



OEOC BULLETIN

OFFICE OF ENVIRONMENTAL QUALITY CONTROL

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GOVERNOR

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DIRECTOR

Volume II

July 8, 1985

No. 13

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 EIS FOR PROPOSED AMENDMENTS TO THE KAKA'AKO DEVELOPMENT PLAN, KAKA'AKO DISTRICT MAKAI, OAHU, HAWAII, Hawaii Community Development Authority

Amendments are being proposed to the "Final Supplemental EIS for the Kaka'ako Plan" which was accepted by the Governor on April 17, 1985. The proposed amendments involve increasing the floor area ratio (FAR) and height limits that currently apply to lands in the makai area from 2.5 FAR to 3.5 FAR and 150 ft. to 200 ft., respectively and is a result of a landowner-initiated request.

The proposed amendments pertain to four blocks of Bishop Estate lands and a portion of one parcel owned by the State of Hawaii, all of which are zoned Mixed-Use Zone Commercial (MUZ-C) under the Kakaako Makai Area Plan. These

lands front Ala Moana Blvd. and total approx. 465,000 sq. ft. (10.7 acres). No changes are proposed outside of the MUZ-C zone. Change in floor area at maximum potential development for each type of land use in the makai area and the entire Kakaako District, respectively would result in an increase in total floor area of 6% for the makai area and only 1% for the entire district. Housing, which would continue to be permitted only in the MUZ-R and MUZ-C zones, would have a floor space allocation of approx. 40% in MUZ-R and approx. 30% in MUZ-C of the total floor area in these zones. While the proposed amendments would not change this floor space allocation, the residential floor area within the makai area would increase by about 186,000 sq. ft. This increase in residential floor area could result in an increase of about 210 housing units (from the current estimate of 1,550), which could accommodate an increase of about 530 residents (from the current estimate of 3,870) in the makai area. The table below shows the changes to the maximum development height, bulk and tower footprint allowed for Planned Development projects in the MUZ-C zone and, for comparative purposes, for the MUZ-R zone. Maximum building height, floor area ratio, and tower footprint are based on lot size.

MAXIMUM DEVELOPMENT HEIGHT, BULK, AND TOWER FOOTPRINT ALLOWED FOR PLANNED DEVELOPMENT PROJECTS IN MUZ-R AND MUZ-C

Lot Size (sq. ft.)	Current MUZ-C			Amended MUZ-C			MUZ-R		
	Building Height (feet)	FAR	Tower Footprint (sq. ft.)	Building Height (feet)	FAR	Tower Footprint (sq. ft.)	Building Height (feet)	FAR	Tower Footprint (sq. ft.)
10,000	65	1.8	5,000	65	1.8	5,000	65	1.8	5,000
20,000	75	2.0	8,000	100	2.0	8,000	75	2.0	8,000
40,000	100	2.2	14,000	150	2.5	14,000	100	2.2	14,000
60,000	125	2.35	15,000	175	3.0	15,000	125	2.35	15,000
80,000 or more	150	2.5	16,000	200	3.5	16,000	150	2.5	16,000

There are no changes to the tower footprint requirements in the MUZ-C zone, and to any of the development parameters for the MUZ-R zone.

Contact: Mark Hastert
Helber, Hastert, Van Horn & Kimura, Planners
2222 Kalakaua Ave., Suite 1507
Honolulu, Hawaii 96815

With a copy to:

Mr. Rex Johnson
Executive Director
Hawaii Community Development Authority
677 Ala Moana Blvd., Suite 1001
Honolulu, Hawaii 96813

Deadline: August 7, 1985.

DEVELOPMENT OF THE NEW MAUI INTERMEDIATE SCHOOL, KAHULUI, MAUI, Dept. of Accounting and General Services

Previously published June 23, 1985.

Contact: Mr. Ralph Yukumoto
DAGS Public Works Division
Planning Branch
1151 Punchbowl Street
Honolulu, Hawaii 96813

Deadline: July 23, 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.

OAHU

RESIDENTIAL SUBDIVISION IMPROVEMENTS FOR WAIMANALO RESIDENCE LOTS, UNIT 6, INCREMENT 1A, WAIMANALO, KOOLAUPOKO, OAHU, Dept. of Hawaiian Home Lands

The proposed project is to develop a portion of an area (TMK: 4-1-08:por. 1 & 78, First Division) designated as urban on the State Land Use Classification into a residential subdivision of 9 lots with minimum lot area of 6,500 sq. ft. The project site is located in Waimanalo, Oahu, adjacent to the Waimanalo Residence Lots, 4th Series. It contains approx. 2.2 acres of the Department's land and is contiguous with the urban (residential) developed portion. The project will fulfill one of the basic premises of the Hawaiian Homes Commission Act of 1920, as amended: to provide single family residential homestead lots to native Hawaiians. Generally, the improvements will include: a) Clearing, grubbing and grading of the lots for house construction; b) Installation of utilities; and c) Grassing of sloped areas to prevent erosion. All improvements shall be done in conformance with the City and County of Honolulu standards. Major items of work include excavation and embankment, and drainage, sewer, and water systems. Existing overhead electrical and telephone systems would be available to service the proposed development. Existing street lights on Ala Koa St. are adequate to serve the proposed development. Access to the subdivision will be off Kalaniana'ole Hwy. and Ala Koa St. Vacant existing Hawaiian Homes land and the existing Pacific Concrete and Rock Quarry lies mauka of the project site. The proposed subdivision will be designed to be compatible with the surrounding neighborhood and will not conflict or modify the character of the existing neighborhood. The estimated cost of this project is \$60,000 and the construction which will require 70 calendar days for completion is tentatively scheduled for fiscal year 1985-86.

CONSERVATION DISTRICT USE APPLICATION
FOR A COMMERCIAL TOUR OPERATION AT
HARRIS ISLAND, KEEHI LAGOON, OAHU, South
Seas Aquatics/Dept. of Land and Natural Resources

The applicant requests use of Harris Island (Kahakaaulana Island), Keehi Lagoon, Oahu, for a commercial tour operation including jet skiing, canoe paddling, wind surfing, aqua cycling, and picnicking. The applicant plans to utilize a vessel certified to accommodate 24 passengers and lead two daily excursions. These small groups will be closely managed by the applicant's staff. Improvements on Harris Island including a small boat deck, a simple sunroof, a half dozen benches and some limited landscaping. The proposed site is located on the north end of the island.

DEVELOPMENT OF KALAUAO SPRING WATER FOR
LANDSCAPE IRRIGATION ALONG ROUTE H-1,
CITY OF HONOLULU, OAHU, U.S. Dept. of
Transportation Federal Highway
Administration and State Dept. of
Transportation

The State Department of Transportation (DOT) maintains extensive irrigated landscaping along the H-1 Freeway corridor and at the Honolulu International Airport (HIA). Due to increasing demands on its limited water resources, the Honolulu Board of Water Supply (BWS) has restricted the availability of potable water for landscaping purposes, and is proceeding with the development of an untreated (non-potable) water source at the Kalauao Springs near the Pearlridge Shopping Center. The objective of this project is to provide the transmission/distribution piping and a storage reservoir which are necessary to convert the DOT irrigation systems to use the untreated spring water. The project area begins at the Board of Water Supply pumping station (presently under construction) at Kalauao Springs, near the Pearlridge Shopping Center. A transmission main will convey the water along the Kamehameha Hwy., through the

Aiea and Halawa Interchanges to the storage reservoir site which is located north of Halawa Park on undeveloped private property presently owned by the Queen Emma Foundation. Additional transmission lines will extend the system to the H-1 North Leg Segment, Pearl Harbor Interchange, Airport Interchange, Keehi Interchange, and to the Honolulu International Airport. The water transmission lines will be constructed within existing highway or city street rights-of-way, except for a short segment adjacent to the reservoir. Where it is possible, existing landscaping water lines will be used as transmission mains. The estimated quantities of non-potable irrigation water to be used are tabulated below. The maximum monthly demand occurs during the dry summer months, and is significantly higher than the average monthly demand.

ESTIMATED NON-POTABLE WATER USAGE

	Average Monthly Demand (x1000 gal)	Maximum Monthly Demand (x1000 gal)
Aiea Interchange	215.4	650
Halawa Interchange	7,259.2	19,547
H-1 North Leg	3,150.0	8,075
Pearl Harbor Interchange	4,625.8	10,720
Airport Interchange	2,850.0	4,275
Keehi Interchange	4,128.0	6,192
Honolulu International Airport	4,530.0	6,795
HIA South Ramp	1,026.0	1,539
Total Monthly Demand (x1000 gal)	27,784.4	37,793

Total Average Daily Demand = 926,100 gallons/day

The water demands of existing systems are based on monthly readings. The water demands for Airport Interchange, Keehi Interchange, Honolulu International Airport, and HIA South Ramp were estimated, since landscaping in these areas has not been completed. The following improvements will be required to adapt the DOT irrigation systems to the use of non-potable water:

1. a 0.5 million gallon water storage reservoir north of Halawa Park with an access road connecting it to Iwaiwa St.,

2. a new transmission line from Kalauao Springs to Pearl Harbor Interchange,
3. a new transmission line from Aloha Stadium to the reservoir,
4. a new transmission line along Aolele St. to connect to the Honolulu International Airport and the existing 6" water mains to Paiea St.,
5. a new transmission line along Aolele St. to connect to Lagoon Dr., and
6. a connection of the Airport Interchange system.

The existing landscape irrigation system as well as those planned for further development at Keehi Interchange and the HIA South Ramp area are all located on State of Hawaii Department of Transportation property. No change in land use will result from the introduction of non-potable water into these systems. The interconnecting water transmission mains for this project will be located within the highway right-of-way or at the Honolulu International Airport on State Department of Transportation property. No change in land use will result from construction of these transmission mains. The proposed storage reservoir, access road, and connecting transmission line will be located on undeveloped land identified as TMK: 9-9-72-2, owned by the Queen Emma Foundation. This property is currently zoned P-1, Preservation district by the State Land Use Commission. A water reservoir is one of the few permitted uses within a P-1 Preservation district. The adjacent property is zoned R-4 Residential.

PROPOSED KAHUKU VILLAGE CONVERSION PROJECT, KAHUKU, KOOLAUPOKO DISTRICT, OAHU, City and County of Honolulu Dept. of Housing and Community Development

The proposed action involves substitution of a 7.3 acre parcel adjacent to Haole Camp and owned by the City for a 7.3 acre parcel identified as Parcel B (New Camp and Camp-Makai) for

the Kahuku Village Conversion project. The Kahuku Village Conversion project negative declaration published in the January 23, 1985 OEQC Bulletin consisted of four parcels totaling approx. 72.5 acres. The proposed parcel to be substituted in the Kahuku Village Conversion project is adjacent to the Koolauloa Housing project and identified as TMK: 5-6-10:152. It is proposed that the developer, Kahuku Village Association (KVA), will subdivide the parcel into 49 lots and construct the infrastructure improvements using Community Development Block Grant (CDBG) funds. Construction of new houses on these lots will be done by KVA and funded from a source other than CDBG. At the time financing for the new homes is arranged, the lots will be conveyed to the individuals. The subject parcel was acquired as part of the 57.3 acre Koolauloa Housing project. The Environmental Review Record for the Koolauloa Housing project, prepared in 1977, states the following:

A developer will be selected to clear and develop 50 acres ... into a 300 single family housing development. The remaining 7.3 acres will be set aside for proposed park site.

The subject parcel, which also has an area of 7.3 acres, was left vacant. The intent of the Kahuku Village project is to provide affordable units in fee simple ownership. This project was conceived, formulated and developed by the residents with the objective of creating the most affordable housing possible while still retaining the present character, vitality and integrity of the old plantation village. In following Federal policy, the City has sought to promote neighborhood revitalization by concentrating community development activities in targeted neighborhoods. Under the City's CDBG program, the Kahuku Village Conversion project is designated as a Concentrated Revitalization Area where comprehensive improvement programs are being initiated. The revitalization strategy

for the Kahuku Village CRA consists of construction of new government assisted housing; rehabilitation of existing housing; and public improvements to enhance residential uses. A Chapter 359G exemption from the Zoning Map will be requested of City Council. The Development Plan designates the site as Residential Use and the zoning map shows it as Agricultural Use. Thus, the exemption request of City Council. Public infrastructure facilities are old and in most instances, of substandard nature. To create an affordable project, the KVA seeks the following infrastructure exemptions:

- a. Roads: 32 ft. right-of-way instead of City standard of 44 ft. right-of-way; 20 ft. pavement instead of 24 ft.; 4 ft. shoulder with grassed walkway area (both sides) instead of 8 ft. shoulder with concrete sidewalk on both sides.
- b. Electrical and telephone: overhead instead of underground service.
- c. Drainage: surface drainage with percolation ponds.
- d. Landscaping: variance from landscaping requirements.
- e. Lot size variance: variance from the minimum 5,000 sq. ft. lot size requirement for an R-6 residential zone--proposed lot areas range from 3,600 sq. ft. to 14,000 sq. ft.

One of the primary objectives of the City's housing program is to respond to the housing need of the low-and moderate-income families and individuals. The proposed subdivision will stimulate the redevelopment of the existing Kahuku Village and will make available adequate housing facilities at moderate prices.

MAUI

LUANA GARDENS PHASES II AND III
IRRIGATION WELLS PROJECT, KAHULUI, MAUI,
County of Maui Dept. of Human Concerns

The proposed action consists of the drilling of two irrigation wells, installation of electrical pumps, irrigation lines and control equipment. Electrical power lines to the pumps and controls will also be installed. Well number 1 will be located on parcel 112 of TMK: 3-8-07 for Luana Gardens II, housing project. Well number 2 will be located on parcel 111 of TMK: 3-8-07 for the Luana Gardens III housing project. The well facilities will be connected to the existing irrigation systems at each of the Luana Gardens housing sites and will be sized to meet the existing irrigation water requirements for those sites. Sufficient basal water is available and can be used for irrigation of the landscape plantings. The existing basal water source underlines the project area and is found at a depth of approx. 82 ft. at well number 1 and 94 ft. at well number 2. The water salinity is expected to range well below the maximum of 600 ppm considered suitable for irrigation purposes. Analysis of well waters taken from the nearby Maui High and Kahului school wells on May 22, 1985 showed results for chloride content of 115 and 139 ppm respectively. Use of well water for irrigation, minimizes the use of valuable and expensive potable water. Submersible pumps will be installed underground within the well casings. Electrical control panels will be mounted on existing building walls next to existing irrigation control boxes and other electrical panel boxes. Electrical power is available on the project sites and will be connected to the proposed pumps using underground installations for required electrical lines. The irrigation wells will allow the Luana Gardens project to discontinue their use of potable water from the County's water system for site irrigation purposes. The project will be funded using income from the Luana Gardens Housing Projects which are County owned but managed by a non-profit organization.

HAIKU WATERLINES AT VARIOUS LOCATIONS,
HAIKU, MAUI, County of Maui Dept. of
Water Supply

The proposed project consists of pipeline replacement in various locations including Noholani St., Lihau Pl., Kili Pl., and portions of Haiku Rd., Makawao, Maui. The project involves the following actions which will permit the abandonment of the existing deteriorated and substandard waterlines.

1. Noholani St. (Private Roadway--20' Right-of-Way) Pipeline Replacement: Installing approx. 335 lineal ft. of 8" waterline along with its valves, fittings and appurtenances and the reconnection of existing service laterals from Haiku Rd. to a 90 degree bend on Noholani St.
2. Haiku Rd./Lihau Pl. (County of Maui 40' Right-of-Way) Pipeline Replacement: Installing approx. 815 lineal ft. of 6" waterline along with its valves, fittings and appurtenances, 1 fire hydrant assembly and the reconnection of existing service laterals from Mopua St. along Haiku Rd. and Lihau Pl.
3. Kuiaha Camp (Haiku Rd., County of Maui 40' Right-of-Way) Pipeline Replacement: Installing approx. 1,110 lineal ft. of 8" waterline along with its valves, fittings and appurtenances, 3 fire hydrant assemblies and the reconnection of existing service laterals from West Kuiaha Rd. along Haiku Rd.
4. Kili Pl. (County of Maui 40' Right-of-Way) Pipeline Replacement: Installing approx. 535 lineal ft. of 8" waterline along with its valves, fittings and appurtenances, 1 fire hydrant assembly and the reconnection of existing service laterals from Haiku Rd. to the end of Kili Pl.

Water from this Makawao District Distribution System is supplied by the Kamole Water Treatment Plant, located in

Haliimaile, Makawao, Maui. The project is expected to improve the water distribution system, water quality, and fire protection.

WAILUKU HEIGHTS TANK AND WATERLINE
REPLACEMENT, WAILUKU, MAUI, County of
Maui Dept. of Water Supply

The proposed project involves the construction of a 103,000 gallon glass-coated steel reservoir; an access roadway approx. 1,000 ft. in length from Ekoa Rd. to the existing reservoir site; and 8-in. waterline approx. 1,200 ft. in length connecting the 103,000 gallon reservoir to the existing 2-1/2-in. waterline along Ekoa Rd. All necessary appurtenances, fittings, gate valves, sliding valve boxes, control and monitoring devices, and security measures are part of this project. The two existing 42,500 gallon reservoirs will be removed from the existing reservoir site. The new 103,000 gallon reservoir will be constructed within the limits of the existing reservoir site while maintaining one of the existing 42,500 gallon reservoirs in service at all times during the construction of the project. Alignment of the new 8-in. waterline and access roadway through the Wailuku Sugar Co. parcel (TMK: 3-5-01:1) will follow approx. along the existing dirt road used to service the two 42,500 gallon reservoirs. An existing 15 ft. wide waterline easement (along TMK: 3-5-05:46) and the existing roadway easement (TMK: 3-5-06:27) will be utilized to align the new 8-in. waterline to the connection to the existing 2-1/2-in. waterline along Ekoa Rd. The existing service lateral at the westerly end of said roadway easement and the existing service lateral and fire hydrant assembly at the easterly end of said waterline easement will be reconnected to the new 8-in. waterline. Water for this portion of the Wailuku District Distribution system is supplied by the Iao Tunnel Intake and Kepaniwai Well, located in Wailuku, Maui. The proposed project will improve the water distribution system and fire protection for the community.

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 SEWER TUNNEL RELIEF, HONOLULU, OAHU, City and County of Honolulu Dept. of Public Works, Division of Wastewater Management

Progressive structural degradation, declining capacity, and difficulty in maintenance of the existing Manoa-Kaimuki Interceptor Sewer pose a potential threat to public health and safety. To alleviate this problem and adequately serve the existing and projected needs of the public, a new Sewer Tunnel Relief is proposed. The proposed project shall include construction of the new relief sewer which is divided into four increments. The project corridor extends from the intersection of South Beretania St. and Ward Ave. (beginning of Increment 1-B) to the intersection of Keanu St. and Palolo Ave. (end of Increment 4) in Kaimuki. Increment 1-B of the Sewer Tunnel Relief consists of a 60-in. reinforced concrete pipe (RCP) sewer main starting on S. Beretania St. at Ward Ave. and ending on Makiki St., just mauka of Lunalilo St. The approx. length of Increment 1-B is 4,620 ft. Increment 1-B also includes Sewerline "A," which connects to the 60-in. RCP at Pensacola St. and Kinau St., continues

mauka on Pensacola St., along Lunalilo St. to Victoria St. Sewerline "A" consists of 1,620 ft. of 15-in. and 18-in. vitrified clay pipes. Increment 2 consists of a 60-in. RCP sewer main, constructed in two parts. The first part is a tunnel section, within which a 60-in. PCP will be installed. This section begins at Makiki St. just mauka of Lunalilo St., crosses under Lunalilo Fr., and continues along Wilder Ave. to Artesian St. This section averages 50 ft. in depth and is approx. 3,660 ft. long. The second portion of Increment 2 is a shallow section of approx. 1,040 lineal ft. which will involve installation of a 60-in. RCP along Wilder Ave. between Artesian St. and Metcalf St. Increment 2 includes the construction of Sewerline "B" on Wilder Ave., from Makiki St. to Piikoi St. This segment, approx. 1,800 ft. long, will consist of 24-in. and 21-in. vitrified clay pipes. Increment 3 of the project consists of a 4-ft. x 6.25-ft. tunnel, or alternatively, a 60-in. RCP placed within the tunnel. This tunnel section starts at Metcalf St., near Clement Lane, continues along Dole St. to the vicinity of the University of Hawaii's Law School, where the 36-in. Manoa Trunk Sewer connection is made. This section of the sewer tunnel is approx. 3,820 ft. in length. Increment 3 may also include construction of an adit at the University of Hawaii quarry. The feasibility of driving the adit through the quarry "wall" will need to be evaluated prior to construction. Portions of the tunnel within this increment run parallel to the existing sewer tunnel. The lateral separation between the two tunnels within Increment 3 may be as little as 12 ft. Increment 4 represents a continuation of Increment 3. This 4-ft. x 6.25 ft. concrete, horseshoe shaped section will connect to the existing sewer tunnel on Keanu St., near Palolo Ave. Two alternative alignments have been considered for Increment 4, through the Saint Louis High School/Chaminade University campuses. The preferred alignment is designated the "Mauka Route," which would begin near the

intersection of Dole St. and Kanewai St. The tunnel would straddle residential lots to St. Louis Dr., near Kaminaka St., continue across the Saint Louis High School/Chaminade University campuses, under an existing park and interior road (makai of the campus chapel) to the athletic field, reconnecting to the existing tunnel at Keanu St., near Palolo Ave. This alignment would require modifications to the lower Saint Louis campus sewer system. Modification costs of the Saint Louis system would be borne by the City and County. In addition to the four major project increments described above, a relatively smaller improvement is proposed along Keanu St. The Keanu St. sewer improvements would include a proposed 12-in. sewer between 13th Ave. and Elizabeth St. which would divert flows from the existing 13th Ave. drop manhole to a new manhole at Elizabeth St. A section of the concrete lining at the 13th Ave. drop manhole is corroded due to the turbulent flow at the drop connection. The new drop manhole at Elizabeth St. would be a vortex-type structure, which is designed to minimize turbulent flow conditions and would also reduce the distance between manholes from the current 1,526 ft. to approx. 970 ft. The majority of the proposed relief sewer corridor is along City and County of Honolulu streets. Exceptions include those portions of the sewer which cross Lunalilo Freeway and fall within the right-of-way under authority of the State of Hawaii Department of Transportation. Portions of the proposed relief sewer also pass within the borders of the University of Hawaii, Kanewai Park and various single family lots along Dole St. The mauka route alignment would straddle single family lots on St. Louis Dr. and a private park, interior road and athletic field on the St. Louis High School/Chaminade campuses. The project will be funded by Federal, State and County funds. The total estimated cost is \$40.2 million and the projected construction time periods include 630 calendar days for Increment 1-B, 450, 500 and 750 calendar

days for Increments 2, 3, and 4 respectively. A late 1985 or early 1986 starting date is targeted.

This draft EIS is also available for review at the Aina Haina, Manoa, and McCully-Moiliili Libraries.

Deadline: August 8, 1985.

DRAFT EIS FOR THE MOANALUA ROAD FROM PALI MOMI STREET TO AIEA INTERCHANGE, AIEA, OAHU, U.S. Dept. of Transportation Federal Highway Administration and City and County of Honolulu Dept. of Public Works

The proposed project consists of improvements to Moanalua Rd. between Pali Momi St. and Aiea Interchange within the City and County of Honolulu. Moanalua Rd. is an existing arterial roadway, running generally in an east-west direction and serving the Aiea and Pearl City communities. Approx. 3.3 mi. in length, Moanalua Rd. begins at Waimano Home Rd. in Pearl City, crosses under the H-1 Freeway at the Waiau Interchange, and continues to the Aiea Interchange. Within the Pearl City area, Moanalua Rd. is typically a four-lane, limited access roadway with separate left turns at intersections. From Kaahumanu St. to Pali Momi St., the four-lane roadway is continued and a center lane designated for left turns is provided. Between Pali Momi St. and Aiea Heights Dr., Moanalua Rd. is narrower, with only two lanes, one in each direction. Between Aiea Heights Dr. and Aiea Interchange, four lanes, two in each direction, are provided. Within the project boundaries, Moanalua Rd. crosses the Kalauao and Aiea streams. Due to past efforts, the entire length of Moanalua Rd., except for the section running through Aiea, has been improved. Within the project limits of Pali Momi St. and Aiea Interchange, the roadway has limited width, with little or no shoulders and a lack of adequate sidewalks. This segment also has poor alignment which is characterized by such features as sharp

curves and limited sight distance. The proposed project would upgrade this 0.8 mi. segment of Moanalua Rd. to provide better consistency with the rest of the facility, thereby alleviating problems related to capacity and traffic volumes, and increasing the safety of all users of Moanalua Rd. Along both sides of the roadway 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. Other improvements may include clearing, grubbing, grading, landscaping, roadway pavements, curbs, drainage facilities, sidewalks, signing, street lighting, traffic signal systems, and utility relocations. Bridge structure improvements for the Aiea stream crossing and reconstruction at the Kalauao Stream crossing may also be included.

The draft EIS presents a range of alternatives from a "no-action" case to the construction of additional lanes which include:

1. No-Action Alternative--No build;
2. Alternative I--Transportation System Management actions (through laneage remains the same);
3. Alternative II--80-ft. roadway (64-ft. curb-to-curb, 5 lanes);
4. Alternative III--70-ft. roadway (54-ft. curb-to-curb, 4 lanes);
5. Alternative IV--70-ft. (54-ft. curb-to-curb, 5 lanes).

For Alternatives II, III, and IV, modifications to the existing bridge structures at Kalauao and Aiea Stream will also be required to accommodate the wider roadway. The proposed modifications to the two streams are as follows:

Kalauao Stream: Replacement of the existing bridge with a 28-ft. span, 13-ft. high, concrete box culvert and increasing its width to 85 ft., with its invert elevation about 1 ft. lower than the invert of the existing bridge opening. The transitions upstream and downstream of the bridge will be modified to suit the proposed box culvert.

Aiea Stream: Expansion of the Moanalua Rd. bridge width to about 81 ft. with appropriate structural modifications.

All alternatives are under consideration and a decision regarding selection will be made only after the public hearing transcript and comments on the DEIS have been evaluated. Depending on the selected alternative, the project is scheduled for completion between the late 1987 and mid 1988 and the estimated cost is from \$1.01 to \$6.22 million.

This draft EIS is also available for review at the Aiea Library.

Deadline: August 26, 1985.

DRAFT EIS FOR REZONING FROM AG-1 AGRICULTURAL DISTRICT TO R-6 RESIDENTIAL DISTRICT FOR DEVELOPMENT OF MELEMANU WOODLANDS-PHASE III, WAIPIO, EWA, OAHU,
Towne Realty, Inc./City and County of Honolulu Dept. of Land Utilization

The applicant proposes to rezone and develop 70+ acres of land in Central Oahu mauka of H-2 Freeway and within Waikakalaua Gulch, Waipio, Ewa, Oahu. The project, to be called Melemanu Woodlands Phase III, will ultimately develop approx. 1,122 units within seven areas of Waikakalaua Gulch and stretch approx. one-mi. mauka of H-2 Freeway. The project represents the final phase of development within Waikakalaua Gulch. The 70+ acres are a part of 223 acres, all of which are owned by Waikalani Development, Inc. and are described by TMK: 9-5-02: 4, 6, and Portion of 11. Melemanu Woodlands Phase III is the final phase of the

Master Plan Development initiated by Headrick Development, Inc. in 1971. The total Waikakalaua Gulch housing project consists of Waikalani Woodlands Phase I and Phase II, both makai of the H-2 Freeway and Melemanu Woodlands Phase III. During development of Phase II, Headrick Development, Inc. went bankrupt. Towne Realty, Inc. under the auspices of the bankruptcy court, has resumed development. As of this date, Towne Realty, Inc. has completed the two condominium projects within Waikalani Woodlands Phase II comprising 288 units. Waikalani Woodlands Phase II has two remaining building complexes which will be completed. Towne Realty, Inc. further has an option to develop the 70+ acres of land located above H-2 Freeway within Waikakalaua Gulch identified as Melemanu Woodlands Phase III. It is proposed to exercise this option and to submit an application to the City and County of Honolulu for change of zone on the subject 70+ acres from the existing agricultural zoning to R-6 residential zoning. Upon the change of zone approval by the City and County of Honolulu, a Planned Development Housing (PD-H) will be sought. The project will provide 1,122 additional housing units for Oahu. In addition, Towne Realty, Inc. has agreed to commit 15% of the project's housing to low and moderate income groups. This commitment for low and moderate income housing was made during the 1983 Development Plan Annual Review. Upon approval of the change of zone application, Melemanu Woodlands Phase III will be located totally within an R-6 Residential Zoning District. The lands on the steeper gulch walls will all be zoned P-1 preservation. The project will create stacked flat type units, town homes and six-story condominium units. The project involves the construction of on-site roadways, drainage systems, sewer system, water system, underground electric and telephone systems. Off-site construction will include development of a water well within Wahiawa and upgrading the Board of Water Supply's transmission system from Wahiawa down Kamehameha Hwy. to Leilehua Golf Course

Rd. The environmental impacts associated with the project as well as mitigation measures are proposed for all impacts identified. The actual phasing and timing for the construction of improvements is dependent on the state of the economy and other marketing considerations. Generally, it is anticipated that the total project will be developed over a five to seven year period. It is unlikely that construction can begin prior to early 1986. Construction cost for site development as well as building is estimated in excess of \$50 million.

This draft EIS is also available for review at Mililani Library.

Deadline: August 22, 1985.

DRAFT EIS FOR HAWAII KAI MARINA ZONING,
HAWAII KAI, HONOLULU DISTRICT, OAHU,
Kaiser Development Co./City and County
of Honolulu Dept. of Land Utilization

The applicant proposes to rezone approx. 97 acres to either A-1 Low-Density Apartment or A-2 Medium-Density Apartment from existing R-6, P-1 and AG-1 zoning districts in accordance with and in implementation of City and County land use policy as set forth in the East Honolulu Development Plan land use designations for the areas. The estimated number of apartment units to be constructed over a period of six to seven years from approval of the zoning is 2,400 with the precise sequencing dependent upon market conditions. Of this number, about 470 will be low-density units (A-1 zoning) and about 1,930 will be medium-density units (A-2 zoning). The estimated population increase of 5,270 that will be generated by the development fits within the growth allocation for East Honolulu established in the Oahu General Plan and the East Honolulu Development Plan. The project is located within the master planned community of Hawaii Kai, Honolulu District, Oahu, Hawaii. Kuli'ou'ou valley is located to the west and Koko Head crater lies east of the

project area which is in the west or "marina" side of Hawaii Kai. Kuapa Pond, also referred to as the Hawaii Kai Marina, is a central feature of the project area. The seven separate parcels totaling approx. 97.8 gross acres, are identified as TMK: 3-9-08:16 and 3-9-08 por. of 13. The proposed development involves the following:

Marina 7E (A) is the peninsula of land in the middle of the marina across the Esplanade and Kaimala Marina. 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 two-story buildings with surface parking.

Marine 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 ft. height, applicant 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 three-story buildings with surface parking.

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

Marina 11 (A) is the portion of land on the mauka side of the Kuapa Kai shopping center. A-2 zoning, with a 60-ft. height limit is requested for this parcel. Conceptual plans show approx. 300 units on the 8.727-acre parcel. Proposed development will consist of six-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-ft. height limit is requested for this parcel. Conceptual plans show approx. 100 units on the 8.427-acre parcel. Proposed development will consist of two-story buildings with surface parking.

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-ft. height limit, is requested for this parcel. Conceptual plans show approx. 350 units on the 13.86-acre site. Proposed development will vary from six-story buildings with parking structures at the back of the parcel to two and/or three-story buildings with surface parking adjacent to Hawaii Kai Dr.

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 ft. height limit is requested for this parcel. Conceptual plans show approx. 1,020 units on the 22.92-acre site. The proposed development will consist of 15-story buildings with parking structures located behind the buildings up against Mariners Ridge. It is Kaiser's intent to build and market quality apartment housing units in keeping with the Hawaii Kai master planned community. Open space, generous setbacks, lush landscaping marina orientation, quality architecture and construction, and ample off-street parking, are all aspects of the development that are characteristic of Hawaii Kai. These elements will be maintained in the proposed development. A comprehensive transportation management program is being recommended by the developer in connection with the zoning. The program, featuring among other things, a number of rideshare measures, supports and implements important Honolulu General Plan Transportation Policies. It is anticipated that the proposed project will take six to seven years to complete from approval to zoning, depending on market acceptance and economic conditions. The sequence of development

is not yet established and must remain somewhat flexible 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 of 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.

This draft EIS is also available for review at the Hawaii Kai Library.

Deadline: August 7, 1985.

DRAFT REVISED ENVIRONMENTAL IMPACT STATEMENT ADDENDUM FOR LEEWARD DISTRICT SANITARY LANDFILL AT WAIMANALO GULCH SITE, WAIANA, OAHU, City and County of Honolulu Dept. of Public Works

The Addendum has been prepared to expand and clarify specific sections of the "Revised Environmental Impact Statement for the Proposed Leeward Sanitary Landfill at Waimanalo Gulch and Ohikilolo Site, 5-7-84" (REIS). The specific sections of the REIS concern Alternative Waste Processing Methods, Alternative Sites, and the anticipated visual impact of the proposed project. Although the REIS included Ohikilolo as part of the proposed project, Ohikilolo was subsequently deleted from current consideration, and the Addendum addresses only the Waimanalo Gulch site at TMK: 9-2-03 por. 13, 2, 40. If the Ohikilolo site is to be reconsidered at some future time, a separate addendum will be submitted for review and acceptance. The Addendum section, "ALTERNATIVE DISPOSAL/PROCESSING METHODS," includes most of the discussion already presented in the REIS, primarily for ease in review and input of additional information. The additional information only clarifies or provides additional support to the REIS information and does not alter the concept nor the priorities of the proposed project. The City is actively pursuing development of a resource

recovery program for Oahu. However, resource recovery alone does not address all solid waste disposal and will not replace the need for a sanitary landfill. Various waste processing methods are presented, and each method's compatibility with the City waste management program is discussed. The "ALTERNATIVE SITES" section begins with a historical perspective of the site selection process for the Leeward District Sanitary Landfill project since 1977. Various criteria and rationale for establishing priorities in selecting and eliminating sites are presented. Protection of potable groundwater sources is presented as a priority criterion in evaluating suitability of a potential site. In addition, other important selection factors are presented, particularly existing Federal or State land use and close proximity to communities. The 1977 "Inventory Study of Potential Sanitary Landfill and Demolition Landfill Sites" and the 1979 study (unpublished) identified twenty-six potential Leeward landfill sites. Two of the original twenty-six sites (i.e. Waimanalo Gulch and Ohikilolo) were proposed for the landfill project and, therefore, are not considered as "Alternative Sites." Details for Waimanalo Gulch and Ohikilolo are presented in the Revised EIS. This section presents summaries on 24 individual alternative sites and their advantages and disadvantages for potential sanitary landfill development. "ADDITIONAL STATEMENTS OF ANTICIPATED VISUAL IMPACTS" presents graphic renderings of existing land contours of Waimanalo Gulch and anticipated contours of the completed sanitary landfill project, based on preliminary engineering plans. The project site is located in Waimanalo Gulch approx. 32.8 mi. west of Honolulu, two mi. south east of Nanakuli and one mi. northwest of Honokai Hale. The project site contains vacant and undeveloped land which is presently unused. The project site is long and narrow and only 57+ acres of the 260 total acres will be used as a landfill. The topography and slopes of 8% to 18%

limits the useful area which can be used as a landfill. There is little cover material available onsite and cover material will be imported to the landfill site. The capacity of the landfill is estimated at 7+ years at a fill rate of 1,000 tons per day. This is equivalent to approx. 6,000,000+ cubic yards of refuse. The project site is located in an area where sanitary landfills are permitted by the Board of Water Supply and the Department of Health. Single-family dwellings are located adjacent to the project site. Sugar cane fields are located directly south across Farrington Hwy. and a residential area (Honokai Hale) containing approx. 270 homes is located about one mile east and makai of the highway.

This draft Revised EIS Addendum is also available for review at the Waianae Library.

Deadline: August 7, 1985

EIS SUBMITTED FOR ACCEPTANCE. The following EIS has been submitted for acceptance and contains comments and responses made during the review and response period.

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT FOR WEST BEACH, HONOLULU, EWA, OAHU, West Beach Estates/City and County of Honolulu Dept. of Land Utilization

Previously published June 23, 1985.

Status: Accepted by City and County of Honolulu Dept. of Land Utilization on June 21, 1985.

MEETING OF THE STATE ENVIRONMENTAL COUNCIL

Date: July 17, 1985
Time: 5:00 p.m.
Place: State Capitol, Senate Conference Room #3, 2nd Floor Honolulu, Hawaii