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FINAL ENVIRONMENTAL ASSESSMENT  
AND  
FINDING OF NO SIGNIFICANT IMPACT

\*2  
CENTRALIZED DISTRICT OFFICE AND BASEYARD  
COMPLEX,  
\*1 PUHI INDUSTRIAL PARK

Lihue District, Island of Kauai  
Tax Map Keys: 4:3:3:12:24 and 25, 4:3:3:12:27(por),  
4:3:3:13:12(por)  
State Project No. HWY-K-03-98

Proposing Agency: STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION,  
HIGHWAYS DIVISION, KAUAI DISTRICT  
LIHUE, HAWAII 96766

Responsible Official: Kazu Hayashida 6/22/00  
Kazu Hayashida Date  
Director

Prepared For: GYA Architects, Inc.  
Wells Street Professional Center  
2145 Wells St., Suite 303  
Wailuku, Hawaii 96793

Prepared By: Edward K. Noda and Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, Hawaii 96814

June 2000

This Document is prepared pursuant to Chapter 343, HRS.

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## 1.0 INTRODUCTION

This Final Environmental Assessment ("FEA") is prepared pursuant to Chapter 343, Hawaii Revised Statutes ("HRS") as amended, and in accordance with Section 11-200, Hawaii Administrative Rules ("HAR"). The FEA analyzes and discusses the impacts of the Proposed Action on the environment and the community. The document states the purpose and need for the Proposed Action in Section 1.1. The location and existing condition of the site of the Proposed Action is described in Chapter 2. The Proposed Action and alternatives to the Proposed Action are described in Chapter 3. The affected environment, potential environmental impacts, and mitigation measures are discussed in Chapter 4. Chapter 5 presents a summary of the environmental impacts related to the Proposed Action. Chapters 6 and 7 lists references and agencies and organizations consulted respectively for this FEA.

The Proposed Action is the development of a central office and maintenance baseyard complex for the State of Hawaii, Department of Transportation, Highways Division, Kauai District ("HWY-K"). The purpose of the Proposed Action is to relocate and centralize the separate district office and baseyard operations so as to improve operational efficiency.

### 1.1 Purpose and Need

The HWY-K is proposing to develop a centralized district office and baseyard complex in the Puhi Industrial Park subdivision on the Island of Kauai. At present, the HWY-K maintains a district office in Lihue and a separate maintenance baseyard in Kapaa. Both sites are outdated for current needs, and the separation of the facilities hinders the efficiency of the HWY-K's operations, communications, and coordination.

The Lihue office is presently located in the State Building, built in the early 1960s. Due to increased personnel and changes in business operation, the current space is severely overcrowded, a condition which compromises efficiency and the security of files. Highway inspectors work out of their vehicles because they have no office space. Engineering and design personnel lack layout space. There is no central area for project files or for storage of supplies.

The baseyard in Kapaa was built in 1972 and is too small to meet modern maintenance operations, equipment, and storage requirements. Because of the lack of space, supplies are scattered throughout the yard, and paint is stored outdoors. The baseyard is located adjacent to the Moikeha Canal and flooding at the site is a periodic occurrence. The salt air environment at the site is conducive to rusting, increasing the cost of equipment maintenance. Furthermore, the Kapaa site, at the eastern end of Kauai, is not centrally located in relation to the highway system to provide the most efficient service to the western side of the Island.

The proposed centralized district office and baseyard complex will facilitate more efficient operation and allow room for future expansion. It will improve communications between all sections, provide needed storage space for files, supplies and equipment, improve security, and allow the HWY-K to better serve the public.

### 1.2 Statutory Requirement

The Proposed Action requires the use of State funds and State land. Therefore, an EA is necessary under Chapter 343, HRS and pursuant to Section 11-200, HAR. The proposing agency for the Proposed Action is the State of Hawaii, Department of Transportation, Highways Division, Kauai District and the approving agency is the State of Hawaii, Department of Transportation.

### 1.3 List of Permits and Approvals

The Proposed Action ("project") will require the following permits and approvals:

| Approval Needed                                    | Approving Organization or Person |
|--|----------------------------------|
| Use Permit   | Kauai Planning Commission        |
| Class IV Zoning Permit                             | Kauai Planning Commission        |
| Zoning Refinement                                  | Kauai Planning Director          |
| Conditional Use Permit for Construction Activities | State Department of Health       |
| Building Plan Approval                             | Kauai Fire Chief                 |

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| Approval Needed  | Approving Organization or Person |
|--|----------------------------------|
| Building Permit  | Kauai Building Department        |
| National Pollutant Discharge Elimination System Notice of Intent | State Department of Health       |

## 2.0 SITE DESCRIPTION

### 2.1 Location

The project site is located within the Puhi Industrial Park ("Park"), a 56-acre light industrial subdivision in the town of Puhi, Lihue District, in the southeastern portion of the Island of Kauai (Figure 2.1).

The project site consists of four contiguous lots encompassing 6.379 acres of land (Figure 2.2). The lots identified as Tax Map Key ("TMK") parcels (4) 3-3-12: 24 and 25 are situated on Haleukana Street. Lot 1 and Lot 2, encompassing portions of TMK: (4) 3-3-12: 27 and (4) 3-3-13: 12 respectively, are situated behind the parcels fronting Haleukana Street and adjacent to the Cane Haul Road in the Park.

### 2.2 History

The project site has been in continuous use for sugarcane cultivation since the early 1800s. It was acquired by Grove Farm in 1865 and leased to the Lihue Plantation Co. in 1974. Grove Farm withdrew the land from sugar production as part of the company's Lihue-Puhi Master Plan and developed the Puhi Industrial Park in 1992. The property has been acquired from Grove Farm Properties, Inc. by the State of Hawaii.

### 2.3 Existing Condition

The project site is currently vacant. Parcels 24 and 25 are graded and landscaped with grass. Lot 1 (portion of parcel 27) is currently being graded and cleared of brush; Lot 2 (portion of parcel 12) is ungraded and overgrown with tall grasses, shrubs and trees. An environmental site assessment of the site, conducted by Edward K. Noda and Associates ("EKNA") in March of 1999, found signs of unauthorized dumping which included:

- abandoned vehicles, e.g., cars, trucks, forklifts, backhoes, etc.;
- construction debris;
- used automobile batteries;

- metal shelving;
  - empty 55-gallon drums;
  - abandoned shipping containers;
  - abandoned Underground Fuel Storage Tanks ("UST") and the associated piping which had been cut open, cleaned and removed from another site; and
  - household rubbish, e.g., beverage cans, newspapers, plastic bags, etc.
- (EKNA, *Phase I Environmental Site Assessment Proposed Centralized District Office and Baseyard Complex, Kauai Puhi Industrial Park*, Lihue, Island of Kauai, April 1, 1999.)

During the environmental site assessment, a large dark stain was recorded on the ground adjacent to an abandoned UST which emitted a strong petroleum-like odor. Subsequent to the site assessment, 'Aina Environmental Group, Inc. ("AEG") was contracted by Grove Farm to take soil samples of the stained area, and the samples were analyzed for Total Petroleum Hydrocarbon as gasoline ("TPH(G)"), Total Petroleum Hydrocarbon as diesel ("TPH(D)"), Oil & Grease, Benzene, Toluene, Ethylbenzene and Xylene, and Polynuclear Aromatic Hydrocarbons.

Laboratory analyses results showed high levels of TPH(D) and Oil & Grease. All of the other substances tested for were found to be below detection limits. AEG reported that the soil contamination may have been the result of fuel or oil leakage from farm equipment parked at the location.

Because the TPH(D) content of the soil was above the State of Hawaii, Department of Health ("DOH") action level, the stained area was excavated on December 12, 1999 to remove the contaminated soils. Soil samples were taken from the excavation pit and tested for TPH(D); the test results showed that the soil contained less than the DOH action level. Thus, AEG concluded that no further soil sampling or soil remediation work at the site is necessary. ('Aina Environmental Group, Inc., Letter to Mr. Mike Furakawa, Vice President, Grove Farm Properties, Inc. regarding "Contaminated Soil Assessment and Clean-up, Lot 111, TKM: 4-3-3-013: 012, Puhi, Kauai, Hawaii 96766", February 10, 2000.)

## 2.4 Surrounding Land Uses

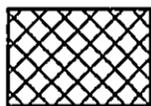
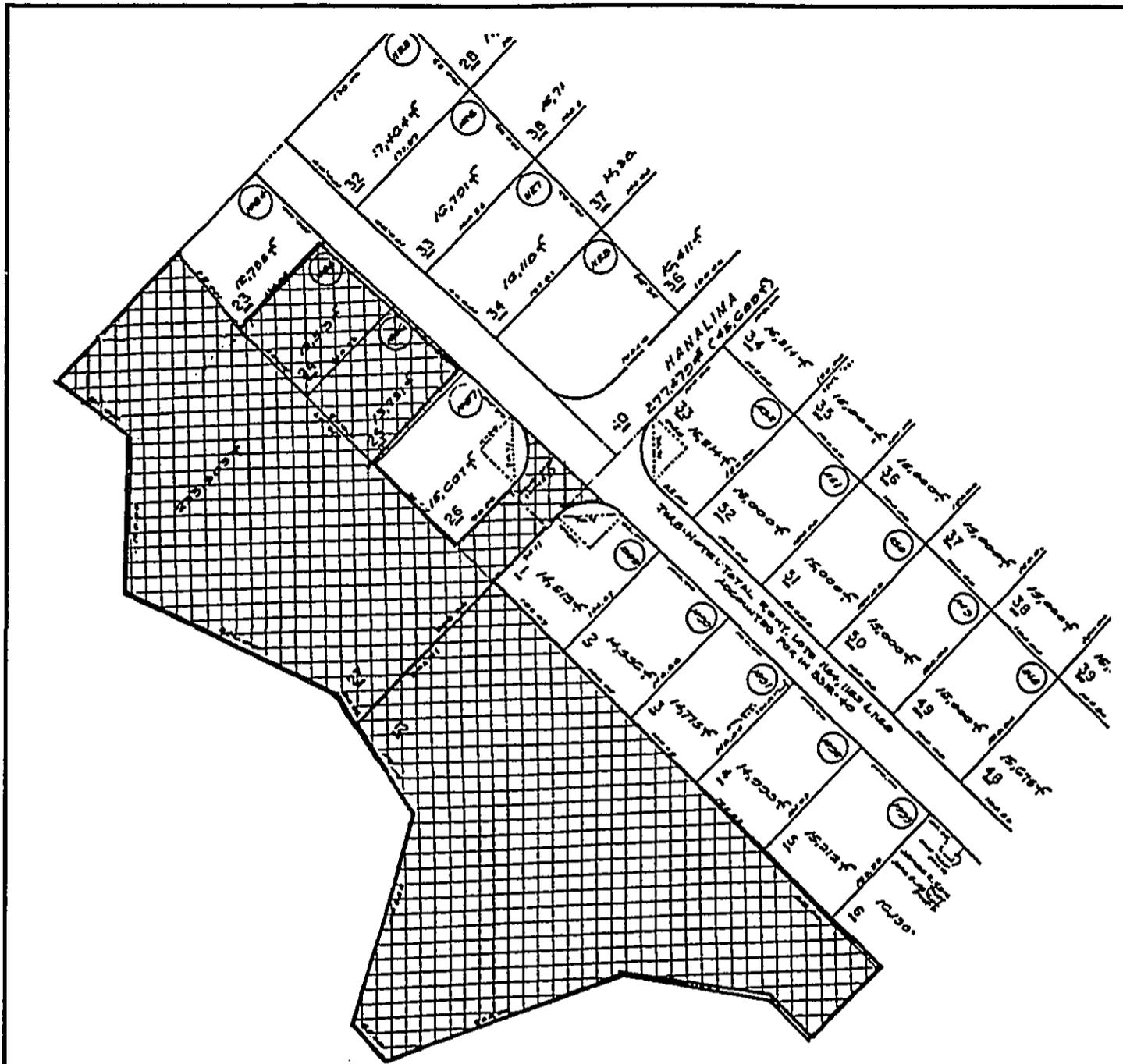
The Park is bounded on the north by a similar industrial subdivision, single-family residential housing units to the east, the Puhi Metals Recycling Center site and agricultural

lands to the south, and the Puhi Stream and gulch to the west, the only natural feature in the immediate vicinity of the Park.

Nearly all of the lots in the Park have been sold, and approximately 50% of the lots are built and occupied. The types of current tenants in the Park can be summarized as:

- private industrial baseyards (e.g., general construction, plumbing, painting, refuse collection, & tour bus operator);
- the State of Hawaii, Department of Accounting and General Services' district office building & baseyard;
- heavy equipment rental and repair shops; and
- automotive repair shops and parts supply stores.

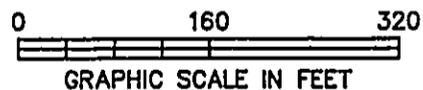




PROJECT SITE



NORTH



GRAPHIC SCALE IN FEET

| FOURTH TAXATION DISTRICT |      |      |                    |
|--------------------------|------|------|--------------------|
| ZONE                     | SEC. | PLAT | PARCEL             |
| 3                        | 3    | 12   | 24, 25, & 27(por.) |
| 3                        | 3    | 13   | 12 (por.)          |

 **Edward K. Noda and Associates, Inc.**  
615 PIIKOI STREET SUITE 300, HONOLULU, HAWAII, 96814

DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION, KAUAI DISTRICT  
DISTRICT OFFICE AND BASEYARD COMPLEX  
FINAL ENVIRONMENTAL ASSESSMENT

TMK  
LOCATION  
MAP

FIGURE  
2.2

## 3.0 DESCRIPTION OF THE PROPOSED ACTION

### 3.1 Description of the Proposed Action

The HWY-K is proposing to develop a district office and baseyard complex consisting of the following (see Figure 3.1):

- administration building;
- visitor and employee parking;
- materials testing building;
- maintenance building;
- equipment/vehicle parking;
- mechanic shop;
- service platform;
- vehicle wash area;
- fuel station; and
- stockpile areas for materials storage.

The administration building will house the HWY-K's district office administrative personnel, as well as the highway design and construction sections. District office activities include: project design, plan review, permitting, project inspection, surveying, materials testing, and motor vehicle safety. District office personnel also provides support services to other Department of Transportation divisions on Kauai and interacts with the public for permitting, plan review, Adopt-a-Highway program, and surveying.

Baseyard activities include:

- storage of highway maintenance equipment;
- equipment maintenance, including repair, painting, welding, and washing;
- vehicle fueling;
- storage of highway maintenance materials;
- storage of herbicides and fertilizers used for highway landscape maintenance;
- fabrication of road signs; and
- repair and maintenance of traffic signal equipment.

The entire site will be fenced, and approximately 65% of the site will be paved. Glasphalt will be used for paving if it is available and in conformance with Section 103D-

407, HRS. Construction is anticipated to start in January, 2001 and be completed by the end of July, 2002. The total cost of the project is expected to be \$12 million.

Both the State Building in Lihue and the Kapaa baseyard property are owned by the State of Hawaii, under the jurisdiction of the State Department of Accounting and General Services. It is anticipated that the space in the State Building vacated by the HWY-K district office will be occupied by another State agency. Similarly, the Kapaa site vacated by the HWY-K baseyard is likely to be offered for use by other State agencies.

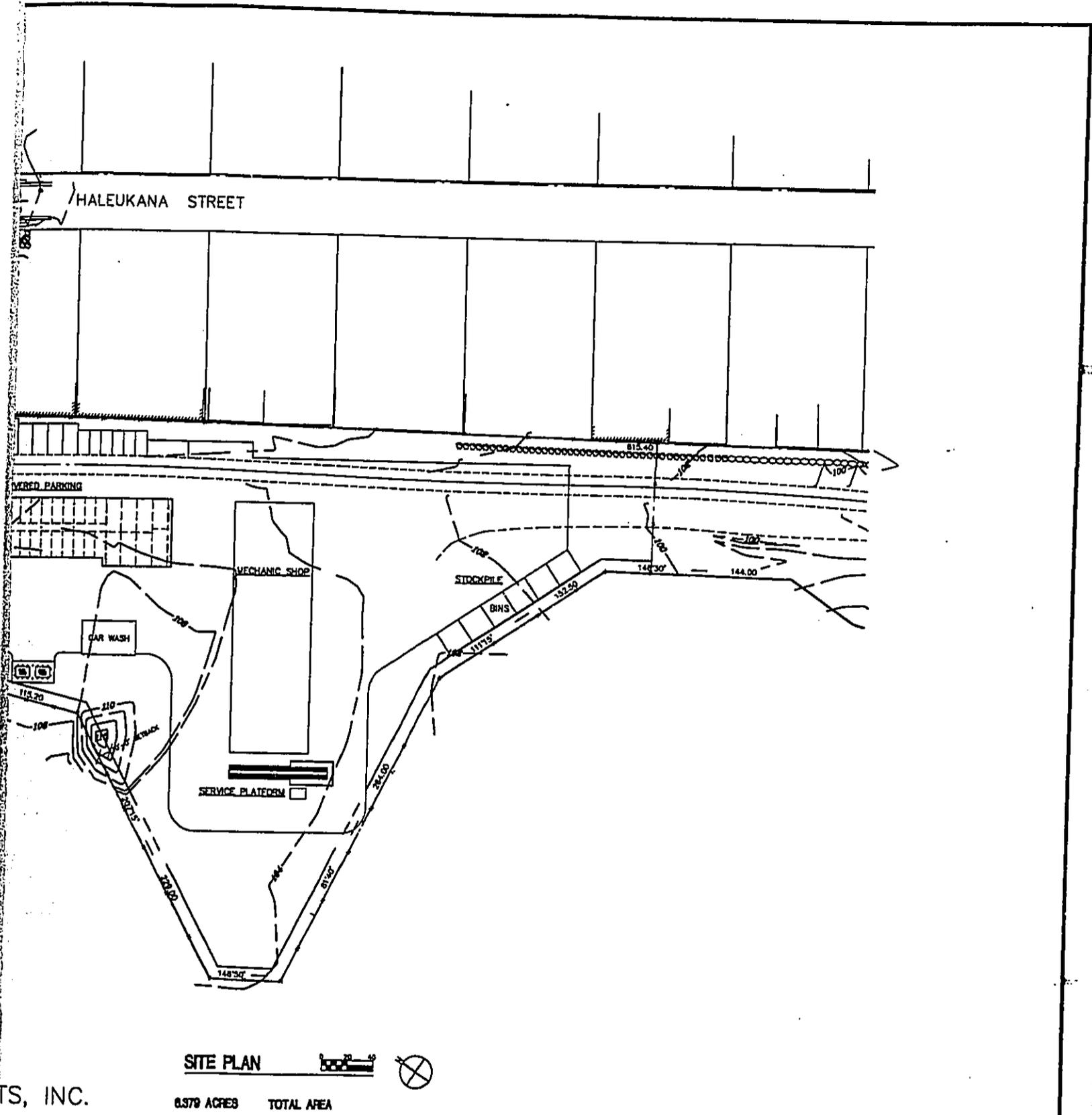
### **3.2 Relocation-Only Alternative**

The Relocation-Only alternative would keep the district office and baseyard operations separate and address the overcrowded conditions by relocating the operations to new sites. The district office would lease larger private office space from the existing commercial rental inventory; the baseyard would seek to lease a larger industrial space. Both the Lihue office space and the Kapaa site would be offered to other State agencies. The HWY-K has determined that this alternative is impractical because no site has been found that would accommodate the baseyard's special needs. In addition, the separation of the two operations would continue to be less efficient and suffer the problems associated with the existing split operations.

### **3.3 No-Action Alternative**

The No-Action alternative would leave the current HWY-K Lihue district office and Kapaa baseyard in inadequate and overcrowded condition. The efficiency of both operations would continue to be undermined. The baseyard would continue to be hampered by periodic flooding and lost travel time to and from job sites. Neither the district office nor the baseyard would be able to accommodate future expansion.





|   |                         |               |
|---|-------------------------|---------------|
| OF TRANSPORTATION<br>SION, KAUAI DISTRICT<br>AND BASEYARD COMPLEX<br>NMENTAL ASSESSMENT | PROJECT<br>SITE<br>PLAN | FIGURE<br>3.1 |
|---|-------------------------|---------------|

## **4.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT, POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **4.1 Socio-Economic**

#### **4.1.1 Existing Condition**

In 1998, the resident population of Kauai County was 55,603. (State of Hawaii, Department of Business, Economic Development, and Tourism, 1999 State of Hawaii Facts and Figures.) The Lihue District is Kauai's government and urban center, and also one of its major tourist areas. The Lihue District contains the towns of Lihue, Hanamaulu, and Puhi. Puhi, where the project site is located, is the least populated of the three towns and receives most of its public services from Lihue, the second largest center of population on the Island after Kapaa.

Police and fire fighting services to Puhi Industrial Park is provided by the respective stations in Lihue. The Park has a fire hydrant system which is connected to the County water supply. Medical services to the area is provided by Wilcox Hospital in Lihue. The closest educational facilities to the project site are the new Kauai Middle School in Puhi, currently under construction and scheduled to open in September, 2000, Kauai Community College (KCC) just north of the intersection of Puhi Road and Kaunualii Highway, and the Island School adjacent to KCC. The nearest regional park is located adjacent to the new Kauai Middle School site.

Kauai's economy has been severely weakened over the last ten years by the decline of agriculture coupled with the devastation caused by Hurricane Iniki in 1992 and the statewide economic downturn. The County's unemployment rate in 1998 was 9.8% compared to the Statewide rate of 6.2%. (1999)

#### **4.1.2 Proposed Action**

The project involves the relocation and centralization of existing government operations, and will have no impact on educational or recreational facilities. The relocation of the HWY-K district office and baseyard personnel to the Puhi Industrial Park will reduce the weekday population of Lihue and Kapaa and increase that of Puhi, but the impacts are

minimal. Police, fire and medical facilities serving the Puhi area have adequate capacities to serve the project's needs and will not be impacted significantly.

The project will have a positive impact on the economy with the creation of construction jobs. The project will require the irrevocable expenditure of \$12 million in State funds and consume labor and materials necessary for the construction of the project. The project will also remove the project site from State and County tax rolls.

#### **4.1.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. The current district office in Lihue and the Kapaa baseyard operation are adequately served by existing police, fire and medical facilities. The impact on the population, educational and recreational facilities will remain the same as present. However, construction jobs will not be created. On the other hand, \$12 million in State funds and labor and materials would be available for other needs, and the project site would remain subject to State and County taxes.

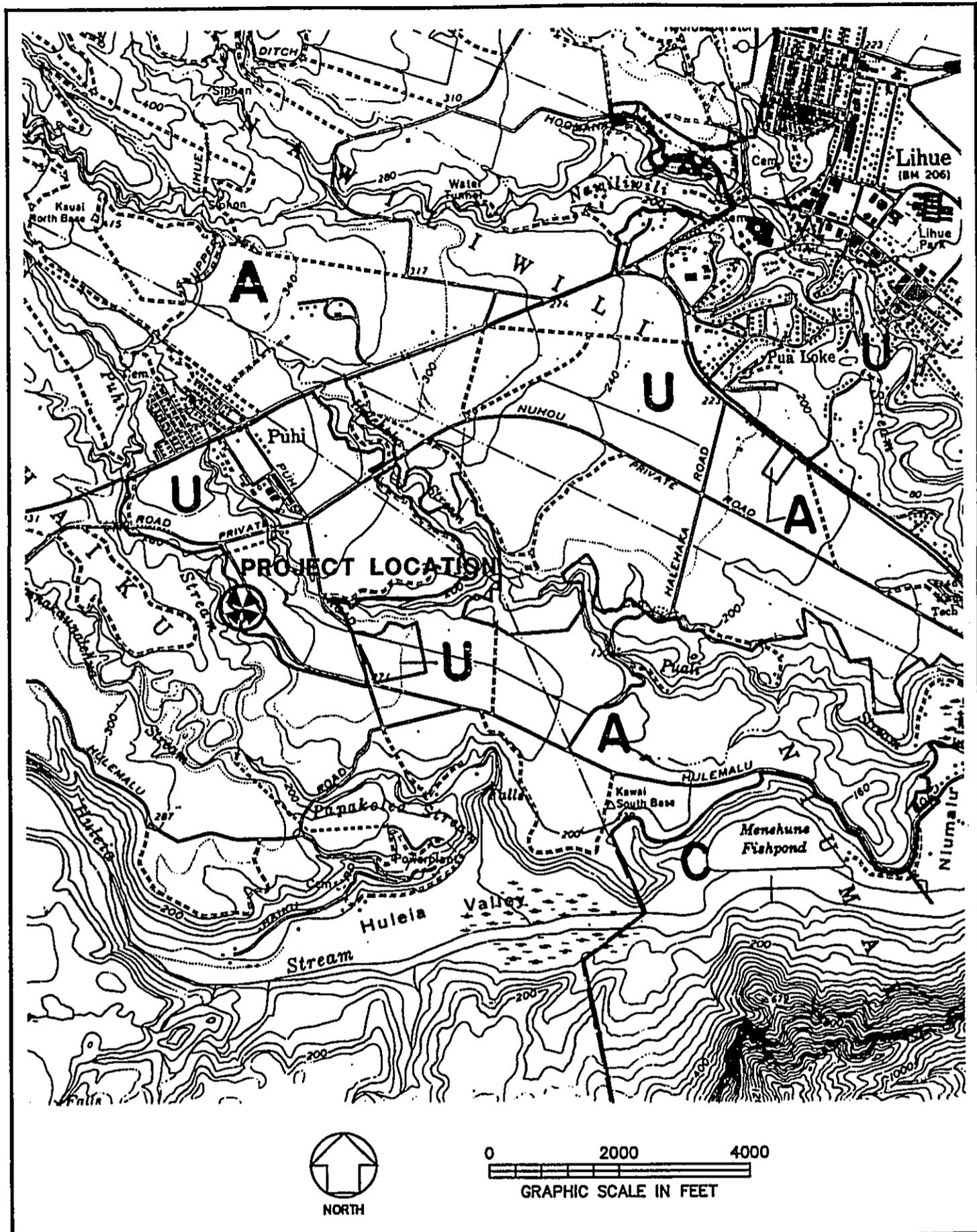
### **4.2 Land Use**

#### **4.2.1 Existing Condition**

The proposed site is in an Urban district on the State Land Use map (Figure 4.1). Parcels 24 and 25 and Lot 1 are zoned Limited Industrial ("IL") by the Kauai County Planning Department (Figure 4.2). Lot 2, with the exception of the southwest corner, is also in the IL zone. The Kauai County zoning map boundary between the IL zone and the adjacent Agricultural ("AG") zone does not conform precisely to the lot lines or the contour of the land; consequently a portion of the southwest corner of Lot 2 appears to lie within the AG zone.

#### **4.2.2 Proposed Action**

The project is fully compatible with the State's Urban land use designation. The project's baseyard activities are allowed in Kauai County IL districts and is similar in operation to other public and private baseyards currently in the Park. For example, the State Department of Accounting and General Services currently operates a similar district

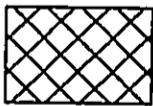
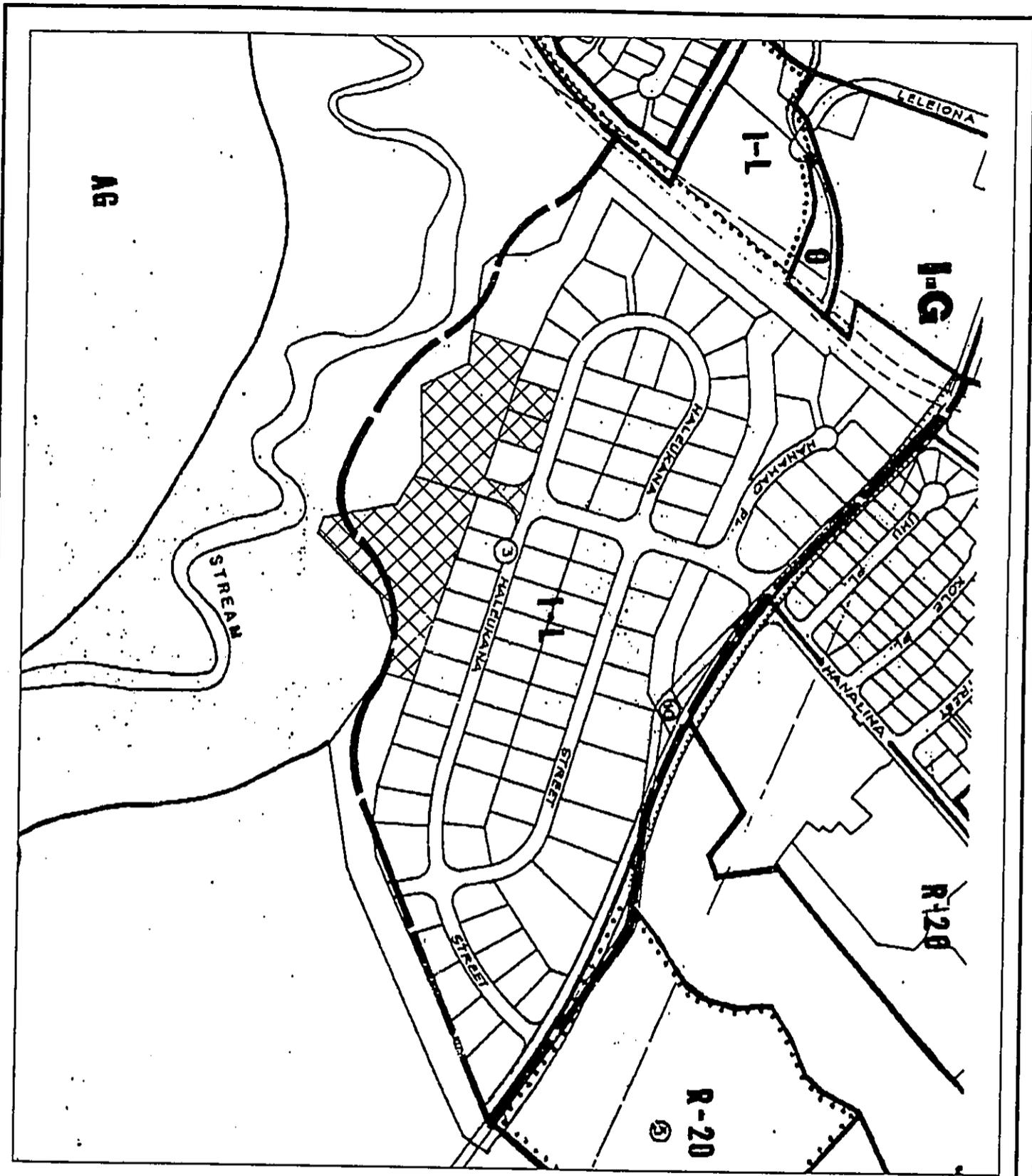



**Edward K. Noda and Associates, Inc.**  
 615 PIKOI STREET SUITE 300, HONOLULU, HAWAII, 96814

DEPARTMENT OF TRANSPORTATION  
 HIGHWAY DIVISION, KAUAI DISTRICT  
 DISTRICT OFFICE AND BASEYARD COMPLEX  
 FINAL ENVIRONMENTAL ASSESSMENT

STATE  
 LAND USE  
 MAP

FIGURE  
 4.1



PROJECT SITE



NORTH

NOT TO SCALE



**Edward K. Noda  
and Associates, Inc.**  
615 PIKOI STREET SUITE 300, HONOLULU, HAWAII, 96814

DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION, KAUAI DISTRICT  
DISTRICT OFFICE AND BASEYARD COMPLEX  
FINAL ENVIRONMENTAL ASSESSMENT

KAUAI  
COUNTY  
ZONING MAP

FIGURE  
4.2

office and maintenance baseyard facility in the Park just a few lots north of the project site. The proposed office use is generally not permitted within an IL District; however, this use is allowed through a Use Permit. The HWY-K is seeking a Use Permit from the Kauai County Planning Commission. County zoning regulations also require a Class IV Zoning Permit be obtained for construction or development on a parcel larger than one acre within an IL district; the HWY-K will also seek this permit from the Planning Commission.

Because the zoning map's boundary line between IL and AG districts does not conform precisely to the lot line or to the contour of the land, a portion of the southwest corner of the site appears to lie within the AG zone; presumably, the project's uses would not be allowed within this portion of the site. However, Section 8-2.2 (e) of the Kauai County Code Zoning Ordinance states that "boundaries indicated as approximately following plotted lot lines shall be construed as following the lot lines" and gives the County Planning Director the authority to determine the location of zoning map boundaries where uncertainty exists (see Appendix A). The HWY-K is seeking a determination from the Planning Director to correct the discrepancy.

Consequently, the project will have no significant land use impacts.

#### **4.2.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. The project site will continue to be vacant and the risk of future unauthorized dumping will remain. The Lihue district office will remain in the State Building and the baseyard will remain in Kapaa; both will continue to have no impact on existing land uses.

### **4.3 Geologic, Soil, and Groundwater Conditions**

#### **4.3.1 Existing Condition**

The Kauai Shield, the remnant of an extinct shield volcano, makes up most of the island of Kauai. The proposed project site is situated on the southeastern flank of the Kauai Shield in the Lihue Basin area. The shallow subsurface conditions in this region generally consist of silty clay alluvial soils forming a thin mantle over basalts of the Koloa

Volcanic Series. The base of the stratigraphic section is the Napali Basalts of the Waimea Canyon Volcanic Series which are overlain by lavas of the Koloa Volcanic Series. (EKNA, 1999.)

The project site overlies two types of aquifers. A perched aquifer, where a lens of fresh water is bounded by an impermeable layer, is closest to the surface. Beneath it is a dike confined aquifer, where ground water is compartmentalized in dikes. Groundwater flow in the aquifers is generally towards the south-southwest.

The University of Hawaii Water Resources Research Center Technical Report #186 for Kauai (Mink & Lau, 1992) classifies the aquifers beneath the site as part of the Hanamalu system and of the High Level type, where fresh water is not in contact with seawater (Appendix B). The groundwater from these aquifers is classified as a drinking water source, with the upper one in current use and the lower one of potential use.

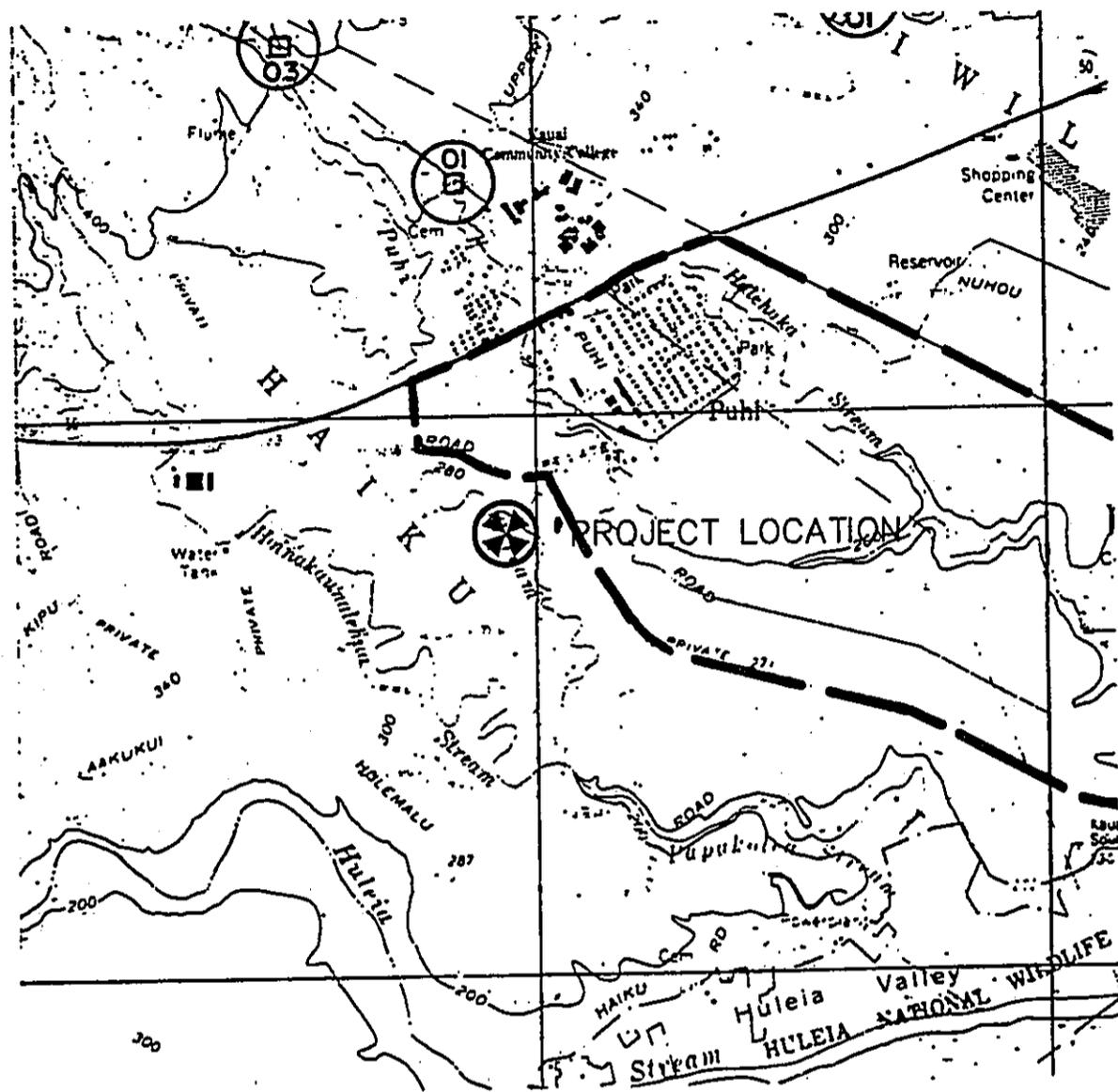
According to the State Department of Health ("DOH") *Underground Injection Control Map for Lihue (K-11)*(Figure 4.3), there is one known public drinking water supply well in the vicinity of the project site. This well is located approximately 4,000 feet to the northwest of the site. The project site is also situated below (downgradient) of the Underground Injection Control ("UIC") line in this area of Kauai. Groundwater below the UIC line is assumed to be non-potable.

The surface soils on the site have been classified by the U.S. Department of Agriculture as Puhī Silty Clay loam (PnB) (Figure 4.4). Permeability of these soils is moderately rapid; runoff is slow with a slight erosion hazard.

#### 4.3.2 Proposed Action

Potential sources of project-related impacts on the groundwater are the fueling of vehicles, the use of herbicides and fertilizers to maintain site landscaping, and the storage of hazardous materials, including herbicides and fertilizers and used lubrication and oil. Contaminants can enter the aquifer system either by permeating through the ground or entering the storm drainage system. The former will be discussed here, while the latter will be discussed in Section 4.4 assessing the project's impact on water quality.

Diesel fuel and gasoline at the fuel station will be stored in aboveground storage tanks ("AST"), each with a 5,000-gallon capacity; refilling is expected to be required

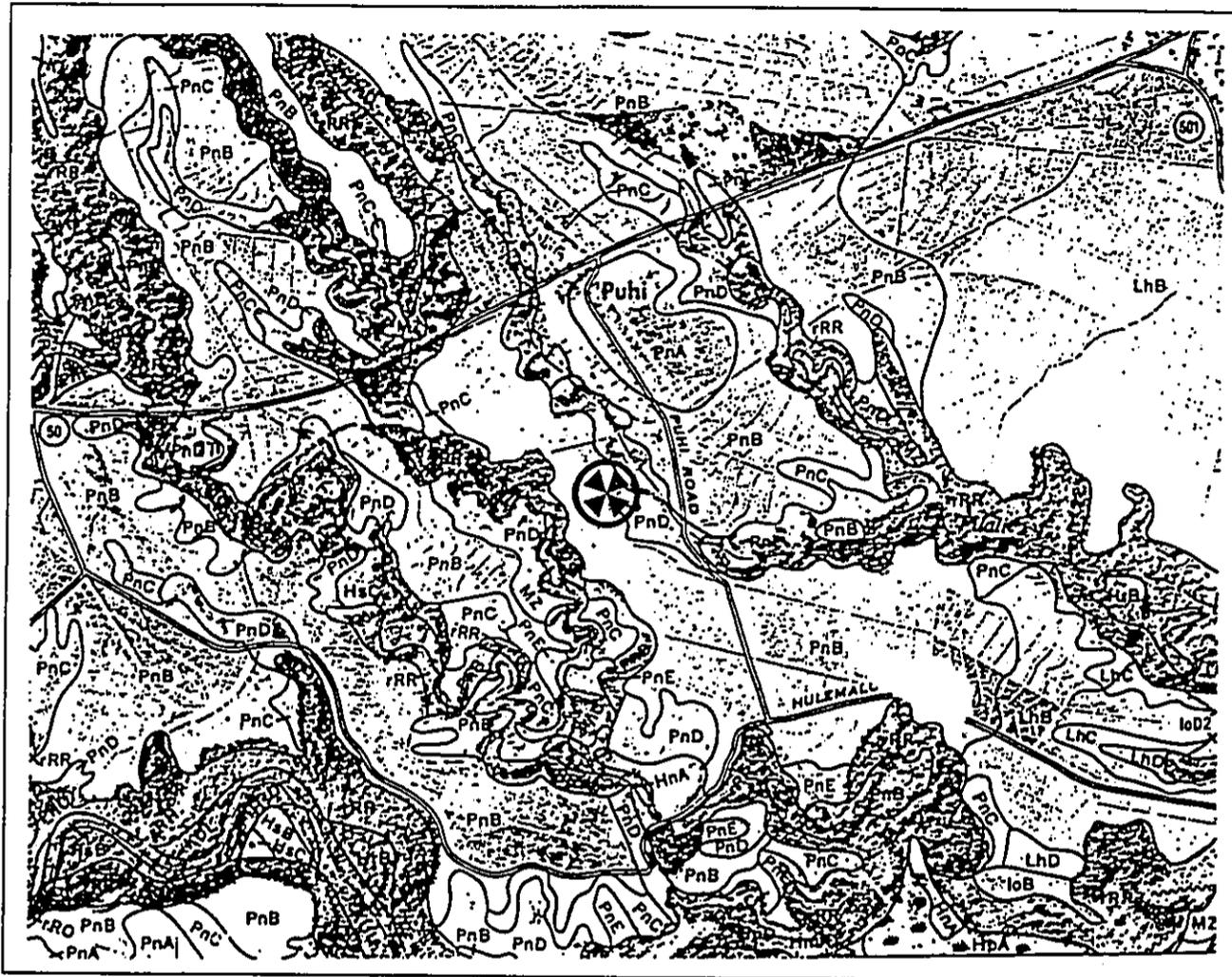


**LEGEND:**

-  UIC LINE
-  DRINKING WATER WELL
-  INJECTION WELL
-  OTHER WELL

  
NORTH  
NOT TO SCALE

|   |  |  |                       |
|---|--|--|-----------------------|
|  <p><b>Edward K. Noda<br/>and Associates, Inc.</b><br/>615 PIKOI STREET SUITE 300, HONOLULU, HAWAII, 96814</p> | <p>DEPARTMENT OF TRANSPORTATION<br/>HIGHWAY DIVISION, KAUAI DISTRICT<br/>DISTRICT OFFICE AND BASEYARD COMPLEX<br/>FINAL ENVIRONMENTAL ASSESSMENT</p> | <p>WATER<br/>WELL<br/>LOCATION MAP</p> | <p>FIGURE<br/>4.3</p> |
|---|--|--|-----------------------|



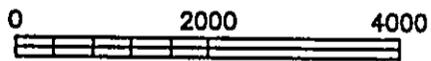
**PnB = PUHI SILTY CLAY LOAM**



**PROJECT LOCATION**



**NORTH**



**GRAPHIC SCALE IN FEET**



**Edward K. Noda  
and Associates, Inc.**  
615 PIKOI STREET SUITE 300, HONOLULU, HAWAII, 96814

DEPARTMENT OF TRANSPORTATION  
HIGHWAY DIVISION, KAUAI DISTRICT  
DISTRICT OFFICE AND BASEYARD COMPLEX  
FINAL ENVIRONMENTAL ASSESSMENT

SOIL  
CLASSIFICATION  
MAP

FIGURE  
4.4

twice a month. The ASTs will be installed on a level concrete pad. Once the facility becomes operational, the HWY-K will prepare and implement a Spill Prevention, Control and Countermeasure ("SPCC") Plan pursuant to Title 40, Code of Federal Regulations ("CFR"), Part 112.

Used lubrication and oil will also be held in an AST. The tank will be installed on a level concrete platform. The tank will be double walled in construction, with visible features for leak detection in the tank. With these features, a containment area or dike is not deemed necessary.

The use of herbicides and fertilizers to maintain site landscaping is expected to be minimal; given the proposed use of the site, landscaping will be limited. In addition, herbicides and fertilizers used in highway landscape maintenance will be stored on the site. Manufacturer-recommended application and storage procedures will be followed. Herbicides and fertilizers will be kept in an enclosed, fire-rated space, and an exhaust system with explosion-proof features will be incorporated. Enclosed storage rooms will also be provided for:

- tools such as various gasoline and propane operated small equipment;
- tires;
- batteries; and
- solvents, oil, and grease.

The vehicle wash area will be located on a concrete pad. The area will be lighted and provided with hose bibs and a drain which can handle silt and mud. The area will be raised with a roof to prevent rain from entering the drain. The drain will have a sediment trap and an oil/water separator sized for washing two vehicles per hour.

The mitigation measures described above will prevent or minimize potential contaminants from permeating through the ground. Consequently, the project will have no significant impact on groundwater conditions through ground permeation.

#### **4.3.3 No-Action Alternative**

The impact of the No-Action Alternative will be the same as present. Neither the district office nor the baseyard are known to have any current impact on geologic, soil, or groundwater conditions at their current locations.

## 4.4 Water Quality

### 4.4.1 Existing Condition

Rainfall in the project site area is estimated to be 55 to 65 inches per year (Belt Collins Hawaii Ltd., *Final Environmental Assessment, Proposed Puhi Metals Recycling Center, Kauai, Hawaii*; prepared for the County of Kauai, Department of Public Works, November 1997.) There are no natural surface water sources or channels crossing the proposed project site. An irrigation ditch crosses the site between the parcels fronting Haleukana Street (24 and 25) and Lot 1 and runs along the eastern boundary of Lot 2. The ditch is part of Grove Farm's irrigation system and supplies water to agricultural tenants downstream of the project site. The banks of the ditch are built higher than the level of the surrounding ground and does not normally serve to capture and convey storm water runoff.

The project site is at an elevation approximately 280 feet above mean sea level and slopes gradually toward Puhi Stream in a westerly direction. Precipitation falling onto the site either infiltrates into the ground or flows into Puhi Stream which lies at the bottom of the gulch located adjacent to Lots 1 and 2.

The Puhi Industrial Park storm drainage system directs runoff into the Puhi Stream basin, which flows south to Niimalu and emerges at Nawiliwili Harbor. The area on which Lots 1 and 2 of the project site are situated follows the natural drainage to Puhi Stream, Papakolea Stream and finally to Huleia Stream, located in the Huleia National Wildlife Refuge. The waters of Huleia Stream flows through Nawiliwili Harbor into the Pacific Ocean.

Nawiliwili Harbor is classified as Moderate Category II on the DOH, Clean Water Branch's Water Quality-Limited Segments list. Nawiliwili Bay is described by DOH as follows:

*Moderate Category II waters, comprising the majority of impaired waters, are characterized by less-severe algal and/or turbidity pollution, and suffer from lesser amounts of litter, stream bank erosion, channel modification and stream bank clearing. They may appear dirty, but they are not choked with algae, weeds, or debris. The extent of stream bank erosion, trash*

*accumulation, and channel modification is much less compared to the severe or moderate category I classifications. People still fish and swim in these waters.*

#### **4.4.2 Proposed Action**

Storm water runoff from the project's administration building area will drain to the existing storm system of the subdivision which flows to the Puali basin. The baseyard and parking lot areas will follow the natural drainage flow to Puihi Stream, Papakolea Stream and finally to Huleia Stream. The irrigation ditch that crosses the project site is part of Grove Farm's irrigation system; Grove Farm has obtained an easement from the State for continued use of the irrigation ditch. The on-site portion of the ditch will be covered and no drainage from the project site will enter it. No flooding due to the ditch is anticipated.

The increased storm water runoff to the Puali basin was included in the drainage calculations required for subdivision creating the Puihi Industrial Park. The Storm Drainage Report concluded that the additional runoff generated by the development of the Park would not adversely impact downstream areas. The construction of the proposed project is consistent with the land use assumptions made in the drainage report and during the zoning and subdivision process. Increased storm water runoff from the baseyard and parking lot areas draining to the Puihi Stream basin primarily impacts the immediate downstream landowner, Grove Farm Company, but this increase is not anticipated to be significant. Kodani and Associates estimate that increased runoff downstream of Grove Farm property will amount to less than 0.08% of the total runoff generated by the 100-year 24-hour storm. Thus, the impact of increased runoff to the Puali and Puihi basins is considered minimal.

Regarding the quality of storm water runoff, no significant impact is anticipated due to the construction of the administration building area. Runoff from the maintenance yard and parking lot areas eventually passes through the Huleia National Wildlife Refuge and into Nawiliwili Harbor and therefore may have an impact, but it is not expected to be significant.

Potential project-related sources of runoff pollutants are the:

- fueling facility;
- vehicle wash rack;

- outdoor vehicle service rack; and
- storage of hazardous materials, such as paints, herbicides, fuel for small equipment, used lubrication and oil, and other miscellaneous automotive fluids, tires and batteries.

Prior to the start of construction, the HWY-K will file a National Pollutant Discharge Elimination System (NPDES) Notice of Intent form with the DOH, and the HWY-K will conform to all DOH and Federal Environmental Protection Agency requirements.

The fuel station will be installed on a level concrete pad. The HWY-K will prepare and implement a SPCC Plan pursuant to 40 CFR112.

The vehicle wash area will be located on a concrete pad. The area will be lighted and provided with hose bibs and a drain which can handle silt and mud. The area will be raised with a roof to prevent rain from entering the drain. The drain will have sediment trap and an oil/water separator sized for washing two vehicles per hour. Approximately 300 gallons/hour of waste flow is anticipated from the drain.

The use of herbicides and fertilizers to maintain site landscaping is expected to be minimal; given the proposed use of the site, landscaping will be limited. Herbicides and fertilizers will be applied according to the manufacturers' recommendations. Herbicides and fertilizers used in highway landscape maintenance will also be stored on the site. Herbicides and fertilizers stored on the site will be kept in an enclosed, ventilated space, and according to manufacturers' recommendations. Enclosed storage rooms will also be provided for:

- tools such as various gasoline and propane operated small equipment;
- tires;
- batteries; and
- solvents, oil, and grease.

Thus, storm water will not be exposed to these items.

Used lubrication and oil will be held in an aboveground storage tank. The tank will be installed on a level concrete platform. Because of the tank's double-walled construction and visible leak detection features, no other containment features are deemed necessary. Covered parking will be provided for all HWY-K heavy equipment which have

diesel or gasoline engines in order to minimize the exposure of storm water runoff to oil and grease.

Increased storm water runoff flow is not anticipated to be significant. Due to the control measures described above, the potential impact of contaminants entering the groundwater through the storm drainage system will be non-existent or minimized. Therefore, the project's impact on water quality will not be significant.

#### **4.4.3 No-Action Alternative**

The district office would remain in the State Building in Lihue, where there is no impact on water quality. The baseyard would remain at its Kapaa location adjacent to the Moikeha Canal and wetland areas, and would continue to be subject to periodic flooding.

### **4.5 Earthquake, Tsunami and Flood Hazards**

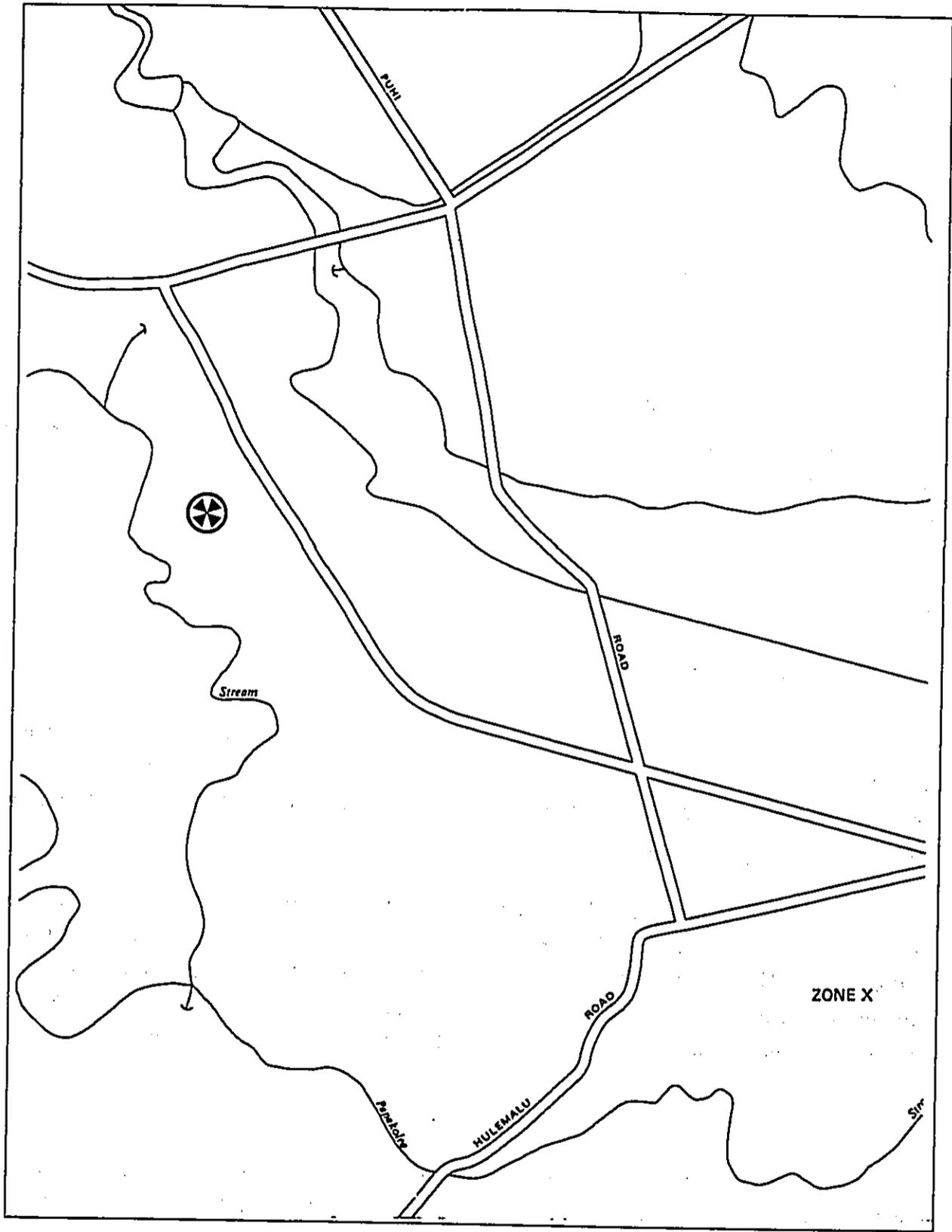
#### **4.5.1 Existing Condition**

Kauai is considered the most stable of the major Hawaiian islands, within Uniform Building Code Seismic Zone 1. This indicates a minimal risk of earthquakes. The project site is at an elevation of approximately 280 feet above mean sea level, well above the Tsunami inundation line.

The project site is located in Zone X of the Federal Emergency Management Agency Flood Insurance Rate Map, an area outside of the 500-year flood plain (see Figure 4.5). The site not subject to flooding from stream overflow or heavy localized rainfall. There are no natural surface water sources or channels crossing the project site. An irrigation ditch, part of Grove Farm's irrigation system, crosses the site.

#### **4.5.2 Proposed Action**

Since the project site is in an geologically-stable area that is above the tsunami inundation line and outside of the 500-year flood plain, the project will have no impact on the earthquake, tsunami or flood hazards. The portions of the Grove Farm



PROJECT LOCATION



NORTH

NOT TO SCALE



**Edward K. Noda  
and Associates, Inc.**  
615 PIKOI STREET SUITE 300, HONOLULU, HAWAII, 96814

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HIGHWAY DIVISION, KAUAI DISTRICT  
DISTRICT OFFICE AND BASEYARD COMPLEX  
FINAL ENVIRONMENTAL ASSESSMENT

FEMA FLOOD  
INSURANCE  
RATE MAP

FIGURE  
4.5

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

irrigation ditch on the site will be covered and no flooding of the site is anticipated. The project will conform to all County Building Code requirements.

#### **4.5.3 No-Action Alternative**

The Lihue district office is not located in a geologically sensitive area. Nor is it located in a tsunami or flood zone; therefore it has no impact. The Kapaa baseyard is adjacent to the Moikeha Canal, classified as Zone AE within the 100-year flood hazard area, and wetlands. During high water due to heavy rainfall, the baseyard is accessible only by vehicles with high clearances; this means the largest pieces of equipment can enter, but not employee vehicles or baseyard pickup trucks. This condition will remain the same under the No-Action Alternative.

### **4.6 Coastal Zone Management**

#### **4.6.1 Existing Condition**

The project site, as is the entire Island of Kauai (except for forest reserves), is located within the Coastal Zone Management area, but no special permit is required for development or construction on the site. The project site is at an elevation of approximately 280 feet above mean sea level, and the nearest coastal water is Nawiliwili Harbor, nearly two miles to the southeast of the site.

#### **4.6.2 Proposed Action**

Due to its elevation and distance from Nawiliwili Harbor, the proposed action is not anticipated to have a direct impact on the coastal zone management requirements, coastal zone, or coastal waters. Increased stormwater runoff flowing into streams leading to the coast is expected to be minimal; therefore the project will have no impact on coastal flooding.

#### **4.6.3 No-Action Alternative**

Both the current district office and baseyard are located within the Coastal Zone Management area. The Lihue office has no impact on coastal zone concerns. The

Kapaa baseyard, located adjacent to the Moikeha Canal and wetlands, would remain and has no known impact.

#### **4.7 Flora and Fauna**

##### **4.7.1 Flora**

###### **4.7.1.1 Existing Condition**

The proposed site has been used for sugarcane cultivation since the 1800s. Parcels 24 and 25 are graded and landscaped with grass. Lot 1, currently being graded, has exposed soils and some grass and trees. Lot 2 is ungraded and overgrown with tall grasses, shrubs and trees. No community of native, endemic or indigenous plants are known to have been identified on the site. The Lihue district office is in an area used for commercial activities for at least the last 40 years. The Kapaa baseyard, adjacent to the Moikeha Canal and wetland areas, is located in an industrial area.

###### **4.7.1.2 Proposed Action**

The proposed action will grade the entire site and clear it of existing vegetation. The project site will be landscaped using vegetation with low water requirements. Since there is no significant vegetation currently on the site, the project will have no impact.

###### **4.7.1.3 No-Action Alternative**

The No-action alternative will be the same as present. The current district office in Lihue has no impact on flora. The baseyard in Kapaa has no known impact on flora, however it would remain in close proximity to wetlands.

##### **4.7.2 Fauna**

###### **4.7.2.1 Existing Condition**

The proposed site has been used for sugarcane cultivation since the 1800s, and no species have been observed on the site. The *Final Environmental Impact Statement General Plan Change For Grove Farm Properties, Inc. Proposed Lihue-*

*Puhi Master Plan* prepared by Belt, Collins & Associates, and Case, Kay & Lynch assumed that the five mammalian species common to the predominant sugarcane habitat of the Kaunualii Highway corridor identified in a prior study were also present on the lands encompassed by the Master Plan. The five species previously identified are the black rat, Hawaiian rat, Norway rat, house mouse and feral cat. Since the Puhi Industrial Park is part of the Grove Farm Master Plan, the same species may exist at the project site. However, none of these are endangered or threatened.

The Lihue district office is in an area used for commercial activities at least since the 1960s. The Kapaa baseyard, adjacent to the Moikeha Canal and wetland areas, is located in an industrial area.

#### **4.7.2.2 Proposed Action**

The project will eliminate any existing habitat for species currently inhabiting the site. However, the new landscaping will provide replacement habitat for the species. Therefore, the impacts are not considered significant.

#### **4.7.2.3 No-Action Alternative**

The No-Action alternative will be the same as present. Neither the Lihue district office nor the Kapaa baseyard are known to have any impact on fauna at their respective locations. However, the Kapaa baseyard would remain adjacent to the Moikeha Canal and wetland areas.

### **4.7.3 Endangered or Threatened Species**

#### **4.7.3.1 Existing Condition**

The proposed site is on lands that have been used for sugar production since the 1800s. For this reason, no threatened or endangered species are believed to inhabit the property.

The nearest known habitat for endangered or threatened species is the Huleia National Wildlife Refuge, approximately one and one-quarter mile southeast of the proposed site. The Refuge supports four Federally-listed endangered species of water bird: Hawaiian black-necked stilt (*Himantopus mexicanus knudseni*), common moorhen

(*Gallinula chloropus sandvicensis*), Hawaiian coot (*Fulica alai*), and the Hawaiian duck (*Anas wyvilliana*).

#### 4.7.3.2 Proposed Action

No endangered or threatened species are known to inhabit the project site. Therefore, the project will have no impact.

#### 4.7.3.3 No-Action Alternative

The No-Action Alternative impact will be the same as present. No endangered or threatened species are known to exist where the district office and the baseyard are currently situated. Therefore, there is no current impact.

### 4.8 Historic, Archaeological and Cultural Resources

#### 4.8.1 Existing Condition

The HWY-K project site is part of the land encompassed by Grove Farm Properties' Master Plan. In preparing the Lihue-Puhi Master Plan Final Environmental Impact Statement ("FEIS"), Belt, Collins & Associates, and Case, Kay & Lynch investigated potential historic and archaeological resources. The FEIS states:

*The Lihue Development Plan schedules no historic sites in the project area. None are listed on the State's Register of Historic Places. Practically speaking, the entire area has been under intensive cane cultivation for over 100 years. Sites of a historic nature that may have existed previously in the area have been destroyed by the intensive cultivation by heavy equipment.*

Thus, no historic, archaeological or cultural resources are believed to exist on the project site. The nearest known cultural features are located within the Huleia National Wildlife Refuge, approximately one and one-quarter mile from the site.

#### **4.8.2 Proposed Action**

The project will have no impact on any historic, archaeological or cultural resource since none are known to exist on the site. The current district office will be moved from the State Building, which has no historic, architectural, or cultural significance. There are no known historic, archaeological, or cultural resources at the Kapaa baseyard. Thus, the relocation of the district office and the baseyard will have no impact.

#### **4.8.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. The district office will remain in the State Building, a structure with no historic, architectural, or cultural significance. The baseyard in Kapaa has no impact on historic, archaeological or cultural resources.

### **4.9 Scenic Vistas and Viewplanes**

#### **4.9.1 Existing Condition**

The area in which the site is located is relatively flat and moderately developed. There are no scenic vistas or viewplanes of significance in this area.

#### **4.9.2 Proposed Action**

The proposed project is situated at the southwestern boundary of the Park and cannot be seen from Puhi Road or the residential areas to the east. The project can be seen from the sugarcane fields to the west across the Puhi Stream gulch. Since there are no scenic vistas or viewplanes of note in the area, the project will have no impact.

#### **4.9.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. No scenic vistas or viewplanes are impacted by the current district office or the baseyard because none are known to exist at their respective locations.

## 4.10 Traffic

### 4.10.1 Existing Conditions

The primary access to the Park and the project site is from Puhi Road, a two lane County road that crosses Kaumualii Highway and runs between the Kauai Community College north of the highway and Hulemalu Road to the south. Kaumualii Highway is a State highway connecting Lihue to Waimea, and Hulemalu Road is a County road linking the Park to Niimalu and Nawiliwili Harbor. Haleukana Street fronts the project site and is connected to Puhi Road via Hanalima Street. All of the roadways within the Park, including Haleukana Street, have been dedicated to the County of Kauai.

Puhi and Hulemalu Roads were part of a joint State and County area roadway improvement project completed in 1997, known as the Puhi Temporary Bypass. Improvements included paving, road alignment and lane widening; no additional lanes were created. The road improvement project was intended to divert traffic during peak-hour periods from Kaumualii Highway onto Hulemalu and Puhi Roads as alternative routes of travel. No estimates are available as to the amount of traffic diverted from Kaumualii Highway to Puhi and Hulemalu roads due to the road improvements.

A prior study identified 7:00 to 8:00 AM and 4:00 to 5:00 PM as peak traffic hours for Kaumualii Highway. The study noted that the intersection of Kaumualii Highway and Puhi Road was not congested but did identify delays for vehicles making left turns onto the highway. (Belt, Collins & Associates, *Preliminary Engineering Report for Proposed Lihue/Puhi Project District Plan*, prepared for Grove Farm Properties, Inc. in conjunction with the Environmental Impact Statement, April 1986.) A traffic signal light has since been installed at the intersection, and the HWY-K estimates that the level of service is at its lowest during morning peak traffic hours.

### 4.10.2 Proposed Action

The proposed project will increase vehicular traffic and the movement of heavy equipment on Puhi Road. Public office hours at the administration building is from 7:00 AM to 4:30 PM. Traffic impacts are expected during the morning and evening peak hours as administration building employees commute to and from work; traffic generated by the general public visiting the district office is assumed to be distributed between normal working hours.

The baseyard operation is expected to generate an impact on traffic primarily during the morning peak hour. Employees attached to regular work crews report at the baseyard at 7:00 AM, receive their work assignment, and pick up their equipment. Crews leave the baseyard for their work sites between 7:30 AM and 8:00 AM. Crews return their equipment to the baseyard in the afternoon and leave by 3:30 PM. Thus, baseyard traffic is expected to have a minimal impact on the evening peak hour. In addition to regular work crews, the HWY-K has a contra flow crew which is responsible for the set up and removal of the contra flow lane on the highway. Contra flow crew members work from 4:00 AM to 12:30 PM. Due to the nature of their job, the contra flow crew carries out its duties outside of the morning peak traffic period, and then are assigned to regular work crews. There is no contra flow lane during the evening peak period.

The baseyard's current inventory includes vehicles such as flatbeds and dump trucks, and heavy equipment, such as backhoes, front end loaders, and graders. The HWY-K's largest piece of equipment, a 12-foot by 50-foot lowboy trailer, is moved to a job site once and does not return to the baseyard until the work is completed.

Although the proposed project will increase traffic on Puhi Road, primarily during the morning peak hour, the impact is not considered to be significant given the area's relatively low population density, moderate level of development, and the Park's current 50% occupancy rate. The type of traffic generated will be similar to that which is currently generated by existing public and private baseyard occupants of the Park. Given the nature of its operation, the HWY-K baseyard will have a minimal impact on evening peak hour traffic on Kaumualii Highway. Furthermore, the baseyard's impact on the morning peak hour is expected to be reduced by the fact that work crews going to job sites on the western side of the Island will be traveling in the reverse direction of general commuter traffic to Lihue.

With the proposed action, traffic impacts in Lihue and Kapaa generated by the two, currently separate operations would be reduced. Traffic congestion would be lessened, particularly on Kahau Road, the main access road in Kapaa to the baseyard. Due to the farmer's market on Wednesdays, baseyard work crews currently return to the yard earlier than usual in order to avoid evening peak traffic hours.

#### **4.10.3 No-Action Alternative**

The district office will remain in Lihue and the baseyard in Kapaa. Current impacts on traffic at these two locations is assumed to be generally greater than that which the proposed action will generate in Puhi due to Lihue's and Kapaa's higher population densities relative to Puhi. Traffic on Kahau Road will remain congested on Wednesdays due to the farmer's market and baseyard work crews will continue to return to the yard earlier than usual.

#### **4.11 Noise**

##### **4.11.1 Existing Condition**

Noise at the site is primarily generated by traffic on Haleukana Street, light industrial operations on the surrounding Park lots, and agricultural operations to the west and south. Potentially affected populations in the area include agricultural workers, other workers in the Park, and residents of single-family homes on the eastern side of Puhi Road.

##### **4.11.2 Proposed Action**

Noise impacts generated by the project are expected to come from three sources: construction, increased traffic, and on-site activities. Noise generated during construction is the same type of noise from the same types of equipment that are associated with intensive agriculture (large diesel engines). Furthermore, no construction activity will occur at night, which is not the case with cane harvesting operations. The HWY-K will adhere to the Park Development Standards with regard to construction noise control (Appendix C):

- Construction will only be permitted between 6:00 AM and 6:00 PM;
- Use of heavy equipment will be limited to 7:00 AM through 6:00 PM, Monday through Saturday;
- All construction noise will be minimized by regulating work hours, prohibiting loud radios, stereos or tape recorders, using muffled pneumatic and internal combustion equipment, and complying with all applicable governmental regulations.

On-going noise impacts produced by the increase in vehicular traffic and movement of equipment is expected to be consistent with the noise created by other Park tenants, and will occur primarily during peak traffic hours.

Two potential on-site sources of noise are the mechanic shop's vehicle/equipment service area and the bridge shop. The vehicle/equipment service area, consisting of three service/repair bays, will have a compressed air system to operate pneumatic tools and hydraulic lifts. The area will be enclosed on three sides and have a mechanical exhaust fan system with intake air through the open service door. The bridge shop makes road signs, wood formworks, and guardrails for highways and bridges; both the sign fabrication room and the carpenter/sheet metal shop will be fully enclosed and equipped with a mechanical exhaust system. These operations are expected to generate a minimal amount of noise. In addition, the proposed project site is downwind of existing residential areas. Therefore, the project's noise impacts are not considered significant.

#### **4.11.3 No-Action Alternative**

Noise impacts generated by the district office in Lihue are due to the traffic generated by employees traveling to and from work and from the public visiting the office. Traffic is also the source of noise impacts generated by the baseyard in Kapaa. These impacts are minimal and will continue under the No-Action Alternative.

### **4.12 Air Quality**

#### **4.12.1 Existing Condition**

The Final Environmental Assessment for the Puhi Metals Recycling Center prepared by Belt Collins in November, 1997 found that "in the Puhi area and off of the Kaunualii Highway corridor, the air quality is generally better than the state average air quality because of the lack of industrial/manufacturing and vehicular emission sources in this predominantly agricultural district." The Belt Collins air quality assessment is assumed to be representative of the HWY-K project site since the Metals Recycling Center site is adjacent to the south end of the Puhi Industrial Park.

#### **4.12.2 Proposed Action**

The project's impact on air quality is expected to come from construction activities and increased vehicular traffic in the area. During construction of the project, dust and exhaust from equipment will be emitted. This will last approximately 18 months until the completion of the project. Dust will be controlled in compliance with DOH regulations regarding fugitive dust, Section 11-60.1-33, HAR. Construction equipment is essentially the same in terms of air quality impacts as sugarcane cultivation and harvesting equipment.

The additional vehicular traffic resulting from the project is not expected to increase carbon monoxide levels/concentrations significantly. Concentrations are expected to be well within Hawaii State standards for air quality.

#### **4.12.3 No-Action Alternative**

Traffic generated by employees traveling to and from work and by the public visiting the current district office location in Lihue produces a minimal impact on air quality. The baseyard in Kapaa impacts air quality due to traffic and these are not significant. The impacts will remain the same under the No-Action Alternative.

### **4.13 Solid Waste**

#### **4.13.1 Existing Condition**

The project site is vacant, therefore no solid waste is currently generated. Solid waste generated by the State Building is held in dumpsters and hauled away by a private company. Solid waste generated by the Kapaa baseyard is collected twice a week by baseyard personnel and taken to a solid waste transfer station.

#### **4.13.2 Proposed Action**

The proposed project is a relocation and centralization of existing government operations. Therefore, the amount of solid waste generated will be no greater than that which is currently generated by the two separate operations. Solid waste generated during the construction of the project will be transported to a permitted solid waste disposal facility. Solid waste generated by the project after construction will be held in dumpsters and

transported by baseyard personnel to a transfer station. The project will have no significant solid waste impact.

#### **4.13.3 No-Action Alternative**

The district office will remain in Lihue; solid waste disposal will remain the same. The baseyard will stay in Kapaa and continue to transport its solid waste to a transfer station. No solid waste will be generated from the proposed project site.

#### **4.14 Hazardous and Toxic Material**

##### **4.14.1 Existing Condition**

There are no hazardous or toxic waste sites on the proposed site. The EKNA environmental site assessment found evidence of unauthorized dumping and recorded a large dark stain on the ground adjacent to an abandoned UST which emitted a strong petroleum-like odor. Grove Farm has had soil samples taken of the stained area. The area has been excavated, the contaminated soil removed, and soil samples taken of the excavation pit; laboratory test results of the excavation pit samples are below the DOH action level.

EKNA also conducted a search of a number of Federal and State environmental databases. No hazardous or toxic waste facilities within a one-mile radius of the site were identified which would present adverse environmental effects on the site. (EKNA, 1999.)

##### **4.14.2 Proposed Action**

Potentially hazardous and toxic material, such as fuel, motor oil, solvents, herbicides, and fertilizers, will be used and stored on the project site. The following measures will be taken to preclude any impact.

- Herbicides and fertilizers will be used and stored according to manufacturers' recommendations. Herbicides and fertilizers will be stored in an enclosed fire-rated space; an exhaust system with explosion proof features will be incorporated.

- Solvents, oil, and grease will be stored in enclosed fire-rated space.
- Gasoline and diesel fuel will be stored in ASTs installed on a level concrete pad. The HWY-K will prepare and implement a SPCC Plan pursuant to 40 CFR112.
- The used lubrication and oil storage tank will be double walled with visible features for leak detection in the tank.
- Throughout the maintenance area, a fire sprinkler will be provided.
- All hazardous material storage areas, as well as the mechanic area service bays, will have an emergency eyewash/shower designed to contain liquid spill.
- The fire alarm system will be electrically supervised, zoned, non-coded type with annunciation; the system will accommodate ADA requirements.
- The public address system central equipment will be located in the Administration building; the system will have general or selective announcement capability.

Used vehicle batteries and tires will not be stored on the project site. When needed, new batteries and tires are purchased from a licensed dealer, who removes and disposes of the used items. Used solvents, oils, and other vehicle maintenance fluids will be removed from the baseyard by a licensed contractor.

Given the measures described above, potentially hazardous and toxic materials stored and/or used on the project site poses no significant threat to public health or safety. Therefore, no hazardous or toxic material impact is anticipated.

#### 4.14.3 No-Action Alternative

The proposed project site will remain vacant and unauthorized dumping of hazardous and toxic materials will continue to be a risk. The Lihue district office will remain and has no hazardous or toxic material impact. The Kapaa baseyard will remain, and fuel, motor oil, and solvents will continue to be used and stored there; herbicides and fertilizers will continue to be stored at the baseyard.

## 4.15 Energy Supply

### 4.15.1 Existing Condition

Electrical power to the Park, as well as the entire island, is provided by Kauai Electric Company ("KECO"). The State Building, where the Lihue district office is located, is entirely air conditioned, and there are no thermostat controls for individual spaces. The Kapaa baseyard has showers heated by a conventional water heater and there are no energy-saving features.

### 4.15.2 Proposed Action

Electrical power to the project will be supplied from KECO to a pad mounted transformer installed by KECO on site. Through underground raceways the power will reach the switchboard in the main electric room and distribute to each area. The communications system will include telephone, public address, data and fire alarm system.

The project design will encourage the use of the natural light at daytime and use fluorescent and high pressure sodium lamps. The site will require night and curfew lights as a security measure and these will be automatically controlled. The fire alarm system will be an electrically supervised, zoned, non-coded type with annunciation. Exterior lighting will be required for the outdoor storage, roadway and parking areas. An emergency back-up generator will be installed to accommodate the minimum power requirement during a power outage.

In the administration building, reception area offices, conference rooms and the staff room will be air conditioned with thermostat controls in each room; storage rooms and restrooms will be ventilated by exhaust fans. In the baseyard area, offices, work scheduling room, testing lab, and traffic control workroom will be air conditioned; restrooms and locker rooms will be mechanically ventilated. Storage rooms and covered parking will have roof vents for natural ventilation. Each locker room for men and women will have one shower stall with solar water heating installed.

KECO has an adequate capacity to provide electrical power to the project. In addition, the project design will incorporate a number of energy-saving features. Therefore, the project will have no significant impact on electrical energy supply.

#### 4.15.3 No-Action Alternative

The Lihue district office will remain in the State Building which is entirely air conditioned, including storage areas and restrooms. The Kapaa baseyard will remain, with conventional heating for showers and no energy-saving features.

## 5.0 DETERMINATION, FINDINGS, AND REASONS SUPPORTING DETERMINATION

Based on foregoing analysis, it is determined that:

- The proposed project will not result in a loss or destruction of any natural or cultural resource. The area affected by the project is within an Urban land use district and within the boundaries of the Puhi Industrial Park, which is zoned limited industrial. Used for sugarcane cultivation since the 1800s, the site contains no habitat for native plants or wildlife; no significant natural resources would be destroyed or lost. No historical, archaeological, or cultural resources are known to exist on the project site.
- The proposed project does not curtail the range of beneficial uses of the environment. The proposed project would allow for the proper use of the light industrial property.
- The proposed project does not conflict the State's long-term goals or guidelines as expressed in Chapter 344, HR\$. The project does not consume significant natural resources. The proposed project will allow the HWY-K to more efficiently serve the people of Kauai for years to come.
- The proposed project does not substantially affect the economic or social welfare of the community or State. The project constitutes a use for which the Puhi Industrial Park was intended, and will result in positive economic impacts without significant negative social consequences.
- The proposed project does not affect public health. Appropriate measures will be instituted to prevent the use and storage of fuel, oil, solvents, herbicides, and fertilizers from affecting the groundwater system or storm water runoff.
- The proposed project does not involve substantial secondary impacts, such as population changes or effects on public facilities. The proposed project is a relocation and centralization of existing government operations and will have no significant effect on population or public facilities.

- The proposed project does not involve a substantial degradation of environmental quality. Short-term construction noise, dust, and traffic will not significantly affect the Park or surrounding areas, and appropriate controls for noise and dust will be established. The project will increase traffic on Puhi Road, but the effect is not considered substantial.
- The proposed project does not cumulatively have a considerable effect on the environment, or involve a commitment to larger action. The project's environmental impacts can be minimized with appropriate controls and have no cumulative potential. The project is a relocation and centralization of existing government services and therefore not dependent of other actions.
- The proposed project does not affect a rare, threatened, or endangered species, or its habitat as there are no such species or habitats on or adjacent to the site.
- The proposed project does not detrimentally affect air or water quality or ambient noise levels. The project will have minimal effect on ambient noise levels, and potential impacts on water quality will be mitigated with appropriate control measures. Carbon monoxide levels/concentrations are not expected to increase significantly due to the additional traffic generated by the project; concentrations are expected to be well within Hawaii State standards for air quality.
- The proposed project does not affect, nor is it likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters. The proposed project is outside flood zones, is not on geologically hazardous or erosion-prone land, and will not have a significant effect on estuaries, fresh water or coastal waters.
- The proposed site does not substantially affect scenic vistas and viewplanes identified in county or state plans or studies as no such vistas or viewplanes exist in the vicinity of the site.
- The proposed project will not require substantial energy consumption. The project's energy consumption is consistent with that of other similar activities within the Industrial Park, and a number of energy-conserving measures are incorporated into the project's design.

Upon consideration of the above significance criteria contained in Section 11-200-12, HAR, it is determined that the proposed action will not have any significant impact on the environment, and the preparation of an Environmental Impact Statement is not required. Therefore, this document constitutes a Notice of a Finding of No Significant Impact ("FONSI").

## 6.0 REFERENCES

- 'Aina Environmental Group, Inc., Letter to Mr. Mike Furakawa, Vice President, Grove Farm Properties, Inc. regarding "Contaminated Soil Assessment and Clean-up, Lot 111, TKM: 4-3-3-013: 012, Puhi, Kauai, Hawaii 96766", February 10, 2000.
- Belt Collins Hawaii Ltd., *Final Environmental Assessment, Proposed Puhi Metals Recycling Center, Kauai, Hawaii*; prepared for the County of Kauai, Department of Public Works, November 1997.
- Belt, Collins & Associates, and Case, Kay & Lynch, *Final Environmental Impact Statement General Plan Change For Grove Farm Properties, Inc. Proposed Lihue-Puhi Master Plan, Lihue and Puhi, Kauai*; prepared for Grove Farm Properties, Inc.
- Belt, Collins & Associates, *Preliminary Engineering Report for Proposed Lihue/Puhi Project District Plan*, prepared for Grove Farm Properties, Inc. in conjunction with the Environmental Impact Statement, April 1986.
- Edward K. Noda and Associates, Inc., *Phase 1 Environmental Site Assessment Proposed Centralized District Office and Baseyard Complex, Kauai Puhi Industrial Park, Lihue, Island of Kauai, Hawaii 96766 TMK: (4) 3-3-12: 24, 25 and 27 (por.) and (4) 9-9-13: 12 (por.)*; prepared for the State of Hawaii, Department of Transportation through GYA Architects Inc., April 1, 1999.
- Mink, John F. and Lau, L. Stephen, *Aquifer Identification and Classification for Kauai: Ground Water Protection Strategy for Hawai'i*, Technical Report No. 186, Water Resources Research Center, University of Hawaii at Manoa, September 1992.
- State of Hawaii, Department of Business, Economic Development and Tourism, 1999 *State of Hawaii Facts and Figures*.

## 7.0 AGENCIES AND ORGANIZATIONS CONSULTED

### 7.1 Agencies/organizations consulted prior to the Draft Environmental Assessment:

1. U.S. Department of the Interior, Fish and Wildlife Services\*
2. State of Hawaii, Office of Hawaiian Affairs\*
3. State of Hawaii, Department of Health, Environmental Management Division\*
4. State of Hawaii, Department of Land and Natural Resources
5. State Historic Preservation Division, Department of Land and Natural Resources\*
6. State of Hawaii, Department of Transportation
7. County of Kauai, Office of Economic Development\*
8. County of Kauai, Planning Department\*
9. County of Kauai, Department of Public Works\*
10. County of Kauai, Department of Water\*
11. Grove Farm Company, Inc.

*\* Agencies which responded to the HWY-K pre-assessment consultation letter. These comments are presented in Appendix D.*

### 7.2 Agencies/organizations that commented on the Draft Environmental Assessment:

1. State of Hawaii, Office of Hawaiian Affairs



**APPENDIX A**

**Section 8-2.2(e), Zoning Ordinance, Kauai County Code (1987)**

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8-2.2

- (3) Commercial--C:
    - (A) Neighborhood Commercial--CN
    - (B) General Commercial--CG
  - (4) Industrial--I:
    - (A) Limited Industrial--IL
    - (B) General Industrial--IG
  - (5) Agriculture--A
  - (6) Open--O
  - (7) Special Treatment--ST
    - (A) Public Facilities--ST-P
    - (B) Cultural/Historic--ST-C
    - (C) Scenic/Ecological--ST-R
  - (8) Constraint--S:
    - (A) Drainage--S-DR
    - (B) Flood--S-FL
    - (C) Shore--S-SH
    - (D) Slope--S-SL
    - (E) Soils--S-SO
    - (F) Tsunami--S-TS
- (Ord. No. 164, August 17, 1972;  
Sec. 8-2.1, R.C.O. 1976)

**Sec. 8-2.2 Method And Effect Of Establishment Of Districts.**

(a) Any of the districts listed in Sec. 8-2.1 of this Chapter is or may be established for any portion of the County in map forms as provided in this Section.

(b) Sec. 8-2.3 shall constitute the "Zoning Maps" of the County of Kauai, an up-to-date copy of which shall be kept for public display in the office of the Planning Department.

(c) "Zoning Maps" and all notations, reference, data and other information defined and shown thereon shall be adopted as a part of this Chapter. Any change in the boundary of any district shall be by ordinance and shall constitute an amendment to the "Zoning Maps" and also an amendment to this Zoning Ordinance. As a part of any ordinance enacted by the County Council effecting a change in the zoning classification of any real property or boundary of any district within the County, there may be imposed conditions concerning the use or zoning classification of the real property involved.

(1) Conditions may be imposed at the discretion of the County Council for the purpose of preventing circumstances which may be adverse to public health, safety and welfare, to ensure, encourage or enhance the fulfillment of a public need involving public service, industrial or commercial needs or to preserve the heritage, character and beauty of the Island of Kauai, to assure substantial compliance with representations made by the petitioner in seeking the district boundary amendment.

(2) Conditions may include but shall not be limited to specifications of or limitation on any use, construction, landscaping or development of real property, and may contain provisions for submission and approval of plans, drawings, specifications, agreements and other documents to County Agencies and inspection by County Agencies as may be deemed necessary or desirable by the cognizant County Agencies.

(3) Conditions may be in the form of a condition precedent or a condition subsequent as the terms are used in common law and may provide that the zoning classification of the real property shall automatically change upon the occurrence of the specified condition.

(4) Conditions may contain specifications of time limitations or may be continuing.

(5) The Council may require the petitioner for district boundary amendment to submit a development schedule providing for the completion of development within a reasonable time period; to demonstrate financial, organizational and legal capacity to undertake the development that is proposed; and to offer written assurances of compliance with any representations made by the petitioner as part of the application and any specific conditions attached to approval of the application.

(6) The Council may require petitioners to submit periodic reports indicating what progress has been made in complying with any conditions that have been imposed by the Council under the provisions of this Section.

(7) If affordable housing conditions are included in an existing or future ordinance or if such ordinance is silent, no other affordable housing conditions shall be imposed on or agreed to by the petitioner or buyers, unless required by the State Land use Commission, ordinance, or Planning Commission condition approved by the Council.

(d) Upon adoption of any district as a part of the "Zoning Map", the land thus defined shall become subject to the specific regulations for all of the districts in which it is located and to the provisions of this Chapter and except as otherwise provided:

(1) No building, structure or portion thereof shall be erected, or altered, nor shall any structure, land or premises be used except in the manner indicated and only for the uses permitted in the districts in which the building, structure, land or premises is located.

(2) No building, structure or portion thereof shall be established, erected, or altered to exceed the height limits and densities, or to encroach upon minimum setbacks and designated open spaces, or to exceed the land coverage limitations, as designated in this Chapter for the districts in which the structure is located.

(3) Every use of land shall at all times be located on a parcel of land having not less than the minimum area as designated for the districts in which the use is located.

(4) No building, structure, or portion thereof, and no use, activity or development subject to regulation under this Chapter shall be undertaken or established except in accordance with the provisions of this Chapter and without first obtaining the permits required by this Chapter.

(e) Where uncertainty exists as to the boundaries of any of the aforesaid districts as shown on the "Zoning Map", the following rules shall apply:

(1) Boundaries indicated as approximately following the centerlines of streets, highways, or alleys shall be construed to follow the centerlines.

(2) Boundaries indicated as approximately following plotted lot lines shall be construed as following the lot lines.

(3) Boundaries indicated as approximately following jurisdictional lines shall be construed as following the limits.

(4) Boundaries indicated as following shore lines shall be construed to follow the shoreline as defined in Section 205-31, H.R.S.; boundaries indicated as approximately following the centerlines of streams, rivers, canals, lakes, or other bodies of water shall be construed to follow the centerlines.

(5) The intent of the boundaries on the Zoning Maps is to differentiate relative uses or characteristics and is not intended to be a precise graphic definition. Where physical or cultural features existing on the ground vary from those shown on the "Zoning Map", or in other circumstances not covered by Subsections (a) through (d), the Planning Director shall determine the location of the boundaries. (Ord. No. 164, August 17, 1972; Ord. No. 213, May 15, 1974; Sec. 8-2.2, R.C.O. 1976; Ord. No. 346, April 3, 1978; Sec. 8-2.2, 1978 Cumulative Supplement; Ord. No. 614, November 27, 1992)

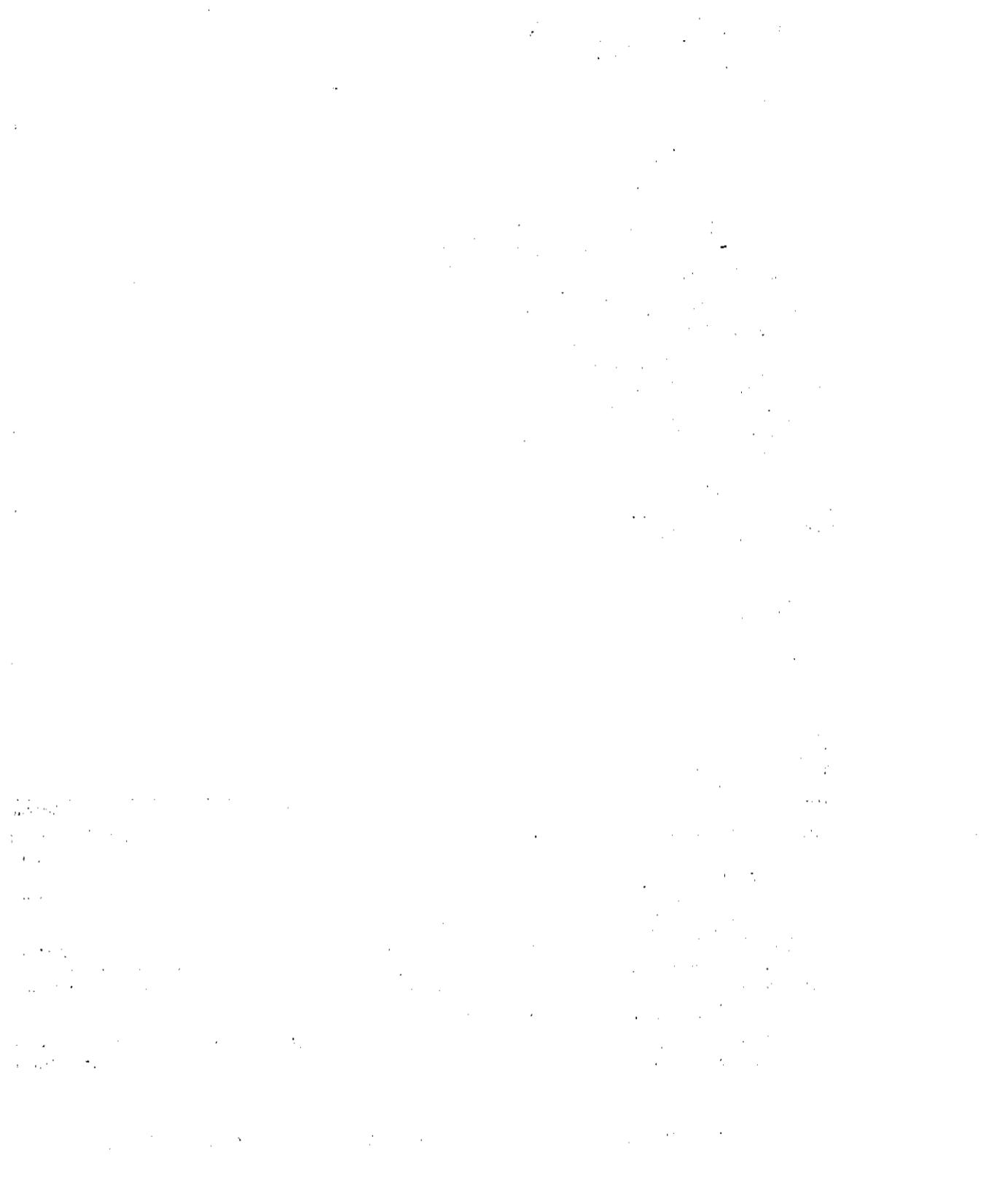
**Sec. 8-2.3 Zoning Maps.**

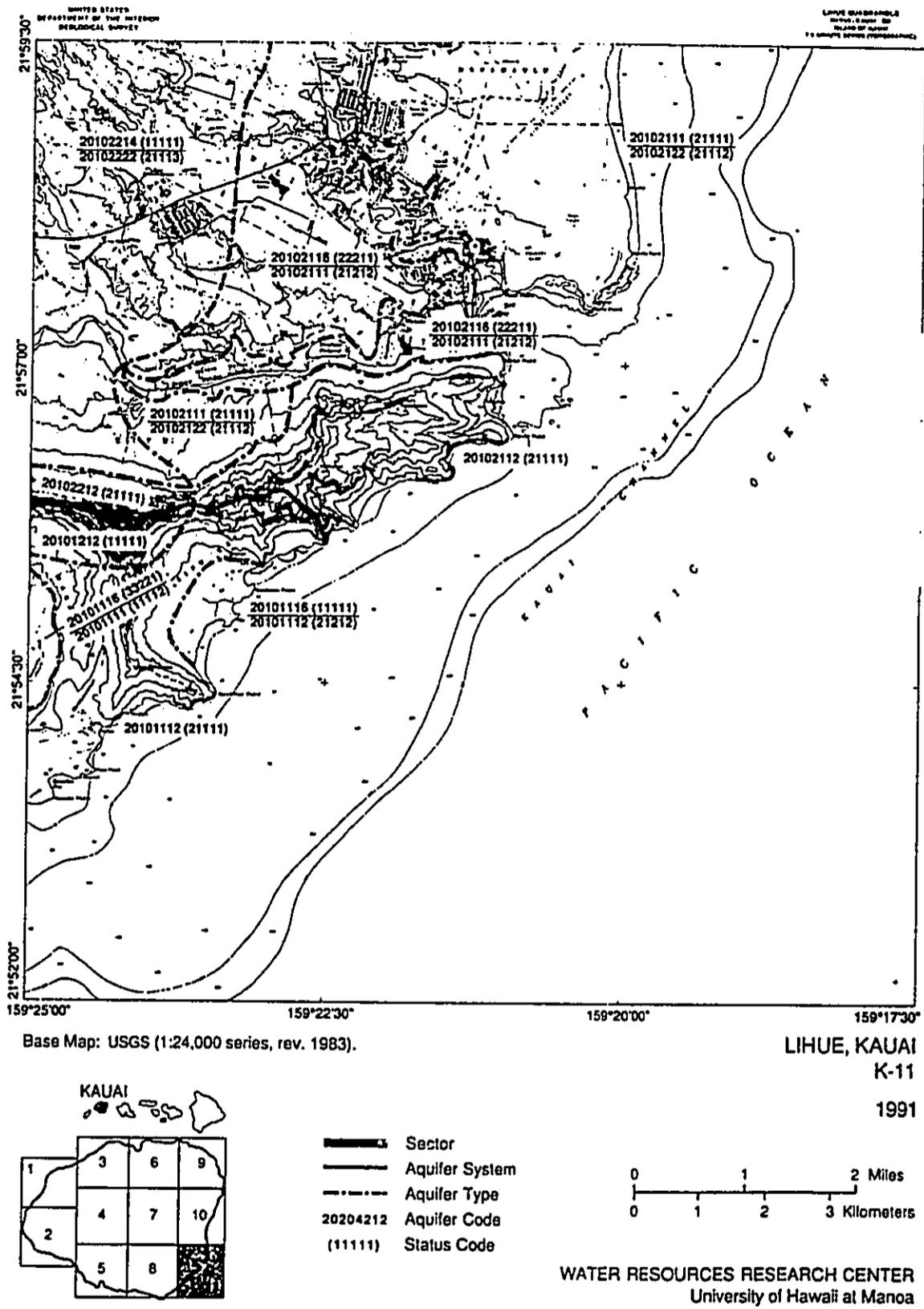
(a) In order to carry out the purpose of this Chapter, the following maps are created and designated as Sections of the Zoning Maps of the County of Kauai, current copies of which shall be kept for public display in the office of the Planning Department:

|                                 |            |
|---------------------------------|------------|
| (1) Kapaa--Lihue Planning Area: |            |
| ZM-500                          | 1" - 1000' |
| ZM-WH500                        | 1" - 200'  |
| ZM-WA500                        | 1" - 200'  |
| ZM-WP500                        | 1" - 200'  |
| ZM-KP500                        | 1" - 200'  |
| ZM-KH500                        | 1" - 200'  |

**APPENDIX B**  
**Aquifer Classification Map and Explanation**

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Appendix Figure A.1.11. Aquifer classification map, Lihue, Kauai, Hawaii

## AQUIFER CLASSIFICATION EXPLANATION

## AQUIFER AND STATUS CODES\*

Aquifer Code = Island  
 + Aquifer Sector  
 + Aquifer System  
 + Aquifer Type

Thus, 20301122 = Aquifer Code  
 where 2 = Kauai  
 03 = Waimea  
 01 = Kekaha  
 1 = basal  
 2 = confined  
 2 = dike

and  
 (1111) = Status Code  
 where 1 = currently used  
 1 = drinking  
 1 = fresh, <250 mg/l Cl<sup>-</sup>  
 1 = irreplaceable  
 1 = high vulnerability  
 to contamination

| IS. | AQUIFER SECTOR | AQUIFER SYSTEM |
|-----|----------------|----------------|
| 2   | 01 Lihue       | 01 Koloa       |
|     |                | 02 Hanamaulu   |
|     |                | 03 Wailua      |
|     |                | 04 Anahola     |
|     |                | 05 Kilauea     |
|     | 02 Hanalei     | 01 Kalihiwai   |
|     |                | 02 Hanalei     |
|     |                | 03 Wainiha     |
|     |                | 04 Napali      |
|     | 03 Waimea      | 01 Kekaha      |
|     |                | 02 Waimea      |
|     |                | 03 Makaweli    |
|     |                | 04 Hanapepe    |

\*Where aquifers are in vertical sequence, the Aquifer and Status Codes are separated by a division line in order of occurrence, with the uppermost aquifer appearing first.

## AQUIFER TYPE:

## Hydrology†

|                          |  |
|--------------------------|--|
| 1 Basal                  | Fresh water in contact with seawater   |
| 2 High Level             | Fresh water not in contact with seawater   |
| 1 Unconfined             | Where water table is upper surface of saturated aquifer  |
| 2 Confined               | Aquifer bounded by impermeable or poorly permeable formations, and top of saturated aquifer is below groundwater surface |
| 3 Confined or Unconfined | Where actual condition is uncertain  |

## AQUIFER TYPE:

## Geology‡

|                |                                 |
|----------------|---------------------------------|
| 1 Flank        | Horizontally extensive lavas    |
| 2 Dike         | Aquifers in dike compartments   |
| 3 Flank/Dike   | Indistinguishable               |
| 4 Perched      | Aquifer on an impermeable layer |
| 5 Dike/Perched | Indistinguishable               |
| 6 Sedimentary  | Nonvolcanic lithology           |

†1st two digits from hydrologic descriptors (pts. 1, 2).  
 ‡Last digit from geologic descriptor.

## STATUS CODE (GROUNDWATER)

## Development Stage

- 1 Currently used
- 2 Potential use
- 3 No potential use

## Utility

- 1 Drinking
- 2 Ecologically important
- 3 Neither

Salinity (mg/l Cl<sup>-</sup>)

- 1 Fresh (<250)
- 2 Low (250-1000)
- 3 Moderate (1000-5000)
- 4 High (5000-15,000)
- 5 Seawater (>15,000)

## Uniqueness

- 1 Irreplaceable
- 2 Replaceable

## Vulnerability to Contamination

- 1 High
- 2 Moderate
- 3 Low
- 4 None

**APPENDIX C**

**Section 3.2.8, Puhi Industrial Park Development Standards**

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3.2.7 Construction Dust and Debris. Developer shall utilize adequate dust control measures during construction and clean or repair any property damaged by dust as a result of said construction. A commercial dumpster of at least three (3) cubic yards in volume shall be placed and used on the Lot during construction, and emptied as necessary, but not less than once per week. All reasonable efforts shall be made to maintain the Lot in a clean, tidy, and orderly manner at all times. No littering is permitted. Trash and debris shall be loaded onto trucks carefully and covered during transport to prevent the trash and debris from spilling out or blowing off in transportation. Developer will be responsible for seeing that all contractors comply with Hawaii Revised Statutes Section 291C-131 ("Spilling Loads on Highways"), and any similar applicable ordinance that has been or may be adopted by the County.

3.2.8 Construction Hours; Noise Control. Construction is permitted between 6:00 a.m. and 6:00 p.m., provided however Grove Farm may prohibit entirely or limit (and Developer hereby approves such restriction of) construction activity on Sundays or state and federal holidays other than painting and other quiet activities. Use of heavy equipment is limited to 7:00 a.m. through 6:00 p.m. Monday through Saturday. All construction noise shall be minimized by Developer and Developer's contractor(s) by regulating work hours, prohibiting loud radios, stereos or tape recorders, using muffled pneumatic and internal combustion equipment, and complying with all applicable governmental regulations.

3.2.9 Grading and Drainage. Developer is responsible for verifying the boundaries, corners, topography and elevation of the Lot and may hire a licensed Land Surveyor or Engineer to accomplish the same. The existing drainage pattern of the Lot shall be maintained. Grading, excavation and fill work must conform to the plans and specifications as approved by Grove Farm. The Developer shall be responsible for surface water escaping the Lot and all damage attributable thereto.

3.2.10 Utilities. Connection points for water, sewage disposal, electricity, telephone and cable television have been provided for each Lot and must be utilized by each Lot. Developer is responsible for verifying the location of all utility lines, laterals, and subouts. All pipes, conduits and wiring shall be placed underground from point of connection to and throughout the Lot. No permanent overhead service will be permitted. Temporary underground or overhead utilities, both of which are permitted, shall be installed in a neat and safe manner. The temporary power pole, if any, must be installed vertically, and securely, and removed before occupancy of the Lot. No septic tank or cesspool sewage disposal systems will be permitted on any Lot, unless approved by Grove Farm.

3.2.11 Sanitation. A portable toilet in full operating condition must be maintained on the Lot at all times during construction and serviced in accordance with applicable State Department of Health rules and regulations. It must be placed at least forty (40) feet from any roadway in an inconspicuous location with the door facing away from the roadway. Multiple service toilets may be permitted by Grove Farm. Additionally, Developer shall completely control all solid waste and remove same.

### 3.3. Operation of Business

3.3.1 Residential Use Prohibited. No residential use of the Premises is permitted. Overnight (e.g., 10:00 p.m. to 5:00 a.m.) use of the Premises is only permitted as specifically provided herein or specifically authorized by Grove Farm. A nightwatchman or other night shift

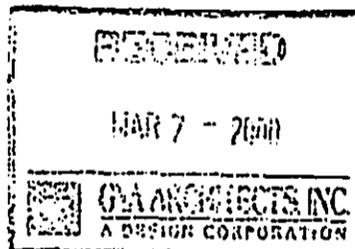
**APPENDIX D**  
**Pre-Assessment Consultation Comments**

jim\_turturici@exec., 11:05 AM 2/22/00 , EA for kauai baseyard

Return-Path: <jim\_turturici@exec.state.hi.us>  
 From: jim\_turturici@exec.state.hi.us  
 Date: Tue, 22 Feb 2000 11:05:52 -1000  
 To: gya@aloha.net  
 Sender: jim\_turturici@exec.state.hi.us  
 Reply-To: jim\_turturici@exec.state.hi.us  
 Importance: normal  
 Priority: normal  
 Subject: EA for kauai baseyard  
 X-MIME-Engine: v0.90  
 Content-Id: <3771324871-1@exec.state.hi.us>

Lorena Wada of the U. S. Fish and Wildlife Service called today in response to our solicitation for preconsultation input to the EA. They have no comments at this time based on what they know from our letter. She indicated that the area is already fully impacted implying that our project does not make things worse. They request a copy of the Draft EA to specifically look at what and where our operations might have impact on the nearby streams.

|                            |                    |              |
|----------------------------|--------------------|--------------|
| Post-it® Fax No. AR 0 8764 | Date 3/7/00        | # of pages 1 |
| To BRIAN ISHII             | From LARRY Ueki    |              |
| Co./Dept. E. NOVA & ASSOC  | Co. GYA ARCHITECTS |              |
| Phone #                    | Phone # 955-3009   |              |
| Fax # 593-8551             | Fax #              |              |



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1

PHONE (808) 594-1884



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

RECEIVED

FAX (808) 594-1884

2000 MAR -7 P 1:31

February 25, 2000

Steven M. Kyono  
Kauai District Engineer  
State of Hawaii  
Department of Transportation  
3060 Eiwa Street, Room 205  
Lihue, Hawaii 96766

Re: Environmental Assessment Preconsultation, Centralized District Office and Baseyard Complex, Puhi Industrial Park, Kauai, TMK(s): 3-3-12:24, 25 and 27 (por) and 3-3-13:12 (por).

Dear Mr. Kyono:

Thank you for the opportunity to offer preconsultation comments on the Department of Transportation's proposal to build a Baseyard and District Office for the Kauai District at the Puhi Industrial Park.

At this time, the Office of Hawaiian Affairs has no comments on the proposed project. However, we would like to receive a copy of the Environmental Assessment prepared for the project. Please send it to Lynn J. Lee, Policy Analyst. If you have any questions, please call at 594-1936.

Sincerely,

Colin C. Kippen Jr.  
Deputy Administrator

cc: Board of Trustees  
OHA Kauai Community Affairs Office

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



BRUCE S. ANDERSON, Ph.D., M.P.H.  
DIRECTOR OF HEALTH

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

In Reply, Please Refer to:  
File:

March 17, 2000

00-021/epo

Mr. Steven M. Kyono, P.E.  
District Engineer  
Highways Division  
Kauai District  
Department of Transportation  
3060 Elwa Street, Room 205  
Lihue, Hawaii 96766

2000 MAR 22 10 28 AM  
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KAI

Dear Mr. Kyono:

Subject: Pre-Environmental Assessment Consultation  
DOT Centralized District Office and Baseyard Complex  
Puhi Industrial Park, Kauai  
TMK: 3-3-12: 24, 25 & por. of 27

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Solid Waste

Since the development of the Department of Transportation's (DOT) baseyard will most likely involve road and/or lot paving activities, the Department of Health reminds the DOT that Hawaii Revised Statutes, Chapter 163D-407 mandates the use of glassphalt for all State and County paving projects when the glass is available to the quarry or contractor at a price no greater than that of equivalent aggregate.

In addition to this, the developer shall ensure that all solid waste generated during the project's construction shall be directed to permitted solid waste disposal, processing or recycling facilities.

Please contact the Office of Solid Waste Management at 586-4240 with any questions regarding these comments.

Mr. Steven M. Kyono, P.E.  
March 17, 2000  
Page 2

00-021/epo

Hazardous Waste

1. On June 18, 1994, the State of Hawaii promulgated its own Hazardous Waste Rules. The state's hazardous waste rules can be found in Hawaii Administrative Rules (HAR), Title 11, Chapters 11-260 to 11-280. The hazardous waste regulations incorporate the management of hazardous waste from the point of generation to its final disposal, storage or treatment.
2. If the facility generates solid waste as defined in HAR, 11-261-2, they must determine if that waste is a hazardous waste as defined in HAR, 11-261-3.
3. The facility that generates and/or transports hazardous waste must notify the Environmental Protection Agency (EPA) Region IX of their hazardous waste activities and are subject to HAR, Title 11, Chapters 11-262, 11-263, 11-265 and 11-268.
4. The facility that intends to treat, store or dispose of hazardous waste is subject to the Resource Conservation and Recovery Act (RCRA), section 3005, 40 CFR and HAR, Title 11, Chapters 11-264 and 11-270.

Typical vehicle maintenance wastestreams are: automobile batteries, freon used in air conditioning units, paints, parts washer solvents, used oil and used oil filters, brake fluid, antifreeze and sludge from equipment cleaning.

If you have any questions on these comments, please contact Ms. Lois K. Hashimoto of the Hazardous Waste Section of the Solid and Hazardous Waste Branch at 586-4226.

Underground Storage Tanks (USTs)

Hawaii's UST rules, Chapter 11-281, entitled "Underground Storage Tanks," became effective January 28, 2000, and a permit is now required from the Solid and Hazardous Waste Branch's Underground Storage Tank Section for the installation and operation of new USTs. Also, permits must be obtained from the applicable building and fire safety authorities before installation of any USTs.

If there are any questions on these comments, please contact Mr. Greg Olmsted of the UST Section, Solid and Hazardous Waste Branch at 586-4226.

Mr. Steven M. Kyono, P.E.  
March 17, 2000  
Page 3

00-021/epo

Safe Drinking Water

The Department of Health recommends that the following three conditions be included as a covenant running with the use of the land, for the purpose of preventing soil and groundwater contamination

1. All cleaning, repairs, and maintenance of equipment involving the use of industrial liquids, such as gasoline, diesel, solvent, motor oil, hydraulic oil, gear oil, brake fluid, acidic or caustic liquids, antifreeze, detergents, degreasers, etc., shall be conducted on a concrete floor, whether roofed or unroofed. The concrete floor shall be constructed so as to be able to contain any drips or spills and to provide for the recovery of any spilled liquid. Water drainage from these concrete floors, if necessary, shall pass through a separator sump before being discharged.
2. All employees shall be informed to immediately collect and contain any industrial liquid spills on the concrete floor and should be informed against discharging or spilling any industrial liquids. Employees shall be aware to prevent any industrial liquid spills onto the bare ground.
3. Barrels for the temporary storage of used oil or other industrial liquids shall be kept on a concrete surface. The surface shall be bermed to prevent the loss of liquid in the event of spills or leaks. The barrels shall be sealed and kept under shelter from the rain. (The Department of Labor and Industrial Relations' Occupational Safety and Health regulations, sections titled, "Housekeeping Standards" and "Storage of Flammable or Combustible Liquids," shall be followed along with the local fire code.)

Should you have any questions regarding these comments, please contact Mr. Chauncey Hew of the Safe Drinking Water Branch at 586-4258.

Sincerely,



GARY GILL  
Deputy Director for  
Environmental Health

c: OSWM  
SHWB  
SDWB

SEN. ALVIN J. CAYE AND  
GOVERNOR OF HAWAII



RECEIVED  
TIMOTHY E. JOHNS CHAIRPERSON  
DEPT OF LAND AND NATURAL RESOURCES  
OFFICE - KAUAI DEPUTY  
COMMISSIONER

STATE OF HAWAII

2000 MAR -8 A 11:22

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakunui Building, Room 556  
901 Kamehale Boulevard  
Honolulu, Hawaii 96813

AQUATIC RESOURCES  
CULTURAL AND OCEAN RECREATION  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND  
STATE PARKS  
WATER RESOURCE MANAGEMENT

February 25, 2000

Mr. Steve Kyono, District Engineer  
Department of Transportation  
3060 Eiwa St., Room 205  
Lihue, Hawaii 96766

LOG NO: 24946 ✓  
DOC NO: 0002NM04

Dear Mr. Kyono:

**SUBJECT: Historic Preservation Review EA Pre consultation for  
Centralized District Office and Baseyard Complex Puhi Industrial Park  
Highways Project No. HWY-K-03-98  
TMK: 3-3-12: 24, 25 and 27 por, 3-3-13: 12, Puhi, Lihue, Kauai**

A review of our records indicates the absence of historic sites on this property. We do not believe that there are any significant historic sites in this area, since the area was used for cane cultivation. Therefore, we believe that this project will have "no effect" on significant historic sites.

If you have any questions, please call Nancy McMahon at 742-7033.

Aloha,

DON HIBBARD, Administrator  
State Historic Preservation Division

NM:amk

MARYANNE W. KUSAKA  
MAYOR



VIRGINIA M. KAPALI  
DIRECTOR

COUNTY OF KAUAI  
OFFICE OF ECONOMIC DEVELOPMENT  
4444 Rice Street, Suite 200, Lihue, HI 96766  
Tel: 808-241-6390 Fax: 808-241-6399

February 10, 2000

Mr. Steven Kyono  
District Engineer  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, HI 96766

Dear Mr. Kyono:

Subject: Environmental Assessment Preconsultation  
Centralized District Office and Bascyard Complex  
Puhi Industrial Park, Kauai

In response to your letter of January 28, 2000 soliciting input of potential environmental impacts of the proposed project, the Office of Economic Development, County of Kauai offers the following comments:

1. The fuel and petroleum products storage section of your facility should have adequate safety measures such as containment systems and warning systems in the event of spills, etc.
2. Short-term construction impacts such as dust and noise should be mitigated to lessen the impact to neighboring businesses and residents.
3. A solar hot water system, gas hot water system or heat pumps should be considered if showering facilities for personnel are installed.
4. Solar-powered (photovoltaic) security lights and the use of the most energy-efficient lighting fixtures should be considered to reduce energy use. Timers and controls should also be considered.
5. Consider daylighting as much as possible.
6. Consider natural ventilation as much as possible, in addition to ceiling insulation, solar fans and the use of natural shading from trees.
7. Landscaping should include plants with low water requirements and low maintenance to reduce the need for water and herbicides.

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FEB 11 11:17 AM '00

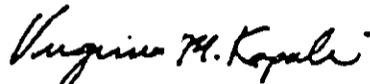
B1 of 2

8. Minimize the load on air conditioning systems by using window shading, overhangs, and other methods to reduce building heat gain and save energy.
9. Promote re-use and recycling in the new facility as much as possible to reduce landfill waste.
10. The wash area for vehicles and/or equipment should be properly designed to minimize the potential for contaminant runoffs into the groundwater supply, streams or the ocean.

We will reserve additional comments for the Environmental Assessment as it is difficult to determine environmental impacts without a more detailed description of the proposed project and a more detailed map of the surrounding area. The previously listed concerns and suggestions are based on a very general idea of DOT's office/baseyard complex.

Thank you for the opportunity to provide input for this pre-consultation phase.

Sincerely,



Virginia M. Kapali  
Director

MARYANNE W. KUSAKA  
MAYOR



PLANNING DEPARTMENT

RECEIVED  
KAWAII  
2000 FEB 11 A 11:11  
DEE M. CROWELL  
PLANNING DIRECTOR  
SHEILAH N. MIYAKE  
DEPUTY PLANNING DIRECTOR  
TELEPHONE (808) 241-6677  
FAX (808) 241-6699

February 9, 2000

Mr. Steven M. Kyono, P.E.  
District Engineer  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihu'e, Hawai'i 96766

Subject: Environmental Assessment Preconsultation  
For Centralized District Office & Baseyard Complex  
Puhi Industrial Park  
Lihu'e, Kaua'i

Thank you for the opportunity to comment on the proposed facility. As represented in your letter dated January 28, 2000, the proposed facility will affect an area approximately 6.38 acres in size. The subject property is situated within the Limited Industrial District (I-L).

Please note the following comments regarding the proposed development:

1. The proposed office use is not generally permitted within the Limited Industrial District, however, it is permitted through a Use Permit. Please note that Use Permits are reviewed and approved by the Planning Commission and involves public hearing procedures.
2. A Class IV Zoning Permit is required for construction or development on a parcel that is larger than one (1) acre and within the Limited Industrial District. In addition, it is a procedural requirement when applying for a Use Permit within this zoning district.

Should you have any questions regarding this matter, please contact Dale A. Cua of my staff at 808.241.6677.

Dee M. Crowell  
Planning Director

D:\dms... \GmCorresp\DOTBaseyardOffice.kci

Kapule Building • 4444 Rice Street, Suite 473 • Lihu'e, Kaua'i, Hawai'i 96766

A1 of 1

MARYANNE W. KUSAKA  
MAYOR



CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-6800

WALLACE G. REZENTES, SR.  
ADMINISTRATIVE ASSISTANT

IAN K. COSTA  
DEPUTY COUNTY ENGINEER  
TELEPHONE 241-0640

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUA'I  
DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MOTKEHA BUILDING, SUITE 275  
LIHUE, KAUA'I, HAWAII 96766

PW2.013

February 10, 2000

State of Hawaii  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, Hawaii 96766

Attention: Mr. Steve Kyono

Gentlemen:

Subject: Environmental Assessment Preconsultation  
Centralized District Office and Baseyard Complex  
TMK: 3-3-12:24,25, and 27(portion) and  
3-3-13:12 (portion)

We reviewed your proposed centralized district office and baseyard complex.  
We offer the following comments in regards to drainage and grading:

**A. Grading**

1. A grading permit can be exempted for this project provided that the grading work is within a self contained government controlled area. We expect the State to monitor the dust and erosion activities as well as the grading activities.

RECEIVED  
FEB 11 11:55 AM '00  
COUNTY OF KAUA'I

C1 of 2

**B. Drainage**

1. There is a natural drainage ditch that follows along the existing cane haul road in parcel 27 and between the cane haul road and the common rear boundary line with the westerly parcels 19 to 25 that abut Haleukana Street. The natural drainage way will need to be maintained. Drainage measures will need to be provided to address the increased drainage flows to the lower landowners as a result of the development and changes in ground coverages (buildings, parking and driveways, etc.). The drainage ditch will need to be evaluated to prevent flooding to the proposed facilities.

**C. Haleukana Street**

1. Haleukana Street has not been dedicated to the County. As such any improvements along Haleukana Street will need to be approved by Grove Farm.

Thank you for this opportunity to provide our comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at 241-6620.

Very truly yours,

  
Cesar Portugal  
County Engineer

wk

C 2 of 2

**DEPARTMENT OF WATER**

County of Kauai

*"Water has no Substitute - Conserve It"*

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- KAUAI

2500 FEB 11 A 11:12

February 8, 2000

Mr. Steven Kyono  
District Engineer  
State of Hawaii  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Rm. 205  
Lihue, HI 96766

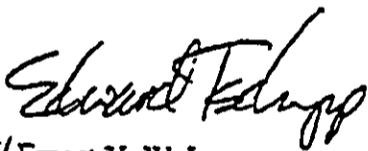
Dear Mr. Kyono:

Subject: Environmental Assessment Preconsultation  
Centralized District Office and Baseyard Complex  
Puhi Industrial Park, Kauai  
Tax Map Keys: 3-3-12:24, 25 and 27 (portion) and 3-3-13:12 (portion)  
Highways Project No. HWY-K-03-98

We have no environmental impact comments for this project at this time.

If you have any questions, please call Keith Aoki of my staff at 245-5418.

Sincerely,

  
for Ernest Y. W. Lau  
Manager & Chief Engineer

K/Asan  
A'iea-dot'aoki/2

21 of 1

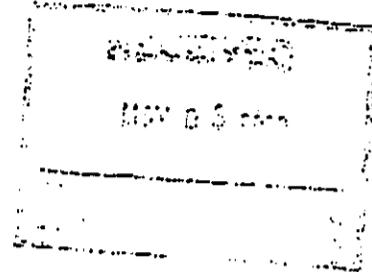
**APPENDIX E**  
**Agency Comments and HWY-K Responses**



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

May 4, 2000

COPY



EIS# 390

Mr. Steven Kyono, P.E.  
District Engineer  
State of Hawai'i  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, Kaua'i, Hawai'i 96766

Subject: Draft Environmental Assessment for Centralized Office and Baseyard  
Complex, Kaua'i; Project No. HWY-K-03-98

Dear Mr. Kyono,

Thank you for the opportunity to review and comment on the above-referenced document. The Office of Hawaiian Affairs makes note of the Lihue-Puhi Master Plan Final Environmental Impact Statement that the area has been destroyed by the intensive cultivation by heavy equipment and the lack of historic, archaeological or cultural resources.

At this time, OHA has no concerns or comments on this project. We look forward to receiving your final environmental assessment when it is completed. If you have any questions, please contact Ken R. Salva Cruz, Policy Analyst, at 594-1847.

Sincerely,

Colin C. Kippen, Jr.  
Deputy Administrator

cc: Board of Trustees  
Kaua'i CRS  
GYA Architects, Inc.  
OEQC

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-KE 4.000577

June 19, 2000

Mr. Colin C. Kippen, Jr.  
Deputy Administrator  
Office of Hawaiian Affairs  
711 Kapi'olani Blvd., Suite 500  
Honolulu, Hawai'i 96813

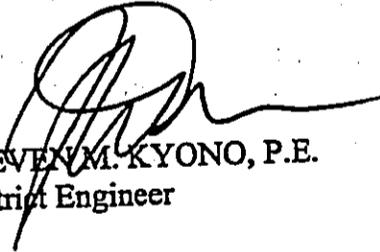
Dear Mr. Kippen:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kaua'i  
Project No. HWY-K-03-98**

Thank you for your May 4, 2000 letter regarding the Office of Hawaiian Affairs' review of the above-referenced Draft Environmental Assessment. A copy of the Final Environmental Assessment will be sent to you when it is completed.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

BENJAMIN J. CAYETANO  
GOVERNOR



COPY

*v. Aaron*  
*6/8/00*

GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4185

June 7, 2000

Mr. Kazu Hayashida, Director  
State Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Kauai  
Centralized District Office & Baseyard Complex, Kauai

Thank you for the opportunity to review the subject document. We have the following comments.

1. Please consult with the Department of Agriculture regarding the proper storage of pesticides used for highway landscape maintenance.
2. We commend the DOT for planning to use glassphalt for paving.
3. Please consider applying sustainable building techniques as presented in the enclosed "Guidelines for Sustainable Building Design in Hawaii." In the final EA include a description of any of the techniques you will implement.
4. Please describe the Best Management Practices that will be used to minimize polluted runoff entering the nearby stream.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Thank you.

Sincerely,

*Genevieve Salmon*  
Genevieve Salmonson  
Director

c: Ed Noda & Associates, Inc.

RECEIVED  
JUN 08 2000

EDWARD K. NODA & ASSOCIATES, INC.

BENJAMIN J. CAVETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-KE 4.000577

June 19, 2000

Ms. Genevieve Salmonson  
Director  
Office of Environmental Quality Control  
236 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your June 7, 2000 letter regarding the Office of Environmental Quality Control's review of the above-referenced Draft Environmental Assessment. In response to your comments:

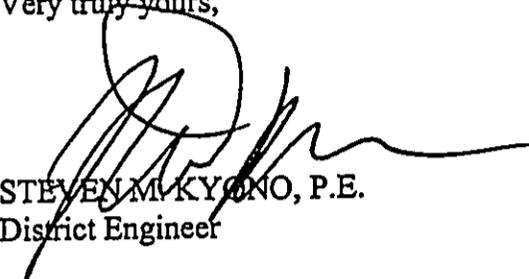
1. The HWY-K will store the pesticides in a fully-enclosed, fire-rated space, and a ventilation system with explosion-proof features will be incorporated; this is consistent with the Department of Agriculture's guidelines regarding pesticide storage.
2. The proposed project's use of glassphalt for site paving will conform to Section 103D-407, Hawaii Revised Statutes.
3. The "Guidelines for Sustainable Building Design in Hawai'i" will be reviewed to determine if any additional techniques can be applied to the proposed project. The project design will encourage the use of natural light during daylight hours, and the use of natural ventilation where practical and solar water heating for shower facilities is already anticipated.
4. Standard operation procedures for the handling and storage of materials that may contaminate storm water runoff will be developed and implemented, including a Spill Prevention, Control and Countermeasure Plan pursuant to Title 40, Code of Federal Regulations, Part 112. Physical measures, either currently planned where appropriate or contemplated, include the enclosure of storage areas, use of oil/water separators, and provision of grass buffers to route runoff. Other Best Management Practices are also being considered and will be finalized during the design phase of the project.

Ms Genevieve Salmonson  
Page 2  
June 19, 2000

HWY-KE 4.000577

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc: Mr. Aaron Setogawa, EKNA

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



TIMOTHY E. JOHNS, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY  
JANET E. KAWILO

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakuhikawa Building, Room 555  
601 Kamehale Boulevard  
Kapolei, Hawaii 98707

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
CONVEYANCE  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND  
STATE PARKS  
WATER RESOURCE MANAGEMENT

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2000 MAY 11 A 10:18

May 2, 2000

Mr. Steve Kyono, District Engineer  
Department of Transportation  
3060 Eiwa St., Room 205  
Lihue, Hawaii 96768

LOG NO: 25352 ✓  
DOC NO: 0004NM30

Dear Mr. Kyono:

**SUBJECT: Historic Preservation Review DEA for Centralized District Office  
and Baseyard Complex Puhi Industrial Park Highways  
Project No. HWY-K-03-98, TMK: 3-3-12: 24, 25 and 27 por, 3-3-13: 12  
Puhi, Lihue, Kauai**

A review of our records indicates the absence of historic sites on this property. We do not believe that there are any significant historic sites in this area, since the area was used for cane cultivation. Therefore, we believe that this project will have "no effect" on significant historic sites.

If you have any questions, please call Nancy McMahon at 742-7033.

Aloha,

DON HIBBARD, Administrator  
State Historic Preservation Division

NM:amk

AZ OF 3

BENJAMIN J. CAYETANO  
GOVERNOR



**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
**HIGHWAYS DIVISION**  
KAUAI DISTRICT  
3060 EIWA STREET, ROOM 205  
LIHUE, HAWAII 96766

KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. MINAA  
GLENN M. OKIMOTO

IN REPLY REFER TO

HWY-KE 4.000577

June 19, 2000

Mr. Don Hibbard  
Administrator  
Historic Preservation Division  
Department of Land and Natural Resources  
601 Kamokila Blvd., Suite 555  
Kapolei, Hawaii 96707

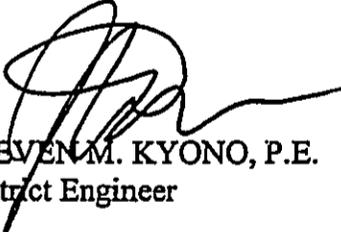
Dear Mr. Hibbard:

**Subject: Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 2, 2000 letter regarding the Historic Preservation Division's review of the above-referenced Draft Environmental Assessment.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

*v. Kapali*

MARYANNE W. KUSAKA  
MAYOR



VIRGINIA M. KAPALI  
DIRECTOR

COUNTY OF KAUAI  
OFFICE OF ECONOMIC DEVELOPMENT  
4444 Rice Street, Suite 200, Lihue, HI 96766  
Tel: 808-241-6390 Fax: 808-241-6399

May 15, 2000

Mr. Steven Kyono  
District Engineer  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, HI 96766

Dear Mr. Kyono:

SUBJECT: Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98  
Draft Environmental Assessment

Thank you for sending us the draft environmental assessment for the subject project.

The County of Kauai's Office of Economic Development has reviewed the draft assessment for the subject project and have no further comments to offer. We look forward to the positive construction-related economic benefits that this \$12 million dollar project will provide to the island.

If you have any questions please contact Glenn Sato of my staff at (808) 241-6393.

Sincerely,

*Virginia M. Kapali*

Virginia M. Kapali  
Director

C: OEQC  
Edward K. Noda & Assoc.

RECEIVED  
MAY 16 2000

EDWARD K. NODA & ASSOC., INC.

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

IN REPLY REFER TO

HWY-KE 4.000577

June 19, 2000

Ms. Virginia M. Kapali  
Director  
County of Kauai  
Office of Economic Development  
4444 Rice Street, Suite 200  
Lihue, Hawaii 96766

Dear Ms. Kapali:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 15, 2000 letter regarding the Office of Economic Development's review of the above-referenced Draft Environmental Assessment.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

MARYANNE W. KUSAKA  
MAYOR

WALLACE G. REZENTES, SR.  
ADMINISTRATIVE ASSISTANT

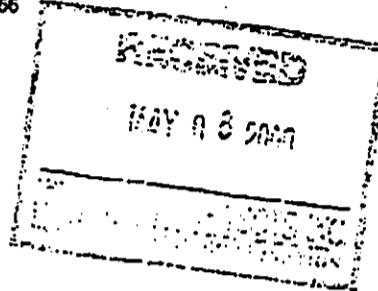


CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-6600

IAN K. COSTA  
DEPUTY COUNTY ENGINEER  
TELEPHONE 241-6640

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUAI  
DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MOIKEHA BUILDING, SUITE 275  
LIHU'E, KAUAI, HAWAII 96766

May 3, 2000



GYA Associates, Inc.  
Maui Office  
Suite 303, Wells Street Professional Center  
2145 Wells Street  
Wailuku, Hawaii 96793

Dear Mr. Larry Ueki:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR  
DOT/KAUAI DISTRICT OFFICE AND BASEYARD  
COMPLEX PW4.196

We reviewed the subject draft environmental assessment and offer the following comments:

- A. Draft Environmental Assessment
1. Although we have not reviewed Kodani & Associates drainage report, the draft environmental assessment states that the subject project will generate increased storm water runoff to Puali Basin and the Puhi Basin. Our concern would be the impacts of the increased runoffs to the down stream lands. Additionally, the discharge of fuel, oil and other chemical and agents that will be flushed by rains into the Puali and Puhi Streams.
  2. Enclosed is a copy of our Federal Insurance Rate Map (FIRM) panel no. 135C dated March 4, 1987. The statement that the Kapaa Baseyard is in a tsunami zone and flood zone is erroneous (see section 4.5.3 No-Action Alternative). The tsunami zone is designated on the FIRM as VE zone riverine flood zones as A or AE zones. We believe the flooding is confined to the Moikeha canal.

1 of 10

GYA Architects, Inc.  
May 3, 2000  
Page 2

3. The street name labeling for Kahau Street at section 4.10.3 is incorrect and will need to be corrected to Kahau Road.
4. The draft EA should mention the proposed Puhi middle school that is in construction at section 4.1.1 (Existing Condition) as the closest educational facilities.

Thank you for this opportunity to provide our comments. Enclosed is a marked set of the subject Draft Environmental Assessment with our red-marked comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at 241-6620.

Very truly yours,

  
CESAR C. PORTUGAL  
County Engineer

WK

Attachment

2 of 10

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-KE 4.000577

June 19, 2000

Mr. Cesar C. Portugal  
County Engineer  
County of Kauai  
Department of Public Works  
4444 Rice Street  
Mo'ikcha Building, Suite 275  
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kaua'i  
Project No. HWY-K-03-98**

Thank you for your May 3, 2000 letter regarding the Department of Public Works' review of the above-referenced Draft Environmental Assessment. In response to your comments, the following clarifications or revisions will be made in the Final Environmental Assessment:

1. Regarding your concern about the volume of increased storm water runoff generated by the project to the Puali and Puhi Basins, the project will maintain the existing drainage patterns. The portion of the project site where the Administration Building will be situated drains to the Puali Stream Basin, and was included in the drainage calculations performed for the Puhi Industrial Park Subdivision. The Storm Drainage Report for the subdivision concluded that the additional runoff from the subdivision would not significantly affect downstream areas. The construction of the Administration Building and its surrounding areas is consistent with land use assumptions made in the drainage report.

The remainder of the project site will drain to the Puhi Stream Basin. The State is working with the immediate downstream owner, Grove Farm Company, to ensure that any additional runoff generated by the project does not significantly impact their lands. The specifics of the drainage work and any mitigating measures, if required (and beyond those already described in the Draft Environmental Assessment), will be determined during the design phase of the project and will be submitted for your review at that time. The impact of the additional runoff on properties downstream of Grove Farm company is not considered significant as it will account for less than 0.08% of the total runoff generated by the 100-year 24-hour storm.

Mr. Cesar C. Portugal  
Page 2  
June 19, 2000

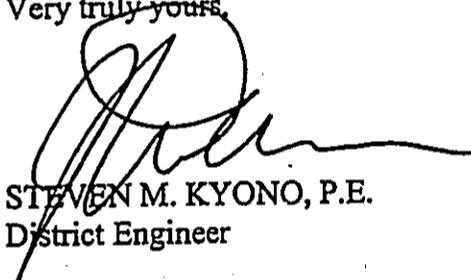
HWY-KE 4.000577

A number of measures are planned to minimize the exposure of storm water runoff to potential pollutants. These include physical features such as sediment traps, oil/water separators, and fully-enclosed storage areas, as well as the establishment of procedures for the proper handling of materials. The HWY-K will conform to all State Department of Health and Federal EPA regulations.

2. All references to the Kapaa Baseyard being located in a tsunami and flood zones will be deleted.
3. Kahau "Street" will be corrected to read Kahau "Road".
4. The Kauai Middle School will be included as the closest educational facility to the project site.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

**DEPARTMENT OF WATER**

County of Kauai

*"Water has no Substitute - Conserve It!"*

May 10, 2000

Mr. Kazu Hayashida, Director  
c/o Mr. Steven Kyono  
State of Hawaii  
Department of Transportation  
3060 Eiwa Street  
Lihue, Hawaii 96766

RECEIVED  
COUNTY OF KAUAI  
2000 MAY 16 A 10:01

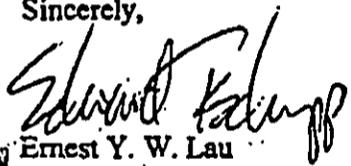
Dear Mr. Hayashida:

Subject: Draft Environmental Assessment  
Centralized District Office and Baseyard Complex  
Puhi Industrial Park, Kauai  
Tax Map Keys: 3-3-12:24, 25 and 27 (portion) and 3-3-13:12 (portion)  
State Project No. HWY-K-03-98

We have no objections to this Draft Environmental Assessment.

If you have any questions, please call Keith Aoki of my staff at 245-5418.

Sincerely,

  
Ernest Y. W. Lau  
Manager & Chief Engineer

cc: Mr. Steven Kyono - Kauai District Engineer, DOT

KA/san  
D:\san\docs\wrplaok\ea-dot2

BZ093

BENJAMIN J. CAYETANO  
GOVERNOR



**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
**HIGHWAYS DIVISION**  
KAUAI DISTRICT  
3060 EIWA STREET, ROOM 205  
LIHUE, HAWAII 96766

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

IN REPLY REFER TO

HWY-KE 4.000577

June 19, 2000

Mr. Ernest Y.W. Lau  
Manager and Chief Engineer  
County of Kauai  
Department of Water  
4398 Pua Loke Street  
Lihue, Hawaii 96766

Dear Mr. Lau:

**Subject: Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 10, 2000 letter regarding the Department of Water's review of the above-referenced Draft Environmental Assessment.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

STEVEN M. KYONO, P.E.  
District Engineer

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

# Grove Farm Properties, Inc.

May 1, 2000

GYA Architects, Inc.  
 Suite 303, Wells Street Professional Center  
 2145 Wells Street  
 Wailuku, HI 96793

Subject: Draft Environmental Assessment  
 Centralized Office and Baseyard Complex, Puhi Industrial Park

Thank you for providing us with a copy of the subject document. We offer the following comments:

1. 2.1 Location

All of the roadways, including Haleukana Street, have been dedicated to the County of Kauai.

2. 4.1.1 Existing Condition

Other educational facilities close by include Island School adjacent to Kauai Community College and the new Kauai Middle School in Puhi, opening in September, 2000 (TMK 3-3-03:042). A new regional park (3-3-03:043) is adjacent to the new Kauai Middle School.

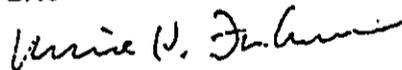
3. Figure 4.4

The project location is about 2000 feet east of the spot indicated on the map.

Please contact the undersigned at (808) 245-3678 should there be any questions.

Sincerely,

GROVE FARM PROPERTIES, INC.



Michael H. Furukawa  
 Vice President and Project Manager

A subsidiary of



552069  
 P.O. Box 2069 Puhi Rural Branch Lihue, Hawaii 96766-7069  
 Phone (808) 245-3678 FAX (808) 246-9470

BENJAMIN J. CAYETANO  
GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAL  
GLENN M. OKIMOTO

**STATE OF HAWAII**  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
KAUAI DISTRICT  
3060 EIWA STREET, ROOM 205  
LIHUE, HAWAII 96766

IN REPLY REFER TO  
HWY-KE 4.000577

June 19, 2000

Mr. Michael H. Furukawa, Vice President and Project Manager  
Grove Farm Properties, Inc.  
P.O. Box 662069, Puhi Rural Branch  
Lihue, Hawaii 96766-7069

Dear Mr. Furukawa:

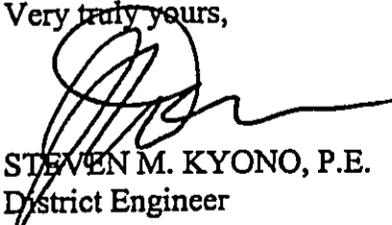
**Subject: Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 1, 2000 letter regarding Grove Farm Properties' review of the above-referenced Draft Environmental Assessment. In response to your comments, the following changes will be made in the Final Environmental Assessment:

1. The fact that all of the roadways in the Puhi Industrial Park have been dedicated to the County of Kauai will be noted, and references to Haleukana Street as a private road will be deleted.
2. Island School and the new Kauai Middle School in Puhi will be included as educational facilities in the vicinity of the project site. Likewise, the new regional park adjacent to the Kauai Middle School will be noted.
3. Figure 4.4 will be revised to reflect the correct location of the project.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

2000-07-08-KA-PEA-

JUL -8 2000

FILE COPY

FINAL ENVIRONMENTAL ASSESSMENT  
AND  
FINDING OF NO SIGNIFICANT IMPACT

\*2  
CENTRALIZED DISTRICT OFFICE AND BASEYARD  
COMPLEX,  
\*1 PUHI INDUSTRIAL PARK

Lihue District, Island of Kauai  
Tax Map Keys: 4:3:3:12:24 and 25, 4:3:3:12:27(por),  
4:3:3:13:12(por)  
State Project No. HWY-K-03-98

Proposing Agency:

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION,  
HIGHWAYS DIVISION, KAUAI DISTRICT  
LIHUE, HAWAII 96766

Responsible Official:

*Kazu Hayashida*

Kazu Hayashida  
Director

*6/22/00*

Date

Prepared For:

GYA Architects, Inc.  
Wells Street Professional Center  
2145 Wells St., Suite 303  
Wailuku, Hawaii 96793

Prepared By:

Edward K. Noda and Associates, Inc.  
615 Piikoi Street, Suite 300  
Honolulu, Hawaii 96814

June 2000

This Document is prepared pursuant to Chapter 343, HRS.

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## 1.0 INTRODUCTION

This Final Environmental Assessment ("FEA") is prepared pursuant to Chapter 343, Hawaii Revised Statutes ("HRS") as amended, and in accordance with Section 11-200, Hawaii Administrative Rules ("HAR"). The FEA analyzes and discusses the impacts of the Proposed Action on the environment and the community. The document states the purpose and need for the Proposed Action in Section 1.1. The location and existing condition of the site of the Proposed Action is described in Chapter 2. The Proposed Action and alternatives to the Proposed Action are described in Chapter 3. The affected environment, potential environmental impacts, and mitigation measures are discussed in Chapter 4. Chapter 5 presents a summary of the environmental impacts related to the Proposed Action. Chapters 6 and 7 lists references and agencies and organizations consulted respectively for this FEA.

The Proposed Action is the development of a central office and maintenance baseyard complex for the State of Hawaii, Department of Transportation, Highways Division, Kauai District ("HWY-K"). The purpose of the Proposed Action is to relocate and centralize the separate district office and baseyard operations so as to improve operational efficiency.

### 1.1 Purpose and Need

The HWY-K is proposing to develop a centralized district office and baseyard complex in the Puhi Industrial Park subdivision on the Island of Kauai. At present, the HWY-K maintains a district office in Lihue and a separate maintenance baseyard in Kapaa. Both sites are outdated for current needs, and the separation of the facilities hinders the efficiency of the HWY-K's operations, communications, and coordination.

The Lihue office is presently located in the State Building, built in the early 1960s. Due to increased personnel and changes in business operation, the current space is severely overcrowded, a condition which compromises efficiency and the security of files. Highway inspectors work out of their vehicles because they have no office space. Engineering and design personnel lack layout space. There is no central area for project files or for storage of supplies.

The baseyard in Kapaa was built in 1972 and is too small to meet modern maintenance operations, equipment, and storage requirements. Because of the lack of space, supplies are scattered throughout the yard, and paint is stored outdoors. The baseyard is located adjacent to the Moikeha Canal and flooding at the site is a periodic occurrence. The salt air environment at the site is conducive to rusting, increasing the cost of equipment maintenance. Furthermore, the Kapaa site, at the eastern end of Kauai, is not centrally located in relation to the highway system to provide the most efficient service to the western side of the Island.

The proposed centralized district office and baseyard complex will facilitate more efficient operation and allow room for future expansion. It will improve communications between all sections, provide needed storage space for files, supplies and equipment, improve security, and allow the HWY-K to better serve the public.

### 1.2 Statutory Requirement

The Proposed Action requires the use of State funds and State land. Therefore, an EA is necessary under Chapter 343, HRS and pursuant to Section 11-200, HAR. The proposing agency for the Proposed Action is the State of Hawaii, Department of Transportation, Highways Division, Kauai District and the approving agency is the State of Hawaii, Department of Transportation.

### 1.3 List of Permits and Approvals

The Proposed Action ("project") will require the following permits and approvals:

| Approval Needed                                    | Approving Organization or Person |
|--|----------------------------------|
| Use Permit   | Kauai Planning Commission        |
| Class IV Zoning Permit                             | Kauai Planning Commission        |
| Zoning Refinement                                  | Kauai Planning Director          |
| Conditional Use Permit for Construction Activities | State Department of Health       |
| Building Plan Approval                             | Kauai Fire Chief                 |

| Approval Needed  | Approving Organization or Person |
|--|----------------------------------|
| Building Permit  | Kauai Building Department        |
| National Pollutant Discharge Elimination System Notice of Intent | State Department of Health       |

## 2.0 SITE DESCRIPTION

### 2.1 Location

The project site is located within the Puhi Industrial Park ("Park"), a 56-acre light industrial subdivision in the town of Puhi, Lihue District, in the southeastern portion of the Island of Kauai (Figure 2.1).

The project site consists of four contiguous lots encompassing 6.379 acres of land (Figure 2.2). The lots identified as Tax Map Key ("TMK") parcels (4) 3-3-12: 24 and 25 are situated on Haleukana Street. Lot 1 and Lot 2, encompassing portions of TMK: (4) 3-3-12: 27 and (4) 3-3-13: 12 respectively, are situated behind the parcels fronting Haleukana Street and adjacent to the Cane Haul Road in the Park.

### 2.2 History

The project site has been in continuous use for sugarcane cultivation since the early 1800s. It was acquired by Grove Farm in 1865 and leased to the Lihue Plantation Co. in 1974. Grove Farm withdrew the land from sugar production as part of the company's Lihue-Puhi Master Plan and developed the Puhi Industrial Park in 1992. The property has been acquired from Grove Farm Properties, Inc. by the State of Hawaii.

### 2.3 Existing Condition

The project site is currently vacant. Parcels 24 and 25 are graded and landscaped with grass. Lot 1 (portion of parcel 27) is currently being graded and cleared of brush; Lot 2 (portion of parcel 12) is ungraded and overgrown with tall grasses, shrubs and trees. An environmental site assessment of the site, conducted by Edward K. Noda and Associates ("EKNA") in March of 1999, found signs of unauthorized dumping which included:

- abandoned vehicles, e.g., cars, trucks, forklifts, backhoes, etc.;
- construction debris;
- used automobile batteries;

- metal shelving;
  - empty 55-gallon drums;
  - abandoned shipping containers;
  - abandoned Underground Fuel Storage Tanks ("UST") and the associated piping which had been cut open, cleaned and removed from another site; and
  - household rubbish, e.g., beverage cans, newspapers, plastic bags, etc.
- (EKNA, *Phase I Environmental Site Assessment Proposed Centralized District Office and Baseyard Complex, Kauai Puhi Industrial Park*, Lihue, Island of Kauai, April 1, 1999.)

During the environmental site assessment, a large dark stain was recorded on the ground adjacent to an abandoned UST which emitted a strong petroleum-like odor. Subsequent to the site assessment, 'Aina Environmental Group, Inc. ("AEG") was contracted by Grove Farm to take soil samples of the stained area, and the samples were analyzed for Total Petroleum Hydrocarbon as gasoline ("TPH(G)"), Total Petroleum Hydrocarbon as diesel ("TPH(D)"), Oil & Grease, Benzene, Toluene, Ethylbenzene and Xylene, and Polynuclear Aromatic Hydrocarbons.

Laboratory analyses results showed high levels of TPH(D) and Oil & Grease. All of the other substances tested for were found to be below detection limits. AEG reported that the soil contamination may have been the result of fuel or oil leakage from farm equipment parked at the location.

Because the TPH(D) content of the soil was above the State of Hawaii, Department of Health ("DOH") action level, the stained area was excavated on December 12, 1999 to remove the contaminated soils. Soil samples were taken from the excavation pit and tested for TPH(D); the test results showed that the soil contained less than the DOH action level. Thus, AEG concluded that no further soil sampling or soil remediation work at the site is necessary. ('Aina Environmental Group, Inc., Letter to Mr. Mike Furakawa, Vice President, Grove Farm Properties, Inc. regarding "Contaminated Soil Assessment and Clean-up, Lot 111, TKM: 4-3-3-013: 012, Puhi, Kauai, Hawaii 96766", February 10, 2000.)

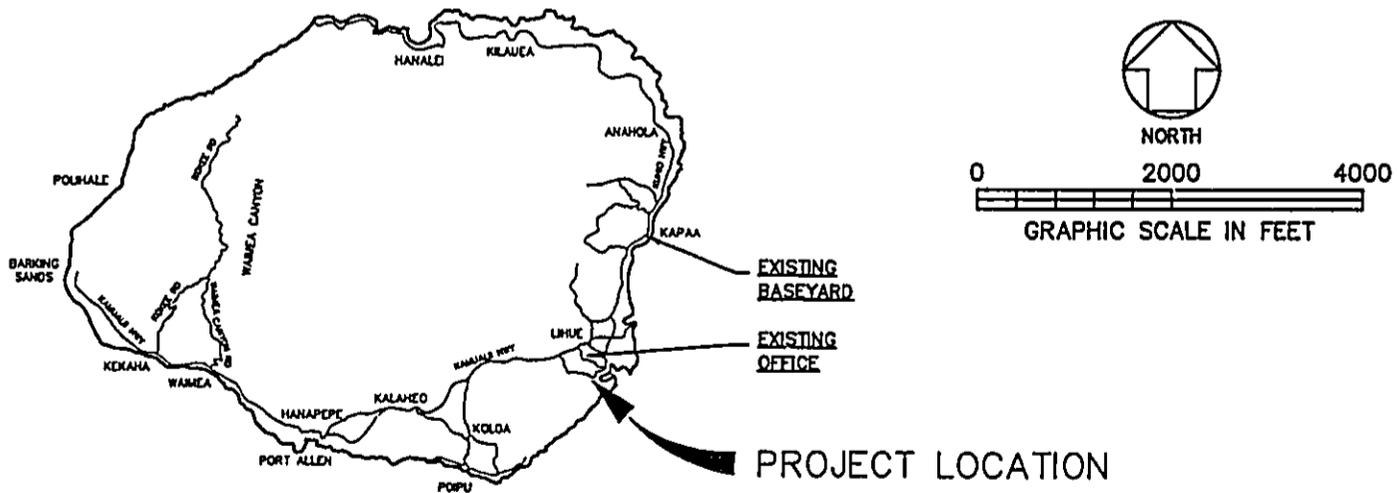
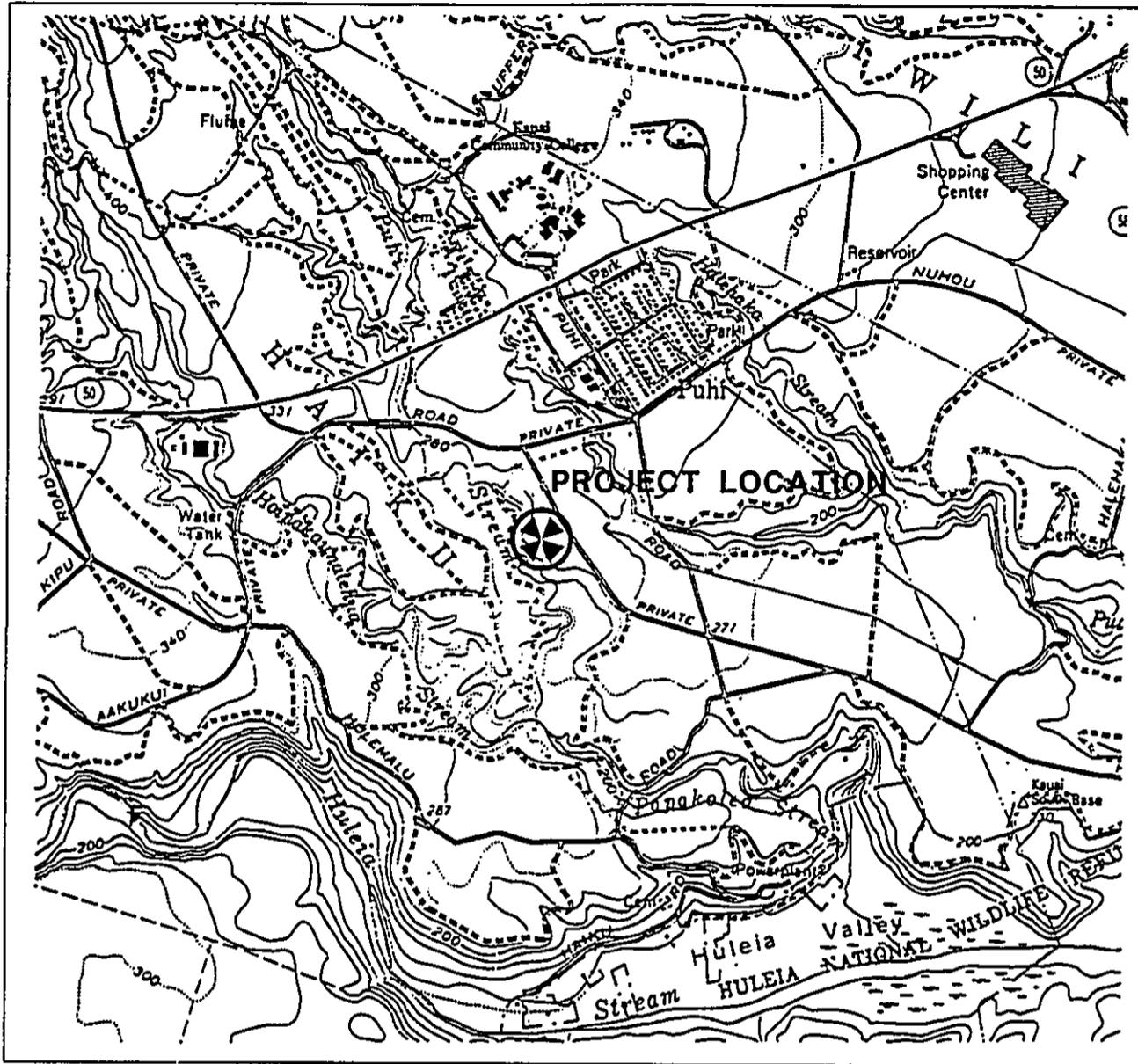
## 2.4 Surrounding Land Uses

The Park is bounded on the north by a similar industrial subdivision, single-family residential housing units to the east, the Puhi Metals Recycling Center site and agricultural

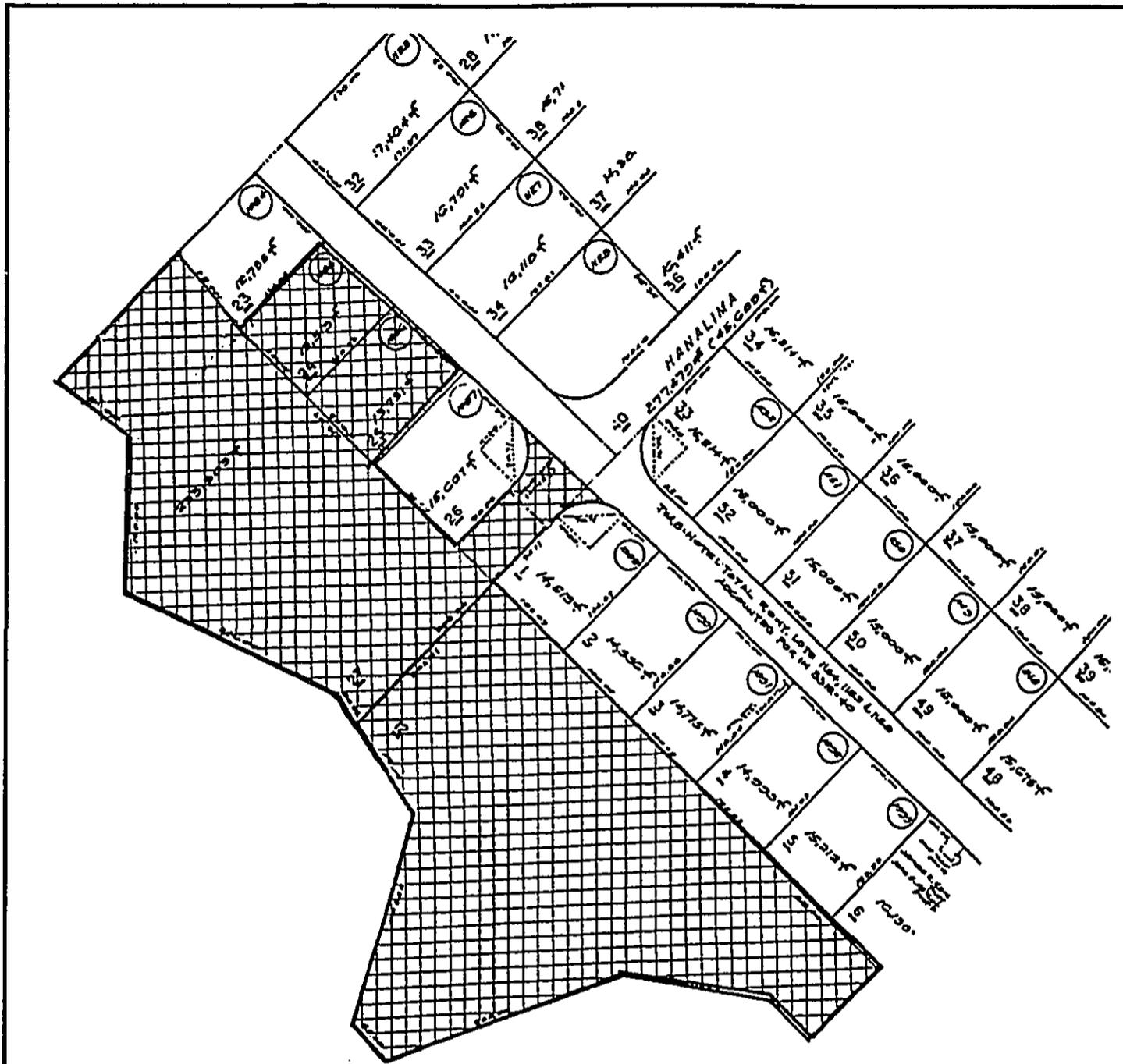
lands to the south, and the Puhi Stream and gulch to the west, the only natural feature in the immediate vicinity of the Park.

Nearly all of the lots in the Park have been sold, and approximately 50% of the lots are built and occupied. The types of current tenants in the Park can be summarized as:

- private industrial baseyards (e.g., general construction, plumbing, painting, refuse collection, & tour bus operator);
- the State of Hawaii, Department of Accounting and General Services' district office building & baseyard;
- heavy equipment rental and repair shops; and
- automotive repair shops and parts supply stores.



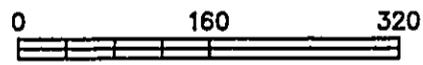
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|---|--|---------------------|-----------------------|
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|---|--|---------------------|-----------------------|



PROJECT SITE



NORTH



GRAPHIC SCALE IN FEET

| FOURTH TAXATION DISTRICT |      |      |                    |
|--------------------------|------|------|--------------------|
| ZONE                     | SEC. | PLAT | PARCEL             |
| 3                        | 3    | 12   | 24, 25, & 27(por.) |
| 3                        | 3    | 13   | 12 (por.)          |

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DISTRICT OFFICE AND BASEYARD COMPLEX  
FINAL ENVIRONMENTAL ASSESSMENT

TMK  
LOCATION  
MAP

FIGURE  
2.2

## 3.0 DESCRIPTION OF THE PROPOSED ACTION

### 3.1 Description of the Proposed Action

The HWY-K is proposing to develop a district office and baseyard complex consisting of the following (see Figure 3.1):

- administration building;
- visitor and employee parking;
- materials testing building;
- maintenance building;
- equipment/vehicle parking;
- mechanic shop;
- service platform;
- vehicle wash area;
- fuel station; and
- stockpile areas for materials storage.

The administration building will house the HWY-K's district office administrative personnel, as well as the highway design and construction sections. District office activities include: project design, plan review, permitting, project inspection, surveying, materials testing, and motor vehicle safety. District office personnel also provides support services to other Department of Transportation divisions on Kauai and interacts with the public for permitting, plan review, Adopt-a-Highway program, and surveying.

Baseyard activities include:

- storage of highway maintenance equipment;
- equipment maintenance, including repair, painting, welding, and washing;
- vehicle fueling;
- storage of highway maintenance materials;
- storage of herbicides and fertilizers used for highway landscape maintenance;
- fabrication of road signs; and
- repair and maintenance of traffic signal equipment.

The entire site will be fenced, and approximately 65% of the site will be paved. Glasphalt will be used for paving if it is available and in conformance with Section 103D-

407, HRS. Construction is anticipated to start in January, 2001 and be completed by the end of July, 2002. The total cost of the project is expected to be \$12 million.

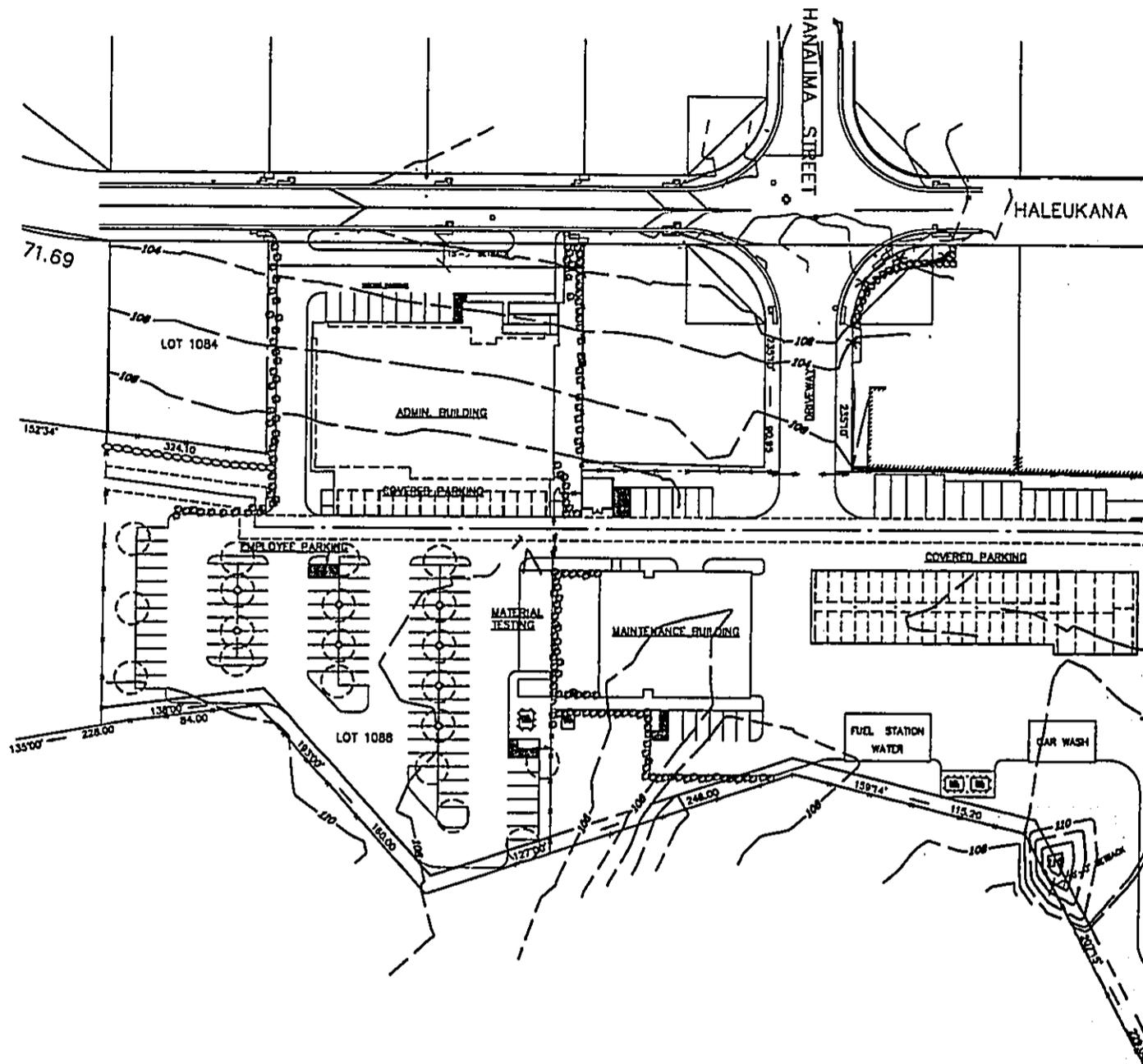
Both the State Building in Lihue and the Kapaa baseyard property are owned by the State of Hawaii, under the jurisdiction of the State Department of Accounting and General Services. It is anticipated that the space in the State Building vacated by the HWY-K district office will be occupied by another State agency. Similarly, the Kapaa site vacated by the HWY-K baseyard is likely to be offered for use by other State agencies.

### **3.2 Relocation-Only Alternative**

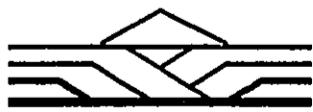
The Relocation-Only alternative would keep the district office and baseyard operations separate and address the overcrowded conditions by relocating the operations to new sites. The district office would lease larger private office space from the existing commercial rental inventory; the baseyard would seek to lease a larger industrial space. Both the Lihue office space and the Kapaa site would be offered to other State agencies. The HWY-K has determined that this alternative is impractical because no site has been found that would accommodate the baseyard's special needs. In addition, the separation of the two operations would continue to be less efficient and suffer the problems associated with the existing split operations.

### **3.3 No-Action Alternative**

The No-Action alternative would leave the current HWY-K Lihue district office and Kapaa baseyard in inadequate and overcrowded condition. The efficiency of both operations would continue to be undermined. The baseyard would continue to be hampered by periodic flooding and lost travel time to and from job sites. Neither the district office nor the baseyard would be able to accommodate future expansion.

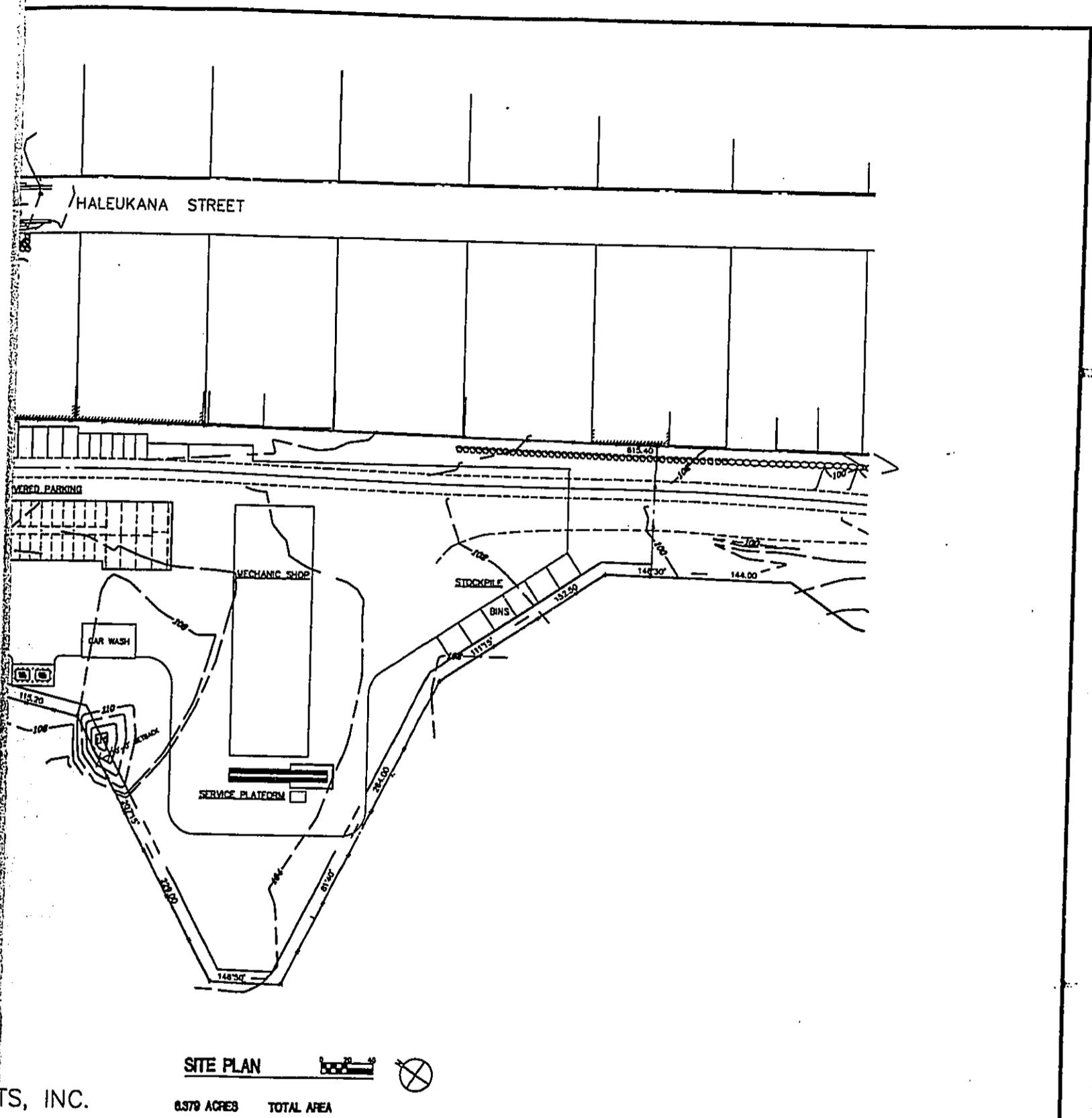


SOURCE: GYA ARCHITECTS, INC.



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DISTRICT OFFICE AND BASE YARD  
FINAL ENVIRONMENTAL ASSESSMENT



|   |                         |               |
|---|-------------------------|---------------|
| OF TRANSPORTATION<br>SION, KAUAI DISTRICT<br>AND BASEYARD COMPLEX<br>NMENTAL ASSESSMENT | PROJECT<br>SITE<br>PLAN | FIGURE<br>3.1 |
|---|-------------------------|---------------|

## **4.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT, POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **4.1 Socio-Economic**

#### **4.1.1 Existing Condition**

In 1998, the resident population of Kauai County was 55,603. (State of Hawaii, Department of Business, Economic Development, and Tourism, 1999 State of Hawaii Facts and Figures.) The Lihue District is Kauai's government and urban center, and also one of its major tourist areas. The Lihue District contains the towns of Lihue, Hanamaulu, and Puhi. Puhi, where the project site is located, is the least populated of the three towns and receives most of its public services from Lihue, the second largest center of population on the Island after Kapaa.

Police and fire fighting services to Puhi Industrial Park is provided by the respective stations in Lihue. The Park has a fire hydrant system which is connected to the County water supply. Medical services to the area is provided by Wilcox Hospital in Lihue. The closest educational facilities to the project site are the new Kauai Middle School in Puhi, currently under construction and scheduled to open in September, 2000, Kauai Community College (KCC) just north of the intersection of Puhi Road and Kaunualii Highway, and the Island School adjacent to KCC. The nearest regional park is located adjacent to the new Kauai Middle School site.

Kauai's economy has been severely weakened over the last ten years by the decline of agriculture coupled with the devastation caused by Hurricane Iniki in 1992 and the statewide economic downturn. The County's unemployment rate in 1998 was 9.8% compared to the Statewide rate of 6.2%. (1999)

#### **4.1.2 Proposed Action**

The project involves the relocation and centralization of existing government operations, and will have no impact on educational or recreational facilities. The relocation of the HWY-K district office and baseyard personnel to the Puhi Industrial Park will reduce the weekday population of Lihue and Kapaa and increase that of Puhi, but the impacts are

minimal. Police, fire and medical facilities serving the Puhi area have adequate capacities to serve the project's needs and will not be impacted significantly.

The project will have a positive impact on the economy with the creation of construction jobs. The project will require the irrevocable expenditure of \$12 million in State funds and consume labor and materials necessary for the construction of the project. The project will also remove the project site from State and County tax rolls.

#### **4.1.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. The current district office in Lihue and the Kapaa baseyard operation are adequately served by existing police, fire and medical facilities. The impact on the population, educational and recreational facilities will remain the same as present. However, construction jobs will not be created. On the other hand, \$12 million in State funds and labor and materials would be available for other needs, and the project site would remain subject to State and County taxes.

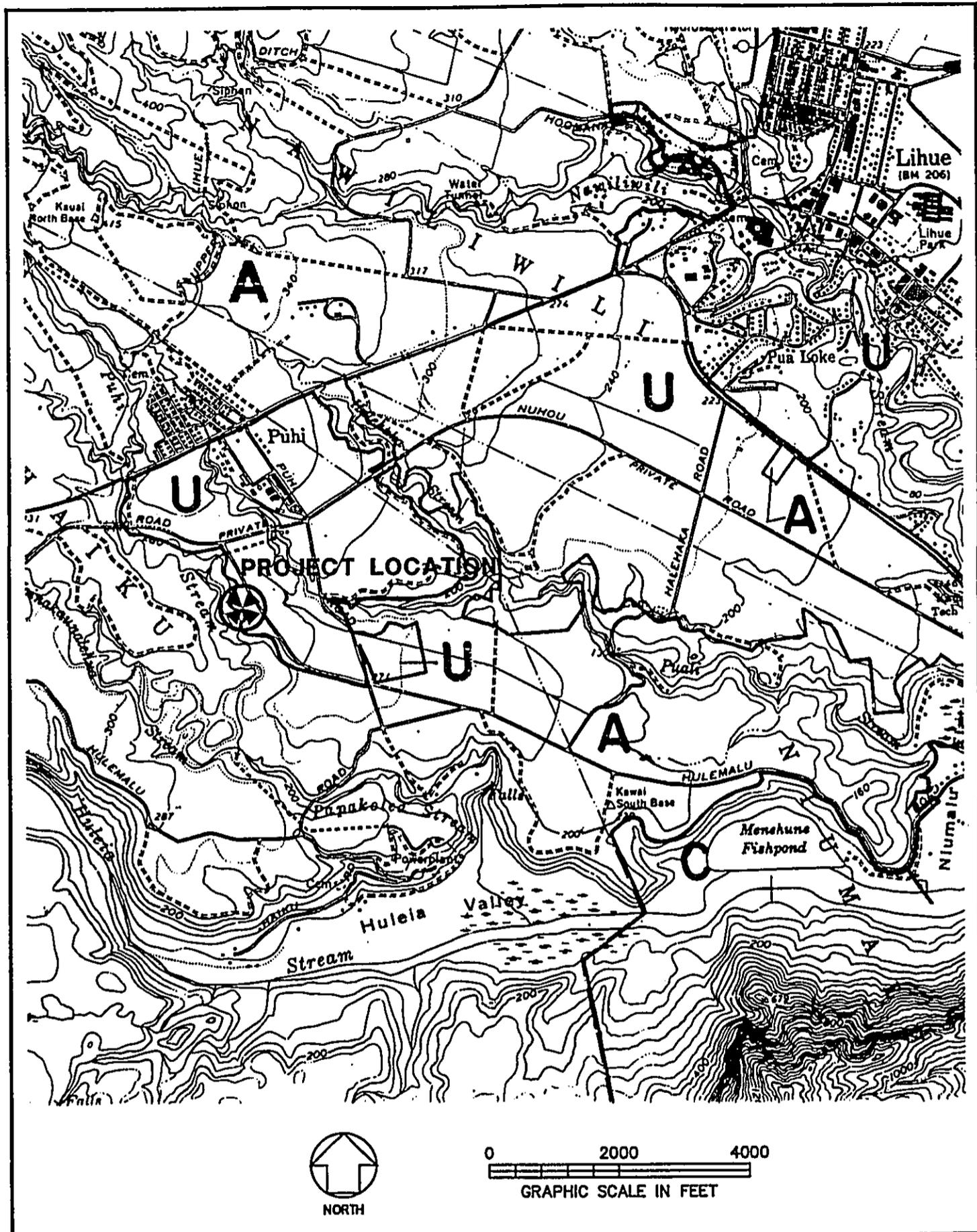
### **4.2 Land Use**

#### **4.2.1 Existing Condition**

The proposed site is in an Urban district on the State Land Use map (Figure 4.1). Parcels 24 and 25 and Lot 1 are zoned Limited Industrial ("IL") by the Kauai County Planning Department (Figure 4.2). Lot 2, with the exception of the southwest corner, is also in the IL zone. The Kauai County zoning map boundary between the IL zone and the adjacent Agricultural ("AG") zone does not conform precisely to the lot lines or the contour of the land; consequently a portion of the southwest corner of Lot 2 appears to lie within the AG zone.

#### **4.2.2 Proposed Action**

The project is fully compatible with the State's Urban land use designation. The project's baseyard activities are allowed in Kauai County IL districts and is similar in operation to other public and private baseyards currently in the Park. For example, the State Department of Accounting and General Services currently operates a similar district



|   |  |                                   |                       |
|---|--|-----------------------------------|-----------------------|
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|---|--|-----------------------------------|-----------------------|



office and maintenance baseyard facility in the Park just a few lots north of the project site. The proposed office use is generally not permitted within an IL District; however, this use is allowed through a Use Permit. The HWY-K is seeking a Use Permit from the Kauai County Planning Commission. County zoning regulations also require a Class IV Zoning Permit be obtained for construction or development on a parcel larger than one acre within an IL district; the HWY-K will also seek this permit from the Planning Commission.

Because the zoning map's boundary line between IL and AG districts does not conform precisely to the lot line or to the contour of the land, a portion of the southwest corner of the site appears to lie within the AG zone; presumably, the project's uses would not be allowed within this portion of the site. However, Section 8-2.2 (e) of the Kauai County Code Zoning Ordinance states that "boundaries indicated as approximately following plotted lot lines shall be construed as following the lot lines" and gives the County Planning Director the authority to determine the location of zoning map boundaries where uncertainty exists (see Appendix A). The HWY-K is seeking a determination from the Planning Director to correct the discrepancy.

Consequently, the project will have no significant land use impacts.

#### **4.2.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. The project site will continue to be vacant and the risk of future unauthorized dumping will remain. The Lihue district office will remain in the State Building and the baseyard will remain in Kapaa; both will continue to have no impact on existing land uses.

### **4.3 Geologic, Soil, and Groundwater Conditions**

#### **4.3.1 Existing Condition**

The Kauai Shield, the remnant of an extinct shield volcano, makes up most of the island of Kauai. The proposed project site is situated on the southeastern flank of the Kauai Shield in the Lihue Basin area. The shallow subsurface conditions in this region generally consist of silty clay alluvial soils forming a thin mantle over basalts of the Koloa

Volcanic Series. The base of the stratigraphic section is the Napali Basalts of the Waimea Canyon Volcanic Series which are overlain by lavas of the Koloa Volcanic Series. (EKNA, 1999.)

The project site overlies two types of aquifers. A perched aquifer, where a lens of fresh water is bounded by an impermeable layer, is closest to the surface. Beneath it is a dike confined aquifer, where ground water is compartmentalized in dikes. Groundwater flow in the aquifers is generally towards the south-southwest.

The University of Hawaii Water Resources Research Center Technical Report #186 for Kauai (Mink & Lau, 1992) classifies the aquifers beneath the site as part of the Hanamalu system and of the High Level type, where fresh water is not in contact with seawater (Appendix B). The groundwater from these aquifers is classified as a drinking water source, with the upper one in current use and the lower one of potential use.

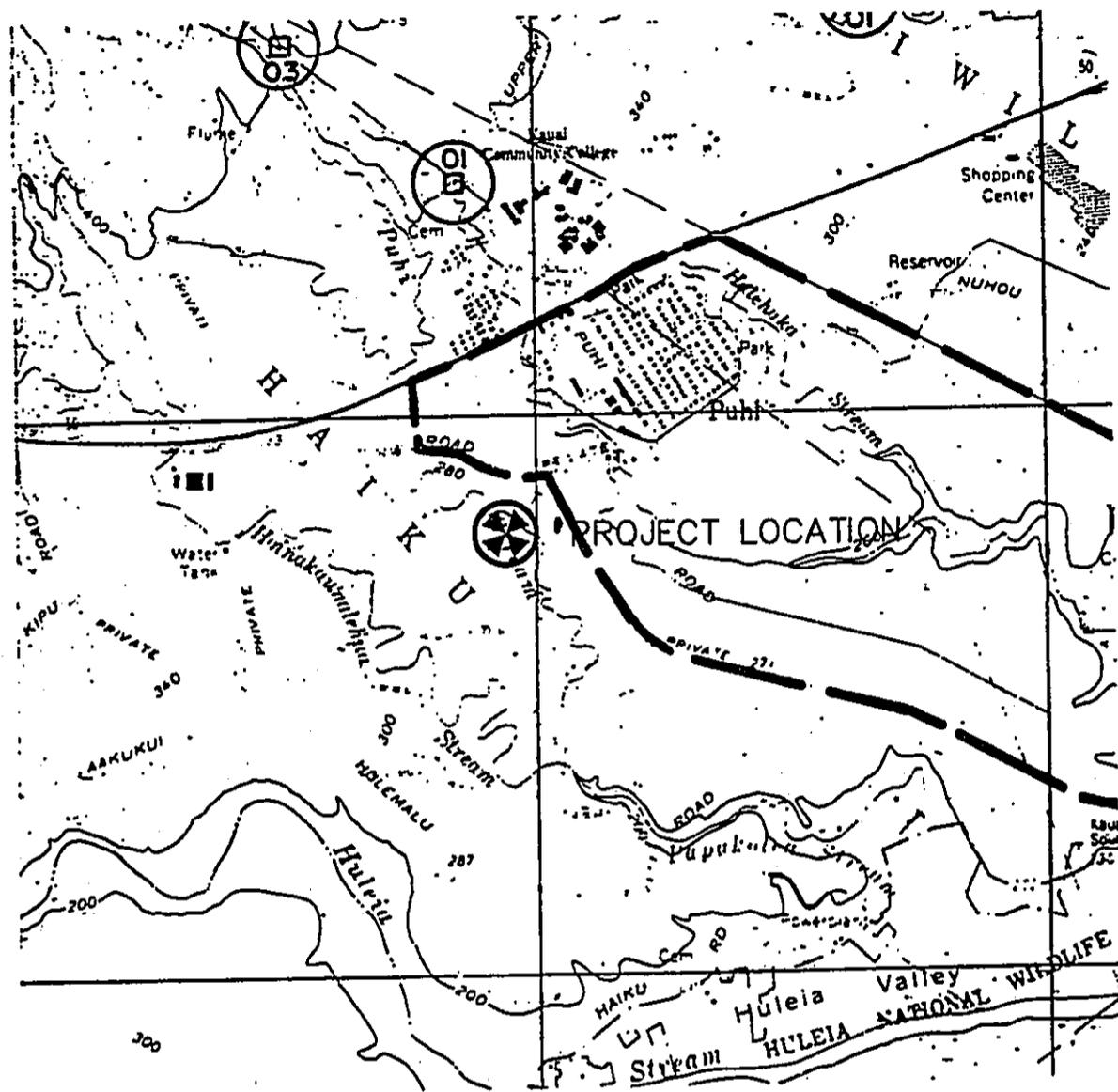
According to the State Department of Health ("DOH") *Underground Injection Control Map for Lihue (K-11)*(Figure 4.3), there is one known public drinking water supply well in the vicinity of the project site. This well is located approximately 4,000 feet to the northwest of the site. The project site is also situated below (downgradient) of the *Underground Injection Control ("UIC")* line in this area of Kauai. Groundwater below the UIC line is assumed to be non-potable.

The surface soils on the site have been classified by the U.S. Department of Agriculture as Puhī Silty Clay loam (PnB) (Figure 4.4). Permeability of these soils is moderately rapid; runoff is slow with a slight erosion hazard.

#### 4.3.2 Proposed Action

Potential sources of project-related impacts on the groundwater are the fueling of vehicles, the use of herbicides and fertilizers to maintain site landscaping, and the storage of hazardous materials, including herbicides and fertilizers and used lubrication and oil. Contaminants can enter the aquifer system either by permeating through the ground or entering the storm drainage system. The former will be discussed here, while the latter will be discussed in Section 4.4 assessing the project's impact on water quality.

Diesel fuel and gasoline at the fuel station will be stored in aboveground storage tanks ("AST"), each with a 5,000-gallon capacity; refilling is expected to be required



**LEGEND:**

-  UIC LINE
-  DRINKING WATER WELL
-  INJECTION WELL
-  OTHER WELL

  
 NORTH  
NOT TO SCALE


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 DISTRICT OFFICE AND BASEYARD COMPLEX  
 FINAL ENVIRONMENTAL ASSESSMENT

WATER  
 WELL  
 LOCATION MAP

FIGURE  
 4.3



**PnB = PUHI SILTY CLAY LOAM**



**PROJECT LOCATION**



**NORTH**



**GRAPHIC SCALE IN FEET**



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FINAL ENVIRONMENTAL ASSESSMENT

SOIL  
CLASSIFICATION  
MAP

FIGURE  
4.4

twice a month. The ASTs will be installed on a level concrete pad. Once the facility becomes operational, the HWY-K will prepare and implement a Spill Prevention, Control and Countermeasure ("SPCC") Plan pursuant to Title 40, Code of Federal Regulations ("CFR"), Part 112.

Used lubrication and oil will also be held in an AST. The tank will be installed on a level concrete platform. The tank will be double walled in construction, with visible features for leak detection in the tank. With these features, a containment area or dike is not deemed necessary.

The use of herbicides and fertilizers to maintain site landscaping is expected to be minimal; given the proposed use of the site, landscaping will be limited. In addition, herbicides and fertilizers used in highway landscape maintenance will be stored on the site. Manufacturer-recommended application and storage procedures will be followed. Herbicides and fertilizers will be kept in an enclosed, fire-rated space, and an exhaust system with explosion-proof features will be incorporated. Enclosed storage rooms will also be provided for:

- tools such as various gasoline and propane operated small equipment;
- tires;
- batteries; and
- solvents, oil, and grease.

The vehicle wash area will be located on a concrete pad. The area will be lighted and provided with hose bibs and a drain which can handle silt and mud. The area will be raised with a roof to prevent rain from entering the drain. The drain will have a sediment trap and an oil/water separator sized for washing two vehicles per hour.

The mitigation measures described above will prevent or minimize potential contaminants from permeating through the ground. Consequently, the project will have no significant impact on groundwater conditions through ground permeation.

#### **4.3.3 No-Action Alternative**

The impact of the No-Action Alternative will be the same as present. Neither the district office nor the baseyard are known to have any current impact on geologic, soil, or groundwater conditions at their current locations.

## 4.4 Water Quality

### 4.4.1 Existing Condition

Rainfall in the project site area is estimated to be 55 to 65 inches per year (Belt Collins Hawaii Ltd., *Final Environmental Assessment, Proposed Puhi Metals Recycling Center, Kauai, Hawaii*; prepared for the County of Kauai, Department of Public Works, November 1997.) There are no natural surface water sources or channels crossing the proposed project site. An irrigation ditch crosses the site between the parcels fronting Haleukana Street (24 and 25) and Lot 1 and runs along the eastern boundary of Lot 2. The ditch is part of Grove Farm's irrigation system and supplies water to agricultural tenants downstream of the project site. The banks of the ditch are built higher than the level of the surrounding ground and does not normally serve to capture and convey storm water runoff.

The project site is at an elevation approximately 280 feet above mean sea level and slopes gradually toward Puhi Stream in a westerly direction. Precipitation falling onto the site either infiltrates into the ground or flows into Puhi Stream which lies at the bottom of the gulch located adjacent to Lots 1 and 2.

The Puhi Industrial Park storm drainage system directs runoff into the Puhi Stream basin, which flows south to Niimalu and emerges at Nawiliwili Harbor. The area on which Lots 1 and 2 of the project site are situated follows the natural drainage to Puhi Stream, Papakolea Stream and finally to Huleia Stream, located in the Huleia National Wildlife Refuge. The waters of Huleia Stream flows through Nawiliwili Harbor into the Pacific Ocean.

Nawiliwili Harbor is classified as Moderate Category II on the DOH, Clean Water Branch's Water Quality-Limited Segments list. Nawiliwili Bay is described by DOH as follows:

*Moderate Category II waters, comprising the majority of impaired waters, are characterized by less-severe algal and/or turbidity pollution, and suffer from lesser amounts of litter, stream bank erosion, channel modification and stream bank clearing. They may appear dirty, but they are not choked with algae, weeds, or debris. The extent of stream bank erosion, trash*

*accumulation, and channel modification is much less compared to the severe or moderate category I classifications. People still fish and swim in these waters.*

#### **4.4.2 Proposed Action**

Storm water runoff from the project's administration building area will drain to the existing storm system of the subdivision which flows to the Puali basin. The baseyard and parking lot areas will follow the natural drainage flow to Puihi Stream, Papakolea Stream and finally to Huleia Stream. The irrigation ditch that crosses the project site is part of Grove Farm's irrigation system; Grove Farm has obtained an easement from the State for continued use of the irrigation ditch. The on-site portion of the ditch will be covered and no drainage from the project site will enter it. No flooding due to the ditch is anticipated.

The increased storm water runoff to the Puali basin was included in the drainage calculations required for subdivision creating the Puihi Industrial Park. The Storm Drainage Report concluded that the additional runoff generated by the development of the Park would not adversely impact downstream areas. The construction of the proposed project is consistent with the land use assumptions made in the drainage report and during the zoning and subdivision process. Increased storm water runoff from the baseyard and parking lot areas draining to the Puihi Stream basin primarily impacts the immediate downstream landowner, Grove Farm Company, but this increase is not anticipated to be significant. Kodani and Associates estimate that increased runoff downstream of Grove Farm property will amount to less than 0.08% of the total runoff generated by the 100-year 24-hour storm. Thus, the impact of increased runoff to the Puali and Puihi basins is considered minimal.

Regarding the quality of storm water runoff, no significant impact is anticipated due to the construction of the administration building area. Runoff from the maintenance yard and parking lot areas eventually passes through the Huleia National Wildlife Refuge and into Nawiliwili Harbor and therefore may have an impact, but it is not expected to be significant.

Potential project-related sources of runoff pollutants are the:

- fueling facility;
- vehicle wash rack;

- outdoor vehicle service rack; and
- storage of hazardous materials, such as paints, herbicides, fuel for small equipment, used lubrication and oil, and other miscellaneous automotive fluids, tires and batteries.

Prior to the start of construction, the HWY-K will file a National Pollutant Discharge Elimination System (NPDES) Notice of Intent form with the DOH, and the HWY-K will conform to all DOH and Federal Environmental Protection Agency requirements.

The fuel station will be installed on a level concrete pad. The HWY-K will prepare and implement a SPCC Plan pursuant to 40 CFR112.

The vehicle wash area will be located on a concrete pad. The area will be lighted and provided with hose bibs and a drain which can handle silt and mud. The area will be raised with a roof to prevent rain from entering the drain. The drain will have sediment trap and an oil/water separator sized for washing two vehicles per hour. Approximately 300 gallons/hour of waste flow is anticipated from the drain.

The use of herbicides and fertilizers to maintain site landscaping is expected to be minimal; given the proposed use of the site, landscaping will be limited. Herbicides and fertilizers will be applied according to the manufacturers' recommendations. Herbicides and fertilizers used in highway landscape maintenance will also be stored on the site. Herbicides and fertilizers stored on the site will be kept in an enclosed, ventilated space, and according to manufacturers' recommendations. Enclosed storage rooms will also be provided for:

- tools such as various gasoline and propane operated small equipment;
- tires;
- batteries; and
- solvents, oil, and grease.

Thus, storm water will not be exposed to these items.

Used lubrication and oil will be held in an aboveground storage tank. The tank will be installed on a level concrete platform. Because of the tank's double-walled construction and visible leak detection features, no other containment features are deemed necessary. Covered parking will be provided for all HWY-K heavy equipment which have

diesel or gasoline engines in order to minimize the exposure of storm water runoff to oil and grease.

Increased storm water runoff flow is not anticipated to be significant. Due to the control measures described above, the potential impact of contaminants entering the groundwater through the storm drainage system will be non-existent or minimized. Therefore, the project's impact on water quality will not be significant.

#### **4.4.3 No-Action Alternative**

The district office would remain in the State Building in Lihue, where there is no impact on water quality. The baseyard would remain at its Kapaa location adjacent to the Moikeha Canal and wetland areas, and would continue to be subject to periodic flooding.

### **4.5 Earthquake, Tsunami and Flood Hazards**

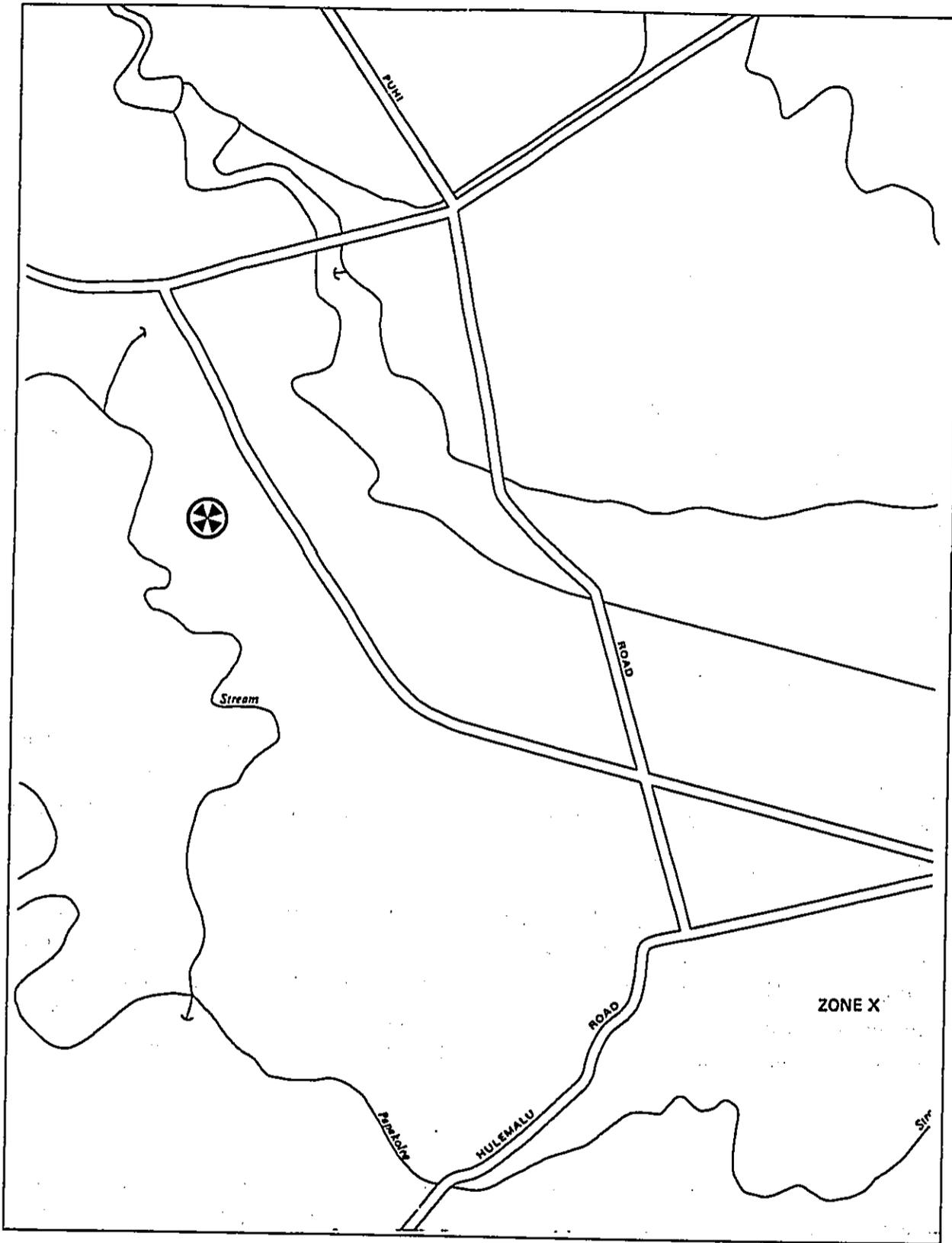
#### **4.5.1 Existing Condition**

Kauai is considered the most stable of the major Hawaiian islands, within Uniform Building Code Seismic Zone 1. This indicates a minimal risk of earthquakes. The project site is at an elevation of approximately 280 feet above mean sea level, well above the Tsunami inundation line.

The project site is located in Zone X of the Federal Emergency Management Agency Flood Insurance Rate Map, an area outside of the 500-year flood plain (see Figure 4.5). The site not subject to flooding from stream overflow or heavy localized rainfall. There are no natural surface water sources or channels crossing the project site. An irrigation ditch, part of Grove Farm's irrigation system, crosses the site.

#### **4.5.2 Proposed Action**

Since the project site is in an geologically-stable area that is above the tsunami inundation line and outside of the 500-year flood plain, the project will have no impact on the earthquake, tsunami or flood hazards. The portions of the Grove Farm



PROJECT LOCATION



NORTH

NOT TO SCALE



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and Associates, Inc.**  
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DISTRICT OFFICE AND BASEYARD COMPLEX  
FINAL ENVIRONMENTAL ASSESSMENT

FEMA FLOOD  
INSURANCE  
RATE MAP

FIGURE  
4.5

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

irrigation ditch on the site will be covered and no flooding of the site is anticipated. The project will conform to all County Building Code requirements.

#### **4.5.3 No-Action Alternative**

The Lihue district office is not located in a geologically sensitive area. Nor is it located in a tsunami or flood zone; therefore it has no impact. The Kapaa baseyard is adjacent to the Moikeha Canal, classified as Zone AE within the 100-year flood hazard area, and wetlands. During high water due to heavy rainfall, the baseyard is accessible only by vehicles with high clearances; this means the largest pieces of equipment can enter, but not employee vehicles or baseyard pickup trucks. This condition will remain the same under the No-Action Alternative.

### **4.6 Coastal Zone Management**

#### **4.6.1 Existing Condition**

The project site, as is the entire Island of Kauai (except for forest reserves), is located within the Coastal Zone Management area, but no special permit is required for development or construction on the site. The project site is at an elevation of approximately 280 feet above mean sea level, and the nearest coastal water is Nawiliwili Harbor, nearly two miles to the southeast of the site.

#### **4.6.2 Proposed Action**

Due to its elevation and distance from Nawiliwili Harbor, the proposed action is not anticipated to have a direct impact on the coastal zone management requirements, coastal zone, or coastal waters. Increased stormwater runoff flowing into streams leading to the coast is expected to be minimal; therefore the project will have no impact on coastal flooding.

#### **4.6.3 No-Action Alternative**

Both the current district office and baseyard are located within the Coastal Zone Management area. The Lihue office has no impact on coastal zone concerns. The

Kapaa baseyard, located adjacent to the Moikeha Canal and wetlands, would remain and has no known impact.

#### **4.7 Flora and Fauna**

##### **4.7.1 Flora**

###### **4.7.1.1 Existing Condition**

The proposed site has been used for sugarcane cultivation since the 1800s. Parcels 24 and 25 are graded and landscaped with grass. Lot 1, currently being graded, has exposed soils and some grass and trees. Lot 2 is ungraded and overgrown with tall grasses, shrubs and trees. No community of native, endemic or indigenous plants are known to have been identified on the site. The Lihue district office is in an area used for commercial activities for at least the last 40 years. The Kapaa baseyard, adjacent to the Moikeha Canal and wetland areas, is located in an industrial area.

###### **4.7.1.2 Proposed Action**

The proposed action will grade the entire site and clear it of existing vegetation. The project site will be landscaped using vegetation with low water requirements. Since there is no significant vegetation currently on the site, the project will have no impact.

###### **4.7.1.3 No-Action Alternative**

The No-action alternative will be the same as present. The current district office in Lihue has no impact on flora. The baseyard in Kapaa has no known impact on flora, however it would remain in close proximity to wetlands.

##### **4.7.2 Fauna**

###### **4.7.2.1 Existing Condition**

The proposed site has been used for sugarcane cultivation since the 1800s, and no species have been observed on the site. The *Final Environmental Impact Statement General Plan Change For Grove Farm Properties, Inc. Proposed Lihue-*

*Puhi Master Plan* prepared by Belt, Collins & Associates, and Case, Kay & Lynch assumed that the five mammalian species common to the predominant sugarcane habitat of the Kaunualii Highway corridor identified in a prior study were also present on the lands encompassed by the Master Plan. The five species previously identified are the black rat, Hawaiian rat, Norway rat, house mouse and feral cat. Since the Puhi Industrial Park is part of the Grove Farm Master Plan, the same species may exist at the project site. However, none of these are endangered or threatened.

The Lihue district office is in an area used for commercial activities at least since the 1960s. The Kapaa baseyard, adjacent to the Moikeha Canal and wetland areas, is located in an industrial area.

#### **4.7.2.2 Proposed Action**

The project will eliminate any existing habitat for species currently inhabiting the site. However, the new landscaping will provide replacement habitat for the species. Therefore, the impacts are not considered significant.

#### **4.7.2.3 No-Action Alternative**

The No-Action alternative will be the same as present. Neither the Lihue district office nor the Kapaa baseyard are known to have any impact on fauna at their respective locations. However, the Kapaa baseyard would remain adjacent to the Moikeha Canal and wetland areas.

### **4.7.3 Endangered or Threatened Species**

#### **4.7.3.1 Existing Condition**

The proposed site is on lands that have been used for sugar production since the 1800s. For this reason, no threatened or endangered species are believed to inhabit the property.

The nearest known habitat for endangered or threatened species is the Huleia National Wildlife Refuge, approximately one and one-quarter mile southeast of the proposed site. The Refuge supports four Federally-listed endangered species of water bird: Hawaiian black-necked stilt (*Himantopus mexicanus knudseni*), common moorhen

(*Gallinula chloropus sandvicensis*), Hawaiian coot (*Fulica alai*), and the Hawaiian duck (*Anas wyvilliana*).

#### 4.7.3.2 Proposed Action

No endangered or threatened species are known to inhabit the project site. Therefore, the project will have no impact.

#### 4.7.3.3 No-Action Alternative

The No-Action Alternative impact will be the same as present. No endangered or threatened species are known to exist where the district office and the baseyard are currently situated. Therefore, there is no current impact.

### 4.8 Historic, Archaeological and Cultural Resources

#### 4.8.1 Existing Condition

The HWY-K project site is part of the land encompassed by Grove Farm Properties' Master Plan. In preparing the Lihue-Puhi Master Plan Final Environmental Impact Statement ("FEIS"), Belt, Collins & Associates, and Case, Kay & Lynch investigated potential historic and archaeological resources. The FEIS states:

*The Lihue Development Plan schedules no historic sites in the project area. None are listed on the State's Register of Historic Places. Practically speaking, the entire area has been under intensive cane cultivation for over 100 years. Sites of a historic nature that may have existed previously in the area have been destroyed by the intensive cultivation by heavy equipment.*

Thus, no historic, archaeological or cultural resources are believed to exist on the project site. The nearest known cultural features are located within the Huleia National Wildlife Refuge, approximately one and one-quarter mile from the site.

#### **4.8.2 Proposed Action**

The project will have no impact on any historic, archaeological or cultural resource since none are known to exist on the site. The current district office will be moved from the State Building, which has no historic, architectural, or cultural significance. There are no known historic, archaeological, or cultural resources at the Kapaa baseyard. Thus, the relocation of the district office and the baseyard will have no impact.

#### **4.8.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. The district office will remain in the State Building, a structure with no historic, architectural, or cultural significance. The baseyard in Kapaa has no impact on historic, archaeological or cultural resources.

### **4.9 Scenic Vistas and Viewplanes**

#### **4.9.1 Existing Condition**

The area in which the site is located is relatively flat and moderately developed. There are no scenic vistas or viewplanes of significance in this area.

#### **4.9.2 Proposed Action**

The proposed project is situated at the southwestern boundary of the Park and cannot be seen from Puhi Road or the residential areas to the east. The project can be seen from the sugarcane fields to the west across the Puhi Stream gulch. Since there are no scenic vistas or viewplanes of note in the area, the project will have no impact.

#### **4.9.3 No-Action Alternative**

The No-Action Alternative impact will be the same as present. No scenic vistas or viewplanes are impacted by the current district office or the baseyard because none are known to exist at their respective locations.

## 4.10 Traffic

### 4.10.1 Existing Conditions

The primary access to the Park and the project site is from Puhi Road, a two lane County road that crosses Kaumualii Highway and runs between the Kauai Community College north of the highway and Hulemalu Road to the south. Kaumualii Highway is a State highway connecting Lihue to Waimea, and Hulemalu Road is a County road linking the Park to Niimalu and Nawiliwili Harbor. Haleukana Street fronts the project site and is connected to Puhi Road via Hanalima Street. All of the roadways within the Park, including Haleukana Street, have been dedicated to the County of Kauai.

Puhi and Hulemalu Roads were part of a joint State and County area roadway improvement project completed in 1997, known as the Puhi Temporary Bypass. Improvements included paving, road alignment and lane widening; no additional lanes were created. The road improvement project was intended to divert traffic during peak-hour periods from Kaumualii Highway onto Hulemalu and Puhi Roads as alternative routes of travel. No estimates are available as to the amount of traffic diverted from Kaumualii Highway to Puhi and Hulemalu roads due to the road improvements.

A prior study identified 7:00 to 8:00 AM and 4:00 to 5:00 PM as peak traffic hours for Kaumualii Highway. The study noted that the intersection of Kaumualii Highway and Puhi Road was not congested but did identify delays for vehicles making left turns onto the highway. (Belt, Collins & Associates, *Preliminary Engineering Report for Proposed Lihue/Puhi Project District Plan*, prepared for Grove Farm Properties, Inc. in conjunction with the Environmental Impact Statement, April 1986.) A traffic signal light has since been installed at the intersection, and the HWY-K estimates that the level of service is at its lowest during morning peak traffic hours.

### 4.10.2 Proposed Action

The proposed project will increase vehicular traffic and the movement of heavy equipment on Puhi Road. Public office hours at the administration building is from 7:00 AM to 4:30 PM. Traffic impacts are expected during the morning and evening peak hours as administration building employees commute to and from work; traffic generated by the general public visiting the district office is assumed to be distributed between normal working hours.

The baseyard operation is expected to generate an impact on traffic primarily during the morning peak hour. Employees attached to regular work crews report at the baseyard at 7:00 AM, receive their work assignment, and pick up their equipment. Crews leave the baseyard for their work sites between 7:30 AM and 8:00 AM. Crews return their equipment to the baseyard in the afternoon and leave by 3:30 PM. Thus, baseyard traffic is expected to have a minimal impact on the evening peak hour. In addition to regular work crews, the HWY-K has a contra flow crew which is responsible for the set up and removal of the contra flow lane on the highway. Contra flow crew members work from 4:00 AM to 12:30 PM. Due to the nature of their job, the contra flow crew carries out its duties outside of the morning peak traffic period, and then are assigned to regular work crews. There is no contra flow lane during the evening peak period.

The baseyard's current inventory includes vehicles such as flatbeds and dump trucks, and heavy equipment, such as backhoes, front end loaders, and graders. The HWY-K's largest piece of equipment, a 12-foot by 50-foot lowboy trailer, is moved to a job site once and does not return to the baseyard until the work is completed.

Although the proposed project will increase traffic on Puhi Road, primarily during the morning peak hour, the impact is not considered to be significant given the area's relatively low population density, moderate level of development, and the Park's current 50% occupancy rate. The type of traffic generated will be similar to that which is currently generated by existing public and private baseyard occupants of the Park. Given the nature of its operation, the HWY-K baseyard will have a minimal impact on evening peak hour traffic on Kaumualii Highway. Furthermore, the baseyard's impact on the morning peak hour is expected to be reduced by the fact that work crews going to job sites on the western side of the Island will be traveling in the reverse direction of general commuter traffic to Lihue.

With the proposed action, traffic impacts in Lihue and Kapaa generated by the two, currently separate operations would be reduced. Traffic congestion would be lessened, particularly on Kahau Road, the main access road in Kapaa to the baseyard. Due to the farmer's market on Wednesdays, baseyard work crews currently return to the yard earlier than usual in order to avoid evening peak traffic hours.

#### **4.10.3 No-Action Alternative**

The district office will remain in Lihue and the baseyard in Kapaa. Current impacts on traffic at these two locations is assumed to be generally greater than that which the proposed action will generate in Puhi due to Lihue's and Kapaa's higher population densities relative to Puhi. Traffic on Kahau Road will remain congested on Wednesdays due to the farmer's market and baseyard work crews will continue to return to the yard earlier than usual.

#### **4.11 Noise**

##### **4.11.1 Existing Condition**

Noise at the site is primarily generated by traffic on Haleukana Street, light industrial operations on the surrounding Park lots, and agricultural operations to the west and south. Potentially affected populations in the area include agricultural workers, other workers in the Park, and residents of single-family homes on the eastern side of Puhi Road.

##### **4.11.2 Proposed Action**

Noise impacts generated by the project are expected to come from three sources: construction, increased traffic, and on-site activities. Noise generated during construction is the same type of noise from the same types of equipment that are associated with intensive agriculture (large diesel engines). Furthermore, no construction activity will occur at night, which is not the case with cane harvesting operations. The HWY-K will adhere to the Park Development Standards with regard to construction noise control (Appendix C):

- Construction will only be permitted between 6:00 AM and 6:00 PM;
- Use of heavy equipment will be limited to 7:00 AM through 6:00 PM, Monday through Saturday;
- All construction noise will be minimized by regulating work hours, prohibiting loud radios, stereos or tape recorders, using muffled pneumatic and internal combustion equipment, and complying with all applicable governmental regulations.

On-going noise impacts produced by the increase in vehicular traffic and movement of equipment is expected to be consistent with the noise created by other Park tenants, and will occur primarily during peak traffic hours.

Two potential on-site sources of noise are the mechanic shop's vehicle/equipment service area and the bridge shop. The vehicle/equipment service area, consisting of three service/repair bays, will have a compressed air system to operate pneumatic tools and hydraulic lifts. The area will be enclosed on three sides and have a mechanical exhaust fan system with intake air through the open service door. The bridge shop makes road signs, wood formworks, and guardrails for highways and bridges; both the sign fabrication room and the carpenter/sheet metal shop will be fully enclosed and equipped with a mechanical exhaust system. These operations are expected to generate a minimal amount of noise. In addition, the proposed project site is downwind of existing residential areas. Therefore, the project's noise impacts are not considered significant.

#### **4.11.3 No-Action Alternative**

Noise impacts generated by the district office in Lihue are due to the traffic generated by employees traveling to and from work and from the public visiting the office. Traffic is also the source of noise impacts generated by the baseyard in Kapaa. These impacts are minimal and will continue under the No-Action Alternative.

### **4.12 Air Quality**

#### **4.12.1 Existing Condition**

The Final Environmental Assessment for the Puhi Metals Recycling Center prepared by Belt Collins in November, 1997 found that "in the Puhi area and off of the Kaunualii Highway corridor, the air quality is generally better than the state average air quality because of the lack of industrial/manufacturing and vehicular emission sources in this predominantly agricultural district." The Belt Collins air quality assessment is assumed to be representative of the HWY-K project site since the Metals Recycling Center site is adjacent to the south end of the Puhi Industrial Park.

#### **4.12.2 Proposed Action**

The project's impact on air quality is expected to come from construction activities and increased vehicular traffic in the area. During construction of the project, dust and exhaust from equipment will be emitted. This will last approximately 18 months until the completion of the project. Dust will be controlled in compliance with DOH regulations regarding fugitive dust, Section 11-60.1-33, HAR. Construction equipment is essentially the same in terms of air quality impacts as sugarcane cultivation and harvesting equipment.

The additional vehicular traffic resulting from the project is not expected to increase carbon monoxide levels/concentrations significantly. Concentrations are expected to be well within Hawaii State standards for air quality.

#### **4.12.3 No-Action Alternative**

Traffic generated by employees traveling to and from work and by the public visiting the current district office location in Lihue produces a minimal impact on air quality. The baseyard in Kapaa impacts air quality due to traffic and these are not significant. The impacts will remain the same under the No-Action Alternative.

### **4.13 Solid Waste**

#### **4.13.1 Existing Condition**

The project site is vacant, therefore no solid waste is currently generated. Solid waste generated by the State Building is held in dumpsters and hauled away by a private company. Solid waste generated by the Kapaa baseyard is collected twice a week by baseyard personnel and taken to a solid waste transfer station.

#### **4.13.2 Proposed Action**

The proposed project is a relocation and centralization of existing government operations. Therefore, the amount of solid waste generated will be no greater than that which is currently generated by the two separate operations. Solid waste generated during the construction of the project will be transported to a permitted solid waste disposal facility. Solid waste generated by the project after construction will be held in dumpsters and

transported by baseyard personnel to a transfer station. The project will have no significant solid waste impact.

#### **4.13.3 No-Action Alternative**

The district office will remain in Lihue; solid waste disposal will remain the same. The baseyard will stay in Kapaa and continue to transport its solid waste to a transfer station. No solid waste will be generated from the proposed project site.

#### **4.14 Hazardous and Toxic Material**

##### **4.14.1 Existing Condition**

There are no hazardous or toxic waste sites on the proposed site. The EKNA environmental site assessment found evidence of unauthorized dumping and recorded a large dark stain on the ground adjacent to an abandoned UST which emitted a strong petroleum-like odor. Grove Farm has had soil samples taken of the stained area. The area has been excavated, the contaminated soil removed, and soil samples taken of the excavation pit; laboratory test results of the excavation pit samples are below the DOH action level.

EKNA also conducted a search of a number of Federal and State environmental databases. No hazardous or toxic waste facilities within a one-mile radius of the site were identified which would present adverse environmental effects on the site. (EKNA, 1999.)

##### **4.14.2 Proposed Action**

Potentially hazardous and toxic material, such as fuel, motor oil, solvents, herbicides, and fertilizers, will be used and stored on the project site. The following measures will be taken to preclude any impact.

- Herbicides and fertilizers will be used and stored according to manufacturers' recommendations. Herbicides and fertilizers will be stored in an enclosed fire-rated space; an exhaust system with explosion proof features will be incorporated.

- Solvents, oil, and grease will be stored in enclosed fire-rated space.
- Gasoline and diesel fuel will be stored in ASTs installed on a level concrete pad. The HWY-K will prepare and implement a SPCC Plan pursuant to 40 CFR112.
- The used lubrication and oil storage tank will be double walled with visible features for leak detection in the tank.
- Throughout the maintenance area, a fire sprinkler will be provided.
- All hazardous material storage areas, as well as the mechanic area service bays, will have an emergency eyewash/shower designed to contain liquid spill.
- The fire alarm system will be electrically supervised, zoned, non-coded type with annunciation; the system will accommodate ADA requirements.
- The public address system central equipment will be located in the Administration building; the system will have general or selective announcement capability.

Used vehicle batteries and tires will not be stored on the project site. When needed, new batteries and tires are purchased from a licensed dealer, who removes and disposes of the used items. Used solvents, oils, and other vehicle maintenance fluids will be removed from the baseyard by a licensed contractor.

Given the measures described above, potentially hazardous and toxic materials stored and/or used on the project site poses no significant threat to public health or safety. Therefore, no hazardous or toxic material impact is anticipated.

#### 4.14.3 No-Action Alternative

The proposed project site will remain vacant and unauthorized dumping of hazardous and toxic materials will continue to be a risk. The Lihue district office will remain and has no hazardous or toxic material impact. The Kapaa baseyard will remain, and fuel, motor oil, and solvents will continue to be used and stored there; herbicides and fertilizers will continue to be stored at the baseyard.

## 4.15 Energy Supply

### 4.15.1 Existing Condition

Electrical power to the Park, as well as the entire island, is provided by Kauai Electric Company ("KECO"). The State Building, where the Lihue district office is located, is entirely air conditioned, and there are no thermostat controls for individual spaces. The Kapaa baseyard has showers heated by a conventional water heater and there are no energy-saving features.

### 4.15.2 Proposed Action

Electrical power to the project will be supplied from KECO to a pad mounted transformer installed by KECO on site. Through underground raceways the power will reach the switchboard in the main electric room and distribute to each area. The communications system will include telephone, public address, data and fire alarm system.

The project design will encourage the use of the natural light at daytime and use fluorescent and high pressure sodium lamps. The site will require night and curfew lights as a security measure and these will be automatically controlled. The fire alarm system will be an electrically supervised, zoned, non-coded type with annunciation. Exterior lighting will be required for the outdoor storage, roadway and parking areas. An emergency back-up generator will be installed to accommodate the minimum power requirement during a power outage.

In the administration building, reception area offices, conference rooms and the staff room will be air conditioned with thermostat controls in each room; storage rooms and restrooms will be ventilated by exhaust fans. In the baseyard area, offices, work scheduling room, testing lab, and traffic control workroom will be air conditioned; restrooms and locker rooms will be mechanically ventilated. Storage rooms and covered parking will have roof vents for natural ventilation. Each locker room for men and women will have one shower stall with solar water heating installed.

KECO has an adequate capacity to provide electrical power to the project. In addition, the project design will incorporate a number of energy-saving features. Therefore, the project will have no significant impact on electrical energy supply.

#### 4.15.3 No-Action Alternative

The Lihue district office will remain in the State Building which is entirely air conditioned, including storage areas and restrooms. The Kapaa baseyard will remain, with conventional heating for showers and no energy-saving features.

## 5.0 DETERMINATION, FINDINGS, AND REASONS SUPPORTING DETERMINATION

Based on foregoing analysis, it is determined that:

- The proposed project will not result in a loss or destruction of any natural or cultural resource. The area affected by the project is within an Urban land use district and within the boundaries of the Puhi Industrial Park, which is zoned limited industrial. Used for sugarcane cultivation since the 1800s, the site contains no habitat for native plants or wildlife; no significant natural resources would be destroyed or lost. No historical, archaeological, or cultural resources are known to exist on the project site.
- The proposed project does not curtail the range of beneficial uses of the environment. The proposed project would allow for the proper use of the light industrial property.
- The proposed project does not conflict the State's long-term goals or guidelines as expressed in Chapter 344, HR\$. The project does not consume significant natural resources. The proposed project will allow the HWY-K to more efficiently serve the people of Kauai for years to come.
- The proposed project does not substantially affect the economic or social welfare of the community or State. The project constitutes a use for which the Puhi Industrial Park was intended, and will result in positive economic impacts without significant negative social consequences.
- The proposed project does not affect public health. Appropriate measures will be instituted to prevent the use and storage of fuel, oil, solvents, herbicides, and fertilizers from affecting the groundwater system or storm water runoff.
- The proposed project does not involve substantial secondary impacts, such as population changes or effects on public facilities. The proposed project is a relocation and centralization of existing government operations and will have no significant effect on population or public facilities.

- The proposed project does not involve a substantial degradation of environmental quality. Short-term construction noise, dust, and traffic will not significantly affect the Park or surrounding areas, and appropriate controls for noise and dust will be established. The project will increase traffic on Puhi Road, but the effect is not considered substantial.
- The proposed project does not cumulatively have a considerable effect on the environment, or involve a commitment to larger action. The project's environmental impacts can be minimized with appropriate controls and have no cumulative potential. The project is a relocation and centralization of existing government services and therefore not dependent of other actions.
- The proposed project does not affect a rare, threatened, or endangered species, or its habitat as there are no such species or habitats on or adjacent to the site.
- The proposed project does not detrimentally affect air or water quality or ambient noise levels. The project will have minimal effect on ambient noise levels, and potential impacts on water quality will be mitigated with appropriate control measures. Carbon monoxide levels/concentrations are not expected to increase significantly due to the additional traffic generated by the project; concentrations are expected to be well within Hawaii State standards for air quality.
- The proposed project does not affect, nor is it likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters. The proposed project is outside flood zones, is not on geologically hazardous or erosion-prone land, and will not have a significant effect on estuaries, fresh water or coastal waters.
- The proposed site does not substantially affect scenic vistas and viewplanes identified in county or state plans or studies as no such vistas or viewplanes exist in the vicinity of the site.
- The proposed project will not require substantial energy consumption. The project's energy consumption is consistent with that of other similar activities within the Industrial Park, and a number of energy-conserving measures are incorporated into the project's design.

Upon consideration of the above significance criteria contained in Section 11-200-12, HAR, it is determined that the proposed action will not have any significant impact on the environment, and the preparation of an Environmental Impact Statement is not required. Therefore, this document constitutes a Notice of a Finding of No Significant Impact ("FONSI").

## 6.0 REFERENCES

- 'Aina Environmental Group, Inc., Letter to Mr. Mike Furakawa, Vice President, Grove Farm Properties, Inc. regarding "Contaminated Soil Assessment and Clean-up, Lot 111, TKM: 4-3-3-013: 012, Puhi, Kauai, Hawaii 96766", February 10, 2000.
- Belt Collins Hawaii Ltd., *Final Environmental Assessment, Proposed Puhi Metals Recycling Center, Kauai, Hawaii*; prepared for the County of Kauai, Department of Public Works, November 1997.
- Belt, Collins & Associates, and Case, Kay & Lynch, *Final Environmental Impact Statement General Plan Change For Grove Farm Properties, Inc. Proposed Lihue-Puhi Master Plan, Lihue and Puhi, Kauai*; prepared for Grove Farm Properties, Inc.
- Belt, Collins & Associates, *Preliminary Engineering Report for Proposed Lihue/Puhi Project District Plan*, prepared for Grove Farm Properties, Inc. in conjunction with the Environmental Impact Statement, April 1986.
- Edward K. Noda and Associates, Inc., *Phase 1 Environmental Site Assessment Proposed Centralized District Office and Baseyard Complex, Kauai Puhi Industrial Park, Lihue, Island of Kauai, Hawaii 96766 TMK: (4) 3-3-12: 24, 25 and 27 (por.) and (4) 9-9-13: 12 (por.)*; prepared for the State of Hawaii, Department of Transportation through GYA Architects Inc., April 1, 1999.
- Mink, John F. and Lau, L. Stephen, *Aquifer Identification and Classification for Kauai: Ground Water Protection Strategy for Hawai'i*, Technical Report No. 186, Water Resources Research Center, University of Hawaii at Manoa, September 1992.
- State of Hawaii, Department of Business, Economic Development and Tourism, 1999 *State of Hawaii Facts and Figures*.

## 7.0 AGENCIES AND ORGANIZATIONS CONSULTED

### 7.1 Agencies/organizations consulted prior to the Draft Environmental Assessment:

1. U.S. Department of the Interior, Fish and Wildlife Services\*
2. State of Hawaii, Office of Hawaiian Affairs\*
3. State of Hawaii, Department of Health, Environmental Management Division\*
4. State of Hawaii, Department of Land and Natural Resources
5. State Historic Preservation Division, Department of Land and Natural Resources\*
6. State of Hawaii, Department of Transportation
7. County of Kauai, Office of Economic Development\*
8. County of Kauai, Planning Department\*
9. County of Kauai, Department of Public Works\*
10. County of Kauai, Department of Water\*
11. Grove Farm Company, Inc.

*\* Agencies which responded to the HWY-K pre-assessment consultation letter. These comments are presented in Appendix D.*

### 7.2 Agencies/organizations that commented on the Draft Environmental Assessment:

1. State of Hawaii, Office of Hawaiian Affairs



**APPENDIX A**

**Section 8-2.2(e), Zoning Ordinance, Kauai County Code (1987)**

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8-2.2

- (3) Commercial--C:
    - (A) Neighborhood Commercial--CN
    - (B) General Commercial--CG
  - (4) Industrial--I:
    - (A) Limited Industrial--IL
    - (B) General Industrial--IG
  - (5) Agriculture--A
  - (6) Open--O
  - (7) Special Treatment--ST
    - (A) Public Facilities--ST-P
    - (B) Cultural/Historic--ST-C
    - (C) Scenic/Ecological--ST-R
  - (8) Constraint--S:
    - (A) Drainage--S-DR
    - (B) Flood--S-FL
    - (C) Shore--S-SH
    - (D) Slope--S-SL
    - (E) Soils--S-SO
    - (F) Tsunami--S-TS
- (Ord. No. 164, August 17, 1972;  
Sec. 8-2.1, R.C.O. 1976)

**Sec. 8-2.2 Method And Effect Of Establishment Of Districts.**

(a) Any of the districts listed in Sec. 8-2.1 of this Chapter is or may be established for any portion of the County in map forms as provided in this Section.

(b) Sec. 8-2.3 shall constitute the "Zoning Maps" of the County of Kauai, an up-to-date copy of which shall be kept for public display in the office of the Planning Department.

(c) "Zoning Maps" and all notations, reference, data and other information defined and shown thereon shall be adopted as a part of this Chapter. Any change in the boundary of any district shall be by ordinance and shall constitute an amendment to the "Zoning Maps" and also an amendment to this Zoning Ordinance. As a part of any ordinance enacted by the County Council effecting a change in the zoning classification of any real property or boundary of any district within the County, there may be imposed conditions concerning the use or zoning classification of the real property involved.

(1) Conditions may be imposed at the discretion of the County Council for the purpose of preventing circumstances which may be adverse to public health, safety and welfare, to ensure, encourage or enhance the fulfillment of a public need involving public service, industrial or commercial needs or to preserve the heritage, character and beauty of the Island of Kauai, to assure substantial compliance with representations made by the petitioner in seeking the district boundary amendment.

(2) Conditions may include but shall not be limited to specifications of or limitation on any use, construction, landscaping or development of real property, and may contain provisions for submission and approval of plans, drawings, specifications, agreements and other documents to County Agencies and inspection by County Agencies as may be deemed necessary or desirable by the cognizant County Agencies.

(3) Conditions may be in the form of a condition precedent or a condition subsequent as the terms are used in common law and may provide that the zoning classification of the real property shall automatically change upon the occurrence of the specified condition.

(4) Conditions may contain specifications of time limitations or may be continuing.

(5) The Council may require the petitioner for district boundary amendment to submit a development schedule providing for the completion of development within a reasonable time period; to demonstrate financial, organizational and legal capacity to undertake the development that is proposed; and to offer written assurances of compliance with any representations made by the petitioner as part of the application and any specific conditions attached to approval of the application.

(6) The Council may require petitioners to submit periodic reports indicating what progress has been made in complying with any conditions that have been imposed by the Council under the provisions of this Section.

(7) If affordable housing conditions are included in an existing or future ordinance or if such ordinance is silent, no other affordable housing conditions shall be imposed on or agreed to by the petitioner or buyers, unless required by the State Land use Commission, ordinance, or Planning Commission condition approved by the Council.

(d) Upon adoption of any district as a part of the "Zoning Map", the land thus defined shall become subject to the specific regulations for all of the districts in which it is located and to the provisions of this Chapter and except as otherwise provided:

(1) No building, structure or portion thereof shall be erected, or altered, nor shall any structure, land or premises be used except in the manner indicated and only for the uses permitted in the districts in which the building, structure, land or premises is located.

(2) No building, structure or portion thereof shall be established, erected, or altered to exceed the height limits and densities, or to encroach upon minimum setbacks and designated open spaces, or to exceed the land coverage limitations, as designated in this Chapter for the districts in which the structure is located.

(3) Every use of land shall at all times be located on a parcel of land having not less than the minimum area as designated for the districts in which the use is located.

(4) No building, structure, or portion thereof, and no use, activity or development subject to regulation under this Chapter shall be undertaken or established except in accordance with the provisions of this Chapter and without first obtaining the permits required by this Chapter.

(e) Where uncertainty exists as to the boundaries of any of the aforesaid districts as shown on the "Zoning Map", the following rules shall apply:

(1) Boundaries indicated as approximately following the centerlines of streets, highways, or alleys shall be construed to follow the centerlines.

(2) Boundaries indicated as approximately following plotted lot lines shall be construed as following the lot lines.

(3) Boundaries indicated as approximately following jurisdictional lines shall be construed as following the limits.

(4) Boundaries indicated as following shore lines shall be construed to follow the shoreline as defined in Section 205-31, H.R.S.; boundaries indicated as approximately following the centerlines of streams, rivers, canals, lakes, or other bodies of water shall be construed to follow the centerlines.

(5) The intent of the boundaries on the Zoning Maps is to differentiate relative uses or characteristics and is not intended to be a precise graphic definition. Where physical or cultural features existing on the ground vary from those shown on the "Zoning Map", or in other circumstances not covered by Subsections (a) through (d), the Planning Director shall determine the location of the boundaries. (Ord. No. 164, August 17, 1972; Ord. No. 213, May 15, 1974; Sec. 8-2.2, R.C.O. 1976; Ord. No. 346, April 3, 1978; Sec. 8-2.2, 1978 Cumulative Supplement; Ord. No. 614, November 27, 1992)

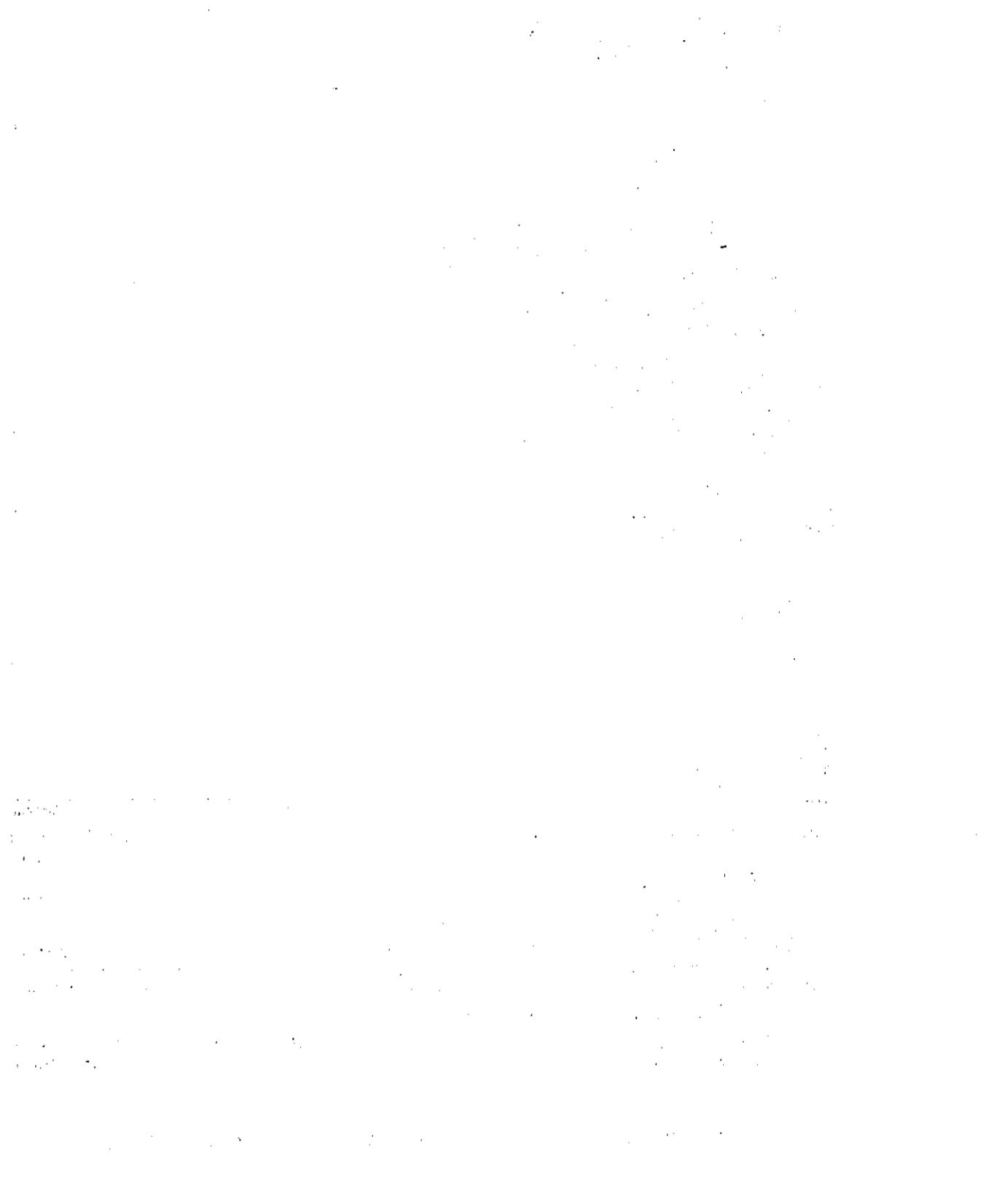
**Sec. 8-2.3 Zoning Maps.**

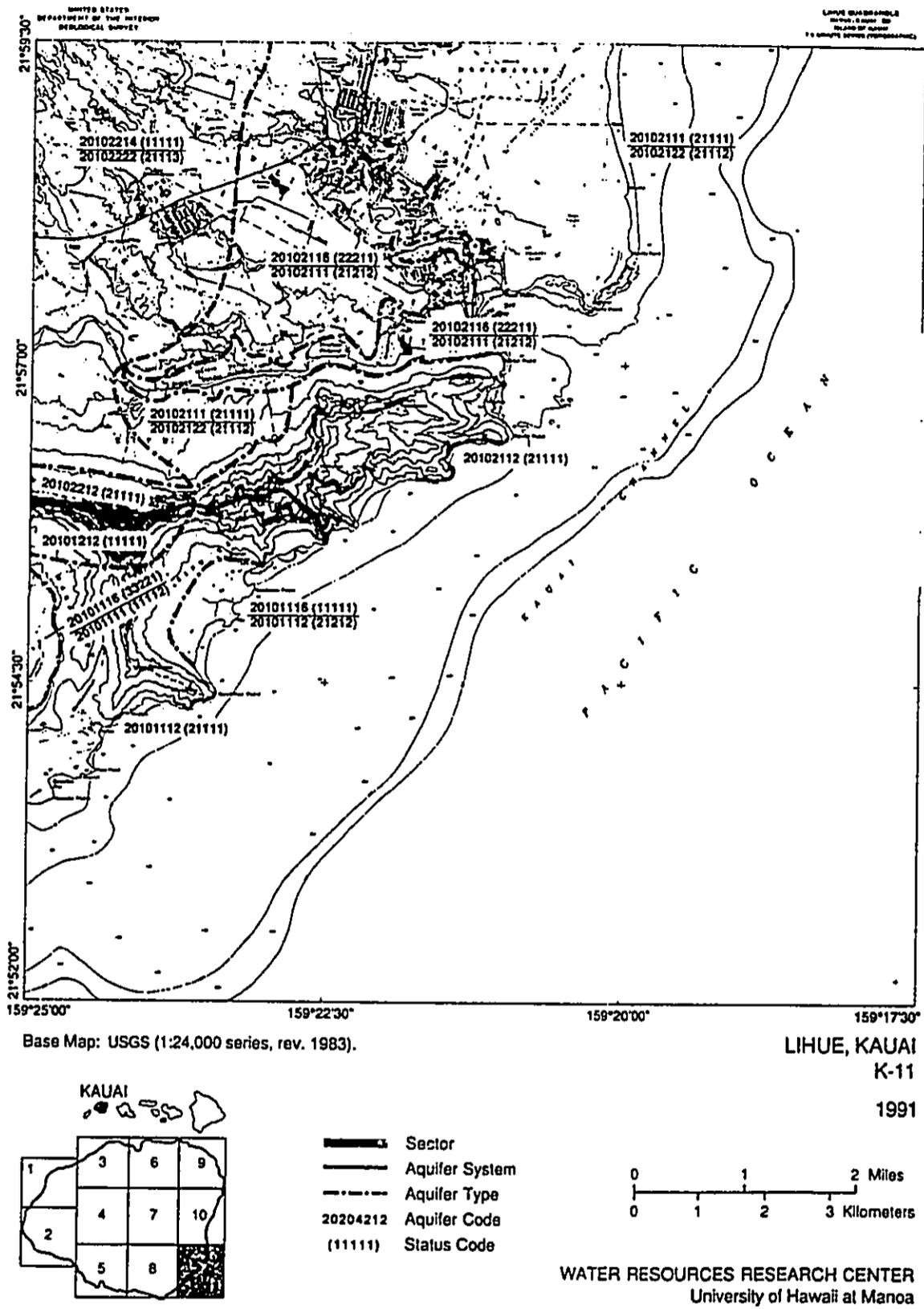
(a) In order to carry out the purpose of this Chapter, the following maps are created and designated as Sections of the Zoning Maps of the County of Kauai, current copies of which shall be kept for public display in the office of the Planning Department:

|                                 |            |
|---------------------------------|------------|
| (1) Kapaa--Lihue Planning Area: |            |
| ZM-500                          | 1" - 1000' |
| ZM-WH500                        | 1" - 200'  |
| ZM-WA500                        | 1" - 200'  |
| ZM-WP500                        | 1" - 200'  |
| ZM-KP500                        | 1" - 200'  |
| ZM-KH500                        | 1" - 200'  |

**APPENDIX B**  
**Aquifer Classification Map and Explanation**

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Appendix Figure A.1.11. Aquifer classification map, Lihue, Kaua'i, Hawai'i

## AQUIFER CLASSIFICATION EXPLANATION

## AQUIFER AND STATUS CODES\*

Aquifer Code = Island  
 + Aquifer Sector  
 + Aquifer System  
 + Aquifer Type

Thus, 20301122 = Aquifer Code  
 where 2 = Kauai  
 03 = Waimea  
 01 = Kekaha  
 1 = basal  
 2 = confined  
 2 = dike

and  
 (1111) = Status Code  
 where 1 = currently used  
 1 = drinking  
 1 = fresh, <250 mg/l Cl<sup>-</sup>  
 1 = irreplaceable  
 1 = high vulnerability  
 to contamination

| IS. | AQUIFER SECTOR | AQUIFER SYSTEM |
|-----|----------------|----------------|
| 2   | 01 Lihue       | 01 Koloa       |
|     |                | 02 Hanamaulu   |
|     |                | 03 Wailua      |
|     |                | 04 Anahola     |
|     |                | 05 Kilauea     |
|     | 02 Hanalei     | 01 Kalihiwai   |
|     |                | 02 Hanalei     |
|     |                | 03 Wainiha     |
|     |                | 04 Napali      |
|     | 03 Waimea      | 01 Kekaha      |
|     |                | 02 Waimea      |
|     |                | 03 Makaweli    |
|     |                | 04 Hanapepe    |

\*Where aquifers are in vertical sequence, the Aquifer and Status Codes are separated by a division line in order of occurrence, with the uppermost aquifer appearing first.

## AQUIFER TYPE:

## Hydrology†

|                          |  |
|--------------------------|--|
| 1 Basal                  | Fresh water in contact with seawater   |
| 2 High Level             | Fresh water not in contact with seawater   |
| 1 Unconfined             | Where water table is upper surface of saturated aquifer  |
| 2 Confined               | Aquifer bounded by impermeable or poorly permeable formations, and top of saturated aquifer is below groundwater surface |
| 3 Confined or Unconfined | Where actual condition is uncertain  |

## AQUIFER TYPE:

## Geology‡

|                |                                 |
|----------------|---------------------------------|
| 1 Flank        | Horizontally extensive lavas    |
| 2 Dike         | Aquifers in dike compartments   |
| 3 Flank/Dike   | Indistinguishable               |
| 4 Perched      | Aquifer on an impermeable layer |
| 5 Dike/Perched | Indistinguishable               |
| 6 Sedimentary  | Nonvolcanic lithology           |

†1st two digits from hydrologic descriptors (pts. 1, 2).  
 ‡Last digit from geologic descriptor.

## STATUS CODE (GROUNDWATER)

## Development Stage

- 1 Currently used
- 2 Potential use
- 3 No potential use

## Utility

- 1 Drinking
- 2 Ecologically important
- 3 Neither

Salinity (mg/l Cl<sup>-</sup>)

- 1 Fresh (<250)
- 2 Low (250-1000)
- 3 Moderate (1000-5000)
- 4 High (5000-15,000)
- 5 Seawater (>15,000)

## Uniqueness

- 1 Irreplaceable
- 2 Replaceable

## Vulnerability to Contamination

- 1 High
- 2 Moderate
- 3 Low
- 4 None

**APPENDIX C**

**Section 3.2.8, Puhi Industrial Park Development Standards**

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3.2.7 Construction Dust and Debris. Developer shall utilize adequate dust control measures during construction and clean or repair any property damaged by dust as a result of said construction. A commercial dumpster of at least three (3) cubic yards in volume shall be placed and used on the Lot during construction, and emptied as necessary, but not less than once per week. All reasonable efforts shall be made to maintain the Lot in a clean, tidy, and orderly manner at all times. No littering is permitted. Trash and debris shall be loaded onto trucks carefully and covered during transport to prevent the trash and debris from spilling out or blowing off in transportation. Developer will be responsible for seeing that all contractors comply with Hawaii Revised Statutes Section 291C-131 ("Spilling Loads on Highways"), and any similar applicable ordinance that has been or may be adopted by the County.

3.2.8 Construction Hours; Noise Control. Construction is permitted between 6:00 a.m. and 6:00 p.m., provided however Grove Farm may prohibit entirely or limit (and Developer hereby approves such restriction of) construction activity on Sundays or state and federal holidays other than painting and other quiet activities. Use of heavy equipment is limited to 7:00 a.m. through 6:00 p.m. Monday through Saturday. All construction noise shall be minimized by Developer and Developer's contractor(s) by regulating work hours, prohibiting loud radios, stereos or tape recorders, using muffled pneumatic and internal combustion equipment, and complying with all applicable governmental regulations.

3.2.9 Grading and Drainage. Developer is responsible for verifying the boundaries, corners, topography and elevation of the Lot and may hire a licensed Land Surveyor or Engineer to accomplish the same. The existing drainage pattern of the Lot shall be maintained. Grading, excavation and fill work must conform to the plans and specifications as approved by Grove Farm. The Developer shall be responsible for surface water escaping the Lot and all damage attributable thereto.

3.2.10 Utilities. Connection points for water, sewage disposal, electricity, telephone and cable television have been provided for each Lot and must be utilized by each Lot. Developer is responsible for verifying the location of all utility lines, laterals, and subouts. All pipes, conduits and wiring shall be placed underground from point of connection to and throughout the Lot. No permanent overhead service will be permitted. Temporary underground or overhead utilities, both of which are permitted, shall be installed in a neat and safe manner. The temporary power pole, if any, must be installed vertically, and securely, and removed before occupancy of the Lot. No septic tank or cesspool sewage disposal systems will be permitted on any Lot, unless approved by Grove Farm.

3.2.11 Sanitation. A portable toilet in full operating condition must be maintained on the Lot at all times during construction and serviced in accordance with applicable State Department of Health rules and regulations. It must be placed at least forty (40) feet from any roadway in an inconspicuous location with the door facing away from the roadway. Multiple service toilets may be permitted by Grove Farm. Additionally, Developer shall completely control all solid waste and remove same.

### 3.3. Operation of Business

3.3.1 Residential Use Prohibited. No residential use of the Premises is permitted. Overnight (e.g., 10:00 p.m. to 5:00 a.m.) use of the Premises is only permitted as specifically provided herein or specifically authorized by Grove Farm. A nightwatchman or other night shift

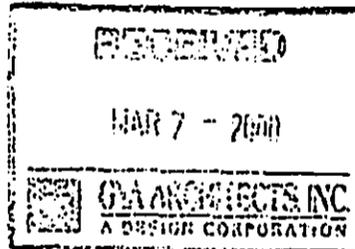
**APPENDIX D**  
**Pre-Assessment Consultation Comments**

jim\_turturici@exec., 11:05 AM 2/22/00 , EA for kauai baseyard

Return-Path: <jim\_turturici@exec.state.hi.us>  
 From: jim\_turturici@exec.state.hi.us  
 Date: Tue, 22 Feb 2000 11:05:52 -1000  
 To: gya@aloha.net  
 Sender: jim\_turturici@exec.state.hi.us  
 Reply-To: jim\_turturici@exec.state.hi.us  
 Importance: normal  
 Priority: normal  
 Subject: EA for kauai baseyard  
 X-MIME-Engine: v0.90  
 Content-Id: <3771324871-1@exec.state.hi.us>

Lorena Wada of the U. S. Fish and Wildlife Service called today in response to our solicitation for preconsultation input to the EA. They have no comments at this time based on what they know from our letter. She indicated that the area is already fully impacted implying that our project does not make things worse. They request a copy of the Draft EA to specifically look at what and where our operations might have impact on the nearby streams.

|                            |                    |              |
|----------------------------|--------------------|--------------|
| Post-it® Fax No. AR 0 8764 | Date 3/7/00        | # of pages 1 |
| To BRIAN ISHII             | From LARRY Ueki    |              |
| Co./Dept. E. NOVA & ASSOC  | Co. GYA ARCHITECTS |              |
| Phone #                    | Phone # 955-3009   |              |
| Fax # 593-8551             | Fax #              |              |



Printed for "gya architects inc." <gya@mail.aloha.net>

1

PHONE (808) 594-1884



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPOLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

RECEIVED

FAX (808) 594-1884

2000 MAR -7 P 1:31

February 25, 2000

Steven M. Kyono  
Kauai District Engineer  
State of Hawaii  
Department of Transportation  
3060 Eiwa Street, Room 205  
Lihue, Hawaii 96766

Re: Environmental Assessment Preconsultation, Centralized District Office and Baseyard Complex, Puhi Industrial Park, Kauai, TMK(s): 3-3-12:24, 25 and 27 (por) and 3-3-13:12 (por).

Dear Mr. Kyono:

Thank you for the opportunity to offer preconsultation comments on the Department of Transportation's proposal to build a Baseyard and District Office for the Kauai District at the Puhi Industrial Park.

At this time, the Office of Hawaiian Affairs has no comments on the proposed project. However, we would like to receive a copy of the Environmental Assessment prepared for the project. Please send it to Lynn J. Lee, Policy Analyst. If you have any questions, please call at 594-1936.

Sincerely,

Colin C. Kippen Jr.  
Deputy Administrator

cc: Board of Trustees  
OHA Kauai Community Affairs Office

BENJAMIN J. CAYETANO  
GOVERNOR OF HAWAII



BRUCE S. ANDERSON, Ph.D., M.P.H.  
DIRECTOR OF HEALTH

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

In reply, please refer to:  
File:

March 17, 2000

00-021/epo

Mr. Steven M. Kyono, P.E.  
District Engineer  
Highways Division  
Kauai District  
Department of Transportation  
3060 Elwa Street, Room 205  
Lihue, Hawaii 96766

2000 MAR 22 10 28 AM  
RECEIVED  
KAI

Dear Mr. Kyono:

Subject: Pre-Environmental Assessment Consultation  
DOT Centralized District Office and Baseyard Complex  
Puhi Industrial Park, Kauai  
TMK: 3-3-12: 24, 25 & por. of 27

Thank you for allowing us to review and comment on the subject project. We have the following comments to offer:

Solid Waste

Since the development of the Department of Transportation's (DOT) baseyard will most likely involve road and/or lot paving activities, the Department of Health reminds the DOT that Hawaii Revised Statutes, Chapter 163D-407 mandates the use of glassphalt for all State and County paving projects when the glass is available to the quarry or contractor at a price no greater than that of equivalent aggregate.

In addition to this, the developer shall ensure that all solid waste generated during the project's construction shall be directed to permitted solid waste disposal, processing or recycling facilities.

Please contact the Office of Solid Waste Management at 586-4240 with any questions regarding these comments.

Mr. Steven M. Kyono, P.E.  
March 17, 2000  
Page 2

00-021/epo

Hazardous Waste

1. On June 18, 1994, the State of Hawaii promulgated its own Hazardous Waste Rules. The state's hazardous waste rules can be found in Hawaii Administrative Rules (HAR), Title 11, Chapters 11-260 to 11-280. The hazardous waste regulations incorporate the management of hazardous waste from the point of generation to its final disposal, storage or treatment.
2. If the facility generates solid waste as defined in HAR, 11-261-2, they must determine if that waste is a hazardous waste as defined in HAR, 11-261-3.
3. The facility that generates and/or transports hazardous waste must notify the Environmental Protection Agency (EPA) Region IX of their hazardous waste activities and are subject to HAR, Title 11, Chapters 11-262, 11-263, 11-265 and 11-268.
4. The facility that intends to treat, store or dispose of hazardous waste is subject to the Resource Conservation and Recovery Act (RCRA), section 3005, 40 CFR and HAR, Title 11, Chapters 11-264 and 11-270.

Typical vehicle maintenance wastestreams are: automobile batteries, freon used in air conditioning units, paints, parts washer solvents, used oil and used oil filters, brake fluid, antifreeze and sludge from equipment cleaning.

If you have any questions on these comments, please contact Ms. Lois K. Hashimoto of the Hazardous Waste Section of the Solid and Hazardous Waste Branch at 586-4226.

Underground Storage Tanks (USTs)

Hawaii's UST rules, Chapter 11-281, entitled "Underground Storage Tanks," became effective January 28, 2000, and a permit is now required from the Solid and Hazardous Waste Branch's Underground Storage Tank Section for the installation and operation of new USTs. Also, permits must be obtained from the applicable building and fire safety authorities before installation of any USTs.

If there are any questions on these comments, please contact Mr. Greg Olmsted of the UST Section, Solid and Hazardous Waste Branch at 586-4226.

Mr. Steven M. Kyono, P.E.  
March 17, 2000  
Page 3

00-021/epo

Safe Drinking Water

The Department of Health recommends that the following three conditions be included as a covenant running with the use of the land, for the purpose of preventing soil and groundwater contamination

1. All cleaning, repairs, and maintenance of equipment involving the use of industrial liquids, such as gasoline, diesel, solvent, motor oil, hydraulic oil, gear oil, brake fluid, acidic or caustic liquids, antifreeze, detergents, degreasers, etc., shall be conducted on a concrete floor, whether roofed or unroofed. The concrete floor shall be constructed so as to be able to contain any drips or spills and to provide for the recovery of any spilled liquid. Water drainage from these concrete floors, if necessary, shall pass through a separator sump before being discharged.
2. All employees shall be informed to immediately collect and contain any industrial liquid spills on the concrete floor and should be informed against discharging or spilling any industrial liquids. Employees shall be aware to prevent any industrial liquid spills onto the bare ground.
3. Barrels for the temporary storage of used oil or other industrial liquids shall be kept on a concrete surface. The surface shall be bermed to prevent the loss of liquid in the event of spills or leaks. The barrels shall be sealed and kept under shelter from the rain. (The Department of Labor and Industrial Relations' Occupational Safety and Health regulations, sections titled, "Housekeeping Standards" and "Storage of Flammable or Combustible Liquids," shall be followed along with the local fire code.)

Should you have any questions regarding these comments, please contact Mr. Chauncey Hew of the Safe Drinking Water Branch at 586-4258.

Sincerely,



GARY GILL  
Deputy Director for  
Environmental Health

c: OSWM  
SHWB  
SDWB

SEN. ALVIN J. CAYTON  
GOVERNOR OF HAWAII



RECEIVED  
TIMOTHY E. JOHNS CHAIRPERSON  
DEPT OF LAND AND NATURAL RESOURCES  
OFFICE - KAUAI  
DEPUTY  
COMMISSIONER

STATE OF HAWAII

2000 MAR -8 A 11:22

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakunui Building, Room 556  
901 Kamehale Boulevard  
Honolulu, Hawaii 96813

AQUATIC RESOURCES  
CULTURAL AND OCEAN RECREATION  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND  
STATE PARKS  
WATER RESOURCE MANAGEMENT

February 25, 2000

Mr. Steve Kyono, District Engineer  
Department of Transportation  
3060 Eiwa St., Room 205  
Lihue, Hawaii 96766

LOG NO: 24946 ✓  
DOC NO: 0002NM04

Dear Mr. Kyono:

**SUBJECT: Historic Preservation Review EA Pre consultation for  
Centralized District Office and Baseyard Complex Puhi Industrial Park  
Highways Project No. HWY-K-03-98  
TMK: 3-3-12: 24, 25 and 27 por, 3-3-13: 12, Puhi, Lihue, Kauai**

A review of our records indicates the absence of historic sites on this property. We do not believe that there are any significant historic sites in this area, since the area was used for cane cultivation. Therefore, we believe that this project will have "no effect" on significant historic sites.

If you have any questions, please call Nancy McMahon at 742-7033.

Aloha,

DON HIBBARD, Administrator  
State Historic Preservation Division

NM:amk

MARYANNE W. KUSAKA  
MAYOR



VIRGINIA M. KAPALI  
DIRECTOR

COUNTY OF KAUAI  
OFFICE OF ECONOMIC DEVELOPMENT  
4444 Rice Street, Suite 200, Lihue, HI 96766  
Tel: 808-241-6390 Fax: 808-241-6399

February 10, 2000

Mr. Steven Kyono  
District Engineer  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, HI 96766

Dear Mr. Kyono:

Subject: Environmental Assessment Preconsultation  
Centralized District Office and Bascyard Complex  
Puhi Industrial Park, Kauai

In response to your letter of January 28, 2000 soliciting input of potential environmental impacts of the proposed project, the Office of Economic Development, County of Kauai offers the following comments:

1. The fuel and petroleum products storage section of your facility should have adequate safety measures such as containment systems and warning systems in the event of spills, etc.
2. Short-term construction impacts such as dust and noise should be mitigated to lessen the impact to neighboring businesses and residents.
3. A solar hot water system, gas hot water system or heat pumps should be considered if showering facilities for personnel are installed.
4. Solar-powered (photovoltaic) security lights and the use of the most energy-efficient lighting fixtures should be considered to reduce energy use. Timers and controls should also be considered.
5. Consider daylighting as much as possible.
6. Consider natural ventilation as much as possible, in addition to ceiling insulation, solar fans and the use of natural shading from trees.
7. Landscaping should include plants with low water requirements and low maintenance to reduce the need for water and herbicides.

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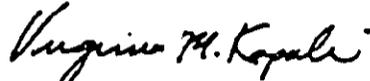
B1 of 2

8. Minimize the load on air conditioning systems by using window shading, overhangs, and other methods to reduce building heat gain and save energy.
9. Promote re-use and recycling in the new facility as much as possible to reduce landfill waste.
10. The wash area for vehicles and/or equipment should be properly designed to minimize the potential for contaminant runoffs into the groundwater supply, streams or the ocean.

We will reserve additional comments for the Environmental Assessment as it is difficult to determine environmental impacts without a more detailed description of the proposed project and a more detailed map of the surrounding area. The previously listed concerns and suggestions are based on a very general idea of DOT's office/baseyard complex.

Thank you for the opportunity to provide input for this pre-consultation phase.

Sincerely,



Virginia M. Kapali  
Director

MARYANNE W. KUSAKA  
MAYOR



PLANNING DEPARTMENT

RECEIVED  
COUNTY OF KAUAI  
2000 FEB 11 A 11:11  
DEE M. CROWELL  
PLANNING DIRECTOR  
SHEILAH N. MIYAKE  
DEPUTY PLANNING DIRECTOR  
TELEPHONE (808) 241-6677  
FAX (808) 241-6699

February 9, 2000

Mr. Steven M. Kyono, P.E.  
District Engineer  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihu'e, Hawai'i 96766

Subject: Environmental Assessment Preconsultation  
For Centralized District Office & Baseyard Complex  
Puhi Industrial Park  
Lihu'e, Kaua'i

Thank you for the opportunity to comment on the proposed facility. As represented in your letter dated January 28, 2000, the proposed facility will affect an area approximately 6.38 acres in size. The subject property is situated within the Limited Industrial District (I-L).

Please note the following comments regarding the proposed development:

1. The proposed office use is not generally permitted within the Limited Industrial District, however, it is permitted through a Use Permit. Please note that Use Permits are reviewed and approved by the Planning Commission and involves public hearing procedures.
2. A Class IV Zoning Permit is required for construction or development on a parcel that is larger than one (1) acre and within the Limited Industrial District. In addition, it is a procedural requirement when applying for a Use Permit within this zoning district.

Should you have any questions regarding this matter, please contact Dale A. Cua of my staff at 808.241.6677.

Dee M. Crowell  
Planning Director

D:\dms... \GmCorresp\DOTBaseyardOffice.kci

Kapule Building • 4444 Rice Street, Suite 473 • Lihu'e, Kaua'i, Hawai'i 96766

A1 of 1

MARYANNE W. KUSAKA  
MAYOR



CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-6800

WALLACE G. REZENTES, SR.  
ADMINISTRATIVE ASSISTANT

IAN K. COSTA  
DEPUTY COUNTY ENGINEER  
TELEPHONE 241-0640

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUA'I  
DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MOTKEHA BUILDING, SUITE 275  
LIHUE, KAUA'I, HAWAII 96766

PW2.013

February 10, 2000

State of Hawaii  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, Hawaii 96766

Attention: Mr. Steve Kyono

Gentlemen:

Subject: Environmental Assessment Preconsultation  
Centralized District Office and Baseyard Complex  
TMK: 3-3-12:24,25, and 27(portion) and  
3-3-13:12 (portion)

We reviewed your proposed centralized district office and baseyard complex.  
We offer the following comments in regards to drainage and grading:

**A. Grading**

1. A grading permit can be exempted for this project provided that the grading work is within a self contained government controlled area. We expect the State to monitor the dust and erosion activities as well as the grading activities.

RECEIVED  
FEB 11 11:55 AM '00  
COUNTY OF KAUA'I

C1 of 2

**B. Drainage**

1. There is a natural drainage ditch that follows along the existing cane haul road in parcel 27 and between the cane haul road and the common rear boundary line with the westerly parcels 19 to 25 that abut Haleukana Street. The natural drainage way will need to be maintained. Drainage measures will need to be provided to address the increased drainage flows to the lower landowners as a result of the development and changes in ground coverages (buildings, parking and driveways, etc.). The drainage ditch will need to be evaluated to prevent flooding to the proposed facilities.

**C. Haleukana Street**

1. Haleukana Street has not been dedicated to the County. As such any improvements along Haleukana Street will need to be approved by Grove Farm.

Thank you for this opportunity to provide our comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at 241-6620.

Very truly yours,

  
Cesar Portugal  
County Engineer

wk

C 2 of 2

**DEPARTMENT OF WATER**

County of Kauai

*"Water has no Substitute - Conserve It"*

RECEIVED  
- KAUAI

2500 FEB 11 A 11:12

February 8, 2000

Mr. Steven Kyono  
District Engineer  
State of Hawaii  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Rm. 205  
Lihue, HI 96766

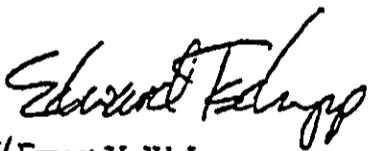
Dear Mr. Kyono:

Subject: Environmental Assessment Preconsultation  
Centralized District Office and Baseyard Complex  
Puhi Industrial Park, Kauai  
Tax Map Keys: 3-3-12:24, 25 and 27 (portion) and 3-3-13:12 (portion)  
Highways Project No. HWY-K-03-98

We have no environmental impact comments for this project at this time.

If you have any questions, please call Keith Aoki of my staff at 245-5418.

Sincerely,

  
for Ernest Y. W. Lau  
Manager & Chief Engineer

K/Asan  
A'iea-dot'aoki/2

21 of 1

**APPENDIX E**  
**Agency Comments and HWY-K Responses**

PHONE (808) 594-1888

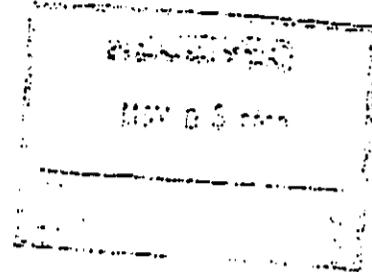
FAX (808) 594-1865



STATE OF HAWAII  
OFFICE OF HAWAIIAN AFFAIRS  
711 KAPI'OLANI BOULEVARD, SUITE 500  
HONOLULU, HAWAII 96813

May 4, 2000

COPY



EIS# 390

Mr. Steven Kyono, P.E.  
District Engineer  
State of Hawai'i  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, Kaua'i, Hawai'i 96766

Subject: Draft Environmental Assessment for Centralized Office and Baseyard  
Complex, Kaua'i; Project No. HWY-K-03-98

Dear Mr. Kyono,

Thank you for the opportunity to review and comment on the above-referenced document. The Office of Hawaiian Affairs makes note of the Lihue-Puhi Master Plan Final Environmental Impact Statement that the area has been destroyed by the intensive cultivation by heavy equipment and the lack of historic, archaeological or cultural resources.

At this time, OHA has no concerns or comments on this project. We look forward to receiving your final environmental assessment when it is completed. If you have any questions, please contact Ken R. Salva Cruz, Policy Analyst, at 594-1847.

Sincerely,

A handwritten signature in cursive script, appearing to read "Colin C. Kippen, Jr.".

Colin C. Kippen, Jr.  
Deputy Administrator

cc: Board of Trustees  
Kaua'i CRS  
GYA Architects, Inc.  
OEQC

1 of 1

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-KE 4.000577

June 19, 2000

Mr. Colin C. Kippen, Jr.  
Deputy Administrator  
Office of Hawaiian Affairs  
711 Kapi'olani Blvd., Suite 500  
Honolulu, Hawai'i 96813

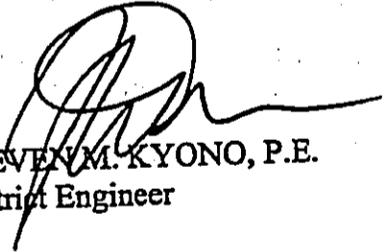
Dear Mr. Kippen:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kaua'i  
Project No. HWY-K-03-98**

Thank you for your May 4, 2000 letter regarding the Office of Hawaiian Affairs' review of the above-referenced Draft Environmental Assessment. A copy of the Final Environmental Assessment will be sent to you when it is completed.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

BENJAMIN J. CAYETANO  
GOVERNOR



COPY

*v. Aaron*  
*6/8/00*

GENEVIEVE SALMONSON  
DIRECTOR

STATE OF HAWAII  
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

235 SOUTH BERETANIA STREET  
SUITE 702  
HONOLULU, HAWAII 96813  
TELEPHONE (808) 586-4185  
FACSIMILE (808) 586-4185

June 7, 2000

Mr. Kazu Hayashida, Director  
State Department of Transportation  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Kauai  
Centralized District Office & Baseyard Complex, Kauai

Thank you for the opportunity to review the subject document. We have the following comments.

1. Please consult with the Department of Agriculture regarding the proper storage of pesticides used for highway landscape maintenance.
2. We commend the DOT for planning to use glassphalt for paving.
3. Please consider applying sustainable building techniques as presented in the enclosed "Guidelines for Sustainable Building Design in Hawaii." In the final EA include a description of any of the techniques you will implement.
4. Please describe the Best Management Practices that will be used to minimize polluted runoff entering the nearby stream.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Thank you.

Sincerely,

*Genevieve Salmon*  
Genevieve Salmonson  
Director

c: Ed Noda & Associates, Inc.

RECEIVED  
JUN 08 2000

EDWARD K. NODA & ASSOCIATES, INC.

BENJAMIN J. CAVETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-KE 4.000577

June 19, 2000

Ms. Genevieve Salmonson  
Director  
Office of Environmental Quality Control  
236 South Beretania Street, Suite 702  
Honolulu, Hawaii 96813

Dear Ms. Salmonson:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your June 7, 2000 letter regarding the Office of Environmental Quality Control's review of the above-referenced Draft Environmental Assessment. In response to your comments:

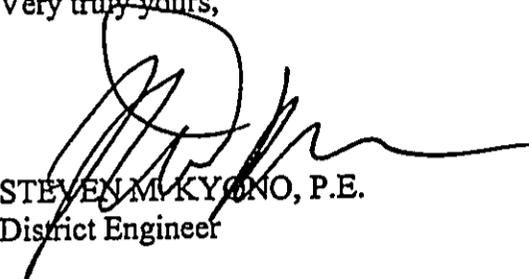
1. The HWY-K will store the pesticides in a fully-enclosed, fire-rated space, and a ventilation system with explosion-proof features will be incorporated; this is consistent with the Department of Agriculture's guidelines regarding pesticide storage.
2. The proposed project's use of glassphalt for site paving will conform to Section 103D-407, Hawaii Revised Statutes.
3. The "Guidelines for Sustainable Building Design in Hawai'i" will be reviewed to determine if any additional techniques can be applied to the proposed project. The project design will encourage the use of natural light during daylight hours, and the use of natural ventilation where practical and solar water heating for shower facilities is already anticipated.
4. Standard operation procedures for the handling and storage of materials that may contaminate storm water runoff will be developed and implemented, including a Spill Prevention, Control and Countermeasure Plan pursuant to Title 40, Code of Federal Regulations, Part 112. Physical measures, either currently planned where appropriate or contemplated, include the enclosure of storage areas, use of oil/water separators, and provision of grass buffers to route runoff. Other Best Management Practices are also being considered and will be finalized during the design phase of the project.

Ms Genevieve Salmonson  
Page 2  
June 19, 2000

HWY-KE 4.000577

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc: Mr. Aaron Setogawa, EKNA

BENJAMIN J. CAVETANO  
GOVERNOR OF HAWAII



TIMOTHY E. JOHNS, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTY  
JANET E. KAWILO

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION  
Kakuhikawa Building, Room 555  
601 Kamehale Boulevard  
Kapolei, Hawaii 98707

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
CONSERVATION AND RESOURCES  
ENFORCEMENT  
CONVEYANCE  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND  
STATE PARKS  
WATER RESOURCE MANAGEMENT

RECEIVED  
HWYS - KAUAI

2000 MAY 11 A 10:18

May 2, 2000

Mr. Steve Kyono, District Engineer  
Department of Transportation  
3060 Eiwa St., Room 205  
Lihue, Hawaii 96768

LOG NO: 25352 ✓  
DOC NO: 0004NM30

Dear Mr. Kyono:

**SUBJECT: Historic Preservation Review DEA for Centralized District Office  
and Baseyard Complex Puhi Industrial Park Highways  
Project No. HWY-K-03-98, TMK: 3-3-12: 24, 25 and 27 por, 3-3-13: 12  
Puhi, Lihue, Kauai**

A review of our records indicates the absence of historic sites on this property. We do not believe that there are any significant historic sites in this area, since the area was used for cane cultivation. Therefore, we believe that this project will have "no effect" on significant historic sites.

If you have any questions, please call Nancy McMahon at 742-7033.

Aloha,

DON HIBBARD, Administrator  
State Historic Preservation Division

NM:amk

AZ OF 3

BENJAMIN J. CAYETANO  
GOVERNOR



**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
**HIGHWAYS DIVISION**  
KAUAI DISTRICT  
3060 EIWA STREET, ROOM 205  
LIHUE, HAWAII 96766

KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
BRIAN K. MINAA  
GLENN M. OKIMOTO

IN REPLY REFER TO

HWY-KE 4.000577

June 19, 2000

Mr. Don Hibbard  
Administrator  
Historic Preservation Division  
Department of Land and Natural Resources  
601 Kamokila Blvd., Suite 555  
Kapolei, Hawaii 96707

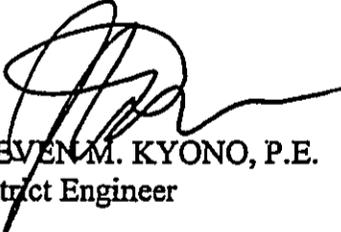
Dear Mr. Hibbard:

**Subject: Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 2, 2000 letter regarding the Historic Preservation Division's review of the above-referenced Draft Environmental Assessment.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

*v. Kapali*

MARYANNE W. KUSAKA  
MAYOR



VIRGINIA M. KAPALI  
DIRECTOR

COUNTY OF KAUAI  
OFFICE OF ECONOMIC DEVELOPMENT  
4444 Rice Street, Suite 200, Lihue, HI 96766  
Tel: 808-241-6390 Fax: 808-241-6399

May 15, 2000

Mr. Steven Kyono  
District Engineer  
Department of Transportation  
Highways Division  
3060 Eiwa Street, Room 205  
Lihue, HI 96766

Dear Mr. Kyono:

SUBJECT: Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98  
Draft Environmental Assessment

Thank you for sending us the draft environmental assessment for the subject project.

The County of Kauai's Office of Economic Development has reviewed the draft assessment for the subject project and have no further comments to offer. We look forward to the positive construction-related economic benefits that this \$12 million dollar project will provide to the island.

If you have any questions please contact Glenn Sato of my staff at (808) 241-6393.

Sincerely,

*Virginia M. Kapali*

Virginia M. Kapali  
Director

C: OEQC  
Edward K. Noda & Assoc.

RECEIVED  
MAY 16 2000

EDWARD K. NODA & ASSOC., INC.

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

IN REPLY REFER TO

HWY-KE 4.000577

June 19, 2000

Ms. Virginia M. Kapali  
Director  
County of Kauai  
Office of Economic Development  
4444 Rice Street, Suite 200  
Lihue, Hawaii 96766

Dear Ms. Kapali:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 15, 2000 letter regarding the Office of Economic Development's review of the above-referenced Draft Environmental Assessment.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

MARYANNE W. KUSAKA  
MAYOR

WALLACE G. REZENTES, SR.  
ADMINISTRATIVE ASSISTANT

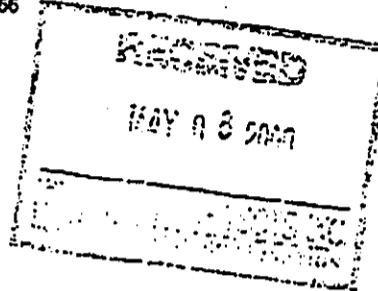


CESAR C. PORTUGAL  
COUNTY ENGINEER  
TELEPHONE 241-6600

IAN K. COSTA  
DEPUTY COUNTY ENGINEER  
TELEPHONE 241-6640

AN EQUAL OPPORTUNITY EMPLOYER  
COUNTY OF KAUAI  
DEPARTMENT OF PUBLIC WORKS  
4444 RICE STREET  
MOIKEHA BUILDING, SUITE 275  
LIHU'E, KAUAI, HAWAII 96766

May 3, 2000



GYA Associates, Inc.  
Maui Office  
Suite 303, Wells Street Professional Center  
2145 Wells Street  
Wailuku, Hawaii 96793

Dear Mr. Larry Ueki:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT FOR  
DOT/KAUAI DISTRICT OFFICE AND BASEYARD  
COMPLEX PW4.196

We reviewed the subject draft environmental assessment and offer the following comments:

- A. Draft Environmental Assessment
1. Although we have not reviewed Kodani & Associates drainage report, the draft environmental assessment states that the subject project will generate increased storm water runoff to Puali Basin and the Puhi Basin. Our concern would be the impacts of the increased runoffs to the down stream lands. Additionally, the discharge of fuel, oil and other chemical and agents that will be flushed by rains into the Puali and Puhi Streams.
  2. Enclosed is a copy of our Federal Insurance Rate Map (FIRM) panel no. 135C dated March 4, 1987. The statement that the Kapaa Baseyard is in a tsunami zone and flood zone is erroneous (see section 4.5.3 No-Action Alternative). The tsunami zone is designated on the FIRM as VE zone riverine flood zones as A or AE zones. We believe the flooding is confined to the Moikeha canal.

1 of 10

GYA Architects, Inc.  
May 3, 2000  
Page 2

3. The street name labeling for Kahau Street at section 4.10.3 is incorrect and will need to be corrected to Kahau Road.
4. The draft EA should mention the proposed Puhi middle school that is in construction at section 4.1.1 (Existing Condition) as the closest educational facilities.

Thank you for this opportunity to provide our comments. Enclosed is a marked set of the subject Draft Environmental Assessment with our red-marked comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at 241-6620.

Very truly yours,

  
CESAR C. PORTUGAL  
County Engineer

WK

Attachment

2 of 10

BENJAMIN J. CAYETANO  
GOVERNOR



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

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

IN REPLY REFER TO:

HWY-KE 4.000577

June 19, 2000

Mr. Cesar C. Portugal  
County Engineer  
County of Kauai  
Department of Public Works  
4444 Rice Street  
Mo'ikcha Building, Suite 275  
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kaua'i  
Project No. HWY-K-03-98**

Thank you for your May 3, 2000 letter regarding the Department of Public Works' review of the above-referenced Draft Environmental Assessment. In response to your comments, the following clarifications or revisions will be made in the Final Environmental Assessment:

1. Regarding your concern about the volume of increased storm water runoff generated by the project to the Puali and Puhi Basins, the project will maintain the existing drainage patterns. The portion of the project site where the Administration Building will be situated drains to the Puali Stream Basin, and was included in the drainage calculations performed for the Puhi Industrial Park Subdivision. The Storm Drainage Report for the subdivision concluded that the additional runoff from the subdivision would not significantly affect downstream areas. The construction of the Administration Building and its surrounding areas is consistent with land use assumptions made in the drainage report.

The remainder of the project site will drain to the Puhi Stream Basin. The State is working with the immediate downstream owner, Grove Farm Company, to ensure that any additional runoff generated by the project does not significantly impact their lands. The specifics of the drainage work and any mitigating measures, if required (and beyond those already described in the Draft Environmental Assessment), will be determined during the design phase of the project and will be submitted for your review at that time. The impact of the additional runoff on properties downstream of Grove Farm company is not considered significant as it will account for less than 0.08% of the total runoff generated by the 100-year 24-hour storm.

Mr. Cesar C. Portugal  
Page 2  
June 19, 2000

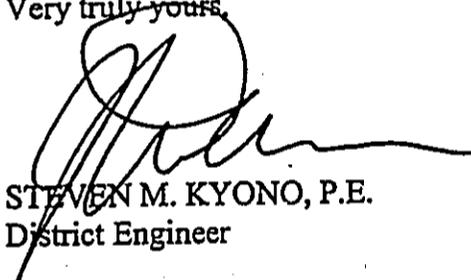
HWY-KE 4.000577

A number of measures are planned to minimize the exposure of storm water runoff to potential pollutants. These include physical features such as sediment traps, oil/water separators, and fully-enclosed storage areas, as well as the establishment of procedures for the proper handling of materials. The HWY-K will conform to all State Department of Health and Federal EPA regulations.

2. All references to the Kapaa Baseyard being located in a tsunami and flood zones will be deleted.
3. Kahau "Street" will be corrected to read Kahau "Road".
4. The Kauai Middle School will be included as the closest educational facility to the project site.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

**DEPARTMENT OF WATER**

County of Kauai

*"Water has no Substitute - Conserve It!"*

May 10, 2000

Mr. Kazu Hayashida, Director  
c/o Mr. Steven Kyono  
State of Hawaii  
Department of Transportation  
3060 Eiwa Street  
Lihue, Hawaii 96766

RECEIVED  
COUNTY OF KAUAI  
2000 MAY 16 A 10:01

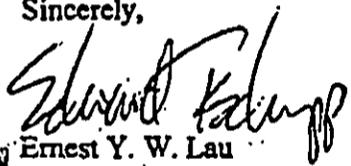
Dear Mr. Hayashida:

Subject: Draft Environmental Assessment  
Centralized District Office and Baseyard Complex  
Puhi Industrial Park, Kauai  
Tax Map Keys: 3-3-12:24, 25 and 27 (portion) and 3-3-13:12 (portion)  
State Project No. HWY-K-03-98

We have no objections to this Draft Environmental Assessment.

If you have any questions, please call Keith Aoki of my staff at 245-5418.

Sincerely,

  
Ernest Y. W. Lau  
Manager & Chief Engineer

cc: Mr. Steven Kyono - Kauai District Engineer, DOT

KA/san  
D:\san\docs\wrplaok\ea-dot2

BZ093

BENJAMIN J. CAYETANO  
GOVERNOR



**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
**HIGHWAYS DIVISION**  
KAUAI DISTRICT  
3060 EIWA STREET, ROOM 205  
LIHUE, HAWAII 96766

KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAI  
GLENN M. OKIMOTO

IN REPLY REFER TO

HWY-KE 4.000577

June 19, 2000

Mr. Ernest Y.W. Lau  
Manager and Chief Engineer  
County of Kauai  
Department of Water  
4398 Pua Loke Street  
Lihue, Hawaii 96766

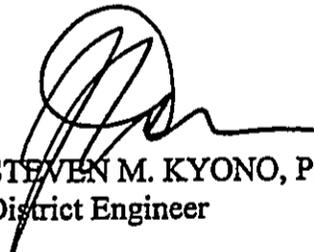
Dear Mr. Lau:

**Subject: Draft Environmental Assessment**  
**Centralized District Office and Baseyard Complex, Kauai**  
**Project No. HWY-K-03-98**

Thank you for your May 10, 2000 letter regarding the Department of Water's review of the above-referenced Draft Environmental Assessment.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,



STEVEN M. KYONO, P.E.  
District Engineer

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA

# Grove Farm Properties, Inc.

May 1, 2000

GYA Architects, Inc.  
 Suite 303, Wells Street Professional Center  
 2145 Wells Street  
 Wailuku, HI 96793

Subject: Draft Environmental Assessment  
 Centralized Office and Baseyard Complex, Puhi Industrial Park

Thank you for providing us with a copy of the subject document. We offer the following comments:

1. 2.1 Location

All of the roadways, including Haleukana Street, have been dedicated to the County of Kauai.

2. 4.1.1 Existing Condition

Other educational facilities close by include Island School adjacent to Kauai Community College and the new Kauai Middle School in Puhi, opening in September, 2000 (TMK 3-3-03:042). A new regional park (3-3-03:043) is adjacent to the new Kauai Middle School.

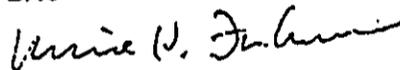
3. Figure 4.4

The project location is about 2000 feet east of the spot indicated on the map.

Please contact the undersigned at (808) 245-3678 should there be any questions.

Sincerely,

GROVE FARM PROPERTIES, INC.



Michael H. Furukawa  
 Vice President and Project Manager

A subsidiary of



552069  
 P.O. Box 2069 Puhi Rural Branch Lihue, Hawaii 96766-7069  
 Phone (808) 245-3678 FAX (808) 246-9470

BENJAMIN J. CAYETANO  
GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
BRIAN K. MINAAL  
GLENN M. OKIMOTO

**STATE OF HAWAII**  
DEPARTMENT OF TRANSPORTATION  
HIGHWAYS DIVISION  
KAUAI DISTRICT  
3060 EIWA STREET, ROOM 205  
LIHUE, HAWAII 96766

IN REPLY REFER TO  
HWY-KE 4.000577

June 19, 2000

Mr. Michael H. Furukawa, Vice President and Project Manager  
Grove Farm Properties, Inc.  
P.O. Box 662069, Puhi Rural Branch  
Lihue, Hawaii 96766-7069

Dear Mr. Furukawa:

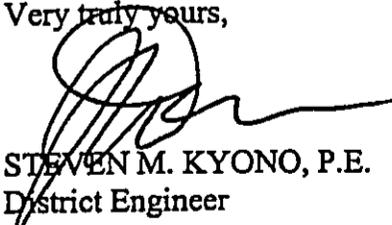
Subject: **Draft Environmental Assessment  
Centralized District Office and Baseyard Complex, Kauai  
Project No. HWY-K-03-98**

Thank you for your May 1, 2000 letter regarding Grove Farm Properties' review of the above-referenced Draft Environmental Assessment. In response to your comments, the following changes will be made in the Final Environmental Assessment:

1. The fact that all of the roadways in the Puhi Industrial Park have been dedicated to the County of Kauai will be noted, and references to Haleukana Street as a private road will be deleted.
2. Island School and the new Kauai Middle School in Puhi will be included as educational facilities in the vicinity of the project site. Likewise, the new regional park adjacent to the Kauai Middle School will be noted.
3. Figure 4.4 will be revised to reflect the correct location of the project.

Should you have any questions, please call Jim Turturici at 274-3111.

Very truly yours,

  
STEVEN M. KYONO, P.E.  
District Engineer

JT:es

cc. Ms. Genevieve Salmonson, OEQC  
Mr. Aaron Setogawa, EKNA