

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

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April 7, 1997

OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

To: Gary Gill, Director
Office of Environmental Quality Control

From: Kazu Hayashida *F. Y.*
Director of Transportation

Subject: FINAL ENVIRONMENTAL ASSESSMENT, LIHUE AIRPORT AHUKINI
ROAD REALIGNMENT AND GENERAL AVIATION SUBDIVISION,
TMK 4-3-5-01:10 AND TMK 4-3-7-02:PORTION OF 1

Having reviewed the comments received on the draft environmental assessment for the Lihue Airport Ahukini Road Realignment and General Aviation Subdivision, located at Lihue Airport, Forty-Fourth Judicial District, Kauai, TMK 4-3-5-01:10 and 4-3-7-02:portion of 01, during the thirty-day public review period which began on April 8, 1996, the Department of Transportation, Airports Division, has determined that this project will have no significant environmental effect and with this letter, issues a finding of no-significant impact. We request that you publish notice of this determination in the April 23, 1997 issue of the Environmental Notice.

Enclosed is a completed Bulletin publication form and four (4) copies of the final environmental assessment. Please contact Darell Young, Planning Engineer, at 838-8818 if there are any questions.

Enclosure: Final EA (4 Copies)
OEQC Bulletin Publication Form with diskette

47

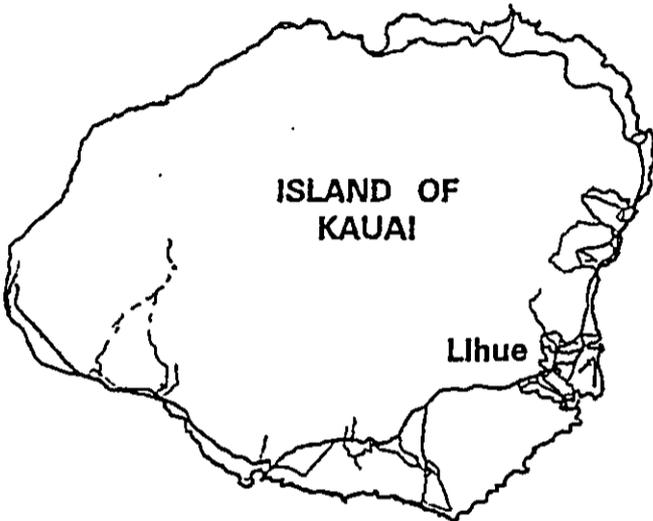
1997-04-23-KA-FAA-Lihue Airport

APR 23 1997

Ahukini Road Realignment & General Aviation Subdivision
LIHUE

FILE COPY

AIRPORT



**FINAL
ENVIRONMENTAL
ASSESSMENT AND
FINDING OF NO
SIGNIFICANT IMPACT**

**Ahukini Road Realignment
and
General Aviation Subdivision**



STATE OF HAWAII
Department of Transportation
AIRPORTS DIVISION

LIHUE AIRPORT
Ahukini Road Realignment
and
General Aviation Subdivision

Island of Kauai
Tax Map Keys: 4-3-5-01:10 and 4-3-7-02:portion of 01

FINAL ENVIRONMENTAL ASSESSMENT
AND
FINDING OF NO SIGNIFICANT IMPACT

Proposing Agency: **STATE OF HAWAII**
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819

Responsible Official: _____

Kazu Hayashida
Kazu Hayashida, Director
Department of Transportation
State of Hawaii

2/6/97

Date

March 1997

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Final EA

- C. 5 Year (CY 1991) Noise Exposure Map - Lihue Airport FAR Part 150 Noise Compatibility Program, Volume II, December 1989.

PREFACE

This final environmental assessment (EA) and Finding of No Significant Impact (FONSI) is prepared pursuant to Chapter 343, Hawaii Revised Statutes, and Title 11 (as amended), Chapter 200, Administrative Rules, Department of Health, State of Hawaii. The final EA and FONSI has been filed with the State Office of Environmental Quality Control following public review of the draft EA.

The proposed action assessed herein is the Ahukini Road Realignment and General Aviation Subdivision. The immediate intent of the action is to realign Ahukini Road to more efficiently use existing space, provide improvements to sewage, water, drainage, electrical and communications utilities systems, and site improvements (grading, utilities and access) to develop lease lots for general aviation subdivision.

SUMMARY

Ahukini Road Realignment and General Aviation Subdivision

Proposing Agency: State of Hawaii
Department of Transportation
Airports Division

EA Preparer: State of Hawaii
Department of Transportation
Airports Division

Project Location: Lihue Airport, Kauai, Hawaii

Ownership: State of Hawaii
Department of Transportation
Airports Division

Tax Map Keys: 4-3-5-01:10
4-3-7-02: portion of 01

Project Area: 60.8 acres

Existing Uses: Agriculture and light industrial (airport related)

Proposed Action: Realignment of the existing Ahukini Road within the project area and lease lot development, including demolition of existing structure, grading, paving and utility installation.

Impacts: No significant impact is anticipated to result from this project. Potential short term negative impacts, primarily construction related, are being mitigated by construction requirements. Potential long term negative impacts will be mitigated by project requirements or by specific design changes needed to address the issue.

1.1 BACKGROUND

Lihue Airport occupies 878 acres about 1.5 miles east of Lihue, on the southeast coast of the island of Kauai (Figure 1). The airport accommodates the major portion of aviation activities on the island, providing facilities for domestic overseas, interisland, commuter/air taxi, and general aviation activities. Airfield facilities include two runways, taxiways, aprons, navigational aids, helipads and a FAA airport traffic control tower. The airport also has a passenger terminal complex, an air cargo and airport support complex and general aviation facilities. Vehicular access to the airport is provided by Ahukini Road, which extends from Kapule Highway. The passenger terminal is served by a one-way loop roadway branching off Ahukini Road and encircling a public parking lot. The remaining facilities are serviced directly by Ahukini Road (Figure 2).

This Environmental Assessment is for the development of the General Aviation Subdivision. Improvements includes building, roadway and utility work.

1.2 PROPOSED ACTION/PURPOSE

The Department of Transportation, Airports Division is proposing to develop approximately 60.8 acres for the General Aviation Subdivision at Lihue Airport. The project consists of two major components - the Ahukini Road Realignment and the General Aviation (GA) Subdivision Development.

Ahukini Road Realignment

Approximately 2,500-foot of Ahukini Road will be realigned, starting from the interim heliport facility to the Kauai County Refuse Transfer Station (Figure 3). Grading, drainage, asphalt paving, lighting and landscaping are some of the type of work that will be done.

The road realignment will affect the existing FAA Remote Transmitter which is located within the new alignment. The remote transmitter, which is used for communications between the FAA Control Tower and aircraft, needs to be relocated. The new location will be between the existing runways, next to the Aircraft Rescue and Fire Fighting Fire Pit.

Roberts Hawaii and United Parcel Service (UPS) will also be affected by the road realignment. Roberts Hawaii, a tour bus

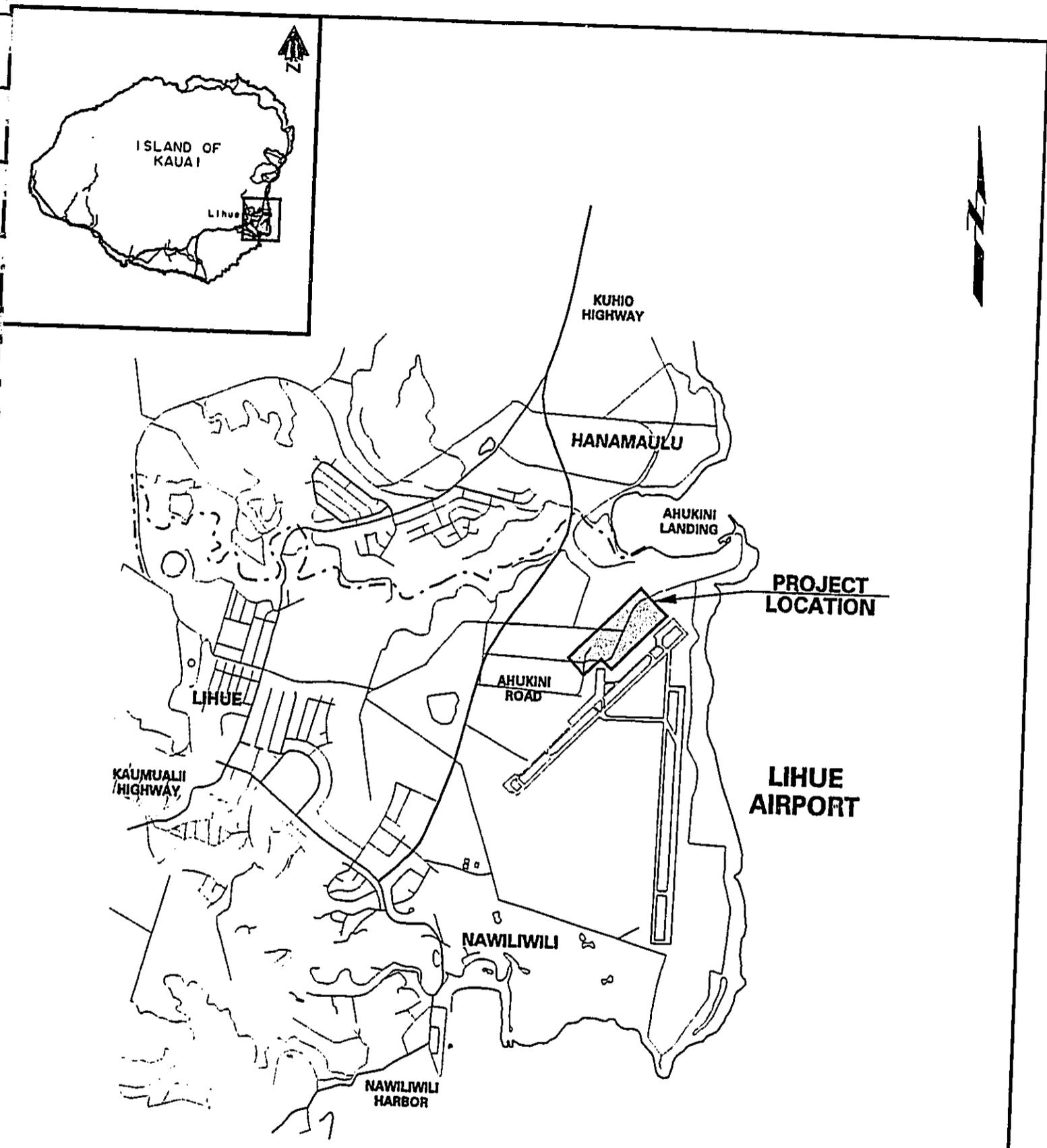
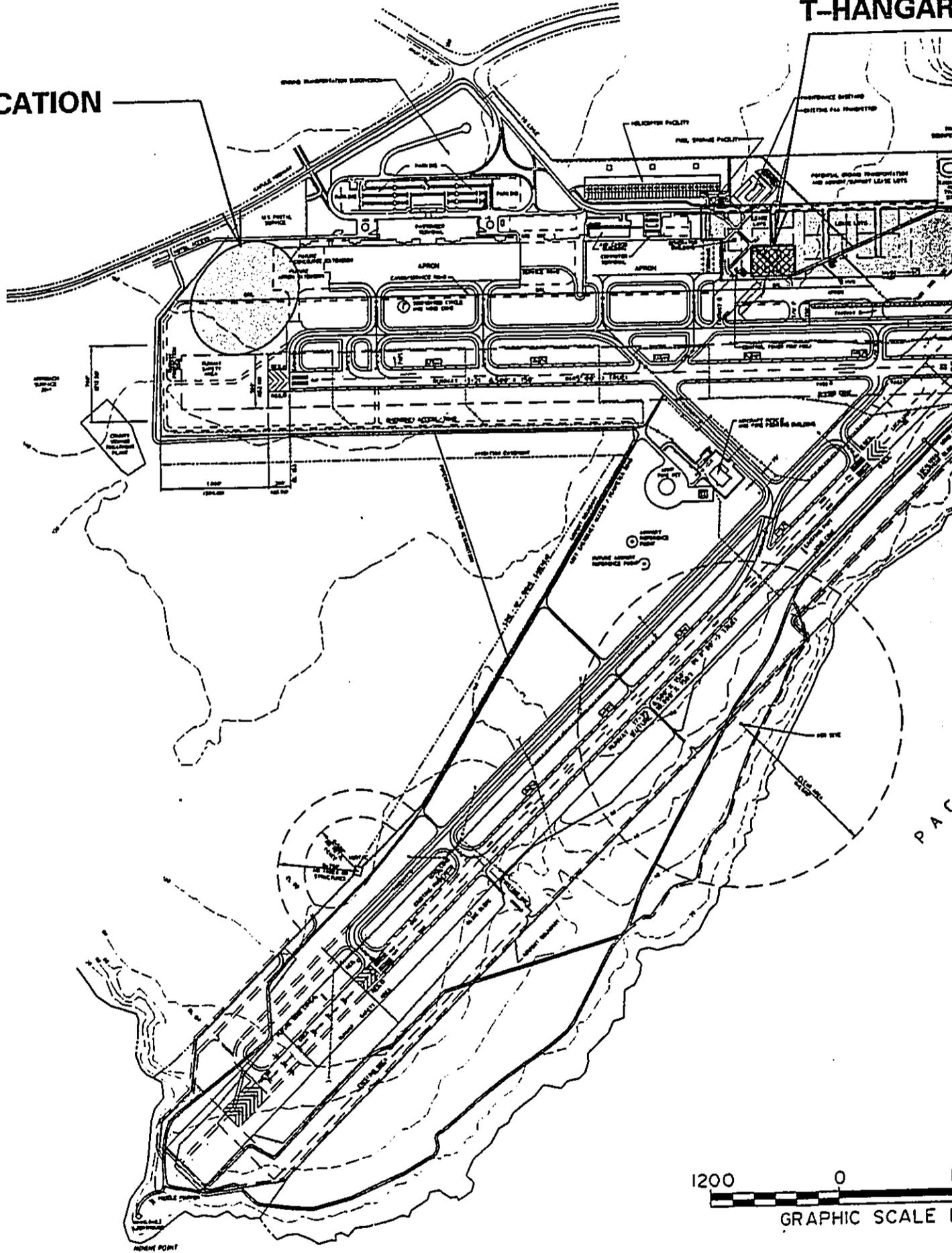


Figure 1
**PROJECT LOCATION
 AHUKINI ROAD REALIGNMENT
 AND GENERAL AVIATION SUBDIVISION
 LIHUE AIRPORT**
 28 Feb 1996

BORROW LOCATION

T-HANGAR



1200 0 1200
GRAPHIC SCALE IN FEET

T-HANGAR PROJECT (NIC)

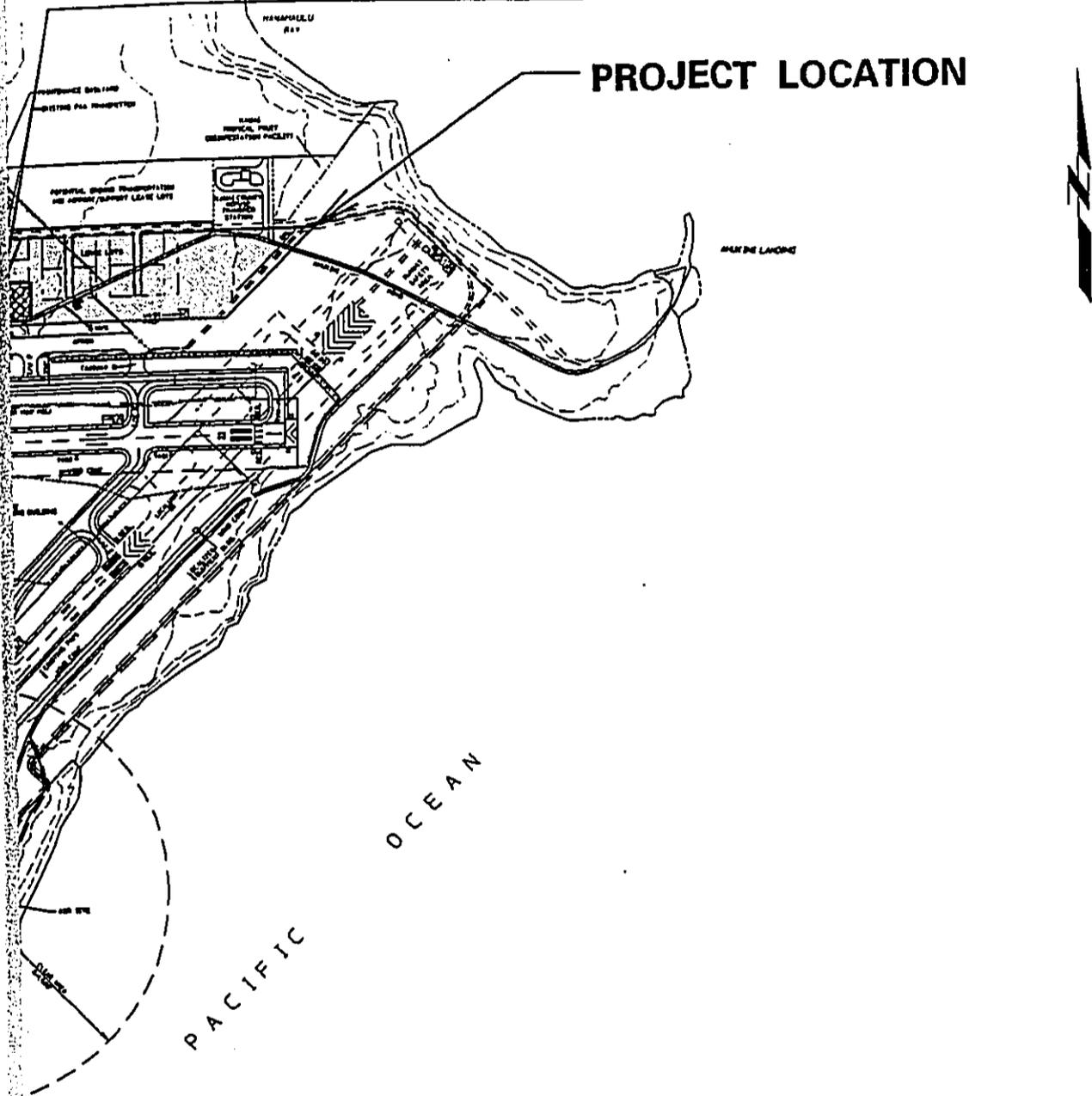


Figure 2
EXISTING CONDITIONS
LIHUE AIRPORT

28 Feb 1996

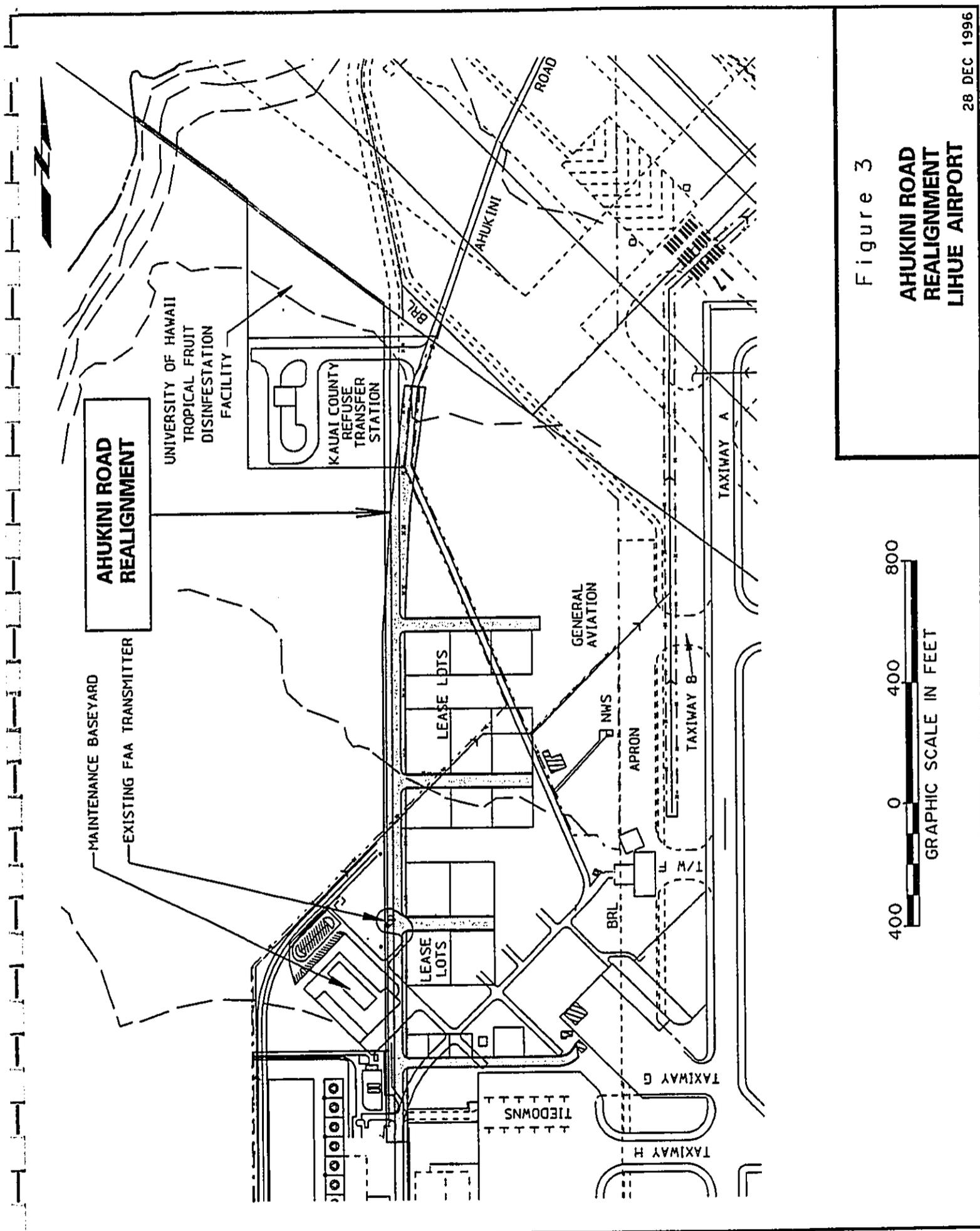


Figure 3
**AHUKINI ROAD
 REALIGNMENT
 LIHUE AIRPORT**

28 DEC 1996

Section 1

Project Description

company, will be displaced due to the new alignment of Ahukini Road. UPS, a parcel delivery service, will realign their portable building to avoid conflict with the road alignment.

Also located on the new road alignment is a concrete structure Lihue Plantation previously used to fumigate furniture. This building, currently not in use will be demolished for the new road alignment.

General Aviation Subdivision

Approximately 59.2 acres of land will be redeveloped into lease lots for the General Aviation Subdivision (Figure 4). Work includes demolition of existing structures, grading, asphalt paving and the installation of various utilities including water, drainage, power, sewage, communication and lighting.

The area will be subdivided into lease lots. Existing facilities, including buildings, used by Transhawaiian, Polynesian Adventure Tours, Kauai Island Tour, Rotorwing, Avis Rent-A-Car, Hertz Rent-A-Car, Budget Rent-A-Car, Air Kauai Helicopter Tours and Island Helicopters will be demolished. The FAA Control Tower, DOT Airports Generator Building, old Aircraft Rescue and Fire Fighting (ARFF) Building and National Weather Service facilities will not be demolished.

Utilities connections will be provided for each of the lease lots. Vehicular access to Ahukini Road will be provided by access roads.

Also being done is the replacement of T-Hangars damaged by Hurricane Iniki. Two T-Hangars with eighteen bays will replace the facilities destroyed by Iniki.

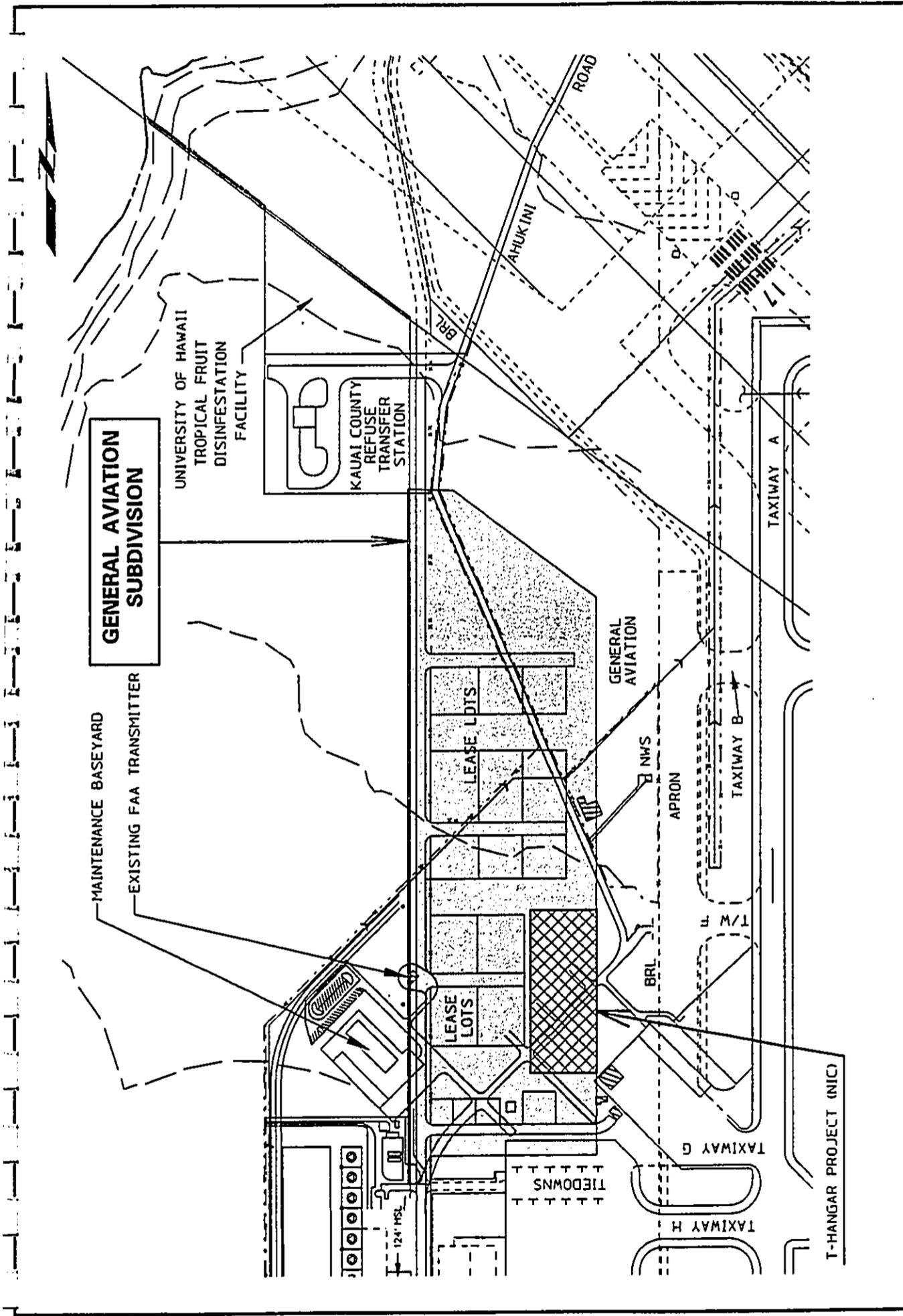


Figure 4
GENERAL AVIATION
SUBDIVISION
LIHUE AIRPORT

2.1 PHYSICAL ENVIRONMENT

Climate and Air Quality

The climate in Lihue is semi-tropical. Average temperatures ranges from 69 to 80 degrees fahrenheit. The average annual rainfall is approximately 41 inches per year. The average relative humidity at Lihue is 67% mid-afternoon and 81% early morning. Winds blow predominantly from the northeast at speeds of 11 to 14 miles per hour.

The State Department of Health, Clean Air Branch measures total suspended particulate matter 10 microns or less in diameter (PM-10) on a 24-hour basis. In 1993, the PM-10 varied from 7-41 micrograms/cubic meter with an average value of 16 micrograms/cubic meter, well below both State and Federal standards which are 50 micrograms/cubic meter on an average annual basis.

Geology and Topography

The island of Kauai is geologically the oldest island in the State of Hawaii. The island was formed by two major volcanic series, the Waimea Canyon and Koloa Volcanic Series.

The Lihue Airport site is located on the Koloa Volcanic Series, which covered the older Waimea Canyon Volcanic Series. The post-erosional lavas includes alkalic basalts, basanites and nephelinites.

Lihue Airport is on a plateau between Hanamaulu and Huleia Streams. Soils are uniform, with slopes of less than 8%.

Soil Type

The airport is located on soils that belongs to the Lihue-Puhi association. These are deep, nearly level to steep, well drained soils with fine to moderately fine textured subsoils.

Within the airport boundaries, the major soil types are Lihue silty clay, 0 to 8 percent slopes (LhB) and Lihue gravelly silty clay, 0 to 8 percent slopes (LIB). The soil type within the project site is LhB.

LhB has a surface layer which is dusty red silty clay about

12 inches thick. The subsoil, more than 48 inches thick, is dark red and dark reddish brown compact silty clay with a subangular blocky structure. The substratum is soft, weathered rock. The surface layer is strongly acid, with the subsoil being slightly acid to neutral. Permeability is moderately rapid, runoff is slow. The erosion hazard is no more than slight. Water capacity is about 1.5 inches per foot of soil. This soil is suitable for sugarcane, pasture, pineapple, truck crops, orchards, wildlife habitat and homesites.

Hydrology

The Airport is not located on a major drainage course, or on an aquifer recharge area or over an aquifer used for domestic water supply. The groundwater in the vicinity of the Airport is brackish.

The coastal waters in the airport area are designated Class A by the State of Hawaii, Department of Health Administrative Rules, Chapter 54, Water Quality Standards. Under this classification, water quality is protected for recreational and aesthetics uses.

Flora

Currently, the project area is either under intense sugarcane cultivation or industrial uses related to the airport. These uses have reduced the presence of native (endemic) vegetation. Also, the introduction of nonnative (exotic) vegetation, feral animals and herbicides used for sugarcane cultivation has had a detrimental affect on native vegetation.

Previous surveys have observed the following endemic species in the Lihue Airport area: Hawaiian koa, kukui, tree fern, ti, staghorn fern, hau and sandalwood.

Exotic species includes: Klu, spiny amaranth, Japanese tea, radiate fingergrass, philipiliula, bermuda grass, demanthus, lantana, eroa, sensitive plant, guinea grass, para grass, hilo grass, guava, rhodomyrtus, thimbleberry, bristly foxtail, natal red top, hilaloa and cocklebur.

No rare or endangered plant species where found within the project area.

Fauna

The Lihue Airport area does provide habitats for a variety of mammals, including the Black rat, Hawaiian rat, House mouse and Feral Cat.

The Hawaiian Hoary Bat is the only endemic mammal found on Kauai. It has been seen in the vicinity of Hanamaulu Stream, approximately 3000 feet from the project site.

Four endangered bird species were previously observed within a five mile radius of the project site: Koloa Duck, Hawaiian Coot, Hawaiian Gallinule and Hawaiian Stilt. Also, the Newell's Shearwaters, a treated bird species, has been documented traversing through the project area.

However, there are no known endangered or threatened species of fauna inhabiting the Lihue Airport project site.

Natural Hazard

The project site is located within Zone X of the Federal Emergency Management Agency Flood Insurance Rate Map. Zone X are areas outside of the 500 year flood plain. The project site is also outside of the tsunami evacuation zone.

2.2 SOCIO-ECONOMIC ENVIRONMENT

Recreation and Lifestyle

At the end of Ahukini Road is the Ahukini Recreation Pier State Park. The park is popular with local anglers and has a launch ramp for small boats. Ahukini Road provides the only road access to this park.

Archaeological/Historical Resources

Previous archaeological survey found no site of historical or cultural significant. Given that the area has been extensively developed for sugar cane cultivation and light industrial purpose, it is unlikely that significant sites located in the project area are not severely disturbed.

Visual Quality

In the 1976 Lihue Development Plan, Ahukini Road is listed as a "major path", a "circulation corridor which provides both physical and visual access throughout the immediate community and to several or more district".

Noise

Noise has always been a concern at Lihue Airport. Aircraft noise levels are below 55 Ldn at the nearby towns of Kupolo and Nawiliwili.

The Department of Transportation, Airports Division completed a Noise Compatibility Program which incorporates the planned extension of Runway 17-35. Based on Federal Aviation Regulations Part 150 - Noise Compatibility Planning, several incompatibilities were identified. One is a single-family residence at the end of Runway 3-21 at Ahukini Landing. Another is the Westin Kauai Lagoons Resorts (Kauai Lagoon Resort). A noise easement is currently being acquired as a condition of the land use approval for resort use. The last is the Radio Announcer's Booth at Vidinha Stadium. Because the booth is naturally ventilated, aircraft noise is audible during radio broadcasts of sports events.

The majority of the above noise is generated from interisland jet aircraft operation. Because no increases in interisland jet operations is anticipated to result from this project, the noise impact should be minimal.

Solid Waste Disposal

Solid waste disposal in the Lihue area is done by the County of Kauai and Kauai Refuse Company, a private contractor. The Kauai County Refuse Transfer Station is located near the end of project site along Ahukini Road. This facility accepts domestic solid waste from both county and private vehicles. This refuse is then compacted and transported to Kekaha landfill.

3.1 State Land Use Districts

The majority of the project site is classified as "Urban", with the remaining portion classified as "Agriculture" (Figure 5). Allowable uses of land classified as "Agriculture" includes roadway and utility work. While the project scope falls within this classification, reclassification to "Urban" is needed prior to further development of the affected area.

3.2 County General Plan

Lihue Airport, including the project site, is classified as Public Facility (PF) on the County General Plan (Figure 6). Land designated as "PF" are those publicly owned or intended to be publicly owned or operated.

3.3 Lihue Development Plan

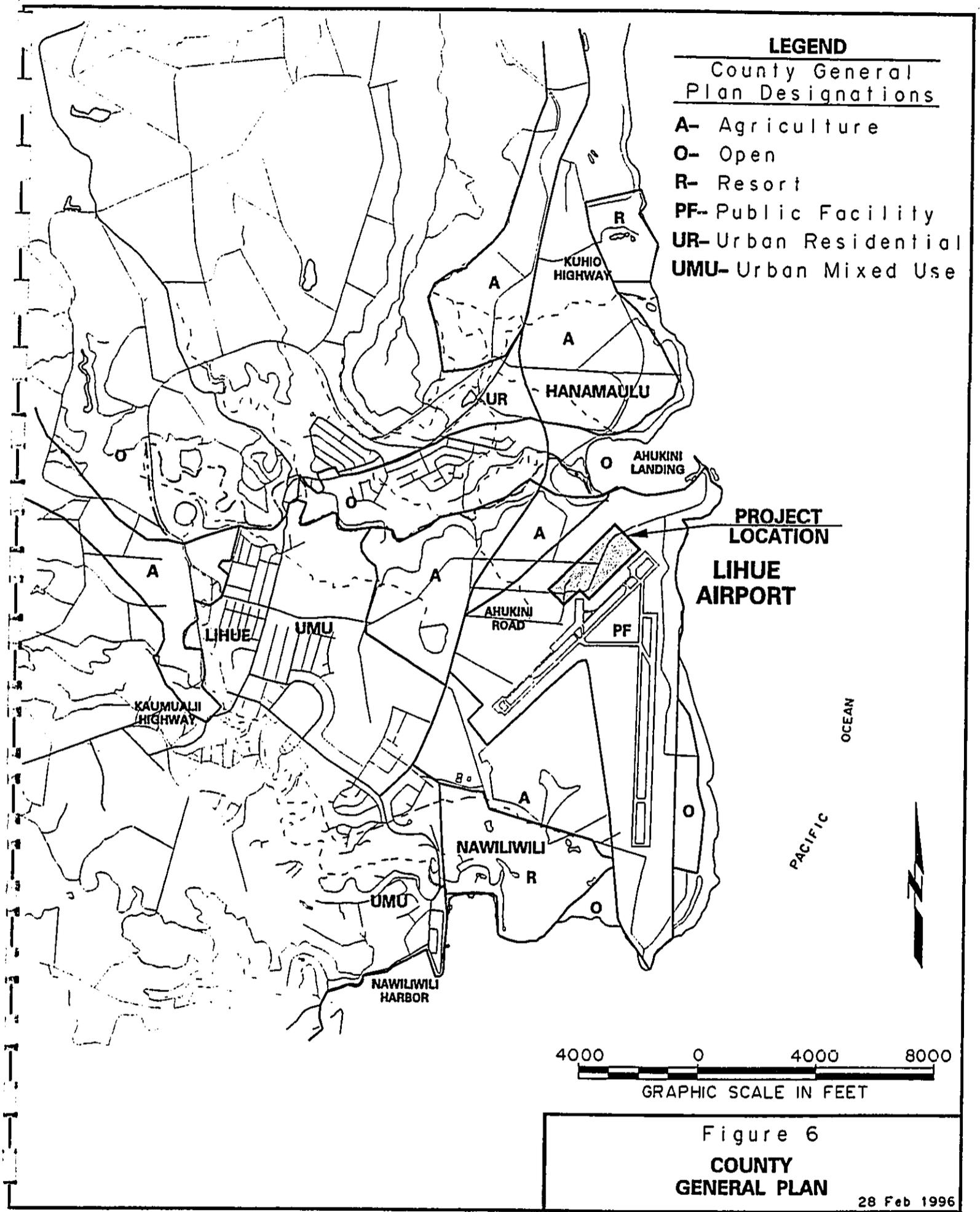
The Lihue Development Plan establish long range designations for various land use. The purpose is to provide organized and better detailed development goals and objective. Lihue Airport, including the project site, is designated as "Public" lands (Figure 7).

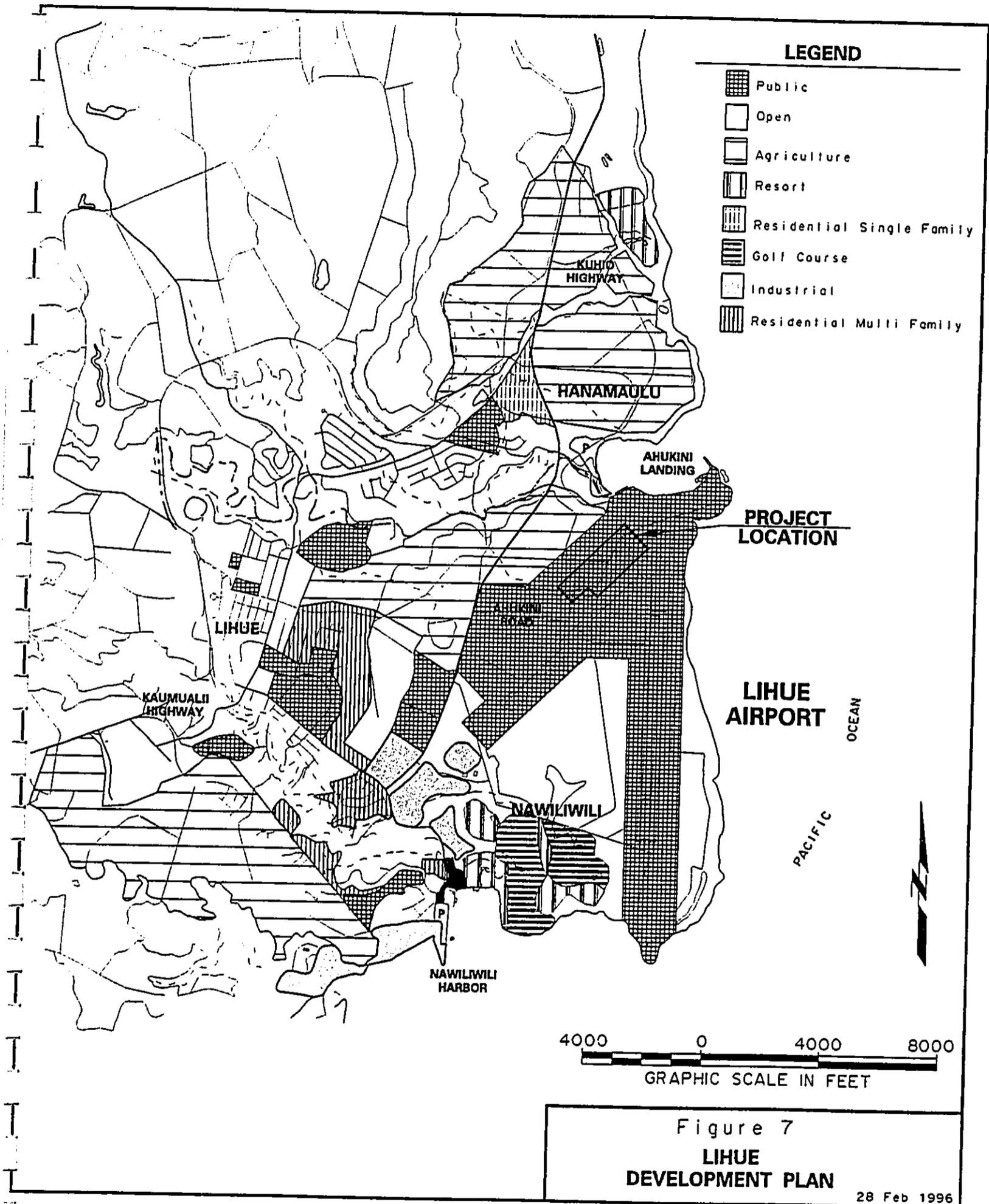
3.4 County Zoning

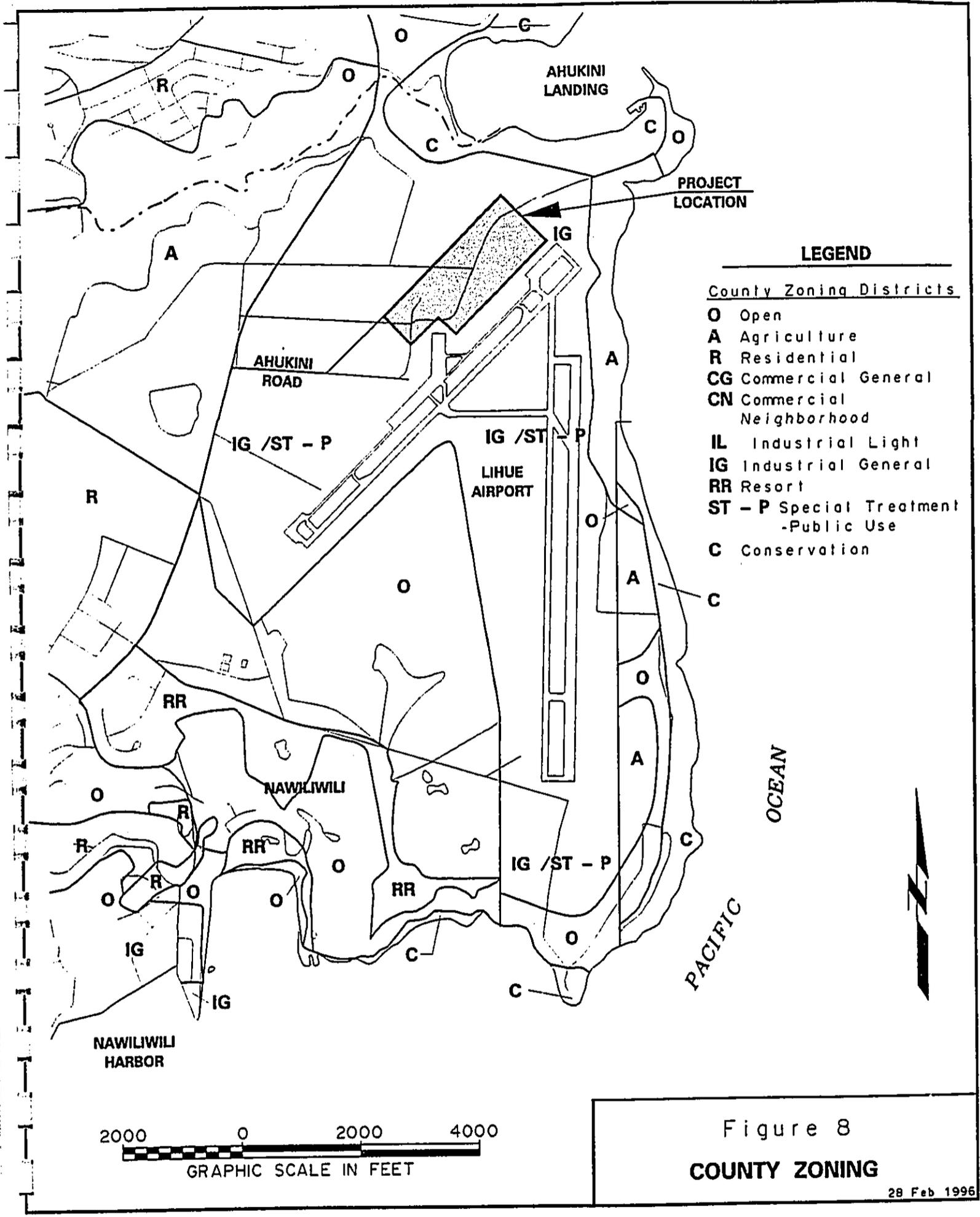
County of Kauai's zoning ordinance, the Comprehensive Zoning Ordinance, regulates type, size siting and uses of structures within several zoning categories. Lihue Airport, including the project site, is designated as "IG/ST-P", general industrial and public use land (Figure 8).

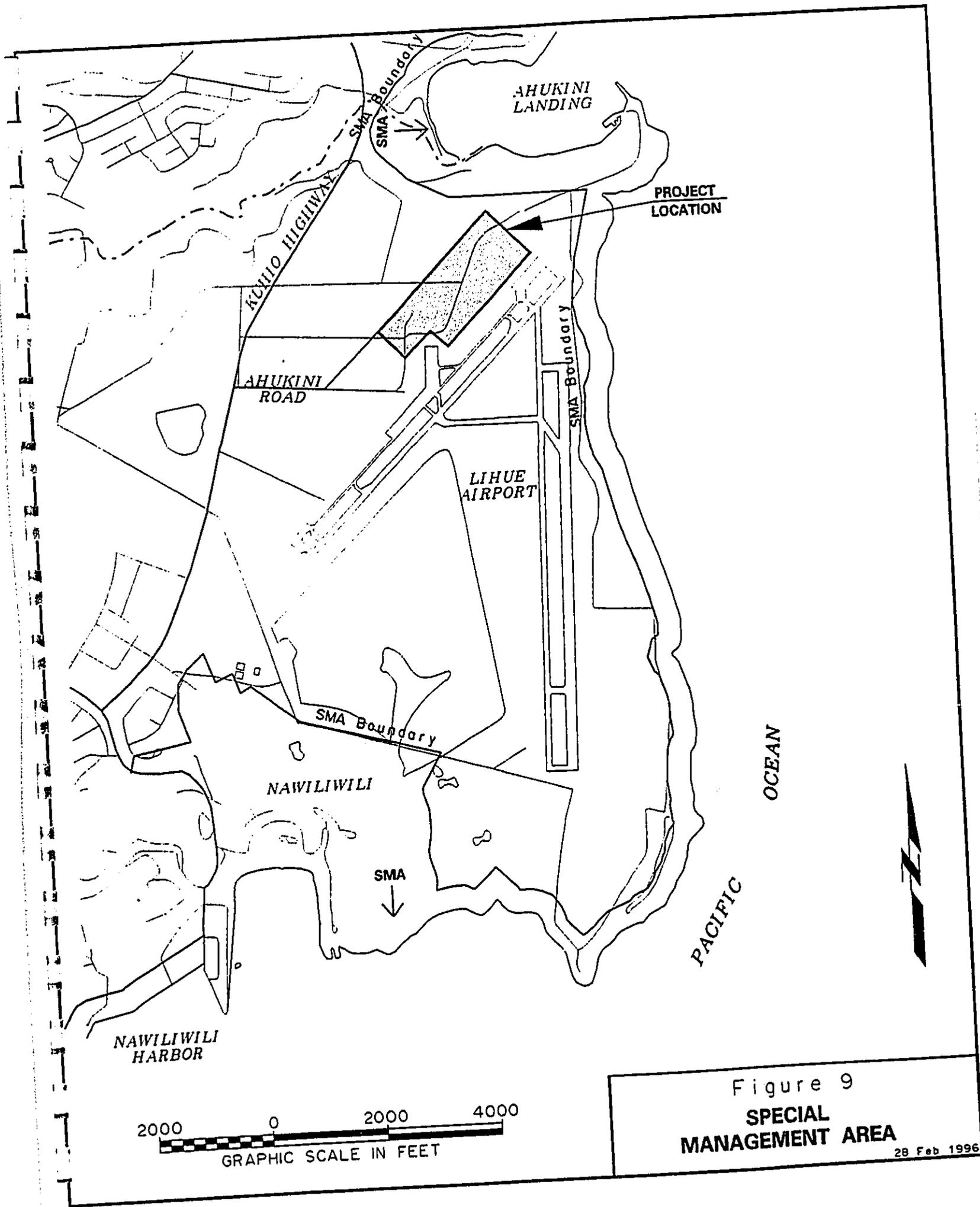
3.5 Special Management Area

While a portion of Lihue Airport is located within the Special Management Area (SMA) boundaries as established in the State Coastal Zone Management Law (Hawaii Revised Statutes 205A), the project site is outside these boundaries (Figure 9).









4.1 SHORT TERM IMPACTS

Water Quality

Clearing and grading of the project site may cause erosion and runoff. This could affect the coastal waters by the airport. 800,000 cubic yards of material will be moved from the borrow area southwest of the terminal to the project area. Best Management Practices for erosion control will be used at both sites.

All work shall be done in compliance with applicable State and County regulations in order to minimize offshore runoff. Best Management Practices will be a requirement of the construction contract. An erosion control plan will be submitted to Kauai county prior to commencing grading. Also, all graded areas will be paved or sodded at the earliest possible moment to prevent erosion.

Air Quality

Air quality is expected to temporarily decrease due to construction activities. Dust will be generated during construction, especially during grading operations. Compliance with the State of Hawaii Department of Health regulations relating to general construction activities, such as spraying water on exposed ground area and equipment, will be used to minimize the dust problem. Graded areas will also be paved or sodded at the earliest possible moment in order to avoid dust problems.

Increased vehicle emission is anticipated during construction. Construction equipment and vehicles used during construction will generate engine exhaust. Also, traffic delays related to construction could generate additional emission. If the standards are approached, consideration will be given to doing the bulk of the earth moving during non-peak airport hours.

Solid Waste Management Control

During construction, all grub material, demolition waste and construction waste generated by the project shall be disposed of in compliance with all applicable rules and regulations.

Noise

Noise levels in the vicinity of the project site will increase due to the operation of heavy construction equipment. However, increased noise generated is normally confined within the airport boundaries and masked by normal aircraft operations. Also, no night work will be allowed for the project.

Flora and Fauna

The project site is currently being used for airport related activities or sugar cane cultivation. No rare or endangered plant species and/or native ecosystems have been identified at the project site.

As stated earlier, typical fauna found on the project site consists of species commonly found on Kauai. Development of the project site, currently being used for sugar cane cultivation and airport related activities, will not disturb any habitats used by endangered waterfowls or mammals.

Traffic

Trucks, heavy equipment and other vehicles will be using existing roads during construction. Increased traffic is anticipated during construction. While delays are expected, it is not expected to be significant. If necessary, flagmen and/or off-duty police officers will be employed to control traffic during construction.

Recreational and Lifestyle

Access to Ahukini Recreation Pier State Park will be maintained during construction. Delays to users access of the park are expected during construction. However, as stated above, these delays are not expected to be significant.

Archaeological/Historical Resources

Given that the project site has been extensively modified from both light industrial use and sugar cane cultivation, it is unlikely that any historical or cultural significant sites remains undisturbed. However, in the event that construction activities uncover such a site, construction will be halted and the State Historical Preservation Office will be contacted for

assistance.

Economic, Business and Employment

The development of the General Aviation Subdivision will affect the following businesses: Transhawaiian, Polynesian Adventure Tours, Kauai Island Tour, Avis Rent-A-Car, Hertz Rent-A-Car, Budget Rent-A-Car, Air Kauai Helicopter Tours and Island Helicopters. Their existing 30-days revocable lease will be terminated. Additional costs to these businesses will be incurred from relocation costs.

A positive short term economic impact will result from the construction of this project. Employment for local construction workers will be available. Also, purchases of material and supplies needed for this project will occur.

Public Safety

During construction, measures to ensure public safety will be undertaken. Signs and barricades will be employed to secure the project site. This may result in inconvenience to pedestrian at the project areas. If needed, off-duty police officers or flagmen will be employed to safely control traffic.

During non-working hours (nights, weekends and holidays), open excavated areas will be secured and covered. Signs, signals or other safety equipment will be provided to protect the public from any accidents on the project site.

Environmental Issues

Eight underground storage tanks (UST), two cesspools and nine sumps and dry wells are located on the project site (Figure 10).

The UST and associated dispensing systems are scheduled for removal and disposal. The UST and associated dispensing system will be emptied of all residual products and purged of all flammable gasses prior to removal. The UST will be cleaned on-site prior to disposal. Proper containment measures will be used during tank cleaning to prevent runoff of any tank sludge or rinsate. After removal, the work area will be backfilled and compacted. All applicable Federal, State and County rules and regulations will be followed during the excavation, removal and

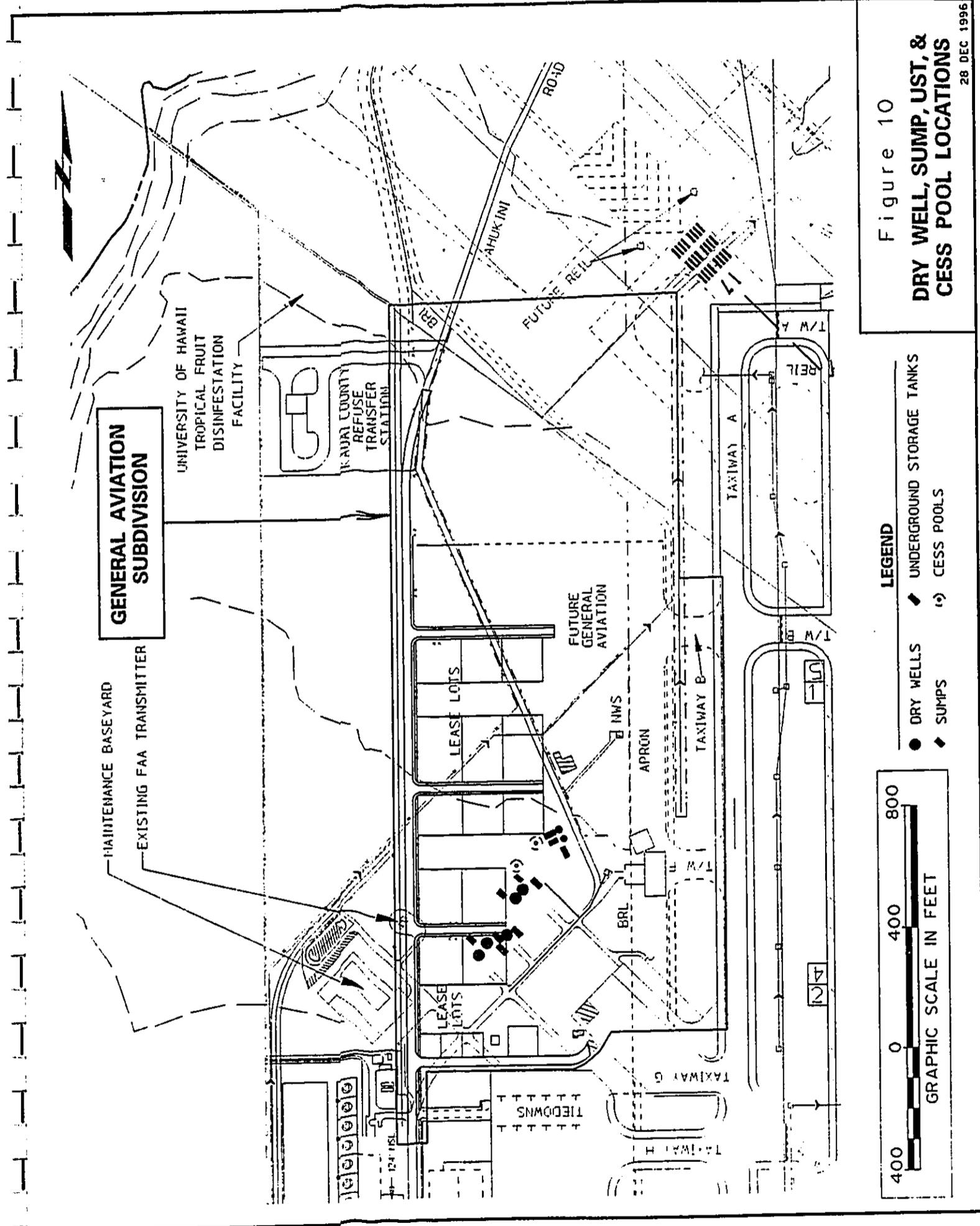


Figure 10
**DRY WELL, SUMP, UST, &
 CESS POOL LOCATIONS**
 28 DEC 1996

disposal of the UST.

The cesspools, dry wells and sumps will be closed. All applicable Federal, State and County rules and regulations will be followed during the closure of these cesspools, drywells and sumps.

An environmental survey will be conducted prior to construction. This survey will include (but not limited to) soil borings and investigation for hazardous/toxic material including asbestos and PCB. Also included is the survey of the abandoned concrete structure previously used to fumigate furniture. Any hazardous/toxic material detected shall be remediated in accordance to all applicable Federal, State and County rules and regulations.

During construction, any hazardous/toxic material detected shall be remediated in accordance to all applicable rules and regulations of the Federal, State and County.

4.2 LONG TERM IMPACTS

Water Quality

The long term effect of this project on water quality is expected to be negligible. Because the project will increase the amount of impervious surfaces, four oil/water separators will be installed at various locations within the project (Figure 11). The oil/water separators will intercept contaminants, such as grease and oil, prior to it entering the drainage system.

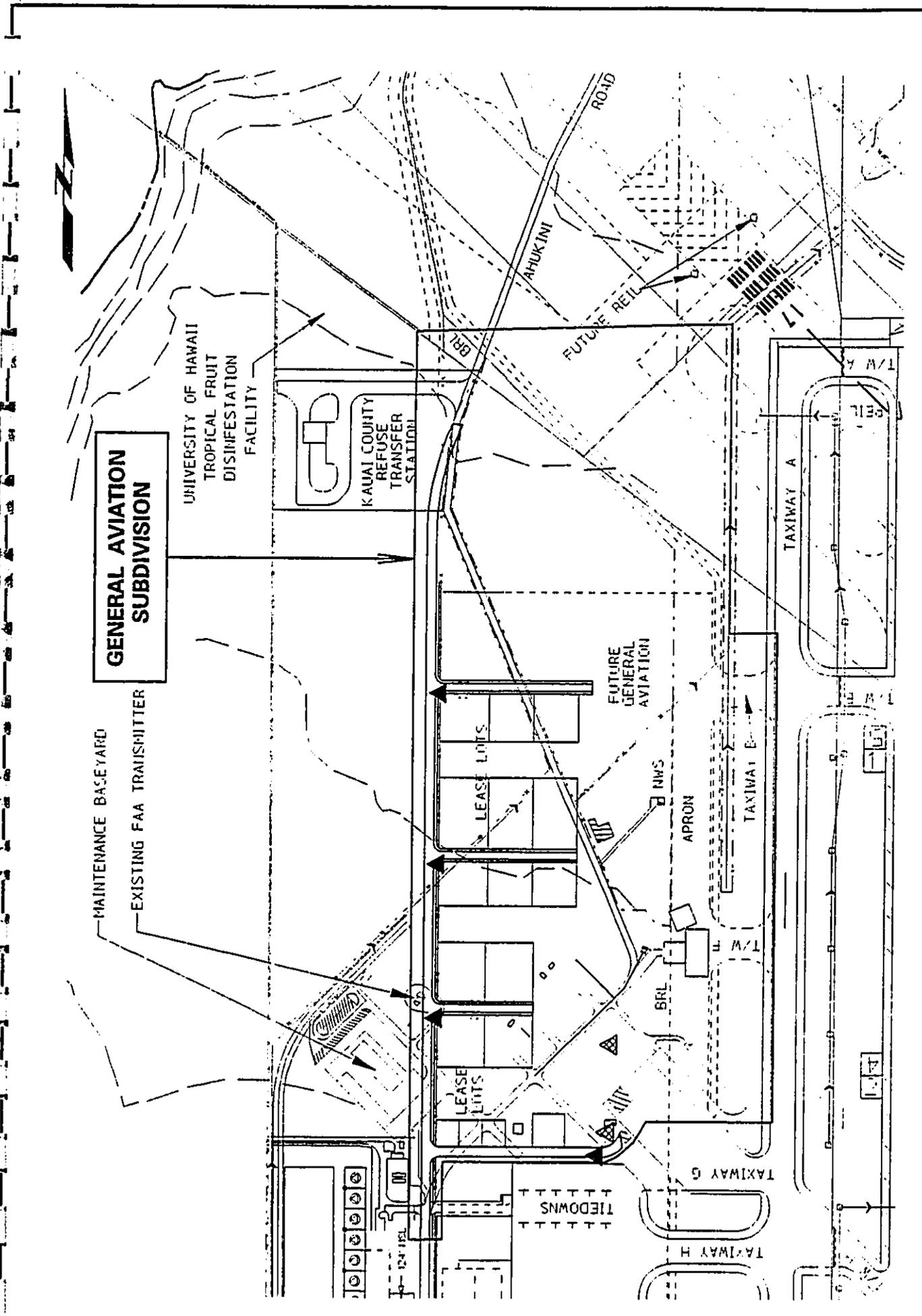
The State Department of Health has issued Lihue Airport a Notice of General Permit Coverage, File No. HI R80A416, to discharge storm water runoff associated with industrial activity from its facility to the Kauai Channel.

Air Quality

The increased vehicle emissions due to increased use of the General Aviation Subdivision are not anticipated to significantly affect air quality.

Noise

The project will not significantly affect interisland



**GENERAL AVIATION
SUBDIVISION**

MAINTENANCE BASEYARD
EXISTING FAA TRANSMITTER

UNIVERSITY OF HAWAII
TROPICAL FRUIT
DISINFESTATION
FACILITY

KAUAI COUNTY
REFUSE
TRANSFER
STATION

LEASE LOTS

FUTURE
GENERAL
AVIATION

APRON

TAXIWAY A

TAXIWAY B

TAXIWAY G

TAXIWAY H



- ▲ PROPOSED OIL / WATER SEPARATORS
- ▨ EXISTING OIL / WATER SEPARATORS

Figure 11
**OIL / WATER SEPARATOR
LOCATIONS**

carrier jet flights, the major source of airport noise. Therefore, no significant increase in noise is anticipated to result from this project.

Flora and Fauna

No rare or endangered plant species and/or native ecosystems has been identified at the project site. No habitats used by endangered waterfowl or mammals will be disturbed by this project.

During the Draft Environmental Assessment comment period, the U.S. Fish and Wildlife Service (Service) expressed a concern on a potential indirect adverse impact to the threatened Newell's Shearwater (*Puffinus auricularis*) that are attracted to lights as they traverse through the vicinity of the project area. The lights may confuse them, causing collision with various structures. The Service recommendation that all outside lights be shielded and aimed downward will be followed by DOT Airports.

Traffic

The Ahukini Road realignment will not decrease the existing amount of vehicle lanes. The development of the General Aviation Subdivision is not anticipated to significantly increase traffic.

Recreation and Lifestyle

No significant decrease in recreation and lifestyle is anticipated to result from this project.

Archaeological/Historical Resources

Given that the project site has been extensively modified from both light industrial use and sugar cane cultivation, it is unlikely that any historical or cultural significant sites remains undisturbed.

Economic, Business and Employment

Approximately eleven (11) acres of prime agricultural land will become part of the General Aviation Subdivision. This lost of agricultural land isn't significant given the downsizing being

experienced by sugar plantation statewide.

Increase employment opportunities and lease revenues could result once the subdivision is developed.

Public Safety

During the preconsultation process, State Civil Defense (SCD) stated that the project area is not covered by an existing civil defense siren device. SCD recommends installation of a 115 Db solar powered siren and necessary siren support infrastructure to provide a warning and alerting capability for the airport area. The Airport Division is following SCD recommendations and is consulting with them on the specifications for the system.

Environmental Issues

General Aviation Subdivision tenants may use materials and chemicals that are potentially harmful to both the environment and/or human beings. However, as an airport tenant, their lease will include requirements to meet or exceed all applicable Federal, State or County requirements/specifications.

Airports Division looked at construction of a sediment basin to retain water during floods. However, there are concerns that an effective sediment basin will become a bird attractant. Birds could utilize the basin's waters opportunistically for foraging or as a habitat. Because the basin would be located in close proximity to the primary departure runway, there is an increased probability of birdstrikes. This could lead to aircraft engine failure, especially when larger birds such as ducks or owls are ingested, with potentially disastrous results. Due to this birdstrike concern, Airports Division will not be constructing a sediment basin for this project. Instead, as stated previously, four oil/water separators will be installed within the project area. This will allow for interception of contaminants prior to it entering the drainage system.

Visual Quality

No significant decrease in visual quality and viewplanes are anticipated to result from this project.

Utilities

The existing utilities capacity are adequate for the improvements done in this project.

5.1 "NO ACTION" ALTERNATIVE

In the no action alternative, realignment of Ahukini Road and development of the General Aviation Subdivision will not occur. There are overhead electrical and communication lines to the existing tenants. Water is provided, sewage lines exist to some tenants, other tenants are using cesspools. Utilities available to new tenants probably would be limited to electrical and communication lines. New sewage and water lines would not be available. While the development of the General Aviation Subdivision would provide underground power, communication, water and sewage utilities to each of the subdivided lots, the no action alternative would see the above utility inadequacies continue.

The existing road and subdivision configuration is inefficient, limiting the number of tenants using the area. This limits the number of tenants leasing lots in the subdivision, resulting in the Airports Division losing potential tenant revenues.

5.2 AHUKINI ROAD REALIGNMENT ONLY ALTERNATIVE

In the Ahukini Road realignment only alternative, the development of the General Aviation Subdivision will not occur. Roberts Hawaii, a tour bus company will be displaced due to the new road alignment. Access roads will have to be provided to existing tenants in the subdivision area. The utility inadequacies mentioned above would continue. Also, it would be difficult to lease the area freed up by the road realignment without subdividing the entire area.

5.3 GENERAL AVIATION SUBDIVISION ONLY ALTERNATIVE

Development of a General Aviation Subdivision without the Ahukini Road realignment would not be practical due to the existing roadway alignment through the subdivision area.

The Ahukini Road Realignment and General Aviation Subdivision Draft Environmental Assessment (DEA) was filed with the State Office of Environmental Quality Control and notice published in the April 8, 1996 The Environmental Notice. Public comments and responses to these comments are reproduced in Appendix B. The Department of Transportation, Airports Division has determined that a Finding of No Significant Impact (FONSI) applies to this project. This finding is based on the following significance criterias set forth in section 11-200-12 of Title 11 Chapter 200, Hawaii Administrative Rules, Department of Health, State of Hawaii.

6.1 LOSS OR DESTRUCTION OF ANY NATURAL OR CULTURAL RESOURCES

The project site is currently being used for sugar cane cultivation or light industrial purposes. No significant natural resources would be destroyed or lost. No known significant cultural resources are in the project area. If construction activities uncover such a site, the State Historical Preservation Office will be contacted for assistance.

6.2 CURTAILS RANGE OF BENEFICIAL USES OF THE ENVIRONMENT

Approximately eleven (11) acres of prime agricultural land will become part of the General Aviation Subdivision. The lost of agricultural land isn't significant when compared to the downsizing being experienced by sugar plantations statewide.

No change in beneficial uses of the environment for the portion of the project already being used for light industrial purposes will result from this project.

6.3 CONFLICT WITH THE STATE'S LONG-TERM GOALS AND GUIDELINES AS EXPRESSED IN CHAPTER 344

Chapter 344, Hawaii Revised Statutes, "State Environmental Policy" addresses conservation of natural resources and enhancement of the quality of life. This project would not use a significant portion of natural resources. Also, the quality of life could increase due to the economic activities that the construction and operation of a General Aviation Subdivision would bring.

6.4 SUBSTANTIALLY AFFECTS ECONOMIC OR SOCIAL WELFARE

This project will install the infrastructure needed by General Aviation Subdivision tenants, allowing further development of the subdivision area. Positive economic impacts will result from both the construction of the project as well as increased economic opportunities due to the development of the subdivision. No significant negative impacts to social welfare is anticipated.

6.5 SUBSTANTIALLY AFFECTS PUBLIC HEALTH

No significant negative impacts to public health is anticipated to result from this project. Improvements to the existing utilities, including the removal and disposal of eight underground storage tanks, two cesspools and nine sumps/dry wells, will lessen potential pollution and threats to public health.

6.6 SUBSTANTIAL SECONDARY EFFECTS

This project could result in minor increase of population given the potential economic benefits. However, this increase should have no significant effect on public facilities.

6.7 SUBSTANTIAL DEGRADATION OF ENVIRONMENTAL QUALITY

No substantial decrease in environmental quality is anticipated to result from this project. The installation of four oil/water separator will allow for interception of contaminants prior to it entering the storm drain system. Also, minor impact in noise, air quality and aesthetics is anticipated. However, given that eight underground storage tanks, two cesspools and nine sumps and dry wells will be removed, a major benefit to the environment will result from this project.

6.8 CUMULATIVE EFFECT ON THE ENVIRONMENT

No cumulative effect on the environment is anticipated to result from this project.

6.9 SUBSTANTIALLY AFFECTS RARE, THREATENED OR ENDANGERED SPECIES OR HABITATS

No rare, threatened or endangered species or habitats will be affected from this project.

6.10 DETRIMENTAL AFFECTS ON AIR AND WATER QUALITY OR AMBIENT NOISE LEVEL

This project will not significantly affect air and water quality or significantly increase ambient noise level.

6.11 AFFECTS ENVIRONMENTALLY SENSITIVE AREAS

This project will not significantly affects environmentally sensitive areas, including flood plains, tsunami inundation zones, erosion prone areas, geologically hazardous lands, estuaries, freshwater areas or coastal water.

6.12 SUBSTANTIALLY AFFECT SCENIC VISTAS AND VIEWPLANES IDENTIFIED IN COUNTY OR STATE PLANS OR STUDIES

No substantial negative impacts on scenic vistas and viewplanes are anticipated to result from this project.

6.13 REQUIRES SUBSTANTIAL ENERGY CONSUMPTION

Electrical demand at the airport is expected to increase due to the additional subdivision tenants this project will allow. However, local electricity supply is adequate for the anticipated increase.

Fuel demand for both motor vehicle and general aviation aircraft may increase due to the additional subdivision tenants. However, existing fuel storage and dispensing facilities are adequate for this increased demand.

University of Hawaii, Department of Geography. Atlas of Hawaii, Second Edition, 1973. University of Hawaii Press, Honolulu, Hawaii.

United States Department of Agriculture Soil Conservation Service. Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, Lanai, State of Hawaii, August 1972. U.S. Government Printing Office, Washington D.C.

Western Regional Climate Center. Meteorological Data for Lihue Kauai (1984-1993), 1994. Western Regional Climate Center, Reno, Nevada.

State Department of Health, Clean Air Branch. Hawaii Air Quality Data 1991-1993. State of Hawaii, Department of Health, Clean Air Branch.

Wilson Okamoto & Associates, Inc.; Edward K. Noda & Associates, Inc. Lihue Airport Land Acquisition Final Environmental Assessment and Negative Declaration, May 1993. Airports Division, Department of Transportation, State of Hawaii.

8.1 PRE-ASSESSMENT CONSULTATION

The following agencies, organizations, utilities and individuals were consulted. Verbal consultation are indicated below with a plus sign (+) and non-substantive (no comment) written responses are indicated below with a single asterisk (*). Substantive written responses are indicated below with a double asterisk (**), and are reproduced in Appendix A.

FEDERAL AGENCIES

Federal Aviation Administration, Area Coordinator
Federal Aviation Administration, Sector Field Office, Lihue
U.S. Department of Commerce, National Weather Service **
U.S. Department of Agriculture, Soil Conservation Service
U.S. Army Corps of Engineers, Pacific Ocean Division
U.S. Department of the Interior, Fish and Wildlife Service

STATE AGENCIES

Department of Accounting and General Services *
Department of Agriculture
Department of Business, Economic Development and Tourism **
Department of Defense **
Department of Hawaiian Home Lands
Department of Health, Environmental Management Division **
Department of Land and Natural Resources
Department of Land and Natural Resources, Historic Preservation
Division *
Department of Transportation, Highways Division, Kauai
Office of Hawaiian Affairs
Office of State Planning
Statewide Transportation Planning Office
University of Hawaii, Environmental Center
University of Hawaii, Office of Technology Transfer and Economic
Development +*
University of Hawaii, Water Resources Research Center

COUNTY AGENCIES

The Honorable Maryanne Kusaka
County Housing Agency
Department of Planning
Department of Public Works
Department of Water

Office of Economic Development
Planning Commission

STATE LEGISLATORS

Senator Lehua Fernandes Salling, Chairperson, Committee on
Transportation and Government Affairs
Representative Kenneth Hiraki, Chairperson, Transportation
Committee
Representative Ezra Kanoho, 13th District

COUNCILMEMBERS

Councilmember Ronald Kouchi, Chairman

UTILITIES

BHP Petroleum America International **
Kauai Electric +
GTE Hawaiian Tel +

ORGANIZATIONS

1,000 Friends of Kauai
Airlines Committee of Hawaii
Alamo Rent A Car
Aloha Airlines
Amfac Property Development **
Avis Rent A Car
Barton ATC Int'l - Lihue Tower
Budget Rent A Car
Dollar Rent A Car
Grayline Kauai Tours
Hawaii Helicopter Operators Association
Hawaiian Airlines
Hertz Rent A Car
Kauai Lagoons Resort Co, Ltd.
Kauai Marriot Resort & Beach Club
Kauai Economic Development Board
Kauai Farm Bureau
Kauai Island Tours
Kauai Chamber of Commerce
Lihue Plantation
Mahalo Air
National Rent A Car

Section 8

List of Consulted Parties

Poipu Beach Resort Association
Polynesian Adventure Tours
Roberts Tours & Travel
Sierra Club - Hawaii Chapter
Statewide Helicopter & Tour Aircraft Advisory Board
Trans Hawaiian Tours
United Parcel Service
Wackenhut Security
Waiola

9.1 DRAFT ENVIRONMENTAL ASSESSMENT RESPONDENTS

The following agencies, organizations, utilities and individuals responded to the draft environmental assessment. These public comments and the Department of Transportation, Airports Division replies are reproduced in Appendix B.

FEDERAL AGENCIES

U.S. Department of Agriculture, Natural Resources Conservation Service (Formerly Soil Conservation Service)

U.S. Department of the Interior, Fish and Wildlife Service

STATE AGENCIES

Department of Defense, Office of the Director of Civil Defense

State of Hawaii, Department of Health

Department of Land and Natural Resources, Historic Preservation Division

Department of Land and Natural Resources

State of Hawaii, Office of Environmental Quality Control

Department of Transportation, Highways Division, Kauai

COUNTY AGENCIES

County of Kauai, Department of Public Works

County of Kauai, Department of Water

County of Kauai, Planning Department

UTILITIES

BHP Hawaii Inc.

GTE Hawaiian Tel

ORGANIZATIONS

Airline Committee of Hawaii

APPENDIX A

**RESPONSE TO PRE-ASSESSMENT
CONSULTATION**



4337
U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL WEATHER SERVICE PACIFIC REGION
GROSVENOR CENTER, MAUKA TOWER
737 BISHOP STREET, SUITE 2200
HONOLULU, HAWAII 96813-2313

November 17, 1995

Mr. Owen Miyamoto
Airports Administrator
Airports Division
Honolulu International Airport
400 Rodgers Boulevard
Suite 700
Honolulu, Hawaii 96819-1880

Dear Owen:

Attached is a letter we have just received from Mr. Kazu Hayashida soliciting our input regarding the potential Environmental Impact of the planned improvements to the Lihue Airport's General Aviation Subdivision. In discussions with Mr. John Taboniar, the Official in Charge (OIC) of the WSO Lihue, it is his understanding that this planned work will adversely affect the essential operations of the WSO Lihue. Specifically, under State of Hawaii Lease #A-63-9, the NWS has a long-term (65-year) lease for the site of the present WSO Lihue. As you are aware, on this property we recently constructed a state-of-the-art WSO. All of the land within our boundaries is required to continue our operations and most importantly, to continue to provide the FAA and the State with aviation weather observations and forecasts essential to maintain airport operations.

Accordingly to Mr. Taboniar, your proposed expansion plans calls for the construction of facilities (T-hangars) within our existing boundaries, realignment of Ahukini Road, and the removal and/or realignment of our power and communications phone lines, and the construction of multi-story facilities adjacent to our property (which will inhibit our ability to provide safe balloon releases). Therefore, given the above adverse impacts to the operations of the WSO Lihue, the NWS strongly opposes the planned improvements to the Lihue Airport's General Aviation Subdivision.

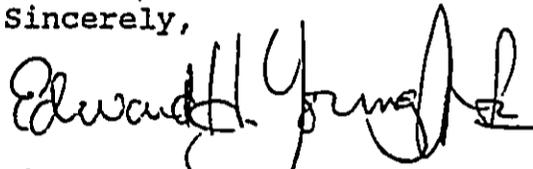
Having voiced our opposition to the opposed Lihue Airport expansion plan, may I remind you that prior to the construction of the new WSO Lihue office, the State agreed that as part of the planned Lihue expansion, "necessary relocation costs and provisions will be included in (the Lihue Airport) master plan" if our operations are adversely affected by this expansion. Attached is a copy of this 1989 letter.



Given all of the above, in order to help facilitate a solution to this problem, please contact Mr. Edward H. Young, Jr., Chief of my Technical Services Division at (808) 532-6412 to arrange a meeting of all affected parties. At this meeting we can collectively:

- (1) Review the proposed Lihue Airport improvements,
- (2) Analyze the impact of these planned improvements on the of the WSO Lihue, and
- (3) Discuss corrective actions, including the Airport Division's plan and time frame to relocation the WSO Lihue (if required).

Sincerely,



Richard H. Hagemeyer
Director, Pacific Region

Attachments

cc:
Director of Transportation - Kazu Hayashida
Transportation Planning Staff - Darell Young
AM/MIC, WSFO Honolulu - Glenn H. Trapp
OIC, WSO Lihue - John Taboniar
W/PR12 - Leloyd Acosta
W/PR13 - Charles Spindler

JOHN WAIHEE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
HONOLULU INTERNATIONAL AIRPORT • HONOLULU, HAWAII 96819
March 17, 1989

EDWARD Y. HIRATA
DIRECTOR

DEPUTY DIRECTORS
JOHN K. UCHIMA
RONALD N. HIRANO
DAN T. KOCHI
JEANNE K. SCHULTZ

IN REPLY REFER TO:
AIR#EP
89.1471

Mr. Richard H. Hagemeyer, Director
U.S. Department of Commerce
National Oceanic and Atmospheric
Administration
National Weather Service
Pacific Region
P.O. Box 50027
Honolulu, Hawaii 96850

Dear Mr. Hagemeyer:

Thank you for meeting with our staff and consultant planning team for the Lihue Airport Master Plan on March 10, 1989.

As a result of this meeting, the currently planned National Weather Service office building at the balloon launch site will be accommodated in our master plan for Lihue Airport. Consequently, the NWS should continue to proceed with the design/construction of its new office so that the old terminal building can be expeditiously vacated.

Furthermore, as a follow up, our planning team will coordinate subsequent developments with Mr. John Kinney of your staff to ensure that an acceptable access to the NWS property is provided when Ahukini Road is realigned. Additionally, necessary relocation costs and provisions will be included in our master plan to assist the NWS should future relocation of its facilities be required. This, however, would not occur until well into or beyond the Phase III planning horizon of the master plan development.

Should there be any questions or additional information required, please contact Mr. Dean Nakagawa of my staff at 836-6526.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Owen Miyamoto".

OWEN MIYAMOTO
Airports Administrator

cc: Wilson Okamoto & Associates & R. Funakoshi

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
95.316

November 7, 1995

Ladies and Gentlemen:

Subject: Environmental Assessment Preconsultation
Lihue Airport General Aviation Subdivision
Lihue District, Kauai
Tax Map Key 3:5:01 Por. 8
State Project No. AK1046-21

The purpose of this letter is to solicit input from agencies, organizations, citizens' groups and neighbors having jurisdiction, expertise or other interest in the potential environmental impacts of this proposed project.

The State of Hawaii, Department of Transportation, Airports Division (HDOT-AIR) has planned improvements to Lihue Airport's General Aviation Subdivision. The planned improvements are part of Phase I of the Lihue Airport Master Plan.

Lihue Airport occupies 878 acres about 1.5 miles east of Lihue, on the southeast coast of the island of Kauai. The airport accommodates the major portion of aviation activities on the island, providing facilities for domestic overseas, interisland, commuter/air taxi, air cargo and general aviation activities. Airfield facilities include two runways, taxiways, aprons, navigational aids, and FAA-operated airport traffic control towers and helipads. The airport also has a passenger terminal complex, an air cargo and airport support complex and general aviation facilities. Vehicular access to the airport is provided by Ahukini Road and encircling a public parking lot. The remaining facilities are serviced directly by Ahukini Road.

The Environmental Assessment will focus on the General Aviation Subdivision. These improvements include a 2,500-foot realignment of Ahukini Road from the interim heliport facility to the Kauai County Refueled Transfer Station, installation of lighting fixtures on the realigned roadway and the installation of underground utilities for the subdivision and along the realigned roadway.

Ladies and Gentlemen
Page Two
November 7, 1995

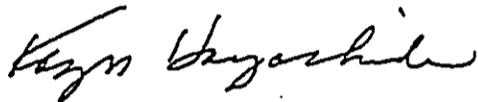
AIR-EP
95.316

Please submit your environmental concerns about this project by
November 17, 1995 to the following address:

Mr. Owen Miyamoto
Airports Administrator
Airports Division
Honolulu International Airport
400 Rodgers Boulevard
Suite 700
Honolulu, Hawaii 96819-1880

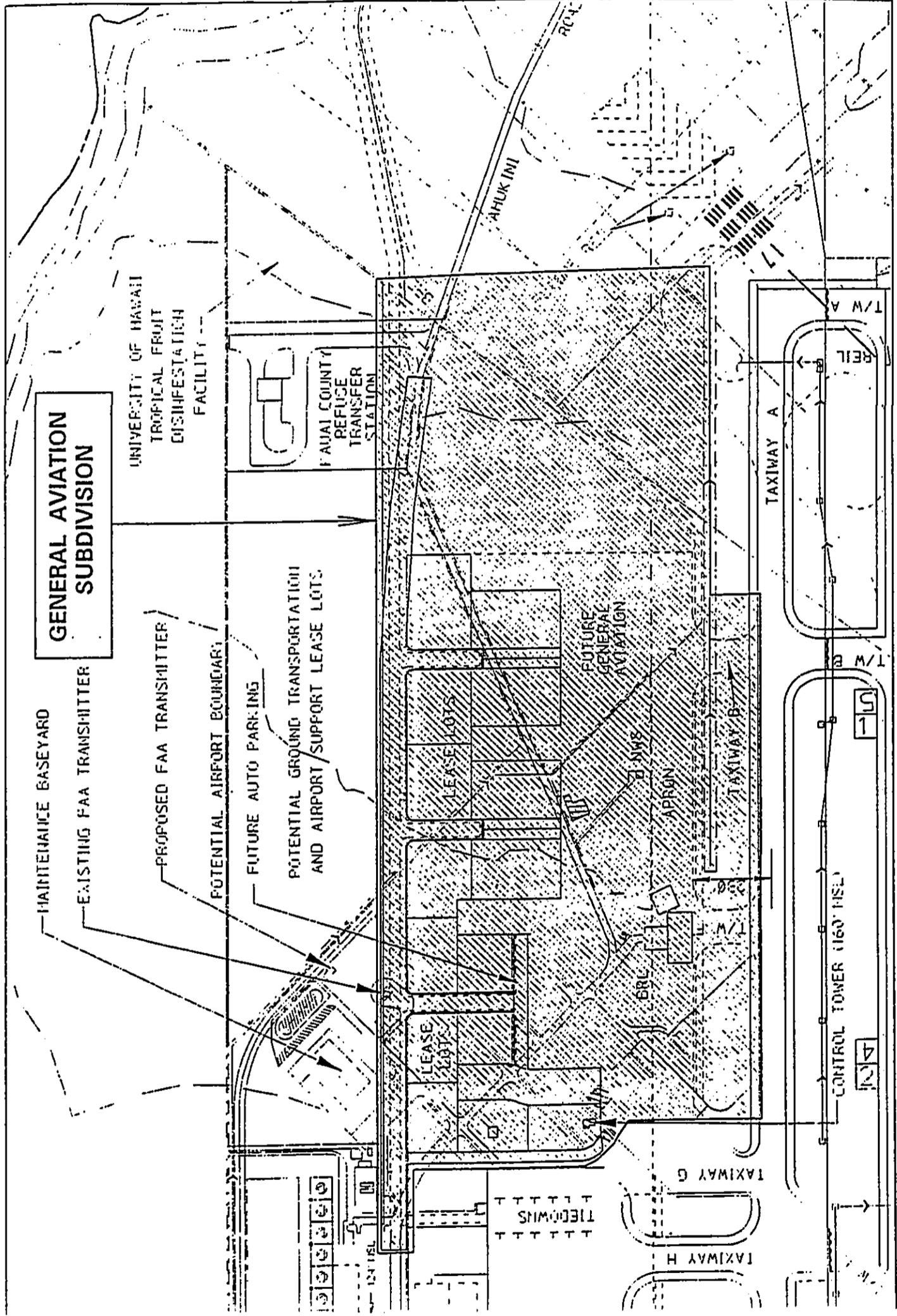
If you have any questions, please contact Mr. Darell Young of my
planning staff at (808) 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

DOCUMENT CAPTURED AS RECEIVED





U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL WEATHER SERVICE PACIFIC REGION
GROSVENOR CENTER, MAUKA TOWER
737 BISHOP STREET, SUITE 2200
HONOLULU, HAWAII 96813-2313

4105

January 10, 1996 W/PR5: PDJ

Mr. Owen Miyamoto
Administrator, Airports Division
Department of Transportation
State of Hawaii
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Miyamoto:

On January 9, 1996, a meeting was held at your offices to discuss the impact of the State's plans to expand the Lihue Airport on the operations of our Lihue Weather Service Office (WSO). Representing your office were Mr. Gene Matsushige and Mr. Darell Young. The NWS was represented by Mr. Edward H. Young, Jr., my Deputy Director, Mr. Glenn H. Trapp, Area Manager/Meteorologist in Charge of the Honolulu Weather Service Forecast Office, Mr. John Taboniar, the Official in Charge of the Lihue WSO, Mr. Charles Spindler, my Facilities' Engineer, and Mr. Alan Lowe, my Area Electronics Supervisor. The purpose of this letter is to document and summarize the major items discussed and agreed to at this meeting.

Construction of T-Hangers Adjacent to the WSO Lihue

The State's plans to construct T-Hangers along Ahukini Road during the Summer of 1996 will not severely impact the ongoing operations of the WSO Lihue. Mr. Matsushige demonstrated to us that as currently proposed, these Hangers will be located approximately 190 feet from the WSO's boundary fence and will not exceed 25 feet in height. The only adverse impact proposed by this planned construction is existing communication lines will need to be relocated. To this end, Mr. Paul Uyeda of MK Engineers, (your communications contractor) has contacted us about relocating them.

MK proposes demolishing approximately 640 linear feet of existing conduit & cable between existing pullbox PB "F" and existing pullbox PBG #4 and replacing it with approximately 720 linear feet of new conduit and cable and two new pullboxes. We concur with this proposal except that we recommend that after the new conduit line is constructed, a single continuous new cable should be pulled from the splice point in existing pull box PB "F" to the existing equipment demarc in the existing Control Tower. No additional conduit or pullboxes would be constructed, but approximately 220 linear feet of additional cable would be furnished and installed by the NWS.

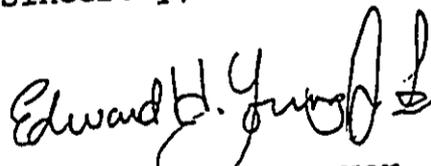


Potential Forced Relocation of the WSO Lihue

A discussion was held on the long-term plans to expand the Lihue Airport. It was evident to all parties that if the State receives funding approval to proceed with these proposed future Lihue Airport expansion plans, the WSO Lihue's operations will be severely impacted and therefore, the WSO Lihue would be forced to be relocated to a new site. All parties agreed that under the WSO Lihue's current long-term lease agreement with the State, if the WSO Lihue is forced to relocate, the State would be responsible for funding all of the WSO's Lihue relocation costs, including construction of a new WSO. According to Mr. Matsushige and Mr. Young, the State fully understands this obligation and will work with my office to ensure that we receive multi-year notice when and if this forced relocation will be required. Additionally, since the WSO Lihue requires a significant portion of land (4-5 acres) and must be sited so that clear (observer) views of the Lihue Airport runways are afforded, site selection for this potential new WSO Lihue is of critical importance to the NWS. My office will work closely with yours to ensure that since this forced relocation is "planned", that the State, at this time, in cooperation with my office, takes the necessary steps to "identify/reserve" as part of the overall Lihue Airport Expansion Master Plan, a 4-5 acre site for the proposed relocation of the WSO Lihue.

We would appreciate if your Office would continue to coordinate the above issues with Mr. Young and Mr. Spindler. Mr. Young is responsible for coordinating this entire effort and should be contacted to schedule the required joint NWS/State site inspections for the "proposed WSO Lihue relocation site". Mr. Spindler, as my Facilities Engineer, is the NWS's contact point for all facility (construction) related items. Mr. Young can be reached at 532-6412. Mr. Spindler can be reached at 532-5560.

Sincerely,



Richard H. Hagemeyer
Director, Pacific Region

CC:
W/PR1 - Edward H. Young, Jr.
W/PR11 - Alan Lowe
W/PR13 - Charles Spindler
AM, MIC, WSFO Honolulu - Glenn H. Trapp
OIC, WSO Lihue - John Taboniar
State of Hawaii, DOT - Gene Matsushige
State of Hawaii, DOT - Darell Young

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P. O. BOX 119, HONOLULU, HAWAII 96810

SAM CALLEJO
COMPTROLLER

MARY PATRICIA WATERHOUSE
DEPUTY COMPTROLLER

LETTER NO. (P) 1789.5

NOV 15 1995

Mr. Owen Miyamoto
Airports Administrator
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Attention: Mr. Darrell Young

Dear Mr. Miyamoto:

Subject: Lihue Airport General Aviation Subdivision
Lihue District, Kauai
Environmental Assessment Preconsultation .

Thank you for the opportunity to review the subject document. The proposed project will not impact any of our facilities. Therefore, we have no comments to offer.

If there are any questions, please call Mr. Ralph Yukumoto of the Planning Branch at 586-0488.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Gordon Matsuoka".
GORDON MATSUOKA
State Public Works Engineer

RY: jy

4718

BENJAMIN J. CAYETANO
GOVERNOR



ESTHER UEDA
EXECUTIVE OFFICER

STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
Room 104, Old Federal Building
335 Merchant Street
Honolulu, Hawaii 96813
Telephone: 587-3822

November 14, 1995

Mr. Owen Miyamoto
Airports Administrator
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Miyamoto:

Subject: Environmental Assessment Preconsultation, Lihue Airport
General Aviation Subdivision, Lihue, Kauai, TMK 3-5-01:
por. 8

We have reviewed Mr. Kazu Hayashida's letter dated November 7, 1995, regarding the subject environmental assessment preconsultation, and the project map, and have the following comments:

- 1) Based on the representation of the General Aviation Subdivision area on the project map, it appears that the project site is located within the State Land Use Urban and Agricultural Districts. We suggest that the environmental assessment include a map showing the project site in relation to the State land use districts.
- 2) For your information, the project site is located in the vicinity of the petition area under LUC Docket No. A94-703/The Lihue Plantation Company, Ltd., which is pending before the Land Use Commission. The docket involves the proposed reclassification of approximately 541.769 acres currently in the Agricultural District and approximately 12.873 acres currently in the Conservation District into the Urban District for residential, office, commercial, industrial and public/quasi-public facility uses, open space, and parks at Hanamaulu and Kalapaki, Kauai.

We have no further comments to offer at this time. We appreciate the opportunity to comment on this matter.

Should you have any questions, please feel free to call me or Bert Saruwatari of our office at 587-3822.

Sincerely,

ESTHER UEDA
Executive Officer

EU:th

cc: DBEDT (#95-195-X)

BENJAMIN J. CAYETANO
GOVERNOR

MAJOR GENERAL EDWARD V. RICHARDSON
DIRECTOR OF CIVIL DEFENSE

ROY C. PRICE, SR.
VICE DIRECTOR OF CIVIL DEFENSE



PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

November 17, 1995

TO: Mr. Owen Miyamoto
Airports Administrator
Airports Division
Department of Transportation
Honolulu International Airport

FROM: Roy C. Price, Sr.
Vice Director of Civil Defense 

SUBJECT: ENVIRONMENTAL ASSESSMENT PRECONSULTATION; LIHUE AIRPORT GENERAL AVIATION SUBDIVISION

We appreciate this opportunity to comment on the petition by the Department of Transportation, Airports Division, regarding planned improvements to the Lihue Airport's General Aviation Subdivision. These planned improvements are part of Phase I of the Lihue Airport Master Plan: TMK: 3: 5: 01 Por. 8, located in Lihue, island of Kauai, County of Kauai.

State Civil Defense (SCD) does not have negative comments specifically directed at this Environmental Assessment Preconsultation. However, the subject property is located in an area without coverage by an existing civil defense siren device. Therefore, SCD proposes that the developer purchase and install a 115 Db solar powered siren and the siren support infrastructure to provide a warning and alerting capability for the subject area. Determination of the exact location and coverage cannot be made based on the information provided in the letter. As future plans are finalized, a more specific location can be addressed. Additionally, Lihue Airport's General Aviation Subdivision is located in an area vulnerable to a variety of natural hazards and, as the property develops, the following should be addressed:

1. The impact of natural hazards such as tropical cyclone/hurricane force winds (to include terrain amplification) and the inundation associated with such storms, earthquakes, tsunamis and flooding.

Mr. Owen Miyamoto
Page 2
November 17, 1995

2. Emergency ingress and egress.
3. The design and construction of facilities to mitigate against and withstand the hazards previously addressed.

Our SCD planners and technicians are available to discuss this further if there is a requirement. Please have your staff call Mr. Mel Nishihara of my staff at 733-4300.

bc: Mr. Darell Young
c/o Dept of Transportation
Airports Division

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION

LAWRENCE MIKE
DIRECTOR OF HEALTH

1733
Nov 29 4 21 PM '95

In reply, please refer to:

November 21, 1995

93-184A/epo

To: The Honorable Kazu Hayashida
Director of Transportation
Attention: Mr. Owen Miyamoto

From: Lawrence Miike *Lawrence Miike*
Director of Health

Subject: Environmental Assessment Preconsultation
Lihue Airport General Aviation Subdivision
Lihue District, Kauai
TMK: 3-5-01: Por. 8
State Project No. AK1046-21

Thank you for allowing us to review and comment on the subject project. We would like to see the following areas and/or activities addressed in the Environmental Assessment:

1. Underground Storage Tanks for fuel.
2. Spills or leakage of hazardous or toxic chemicals.
3. Fugitive dust and noise during construction.
4. Soil/water erosion during construction.
5. Drainage after construction (drywells?).
6. Wastewater treatment and disposal.

Sincerely,

Lawrence Miike
Director of Health

c: Kauai District Health Office

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

72 /
MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
DEPUTY
GILBERT COLOMA-AGARAN

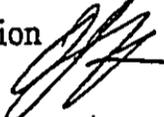
AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
DIVISION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT

November 28, 1995

MEMORANDUM

LOG NO: 16026 ✓
DOC NO: 9511RC63

TO: Owen Miyamoto, Airports Administrator, Airports Division
Department of Transportation

FROM: Don Hibbard, Administrator, State Historic Preservation Division
Department of Land & Natural Resources 

SUBJECT: Pre consultation Lihue Airport General Aviation Subdivision
Kalapaki, Lihue, Kauai
TMK: TMK: 3-5-1: por. 8

Thank you for the opportunity to review this permit application. The project area has had its land extensively altered by prior sugarcane cultivation. This makes it highly unlikely that intact significant historic sites are present. We, thus, believe that the proposed project will have "no effect" on such sites.

RC:amk

4728

UNIVERSITY OF HAWAII

Office of Technology Transfer and Economic Development

November 15, 1995

TO: Owen Miyamoto
Airports Administrator
Airports Division
Honolulu International Airport
400 Rodgers Boulevard
Suite 700
Honolulu, Hawaii 96819-1880

RE: Environmental Assessment Preconsultation
Lihue General Airport Subdivision
Lihue District, Kauai
Tax Map Key 3:5:01 Por. 8
State Project No. AK 1046-21

Dear Owen,

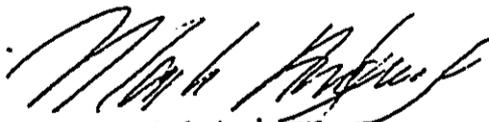
Thank you for including us in the Environmental Assessment Preconsultation. We are pleased that the project is being implemented as we are in the final stages of completing our facility.

We plan to have an operator of the facility selected in 1996 with full production in late 1996 or early 1997. As you know we will not be able to go to full production till the new utility lines are installed on the above project.

The realignment of Ahukini Road will definitely make a difference since it will remove the present curves in the road that are potentially dangerous for traffic flow.

We will provide any information that you require concerning our facility for your environmental assessment.

Sincerely,



Mark Andrews
Associate Director
OTTED



4527

December 5, 1995

BHP Hawaii

Mr. Owen Miyamoto
Airports Administrator
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

SUBJECT: Environmental Assessment Preconsultation
Lihue Airport General Aviation Subdivision Lihue District, Kauai
Tax map key 3:5:01 Por. 8
State Project No. AK1046-21

This letter is to provide comments during the preconsultation phase for the subject project as described in the letter of November 7, 1995. These comments are submitted under an extension to the comment period granted by Mr. Darell Young on November 28, 1995. The BHP Petroleum Americas Refining Inc. (BHP Terminals) operates a small bulk petroleum storage terminal for helicopter and fixed wing aircraft refueling. The activities at this facility include transportation of fuels to and from the terminal by truck to fill the storage tanks and for refueling aircraft. At this time, larger vehicles enter from the back of the terminal and exit through the front, while smaller trucks enter and exit through the front. Our comments for both the design and the construction phase are listed below.

BHP Terminals concerns during the construction phase include the following:

- * Access to the facility must be maintained for continued operation during the construction phase. This includes access along both Ahukini Road and the maintenance baseyard driveway. Any access restriction must be coordinated with BHP Terminals.
- * Vehicles will need enough clearance in the area fronting the gates to make turns and be a safe distance from traffic while waiting for the gates to open.
- * No vehicles or equipment can block access to either of the terminal gates. This is a requirement of the fire department as these are fire lanes that must remain open.
- * All construction workers must be aware of safety concerns and requirements around the terminal, including no smoking or flames within 50 feet.

BHP Hawaii Inc
733 Bishop Street Honolulu Hawaii 96813 USA
PO Box 3379 Honolulu Hawaii 96842 USA
Telephone 808 547 3111 Facsimile 808 547 3145

Mr. Owen Miyamoto
Airports Division
December 5, 1995
Page 2

- * The construction activities will need to maintain dust control to keep the tanks and other equipment from becoming discolored or otherwise affected by dust particles.
- * Storm or other water should not be allowed to drain into the terminal.

Concerns with the highway design are as follows:

- * The access will need to account for the largest vehicle in use to be able to enter from the highway. The easement for the back gate needs to be retained and designed to have an area with a turning radius 55 feet or greater. Currently the largest vehicle is a 52 foot tanker/truck combination.
- * Vehicles will need enough clearance from the completed roadway in the area fronting the gates to make turns and be a safe distance from traffic while waiting for the gates to open.
- * The larger trucks need a place to turn around and maneuver to enter through the back gate. Currently, the tanker truck makes a 180 degree turn using an adjacent driveway. It is critical an area be designated for the truck to turn around, realign itself and make another left turn. Too little space may leave the truck protruding onto the road or needing to maneuver back and forth to position itself. Another scenario leaves the truck traveling further down the road to another place of sufficient width to turn around. A large truck turning around in a place not designated for that purpose may interfere with the designated use of that place and create an unsafe situation. All of these options present a risk to the truck, the driver, the environment, and the community by increasing the potential for an accident involving a truck loaded with fuel.
- * The increased traffic and traffic speeds increase the possibility of traffic accidents which could result in a catastrophic event that could involve the bulk storage tanks or the truck load rack. Some form of buffer zone and/or protection is necessary in the design (i.e., buffer area with hedges or posts).
- * Any associated sidewalk with the new road must route pedestrians a safe distance from the fenceline to prevent incidental misdeeds by the general public from putting the facility at risk or violating the intent of the fire codes.
- * The completed road should be graded to prevent any storm water runoff from entering the terminal.

Mr. Owen Miyamoto
Airports Division
December 5, 1995
Page 3

Lastly, while these comments relate to the General Aviation Subdivision improvements to Ahukini Road, we would like to express concern that future use of the area immediately surrounding the facility should be compatible with petroleum storage. Our concerns for the area immediately adjacent to the terminal include any use that may increase pedestrian traffic, greatly increase road traffic, incompatible offices/ businesses, etc. If you would like to discuss any of these issues further, please call either myself at 547-3795 or Tim Texeira (Kauai) at 245-4112.

Sincerely,



Richard Rosen
Environmental Compliance Officer

c: Mike Latham, Operations Manager - BHP Terminals (547-3484)
Tim Texeira, Terminal Operator - Kauai Heliport Terminal

RNR357.doc

AMFAC/JMB HAWAII, INC.

700 Bishop Street
P.O. Box 3230
Honolulu, Hawaii 96801
(808) 543-8900

November 30, 1995

Amfac

Mr. Owen Miyamoto, Administrator
Airports Division, Department of Transportation
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

Dear Mr. Miyamoto:

Environmental Assessment Preconsultation
Lihue Airport Ground Aviation Subdivision
Lihue District, Kauai
State Project No. AK1046-21

We received the letter from Mr. Hayashida, dated November 7, 1995, soliciting our input regarding the environmental impacts of the above-referenced proposed project. We are pleased to see this project move forward, and we do not have any "environmental concerns" at this time.

We note that the map attached to the November 7, 1995, letter continues to include the area formerly designated as Property D as within the "Potential Airport Boundary" for use as "Potential Ground Transportation and Airport Lease Lots." Our earlier agreements with the Department of Transportation (DOT), Airports Division, confirmed that, in light of Amfac's desire to develop Property D on its own behalf, it would not be necessary for DOT to acquire Property D for the proposed Lihue Airport expansion. We also concurred that Property D could continue to be included in the planning documents for the airport expansion to cover the remote possibility that Amfac chooses not to develop the area.

By way of update, Amfac still currently intends to develop Property D on its own behalf, and our master planning efforts have progressed significantly in that direction. We would now like to move further along in coordinating the infrastructure, particularly drainage from our proposed adjacent industrial area, with your proposed general aviation subdivision. If this is acceptable, we will have Mr. Clyde Kodani of Kodani & Associates, Inc., contact Mr. Gene Matsushige so they can work together to complete the necessary studies and construction plans.

Please call me at 543-8929 if there are any questions.

Sincerely,



John L. Higham
Director of Development

JLH:lyk

cc: T. Johns, Amfac
C. Kodani, Kodani & Associates
T. Witten, PBR Hawaii

APPENDIX B

**PUBLIC COMMENTS AND REPLIES TO
DRAFT ENVIRONMENTAL ASSESSMENT**



United States
Department of
Agriculture

Natural
Resources
Conservation
Service

P. O. Box 50004
Honolulu, HI
96850-0001

April 23, 1996

S 25
Mr. Ben Schlapak
Department of Transportation
Airports Division
State of Hawaii
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Schlapak:

Subject: Draft Environmental Assessment (DEA) - Lihue Airport Ahukini Road Realignment and General Aviation Subdivision, Lihue, Hawaii

We have reviewed the above-mentioned document and offer the following comments:

The only real concern we had was regarding the statement made on Page 11, Section 4.2, pertaining to water quality: "... surface runoff will be drained into existing settling ponds located adjacent to the airport before being discharged into the ocean..."

After a review of maps and aerial photo and an on-site visit with a local Hawaii Department of Health representative, we could not confirm that the diversion of any surface runoff or storm water would flow into any existing settling ponds. We did locate a major open, concrete-lined ditch storm water system that presently passes directly through the proposed project area, skirts the runway, and dumps directly into the ocean. We could not confirm, whether existing storm drains in the area presently outlet into this concrete-lined ditch system.

Overall, we support this much needed project which will increase transportation safety and accessibility to this portion of the airport facilities. In addition, the General Aviation Subdivision should beneficially increase economic opportunities of the area.

Thank you for the opportunity in allowing us to review this document.

Sincerely,

KENNETH M. KANESHIRO
State Conservationist

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUO
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.424

NOV 20 '96

Mr. Kenneth M. Kaneshiro
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
P. O. Box 50004
Honolulu, Hawaii 96850-0001

Dear Mr. Kaneshiro:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision at Lihue Airport. In your April 23, 1996 letter (attached), you had concerns regarding the statement made on Page 11, Section 4.2, of the DEA: "...surface runoff will be drained into existing settling ponds located adjacent to the airport before being discharged into the ocean..." Additional research indicates that the existing sediment basin mentioned in the DEA is not receiving runoff from the airport drainage system. Currently, there are no plans to construct a sediment basin for this project due to the concern that it will become a bird attractant. Birds could utilize the sediment basin's waters opportunistically for foraging or as a habitat. Because the basin will be located in close proximity to the airport, there is an increased probability of birdstrikes. This could lead to aircraft engine failure, especially when larger birds such as ducks or owls are ingested, with potentially disastrous results.

While a sediment basin will not be constructed, Airports Division will be installing four (4) oil/water separators at the location shown on the attached map. This will provide treatment to runoff prior to it entering State waters.

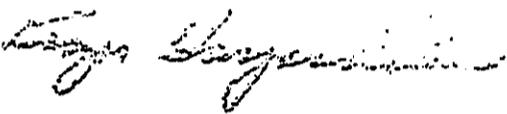
Mr. Kenneth M. Kaneshiro
Page 2

AIR-EP
96.424

NOV 20 1996

If you have any further comments or questions, please contact
Darell Young, Planning Engineer, at 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Attachments: Letter dated April 23, 1996
Map

DY:nf

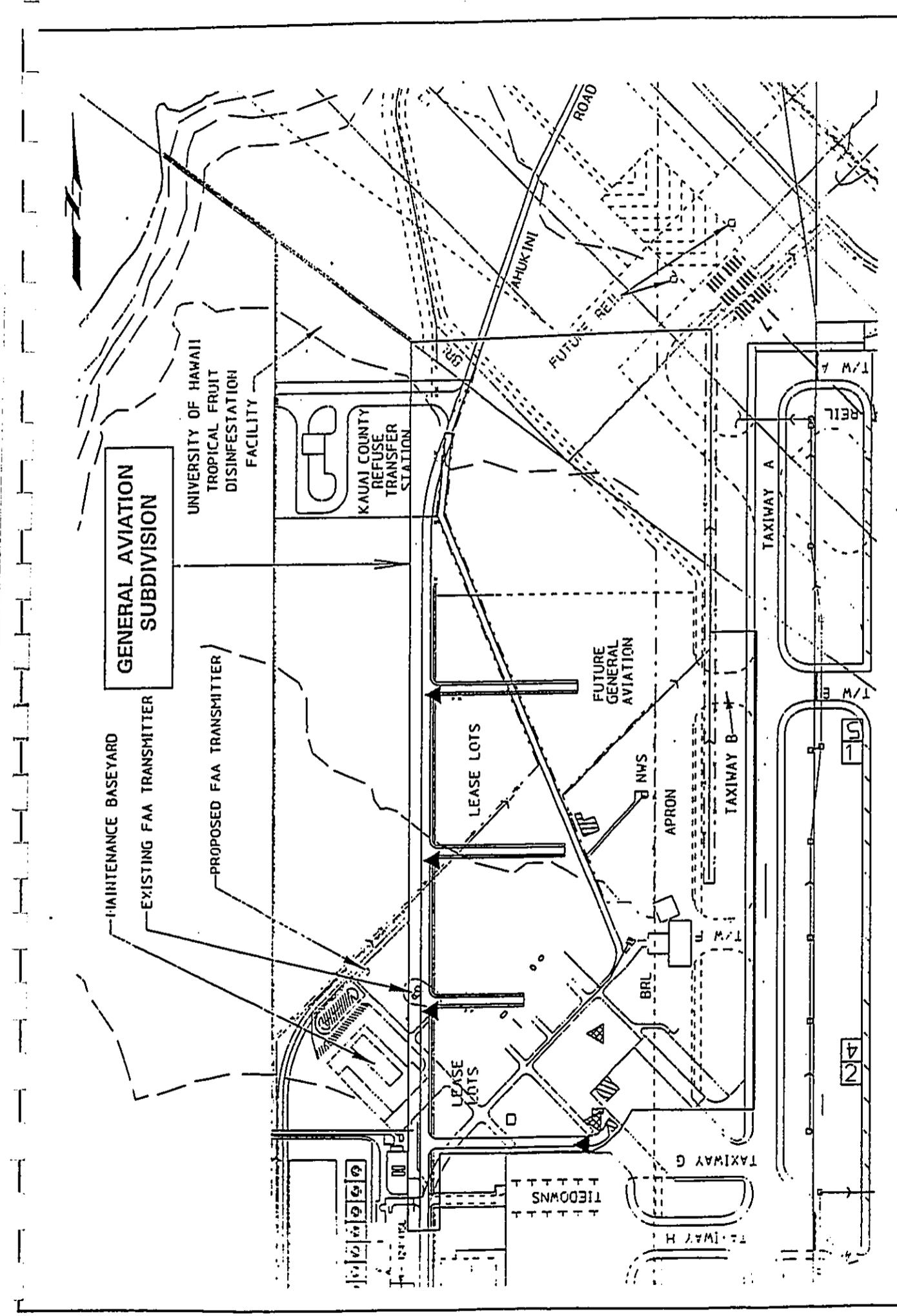


Figure 11
OIL / WATER SEPARATOR
LOCATIONS

30 Oct 1996

1507



United States Department of the Interior

FISH AND WILDLIFE SERVICE
PACIFIC ISLANDS ECOREGION
300 ALA MOANA BOULEVARD, ROOM 3108
BOX 50088
HONOLULU, HAWAII 96850
PHONE: (808) 541-3441 FAX: (808) 541-3470

In Reply Refer To: CAW

MAY 17 1996

Mr. Jerry M. Matsuda
Deputy Director
Hawaii Department of Transportation
400 Rogers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Re: Review of the Draft Environmental Assessment for the Lihue Airport Ahukini Road
Realignment and General Aviation Subdivision, Lihue, Kauai, Hawaii (AIR-EP 96.133)

Dear Mr. Matsuda:

The U.S. Fish and Wildlife Service (Service) has reviewed the Draft Environmental Assessment (EA) for the Lihue Airport Ahukini Road Realignment and General Aviation Subdivision, Lihue, Kauai, Hawaii. The proposed project involves realignment of approximately 2,500 feet of Ahukini Road and redevelopment of approximately 59.2 acres of existing sugarcane fields and light industrial buildings into seventeen lease lots, which will make up the General Aviation Subdivision. The new road construction will include grading, drainage, asphalt paving, lighting, and landscaping. Construction of the proposed General Aviation Subdivision will include demolition of existing structures, removal of eight underground storage tanks, and the closing of the nine sumps and dry wells. After the existing facilities are removed, the area will be subdivided into seventeen lease lots with utilities connections.

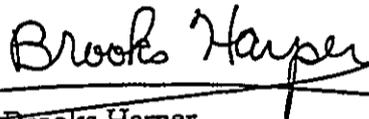
Because the project will be located on a previously disturbed site, the Service does not anticipate direct adverse impacts to fish and wildlife resources at the site. However, the Service is concerned that two potential indirect adverse impacts may occur as a result of the proposed project.

The first potential adverse impact involves threatened Newell's Shearwaters (*Puffinus auricularis newelli*), which nest in the interior of Kauai. Recent surveys have documented that these birds traverse through the vicinity of the proposed project area. The Service is concerned that the lighting for the road and the structures for the General Aviation Subdivision may increase seabird "fallout" (i.e., collision with structures brought on by attraction to and disorientation from bright lights). Fallout primarily occurs during the spring and summer nesting season. Therefore, the Service recommends that all outside lights be shielded and aimed downward.

The second potential negative impact involves near-shore water quality and associated fish and wildlife resources and habitats. The Draft EA states that the coastal waters in the airport area are designated Class A by the State of Hawaii. The Draft EA also states that several small settling ponds exist near the coastline, and that these ponds are used to settle out suspended solids from airport runoff before the runoff is discharged into the ocean. Based on information received from the Hawaii Department of Transportation planning staff (B. Schlapak pers. comm.), the Service is concerned that these existing sediment basins are not functioning correctly because they are very shallow and completely scoured out with no accumulation of sediments. Therefore, the Service recommends that the proposed project include the construction of an effective sediment basin. This basin should retain water during floods and prevent the uncontrolled runoff of silt into the near-shore environment.

Provided that the above recommendations are incorporated into the proposed project as described in the Final EA, the Service will not object to the proposed facility. The Service appreciates the opportunity to comment. If you have questions regarding these comments, please contact Fish and Wildlife Biologist Christine Willis at 808/541-3441.

Sincerely,



Brooks Harper
Field Supervisor
Ecological Services

cc: DAR, Honolulu
DAR, Kauai
DLNR, Honolulu
CWB, Honolulu
CZMP, Honolulu
USEPA, San Francisco

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUOJA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.425

NOV 20 1996

Mr. Brooks Harper
Field Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
P. O. Box 50088
Honolulu, Hawaii 96850

Dear Mr. Harper:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision at Lihue Airport. Two (2) issues were brought up in your May 17, 1996 letter (attached) regarding the DEA. The first is potential adverse impact to threatened Newell's Shearwaters. The second is potential negative impact to near-shore water quality and associated fish and wildlife resources and habitats.

In your letter, you have expressed concern of a potential indirect adverse impact to the Newell's Shearwaters. You state, "The first potential adverse impact involves the threatened Newell's Shearwaters (*Puffinus auricularis newelli*), which nest in the interior of Kauai. Recent surveys have documented that these birds traverse through the vicinity of the proposed project area. The Service is concerned that the lighting for the road and the structures for the General Aviation Subdivision may increase seabird "fallout" (i.e. collision with structures brought on by attraction to and disorientation from bright lights). Fallout primarily occurs during the spring and summer nesting season. Therefore, the Service recommends that all outside lights be shielded and aimed downward." Airports Division will follow your recommendation to shield and aim downward all outside lighting.

AIR-EP
96.425

Mr. Brooks Harper
Page 2

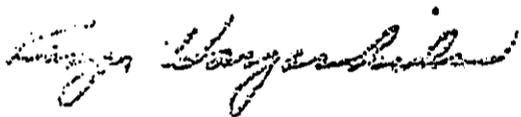
NOV 20 1996

The Service's second concern was the potential negative impact to near-shore water quality and associated fish and wildlife resources and habitats. Additional research indicates that the existing sediment basin mentioned in the DEA is not receiving runoff from the airport drainage system. The Service recommends construction of an effective sediment basin. Airports Division is concerned that an effective sediment basin will become a bird attractant. Birds could utilize the sediment basin's waters opportunistically for foraging or as a habitat. Because the basin will be located in close proximity to the airport, there is an increased probability of birdstrikes. This could lead to engine failure, especially when larger birds such as ducks or owls are ingested, with potentially disastrous results. Due to this concern, Airports Division is not planning to construct a sediment basin for this project.

While a sediment basin will not be constructed, Airports Division will be installing four (4) oil/water separators at the location shown on the attached map. This will provide separation of runoff prior to it entering State waters.

If you have any further comments or questions, please contact Darell Young, Planning Engineer, at 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Attachments: Letter dated May 17, 1996
Map

DY:nf

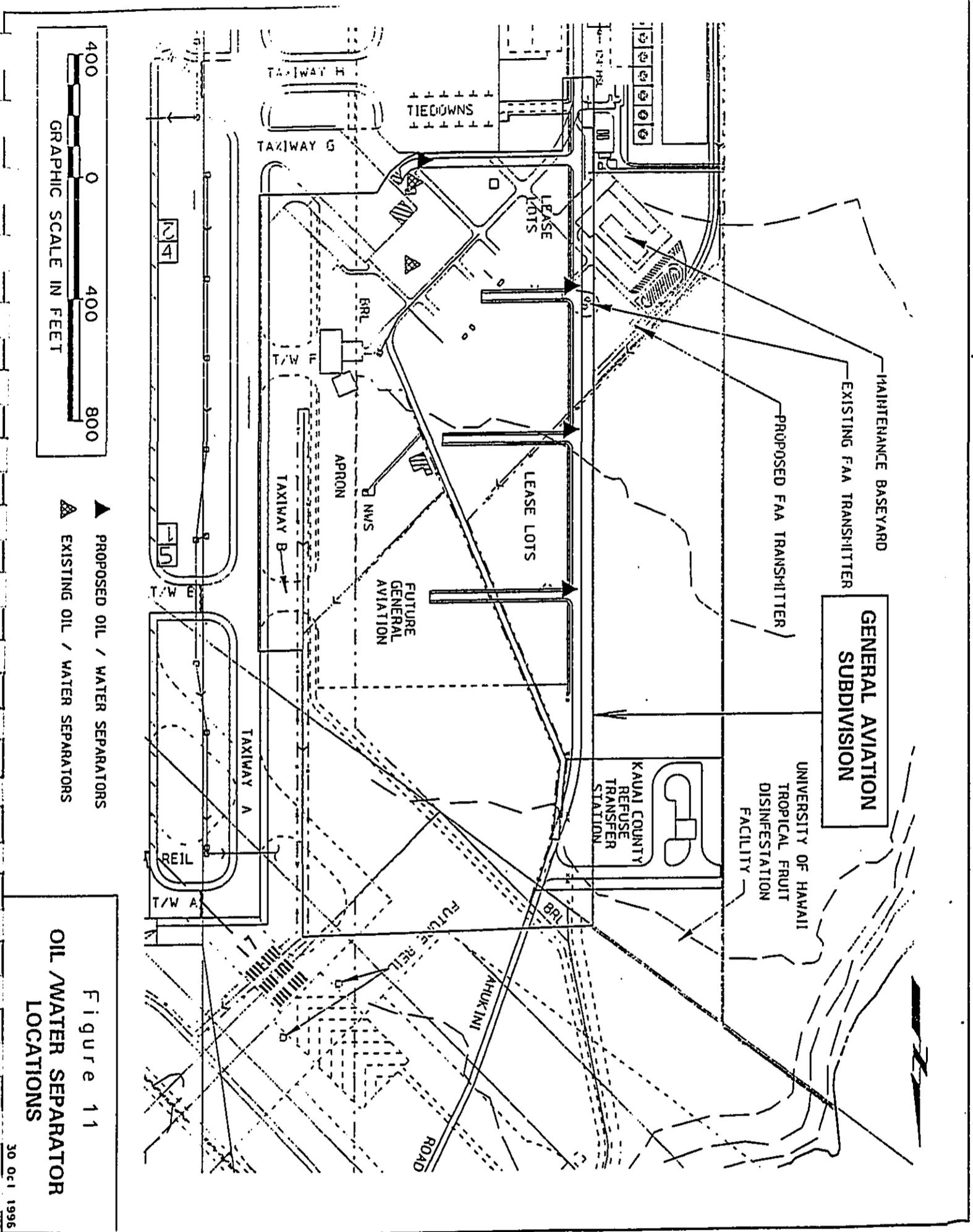


Figure 11
OIL / WATER SEPARATOR
LOCATIONS

30 Oct 1996

BENJAMIN J. CAYETANO
GOVERNOR

MAJOR GENERAL EDWARD V. RICHARDSON
DIRECTOR OF CIVIL DEFENSE

ROY C. PRICE, SR.
VICE DIRECTOR OF CIVIL DEFENSE

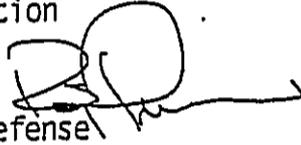


PHONE (808) 733-4300
FAX (808) 733-4287

STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE DIRECTOR OF CIVIL DEFENSE
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAII 96816-4495

May 22, 1996

TO: Mr. Jerry M. Matsuda
Deputy Director
Department of Transportation

FROM: Roy C. Price, Sr. 
Vice Director of Civil Defense

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA); LIHUE AIRPORT, AHUKINI
ROAD REALIGNMENT AND GENERAL AVIATION SUBDIVISION

We appreciate this opportunity to comment on the petition by the Department of Transportation, Airports Division, regarding planned improvements to the Lihue Airport's General Aviation Subdivision--the Ahukini Road Realignment and the General Aviation (GA) Subdivision Development: TMK: 4-3-5-01:10 and 4-3-7-02:portion of 01, located in Lihue, island of Kauai, County of Kauai.

State Civil Defense (SCD) does not have negative comments specifically directed at this DEA. However, our concerns regarding siren coverage and the project area vulnerability to a variety of natural hazards were addressed in our previous letter of November 17, 1995. (See Section 8, "List of Consulted Parties," Section 8.2, "RESPONSE TO PRE-ASSESSMENT CONSULTATION" of the DEA.)

Our SCD planners and technicians are available to discuss this further, if there is a requirement. Please have your staff call Mr. Mel Nishihara of my staff at 733-4300.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

NOV 20 1996

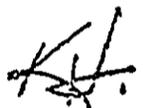
KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.429

To: Roy C. Price, Sr., Vice Director of Civil Defense
Department of Defense
Office of the Director of Civil Defense

From: Kazu Hayashida
Director of Transportation 

Subject: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR AHUKINI
ROAD REALIGNMENT AND GENERAL AVIATION SUBDIVISION
LIHUE AIRPORT, KAUAI

Thank you for your comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision. As stated in your May 22, 1996 letter (attached), your concerns regarding siren coverage and the project area vulnerability to a variety of natural hazards were stated in your November 17, 1995 pre-assessment consultation letter. Page 12, Section 4 of the DEA states, "SCD recommends installation of a 115 dB solar powered siren and necessary siren support infrastructure to provide a warning and alerting capability for the airport area. The Airports Division is following SCD recommendations and is consulting with them on the specification of the system."

If you have any further comments or questions, please contact Darell Young, Planning Engineer, at 838-8818.

Attachment: Letter dated May 22, 1996

DY:nf

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801

May 8, 1996

1460
LAWRENCE MIKE
DIRECTOR OF HEALTH

In reply, please refer to:

93-184B/epo

Mr. Jerry M. Matsuda, Deputy Director
State Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

Subject: Draft Environmental Assessment (DEA)
Ahukini Road Realignment and General Aviation
Subdivision
Lihue Airport
TMK: 3-5-1: 10 and 3-7-2: por. of 1

Thank you for allowing the Department of Health (DOH) to review and comment on the subject project. We have the following comments to offer:

1. The current NPDES permit (HI R80A416) would have to be revised to include the changes in use and the added area dedicated to industrial use. Please contact Denis Lau, Chief of the Clean Water Branch at 586-4309.
2. The wastewater from vehicle maintenance should not enter the storm drain system.
3. The diversion of stormwater from the area to be developed appears to flow to a concrete lined ditch which leads directly to the ocean. The presence of settling ponds adjacent to the coast could not be confirmed. Please address this issue of settling ponds.
4. Reference page 10, "Environmental Issues," pertaining to the closure of dry wells and cesspools. The Department of Transportation (DOT), Airports Division shall contact the Underground Injection Control Section of the Safe Drinking Water Branch, (DOH) at 586-4258 regarding the DOH requirements for closure of these facilities.
5. Proposed non-residential building(s) shall comply with the applicable requirements of Title 11, Chapters 11-11,

Mr. Jerry M. Matsuda
May 8, 1996
Page 2

"Sanitation," pertaining to natural ventilation and/or 11-39, "Air Conditioning and Ventilation," Hawaii Administrative Rules (HAR).

6. In accordance with Title 11, Chapter 11-60.1, "Air Pollution Control," HAR, the property owner/developer shall be responsible for ensuring that effective control measures are provided to prevent or minimize any fugitive dust emissions from impacting the surrounding areas. These measures include, but are not limited to, the use of water wagons, sprinkler systems, dust fences, etc.
7. In accordance with Title 11, Chapters 11-55, "Water Pollution Control" and 11-54, "Water Quality Standards," HAR, the property owner/developer shall be responsible for ensuring that best management practices (BMP) are provided to prevent or minimize the discharge of sediments, debris, and other water pollutants into state waters.
8. In accordance with Title 11, Chapter 11-58.1, "Solid Waste Management Control," HAR, the property owner/developer shall be responsible for ensuring that grub material, demolition waste and construction waste generated by the project are disposed of in a manner or at a site approved by the State Department of Health. Disposal of any of these wastes by burning is prohibited.
9. The property owner/developer shall be responsible for obtaining all applicable permits from the Department of Health, including but not limited to, National Pollutant Discharge Elimination System (NPDES) permits for storm water discharges, hydrotesting water discharges and dewatering activities prior to commencing construction.

Due to the general nature of the application submitted, we reserve the right to implement future environmental health restrictions when more detailed information is submitted.

Should you have any questions, please call Mr. Clyde Takekuma, Chief Sanitarian, Kauai District Health Office at 241-3323.

Sincerely,



LAWRENCE MIIKE
Director of Health

c: KDHO

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.431

NOV 20 1996

To: Lawrence Miike, M.D., Director of Health
Department of Health

From: Kazu Hayashida
Director of Transportation *KH*

Subject: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR AHUKINI
ROAD REALIGNMENT AND GENERAL AVIATION SUBDIVISION
LIHUE AIRPORT, KAUAI

Thank you for your comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision. The following nine (9) issues were brought up in your May 8, 1996 letter (attached) regarding the DEA for the Ahukini Road Realignment and General Aviation Subdivision at Lihue Airport:

1. The current NPDES permit (HI R80A416) needs to be revised to include the changes in use and the added area dedicated to industrial use.

This NPDES permit is a general permit. We will forward amended drainage plans to the Clean Water Branch of Department of Health.

2. Wastewater from vehicle maintenance should not enter the storm drain system.

Airports Division will be installing four (4) oil/water separators at the locations shown on the attached map. This will provide for separation of runoff prior to it entering the storm drain system.

NOV 20 1996

3. The presence of settling ponds adjacent to the coast could not be confirmed.

The ponds mentioned in the DEA were small agricultural irrigation ponds. Additional research indicates that the existing sediment ponds mentioned in the DEA are not receiving runoff from the airport drainage system. Currently, Airports Division has no plans to construct a sediment basin due to the concern that it will become a bird attractant. Birds could utilize the sediment basin's waters opportunistically for foraging or as a habitat. Because the basin will be located in close proximity to the airport, there is an increased probability of birdstrikes. This could lead to aircraft engine failure, especially when larger birds, such as ducks or owls, are ingested, with potentially disastrous results.

4. Environmental issues relating to the closure of dry wells and cesspools located at the project site.

As stated in the DEA, the closure of the dry wells and sumps will follow all applicable Federal, State and County requirements/specifications. The closure of the cesspools will also meet all applicable requirements.

5. Compliance with Title 11, Chapters 11-11, "Sanitation," pertaining to natural ventilation and/or 11-39, "Air Conditioning and Ventilation," Hawaii Administrative Rules (HAR).

Airports Division will comply with all applicable rules and regulations regarding natural ventilation and/or air conditioning and ventilation.

6. Compliance with Title 11, Chapter 11-60.1, "Air Pollution Control," HAR.

Airports Division will comply with all applicable rules and regulations regarding air pollution control.

7. Compliance with Title 11, Chapters 11-55, "Water Pollution Control" and 11-54, "Water Quality Standards," HAR.

Airports Division will comply with all applicable rules and regulations regarding water pollution control and water quality standards. Also, Airports Division will be installing four (4) oil/water separators as stated above in Item #2.

Lawrence Miike, M.D.
Page 3

AIR-EP
96.431

NOV 20 1996

8. Compliance with Title 11, Chapter 11-58.1, "Solid Waste Management Control," HAR.

Airports Division will comply with all applicable rules and regulations regarding disposal of waste material generated by the project, including grub material, demolition waste and construction waste.

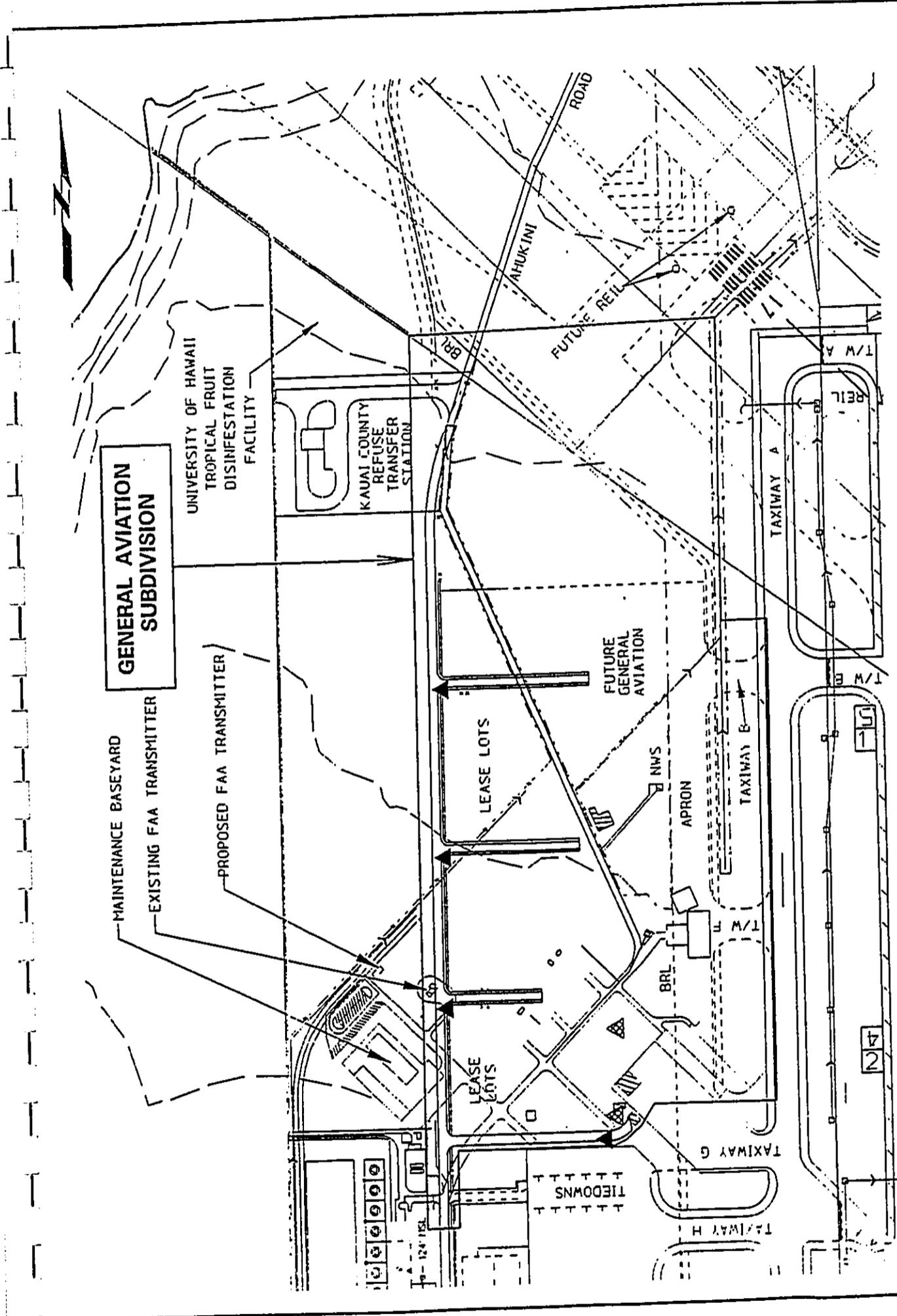
9. The property owner/developer shall be responsible for obtaining all applicable permits for this project.

Airports Division shall obtain all applicable permits needed for this project.

If you have any further comments or questions, please contact Darell Young, Planning Engineer, at 838-8818.

Attachments: Letter dated May 8, 1996
Map

DY:nf



**GENERAL AVIATION
SUBDIVISION**

MAINTENANCE BASEYARD
EXISTING FAA TRANSMITTER
PROPOSED FAA TRANSMITTER

UNIVERSITY OF HAWAII
TROPICAL FRUIT
DISINFESTATION
FACILITY

KAUAI COUNTY
REFUSE
TRANSFER
STATION

LEASE LOTS

FUTURE
GENERAL
AVIATION

NWS

APRON

TAXIWAY A

TAXIWAY B

TAXIWAY E

TAXIWAY G

TAXIWAY H

REIL

T/W A

T/W B

T/W F

T/W G

T/W H

TIEDOWNS

12' BRL

Figure 11
**OIL / WATER SEPARATOR
LOCATIONS**

▲ PROPOSED OIL / WATER SEPARATORS
▲ EXISTING OIL / WATER SEPARATORS



BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
CONSERVATION AND

ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RESOURCES ENFORCEMENT

CONVEYANCES

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
DIVISION

LAND MANAGEMENT

STATE PARKS
WATER AND LAND DEVELOPMENT

May 8, 1996

MEMORANDUM

LOG NO: 16909 ✓
DOC NO: 9605RC01

TO: Jerry Matsuda, Deputy Director
Department Of Transportation

FROM: Don Hibbard, Administrator
State Historic Preservation Division
DLNR 

SUBJECT: Draft EA, Lihue Airport: Ahukini Road Realignment
& General Aviation Subdivision (DOT)
Kalapaki, Lihue, Kaua'i

We have no further comments on this project. You have our "no effect" determination in the EA.

RC:amk

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P.O. BOX 621
HONOLULU, HAWAII 96809

MAY 29 1996

1012
MICHAEL D. WILSON
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY
GILBERT S. COLOMA-AGARAN

AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND DIVISION
STATE PARKS
WATER RESOURCE MANAGEMENT

REF:LM-AJ

Jerry Matsuda, Deputy Director
Airport Division
400 Rodgers Blvd., Suite 700
Honolulu, Hawaii 96819

Dear Mr. Matsuda:

FILE NO. A118

SUBJECT: Lihue Airport Ahukini Road Realignment and General
Aviation
Subdivision, TAX MAP KEY: (4) 3-5-01:10 & 3-7-02:por. 01

We have reviewed the subject application and would like to
offer the following comments:

Land Division, Engineering Branch

We have no objections to the proposed project.

The proposed project site, according to FEMA Community Panel
Map No. 150002 0140D, is located in Zone X. This is an area
outside the 500-year flood plain.

Thank you for the opportunity to review the subject
application. We have no further comments to offer at this time.
If you have any questions, please contact Al Jodar of the Land
Division at 587-0424.

Aloha,

Gilbert S. Coloma-Agaran
for MICHAEL D. WILSON

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
NOV 20 1996

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.432

To: Michael D. Wilson, Chairman
Department of Land and Natural Resources

From: Kazu Hayashida
Director of Transportation *KH*

Subject: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR AHUKINI
ROAD REALIGNMENT AND GENERAL AVIATION SUBDIVISION
LIHUE AIRPORT, KAUAI

Thank you for your comments on the DEA for the Ahukini Road
Realignment and General Aviation Subdivision. We have attached
our response to both the County of Kauai, Department of Public
Works and County of Kauai, Planning Department for your
information. If you have any further comments or questions,
please contact Darell Young, Planning Engineer, at 838-8818.

Attachments: AIR-EP 96.421
AIR-EP 96.422

DY:nf

BENJAMIN J. CAYETANO
GOVERNOR



GARY GILL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

220 SOUTH KING STREET
FOURTH FLOOR
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

May 7, 1996

TO: Honorable Kazu Hayashida
Director of Transportation

FROM: Director
Office of Environmental Quality Control

SUBJECT: OEQC Comments on a March 1996, Draft Environmental Assessment ("DEA") for the Lihue Airport, Ahukini Road Realignment and General Aviation Subdivision, Lihue, Kauai

We respectfully submit for your response pursuant to Section 343-5(c), Hawaii Revised Statutes, the following two comments on the subject DEA, submitted to our office by your March 22, 1996, memorandum (AIR-EP, 96.132). Notice of availability of this DEA was published in the April 8, 1996, and April 23, 1996, editions of the *Environmental Notice*.

1. **RELATIONSHIP TO LAND USE DISTRICT RECLASSIFICATIONS FOR THE LIHUE-HANAMAULU MASTER PLAN.** Please discuss in a final environmental assessment the relationship of your proposed action to land use district reclassifications described in the January 1995, Final Environmental Impact Statement ("FEIS") for the Lihue-Hanamau Master Plan, AMFAC/JMB Hawaii, Inc., and the Lihue Plantation Company, Limited, January 1995.
2. **EXEMPTION DECLARATIONS IN A DEA.** On page 2, replacement of the T-Hangars is cited as an exempt action under the DOT's most current exemption list. The replacement of the T-Hangars is disclosed in the DEA as an integral part of the general aviation subdivision. As such, section 11-200-7, Hawaii Administrative Rules (also known as the "anti-segmentation provision") requires that the replacement of T-Hangars be subject to the environmental assessment process, since it is a component action or phase or increment of a larger total undertaking. As such, we do not believe that an exemption declaration for a portion of the overall action is appropriate.

If there are any questions, please call Mr. Leslie Segundo, Environmental Health Specialist at 586-4185. Thank you for the opportunity to comment.

A handwritten signature in black ink, appearing to read "G. Gill", written over a horizontal line.

GARY GILL

c: Mr. Owen Miyamoto, DOT Airports Administrator
Mr. Darell Young, DOT Airports Division, Honolulu International Airport

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-EP
96.221

May 28, 1996

TO: Honorable Gary Gill, Director
Office of Environmental Quality Control

FROM: Kazu Hayashida, ~~Director~~
Director of Transportation

SUBJECT: OEQC Comments on the Draft Environmental
Assessment (DEA) for the Ahukini Road
Realignment, Lihue, Kauai

Two (2) issues were brought up in your May 7, 1996, letter regarding the DEA for the Ahukini Road Realignment and General Aviation Subdivision at Lihue Airport. The first is the relationship to land use district reclassification in the Lihue-Hanamaulu Master Plan by AMFAC/JMB Hawaii, Inc., and the Lihue Plantation Company Limited, January 1995. The second is the T-Hangar exemption declaration in the DEA.

In the Lihue-Hanamaulu Master Plan, 540 acres of prime agricultural land currently being used for sugar cane cultivation will be taken out of production and reclassified for urban use. In the DEA for the Ahukini Road Realignment and General Aviation Subdivision, 11 acres being used for sugar cane cultivation will be taken out of production; a combined total of 551 acres. This is less than half a percent of the current 145,700 acres being used for sugar cane cultivation statewide. Given the downsizing being experienced by sugar plantations, this loss of agricultural land is not significant.

Your letter stated that the replacement of the T-Hangars damaged by Hurricane Iniki is not an appropriate exemption declaration because it is an integral part of the general aviation subdivision. As such, Section 11-200-7, Hawaii Administrative Rules requires the replacement of these T-Hangars to be subject to the environmental assessment process. In a May 13, 1996 telephone conversation between Mr. Darell Young, DOT Airports, and your office, Mr. Leslie Segundo of OEQC stated that while the project is not exempt from the environmental process, the mention of the project in this DEA includes it within the document. Your office stated no additional changes are needed in the DEA regarding the replacement of the T-Hangars.

Honorable Gary Gill
Page 2

AIR-EP
96.221

The above information regarding the removal of prime agricultural land will be incorporated within the final environmental assessment. Also, as stated above, no changes in the environmental assessment will be made in regard to the T-Hangars replacement. If you have any questions, please call Mr. Darell Young, Planning Engineer, Airports Division, at 838-8818.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
3060 EIWA STREET, ROOM 205
LIHUE, HI 96766

M E M O R A N D U M

DATE: May 15, 1996 HWY-KE 4.960452
TO: JERRY MATSUDA, Deputy Director
FROM: HWY-K *JK*
SUBJECT: Pre-Assessment Consultation
LIHUE AIRPORT AHUKINI ROAD REALIGNMENT AND GENERAL
AVIATION SUBDIVISION
TMK: 3-5-01:10 & 3-7-02: por 01

Thank you for the opportunity to review the Draft Environmental Assessment (EA) for the project.

We have reviewed the document and can offer no comments regarding areas within our jurisdiction.

GY:kk
(AIR-EP 96.133)

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
MEMORANDUM

AIR-EP
96.433

TO: HWY-K

DATE: 11/29/96

FROM: *for* DEP-JM (JERRY M. MATSUDA) *Jerry M. Matsuda*

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT (DEA) FOR AHUKINI ROAD
REALIGNMENT AND GENERAL AVIATION SUBDIVISION, LIHUE AIRPORT,
KAUAI

Thank you for your review of the DEA for this project. We have attached our response to both the County of Kauai, Department of Public Works and County of Kauai, Planning Department for your information. If you have any further comments or questions, please contact Darell Young, Planning Engineer, at 838-8818.

Attachments: AIR-EP 96.421
AIR-EP 96.422

DY:nf

MARYANNE W. KUSAKA
MAYOR



STEVE OLIVER
COUNTY ENGINEER
TELEPHONE 241-6600

EDMOND P.K. RENAUD
DEPUTY COUNTY ENGINEER
TELEPHONE 241-6600

AN EQUAL OPPORTUNITY EMPLOYER
COUNTY OF KAUAI

PW4.073

DEPARTMENT OF PUBLIC WORKS
444 RICE STREET
MO'KEHA BUILDING, SUITE 275
LIHU'E, KAUAI, HAWAII 96766

May 9, 1996

State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Blvd., Suite 700
Honolulu, Hawaii 96818-1880

Attention: Mr. Ben Schlapak

Gentlemen:

SUBJECT: LIHUE AIRPORT, AHUKINI ROAD
REALIGNMENT AND GENERAL AVIATION
TMK: 3-7-02

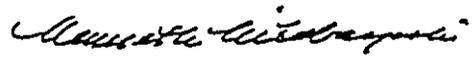
We have completed our review of your Draft-Environmental Assessment and we offer the following comments:

1. A grading permit will not be required for the Ahukini Road Realignment Project. Our grading ordinance no. 695 exempts work in a self-contained government controlled area. Although a grading permit is not required, we expect the State to monitor and control erosion and dust problems.
2. The project should include provisions for connections of the County of Kauai Refuse Transfer Station, the University of Hawaii Tropical Fruit Disinfestation Facility and all parcels within the General Aviation Subdivision to the public sewer system.

State of Hawaii
Department of Transportation
May 9, 1996
Page 2

Should you have any questions, please feel free to contact Mr.
Wallace Kudo of my staff at (808) 241-6620.

Very truly yours,



KENNETH KITABAYASHI
Chief, Division of Engineering

WK/cu

cc: Wastewater Div.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.422

NOV 20 1996

Mr. Kenneth Kitabayashi
Chief
County of Kauai, Department of Public Works
Division of Engineering
4444 Rice Street
Mo'ikeha Building, Suite 275
Lihue, Hawaii 96766

Dear Mr. Kitabayashi:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision. Two (2) issues were brought up in your May 9, 1996 letter (attached) regarding the DEA for the Ahukini Road Realignment and General Aviation Subdivision at Lihue Airport. The first is that a grading permit is not required for this project. The second is to provide sewer connections for various facilities.

As stated in your letter, while a grading permit is not required (due to the exemption provided in grading ordinance no. 695), the State is expected to monitor and control erosion and dust. In regard to erosion control and monitoring, Page 8, Section 4.1, Water Quality, of the DEA states, "All work shall be done in compliance with applicable State and County regulations in order to minimize offshore siltation. Best Management Practices will be a requirement of the construction contract. An erosion control plan will be submitted to Kauai county prior to commencing grading. Also, all graded areas will be paved or sodded at the earliest possible moment to prevent erosion." In regard to dust control and monitoring, Page 8, Section 4.1, Air Quality, of the DEA states, "Compliance with the State of Hawaii Department of Health regulations relating to general construction activities, such as spraying water on exposed ground area and equipment, will be used to minimize the dust problem".

Mr. Kenneth Kitabayashi
Page 2

AIR-EP
96.422

NOV 20 1996

Sewer connections to the public sewer system are planned for the University of Hawaii Tropical Fruit Disinfestation Facility and all parcels within the General Aviation Subdivision. However, the Airports Division does not own the portion of land fronting the County of Kauai Refuse Transfer Station. This land is owned by the County of Kauai. Because Airports Division does not currently own this property, we are unable to align the road through the frontage area of the Refuse Transfer Station. Until Airports Division gains access to the property, either by acquiring the frontage property or by the County of Kauai granting a Right-of-Entry, we will be unable to provide the County of Kauai Refuse Transfer Station access to the realigned Ahukini Road as well as the underground utilities being constructed along the right of way of the roadway.

If you have any further comments or questions, please contact Darell Young, Planning Engineer, at 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Attachment: Letter dated May 9, 1996

DY:nf

1746

DEPARTMENT OF WATER

County of Kauai
P. O. Box 1706
Lihue, HI 96766-5706
Phone No. (808) 245-5400 — FAX No. (808) 245-5813

May 31, 1996

Mr. Jerry M. Matsuda
Deputy Director
Department of Transportation
State of Hawaii
400 Rodgers Blvd., Ste. 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Subject: Lihue Airport Ahukini Road Realignment and General
Aviation Subdivision

We have no objections to the Ahukini Road realignment and
general aviation subdivision provided that the applicant is
made aware that water usage for the Lihue Airport master
meters is limited to 0.29 mgd.

Sincerely,



Murl T. Nielsen
Manager and Chief Engineer

KA:dc
murl@hawaii.gov

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.423

NOV 20 1996

Mr. Ernest Lau
Manager and Chief Engineer
County of Kauai, Department of Water
P. O. Box 1706
Lihue, Hawaii 96766-5706

Dear Mr. Lau:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road
Realignment and General Aviation Subdivision (attached). The
Airports Division staff is aware that water usage for Lihue
Airport is currently limited to 0.29 mgd.

If you have any further comments or questions, please contact
Darell Young, Planning Engineer, at 838-8818..

Very truly yours

A handwritten signature in cursive script, likely belonging to Kazu Hayashida.

KAZU HAYASHIDA
Director of Transportation

Attachment: Letter dated May 31, 1996

DY:nf

MARYANNE W. KUSAKA
MAYOR



COUNTY OF KAUAI
PLANNING DEPARTMENT
4444 RICE STREET, SUITE 473
LIHUE, KAUAI, HAWAII 96766

DEE M. CROWELL
PLANNING DIRECTOR
IAN K. COSTA
DEPUTY PLANNING DIRECTOR
TELEPHONE (808) 241-6677
FAX (808) 241-6699

April 10, 1996

Mr. Jerry M. Matsuda, Deputy Director
State Airports Division - DOT
400 Rodgers Boulevard, Suite 700
Honolulu, Hawai'i 96819-1880

Dear Mr. Matsuda:

**SUBJECT: LIHU'E AIRPORT AHUKINI ROAD ALIGNMENT AND GENERAL
AVIATION SUBDIVISION
Lihu'e, Kaua'i, Hawai'i**

Reference is made to your letter which we received on April 4, 1996 regarding the subject project. We have evaluated the Draft Environmental Assessment (EA) for the proposed project and have no objections. However, a subdivision application shall be submitted to the County of Kaua'i Planning Department for processing.

As noted in earlier discussion with my staff, we would like the following issues to be resolved at the time of subdivision:

- a. Ownership of Ahukini Road, makai of Kapule Highway; and
- b. Coordination of access with AMFAC/JMB Hawai'i for their proposed industrial subdivision.

If you have questions regarding the subject matter or the subdivision process, please contact Dale Cua of our staff at (808) 241-6677.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dee M. Crowell".

DEE M. CROWELL
Planning Director

c:\...files\airptjm.let

AN EQUAL OPPORTUNITY EMPLOYER

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.421

NOV 20 1996

Mr. Dee M. Crowell
Planning Director
County of Kauai, Planning Department
4444 Rice Street, Suite 473
Lihue, Hawaii 96766

Dear Mr. Crowell:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision. Two (2) issues were brought up in your April 10, 1996 letter (attached) regarding the DEA for the Ahukini Road Realignment and General Aviation Subdivision at Lihue Airport. The first is ownership of Ahukini Road makai of Kapule Highway. The second is coordination of access with AMFAC/JMB Hawaii for their proposed industrial subdivision.

Ahukini Road, makai (east) of Kapule Highway, is owned by the State. The intersection of Kapule Highway and Ahukini Road is under the jurisdiction of Department of Transportation (DOT), Highways Division. The roadway portion from the intersection to the approach of Ahukini Recreational State Park is under the jurisdiction of DOT, Airports Division. Department of Land and Natural Resources has jurisdiction of the portion of Ahukini Road that provides access to the recreational park.

AMFAC/JMB Hawaii is proposing an industrial subdivision in their Lihue-Hanamaulu Master Plan. A portion of this subdivision is located adjacent to the realigned Ahukini Road. Currently, AMFAC/JMB and DOT, Airports, are in discussion concerning the access of these lots to Ahukini Road as well as a planned road connection.

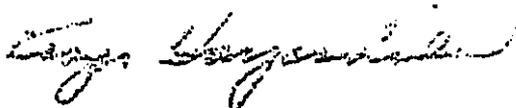
Mr. Dee M. Crowell
Page 2

AIR-EP
96.421

NOV 20 1996

If you have any further comments or questions, please contact
Darell Young, Planning Engineer, at 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Attachment: Letter dated April 10, 1996

DY:nf



May 7, 1996
RNR\lealihue2.doc

BHP Hawaii

Mr. Jerry M. Matsuda, Deputy Director
Department of Transportation
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

SUBJECT: Draft Environmental Assessment - March 1996
Lihue Airport Ahukini Road Realignment and General Aviation Subdivision
Lihue District, Kauai
State Project No. AK1046-21

This letter is to comment on the March 1996 version of the Draft Environmental Assessment for the Ahukini Road Realignment and General Aviation Subdivision. We commented in correspondence dated December 15, 1995, on issues related to the construction phase and design of the project that affect the petroleum storage terminal. These are mostly planning and design details that were not addressed in the subject document. The following is a synopsis of our concerns expressed in the aforementioned correspondence.

Access to both gates of the Helicopter refueling facility during construction and after completion is required. During construction, entrances cannot be blocked due to operational needs and fire department requirements. Both entrances need to be designed to allow a 55' turning radius for delivery vehicles to enter and leave. The facility needs adequate traffic barriers to protect it from vehicular accidents which could potentially cause large spillage and fires. There is also a concern over increased pedestrian traffic and the need to divert pedestrians from walking next to the storage facility.

For more details, please refer to the December 15, 1995 letter. Otherwise, if you would like to discuss these issues in more detail, please call either myself at 547-3795 or Tim Texeira at 245-4112.

Sincerely,

Richard Rosen
Environmental Compliance Officer

cc: Mike Latham - BHP Terminals - Operations Manager
Tim Texeira - Terminal Operator - Kauai Heliport Terminal
Ben Schlapak - Department of Transportation, Planning

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUOHA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.427

NOV 20 1996

Mr. Richard Rosen
Environmental Compliance Officer
BHP Hawaii
733 Bishop Street
Honolulu, Hawaii 96813

Dear Mr. Rosen:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road Realignment and General Aviation Subdivision. Two (2) issues were brought up in your May 7, 1996 letter (attached). The first is vehicular access to your facilities. The second is safety both during and after construction of the project.

The road is designed so that vehicular access to all existing facilities will be maintained, both during and after construction. Also, the two (2) entrances into the helicopter refueling facility will allow access for delivery vehicles with 55' turning radius.

As mentioned on page 10 of the DEA, Public Safety, "During construction, measures to ensure public safety will be undertaken." All applicable rules and regulations regarding both vehicular and pedestrian safety will be followed. If needed, barriers will be employed to protect facilities in the vicinity of the project from vehicular accidents as well as protecting the public from unsafe access, both vehicular and pedestrian.

Mr. Richard Rosen
Page 2

AIR-EP
96.427

NOV 20 1996

If you have any further comments or questions, please contact
Darell Young, Planning Engineer, at 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Attachment: Letter dated May 7, 1996

DY:nf

May 10, 1996

Mr. Jerry M Matsuda
Deputy Director
State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

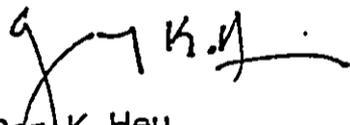
Dear Mr. Matsuda:

Subject: **LIHUE AIRPORT AHUKINI ROAD REALIGNMENT AND GENERAL AVIATION SUBDIVISION**

Thank you for the opportunity to review and comment on the Draft Environmental Assessment (EA) for the Ahukini Road realignment. We have pole and cable facilities in the subject area that will be removed as part of the proposed Ahukini Road realignment. We ask that you continue to both keep us informed on the project and allow us to review telephone utility plans affecting the area so that we can provide for budget and schedule plans.

Should you have any questions, please feel free to call me at 241-5051 or Jimmy Sone of my engineering staff at 241-5052.

Sincerely,


Gary K. Heu
Operations Supervisor
OSP Engineering-Kauai

c: File
J. Sone

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.428

NOV 20 1996

Mr. Gary K. Heu
Operations Supervisor
GTE Hawaiian Tel
P. O. Box 591
Lihue, Hawaii 96766

Dear Mr. Heu:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road
Realignment and General Aviation Subdivision. The Airports
Division staff will continue to keep you informed on the project
in regard to pole and cable facilities as well as providing you
opportunities to review the telephone utility plans.

If you have any further comments or questions, please contact
Darell Young, Planning Engineer, at 838-8818.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kazu Hayashida", is written over the typed name.

KAZU HAYASHIDA
Director of Transportation

DY:nf

AIRLINES COMMITTEE OF HAWAII

TED H. KAGOSHIMA
President



JOHN L. THATCHER
Executive Director

FACSIMILE COVER SHEET

FAX NO: (808) 836-4776 - TELEPHONE: (808) 836-1960

DATE: May 7, 1996

TO: J. HATANAKA
E. KUROSAWA
✓ B. SCHLAPAK
G. MATSUSHIGE
P. STROHM
G. CASTO

FROM: LOU SALOMON

of Pages: 4 (including this cover page)
COPYLT

MAY 07 '96 11:57 TO-SCHLAPAK/KUROSAWA DT

FROM-Airlines Committee of HANA:

T-157 P.02/04 F-944

MEMORANDUM

Airport & Aviation Professionals, Inc.

Date: May 7, 1996
To: J. Thatcher
From: L. Salomon
Subject: Lihue Airport - Draft Environmental Assessment
Ahukini Road Realignment & Aviation Subdivision

AvAirPros was provided a copy of the above document dated March 1996 to review on behalf of the ACH. Attached you will find the requested review comments dated May 3, 1996.

This project is included in the DOT-A Capital Improvement Program for FY 95-97 as a contingency project. The initial budget was \$10.5M and is currently estimated at \$14.0M. The DOT-A has not requested formal approval of the project under the procedures established in the Lease Extension.

I trust the attached proves useful. Please do not hesitate to contact me at 941-262-0010 at your convenience with any questions. Comments on the report are due to the DOT-A no later than May 8, 1996, therefore a copy has been provided to them.

cc: J. Hatanaka
E. Kurosawa
B. Schlapak
G. Matsushige
P. Strohm
G. Casto
file: LH0501

**LIHUE AIRPORT
AHUKINI ROAD REALIGNMENT
and
GENERAL AVIATION SUBDIVISION**

**COMMENTS TO DRAFT ENVIRONMENTAL ASSESSMENT
May 3, 1996**

The Draft Environmental Assessment for the Lihue Airport dated March 1996 was produced and distributed by the Department of Transportation - Airports Division (DOT-A). The following represents issues raised by Airport & Aviation Professionals, Inc. (AvAirPros) on behalf of the Airlines Committee of Hawaii (ACH) for consideration by the DOT-A.

I. PROJECT DESCRIPTION

- A. The project provides for additional GA development.
 - 1. Provide the data available which establishes the demand for said parcels.
 - 2. Does the DOT-A have letters of intent from any potential tenants?
 - 3. Provide the criteria used to determine the size of the GA parcels.
- B. The scope of work includes the relocation of the FAA Remote Transmitter.
 - 1. Has this been reviewed in detail with the FAA?
 - 2. Have the appropriate costs been allocated for this effort?
 - 3. Has the FAA been approached for potential funding assistance?
- C. The report does not address any additional apron area construction.
 - 1. Has the necessary apron been included in the project?
 - 2. Has the drainage requirement been taken into account?
 - 3. Has the cost of the apron been included in the project budget?

II. AFFECTED ENVIRONMENT - no comments

III. LAND USE PLAN - no comments

IV. IMPACTS AND MITIGATIVE MEASURES

- A. Although existing operators effected by the project have 30-day revocable leases, a number of basic questions must be asked.
 - 1. Have these tenants been advised of the DOT-A's intentions?

2. Have alternative locations been identified for these tenants?
3. Have relocation plans been reviewed and approved?
4. Has this been taken into account in the project budget?
5. Have the tenants allocated funds to relocate?

B. There are a number of underground storage tanks, sumps, and dry wells which will require removal and/or remediation.

1. Will the DOT-A be responsible for this remediation?
2. Will the former tenants and/or users of these facilities be required to pay for the cost of this remediation?
3. Has funding been allocated for this task in the project budget?

C. The new GA tenants will likely perform maintenance of their equipment in the new parcels.

1. Will the Department of Health require the installation of an oil/water separator in order to ensure that the discharge from the site will not contaminate adjacent sites?
2. Are potential GA tenants aware of regulatory requirements and associated costs?

V. ALTERNATIVES - no comment

VI. DETERMINATION AND JUSTIFICATION - no comment

VII. REFERENCES - no comment

VIII. LIST OF CONSULTED PARTIES

- A. The letter from BHP Hawaii dated December 5, 1995 has specific design criteria which should be considered as the project design progresses.

* * * * *

The above represents the AVAirPros review of the above document. It is requested that the DOT-A address the issues raised in this review in order to refine project estimates and ensure proper coordination between effected users.

Additional input may be available from other ACH member airlines and will be provided as it becomes available.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

H.R. 1
KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
96.426

NOV 20 1996

Mr. John L. Thatcher
Executive Director
Airlines Committee of Hawaii
Honolulu International Airport
300 Rodgers Boulevard, #62
Honolulu, Hawaii 96819-1832

Dear Mr. Thatcher:

Subject: Draft Environmental Assessment (DEA) for Ahukini
Road Realignment and General Aviation Subdivision
Lihue Airport, Kauai

Thank you for the comments on the DEA for the Ahukini Road
Realignment and General Aviation Subdivision. Several issues
were brought up by your consultant, Airport & Aviation
Professionals, Inc., in the May 7, 1996 fax.

1. Provide data available which establishes the demand for said parcel.

Currently, there is a waiting list for tenant space at Lihue Airport.

2. Does the DOT-A (Department of Transportation, Airports Division) have letters of intent from any potential tenants?

The Airports Division does not have any letter of intent, however, as stated above, there is a waiting list for tenant space at Lihue Airport.

3. Provide the criteria used to determine the size of the General Aviation (GA) parcels.

The criteria for the size of the GA parcels are being re-evaluated and could vary from the 17 lots indicated in the DEA. The size of the lots will be based on Airports Division's property development standards as well as input from potential tenants.

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4. Have the relocation of FAA's remote transmitter been reviewed in detail with FAA?

Airports Division is working with FAA to locate a suitable site for the remote transmitter. Once a location is decided upon, details on the relocation will be worked out with FAA.

5. Have appropriate costs been allocated for the relocation of FAA's remote transmitter?

Sufficient funds have been appropriated for this project, including the amount needed to relocate the remote transmitter.

6. Have the FAA been approached for potential funding assistance?

Airports Division has requested a \$15,000,000 FAA grant.

7. Have construction of additional apron area been included in the project?

The construction of additional apron area for air carriers and air cargo is not part of this project. However, construction of additional apron area could occur within five years if there is sufficient demand. Please provide us with your apron area estimates/requirements.

8. Have the drainage requirement for any additional apron area construction been taken into account?

The drainage system has been designed and sized to allow for future airport expansion.

9. Have the cost for any additional apron area construction been included in the project budget?

Because the construction of additional apron area is not within the project scope, no funds for it have been allocated.

10. Have the existing tenants been advised of DOT-A's intention?

The existing tenants have been informed of the project, starting with the pre-assessment consultation letter dated November 7, 1995, as well as verbal consultation since that time.

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11. Have alternative locations been identified for these tenants?

Airports Division has identified alternative locations for tenants wanting to relocate within Lihue Airport's boundary.

12. Have relocation plans been reviewed and approved?

Relocation plans will be reviewed for approval as Airports Division receive written requests from the tenants.

13. Have the cost of relocating the tenants been taken into account in the project budget?

The project budget does not include relocation cost of the existing tenants. Because the existing tenants are under a 30-day revocable lease, all relocation cost will be borne by the tenant.

14. Have the tenants been allocated funds to relocate?

As stated above, no airport funds are allocated to relocate existing tenants.

15. Will the Department of Health require the installation of an oil/water separator?

Airports Division is installing, at its own initiative, four (4) oil/water separators on the project site (see attached map).

16. Are potential GA tenants aware of regulatory requirements and associated costs?

The lease agreement between Airports Division and GA tenants contains a provision requiring tenants to comply with all applicable rules and regulations relating to hazardous materials.

17. Have the specific design criteria needed for BHP Hawaii been addressed?

The criteria needed for BHP Hawaii facility, two (2) vehicular accesses that can accommodate vehicles with 55' turning radius, will be met.

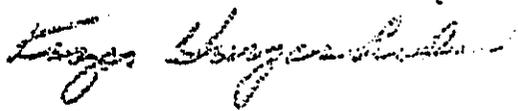
Mr. John L. Thatcher
Page 4

AIR-EP
96.426

NOV 20 1996

If you have any further comments or questions, please contact
Darell Young, Planning Engineer, at 838-8818.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Attachments: FAX dated May 7, 1996
Map

DY:nf

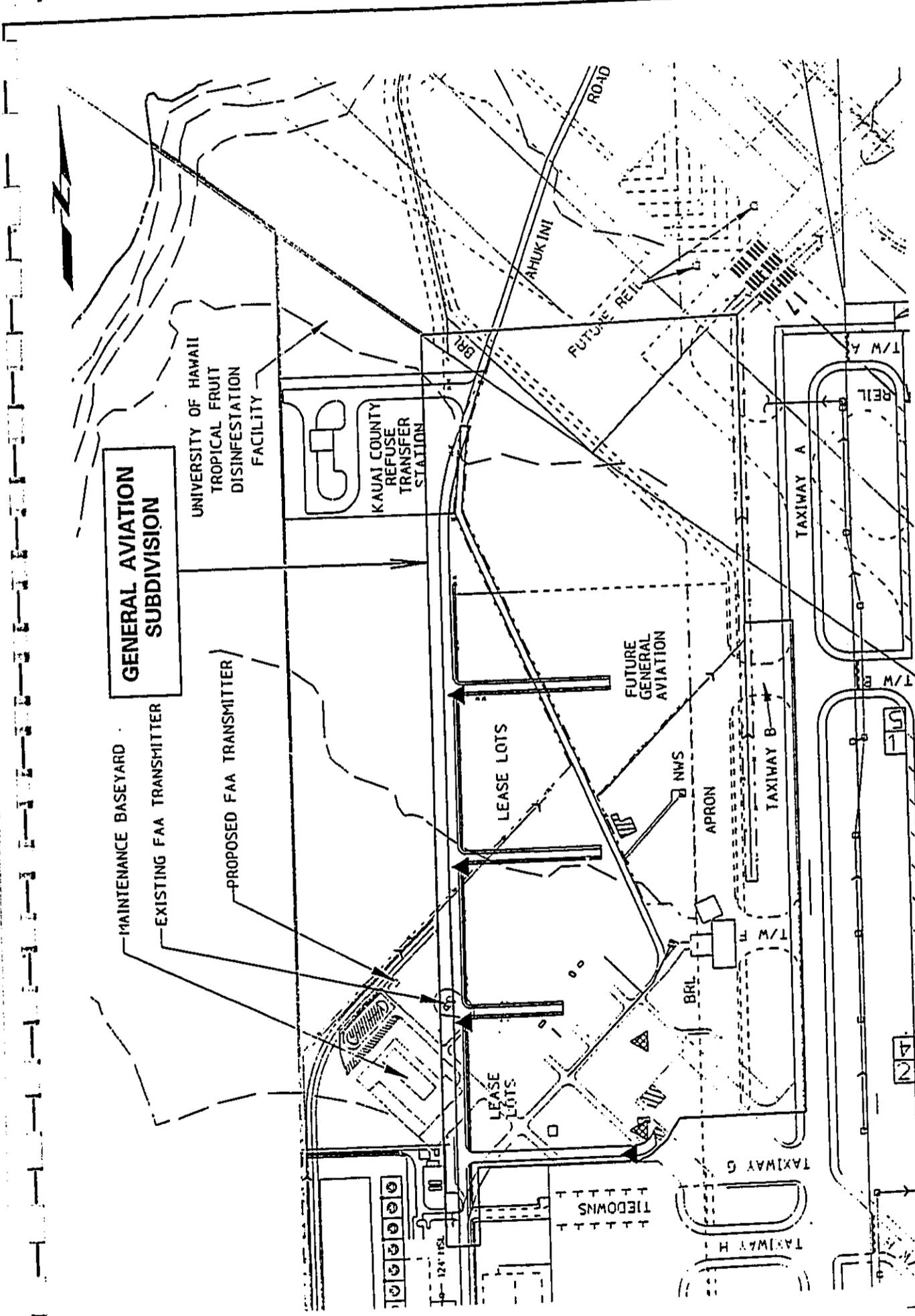
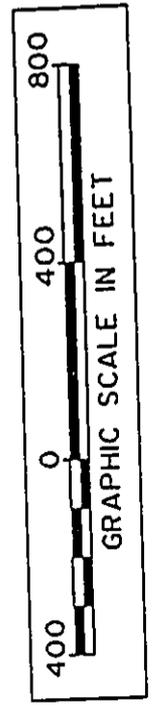


Figure 11
OIL /WATER SEPARATOR
LOCATIONS

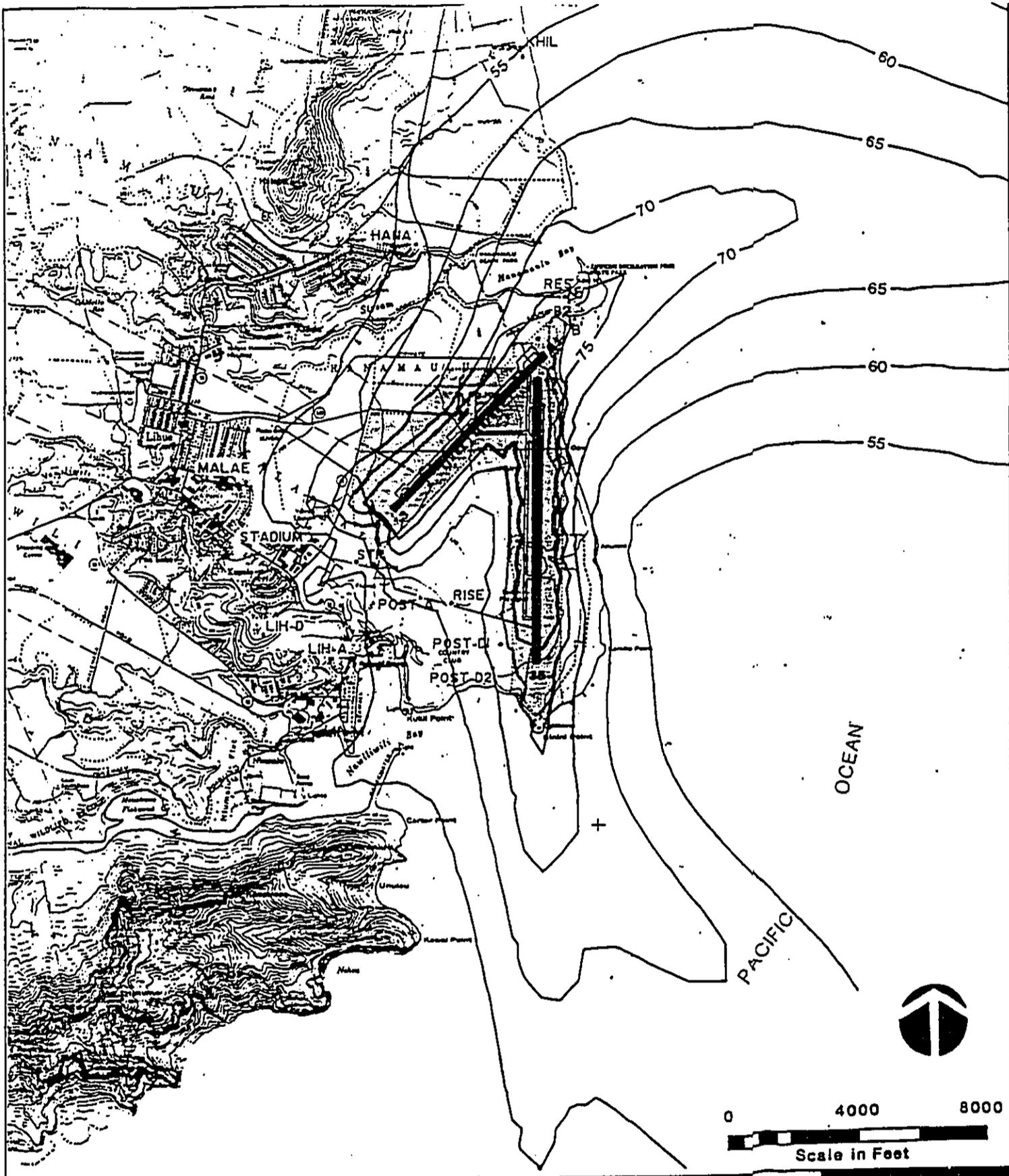
30 Oct 1996

- ▲ PROPOSED OIL / WATER SEPARATORS
- ▨ EXISTING OIL / WATER SEPARATORS



APPENDIX C

5 YEAR (CY 1991) NOISE EXPOSURE MAP



**LIHUE AIRPORT NOISE COMPATIBILITY PROGRAM
VOLUME II**

5 YEAR (CY 1991) NOISE EXPOSURE MAP

Prepared for:
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION

FIGURE 5-1

Prepared by:
WILSON OKAMOTO
& ASSOCIATES, INC.



Airports Division