

OEQC BULLETIN



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REGISTER OF CHAPTER 343, HRS DOCUMENTS

EIS PREPARATION NOTICE

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 contacts. 30 days are allowed for requests to be a consulted party.

DEVELOPMENT PLAN AMENDMENT AND REZONING FROM AGRICULTURE TO INDUSTRIAL FOR DEVELOPMENT OF A HIGH TECHNOLOGY INDUSTRIAL PARK, MILILANI, OAHU, Castle & Cooke, Inc./City and County of Honolulu Dept. of Land Utilization

The applicant proposes development of the "Hawaii Technology Park" on a 256-acre site in Mililani, Central Oahu, east of the H-2 Freeway, identified as TMK: 9-5-2: Por. of 11. It is approx. 20 mi. from downtown Honolulu. Waikakalaua Gulch is the dominant natural feature of the site, forming a steep valley along its southern boundary. Adjoining the site on its northern boundary is the Leilehua Golf Course and the Schofield Barracks Military Reservation which also forms the site's eastern boundary. The Hawaii Technology Park is intended to facilitate the emergence of high technology industry in Hawaii by providing a high quality, attractive and competitive environment for local, national and international technology based industries such as computers, office equipment, communications equipment, electronic components and equipment. The Park will be designed to accommodate functions commonly associated with high-tech industry such

as light manufacturing and assembly, research and development, and ancillary functions of administration and warehousing. A commercial complex will also be provided to serve the Park's users and their employees. Commercial uses will be only accessory to the Park and will include office suppliers, conference facilities, convenience retail outlets, restaurants and professional offices. Approx. 65% of the Park will be limited to high-tech industries only. Traditional light industrial uses, such as auto repair and construction material suppliers, would not be permitted. The remaining 35% will be used for commercial and other high-tech support services. The 256-acre site is proposed to be developed in two phases of about 128 acres each. Phase I is projected to be developed in 5 years and Phase II in 6-7 years after. The entire site was originally classified State Agricultural District. On August 6, 1984, the State Land Use Commission reclassified the lands within the proposed Phase I portion to the State Urban District and approved the Phase II portion for incremental redistricting. Phase II would be eligible for reclassification to the State Urban District upon substantial completion of the off-site improvements and on-site improvements within Phase I. The City and County Development Plan (DP) designation for the entire site is presently Agriculture and the zoning is AG-1 Restricted Agricultural District. A DP amendment to redesignate the Phase I portion from Agriculture to Industrial has been requested by the applicant and is currently being processed by the City Department of General Planning.

Phase II will also require a DP amendment and the entire site will have to be rezoned to I-1 Light Industrial District. The principal point of access will be from the H-2 Freeway via an existing off-ramp to the adjacent Leilehua Golf Course Rd. The Park will also be accessible from Kamehameha Hwy. via Leilehua Golf Course Rd. from the west. Improvements are proposed at the Leilehua Interchange of the H-2 Freeway and at Kamehameha Hwy. to serve the traffic generated by the Park. Due to the isolated location and former agricultural use of the site, there is no public infrastructure to service the Park. Consequently, all utilities, sewers, water supply and storm drainage systems must be installed by the developer.

Contact: Mr. Stephen H. Miller
 Oceanic Properties, Inc.
 P.O. Box 2780
 Honolulu, Hawaii 96803

Deadline: April 8, 1985.

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 Office. Written comments should be submitted to the agency responsible for the determination (indicated in project title). The Office would appreciate a copy of your comments.

KAUAI

CONSTRUCTION OF THE KAPAA SEWERAGE SYSTEM, KAPAA, KAUAI, County of Kauai
 Dept. of Public Works

The proposed project referred to as the Wailua Sewage Treatment Plant (STP) Regional STP Plan is a result of a study conducted as part of the Kapaa Small Community Facility Plan (SCFP) assessing the need for a sewer system in the Kapaa planning area and the various alternatives available. The Wailua STP Regional Plan primarily consists of collecting the sewage from the Kuhio Hwy. subarea of the Kapaa planning area and conveying it to the existing Wailua STP for treatment and disposal. The Wailua STP is presently operating with an unused capacity of approx. 1 mgd which is sufficient to accommodate the flows produced from the Kuhio Hwy. subarea. The planning area for the Kapaa Facility Plan is located at latitude N 22° 05' and longitude W 159° 20' on the eastern coastal plain of Kauai. The project is to be completed in two phases. Phase 1 primarily involves the sewerage of the entire length of Kuhio Hwy. that lies in the subarea and conveying the sewage flows to the existing Wailua STP for treatment and disposal. Construction will consist of gravity sewers, force mains, and new and upgraded sewage pump stations (SPS). Phase 2 will consist of sewerage of the remaining portion of the subarea. Construction will include new gravity sewer connections to the system provided in Phase 1 of the project. The estimated costs for Phases 1 and 2 are \$4,066,000 and \$2,843,500, respectively. In this project, phasing is particularly important in that initial funding is limited and is anticipated to be considerably less than the total initial construction cost. The first phase will be implemented immediately and the second when available funding dictates. Phase 1, which will be limited to sewerage of Kuhio Hwy. would enable service connections to be made at the commercial and more densely populated area in the Kuhio Hwy. subarea. It will also consist of upgrading the existing Coco Palms SPS (SPS No. 1E) and force main so that the existing Waipouli system may be used to convey the sewage flows to the Wailua STP. The upgrade will consist of

providing a new 18-inch force main to replace the existing 10-inch force main from SPS No. 1E to the beginning of the gravity sewer entering the Wailua STP. SPS No. 1E will require removing the existing pumps and adding 2 large (70 HP) pumps each with the capability of pumping 1,800 gpm of sewage. This phase will allow approx. an additional 330 gpm (peak flow) of sewage conveyance capacity. This is approx. 21% of the entire present day flows contemplated from the Kuhio Hwy. subarea in the year 1985. Because of the flow restrictions resulting from Phase 1, it is recommended that service connections in the first phase be regulated by the County of Kauai. Connection service allocation should be issued to those with immediate needs, and flows at the SPS's and Wailua STP should be monitored continuously to insure that additional service connections are allowable. It is also important in this phase that the existing Wailua STP surge basin be examined to determine what impact the upgraded pumps (additional 500 gpm) will have on them. The surge basin is presently operating at approx. 50% capacity. The increase to SPS No. 1E that discharges into Wailua STP will be increased from 1,300 gpm to 1,800 gpm in Phase 1. The increase of 500 gpm appears to be no problem for the surge basin should they be operated at full capacity. The impact should be evaluated during the second increment when SPS No. 1E capacity will be further increased. During this phase, possible upgrade may be required at the surge basin. Phase 2 of the project would include sewerage the remaining section of the Kuhio Hwy. subarea. The collection system will include providing sewer lines in the side streets to service homes and businesses off the Kuhio Hwy. corridor and providing SPS No. 1N to handle flows that exceed the capacity of the Waipouli system. It will also require upgrading SPS No. 1E by providing a third pump and larger impellers to the existing pumps to increase the pumps' capacity to handle 100% of the flow from the Kuhio Hwy. subarea in the year 2005. The Waipouli

(Coconut Plantation) conveyance system will be inadequate to handle the flows from the additional services and a supplemental SPS No. 1N must be provided along with a force main and sewer line to SPS No. 1E. The existing 15-inch gravity line entering Wailua STP from the new 18-inch force main must also be replaced with a parallel 24-inch sewer in this phase.

CAHU

INSTALLATION OF A SEAWALL AT MAUNALUA BAY BEACH PARK, EAST HONOLULU, OAHU, City and County of Honolulu, Dept. of Parks and Recreation

The project involves installing a protective rock revetment along part of the shoreline and backfilling the eroded shoreline area at Maunalua Bay Beach Park to approximately re-establish the 1968 elevation and seaward boundary. The revetment will be constructed of boulders and will be approx. 400' long, 6' high and 11' wide at the bottom. It will be about 50' offshore from an eroded area of Maunalua Bay Beach Park identified as TMK: 3-9-07:8. The backfilling of the eroded park area will consist of approx. 1000 cu. yd. of coralline silt material. In September 1984, the City installed concrete barriers parallel to the shoreline to prevent further erosion. These improvements were made without authorization by the U.S. Corps of Engineers. Consequently, the Dept. of Parks and Recreation was instructed to remove all unauthorized fill material. Subsequently, since August of 1984, approx. 200 liner ft. of shoreline has eroded to an average depth of 40'. Emergency measures are required immediately to preserve the access to the heavily used picnic area and comfort station and to reclaim approx. 3,200 sq. ft. of land which has already been lost due to erosion. The beach park consists of 5.39 acres and is primarily used for boating, canoeing, jet skiing, snorkeling, diving and picnic activities.

DEVELOPMENT OF PELE STREET CONDOMINIUM,
HONOLULU, PUNCHBOWL DISTRICT, OAHU,
Hawaii Housing Authority

The proposed Pele Street Condominium project is a 36-unit moderate income residential condominium which will consist of a five-story and basement building totaling in excess of 25,000 sq. ft. situated on a 14,628 sq. ft. parcel. The development will include 4 floors of 2-bedroom apartments, 2 floors of parking, a trash chute, elevator and a security system for both parking and apartment entry. The project site, identified as TMK: 2-1-21:5 and 56, is located in the downtown area of Honolulu, just makai of Lunalilo Freeway on Pele St. The proposal includes providing all required improvements relative to water, drainage, sewage, roads, and other utility requirements which may be imposed by regulation or ordinance. The project will be designed and constructed in accordance with the County of Honolulu Standards under Act 105 of the Hawaii Housing Authority. Construction of site improvements, off-site utilities and building costs are estimated to be in excess of \$2,000,000.00. Interim financing during the construction phase will be through State funds by a Hawaii Housing Authority Act 105 interim loan. The project cost will ultimately be borne by the purchasers of the units. Construction of the proposed project is scheduled to start in May, 1985 with an estimated 10 months for completion.

HAWAII

PROPOSED IMPROVEMENTS WITHIN THE 20-FOOT
SHORELINE SETBACK AREA OF THE COUNTY OF
HAWAII, PAHOEHOE PARK, KAUMALUMALU,
NORTH KONA, HAWAII, Mrs. Irene W. Croft,
Jr. for N. Olivia Thompson/Hawaii County
Planning Commission

The applicant is proposing improvements within the 20-foot shoreline setback area of the County of Hawaii to include construction of a dipping pool,

construction of security fencing and extensive landscaping. The project site identified as TMK: 7-7-04:40, is located along the makai side of Alii Dr., approx. 100 ft. north of the County's Pahoehe Park, Kaumalumalu, N. Kona, Hawaii. The property is approx. 7,500 sq. ft. and currently contains an existing single-family dwelling and improvements. It originally contained a pool which has since been covered by a concrete patio. The intent is to remove the patio and reconstruct a dipping pool approx. 10'x16'x4' deep and to construct picket fencing 6' high for pool security in the yard area, ocean side of the property.

PROPOSED CONSTRUCTION OF AN
ADMINISTRATION/MAINTENANCE BUILDING FOR
ALAMO RENT A CAR AT KEAHOLE AIRPORT,
NORTH KONA, HAWAII, Alamo Rent A
Car/State Dept. of Transportation,
Airports Division

The applicant is proposing to construct a 2,600 sq. ft. administration/maintenance building to provide supervisory office space and maintenance facilities for rental cars on its property at Keahole Airport, N. Kona. The site is one acre of fully paved asphaltic concrete, surrounded by 6' high chain link fencing. It is identified as TMK: 7-3-43: Por. 32, lot 002-106 and is a portion of a larger parcel within the General Plan designated industrial area. The structure will consist of concrete floors, concrete masonry walk and a metal roof. The height of the structure will not exceed the maximum allowed by Airport Division Regulations.

PROPOSED AGRICULTURAL LEASES FOR LANDS
IN THE KAIMU-MAKENA AREA OF PUNA,
HAWAII, Fil-Am Cooperative/Dept. of Land
and Natural Resources

Fil-American Papaya Cooperative proposes to acquire by leasing, lands at Kaimu-Makena Homesteads in the District of Puna of the Big Island. The various

parcels to be acquired by lease vary in size from 38.88 acres to 700.535 acres. The parcels, with a total affected area of 1000 acres are identified as TMK: 1-2-06:7, 16, 18, Por. 19, 20, and 21, and all parcels are proximate to the intersection of the Kaimu-Chain of Craters Rd. and Pahoa Kalapana Rd. This site has been selected for the future development of a commercial papaya farm for both local and export markets. The papaya cooperative plans to develop the sites by increments with site clearing first then eventually developing equipment storage buildings, packing sheds and other supportive facilities. Initial clearing of the site will be done by bulldozing of the parcels and pushing the debris to the property's edge. Due to site specific planning being dependent on the acquisition of

lands ensuing documentation may be necessary for actual implementation of the proposed phases when specific plans and designs are completed. The proposed project is consistent with existing land use plans affecting the area including the State Land Use Plan, the State Agricultural Plan, and the County General Plan. There is presently in use, lands immediately adjacent to this proposed site for the purposes of macadamia nut farming.

NOTICE

STATE ENVIRONMENTAL COUNCIL MEETING

Date: March 20, 1985
Time: 5:00 p.m.
Place: Department of Health
Conference Room, Third Floor