

OEOC 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.

MARINA LANDS DEVELOPMENT AT HAWAII KAI, OAHU, Kaiser Development Company/City and County of Honolulu Dept. of Land Utilization

The project involves rezoning approx. 97 acres of vacant land within Hawaii Kai to either A-1 or A-2 apartment zoning and the development of approx. 2,400 units on these parcels. All of the proposed development conforms with and is in implementation of the East Honolulu Development Plan land use designation for the parcels. The project site is located within Hawaii Kai proper and consists of 7 parcels on Hawaii Kai Dr., Keahole St., Lunalilo Home Rd., Wailua St., and Kaluanui Rd. Portions of the project will also front on Kuapa Pond (Hawaii Kai Marina). The lands to be rezoned are vacant and are identified as TMK: 3-9-08:13, 16 and 3-9-09: por. 13. A brief discussion of each parcel and an approx. number of units to be developed on each parcel based on current conceptual plans follows. The actual number of units developed on any given parcel may vary from this number by +15% due to market and economic conditions.

Kaluanui 1 is located across Hawaii Kai Dr. from the Anchorage along the eastern slope of Mariner's Ridge. A-2 zoning with a 150' height limit is requested for this parcel. Conceptual plans show approx. 1,020 units on the 22.92-acre site developed in 7 highrise buildings with a 150' height limit.

Kaluanui 2 and 3 is located on the mauka side of Hawaii Kai Dr. and is makai of the Post Office. A-2 zoning, with a 60' height limit, is requested for this parcel. Conceptual plans show approx. 350 units on the 13.86-acre site. Proposed development will vary from 6-story buildings with parking structures at the back of the parcel to 2 and/or 3-story buildings with surface parking adjacent to Hawaii Kai Dr.

Marina 7E (A) is the peninsula of land in the middle of the marina across the existing Esplanade and Kaimala Marina projects. A-1 zoning with a 30' height limit is requested for this parcel. Conceptual plans show approx. 250 units on the 20.16-acre site. Proposed development will consist of 2-story buildings with surface parking.

Marina 7E (B) is that portion of land on the makai side of Wailua St. and the west side of Lunalilo Home Rd. A-2 zoning is requested for this parcel. Although the East Honolulu Development Plan would allow development to a 60' height, the developer proposes to limit development to 40 ft. due to community concerns. Conceptual plans show approx. 260 units on the 14.39-acre site. The proposed development will consist of 3-story buildings with surface parking.

Marina 8 is located on the mauka side of Wailua St. and the west side of Lunalilo Home Rd. A-1 zoning with a 30' height limit is requested for this parcel. Conceptual plans show approx. 120 units on the 9.3-acre site. Proposed development will consist of 2-story buildings with surface parking.

Marine 11 (A) is the portion of land on the mauka side of the Kuapa Kai shopping center. A-2 zoning, with a 60' height limit is requested for this parcel. Conceptual plans show approx. 300 units on the 8.727-acre parcel. Proposed development will consist of 6-story buildings with parking structures.

Marina 11 (B) is the narrow portion of land on the east side of Hawaii Kai Dr. from the mauka boundary of Marina 11 (A) to the Wailua St. bridge. A-1 zoning with a 30' height limit is requested for this parcel. Conceptual plans show approx. 100 units on the 8.427-acre parcel. Proposed development will consist of 2-story buildings with surface parking.

The project will involve the development of approx. 470 low density (low-rise) units and approx. 1,930 medium density (mid to high-rise) units within Hawaii Kai. A variety of unit sizes are anticipated ranging from 1 bedroom/1 bath units to 3 bedrooms/2 bath units. Depending primarily on size and location, units will be targeted for a wide variety of buyers. The units are expected to range from entry level units to fairly expensive luxury units fronting the marina. It is anticipated that the proposed project will take 6 to 7 years from approval of zoning depending on market and economic conditions. The sequence of development is not yet established and must remain somewhat flexible so as to meet market demand. It is anticipated, however, that each parcel will be developed in phases. Development may also alternate from the first phase of one parcel to a phase of another parcel before complete development at any single parcel. This

will allow flexibility to shift from low-rise to mid-rise development, at different price levels as the market demand varies. Present plans, subject to change, call for the first phases to be developed on the low-density portions of Marina 7E (A) and Marina 11 (B).

Contact: Environmental Communications, Inc.
P.O. Box 536
Honolulu, Hawaii 96809

Deadline: June 22, 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

CONSERVATION DISTRICT USE APPLICATION FOR LOADING AND UNLOADING COMMERCIAL BOAT TOUR PASSENGERS AT HANAIEI BAY, KAUAI, Lady Ann Cruises, Inc./Dept. of Land and Natural Resources

Lady Ann Cruises, Inc., a charter boat company offering sightseeing cruises down the Na Pali Coast, proposes the use of Blackpot Park (Hanalei County Park), preferably on the sandbank on the Hanalei River, or if the Hanalei River Channel is not passable, the use of the beach fronting Blackpot Park on the north side of Hanalei Pier, for boat

landings and anchorages. These sites will be used to bring the boats as close to the beach as possible so passengers may board safely to take cruises down the Na Pali Coast. The applicant also requests the approval to anchor on the Na Pali Coast of Nualolo Kai State Park, off Milolii State Park, off Honopu Beach and off Kalalau State Park to allow its passengers to snorkel on the reef area or to swim. Currently the applicant has one boat in operation which is Coast Guard certified for 28 passengers plus 3 crew members. During the summer of 1985, another boat will be put into service which will be Coast Guard certified for 42 passengers plus 4 crew. Both boats are fully equipped with toilets, fresh water showers, comfortable seating for all passengers, high bow and stern railings, and shaded areas for sun sensitive people. Each of the two boats will take two cruises per day beginning at 7:30 a.m. and ending at 8:00 p.m. These cruises will operate only during the months when it is safe to do so from Hanalei Bay. Crew members will accompany passengers on activities which will include swimming, snorkeling, excursions to visit the ruins of the fishing village, and hiking along the trail left by the old Hawaiians. At all anchorages where passengers swim ashore, crew members will be present to assure their safety and to assure that the conservation areas are kept in tact, clean, and respected by everyone. Nothing will be taken from these areas. All trash and garbage are kept in receptacles on the boat and are disposed of or recycled at the company's own expense. A bathroom facility is provided on the boat and waste matter is disposed of at the company's own expense. Last year, the applicant purchased a .6-acre parcel of land (TMK: 5-4-3-1, L.C. Award 9147) in Hanalei (including the Hanalei Museum and the snackshop in back), where it will be building an office for this operation. Ample parking in back of the office will be provided for customers to park while on the cruises. Restroom and shower facilities will also be provided

at the office so minimal use of Blackpot Park facilities would be made by passengers.

OAHU

GRANULAR ACTIVATED CARBON (GAC) WATER TREATMENT SYSTEM OF WAIPAHU WELLS, WAIPAHU, EWA, OAHU, City and County of Honolulu Board of Water Supply

The Board of Water Supply of the City and County of Honolulu (BWS) proposes to construct a granular activated carbon (GAC) water treatment system in Waipahu, Ewa, Oahu, Hawaii at TMK: 9-4-07:16. It will be located at the Waipahu Wells site on Mahoe Rd. north of the H-1 Freeway and west of Kamehameha Hwy. The proposed GAC system at the Waipahu Wells site consists of 12 activated carbon contactors, 6 on each of 2 concrete pads. The 12-ft. diameter contactors are arranged into pairs. The 2 paired contactors operate together with water passing in succession through each contactor. Each contactor alone is sufficient to achieve treatment objectives for an extended period. As such, when one contactor of the pair is removed from service for either maintenance or carbon replacement, the other contactor may continue in service to maintain the treatment system's capacity. The access road on the well site will be redesigned to accommodate a 55 ft. semi-trailer truck for carbon delivery and disposal. Spent carbon is to be disposed of by the future activated carbon supplier in accordance with the EPA's Resource Conservation and Recovery Act (RCRA). The carbon beds must be periodically backwashed during normal operations to remove carbon fines and to remove any particles that may collect on the surface of the bed and to "refluff" the carbon bed. To prevent the release of carbon particles into the environment, the backwash water is collected in a holding tank then pumped through a basket strainer and then a cartridge filter before being discharged

into the storm drain system. Disposal of any carbon collected in the strainer and of the spent cartridge filters will be in accordance with RCRA. For future expansion of the project, design considerations have been made for an additional pair of contactors on the west contactor pad. This will increase the GAC treatment system peak capacity from 9.0 million gallons-per-day (mgd) to 10.5 mgd. In order to expand the GAC treatment system, the BWS will have to acquire approximately 3,200 sq. ft. of land outside the south-west corner of the well site. The present owner of this parcel, Amfac Corporation, has indicated that it will turn it over to the BWS for the future expansion.

BAYVIEW STREET RELIEF DRAIN PROJECT,
WAIANAЕ, OAHU, City and County of
Honolulu Dept. of Public Works

The project includes construction of a storm drain system between Farrington Hwy. and Pokai Bay in Waianae, on the leeward side of Oahu. The proposed drainage improvements will replace an existing system, which is inadequate to convey stormwaters to Pokai Bay, and will include drain lines, manholes, inlets, catchbasins, and a drain outlet on the south side of Pokai Bay. Portions of the existing drain line will be rebuilt within their existing easements and alignment. Other portions will be plugged and abandoned in place. The new alignment commences from the end of an existing box culvert adjacent to the Waianae Police Station and District Courthouse site on the makai side of Farrington Hwy. The subject system then traverses private property in a storm drain easement in the makai direction. At Bayview St., proposed Drain Lines "B" and "C" meet the primary drain system and extends in a southerly direction to Pokai Bay St. and intercepts Drain Line "A," which serves the area makai of Farrington Hwy. The combined system continues makai and enters Pokai Bay Beach Park and then continues in a southerly direction to an outlet

structure at the coral and limestone shoreline on the south side of Kaneilio Pt. The proposed improvements are intended to provide drainage improvements to reduce flood hazards in the Bayview St. area between Farrington Hwy. and Pokai Bay and to enhance the recreational values of Pokai Bay Beach Park by relocating the existing drain outlet to a site which will not impact recreation use. The tributary drainage areas affecting the project total 33.9 acres. Two areas, totaling 27.1 acres, are mauka of Farrington Hwy. and consist of single-family residences with grassed lawns, a variety of trees and shrubs and several minor streets. A third area, of 6.8 acres, is makai of the highway and includes public uses and single-family residences. The estimated construction cost to replace the existing system with one adequately sized to accommodate peak runoff flows is approx. \$490,000 and will be funded through the Community Development Block Grant program. The project is scheduled for construction in 1985 and will take about 270 calendar days to complete.

MAUI

REPAIRS TO THE SUMMIT ROAD AND PARKING
AREAS AT HALEAKALA, MAUI, University of
Hawaii

The proposed project involves (1) the reconstruction of damaged roadway with base course and asphaltic concrete pavement; (2) filling of large "chuck-holes" in roadway; (3) repaving of badly deteriorated roadways and parking areas; and, (4) improvements to existing drainage systems. This road repair project which will not involve any lands not currently utilized as a road or parking area, is located on the Summit of Haleakala, County of Maui. It is between the 9,000 and 10,000 ft. elevations and extends from the Haleakala National Park boundary, through State lands, through the University parcel, to the FAA parcel and

back to the University parcel. The lands are identified as TMK: 2-2-07-5. ~~When completed, the project will remedy the hazardous driving conditions on the Haleakala Summit Road and substantially reduce the current dust problems.~~

HAWAII

PIER 1 MODIFICATIONS, HILO HARBOR, HAWAII, State Dept. of Transportation Harbors Division

An objective of the 1984 State Transportation Functional Plan is to plan and develop improvements to improve the efficiency and reduce hazardous conditions at port facilities Statewide. The Hawaii Statewide Harbor System Plan recommends the improvement of the overseas containerized cargo terminal at Pier 1 through conversion of the existing roll-on/roll-off operations to lift-on/lift-off operations. This improvement would consist of reconstruction and strengthening of 600 ft. of Pier 1 wharf to permit safe and unrestricted straddle truck operations on the pier. This would result in more efficient handling of containers and faster loading/unloading of the ships. The proposed project will involve the reconstruction of 600 ft. of the wharf, from bent 64 to bent 124. The reconstruction will include demolishing the existing superstructure, driving additional concrete piles, constructing new beams that incorporate the existing and new piles and constructing a new deck. The load carrying capacity of the reconstructed pier will be more than twice that of the existing pier. The work will be done in two phases. The first phase will include bents 84-124 and the second phase will be from bent 64 to bent 84. The estimated construction cost for the first phase is \$2,000,000 and the second phase estimate is \$1,150,000. The first phase construction is scheduled for November 1985. The second phase construction is expected to begin in 1987. Pier 1 is

located on the eastern end of Hilo Harbor near the base of the breakwater. The existing wharf is approx. 1,340 ft. long and 50 ft. wide, supported by concrete piles with bents 10 ft. apart. A concrete bulkhead runs the entire length of the wharf, except for the last 100 ft. of the wharf. Behind the bulkhead is a paved back-up area approx. 270 ft. wide. There is a shed 580 ft. long by 145 ft. wide on the inner end of the pier. Pier 1 is surfaced with either concrete or asphalt concrete pavement.

TRAVELER'S RENT-A-CAR, KEAHOLE AIRPORT, NORTH KONA, HAWAII, Traveler's Rent-A-Car of Hawaii, Inc./State Dept. of Transportation Airports Division

The project consists of the construction of a Service Building of 800 sq. ft. including a fuel facility, a wash area and drain on property identified as Keahole Airport, TMK: 7-3-43: por. 32, Lot 002-115A. The objective of the proposal is to provide service facilities for rental cars. The project will require excavation for burying a fuel tank, the fuel and utilities lines, pump island and foundation for the building. The site is presently paved with asphalt concrete and chain-link fencing 6'-0" in height surrounds the entire property. No grading to alter existing topography will be performed. The estimated cost of the project is \$35,000. There are no salient environmental characteristics associated with the proposed project inasmuch as it will conform to existing land use patterns, i.e. airport support facilities. No historic, scenic, or recreational site will be affected and no persons will be displaced as a result of the proposed action.

SUBDIVISION OF PORTIONS OF PANAWEA HOUSE AND FARM LOTS SECTION 1 AND IMPROVEMENT OF EXISTING ROAD RIGHT-OF-WAYS, PANAWEA, WAIATAKEA, SOUTH HILO, HAWAII, Dept. of Hawaiian Home Lands

The proposed action involves the subdivision of 29 agricultural lots into 38 five-acre lots. The proposed action also entails the preparation of construction drawings for upgrading to existing design standards approx. 18,600 lineal ft. of existing agricultural road right-of-ways within agricultural lands of Panaewa. There are 3 road right-of-ways that will be improved for this project: 1) Railroad Ave., approx. 9,000 lineal ft.; 2) East Mamaki Rd., approx. 2,200 lineal ft.; and 3) Auwae Rd., approx. 7,400 lineal ft. Initially, the road right-of-ways will be cleared and shaped to create an unpaved roadway to provide access to the farm lots. In the long term, the roads will be upgraded and paved; also, water lines will be installed for local use. The improvements will be constructed when funds become available over the long term. The project site, identified as TMK: Third Division 2-1-25:25 to 40, 67 to 71, 74, 77 to 83, is within the Panaewa House and Farm Lots Subdivision, Section 1, approx. 3 miles south of Hilo Airport. It is bordered by the Waiakea-Uka Flood Control Channel to the north; portion of Panaewa House and Farm Lots Subdivision, Section 3 to the east; agricultural lands in the Puna district to the south; and rural-agricultural related developments to the west. This project is in preparation for Department of Hawaiian Home Lands to award these lots to beneficiaries on Department of Hawaiian Home Lands' waiting list.

SUBDIVISION OF A PORTION OF HAWAIIAN HOME LANDS OF PANAWEA, INTO LOTS 1 TO 22, INCLUSIVE, R-1 AND REMAINDER, WAIAKEA, SOUTH HILO, HAWAII, Dept. of Hawaiian Home Lands

The project proposes the creation of 22 new residential lots and a roadway lot to connect Ohuohu St. to Kahaopea St. This will be accomplished by subdividing a portion of Hawaiian Home Land (TMK: 3rd Division 2-2-47:1). This subdivision is in preparation for the Department of Hawaiian Home Lands (DHHL)

to award these homestead lots to beneficiaries on DHHL's waiting list. The aggregate parcel area is 134.20 acres which is proposed to be divided into 22 residential lots, one roadway lot, and a remainder area of 129+ acres. The residential lots will range from 9,500 to 13,500 sq. ft., the bulk of the lots will be approx. 10,000 sq. ft. The roadway lot, R-1, will be approx. 8,300 sq. ft.; it will connect Ohuohu St. to Kahaopea St. Seven lots are served from Noeau St., four from Ohuohu St. and eleven from Kahaopea St. The site is presently zoned for agricultural use. The proposed action calls for subdividing the land for residential use. These lots will have a legal description, field staking and access from a road. The subdivision site is bounded to the north by Noeau St., a paved road; to the south by Kahaopea St., presently unpaved; to the west by a residential subdivision (Waiakea Residence Lots, Unit 1) and to the east by a residential subdivision (Panaewa (Waiakea) Residence Lots, Unit 2). The subdivision site is presently vacant.

CONSOLIDATION AND RESUBDIVISION OF LOTS 160, 161, AND 162 OF PANAWEA HOUSE AND FARM LOTS SECTION 2, FILE PLAN 1487 INTO LOTS 1 TO 9, INCLUSIVE, WAIAKEA, SOUTH HILO, HAWAII, Dept. of Hawaiian Home Lands

This project is to create 9 new agricultural lots by consolidating and resubdividing Lots 160, 161, and 162 of Panaewa House and Farm Lots, Section 2, File Plan 1487 of Hawaiian Home Land (TMK: 3rd Division 2-2-61: 25, 26, and 27). This subdivision is in preparation for the Department of Hawaiian Home Lands (DHHL) to award these agricultural lots to beneficiaries on Department of Hawaiian Home Lands' waiting list. The aggregate project area is 27.81 acres which is proposed to be subdivided into 9 agricultural lots. The 9 lots will be approx. 3 acres each. Seven lots are served from Ahuna Rd. and 2 from

Kahaopea St. There will be 3 flag lots off Ahuna Rd. The site is presently in agricultural use and the proposed action calls for maintaining such land use. These lots will have a legal description, field staking, and access from a road. The subdivision site is bounded to the north by Kahaopea St., presently unpaved; to the east by Ahuna Rd., a paved road; to the south by Lot 163 of Panaewa House and Farm Lots, Section 2, File Plan 1487; and to the west by privately owned land and government land. The subdivision site is presently vacant.

NEPA DOCUMENT

The following document has 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.

REPAIRS TO THE SPRING WATER CATCHMENTS AND PIPELINES, MAUNA KEA, HAWAII, Dept. of the Army, U.S. Army Support Command, Hawaii (USASCH)

Finding of No Significant Impact

The proposed action will provide for needed repairs to the existing Mauna Kea spring water system. Currently, the water supply for the Mauna Kea State Park and the Pohakuloa Training Area (PTA) is dependent on the flow from Hopukani, Waihu, and Liloe Springs, located on the upper slopes of Mauna Kea. The spring water is collected by concrete catchments and transmitted by gravity flow through two pipelines, 1.5 in. and 2-in. in diameter, to the State water storage tanks, a distance of about 13,000 linear ft. Under favorable conditions, the average daily spring flow is about 40,000 gals. However, because the output from the springs varies with the amount of precipitation that occurs near the mountain summit, PTA experiences seasonal water shortages

and must purchase and haul water from Waimea or Hilo. This water problem is further compounded by the present deteriorated condition of the water system. The proposed repairs will partially alleviate this water supply concern by increasing the efficiency of the water system to collect and transmit the existing flow from the Mauna Kea springs. The water catchments at the springs will be cleared and cleaned of debris as required, an additional catchment will be constructed at the Hopukani Springs, and all old catchment piping will be repaired by replacement with 2-in. lines. The existing water transmission pipelines from the springs to the State water storage tanks will be repaired by replacement with two 2-in. galvanized iron lines. The proposed repairs should not affect the present quality of water received from the springs. Also, the water pipeline traverses habitat designated as critical to the survival of the Palila, an endangered Hawaiian Honeycreeper, and the Mauna Kea Adze Quarry, a site listed on the National and Hawaii Registers of Historic Places. However, because of the limited scope of the project, there should be no adverse effects to the critical habitat or cultural resources in the area. To further ensure protection to the Mauna Kea Adze Quarry, additional archaeological studies will be conducted. The proposed project should result in a substantial increase in the quantity of water available for use by the State and PTA, with a reduction in the need to haul water along Saddle Road.

ENVIRONMENTAL IMPACT STATEMENTS

EIS's listed in this section are available for review at the following public depositories: Office of Environmental Quality Control; Legislative Reference Bureau; Municipal Reference and Records Center (Oahu EIS's); Hamilton Library; State Main Library and the Kaimuki, Kaneohe, Pearl City, Hilo, Wailuku 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.

DRAFT EIS FOR ERADICATION OF MARIJUANA ON STATE-OWNED AND MANAGED CONSERVATION DISTRICT LANDS, ISLAND OF KAUAI, Dept. of Land and Natural Resources, Division of Forestry and Wildlife

The Division of Forestry and Wildlife (DOFAW) of the Department of Land and Natural Resources (DLNR) proposes to eradicate, by chemical and physical means, marijuana (Cannabis sp.) growing on Conservation District lands owned and managed by the State of Hawaii on the island of Kauai. The objective of the eradication program is to preserve the character and resources of the state-owned and managed Conservation District lands in order to make these areas safe for public recreational and other uses, and to protect native plant and animal habitats from further destruction by persons engaged in the cultivation of marijuana. The state also has a duty and responsibility to stop illegal activities and eradicate contrabands on its lands. An additional objective of the proposed eradication program is to put potential growers on notice that they will be risking much time and effort with little chance of securing a harvest if they plant on state-owned Conservation District lands. The actual eradication operations will be undertaken by DLNR in cooperation with the Kauai County Police Department and Drug Enforcement Agency. The chemicals that will be used are glyphosate, sold commercially as Rodeo and/or Roundup; Chevron Weed Oil, a commercial preparation similar to diesel oil; and emulsion of diesel oil and water. Paraquat will not be used. An

oil and water emulsion is proposed for use because of its successful application on sugar cane lands by the police departments of both Kauai and Hawaii counties. The mixture is sprayed at low altitude from a helicopter through an extended boom. The sprayed marijuana plants die within a few hours, compared to several days or a week for other herbicides. The combination of large droplets and low-level delivery spraying results in very little drift, and has been very effective in eradicating marijuana without causing injury to the cane. The major concerns relating to the use of chemicals in the eradication of marijuana plants are the potential impacts on plant and wildlife habitats; soils and groundwater resources; fresh water resources and aquatic creatures; and human health. The method of application is the critical factor. All application will be either by helicopter boom sprayer or by ground crews using knapsack sprayers. In places where the spraying of chemicals would not be prudent, marijuana will be removed by mechanical means. The spraying will be made on individual plants as much as possible. Broadcast spraying by fixed-wing aircraft will not be done. The operation will be conducted so as to maximize the safety of both the law enforcement officers conducting the operation and members of the public who may be present during the eradication process. Applicators will use respirators, rubber gloves, loose trousers, and safety boots, as appropriate. Standard application practices and mitigatory measures will be employed to minimize offsite herbicide drift. Because it is not possible to identify the exact location where marijuana plants might be found and because swift follow-up is necessary for the success of the program, blanket approval from the Board of Land and Natural Resources (BLNR) is being requested whereby eradication actions would be approved on a case-by-case basis by a person designated by the BLNR. The BLNR-designated authority

will receive specific, necessary information for a "go/no-go" decision. The mitigatory measures identified in the report will form the basis for conditions for approval. Alternative methods of eradication under consideration include both manual removal and chemical spraying. Alternative disposal methods include either hauling the marijuana away for disposal or leaving it on the site (for chemical eradication methods only). At present, only manual methods of eradication and physical removal are being used. The proposed action will add chemical eradication methods and on-site disposal to current practices. A description of alternative methods of eradication and the chemicals proposed to be used is included in the draft environmental impact statement.

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

Deadline: June 22, 1985.

DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR MAUNA LANI RESORT, KALAHUIPUA'A, SOUTH KOHALA, HAWAII, Mauna Lani Resort, Inc./State Land Use Commission

The applicant is requesting an amendment to the State Land Use District boundaries which involves changes in the designation of 654 acres: 486 acres would be redesignated from the Agricultural District to the Urban District, and 168 acres would be redesignated from Conservation to Urban. The tax map designations for the affected parcels are Third Division, 6-8-01: por. 22 and 6-8-22: por. 1. The applicant has also submitted a Conservation District Use Application (CDUA) to the State Board of Land and Natural Resources for permission to construct two golf holes and a public shoreline park and to establish the Puako Petroglyph Archaeological Park on a portion of the 775 acres that it leases from the State of Hawaii. Mauna

Lani Resort is located between the Puako Beach Lots and the Waikoloa Beach Resort along the South Kohala shoreline on the Island of Hawaii. South of the Waikoloa Beach Resort, the coastline consists of vacant land for many miles; Hapuna Beach State Park and the Mauna Kea Beach Resort are to the north of the Puako Beach Lots. Kawaihae Harbor, West Hawaii's major port facility, is six miles north of Mauna Lani Resort. Waimea, the Kohala district commercial center, is approx. twelve miles to the northeast. Mauna Lani Resort, Inc. currently owns approx. 3,200 acres of land along the South Kohala coastline. Approx. 778.5 acres of this are within the Urban District, and these form the core of the Mauna Lani Resort. The County of Hawaii has designated the area as a "major resort" on its General Plan, and approved development of 3,000 hotel rooms, 3,182 resort residential units, shopping, recreational, and entertainment facilities, and supporting infrastructure. Thus far, an 18-hole golf course, 351-unit hotel, and 80-unit condominium project have been developed, together with a historic park, an extensive network of trails, and public beach facilities. A tennis club and beach club are planned, and the first phase of the Mauna Lani Point condominium project is scheduled to be completed by the end of 1985. Marketing studies conducted for Mauna Lani Resort, Inc., as well as its own evolving development strategy, have suggested the desirability of developing the resort at a lower density and with more recreational amenities than is possible under the existing master plan. Implementation of this revised master plan requires expansion of the Urban district from 778.5 to 1,432 acres, but entails no increase in the number of hotel or resort residential units. More specifically, the additional land is needed to:

- a) provide a second golf course and additional open space and recreational areas;

- b) create a public shoreline park north of Pauoa Bay;
- c) allow the density of the development within the resort's residential and hotel areas to be decreased by approx. thirty percent, thereby increasing the amount of landscaping possible and allowing more design latitude and quality;
- d) allow relocation of the hotel site now located along the eastern side of Honoka'ope Bay to a more suitable location at its southern end; and
- e) accommodate support facilities that have been constructed in the Agricultural district adjacent to the existing Urban zone.

The approx. acreages of different land uses on the resort's fee land for the existing and proposed master plans are as follows:

Sites: Number of Acres

Type of Use	Existing Plan	Revised Plan	Net Increase
Resort Hotel	124.2	144.5	20.3
Resort Residential	318.2	458.5	140.3
Commercial	27.1	40.9	13.8
Resort Support Facilities	5.8	110.9	105.1
Open/Road	57.0	173.2	116.2
Golf Course	205.0	370.0*	165.0*
Golf Course Reserve	---	86.3	86.3
Historic Preserve	23.7	23.7	---
Park	3.2	3.2	---
Recreation, Misc., Other	14.3	21.3	7.0
TOTAL	778.5	1,432.5	654.0

*An additional 23 acres of golf course are proposed in the State leased land on the Resort's northern boundary.

The change in the State Land Use District boundary is needed to allow development of the resort at a lower density and with more recreational opportunities and visual amenities than is possible under the existing plan. It would increase the size of the Urban district from its existing 778.5 acres to approx. 1,432 acres. Despite the increase in the amount of Urban-zoned

land at the resort, no increase in the number of hotel, resort condominium, or residential units is planned. The revised master plan for an expanded core resort area remains true to the original overall development concept of providing first class resort facilities within a self-contained resort community while retaining open space areas, historic and scenic resources, which reinforce the unique character of the resort. Foremost are plans to preserve views as well as natural and established features, including the shoreline, the Kalahuipua'a fishponds, historical sites, and mauka/makai trail systems. Further, plans call for the enhancement of access to these features, which will be retained in open space for public access and enjoyment. Finally, the pockets of development will be physically separated by open-space corridors.

This draft EIS is also available for review at the Bond Memorial (Kohala), Honokaa, and Thelma Parker Memorial/Waimea Area Libraries.

Deadline: June 22, 1985.

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.

REVISED ENVIRONMENTAL IMPACT STATEMENT FOR THE KAPAA QUARRY PHASE 2, KAPAA VALLEY, KOOLAUPOKO, OAHU, Ameron HC&D/ Dept. of Land and Natural Resources

The proposed project involves the quarrying and preparation of suitable rock for the concrete industry and base material for use in the construction industry. The Phase I quarry site is expected to be depleted before 1988 and, hence, it is essential that preliminary work on the Phase II site be initiated. This will include construction of access road and associated clearing, and new

drilling to provide specific data relating to the sub-surface material. ~~At the same time, construction, grading and drainage plans will be prepared for approval by the Board of Land and Natural Resources as a prerequisite to actual construction. The approval for the Phase II site requires a lead time of at least 24 months before actual field quarrying operations can commence.~~ The present Phase I quarry site is approx. 227 acres and the proposed Phase II quarry site is approx. 152 acres. Phase I and Phase II are on the same lot identified as TMK: 4:2:15-1. All quarrying of the Phase II site will be confined within the leased boundaries (152 acres) and quarrying will not occur on the Ulumawao ridge line. Exploration drilling will be carried out to assess the location and estimated quantity of quarry material. Temporary access roads will be constructed and drilling sites, each 50 ft. by 50 ft., will be cleared. The topsoil will be removed to expose the quarry rock and stored for future use or used to cover previously excavated areas. Rock will be removed by controlled blasting or with power shovels. Blasting will be carried out by drilling a series of holes 6.5 in. in diameter by approx. 55 ft. deep and spaced on a 16 by 18 ft. pattern. Rock faces will be benched at vertical intervals not exceeding 50 ft. Upon termination of the project, each bench and the quarry floor will be covered with no less than 2 ft. of topsoil and planted with suitable vegetation. The existing quarry processing plant in the Phase I section will remain in use to service the Phase II quarry site. Initially, the rocks from the Phase II quarry will be hauled to the existing quarry process plant using a road through the underpass of the H-3 Hwy. It is proposed that at a suitable time, a rock crusher will be constructed in the Phase II section which will reduce the size of large rock and boulders for transport to the processing plant by a conveyor belt system. This will eliminate the need for the constant

relay of dump trucks hauling uncrushed rocks to the existing processing facility. ~~Dump trucks will operate within the Phase II area to transport rocks to the new Phase II crusher plant.~~

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

NOTICES

NOTICE OF PUBLIC HEARINGS ON THE REVISED DRAFT FISHERY MANAGEMENT PLAN (FMP) FOR THE FISHERIES FOR BILLFISH AND ASSOCIATED SPECIES IN THE U.S. FISHERY CONSERVATION ZONE OF THE WESTERN PACIFIC REGION DATED APRIL 1985

The revised draft plan presents management measures and reporting requirements to regulate the take of billfish, mahimahi, wahoo, and oceanic sharks by foreign fishing vessels in the fishery conservation zone (FCZ) surrounding Hawaii, Guam, American Samoa, and U.S. island possessions in the Pacific Ocean. Other than proposing to prohibit the use of drift gillnet gear, the revised draft FMP does not propose controls on the catches of billfish and associated species by domestic fishing vessels. The plan proposes strengthening of State and Territorial catch reporting requirements to better monitor domestic participation in the fisheries for billfish and associated species. In accordance with the provisions of the Magnuson Fishery Conservation and Management Act (P.L. 94-265, as amended), public hearings have been scheduled by the Western Pacific Fishery Management Council to afford all interested parties the opportunity to present oral and written testimony on the revised draft FMP. Public hearings scheduled in Hawaii are as follows:

Kona

May 13, 1985 First Hawaiian Bank
7:30 p.m. Kona Branch Meeting Room
74-5593 Palani Road
Kailua-Kona, HI 96740

Hilo

May 14, 1985 County Council Room
7:30 p.m. 25 Aupuni Street
Hilo, HI 96720

Kauai

May 16, 1985 Kauai County Council
7:30 p.m. Office
County Building
Lihue, HI 96766

Oahu

May 20, 1985 Waianae High School
7:30 p.m. Cafetorium
85-251 Farrington Hwy.
Waianae, HI 96792

May 21, 1985 McCoy Pavilion
7:30 p.m. Ala Moana Park
Honolulu, HI

May 22, 1985 Haleiwa Elementary School
Cafetorium
66-505 Haleiwa Road
Haleiwa, HI 96712

May 23, 1985 Benjamin Parker
7:30 p.m. Elementary School
Cafetorium
45-259 Waikalua Road
Kaneohe, HI 96744

Maui

May 28, 1985 Maalaea Boat and Fishing
7:30 p.m. Club House
Maalaea Harbor, HI 96753

May 29, 1985 Lahaina Civic Center
7:30 p.m. Lahaina, HI

Individuals and organizations may
comment in writing to the Western
Pacific Regional Fishery Management

Council (1164 Bishop Street, Room 1405,
Honolulu, Hawaii 96813) if they wish
to add to statements made at a hearing
or if they are unable to attend the
hearings. The public comment period
will close June 28, 1985. Following the
review period, the Council will address
all comments received in the final FMP.
All who comment on the draft will be
sent a copy of the final plan.

ADDITION TO EXEMPTION LIST FOR THE CITY
AND COUNTY OF HONOLULU DEPARTMENT OF
TRANSPORTATION SERVICES AS APPROVED BY
THE ENVIRONMENTAL COUNCIL, APRIL 17, 1985

Pursuant to EIS Regulation 1:33, the
following type of action, where it falls
within the given class of action, shall
generally be exempted from the
preparation of an EIS or Negative
Declaration.

Exemption Class #6: continuing
administrative
activities, such as
purchases for
supplies and
personnel-related
actions.

Land subdivision and consolidation with
existing roadways involving total land
area of no more than 3500 sq. ft. for:

1. Rounding corners; and
2. Minor widening of less than a single
lane at intersections;

where displacement of residences or
businesses will not occur.

As stated in EIS Regulation 1:33b, all
exemptions are inapplicable when the
cumulative impact of planned successive
actions of the same type, in the same
place, over time, is significant, or
when an action that is normally
insignificant in its impact on the
environment may be significant in a
particularly sensitive environment.

550 HALEKAUWILA STREET · ROOM 301 · HONOLULU, HAWAII 96813.

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