap over the pipeline at a cost of approx. \$1,000,000 to

prevent future movement from similar disturbances. The concrete will be mixed in a barge anchored above the pipeline and the concrete will be pumped via a hose to the work area. A barge will be anchored and the surface work accomplished by conventional marine construction practices. The concrete pouring nozzle will be maintained below the fresh concrete pour to minimize loss of cement and fines. This will both improve the quality of the concrete pour and minimize contamination of the seawater.

KAAHUMANU PROJECT, CENTRAL BUSINESS DISTRICT, HONOLULU, OAHU, City and County of Honolulu Dept. of Housing and Community Development

The City and County of Honolulu is seeking development proposals for the Kaahumanu Project which is to include a first-class executive hotel of between 400 to 600 rooms with compatible commercial uses, a community events center and a mini-conference center on the Kaahumanu Parking Facility and District Court sites. The Kaahumanu site (TMK: 2-1-2:16, 20 and 56) is bounded by Queen, Bethel and Merchant Sts. The site is presently used as a public parking facility. Situated on the northwest corner of this site is the Melchers Building. This structure is within the Merchant St. Historic District which is on the National Register of Historic Places. Retention of the building is required. The District Court site (TMK: 2-1-2:24 and 26) bounded by Nuuanu Ave., Nimitz Hwy., Bethel and Merchant Sts. and situated Ewa (northwest) of the Kaahumanu site is to be developed in conjunction with the Kaahumanu site. A 50-ft. wide strip along Nuuanu Ave. is within the Chinatown Historic, Cultural and Scenic District. The City will enter into a 65-year lease with the selected developer upon the execution and compliance with the terms of a development agreement. In addition to the development of a 400- to 600-room first-class executive hotel, a community events center and a mini-conference

center, the developer must replace the 411 public parking stalls in the present facility and improve and refurbish Merchant St. from the Koko Head (east) curb line of the Fort Street Mall to Nuuanu Ave. as an Old Town Square, with paving, street furniture and street lamps, reminiscent of old Honolulu. The development of the Kaahumanu project is being undertaken as part of an effort to revitalize Downtown Honolulu. The program as outlined in "New Directions . . . Downtown" is designed to attract a larger resident population and to provide the social, recreational and physical amenities that will add to the viability of the downtown district at night and on weekends.

MANOA WELLS I, MAKAI CAMPUS, UNIVERSITY OF HAWAII AT MANOA, HONOLULU, OAHU, Board of Water Supply

The Board of Water Supply is proposing the construction of water wells in Moiliili Quarry on the grounds of the University of Hawaii at Manoa (TMK: 2-8-29:1). The wells will be situated near the mauka-Koko Head face of the quarry wall, several hundred ft. upstream of the quarry pond, on the knoll overlooking the athletic field. An exploratory well will first be drilled to determine the quality and quantity of the water source that could be developed. The dimensions of this well are as follows:

- Ground elevation: 20+ ft., msl
- Casing diameter: 14 in.
- Length of solid casing: 20 ft.
- Length of screen casing: 30 ft.
- Total depth: 80 ft.

Should the well prove successful the exploratory well will then be converted into a production well. A one-story concrete masonry control building of approx. 800 sq. ft., wells, pumps, transmission line and appurtenances will also be constructed. The transmission line will transport the water to an existing main. The proposed connection will be made with the 12 in. low pressure line on Dole St. east of East-West Rd. The quarry water source is expected to produce approx. 1 mgd.

HAWAII

DOLLAR RENT A CAR RENTAL OFFICE KEAHOLE AIRPORT, KONA, HAWAII, Dollar Rent A Car/State Dept. of Transportation, Airports Division

Dollar Rent A Car is proposing the construction of an office/rental building of approx. 960 sq. ft., a wash rack and drain of approx. 560 sq. ft. and a gas pump island on its property at Keahole Airport, Kailua-Kona. The proposed project site is Lot #002113B, TMK: 7-3-43-32 and lies within the existing Keahole Airport boundary. The site is currently set aside for car rental baseyard facilities. The project will require minimal excavation for burying the fuel and utilities lines, pump island, concrete slabs for both the office building and car wash rack and drain. The site is presently A/C paved, with perimeter chain link fencing 6 ft. in height. The objective of this proposal is to provide office space, customer waiting areas, and areas to fuel and wash the rental cars.

MAUI

DEMOLITION AND NEW CONSTRUCTION OF UNION 76 SERVICE STATION, LAHAINA, MAUI, Union Oil Company of California/Maui Planning Commission

The applicant proposes to demolish the existing Union 76 gas station and construct a new station. The project site (TMK: 4-5-06:13) is located within the Lahaina National Historic Landmark Boundary on the northerly makai corner of the Lahainaluna Road-Honoapiilani Hwy. intersection. The new one-story 2,375 sq. ft. service building will be located along the rear property boundary and will contain four service bays, storage room, office, and restrooms. In addition the existing single gas service island will be increased to three service islands. Also, two new underground gas storage tanks will be constructed as well as

sixteen parking stalls. The applicant also proposes to upgrade the existing landscape planting of the project site.

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.

CRYSTAL PROMENADE CONDOMINIUM DEVELOPMENT, MOILIILI, OAHU, Hawaii Housing Authority and BAL Corporation

Previously published October 23, 1983.

This EIS is available for inspection at the McCully-Moiliili Library.

Deadline: November 22, 1983.

KANEOHE-KAILUA WASTEWATER FACILITIES, KOOLAUPOKO, OAHU, City and County of Honolulu Dept. of Public Works

Previously published October 23, 1983.

This EIS is available for inspection at the Kailua Library.

Deadline: November 22, 1983.

KEANAE WATER SYSTEM IMPROVEMENTS, KEANAE, MAUI, County of Maui Dept. of Water Supply

Previously published October 23, 1983.

This EIS is available for inspection at the Kahului, Lahaina, Makawao and Maui Community College Libraries.

Deadline: November 22, 1983.

KAUPO WATER SYSTEM IMPROVEMENTS, KAUPO, MAUI, County of Maui Dept. of Water Supply

Previously published October 23, 1983.

This EIS is available for inspection at the Kahului, Lahaina, Makawao, and Maui Community College Libraries.

Deadline: November 22, 1983.

WAILUA-HANA WATER SYSTEM IMPROVEMENTS, HANA, MAUI, County of Maui Dept. of Water Supply

Previously published October 23, 1983.

This EIS is available for inspection at the Kahului, Lahaina, Makawao and Maui Community College Libraries.

Deadline: November 22, 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.

COMMERCIAL FISHING VESSEL BERTHING AREA, PIER 16, HONOLULU HARBOR, OAHU, State Dept. of Transportation, Harbors Division

The Harbors Division proposes to construct a pier for the use of Oahu's commercial fishing vessels and to alleviate the present berthing shortage faced by Hawaii's fishing industry. The construction of Pier 16 constitutes Phase II of the Department of Transportation,

Harbors Division's (DOT-Harbors Division) project to increase berthing space for Oahu's fishing fleet. The proposed pier is to be located on the harbor side of the Iwilei curve near the Salvation Army Store. It will be constructed approx. 140 ft. east of and parallel to Pier 17 and will be 377 ft. long and 20 ft. wide. The new pier will be connected to Pier 17 by a 150-ft. long by 24-ft. wide ramp. Construction will consist of prestressed double tees with concrete topping supported by concrete piles spaced at 12 ft. on centers. To accommodate the draft of the fishing vessels, the area surrounding the pier will be dredged to a depth of -18 ft. Facilities will include water, electricity and telephone services. The pier is designed to accommodate 20 vessels. The conceptual study put out by the DOT recommends that Pier 18 continue to be used as a parking and access area for Piers 16 through 18 and also as a net drying and support area for the fishing fleet.

This EIS is available for inspection at the Kalihi-Palama and Liliha Libraries.

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

KAUMANA TO KEAMUKU 138 KV TRANSMISSION LINE, SOUTH HILO, NORTH HILO, HAMAKUA, SOUTH KOHALA, HAWAII, Hawaii Electric Light Company, Inc./Dept. of Land and Natural Resources

The Hawaii Electric Light Company, Inc., is proposing to expand its existing electric power transmission system on the Island of Hawaii by constructing a cross-island transmission line. The line will be approx. 45 miles long to connect the existing Kaumana and Keamuku substations. The proposed transmission system will consist of single poles averaging 90 ft. in height, spaced approx. 600 ft. apart in a 150 ft. right-of-way. Scheduled to be operational in 1987, the line will be constructed at 138 Kv, but initially

energized at 69 Kv. The preferred alignment is mainly located north of Saddle Road except for the east end near Kaumana and the west end near Keamuku, where the new line will be located south of Saddle Road. On the east end, the route bypasses the urban zone of Hilo running south of Saddle Road and west along the forest, then crosses Saddle Road about 3.5 miles west of Kaumana Substation. On the west end, the route crosses from the north of Saddle road to the south approx. 39 miles west of Kaumana Substation and 6 miles east of the Keamuku Substation. The immediate objective of the project is to provide reliable power to HELCO's current customers, especially those in the Kona area who are the most susceptible to service interruptions in the event of outages at any number of locations within the existing electric transmission system. The proposed project will deliver electricity from the east side of the island, where most of the current and future generating resources are located, to the west side where HELCO has forecasted the highest rate of load growth will occur in the near future.

This EIS is available for inspection at the Kailua-Kona, Keaau Community-School, Thelma Parker Memorial/Waimea Area and UH-Hilo Campus Libraries.

Status: Currently being processed by the Dept. of Land and Natural Resources.

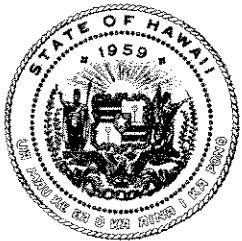
PUBLIC NOTICE

The following proposed activity requires the approval of the Environmental Protection Agency for the modification of secondary treatment requirements to discharge into marine waters. It is being reviewed by the State Department of Planning and Economic Development (DPED) for consistency with Hawaii's approved Coastal Zone Management Program. The City and County of Honolulu proposes to utilize primary treatment methods to process municipal waste at the Sand Island and Honouliuli Wastewater

Treatment Plants, Oahu. These two facilities currently utilize advanced primary treatment methods, i.e., primary treatment sedimentation with dissolved air flotation, to remove solids from municipal effluent. The applicant's consistency certification and accompanying information and data are available for review at the DPED Planning Division, Room 610, Kamamalu Building, 250 South King Street, in Honolulu. Written comments should be submitted to the CZM Program/DPED, by November 22, 1983.

FREE EISs!!

The OEQC and EQC has limited copies of extra draft and revised EISs available for anyone who wants them. These EISs are available on a first come, first choice basis. The EISs are located at 550 Halekauwila Street, Room 301, Honolulu, Hawaii. For those on the neighbor islands who do not have an opportunity to come to Honolulu, please send or phone the name of the desired EISs. Arrangements will be made to get the copies to you, if they are available. These EISs will not be mailed to an Oahu address.



EQBULLETIN

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

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