U.S. Army Corps
Of Engineers
Honolulu District

Public Notice of Application for Individual Permit

Regulatory Branch
Building 230
Ft. Shafter, HI 96858-5440

PUBLIC NOTICE DATE: August 29, 2008

EXPIRATION DATE: September 29, 2008

REFERENCE NUMBER: POH-2007-279

WATERWAY NAME: Kawaihae Small Boat Harbor; Kohala, Island of Hawai'i, Hawai'i

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States as described below and shown on the attached plans and figures.

1. **APPLICANT:** State of Hawaii, Department of Land and Natural Resources, Division of Boating and Ocean Recreation (Mr. Edward Underwood); 333 Queen Street, Suite 300, Honolulu, HI 96813

2. **AGENT:** M & E Pacific Inc. (Mr. Martin Nakasone); 841 Bishop Street, Suite 1900, Honolulu, HI 96813

3. **APPLICABLE STATUTORY AUTHORITIES:** Section 10 of the Rivers and Harbors Act (33 U.S.C. 403) and Section 404 of the Clean Water Act (33 U.S.C. 1344)

4. **LOCATION OF THE PROPOSED ACTIVITY:** The Kawaihae Small Boat Harbor (SBH) is located on the northern portion of the Kawaihae Bay and occupies the southern section of a small in-filled peninsula that lies between the commercial Kawaihae Deep Draft Harbor (DDH) and the County operated Samuel M. Spencer Beach Park (Latitude 20.027° N.; Longitude 155.827° W.)

5. **PROJECT PURPOSE AND DESCRIPTION:**

The existing SBH located at the mouth of the Kawaihae DDH is currently used by the Kawaihae light-draft boating community. In its current condition, this existing SBH is insufficient for complete operations of the light-draft vessels due to shallow depth and limited maneuvering

space. A recent increase in use at the DDH has caused interference with light-draft vessels and forces suspending use of the existing SBH operations. The purpose of the proposed project is to remove light-draft vessel operations from the commercial areas of the Kawaihae DDH and to improve and develop the Kawaihae SBH (south) to relocate operations of light-draft vessel.

The proposed improvement work to be completed during Phase 1, which is subject to the Corps Regulatory authority, includes: 1) Installation of a 45-foot wide by 157-foot long three lane fixed concrete boat launch ramp with two 5-foot wide by 100-foot long pile supported loading docks on either side of the ramp and at the toe of the ramp placement of a 6-inch thick layer of sacked sand/concrete riprap to protect against erosion and scouring; 2) Installation of an 8-foot wide by 550-foot long floating dock held in place by concrete piles, a ramp and gangway would be used to access the dock and mooring buoys with blocks would be placed to provide approximately 30 berthing stalls for light draft vessels to moor "Tahitian" style; and, 3) Relocation of a live coral colony which was discovered along the existing rock revetment toe near the area of the proposed boat launch to an area approximately 260-feet to the northwest.

Additional improvement work to be completed during Phase 1, which is not subject to the Corps Regulatory authority, includes: 1) Grading and drainage for vehicle and boat trailer parking areas; 2) Grading for the realignment of the vehicle access through the project site and for placement of a boat wash down area; 3) Installation of a comfort station with water and electrical service with outdoor showers and an individual wastewater system (comprised of a septic tank, distribution system and absorption bed); 4) Stabilization of portions of the existing revetment located on either side of the proposed boat launch which was disturbed during the October 2006 earthquake; and, 5) Other miscellaneous signage, site lighting, water spigots, grading and drainage as required.

Phase 2 work may include: 1) Addition of permanent finger piers and water service lines along floating dock; 2) Fully-paved vehicular and trailer parking; and, 3) Relocation of the wash down facility.

All work would be performed in accordance with the enclosed plan (sheets 1-3), dated July 2008.

6. IMPACTS OF PROPOSED ACTIVITIES IF AUTHORIZED:

The proposed activity would permanently displace approximately 0.09 acre of rocky/sandy shoreline resulting from placement of the boat launch ramp. Also, the addition of the floating dock and mooring buoys would slightly alter the use and navigation patterns within the existing Kawaihae SBH (south). However, the project would result in beneficial impacts resulting from the relocation of the recreational uses currently taking place in the adjacent Kawaihae DDH which cause interference with the commercial uses of the DDH. Because the project would result in relocation of existing uses, the improvement project is not expected to encourage nor discourage any residential, agricultural, industrial or resort development activities in the area. Additionally, the project would create a safer environment for the recreational boating community that uses the area.

Adverse impacts would be minimal, including the loss of rocky/sandy shoreline habitat and increased turbidity during actual construction activities. Also, during construction activities,

temporary restrictions on use of the facility may disrupt boating traffic, surfing and fishing activities; however, full access would be restored upon completion.

7. MITIGATION:

The applicant stated that no foreseeable long-term adverse effects are anticipated; however short-term, construction related activities may result in minor and temporary adverse impacts. See the enclosure entitled "Mitigation" regarding the measures to be taken by the applicant to avoid and minimize any adverse impacts.

8. IMPACT ON HISTORIC PROPERTIES:

The Area of Potential Effect (APE) of the proposed activity consists of the boundaries of the Kawaihae SBH (south) which encompasses a total of approximately 7.75 acres located within the existing breakwaters of the harbor facility. The Hawaii and National Register of Historic Places do not list any historic properties within the APE for the undertaking. The Pu'ukohola Heiau National Historic Park (site number 10-05-4139) is located approximately 600-feet south of the project site. Pursuant to Section of 106, the Corps has determined that the areas of direct and indirect impact from the establishment of Kawaihae SBH (south) will not impact any historic properties listed, or eligible for listing, on the Hawaii and National Registers of Historic Places.

This notice has been sent to the State Historic Preservation Officer, the State Office of Hawaiian Affairs, the 'Aha Kiole Advisory Committee and Hui Malama I Na Kupuna. Any comments they have regarding historic properties and cultural resources will be considered before a final decision is made on the DA permit.

9. IMPACT ON ENDANGERED SPECIES, ESSENTIAL FISH HABITAT:

The threatened green sea turtle (*Chelonia mydas*), endangered hawksbill turtle (*Eretmochelys imbricata*), humpback whale (*Megaptera novaengliae*), and Hawaiian monk seal (*Monachus schauinslandi*) may transit in the vicinity of and/or within the boundaries of the Kawaihae SBH (south). Also, the proposed project is located within the boundaries of the Humpback Whale National Marine Sanctuary positioned along the Kohala Coast. Pursuant to Section 7 of the Endangered Species Act (ESA), the Corps has determined that the proposed project may affect, but is not likely to adversely affect any Federally-listed species because all proposed harbor improvement work would be located within the boundaries of the existing breakwaters of the Kawaihae SBH (south).

This notice has been sent to the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. Any comments they have on endangered or threatened species, or threatened critical habitat, will be considered before a final decision is made on the permit.

10. OTHER GOVERNMENT AUTHORIZATIONS/CERTIFICATIONS:

Prior to the issuance of the Department of Army permit, the applicant is required to obtain a Section 401 Water Quality Certification, or waiver thereof, from the State Department of Health, Clean Water Branch and a Coastal Zone Management (CZM) Program consistency

determination, or waiver from the Office of Planning before the DA permit is valid. Other State and local approvals required may include a Conservation District Use Permit from the State Department of Land and Natural Resources.

11. EVALUATION FACTORS:

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof. Among these are conservation, economics, aesthetics, general environmental concerns, wetlands, historic values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people. Evaluation of the impact of the activity on the public interest will include application of the guidelines promulgated by the Administrator, EPA, (40 CFR Part 230).

12. COMMENTS AND INQUIRIES:

The U.S. Army Corps of Engineers (USACE) is soliciting comments from the public, Federal, State and local agencies and officials, native Hawaiian groups and individuals and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the USACE to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

The applicant has submitted a Final Environmental Assessment (EA) pursuant to Chapter 343, Hawaii Revised Statutes which was posted on the Office of Environmental Quality Control's website on June 3, 2008.

Interested parties may submit in writing any comments that they have on issuance of a permit for the proposed activity. Comments on the described work, with the reference number, should reach this office no later than the expiration date of this Public Notice to become part of the record and be considered in the decision. Please contact Serena Sweet at 808-438-2039 if further information is desired concerning this notice. Electronic comments by e-mail can be posted at CEPOH-EC-R@usace.army.mil. Facsimile comments can be sent to 808-438-4060.

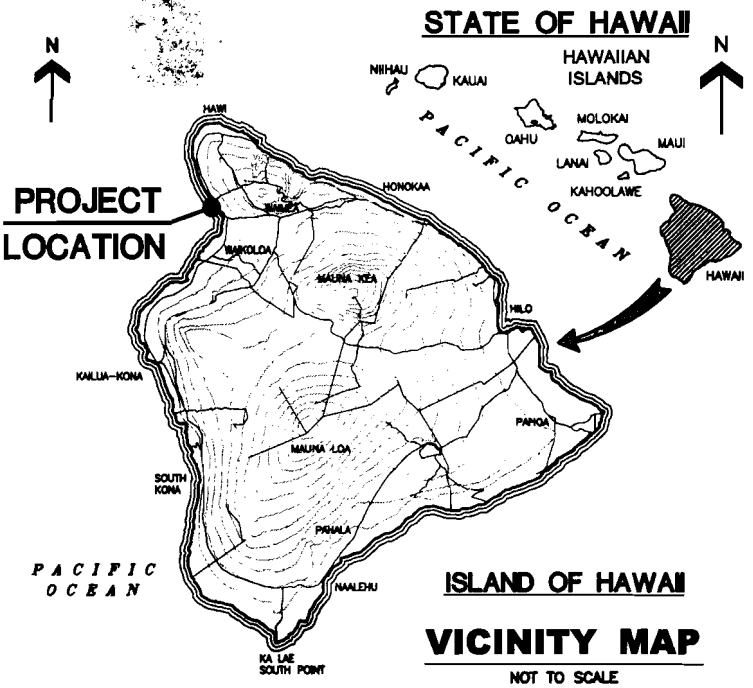
It is Corps of Engineers policy that any objections will be forwarded to the applicant for comment or rebuttal before the objection is resolved. If the objecting party so requests, all personal information will be deleted from the forwarded letter, or the objections will be sent in paraphrased, summary form.

13. REQUEST FOR PUBLIC HEARING:

Any person may request, in writing, within 30 days from the date of this notice that a public hearing be held to consider issuance of a permit for the proposed project. Requests for public hearing must specifically state the reasons for holding a public hearing.

Attachments:

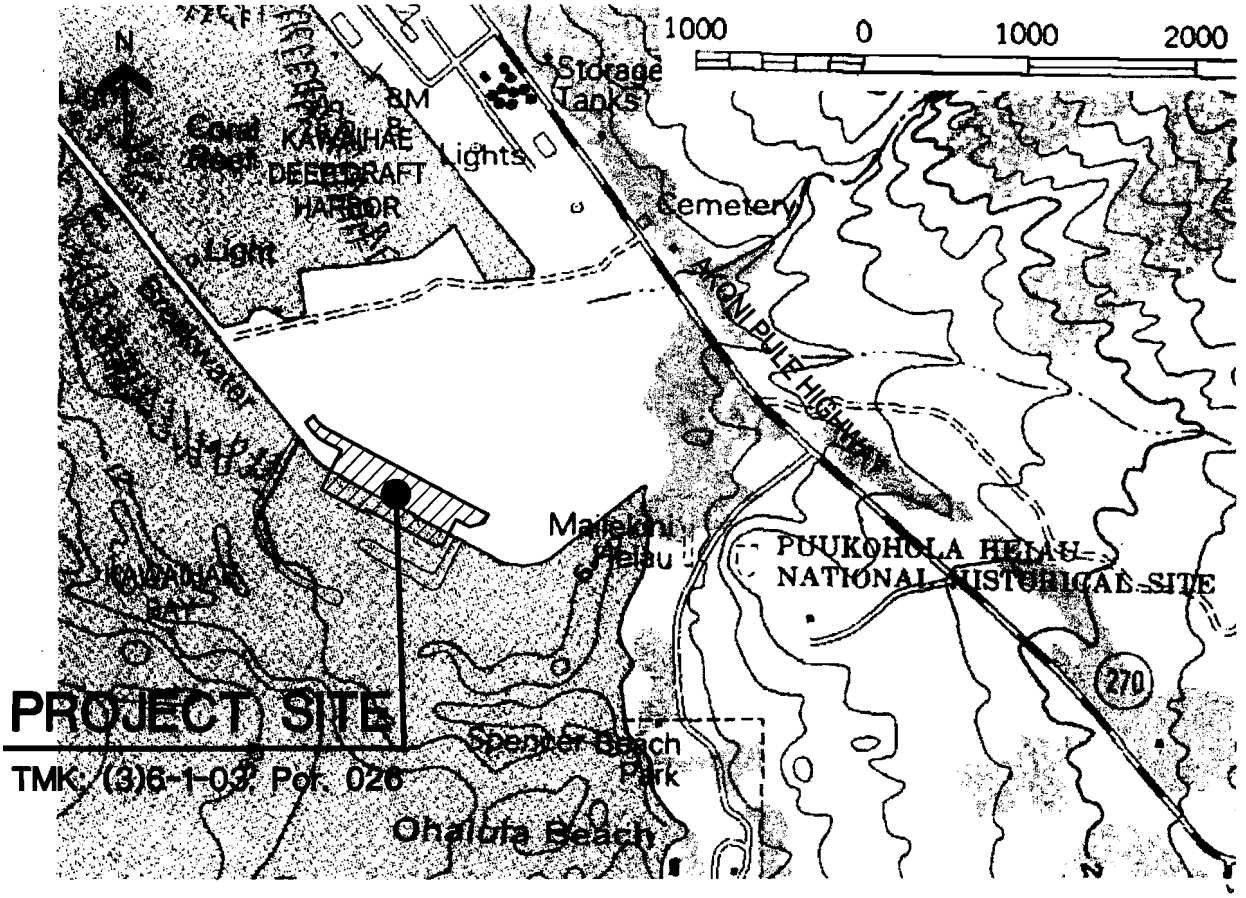
1. General Location Map and Specific Site Location
2. Plan View
3. Cross Section
4. Expanded Project Description
5. Mitigation Proposal



ISLAND OF HAWAII

VICINITY MAP

NOT TO SCALE



LOCATION MAP

SCALE: AS SHOWN ON MAP

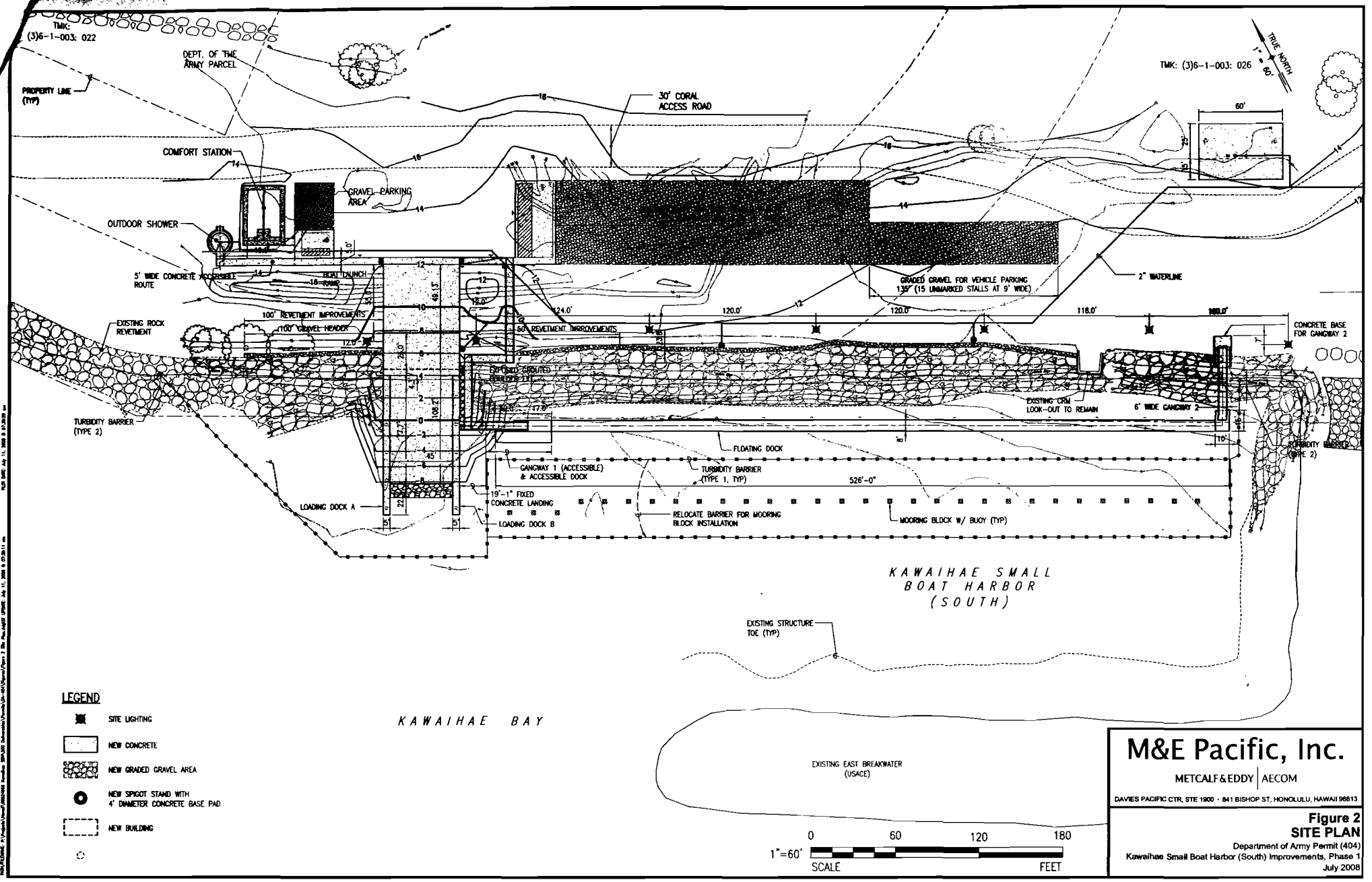
M&E Pacific, Inc.

METCALF & EDDY | AECOM

DAVIES PACIFIC CTR, STE 1900 · 841 BISHOP ST, HONOLULU, HAWAII 96813

Figure 1
Vicinity Map
Department of Army Permit (404)
Kawaihae Small Boat Harbor (South) Improvements, Phase 1
July 2008

SOURCE: U.S. GEOLOGICAL SURVEY TOPOGRAPHIC MAP



M&E Pacific, Inc.

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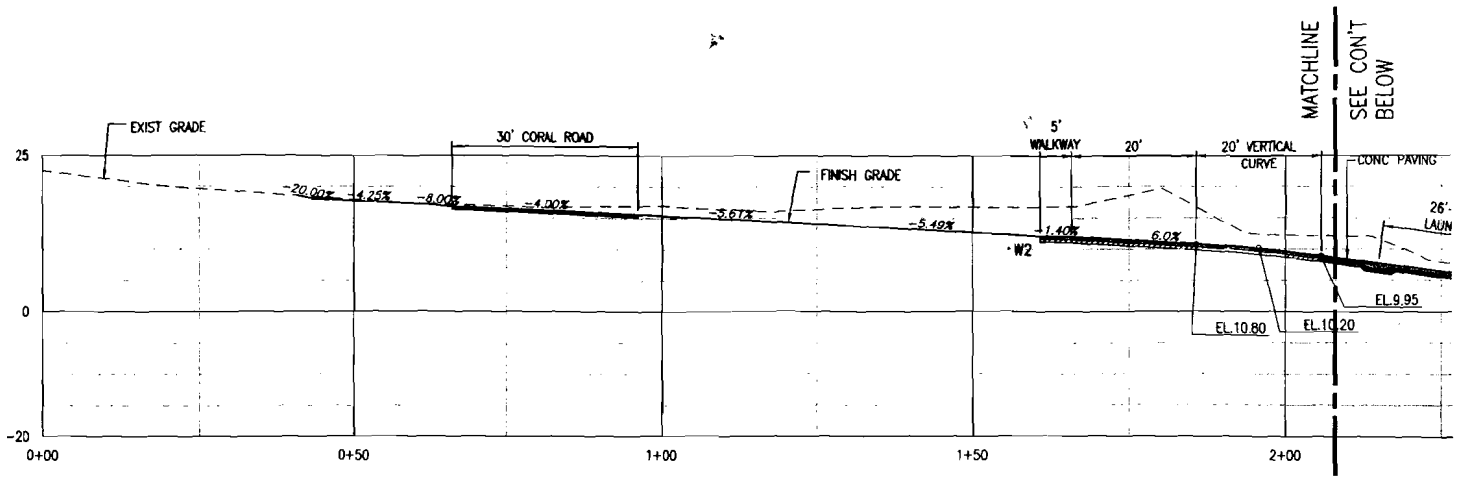
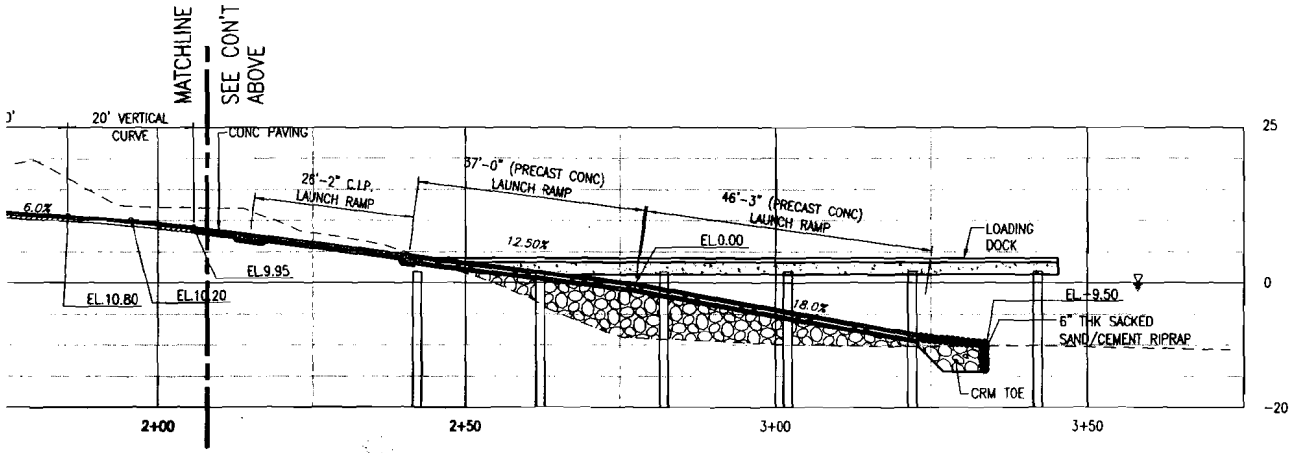
Figure 2
SITE PLAN
Department of Army Permit (404)
Kawaihae Small Boat Harbor (South) Improvements, Phase 1
July 2008





CROSS-SECTION – STA 0+00 TO END

SCALES: HORIZ. 1"=20'
VERT. 1"=20'

1" = 20'

0 20 40 60

SCALE FEET

M&E Pacific, Inc.

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Figure 3
CROSS-SECTION
Department of Army Permit (404)
Kawaihae Small Boat Harbor (South) Improvements, Phase 1
July 2008

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

KAWAIHAE SMALL BOAT HARBOR IMPROVEMENTS, PHASE 1

BLOCK 5. APPLICANT'S NAME
Edward R. Underwood
Administrator of DLNR, DBOR

BLOCK 6. APPLICANT'S ADDRESS
State of Hawai'i
Department of Land and Natural Resources
Division of Boating and Ocean Recreation
333 Queen Street, Suite 300
Honolulu, HI 96813

BLOCK 7. APPLICANT'S PHONE NUMBERS WITH AREA CODE
Telephone: (808) 587-1966
Facsimile: (808) 587-1977
Electronic Mail: Ed.R.Underwood@hawaii.gov

BLOCK 8. AUTHORIZED AGENT'S NAME AND TITLE
Mr. Martin Nakasone
Department Manager

BLOCK 9. AGENT'S ADDRESS
M & E Pacific, Inc
Davies Pacific Center
841 Bishop Street, Suite 1900
Honolulu, HI 96813

BLOCK 10. AGENT'S PHONE NUMBERS WITH AREA CODE
Telephone: (808) 529-7219
Facsimile: (808) 524-0246
Electronic Mail: Martin.Nakasone@m-e.aecom.com

BLOCK 12. PROJECT NAME OR TITLE
Kawaihae Small Boat Harbor Improvements, Phase 1
Kawaihae, Kohala, Island of Hawai'i, Hawai'i

BLOCK 13. NAME OF WATERBODY, IF KNOWN
Kawaihae Bay
Pacific Ocean

BLOCK 14. PROJECT STREET ADDRESS
N/A

BLOCK 15. LOCATION OF PROJECT
Kawaihae, Kohala, Island of Hawai'i, Hawai'i – vicinity and location maps for the project are included as **Figure 1**.

BLOCK 16. OTHER LOCATION DESCRIPTIONS, IF KNOWN
The Kawaihae Small Boat Harbor (SBH) is located on the northern portion of Kawaihae Bay, and occupies the southern section of a small in-filled peninsula that lies between the commercial Kawaihae Deep Draft Harbor (DDH) to the north and the County-operated Samuel M. Spencer Beach Park to the east.

BLOCK 17. DIRECTIONS TO THE SITE

Starting from the Kona International Airport, begin going east on Keahole Airport Road for approximately 0.5 miles. Turn left onto Queen Ka'ahumanu Highway (HI-19) and continue for 28.0 miles. Turn left onto Akoni Pule Highway (HI-270) and continue for 1.3 miles. Turn left into Pier 2.

BLOCK 18. NATURE OF ACTIVITY *(Description of project, include all features)*

The Kawaihae Small Boat Harbor (South) Improvements, Phase 1 will install basic harbor facilities and amenities to make the Kawaihae SBH (South) more accessible to light-draft boaters within the community. This phase of the project consists of the design and construction of a fixed concrete boat launch ramp with ADA access to one (1) of two (2) loading docks, a main floating dock with accessible pedestrian ramp and gangway, grading and drainage for vehicle and boat trailer parking areas, grading for the realignment of the vehicle access through the project site, a boat wash down area, a comfort station with an individual wastewater system and outdoor shower, water and electrical service installation to the comfort station, and other miscellaneous signage, site lighting, grading and drainage as required.

This project proposes to construct a 45-foot wide, concrete three-lane boat launch ramp with loading docks on both sides of the ramp. The boat launch ramp will be designed with an adequate maneuvering area to allow boaters to easily align the boat and trailer to enter the water parallel to the loading docks. The dimensions and sloping of the boat ramp will be sufficient to easily launch boats of various sizes.

A portion of the concrete boat launch ramp will be installed under water to provide proper ramp slopes to facilitate the easy and convenient boat launching of a variety of light-draft vessels from typically used boat trailers. The toe of the boat ramp will be protected from erosion and scouring by a CRM edge with a 6-inch thick sacked sand/cement riprap cover. The submerged portion of the concrete boat ramp will be pre-cast while the remaining portion of the concrete boat ramp may be pre-cast or cast-in-place concrete. The boat ramp will be supported by grouted boulder fill, consisting of boulders between 1 and 3 feet in maximum dimension and sacked sand/concrete riprap.

The two loading docks located on either side of the boat launch ramp will be designed to allow for easy passenger loading into the light-draft vessels. One loading dock will be accessible, and both loading docks will be 5-feet wide, which is sufficient to service commercial boats as well as personal recreational boats. The loading docks will be installed at a top elevation of 4.0 feet mllw[1]. These concrete loading docks will be raised over the harbor water surface, and supported by concrete piles below the dock platform. The piles may be driven from both land-side and from the harbor-side via a pile driver mounted on a barge.

An approximately 550-foot long, 8-foot wide main floating dock will be constructed parallel to and along the existing rock revetment, and will float atop the harbor water surface. The top of the floating dock will float approximately 2 feet above the harbor water level to provide for appropriate freeboard. The floating dock will be connected to concrete piles installed *mauka* (land-side) of the floating dock and along the existing revetment. A portion of the piles will be submerged underwater, and will be installed from the land-side. The concrete pile connection will be designed to minimize the lateral movement of the floating dock, while allowing the floating dock to move up and down with tidal fluctuations. A portion of the piles will be submerged underwater, and will be installed from the land-side. The floating dock will be accessible and will be designed to accommodate the future installation of finger piers and utility services (water and electric service) along the floating dock.

[1] Depths and elevations within this report are referenced to the mean lower low water (mllw) datum, unless otherwise specified.

For this phase of the project, mooring blocks with buoys will be provided along the length of the floating dock to provide berthing stalls for approximately 30 light-draft vessels. The mooring blocks will be placed along the harbor floor and connected to a chain and buoy to allow harbor users to berth their vessels in a "Tahitian" mooring style. The mooring blocks will eventually be used in conjunction with the permanent finger piers to be installed during a future phase of the project.

Observation and an evaluation of the existing revetment in July 2007 indicated that a portion of the existing rock revetment was disturbed from its original position, due in part to typical settling and in part to a 6.7-magnitude earthquake that occurred in October 2006, approximately 20 miles to the southwest of the Kawaihae SBH (South). Portions of the existing revetment on either side of the proposed boat launch ramp will be stabilized as part of the construction to correct some of the observed boulder displacement. Stray boulders along the toe of the revetment will be repositioned back into place as necessary. This stabilization work will help to protect the boat ramp, loading docks, and accessible pedestrian ramp from significant damage should another earthquake event occur, and will help to prevent future maintenance problems along this portion of the revetment.

Areas for vehicular parking and boat trailer parking will be constructed as part of this project phase. A graded gravel area for vehicular parking and a paved accessible parking stall will be provided near the proposed comfort station. Boat trailer parking near the boat ramp will consist of a graded gravel area and a paved accessible boat trailer parking. Fully-paved vehicular and trailer parking will be constructed during a future phase of the Kawaihae SBH (South) Improvement Project.

A boat wash down area will be provided in this project phase as requested by harbor users. Two (2) double-spigot pedestal stands will be provided to allow for four (4) wash down connections. This proposed wash down area may be relocated when the permanent wash down facility is constructed under a future phase of the project. An accessible wash down station will be provided.

Harbor users have requested that a water source be provided to allow users to wash down larger boats without removing them from the water. Therefore, several stand-alone water spigots will be provided periodically along the top of the revetment to allow users to connect their washdown hoses. These proposed spigots will serve as temporary water sources until permanent water service lines to the floating dock are provided under a future phase of the project.

An accessible comfort station will be constructed as part of this project phase. The comfort station will be well ventilated, use low maintenance finishes, and will include an outdoor rinsing shower. There are no existing sewer utilities or sewer connections within the project area; therefore, wastewater from the comfort station will be disposed of via an individual wastewater system (IWS). The IWS will be comprised of a septic tank, distribution system, and an absorption bed (leachfield). Non-degradable or slowly degradable material will be stored in a single large septic tank while wastewater supernatant is disposed of via the leachfield.

Site lighting will be provided at the boat launch ramp and at the pedestrian access ramps to the floating dock. Lighting along the floating dock will be provided in a future phase of the project. Appropriate security lighting will be provided within and around the comfort station.

Additional facilities to be constructed in this phase will include an accessible floating dock and gangway, an accessible loading dock, and accessible routes connecting other accessible areas.

The proposed facilities will conflict with the existing vehicle access through the project site. Therefore, in order to maintain through access along this portion of the Kawaihae SBH

(South), the existing access road will be realigned to direct traffic *mauka* of the proposed facilities. The proposed realignment will be constructed of compacted crushed coral and will provide easy access to the boat launch ramp, parking areas, and boat wash down area. It will also remove the vehicular traffic from the main pedestrian access routes. A paved through access road will be provided under a future phase of the project.

Construction of the proposed facilities will include the clearing and grubbing of the project area and site grading activities. The Contractor will be instructed to conduct the clearing and disposal of the cleared and excavated materials appropriately, as per the applicable Federal, State and County regulations. Demolition of hazardous materials is not anticipated at this project site.

BLOCK 19. PROJECT PURPOSE *(Describe the reason or purpose of the project)*

An existing small boat harbor (SBH) located at the mouth (north side) of the Kawaihae Deep-draft Harbor (DDH) is currently being used by the Kawaihae light-draft Boating Community. This SBH is insufficient for complete operations of light-draft vessels. In its current condition, only manually-propelled water vessels and small powerboats are capable of using the small boat harbor due to the shallow basin depth and limited maneuvering room. The recent increase in use of the DDH and interference of the small boats with large commercial vessels necessitates the termination of the existing SBH operations. The State of Hawai'i, Department of Land and Natural Resources (DLNR) is proposing to improve and develop the existing Kawaihae SBH (South) to service light-draft watercraft operations in the tributary area and to remove them from the commercial boat traffic. This project will install a portion of the planned facilities; full build-out will be completed in future phase(s) of this project. Construction for this project is tentatively scheduled to begin in June 2009.

BLOCK 20. REASONS FOR DISCHARGE

The proposed discharge activity involves the installation of precast concrete structures and piles, grouted rip rap, geotextile, concrete mooring blocks with chains and buoys, the installation of a floating dock assembly and various materials associated with Best Management Practices (BMPs). The purpose of the discharge activity is a consequence of the Kawaihae SBH (South) Phase 1 Improvements to provide a boat launch ramp, floating dock, and loading docks at the small boat harbor.

The proposed improvements will produce the following types of discharge:

1) Construction vehicles/equipment;
2) On-site stormwater runoff associated with construction activities;
3) Materials associated with BMPs;
4) Boat launch ramp support (grouted boulder fill and geotextile);
5) Loading dock supports (concrete piles); and
6) Harbor improvements (boat launch ramp and mooring blocks).

The potential for adverse impacts due to these discharge types will be controlled and mitigated through the use of BMPs and appropriate construction methods. Dust will be controlled with the use of dust screens and periodic watering.

Runoff characteristics of the site will be temporarily altered from the existing condition due to clearing and grading activities, in addition to use of construction equipment and establishment of a material storage area. Soil loss and typical pollutants in runoff originating from construction vehicles and equipment and material storage will be controlled through gravel berms, silt fences, sandbags, mulching, turbidity barriers and general good construction house keeping methods.

Materials associated with BMPs include sandbags and turbidity barriers (boom floats with silt curtains and anchoring ballasts). These materials will be temporary and removed upon completion of the project.

The boat launch ramp will be supported with grouted boulder fill, consisting of boulders between 1 and 3 feet in maximum dimension and grout installed via the tremie method. Prior to backfilling, the subgrade will be lined with a layer of filter fabric to ensure the containment of the boulder fill.

A portion of the boat launch ramp will be placed in the water to provide smooth entrance into and exit from the harbors water. Improvements also include installation of 30 mooring blocks along the floating dock, each with a concrete block anchor, buoy chain and plastic buoy.

BLOCK 21. TYPES OF MATERIAL BEING DISCHARGED AND THE AMOUNT OF EACH TYPE IN CUBIC YARDS

The following discharge quantities are rough estimates for permitting purposes, which are based upon best available information:

Table 1: Types of Material Being Discharged and the Amount of Each Type

Discharge Source	Composition	Estimated Quantity	Duration
On-site Stormwater Runoff Associated with Construction Activities	May include silt, dust, debris and marginal petroleum products from construction equipment	5.3 cubic feet per second	Project duration (approx. 12 months)
Material Associated with Best Management Practices	Turbidity Barriers	1,550 linear feet	Project duration (approx. 12 months)
Boat Launch Ramp Supports	Grouted boulder fill consisting of boulders between 1 and 3 feet in diameter	1,550 cubic feet	Indefinitely
	Geotextile	9,000 square feet	Indefinitely
Loading Dock/Floating Dock Supports	Concrete Piles	2,100 linear feet	Indefinitely
Harbor Improvements	Reinforced concrete boat launch ramp	720 cubic yards	Indefinitely
	Mooring blocks consisting of concrete blocks with chains and plastic buoys	30 blocks	Indefinitely

BLOCK 22. SURFACE AREA IN ACRES OF WETLANDS OR OTHER WATERS FILLED

The concrete boat launch ramp will be installed under water to provide proper ramp slopes to facilitate the easy and convenient boat launching. The boat ramp will be supported by grouted boulder fill with sacked sand/cement riprap. The surface area of the boat launch ramp portion which will be installed under water is approximately 4,200 square feet.

BLOCK 23. IS ANY PORTION OF THE WORK ALREADY COMPLETED?

[ ] YES [X] NO

BLOCK 24. ADDRESSES OF ADJOINING PROPERTY OWNERS, LESSEES, ETC WHOSE PROPERTY ADJOINS THE WATERBODY

Table 2: Addresses of Adjoining Property Owners, Lessees, etc., Whose Property Adjoins the Waterbody and Lies Within 500 Feet of the Site.

	Property	Owner	Parcel TMK No.	Mailing Address
1)	*Kawaihae Military Reservation*	*Department of the Army*	*6-1-003: Por. 022*	*U.S. Army, Pacific Fort Shafter, HI 96858*
2)	---	*Matson Navigation Co. Inc.*	*6-1-003: Por. 052*	*555 12th St. #700 Oakland, CA 94607*
3)	---	*Brewer Chemical Corp.*	*6-1-003: Por. 047*	*C/O BEI Hawaii 311 Pacific St. Honolulu, HI 96817*
4)	*Halau Kukui Aquatics Center*	*YMCA*	*n/a*	*65-1298A Kawaihae Road Kamuela, HI 96743-8404*
5)	*Pua Ka 'Ilima O Kawaihae Cultural Surf Park*	*Mr. Billy Mitchell, President*	*n/a*	*P.O. Box 1725 Kamuela, HI 96743*

BLOCK 25. LIST OF OTHER CERTIFICATIONS OR APPROVALS/DENIALS RECEIVED FROM OTHER FEDERAL, STATE, OR LOCAL AGENCIES FOR WORK DESCRIBED IN THIS APPLICATION

Table 3: Other Certifications or Approvals/Denials Received from Other Federal, State or Local Agencies for Work Described In This Application

	AGENCY	TYPE APPROVAL	ID NUMBER	DATE APPLIED	DATE APPROVED or DENIED
1)	State Department of Health	NPDES Notice of Intent Form C	*Not Available*	July 2008	*Pending*
2)	State Department of Health	Section 401 Water Quality Certification	*Not Available*	July 2008	*Pending*
3)	State of Hawai'i Office of Planning	Hawaii Coastal Zone Management (CZM) Program Federal Consistency Review	*Not Available*	July 2008	*Pending*

	AGENCY	TYPE APPROVAL	ID NUMBER	DATE APPLIED	DATE APPROVED or DENIED
4)	County of Hawaii Planning Department	Special Management Area (SMA) Use Permit	*Not Available*	July 2008	*Pending*
5)	County of Hawaii Planning Commission	Use Permit Application	*Not Available*	July 2008	*Pending*
6)	County of Hawaii Planning Department	Shoreline Setback Variance (SSV) Application	*Not Available*	July 2008	*Pending*

MITIGATION

What can you do to avoid or minimize adverse effects of your proposal on the environment? For instance, a project might be relocated to a non-aquatic site, the footprint of fill or dredging can be minimized to only that which is necessary to achieve project purpose, a project footprint might be moved within a site to avoid aquatic resources, and/or different construction methods could be used.

No foreseeable long-term adverse effects are anticipated as a result of the proposed project. The only expected efforts are short–term and construction related and will cease upon completion of the project. The mitigation measures for the environmental efforts are as follows.

The principle sources of air pollution associated with this project will be fugitive dust emissions resulting from grading activities. These effects are short-term in nature and will cease upon completion of the proposed projects. No long-term effects on air quality due to the operation of construction equipment or vehicles are anticipated as their presence and use will be temporary. Dust mitigative measures such as dust screens and water spraying shall be considered under the Best Management Practices during the construction phase.

The project will slightly modify the site's existing topography, however, the overall drainage pattern will be maintained, and any excess overland flow anticipated due to the site grading will be adequately addressed as per State and County requirements. Discharge of storm runoff into the harbor will be prevented through the use of on-shore and off-shore BMPs.

Stormwater runoff will increase with the installation of the proposed facilities, due to the site grading and on-shore paving structures. Excess runoff will be appropriately discharged to unpaved areas with high percolation rates. An insignificant increase in the ocean discharge is expected due to the increased paved areas and boat ramp installation. During construction, the necessary temporary erosion control measures will be used to control runoff.

Soil erosion will be prevented via appropriate BMPs and construction methods. Silt fences will be utilized at downstream areas of the site, open areas will be mulched immediately after clearing/grading, and a gravel header will be installed along the top of the rock revetment to help stabilize the soil.

The proposed comfort station will be constructed above the flood elevation and designed to allow water to flow through the facility to minimize damage due to flooding. Portions of the existing revetment will be reinforced, and the floating dock will be designed to minimize damage due to tsunami events.

Modifications to the project site will not affect the climate in the vicinity of the project areas. The proposed facility features will be designed and constructed according to current accepted regulations and practices to minimize damage during tropical storm, hurricane, or strong wind events.

The risk of lava hazards at this site is very low; therefore no mitigative measures are required.

Earthquakes are an ever-present threat, for both the short-term and the long-term, which can potentially devastate an area. The proposed project will comply with the current regulatory design standards. There are no practical mitigative measures currently available.

The light-draft vessels using the deep-draft harbor will be relocated to the improved SBH upon project completion; as a result, there will not be a large increase in the number of boats in the area. The limited size of the harbor and the current boating population within the area makes it unlikely that the anticipated additional boat traffic will impact either the endangered humpback whale or threatened green sea turtle population. No other endangered or protected species are within or in the vicinity of the project area. The National Oceanic & Atmospheric Administration (NOAA) National Marine Fisheries Service previously agreed with this option (Ref. 1994 EA), and has also been consulted

regarding the proposed project. Construction will be confined within the existing harbor breakwaters, and work within the water will take place along the existing revetment. No additional mitigative measures are necessary.

Construction activities will disrupt aesthetic qualities temporarily. Disruptions will be minor and short term and will result primarily from activities associated with the installation of the proposed improvements.