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**FINAL
ENVIRONMENTAL ASSESSMENT
*MOLOKAI BASEYARD***
Molokai Industrial Park
Palaa, Molokai, Hawaii

Project No. HWY-M-05-98



Prepared for:

**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
MAUI DISTRICT**

Prepared by:

Wilson Okamoto & Associates, Inc.

February 2000

Final Environmental Assessment

MOLOKAI BASEYARD

**Molokai Industrial Park
Palaau, Molokai, Hawaii**

Project No. HWY-M-05-98

**Prepared for:
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION
Maui District
650 Palapala Drive
Kahului, Maui, Hawaii 96732
Contract No. 44852**

**Prepared by:
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
WOA: 6143-01**

February 2000

SUMMARY

Proposing Agency: State of Hawaii
Department of Transportation, Maui District
650 Palapala Drive
Kahului, Maui, Hawaii 96732

Accepting Agency: State of Hawaii
Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

EA Preparer: Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
Contact: John L. Sakaguchi, Project Manager
Tel: (808) 946.2277; Fax: (808) 946.2253

Project Location: Palaau, Molokai, Hawaii

Recorded Fee Owner: State of Hawaii

Tax Map Key: 5-2-31: 9 and 10* (formerly TMK: 5-2-11: portion of 29) [* Subdivision to consolidate two lots into one lot approved on May 17, 1999. New TMK pending.]

Area: 1.99 acres

State Land Use Classification: Urban

County Zoning: M-2, Heavy Industrial

Proposed Action: Construction of a Baseyard for vehicle and equipment maintenance and material storage for the State of Hawaii Department of Transportation, Highways Division, Maui District to replace existing facilities which must be vacated to provide space for expansion of the Kaunakakai State Office Complex.

Impacts: No significant impacts are anticipated from construction and operation of the Molokai Baseyard.

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PREFACE

Chapter 343, Hawaii Revised Statutes (HRS), as amended, Environmental Impact Statements, requires that a government agency or a private developer proposing to undertake a project consider the potential environmental impacts of the proposed project by preparing an assessment. Among the criteria set forth in Chapter 343, HRS, for preparation of an environmental assessment is the use of public funds for a project. The Molokai Baseyard will be constructed and operated with funds provided by the State of Hawaii Department of Transportation Highways Division Maui District.

This Environmental Assessment (EA) has been prepared to meet the requirements of Chapter 343, HRS, as amended, and Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules. A Finding of No Significant Impact (FONSI) has been determined for this project as shown in Chapter 5.

1. INTRODUCTION

1.1 Introduction

The State of Hawaii Department of Transportation Highways Division, Maui District (DOT HWY-M) is proposing to construct a new Molokai Baseyard in the Molokai Industrial Park to replace their existing facilities located in Kaunakakai. DOT HWY-M must vacate their existing facilities to provide space for an expansion of the Kaunakakai State Office Building Complex.

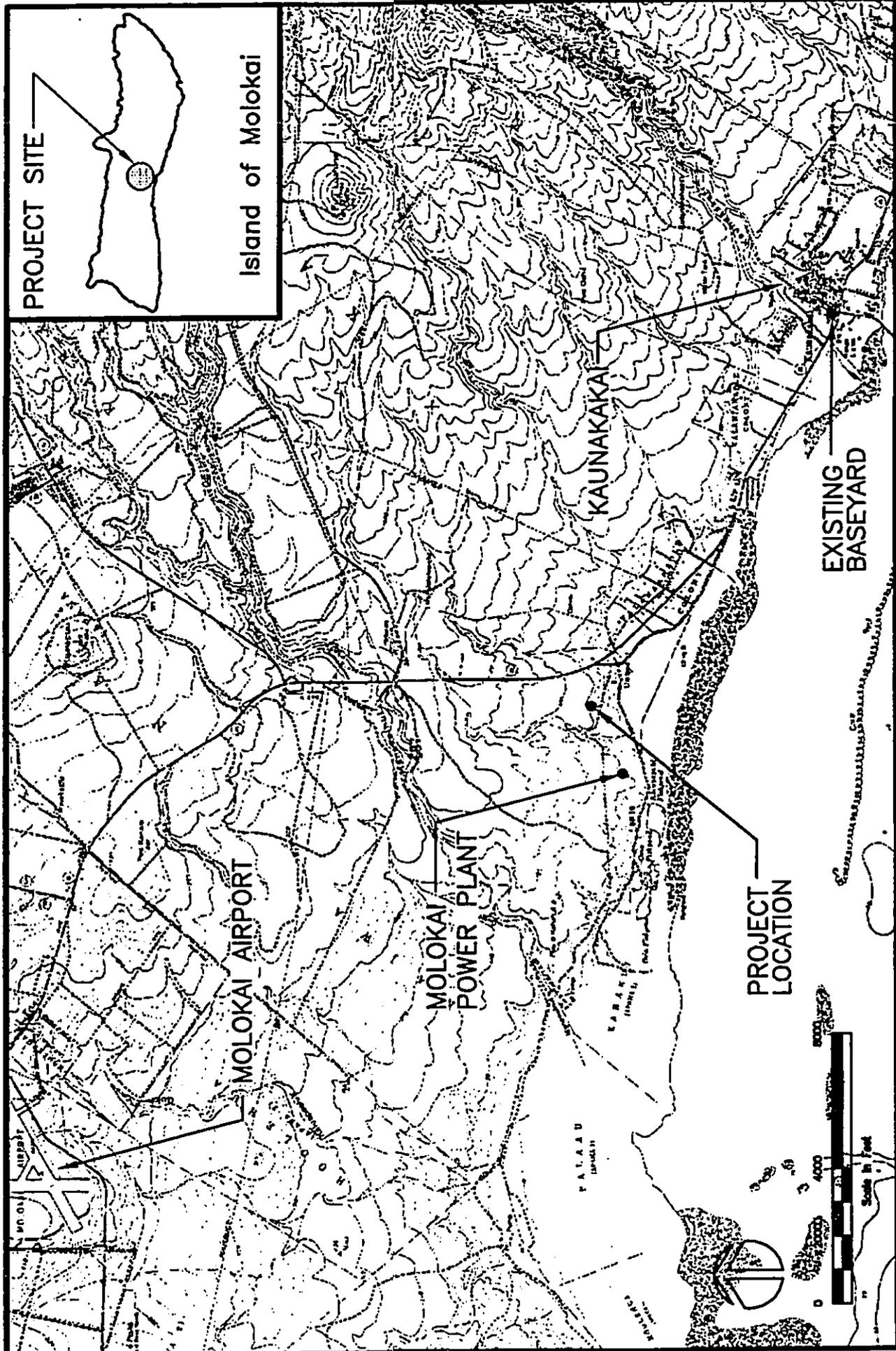
1.2 Project Location

The proposed Molokai Baseyard project site is located approximately 0.2 miles west of the intersection of Maunaloa Highway and Ulili Street which is 2.5 miles northwest of Kaunakakai and 5.1 miles southeast of Molokai Airport. The replacement facilities are to be located on a parcel with a total area of 1.99 acres within Tax Map Key: 5-2-31: 9 and 10 (formerly TMK: 5-2-11: portion of 29). [Note, the subdivision to consolidate the two lots into one lot was approved on May 17, 1999. The Tax Map Key change is pending. Figure 1-1 is the project location map. Figure 1-2 shows the project site map.

1.3 Project Background and History

The existing DOT HWY-M baseyard is located adjacent to Molokai Stream near Kaunakakai. The DOT HWY-M baseyard is co-located with the County of Maui Department of Public Works (DPW) baseyard within the same parcel. The yard area is also used for vehicle parking by the adjacent State Office Building Complex. The occupied yard area is about 2 to 2½ acres, although this is shared space.

The existing baseyard has been occupied by the DOT HWY-M since the late 1960s and contains a maintenance shed and space for parking the vehicles and equipment assigned to the DOT HWY-M on Molokai. The DOT HWY-M shares space in the vehicle maintenance shed with the County of Maui DPW, which also uses space to maintain their vehicles and equipment.



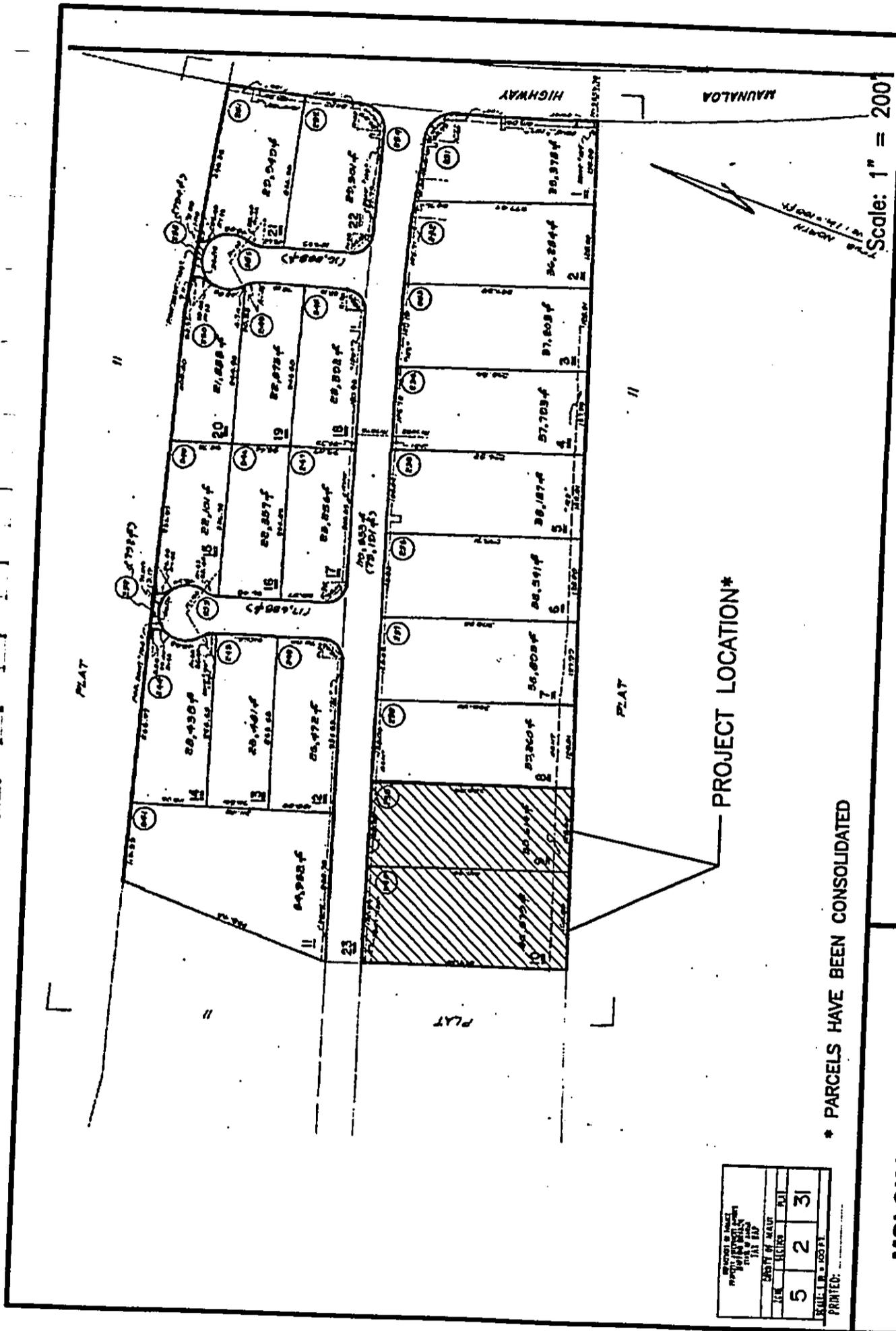
**MOLOKAI BASEYARD
PALAAU, MOLOKAI**

Prepared for:
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION, MAUI DISTRICT

Prepared by:
WILSON ORAMOTO &
ASSOCIATES, INC.

Fig. 1.1

PROJECT LOCATION MAP



NO. OF PARCELS	5
NO. OF ACRES	2.31
DATE OF MAP	JULY 1977
DATE OF SURVEY	JULY 1977
DATE OF PRINTING	JULY 1977

**MOLOKAI BASEYARD
PALAAU, MOLOKAI**

Prepared for:
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION, MAUI DISTRICT

PROJECT SITE MAP

Fig. 1.2

Prepared by:
WILSON, OKAMOTO &
ASSOCIATES, INC.

The State of Hawaii Department of Accounting and General Services (DAGS) indicated to the DOT HWY-M that they must vacate their existing space at the Kaunakakai site to accommodate the planned expansion of the Kaunakakai State Office Complex. Thus, the DOT HWY-M began consideration of alternative locations for the Baseyard facilities. Two other sites were considered and included the following:

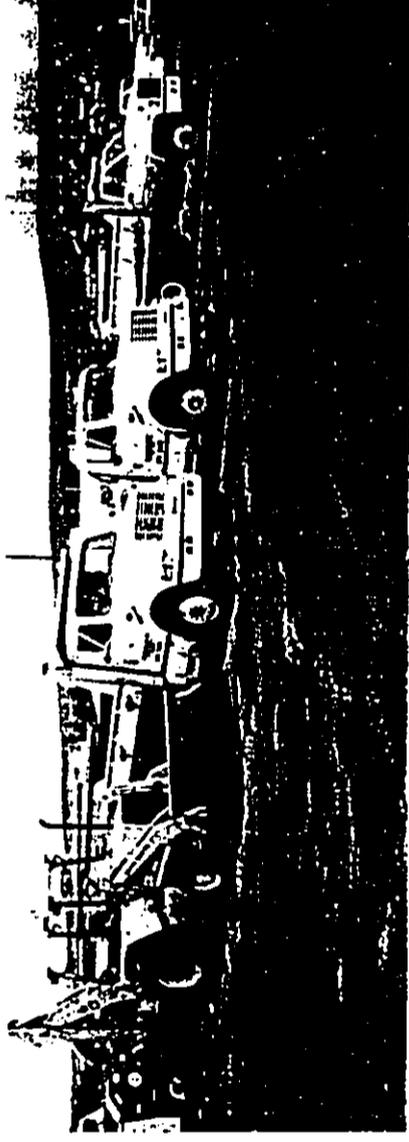
- o Molokai Airport property site, and
- o Department of Hawaiian Home Lands site.

Ultimately, in 1997, the DOT HWY-M selected two adjacent parcels in the *Molokai Industrial Park* for relocation of the Molokai Baseyard. The DOT HWY-M has acquired the two parcels and, on May 17, 1999, consolidated them into one parcel in compliance with the Title 18, Maui County Code, "Subdivisions".

The project site to be occupied by the Molokai Baseyard was cleared and graded when the Industrial Park subdivision was constructed in 1995/1996. The clearing and grading removed vegetation that previously grew on the site. Currently, only a small amount of a few weedy species grows on the project site. The clearing and grading have also removed any other features which may have been on the two lots. Figures 1.3 and 1.4 show photographs of the existing baseyard and the Molokai Baseyard project site.

1.4 Project Need

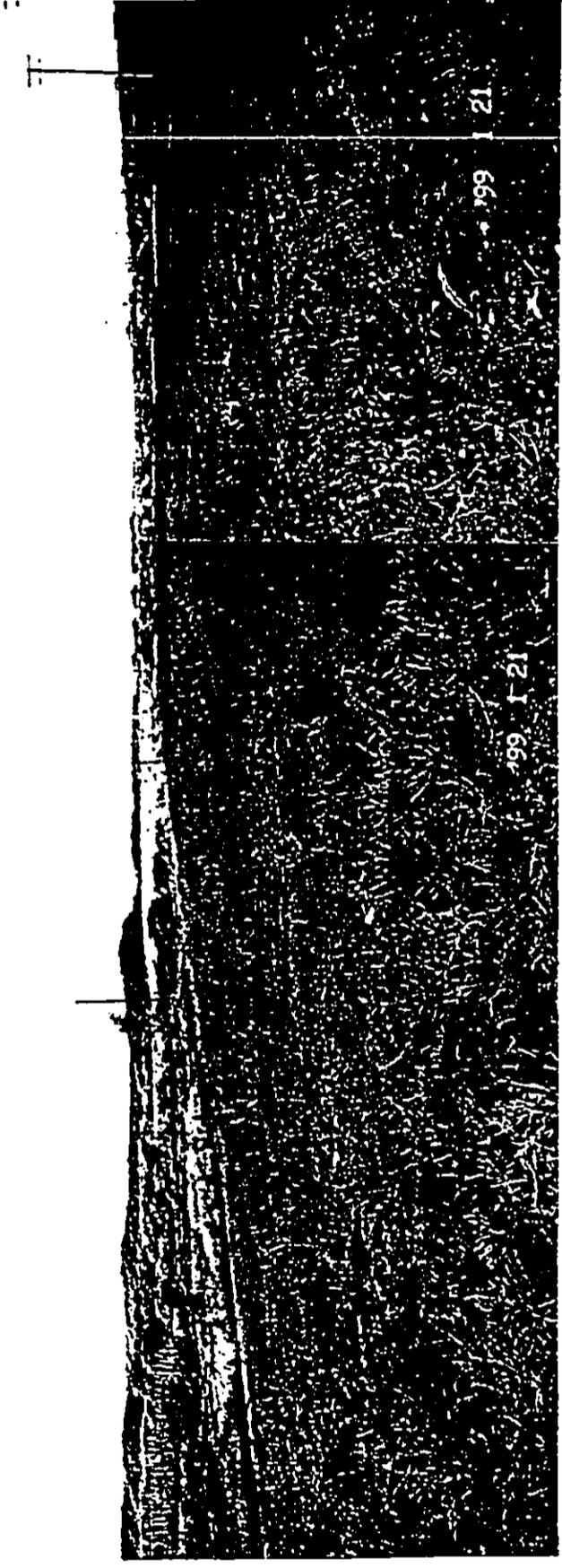
The DOT HWY-M is responsible for maintenance of the State highways and adjacent areas on Molokai, including approximately 107 miles of roadways, shoulders, and pavement markings, about 86 acres of adjacent landscaping, 841 signs, 52,000 lineal feet of guard rails, and various types of signs. The DOT HWY-M is also responsible for maintaining a total of 16 bridges (3 less than 20 feet long and 13 more than 20 feet long), 110 culverts, and several fords. The DOT HWY-M also clears under, upstream and downstream from the bridges and culverts. The DOT HWY-M does not clear stream mouths with the ocean. Street lighting on Molokai is maintained by Maui Electric, not the DOT HWY-M. There are no traffic signals on Molokai.



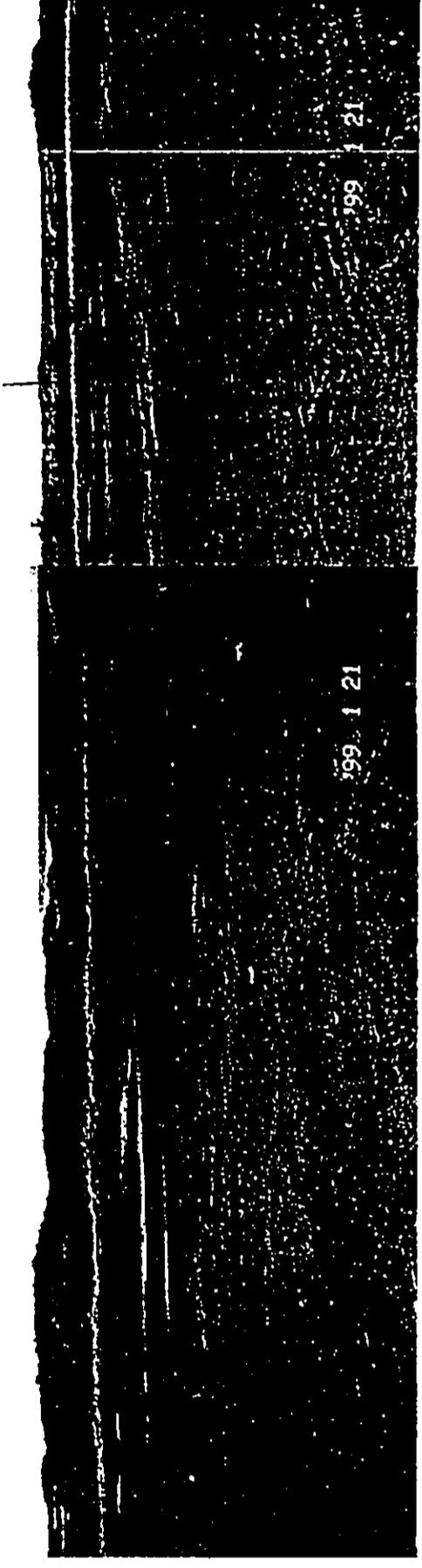
Equipment at existing baseyard.



Project site looking South.



Project site looking West.



Project site looking West.

The existing baseyard provides facilities to maintain and store vehicles and equipment assigned to the DOT HWY-M on Molokai. In addition to vehicle and equipment maintenance, the baseyard provides facilities and storage space for material and equipment used to support the other functions assigned to the DOT HWY-M. On occasion, facilities at the existing baseyard are also used to support maintenance for vehicles assigned to other State agencies on Molokai including the DOT Airports Division, the DOT Harbors Division and the Department of Hawaiian Home Lands. This practice will probably continue upon relocation to the Molokai Baseyard.

As previously discussed, DOT HWY-M shares the existing baseyard facility with the County of Maui DPW. The existing State/County vehicle maintenance shed is an open-sided, metal frame structure covered on three sides with corrugated metal skin. DOT HWY-M occupies three bays, each about 15' to 16' wide, which are used to maintain the vehicles and equipment assigned to Molokai. The vehicle repair bays do not have doors to secure vehicles, equipment or materials.

An area of about 30' by 30' in the shed has been partitioned with a wire screen. About one-half of this space is used as an office which contains a desk and file cabinets for the maintenance supervisor and a desk and file cabinets for the equipment repair shop supervisor. The remaining space is used for lockers and material and equipment storage.

Notwithstanding the need to relocate, the existing baseyard lacks adequate space and support facilities for efficient operations and needs to be replaced with more modern facilities and equipment. The proposed Baseyard will also allow for more efficient operations.

1.5 Project Description

1.5.1 Buildings and Facilities

The Molokai Baseyard will comply with applicable County of Maui ordinances and the Molokai Industrial Park Design Guidelines and will include the following:

- o a 1,750 square-foot (SF) one-story, metal frame/metal sided office building with offices, a conference room, a break/lunch room, and a locker/shower room;
- o a 5,000 SF one-story metal frame/metal sided maintenance building with four vehicle and equipment maintenance bays, a 5-ton overhead bridge crane, an office, locker/shower room, and material and equipment storage space;
- o a 770 SF one-story metal frame/metal sided storage building, with separate rooms for tool storage (384 SF), herbicide storage (128 SF), material testing (128 SF), and portable pressure washing equipment storage room (128 SF); (Note, a deluge shower will be located on the exterior of the storage building near the access door to the herbicide storage room. The storage building is oriented east-west on the project site, or approximately perpendicular to the wind direction. The building will have louvers on the up wind side and screens on the down wind side to provide ventilation.);
- o two above-ground double walled concrete "vault-type" fuel tanks (one 3,000 gallons of diesel and one 1,000 gallons of gasoline) with integral fuel dispensers;
- o a vehicle/equipment wash pad and oil-water separator;
- o covered vehicle and equipment parking sheds;
- o exterior material storage area, including storage bins;

- o a parking area with 15 employee parking stalls and one visitor parking stall;
- o one handicap van accessible parking stall adjacent to the office building; and
- o landscape planting along Ulili Street and near the office building.

About 75 percent of the parcel will be improved with facilities or pavement. The remaining portion of the parcel, primarily the southern portions of the lots, will not be improved. Figure 1-5 shows the preliminary site layout plan. Figures 1-6 and 1-7 show building elevations.

The one-story metal office building will have an on-ground concrete slab with strip footings which will be about 18" deep. The finished floor will be about 6" above grade. The vehicle and equipment maintenance building will also have an on-ground concrete slab with strip footings. Above-ground lifts and an overhead crane will be installed to aid in maintenance of vehicles and equipment. An internal floor drain system connected to an oil/water separator will contain any fluids which might be accidentally spilled during maintenance activities. A deluge shower and emergency eye wash will also be included in the maintenance building.

The facilities will have wind speed criteria of 80 miles per hour and seismic criteria of Zone 2B. The mechanical and electrical systems will be designed to meet applicable County of Maui codes related to energy efficiency.

1.5.2 Other Site Improvements

In addition to the buildings and other facilities, other site improvements will include on-site waterlines which will be connected to the existing 12-inch waterline located along Ulili Street. The water system serving the Baseyard is owned and operated by Waiola O'Molokai, the water system public utility company of Molokai Ranch Co. The primary water source for the system is a well located east of Kualapuu operated by the County of Maui Department of

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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAWAII	HWY-M-05-98	1998		102

LEGEND

- PROJECT LIMIT
- - - - - PROPERTY LINE
- x-x-x-x- NEW CHAIN LINK FENCE
- [Hatched Box] NEW BUILDING
- [Dotted Box] NEW CONCRETE SLAB
- [Diagonal Lines] COMPACTED BASE COURSE SURFACE
- [Cross-hatched Box] LANDSCAPED AREA
- [Dashed Box] COVERED PARKING OR NEW BUILDING (ADDITIVE ALTERNATIVE)
- [Dashed Line] ROOF LINE ABOVE

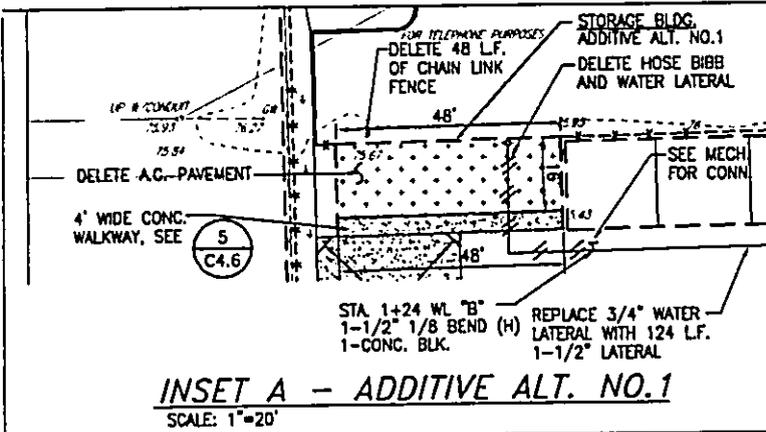
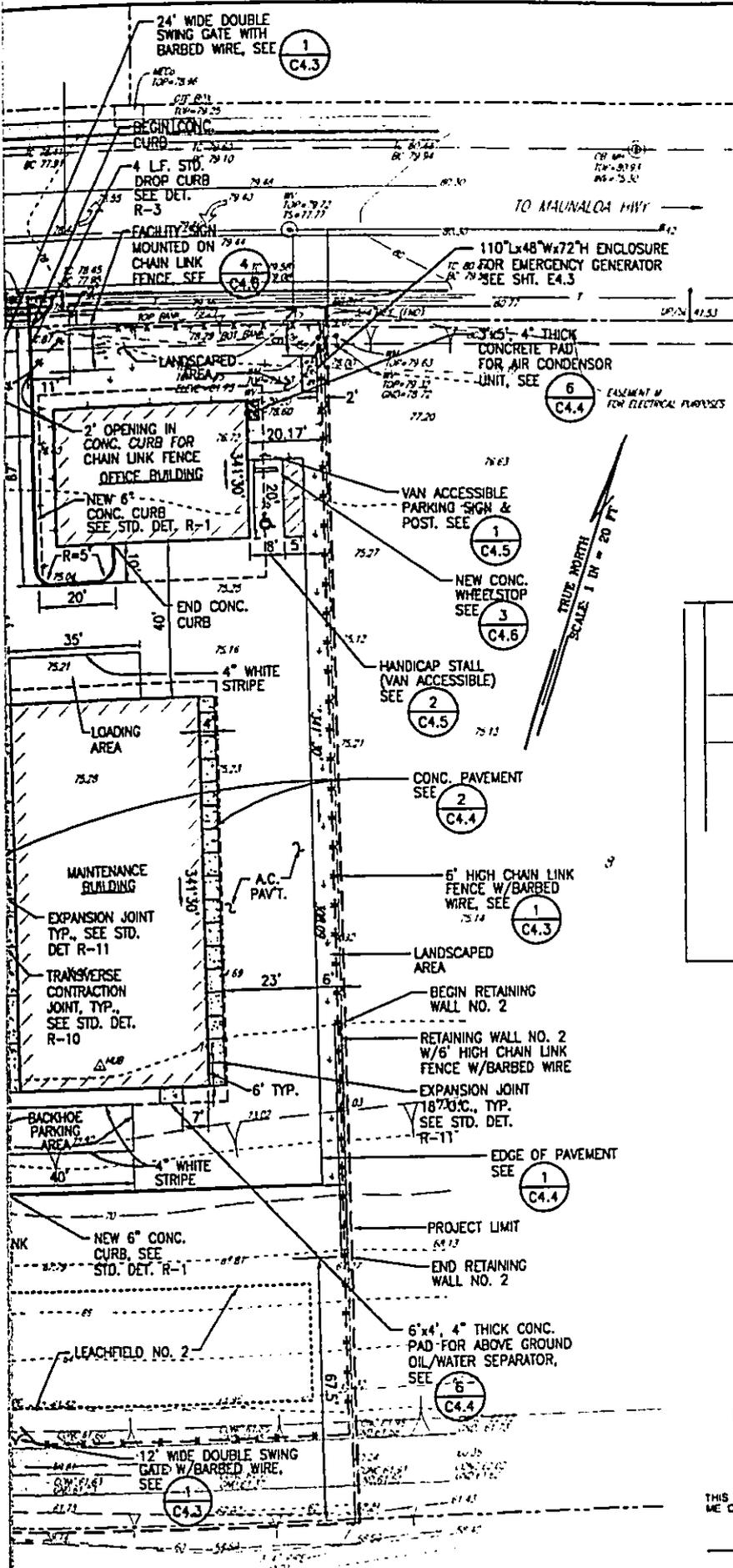


Fig. 1.5

DATE	REVISION

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

SITE LAYOUT

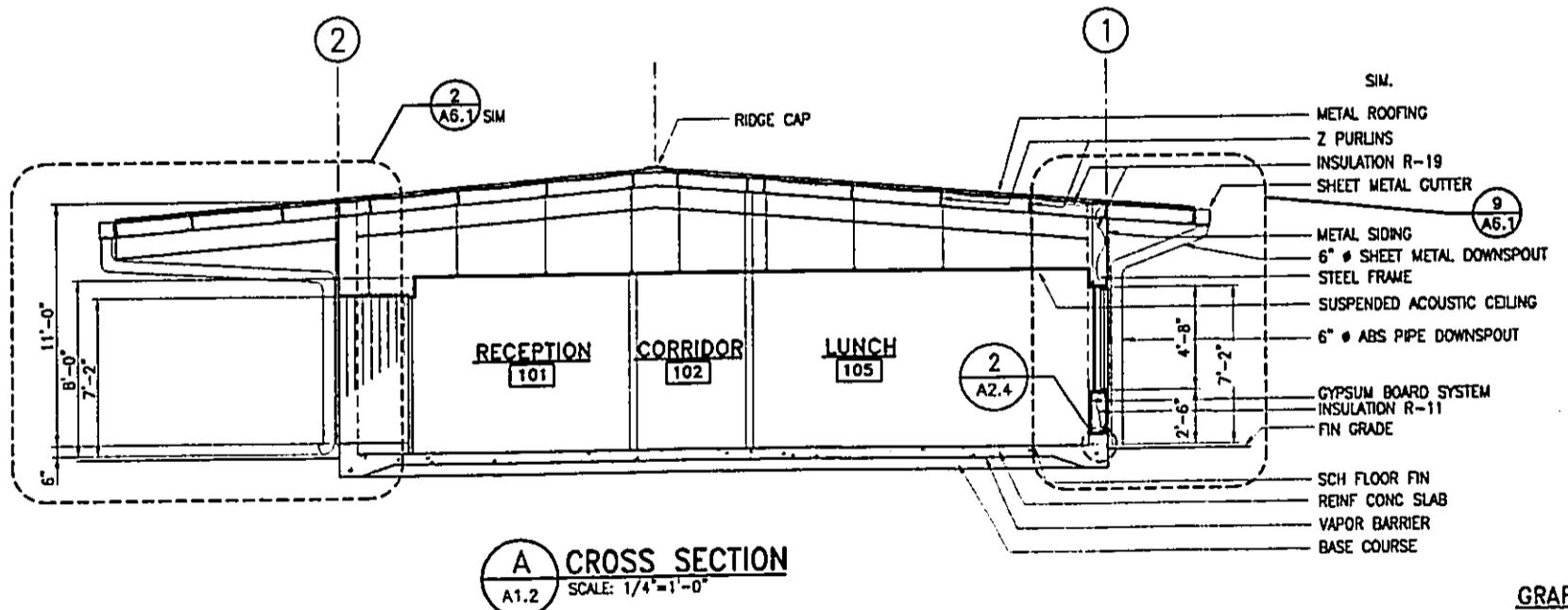
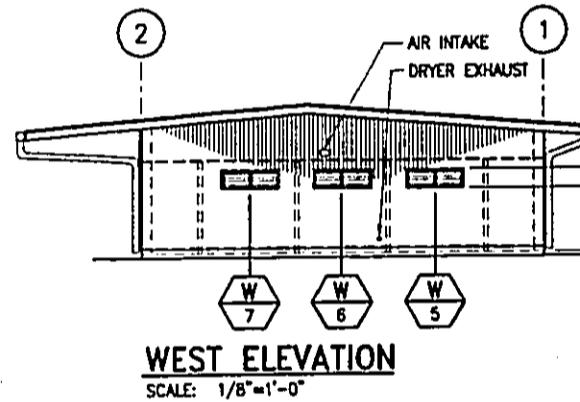
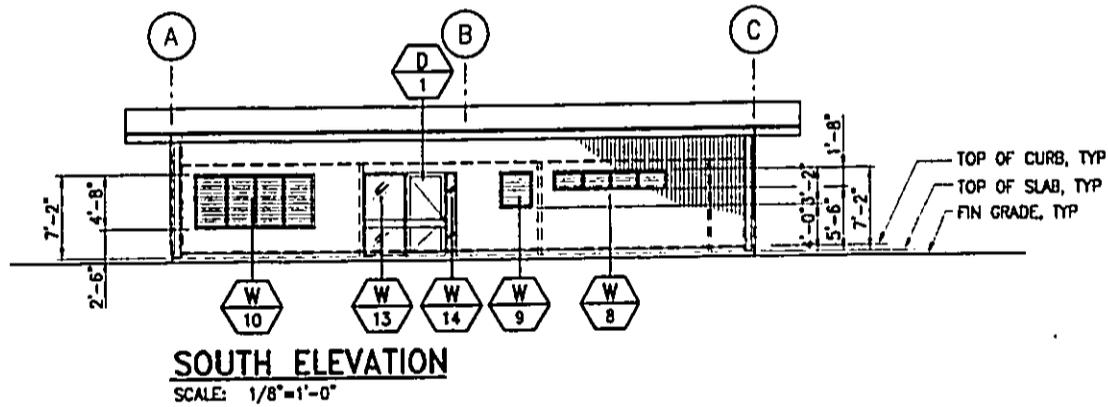
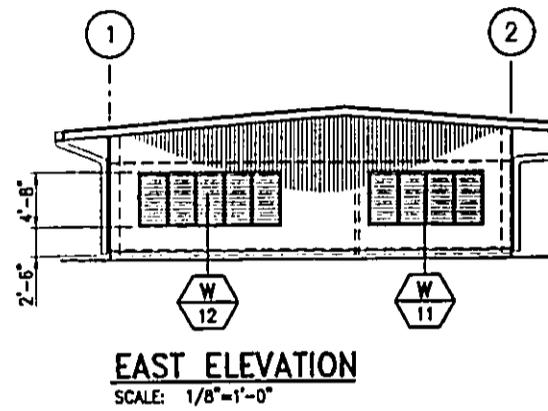
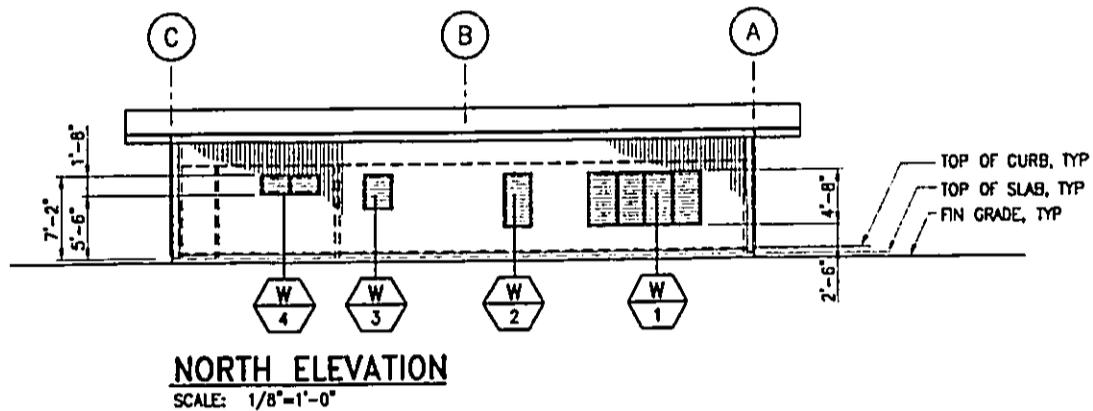
MOLOKAI BASEYARD
MOLOKAI INDUSTRIAL PARK
Project No. HWY-M-05-98

Scale: As Noted Date: February 1, 2000

SHEET No. C2.0 OF 102 SHEETS

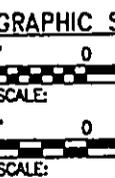


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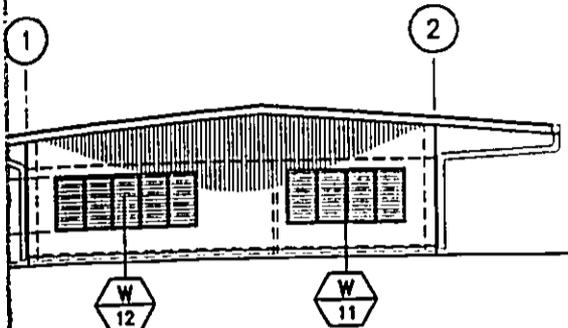


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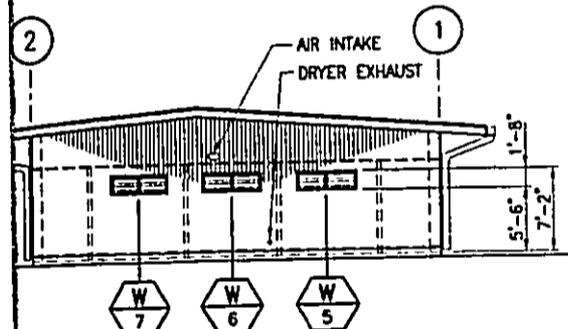
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FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	HWY-M-05-98	1998	31	102

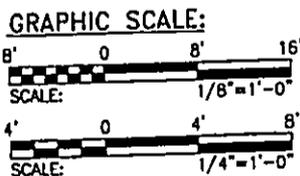


EAST ELEVATION
SCALE: 1/8"=1'-0"



WEST ELEVATION
SCALE: 1/8"=1'-0"

- SIM.
- METAL ROOFING
 - Z PURLINS
 - INSULATION R-19
 - SHEET METAL GUTTER
 - METAL SIDING
 - 6" Ø SHEET METAL DOWNSPOUT
 - STEEL FRAME
 - SUSPENDED ACOUSTIC CEILING
 - 6" Ø ABS PIPE DOWNSPOUT
 - GYPSUM BOARD SYSTEM
 - INSULATION R-11
 - FIN GRADE
 - SCH FLOOR FIN
 - REINF CONC SLAB
 - VAPOR BARRIER
 - BASE COURSE



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OFFICE BUILDING

Fig. 1.6

DATE	REVISION

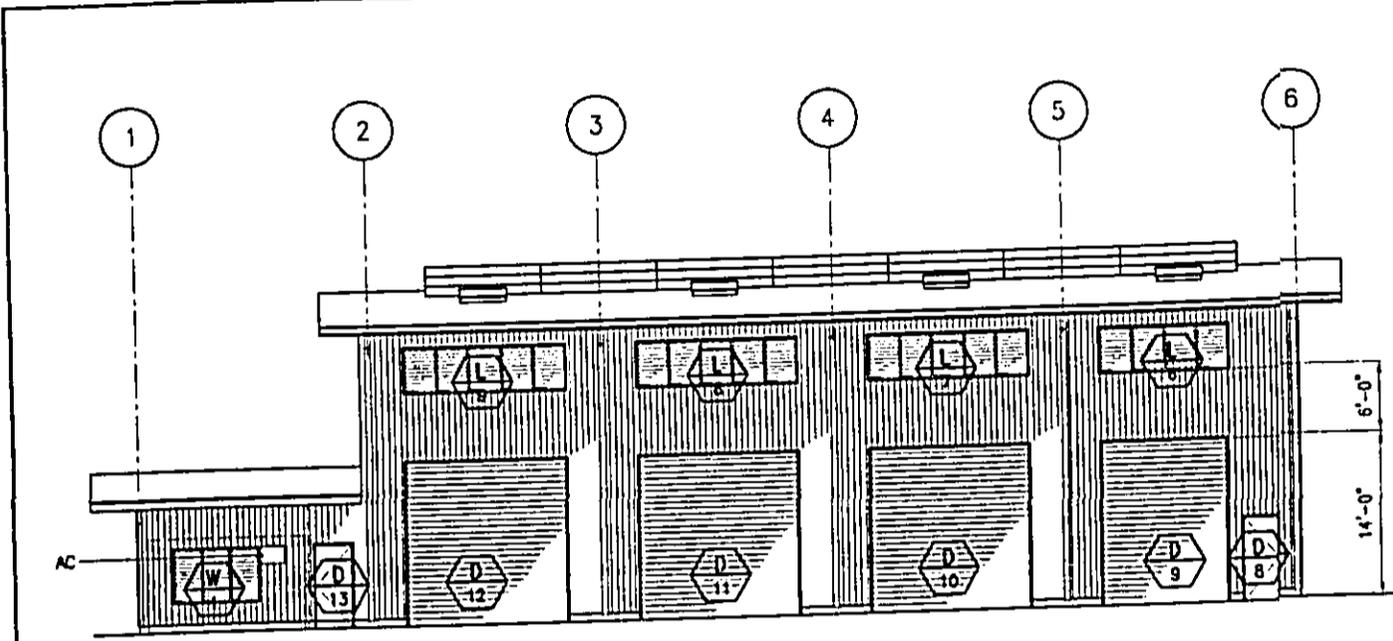
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
HIGHWAYS DIVISION

**EXTERIOR ELEVATIONS
& CROSS SECTION**

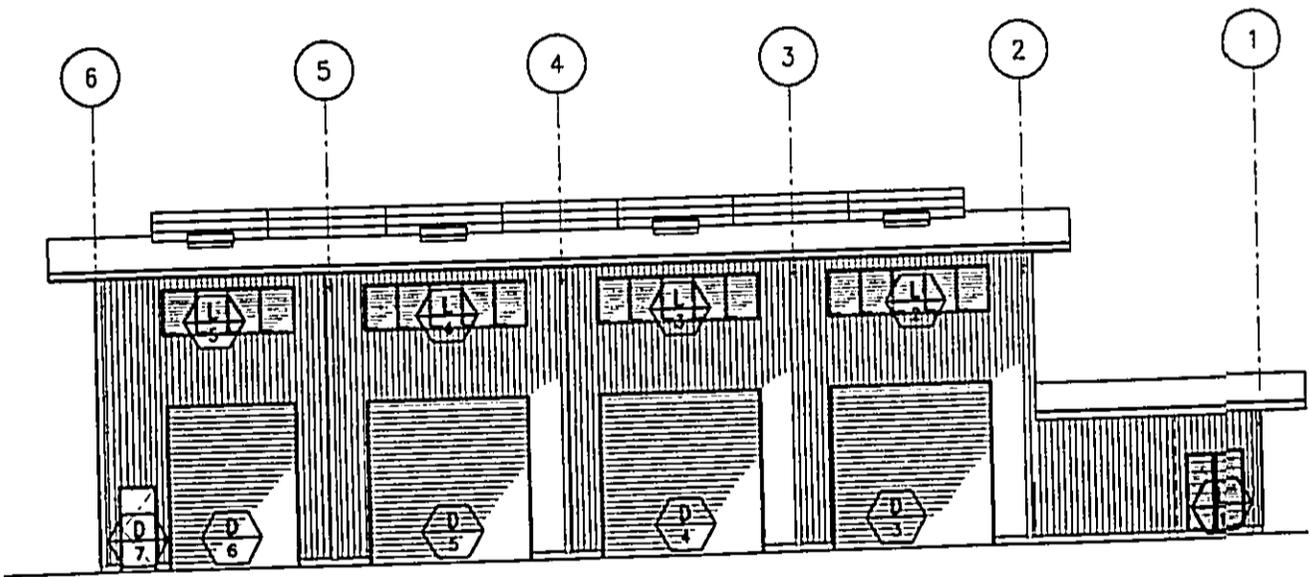
MOLOKAI BASEYARD
MOLOKAI INDUSTRIAL PARK
Project No. HWY-M-05-98

Scale: As Noted Date: February 1, 2000

SHEET No. A1.2 OF 101 SHEETS



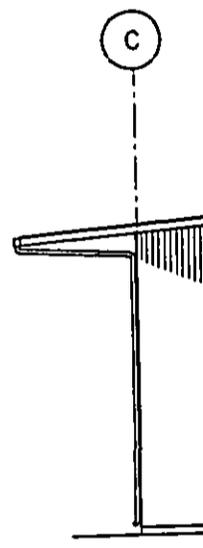
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SCALE: 1/8"=1'-0"



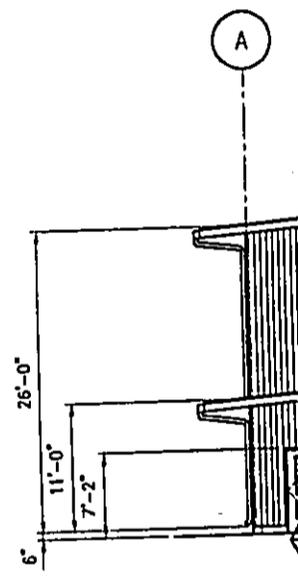
EAST ELEVATION
SCALE: 1/8"=1'-0"

ORIGINAL PLAN	DATE
DRAWN BY	
TRACED BY	
DESIGNED BY	
CHECKED BY	
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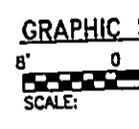
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03-51
E143-12.DWG



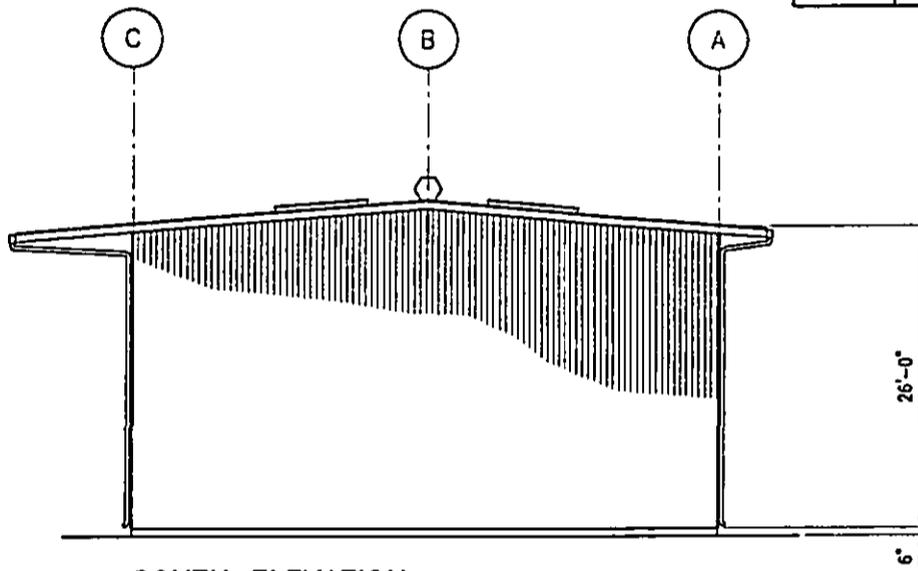
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SCALE:



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SCALE:

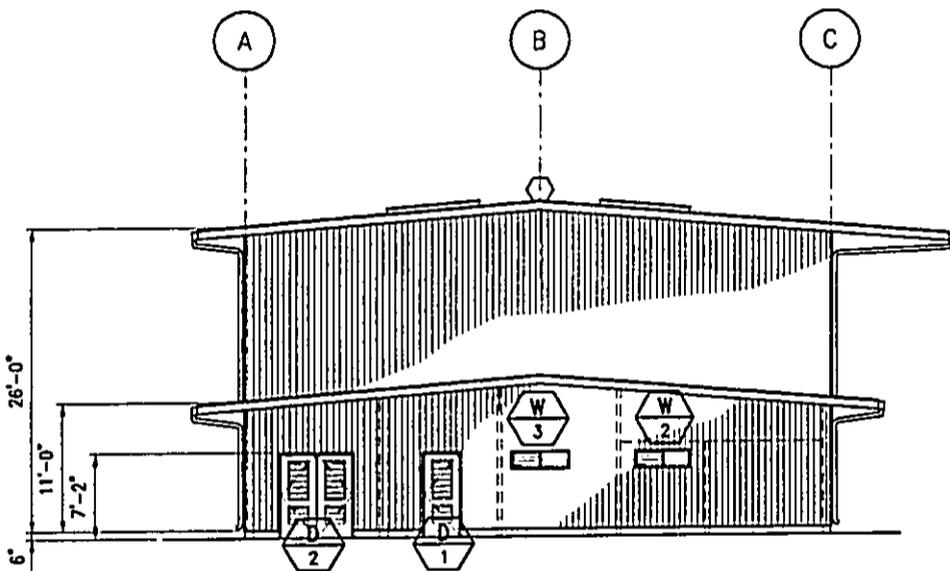


FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
HAWAII	HAW.	HWY-M-05-98	1998	36	102



SOUTH ELEVATION

SCALE: 1/8"=1'-0"



NORTH ELEVATION

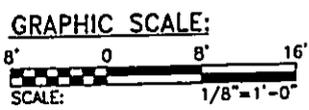
SCALE: 1/8"=1'-0"

Fig. 1.7



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DATE	REVISION
	STATE OF HAWAII DEPARTMENT OF TRANSPORTATION HIGHWAYS DIVISION EXTERIOR ELEVATIONS
	MOLOKAI BASEYARD MOLOKAI INDUSTRIAL PARK Project No. HWY-M-05-98
	Scale: As Noted Date: February 1, 2000
SHEET No. A2.3 OF 101 SHEETS	



MAINTENANCE BUILDING

Water Supply. The Molokai Baseyard is located within the Molokai Industrial Park. When the lots within Molokai Industrial Park were offered for sale, Molokai Ranch issued a Public Offering Statement which indicated that due to limited water source, water beyond routine domestic needs (washing, toilet, kitchenette, and other day-to-day needs) may not be provided. This limitation was to be incorporated into the deed for the parcels.

The Baseyard is located on two adjacent lots in Molokai Industrial Park. Each lot is limited to one $\frac{5}{8}$ -inch water meter. Since the Baseyard will occupy two lots, one 1½-inch water meter will be used. To account for this potential limited supply of water, as part of the design, the number of fixtures have been minimized and low flow fixtures with flush tank-type water closets have been incorporated into the facilities. The total water demand is estimated to be 36 gallons per minute. The total estimated water usage is approximately 1,700 gallons per day, including domestic usage, vehicle washing/yard maintenance purposes, and landscape irrigation.

The Baseyard site is not served by a County of Maui sewer system. Thus, wastewater from the Baseyard will be disposed using a septic tank (1,200 gallons) and leaching field located within the Baseyard site. Water from the vehicle wash pad will be collected then routed to an oil-water separator located near the wash pad. The wash water will then be disposed using the wastewater septic tank and leaching field.

Surface runoff will generally follow the existing drainage pattern established when the subdivision was constructed which directs flows into the concrete-lined drainage swale located south of the Baseyard project site. The existing contours and drainage swale were constructed with the industrial park.

As previously stated, the Baseyard will have two above-ground, double walled, vault-type fuel tanks with integral dispensers. Vehicle operators will fuel vehicles and equipment from the dispensers. Fuel will be purchased from a local supplier who will deliver it to the Baseyard.

The Baseyard will not include vehicle or equipment painting facilities. Similar to the practice at the existing baseyard, only small patch painting using aerosol cans will be done at the new Baseyard. When needed, larger painting jobs will be contracted by the DOT HWY-M to a source on Molokai.

Batteries will not be stored or serviced at the Baseyard. A contractor on Molokai under a contract to the DOT HWY-M will provide battery service for vehicles and equipment at the Baseyard.

Currently, waste oil and solvents are stored in 55-gallon containers until a hazardous waste contractor under contract to DOT HWY-M picks them up. This practice will continue upon relocation to the Baseyard. On average, about 10 to 20 gallons per year of spent solvent (about 7 to 14 lbs./month) has been removed from the existing baseyard. This amount of spent solvent is expected at the new Baseyard project site. The spent solvent is the only hazardous waste removed from the existing baseyard. The amount of solvent used is expected to continue upon relocation to the Molokai Baseyard.

The facilities, buildings, and structures will be designed to meet applicable codes, rules, and regulations including those of the County of Maui and applicable State of Hawaii agencies. As previously discussed, about 128 SF of the storage building will be for the storage of herbicides used to control weeds along the shoulders of State highways. The herbicides used are known by the brand names "Roundup and Rodeo", both types of herbicides are also typically used for residential purposes. The Baseyard usually purchases the herbicide in cases which hold two 2½ -gallon containers.

The Baseyard has an assigned bituminous oil tanker. However, a source for the oil is no longer available on Molokai. Thus, only cold mix asphalt patching is done at the project site.

The Baseyard will not have a sign shop. All signs, including stop signs, will continue to be made and painted elsewhere and then shipped to Molokai for installation and maintenance by Baseyard personnel.

Pavement signs and markings are painted by a DOT HWY-M crew from Maui which comes to Molokai, depending on the available funds. Personnel from the Molokai Baseyard will do minor painting of repaired pavement areas, when needed. Paint for this purpose will be stored at the Baseyard.

1.6 Project Operation

A total of 6 vehicles (1 Jeep; 1 pick up; 1 crew cab and 3 dump trucks) and other powered and towed equipment are assigned to the Baseyard. Two trailers are used to haul equipment to the field when needed. When needed, the powered grader is driven to the job site. Depending on the location and the job, off-road equipment may be left at the job site for the duration of a specific project.

The existing baseyard has a total of eight (8) employees, including the maintenance supervisor and the equipment repair shop supervisor. Two personnel, the equipment repair shop supervisor and a helper, service vehicles and equipment assigned to the baseyard. Generally, these two personnel will primarily work in the baseyard, unless they must respond to a trouble call in the field. The number of employees and method of operation will not change upon relocation.

The other workers assigned to the baseyard are field crew personnel who primarily work in the field. Most times, the field crews will stay in the field once they have left the baseyard. However, depending upon the location of the job, the field crews may come back to the baseyard to get additional materials or equipment, or for lunch.

The baseyard has one shift with operating hours of 7:00 am to 3:30 pm, Monday to Friday. Most workers arrive at the baseyard at between 6:45 to 7:00 am. Then, work assignments will be made and operators will conduct vehicle pre-checks. Next, equipment and materials will be loaded, and then the crews will depart the baseyard, usually between 7:30 am to 7:45 am. Most crews will arrive back at the baseyard at around 3:00 pm. Then, vehicles are unloaded, cleaned, washed, if necessary, and fueled. Most workers will leave the Baseyard at around 3:30 pm. This method of operation will continue upon relocation. There are no evening or night shifts for personnel assigned to the baseyard. However,

personnel will operate from the baseyard during emergencies. These operational practices will continue upon relocation to the Molokai Baseyard.

1.7 Project Cost

The preliminary construction budget for the Baseyard project is \$2.5 million.

1.8 Project Schedule

Design of the Baseyard facilities will be completed and approved in early 2000. Construction will require about one year thereafter.

2. DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS AND MITIGATION MEASURES

2.1 Geology and Topography

2.1.1 Existing Environment

Three volcanoes created the island of Molokai. The West Molokai Volcano is 1,381 feet high and approximately 12 miles long. The East Molokai Volcano is 4,970 feet high and approximately 27 miles long and 8 miles wide. A smaller and later volcano, Kalaupapa Volcano formed the peninsula on the north coast of Molokai. Molokai Isthmus is the saddle created when the East Molokai lava flows converged with the older West Molokai Volcano.

The topographic survey shows the project site slopes from north to south. The northern end of the project site along Uili Street is located at an elevation of about 76 feet mean sea level (msl) with the southern end of the cleared portion at an elevation of about 72 msl. Beyond the cleared portion, the southern end of the project site slopes to an elevation of about 62 msl.

2.1.2 Impacts and Mitigation Measures

The construction of the Baseyard facilities will require excavation of up to about 18" below the surface for placement of the strip footings. Excavation will also be necessary to construct the water and sewer lines and for placement of the septic tank and leach field. These excavations will not adversely impact the geology of the project site or the surrounding areas.

The project site was cleared and graded when the industrial park subdivision lots were constructed. The grading plan for the Baseyard facilities follows the existing surface contours established with the industrial park subdivision. Thus, grading for the Baseyard facilities will not alter existing conditions of the project site.

2.2 Soils

2.2.1 Existing Environment

According to the U.S. Department of Agriculture Natural Resources Conservation Service, (formerly the Soil Conservation Service) the soil in the vicinity of the project site is classified as Mala silty clay, 0 to 3 percent slopes (MmA) and Very stony land, eroded (rVT2).

Mala silty clay, 0 to 3 percent slope occurs on the islands of Molokai and Lanai, and is found on fans along the coastal plains. The surface layer is approximately 7 inches thick and dark reddish-brown in color. It is underlain by stratified layers of dark reddish-brown and very dark gray alluvium that is mostly silty clay. The soil is slightly acid to neutral in the surface layer and upper part of the subsoil and moderately alkaline in the lower part. This soil is used for pasture, alfalfa, truck crops, orchards, and wildlife habitat.

Very stony land, eroded consists of areas where 50 to 75 percent of the surface is covered with stones and boulders and is found on the islands of Molokai and Lanai. This land type consists of large areas of severely eroded soils. In most places the soil material is less than 24 inches deep to bedrock. Slopes are mainly 7 to 30 percent but range between 3 to 40 percent. This soil is used for pasture and wildlife habitat.

2.2.2 Impacts and Mitigation Measures

Construction of the Baseyard facilities will require some additional site work to prepare the building slabs and paved yard areas. This will create minor surface disturbance to the soils on the project site, which are typical of soils in this area of Molokai. Thus, construction of the Baseyard will not create significant adverse impacts to the soils on the project site or the surrounding areas of Molokai.

2.3 Drainage and Flood Hazard

2.3.1 Existing Environment

There are no perennial streams on the project site or in nearby areas. In the area of the project site, surface runoff flows through two natural gulches during heavy rainfall. A concrete-lined swale located along the southern border of the project site was constructed when the industrial park was developed. The concrete-lined swale drains to an unnamed natural gulch located west of the project site.

According to the U.S. Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map (FIRM), Community Panel Number 150003-0040C revised September 6, 1989, the project site is in Zone C, which is defined by FEMA as area of minimal flooding. However, since the project site is located outside of the limits of the FEMA detail study area, some flooding might occur during heavy rainfall.

2.3.2 Impacts and Mitigation Measures

The Baseyard will include construction of buildings and paved areas for parking vehicles and equipment and for storing materials. The buildings and paved areas will create impervious surfaces which will limit infiltration. Surface runoff from the project site will generally follow the existing drainage pattern established when the subdivision was constructed which directs flows into the concrete-lined drainage ditch located north of the Baseyard. Surface runoff will increase marginally due to the construction of hard surfaces which will prevent infiltration into the ground.

The finished floor elevations for the Baseyard buildings are from 2 to 6 inches above adjacent exterior grades. This will protect against flooding of the building interiors and damage to contents including materials stored inside the buildings.

2.4 Water Resources

2.4.1 Existing Conditions

As previously stated, there are no perennial streams on the project site or in nearby areas.

Analysis of water well records at the Department of Land and Natural Resources indicates there are five wells (0603-01; 06030-02; 0603-03; 0603-06 and 0603-07) located near the project site. None of the wells are shown to be used for potable purposes. Three of the wells (0603-02; 0603-03; and 0603-06) are unused. One is an observation well (0603-01) and one is an industrial well (0603-07). Wells (0603-01; 06030-02; and 0603-07) are located down-gradient from the project site. Figure 2.1 shows the location of groundwater wells.

Facilities on the Baseyard have been designed to minimize the release of hazardous waste onto surfaces which could affect groundwater. This includes use of oil/water separators to first collect wash water from the wash pad and from the floor drains in the maintenance building. The oil/water separators will be connected to the on-site sewer collection system which flows to the septic tank and eventually to the leach field.

The existing baseyard is under the jurisdiction and control of the DOT HWY-M. As a State agency, the baseyard conducts in-house safety meetings for road crews and for maintenance shop personnel regarding the safe handling and storage of herbicides, hazardous materials, and hazardous wastes. The practice will continue upon relocation to the Molokai Baseyard.

2.4.2 Impacts and Mitigation Measures

The Baseyard uses solvents to clean and maintain vehicles, equipment, and vehicle and equipment parts. Upon relocation to the Baseyard, these cleaning activities occur within the maintenance building which will include a series of floor drains connected to a waste oil sump located on the exterior of the south wall. The waste oil sump will be connected to an oil/water separator.

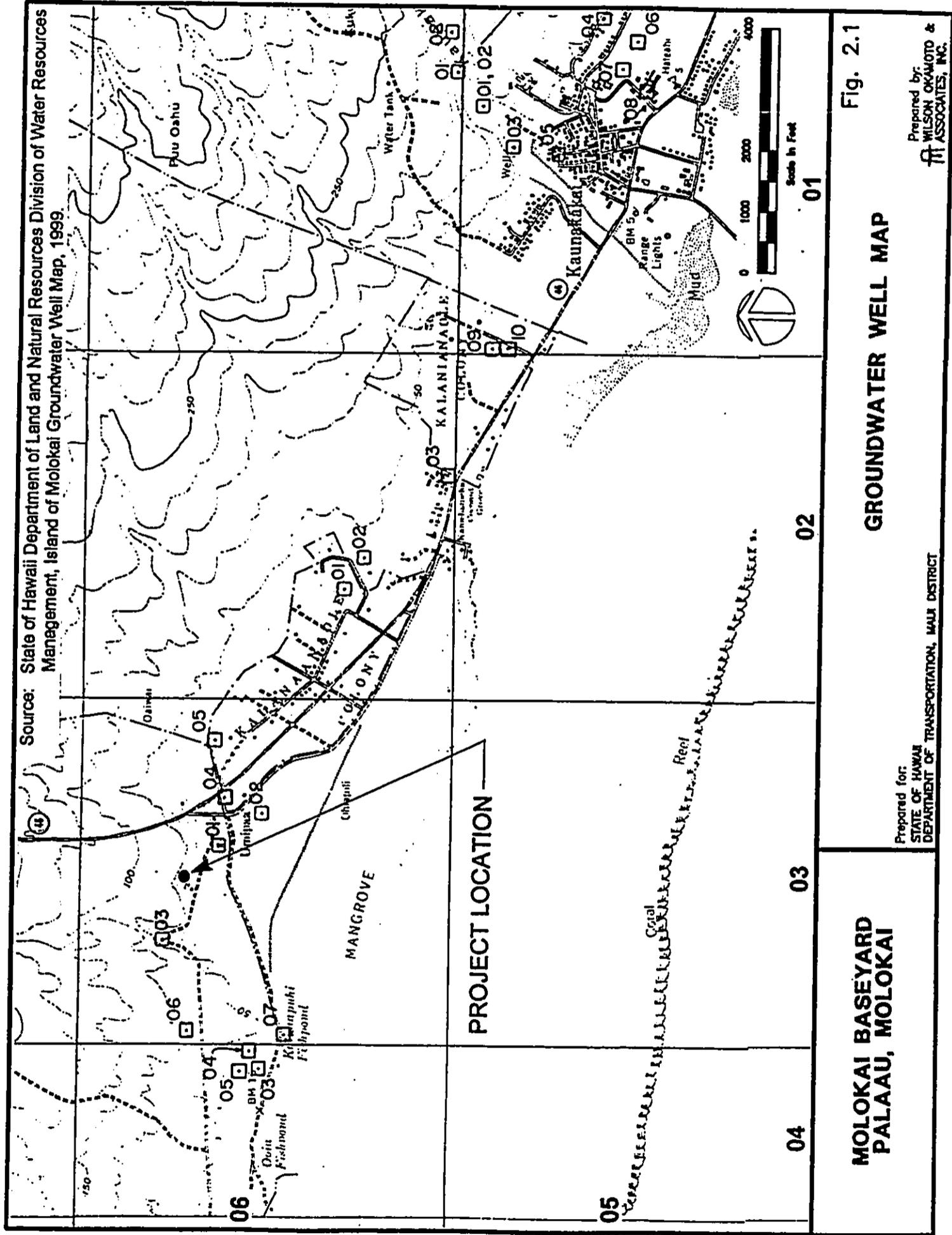


Fig. 2.1

GROUNDWATER WELL MAP

MOLOKAI BASEYARD
PALAAU, MOLOKAI

Excess flows from the oil/water separator will drain to the sewer system then to the septic tanks and leach field. This will minimize release of hazardous waste to adjacent surfaces.

As previously discussed, spent solvent is held in 55-gallon drums until a hazardous waste contractor, under contract to the State, picks them up. On average, about 10 to 20 gallons per year of spent solvent (about 7 to 14 lbs./month) has been removed from the existing baseyard. The practice of holding the spent solvent in 55-gallon drums will continue upon relocation to the Molokai Baseyard. The floor drain system and the use of solvents in the maintenance building will minimize adverse effects to adjacent surfaces and to groundwater resources.

2.5 Flora and Fauna

2.5.1 Existing Environment

The Baseyard project site was cleared and graded when the Industrial Park was constructed. The clearing and grading have removed vegetation that previously grew on the site. Presently, there are a few species of weeds and grasses that grow on the site, none of which appear to be a Federal or State of Hawaii listed or candidate threatened or endangered species of flora.

The clearing and grading removed habitat for wildlife which could have previously used the project site. Thus, the project site did not appear to provide habitat for a Federal or State of Hawaii listed or candidate threatened or endangered species of fauna. Wildlife in the vicinity includes introduced species including axis deer, goats, feral dogs, cats and pigs, mongoose, rats and mice. Avifauna include doves, sparrows, mynahs and cattle egrets.

2.5.2 Impacts and Mitigation Measures

Clearing and grading has removed flora and fauna habitat from the Baseyard project site. Thus, no significant impacts to flora and fauna are expected from construction of the proposed Baseyard. Further, since there are no Federal or

State of Hawaii listed or candidate threatened or endangered species of flora or fauna on the project site, there will be no adverse impacts to these species.

2.6 Climate

2.6.1 Existing Environment

Like the other areas in the Hawaiian Islands, the Palaau area of Molokai has two identifiable seasons. During summer, between May and September, the weather is warmer and the winds are reliably from the northeast. In the winter months, between October and April, the weather is cooler with variable winds and extensive rains.

Temperature, wind and rain are the major climatic elements that characterize weather patterns. Temperature on the average fluctuates from 70° to 85° F in the summer to 65° to 80° F in the winter months. Tradewinds sweep across the plains at varying speeds during summer months and diminish during the winter, becoming more light and variable. Average annual rainfall varies from 15 to 20 inches, with winter months contributing the majority of the rainfall.

2.6.2 Impacts and Mitigation Measures

The Molokai Baseyard will involve construction of facilities on an area of slightly less than two acres. Construction and operation of the Baseyard facilities will not have significant adverse impacts on the climate on this area of Molokai.

2.7 Air Quality

2.7.1 Existing Environment

The project site is approximately 2.8 miles northwest of Kaunakakai in an area with a low level of residential and commercial development. In addition, most roads and highways on Molokai do not carry significant volumes of traffic which can create mobile sources of pollutants. As a result, although air quality is not monitored on Molokai, residential and commercial developments and vehicles are not significant sources of pollutants on Molokai.

The one stationary source near the project site is the Molokai power plant located about ½-mile west of the project site. This power plant provides electrical power for most of Molokai.

Overall, due to the relatively low level of development and lack of mobile and stationary sources of pollutants, air quality is generally not a concern on Molokai.

2.7.2 Impacts and Mitigation Measures

There will be short-term adverse impacts to air quality during construction of the Baseyard which include generation of fugitive dust and exhaust emissions from construction equipment. Short-term impacts will also be generated from vehicles and equipment traveling to the Baseyard site and from construction workers vehicles. These adverse impacts will be short-term during the period of construction.

Construction activities must comply with provisions of Chapter 11-60.1, Hawaii Administrative Rules (DOH), "Air Pollution Control" and, with respect to fugitive dust, Section 11-60.1-33. These rules require that there be no visible dust emissions at the property line. It is expected that the contractor will provide adequate means to control dust during the various phases of construction. It is assumed that dust will blow in the direction of the trade winds, which may have an effect on locations to the south of the project site.

Once construction has been completed, operation of the Baseyard will involve movement of vehicles and equipment within the Baseyard and trips to and from project sites. Air quality can expect to degrade slightly when vehicles are started in the morning, and when they return in the afternoon. This slight degradation of air quality is not expected to have any significant impacts on the area.

The project site is located in Molokai Industrial Park as such there are no adjacent sensitive receptors areas such as houses, play areas, feedlots, animal shelters, gardens and ponds which could be affected by accidental release of herbicides stored in the Baseyard. Moreover, the herbicides used are known by

the brand names "Roundup and Rodeo", both types of herbicides are also typically used for residential purposes.

The Baseyard will consume electrical power once operational. However, since the Baseyard is a relocation of operations from an existing location, there should not be a significant increase in total electrical power consumption. Thus, there will be no adverse air quality impact from additional electrical usage.

2.8 Traffic

2.8.1 Existing Environment

The primary road serving the project site and surrounding area is Maunaloa Highway, the State highway that runs west from Kaunakakai. In the vicinity of the project site, Maunaloa Highway is a two-lane highway with an auxiliary left turn lane and a right turn deceleration lane at its intersection with Ulili Street.

Access to the project site is provided by Ulili Street which extends eastward from Maunaloa Highway. Ulili Street is a two-lane street with an auxiliary center lane to accommodate left turns into individual lots. Eventually, Ulili Street is to be dedicated to the County of Maui.

Traffic in the area is light due to the small population and rural nature of Molokai. In June 1997, traffic counts were conducted by the State Department of Transportation on Maunaloa Highway 0.1 mile east of Ooloo Place (Station No. C-1-A) which is about 1.95 miles east of the intersection of Ulili Street and Maunaloa Highway. The data showed a two-way 24-hour traffic volume of 5,724 vehicles, 2,910 vehicles eastbound (towards Kaunakakai) and 2,832 vehicles westbound (towards Molokai Airport). Peak hour traffic was from 7:15 to 8:15 am when the two-way volume was 527 vehicles.

Traffic counts were also taken at Holomua Junction on Maunaloa Highway, (Station No. 3-A) which is about 1.56 miles northwest of the Maunaloa Highway and Ulili Street intersection. The data showed a two-way 24-hour traffic volume of 4,689 vehicles on Maunaloa Highway before its intersection with Kalae Highway.

2.8.2 Impacts and Mitigation Measures

Vehicle trips will be generated as personnel arrive at the Baseyard in the morning in their personal vehicles and depart in the afternoon. In addition, vehicle trips will be generated when personnel depart from the Baseyard in State-owned vehicles to assigned project sites and return in the afternoon. These trips will add to traffic on Ulii Street and to Maunaloa Highway in the vicinity of the Baseyard.

The Baseyard will have a total of eight employees, including the maintenance supervisor and the equipment repair shop supervisor. Two personnel, the equipment repair shop supervisor and a helper, service vehicles and equipment assigned to the Baseyard and will primarily work at the Baseyard.

The arriving and departing vehicle trips by personnel going to and from work (an estimated 16 to 20 trips per day) will not add significant traffic to Maunaloa Highway. Similarly, vehicle trips to and from project sites (an estimated 12 trips per day) will not add significant traffic to Maunaloa Highway. It should be noted, since the trips to and from the existing baseyard already occur along Maunaloa Highway, not all of the trips will be added trips to the roadway. Thus, although the Baseyard will add traffic to Maunaloa Highway, the increased traffic should not have a significant impact on traffic.

2.9 Noise

2.9.1 Existing Environment

The Baseyard project site is located in a relatively undeveloped area of Molokai which lacks sources of noise found in developed areas. Vehicle traffic on Maunaloa Highway and occasional aircraft noise from Molokai Airport would be the most prominent sources of noise in the vicinity of the Baseyard project site.

2.9.2 Impacts and Mitigation Measures

Construction work related to the Baseyard will have short-term noise impacts to the surrounding area. Noise will be mitigated to some degree by compliance with the provisions of the State Department of Health (DOH) Administrative Rules, Chapter 11-46 "Community Noise Control". These rules require that construction equipment and on-site vehicles requiring an exhaust of gas or air to be equipped with mufflers.

The primary sources of noise at the Baseyard will be generated by the operation of equipment and tools used in the maintenance building to maintain and repair vehicles and equipment. A compressor will be used to provide compressed air for some of the pneumatic repair equipment. However, since the compressor will be located in a compressor room and the maintenance activities will occur within the maintenance building, noise levels should not increase in nearby areas.

Further, since the Baseyard will not result in a significant increase in the number of vehicle trips, there should not be an adverse impact to noise level from vehicle traffic. Thus, the Baseyard project should not create adverse impacts to local noise levels.

2.10 Archaeological and Historic Resources

2.10.1 Existing Environment

An initial consultation with the State of Hawaii Department of Land and Natural Resources Historic Preservation Division indicated the project site previously underwent an archaeological inventory survey. The findings of the inventory survey were that no significant historic sites were found and that the project site had been previously disturbed by corn production. The Historic Preservation Division information is in Appendix A.

2.10.2 Impacts and Mitigation Measures

Since the Baseyard project site does not contain significant historic sites, the Historic Preservation Division has concluded that the Baseyard project will have

"no adverse effect" on significant historic sites. See Appendix A. The Historic Preservation Division confirmed this finding as a comment to the Draft EA. See Appendix B. However, if any previously unidentified archaeological resources are encountered during construction, all work will cease and the Historic Preservation Division will be notified for review and approval of mitigation measures.

2.11 Infrastructure

2.11.1 Existing Conditions

Water System

Water service for the Baseyard will be provided from a 12-inch waterline located along Ulili Street. This water system is owned and operated by Waiola O'Molokai, the water system public utility company of Molokai Ranch Co. The primary water source for the system is a well located east of Kualapuu operated by the County of Maui Department of Water Supply. Due to the limited water resource, at certain times, Waiola O'Molokai may not be able to provide water beyond routine domestic needs to the Baseyard.

Electrical System

Electrical service for Molokai is provided by Maui Electric Company. Electric service for the Baseyard will be provided through an overhead system located along Ulili Street.

2.11.2 Impacts and Mitigation Measures

Water System

The Baseyard will require water for several uses including for the office, vehicle and equipment washing. However, since the functions occur at the existing baseyard, the new Baseyard will not increase total water consumption. Thus, there will no adverse impact from additional water usage.

Electrical System

The Baseyard will consume electrical power once operational. However, as previously discussed, the new Baseyard will not increase total electrical power consumption. Thus, there will no adverse impact from additional electrical usage.

The water and electrical infrastructure for the Industrial Park have been designed and constructed to accommodate facilities such as the Baseyard. Thus, there should be no adverse impact to the electrical system.

3. RELATIONSHIP TO PLANS, POLICIES AND CONTROLS

3.1 Hawaii State Plan

The Hawaii State Plan, adopted in 1978 and revised in 1988, establishes the overall theme, goals, objectives, and priority guidelines to guide the future long-range development of the State. The Baseyard supports and is consistent with the following State Plan objectives and policies:

Section 226-6 Objectives and policies for the economy - in general

(b) (6) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.

The Molokai Baseyard will involve construction of new facilities at a new site. The Baseyard will increase the level of construction activity on Molokai during the period of construction.

Section 226-11 Objectives and policies for the physical environment - land-based, shoreline, and marine resources.

(b) (3) Take into account the physical attributes of areas when planning and designing activities and facilities.

The Baseyard is located in the recently constructed Molokai Industrial Park. The Baseyard project site was previously cleared and graded. The facilities to be constructed have been designed to take into account the existing conditions on the project site to minimize additional excavation or grading. Any additional excavation or grading will be undertaken to provide a usable site for the facilities.

Section 226-13 Objectives and policies for the physical environment - land, air, and water quality.

(b) (7) Encourage urban developments in close proximity to existing services and facilities.

The Baseyard will be located in Molokai Industrial Park which was designed and approved to accommodate industrial activities. The Industrial Park contains roadways and other services which will be used to support the Baseyard. Additional services will not be required.

3.2 Land Use Plans and Policies

3.2.1 State Land Use District

The Hawaii Land Use Law of Chapter 205, Hawaii Revised Statutes, classifies all land in the State into four land use districts: Urban, Agriculture, Conservation, and Rural. The Baseyard project site is located in the Urban District classification. The Baseyard is consistent with the Urban classification.

3.2.2 County of Maui General Plan

The General Plan for the County of Maui was adopted in 1980 and was amended by the Maui Planning Commission in 1990. The plan is a statement of objectives and policies which are used by the County in decision-making and in developing and implementing plans and programs. Five major themes have emerged from the process. These themes include the protection of Maui's agricultural land and rural identity, prepare a directed and managed growth plan, protect the shoreline and limit visitor industry growth, maintain a viable and diverse economy that provides jobs for residents, and provide needed resident housing.

The relationship of the proposed project to the relevant objectives and policies of the General Plan are as follows:

II. Economic Activity

A. General

Objective 1: To provide an economic climate which will encourage controlled expansion and diversification of the County's economic base.

Policy a: Maintain a diversified economic environment compatible with acceptable and consistent employment.

Construction of the Baseyard will provide employment for construction workers on Molokai. Operation of the Baseyard will continue to rely primarily on workers who reside on Molokai.

Objective 2: To provide a balance between visitor industry employment and non-visitor employment for a broader range of employment choices for the County's residents.

Policy a: Encourage industries that will utilize the human resources available from within Maui County rather than having to import workers.

The Baseyard will provide non-visitor employment during construction and operation. Upon completion of the design and acquisition of permits, the DOT HWY-M will issue a bid and select a contractor for construction of the Baseyard facilities. The issuance of the bid and selection of a construction contractor will adhere to DOT HWY-M procurement requirements for this type of contract. Thus, use of workers from Maui County will depend upon the selected contractor. The Baseyard operational personnel are from Molokai.

III. Housing and Urban Design

B. Urban Design

Objective 1: To see that all developments are well designed and are in harmony with their surroundings.

The Baseyard will be built in an existing industrial area. The Baseyard will comply with the Molokai Industrial Park Design Guidelines which were established as part of Molokai Industrial Park.

IV. Transportation

E. Public Utilities and Facilities

Objective 2: To improve the quality and availability of public facilities throughout Maui County.

Policy c: Seek improvement in the maintenance and operation of public facilities.

The Baseyard will be a public facility to be occupied entirely by DOT HWY-M. It will replace the existing baseyard near Kaunakakai that is currently shared by DOT HWY-M and the County of Maui Department of Public Works. The Baseyard will provide DOT HWY-M with a public facility designed to meet specific operational needs.

3.2.3 County of Maui Zoning

The County of Maui regulates land use for the islands of Maui, Lanai, Kahoolawe and Molokai. The provisions are referred to as the "Comprehensive Zoning Ordinance". The purpose and intent is to regulate the utilization of land in a manner encouraging orderly development in accordance with the land use directives of the Hawaii Revised Statutes, the revised charter of Maui County, the general plan and community plans of Maui County.

The zoning designation for the project site is M-2, Heavy Industrial. The intent of the M-2 Heavy Industrial District is to include uses involving the manufacture or treatment of goods from raw materials.

The Molokai Baseyard use is consistent with the M-2 zoning designation.

3.2.4 Molokai Community Plan

The Molokai Community Plan was adopted in January 1984 to guide development of the island. One of the major features of the Community Plan is the land use map which identifies specific uses for various areas of the island.

According to the Molokai Community Plan land use map, the project site lies in the Heavy Industrial (HI) Category. The purpose of the Heavy Industrial Category is to allow for major industrial operations whose effects are potentially noxious due to noise, airborne emissions or liquid discharges.

The Baseyard is consistent with the HI category of the Molokai Community Plan.

3.2.5 County of Maui Special Management Area

The Coastal Zone Management Act contains the general objectives and policies upon which all counties within the State have structured specific legislation which created Special Management Areas (SMA). Any development within the Special Management Area boundary requires a SMA Use permit which is administered by the County of Maui Planning Commission.

The proposed Baseyard is not located within the Special Management Area and will not require a use permit.

4. ALTERNATIVES TO THE PROPOSED ACTION

4.1 No Action Alternative

Under the No Action alternative, the Molokai Baseyard would not be constructed and the DOT HWY-M would continue to operate from existing facilities near Kaunakakai. There would be no short-term adverse environmental impacts associated with construction of the new facilities. However, since the new Baseyard facilities would not be constructed and the DOT HWY-M would not be relocated, the existing baseyard space would not be available for expansion of the Kaunakakai Civic Center functions and facilities.

The existing baseyard facilities were occupied by the DOT HWY-M in the late 1960s and consist of one open-sided metal building and surrounding areas used for vehicle and equipment parking. The building appears to have corroded and lacks sufficient space for efficient maintenance operations and for most storage, personnel, and administrative functions.

Further, the existing baseyard lacks permanent fueling facilities. As such, fueling must be done from a 250-gallon tanker which is towed to the Island Petroleum facility in Kaunakakai to be filled, then towed back to the existing baseyard. Vehicles and equipment are fueled directly from the tanker. Towing the tanker to and from the existing baseyard and then directly fueling vehicles and equipment creates the potential for accidental spills of fuel which can result in adverse environmental impacts to nearby vegetation and wildlife and to surface and groundwater sources. Based on these considerations, the No Action alternative is not considered a reasonable and feasible alternative to construction of the Molokai Baseyard.

4.2 Alternative Sites

4.2.1 Molokai Airport Site

The DOT HWY-M considered use of a site within the boundaries of the Molokai Airport which is controlled by the State of Hawaii Department of Transportation

Airports Division. The proposed site is located west of the existing terminal complex on the Airport access road and was formerly used by the Airports Division as a maintenance facility for equipment assigned to the Molokai Airport. Figure 4.1 shows the Molokai Airport site.

The site contained an existing building which would require demolition. An existing underground storage tank (UST) used to store fuel would have to be closed, cleaned, and removed according to applicable State of Hawaii Department of Health rules for removal of USTs.

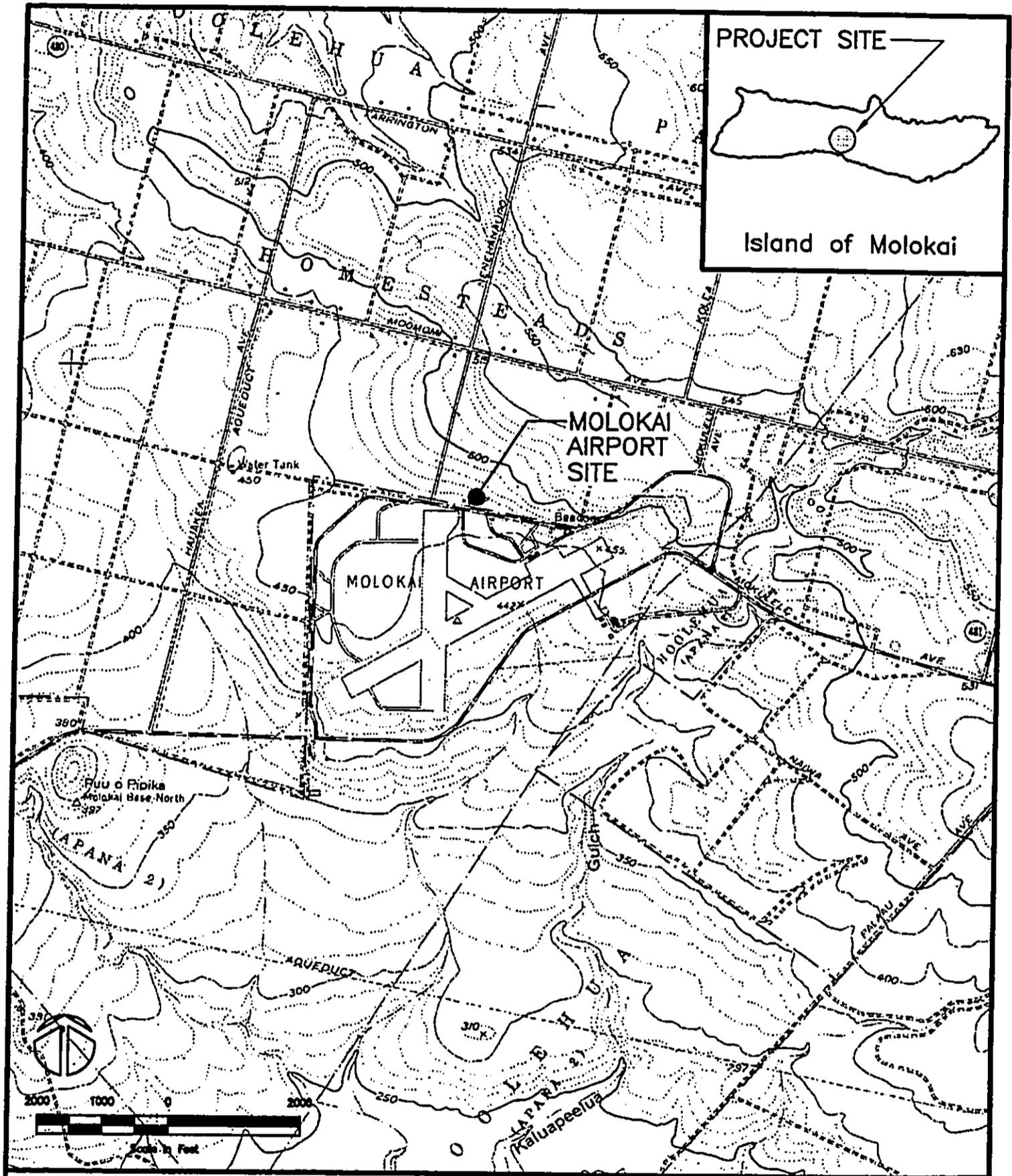
Although the site was accessible, it was not centrally located in relation to Maunaloa Highway and to the eastern areas of Molokai. Thus, there would be additional travel time and fuel usage to reach DOT HWY-M project sites on Molokai. In addition, the need to demolish the existing building and remove the UST would add to the construction cost of the baseyard.

Lastly, the alternative site at the Molokai Airport was smaller than the Molokai Baseyard which made it a less than ideal site. Based on these considerations, use of the Molokai Airport alternative site is not considered a reasonable and feasible alternative to construction of the Molokai Baseyard.

4.2.2 Department of Hawaiian Home Lands Site

The DOT HWY-M considered use of a site on ceded lands controlled by the State of Hawaii Department of Hawaiian Home Lands (DHHL) located about 1.5 miles west of Kaunakakai and about 0.25 miles north of Maunaloa Highway. Under this alternative, the DOT HWY-M would lease the alternative site from the DHHL for use as a baseyard. Figure 4.2 shows the DHHL site.

The DHHL alternative site has not been previously improved and would have to be cleared and graded for use as a baseyard. In addition, the access road from Maunaloa Highway would have to be improved to provide an adequate roadway for vehicles and equipment to reach the baseyard. The clearing and grading and construction of an improved access road would have added to the overall construction cost for the baseyard.



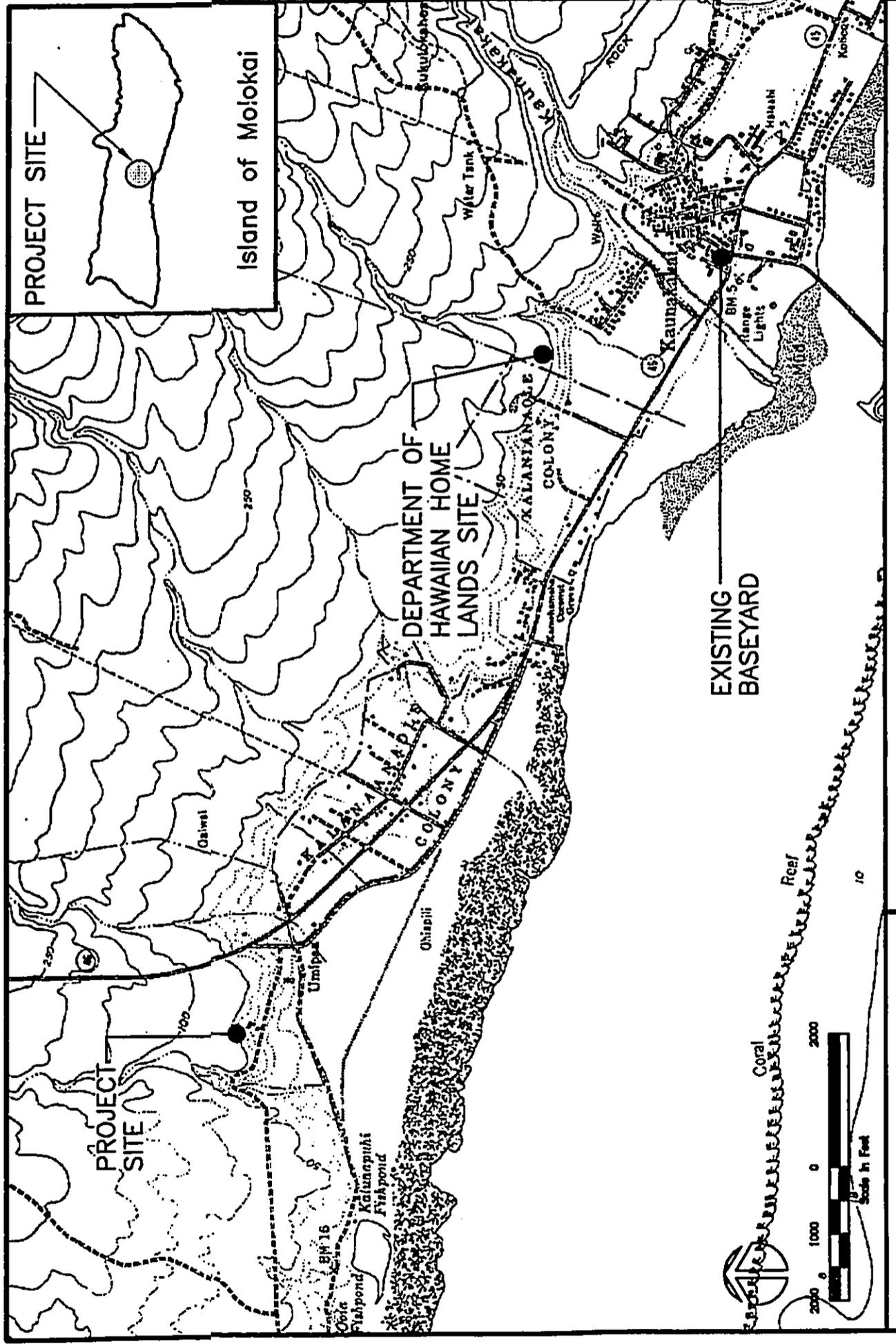
**MOLOKAI BASEYARD
PALAAU, MOLOKAI**

ALTERNATIVE BASEYARD SITE

Fig. 4.1

Prepared for:
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION, MAUI DISTRICT

Prepared by:
WILSON OKAMOTO
& ASSOCIATES, INC.



PROJECT SITE

Island of Molokai

DEPARTMENT OF HAWAIIAN HOME LANDS SITE

EXISTING BASEYARD

MOLOKAI BASEYARD
PALAAU, MOLOKAI

ALTERNATIVE BASEYARD SITE

Fig. 4.2

Prepared for:
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION, MAUI DISTRICT

Prepared by:
WILSON OKAMOTO &
ASSOCIATES, INC.

Thus, based on the need to make lease payments, the anticipated higher construction costs, and the use of ceded lands, the DHHL alternative site is not considered a reasonable and feasible alternative to construction of the Molokai Baseyard.

5. DETERMINATION

Short-term construction impacts include disruption of traffic near the project site, decline in air quality from construction activities, and increase in noise levels. Once construction has been completed, the short-term adverse impacts will no longer occur.

Based on analysis of the anticipated impacts, a Finding of No Significant Impact (FONSI) is determined for the proposed Baseyard project. The significance criteria to make this determination are set forth below and in Hawaii Administrative Rules Title 11, State of Hawaii Department of Health, Chapter 200, Environmental Impact Statement Rules.

- 1) *Involve an irrevocable commitment to loss or destruction of any natural or cultural resources;*

The project site did not appear to provide habitat for a Federal or State of Hawaii listed or candidate threatened or endangered species of flora or fauna. Also, the project site was cleared and graded when the industrial park was constructed. Thus, there will be no loss or destruction of natural resources.

The State of Hawaii Department of Land and Natural Resources Historic Preservation Division has indicated the project site previously underwent an archaeological inventory survey. The findings of the inventory survey were that no significant historic sites were found and that the project site had been previously disturbed by corn production. Thus, there will be no loss or destruction of cultural resources.

- 2) *Curtail the range of beneficial uses of the environment;*

The 1.99-acre Baseyard project site was previously cleared and graded for an intended use as an industrial park. Construction of the Baseyard is consistent with the intended use of the industrial park. Thus, the Baseyard will not curtail the beneficial uses of the environment.

- 3) *Conflict with the State's long-term environmental policies or goals as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;*

The Baseyard will not involve actions or activities which would adversely affect natural resources of the project site. The Baseyard will be consistent with the guidelines of Chapter 344, HRS, as it will provide a public facility to support the maintenance functions assigned to the DOT HWY-M on Molokai. As such, the Baseyard will not conflict with the State's long-term environmental policies or goals as expressed in Chapter 344, HRS.

- 4) *Substantially affect the economic or social welfare of the community or state;*

The Baseyard will be used by DOT HWY-M to maintain vehicles and equipment and to provide a facility for maintaining the State highways and adjacent facilities on Molokai which includes approximately 107 miles of roadways, shoulders, and pavement markings, about 86 acres of adjacent landscaping, 841 signs, and 52,000 lineal feet of guard rails. The DOT HWY-M is also responsible for maintaining a total of 16 bridges (3 less than 20 feet long and 13 more than 20 feet long), 110 culverts, and several fords. Maintenance of these facilities is needed to provide an efficient and well-maintained highway transportation system on Molokai.

- 5) *Substantially affect public health;*

An efficient and well-maintained highway transportation system is needed to protect the public health of the residents and visitors on Molokai. The Baseyard will serve as a facility for the DOT HWY-M to conduct its assigned functions. Thus, the Baseyard project will not have an adverse effect on public health.

- 6) *Involve substantial secondary impacts, such as population changes or effects on public facilities;*

The Baseyard is a public facility which will be used to maintain State highways and adjacent facilities. The Baseyard will replace the existing facility located

near Kaunakakai. The DOT HWY-M workers assigned to the Baseyard already reside on Molokai. Thus, construction of the Baseyard will not create secondary impacts, such as population changes or effects on public facilities.

7) *Involve a substantial degradation of environmental quality;*

The Baseyard is anticipated to result in short-term impacts to noise, air quality and traffic in the immediate project vicinity. The Baseyard project site does not contain Federal or State listed or candidate threatened or endangered species of flora or fauna. Further, the State of Hawaii Department of Land and Natural Resources Historic Preservation Division has indicated the project site previously underwent an archaeological inventory survey. The findings of the inventory survey were that no significant historic sites were found and that the project site had been previously disturbed by corn production. Thus, there will be no loss or destruction of cultural resources. As a result, the proposed project will not result in a substantial degradation of environmental quality.

8) *Have a cumulative effect upon the environment or involves a commitment for larger actions;*

The Baseyard does not involve a commitment to further actions to other DOT HWY-M related projects. As a result, the Baseyard will not have a cumulative effect upon the environment.

9) *Affect a rare, threatened or endangered species;*

The Baseyard project site does not contain a Federal or State listed or candidate threatened or endangered species of flora or fauna. Thus, the Baseyard will not affect a threatened or endangered species.

10) *Detrimentially affect air or water quality or ambient noise levels;*

Operation of construction equipment would increase noise and exhaust emission levels in the immediate vicinity of the project site. Operation of the Baseyard will contribute low levels of additional noise to the area. However, the Baseyard is

located in industrial zoned lands, which normally allow higher levels of noise than in residential or commercial areas.

- 11) *Affects or likely to suffer damage by being located in an environmentally sensitive area such as a floodplain, tsunami zone, beach, erosion-prone area, geographically hazardous land, estuary, fresh water or coastal water,*

The Baseyard is located in Zone C which is not designated as a hazardous floodplain or tsunami zone. The Baseyard site is also not within the County of Maui Special Management Area. In addition, the Baseyard is not within the coastal shoreline area. Thus, the Baseyard site is not located in an environmentally sensitive area.

- 12) *Substantially affect scenic vistas and viewplanes identified in county or state plans or studies;*

The Baseyard will include maintenance, office and storage buildings, offices, and areas to park vehicles and equipment. The Baseyard will alter the visual setting of this area of Molokai. The maximum height of the buildings will be the maintenance building, which will be approximately 29 feet high. The majority of the structures will be less than 15 feet in height. The buildings will not block views from Maunaloa Highway. However, views from Uili Street to the south will be partially blocked by the buildings.

- 13) *Require substantial energy consumption.*

The Baseyard is a replacement facility for the existing baseyard which must be vacated. Thus, the Baseyard will not create a substantial increase in energy consumption over existing levels of usage.

Based on these findings and the assessment of potential impacts from the Baseyard project, a Finding of No Significant Impact (FONSI) is determined for the Molokai Baseyard project.

6. CONSULTED PARTIES

6.1 Pre-Assessment Consultation

The following agencies were consulted during the pre-assessment phase of the Draft Environmental Assessment. Each agency was sent a copy of a project summary and a request for their written comments on the project. All written comments and responses are reproduced in Appendix A.

State of Hawaii Department of Land and Natural Resources
County of Maui Planning Department
County of Maui Department of Public Works
Molokai Planning Commission

6.2 Agencies and Organizations Consulted on the Draft EA

The following is a list of agencies and organizations that were consulted during the preparation of the Draft Environmental Assessment. A total of 16 comments were received on the Draft EA, as shown by (✓). Of those comments, there were four substantive comments, as shown by (✓✓). Copies of the comments and responses received during the review period are included in the Appendix B.

Federal

- ✓ U.S. Department of Agriculture Natural Resource Conservation Service
- ✓ U.S. Army Corps of Engineers Pacific Ocean Division
- ✓* U.S. Department of the Interior Fish and Wildlife Service
- ✓ U.S. Department of the Interior Geological Survey

State Agencies

- ✓ Department of Accounting and General Services
- ✓ Department of Agriculture
- ✓* Department of Business, Economic Development and Tourism
DBED&T - State Energy Office

- DBED&T - Molokai Office
- ✓ Department of Hawaiian Home Lands
- ✓✓ Department of Land and Natural Resources
- ✓ Department of Land and Natural Resources - State Historic Preservation Division
- ✓✓ Department of Land and Natural Resources - Water Resource Management
- ✓✓ Department of Health
- Department of Health - Environmental Management Division
- Office of Hawaiian Affairs
- University of Hawaii Water Resources Research Center
- University of Hawaii Environmental Center
- Molokai Public Library
- ✓✓ Office of Environmental Quality Control

County Agencies

- ✓ Planning Department
- ✓ Department of Parks and Recreation
- ✓ Department of Public Works
- Department of Water Supply
- Councilmember Pat Kawano

Molokai Organizations

- Molokai Planning Commission
- Maui Electric Company
- Molokai Ranch
- ✓* No comment response by telephone.

7. REFERENCES

County of Maui. *General Plan, 1990*. 1990.

County of Maui. *Molokai Community Plan*. January 1984.

Juvik, Sonia P. and Juvik, James O. *Atlas of Hawaii, Third Edition*. Prepared for University of Hawaii at Hilo, Department of Geography. 1998.

State of Hawaii, Department of Transportation, Highways Division, Planning Branch. *Traffic Survey Data (Individual Stations); Islands of Maui and Molokai*. 1997.

U.S. Department of Agriculture, Soil Conservation Service, in cooperation with the University of Hawaii Agricultural Station. *Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. August 1972.

Wilson Okamoto & Associates, Inc. *Molokai Water System Improvements Phases 3B and 3C, Final Environmental Assessment, Negative Declaration*. Prepared for State of Hawaii, Department of Hawaiian Home Lands. April 1993.

Wilson Okamoto & Associates, Inc. *Final Environmental Assessment Negative Declaration for the Kaunakakai Town Drainage Improvements Kaunakakai, Molokai*. Prepared for County of Maui, Department of Public Works, Engineering Division. March 1995.



APPENDIX A

Pre Assessment Consultation Letters

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

RECEIVED

FEB 12 1999

WILSON OKAMOTO & ASSOC, INC.

HISTORIC PRESERVATION DIVISION
Kakuhikawa Building, Room 555
601 Kamohāiwa Boulevard
Kapolei, Hawaii 96707

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

DEPUTIES
GILBERT COLOMA-AGARAN
TIMOTHY E. JOHNS

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

6143-01 JS

2/13/99

WL

FILE

January 28, 1999

CC: P CHONG VIA
FAX 2/13/99

Mr. John L. Sakaguchi, Project Manager
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street
Honolulu, Hawaii 96826

LOG NO: 22842 ✓
DOC NO: 9901SC20

Dear Mr. Sakaguchi:

SUBJECT: Chapter 6E-8 Historic Preservation Review of the Proposed Molokai Baseyard for the State of Hawaii Department of Transportation Na'iwa, Moloka'i TMK: 5-2-011: Portion of 029

Thank you for the opportunity to comment on the proposed establishment of a Molokai Baseyard for the State of Hawaii Department of Transportation on lands at the Molokai Industrial Park Subdivision in Na'iwa, Moloka'i. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the subject parcel.

According to our records, the subject parcel underwent an archaeological inventory survey, and no significant historic sites were found (*Proposed Industrial Site: Biological and Archaeological Evaluation*. HIS Corp. 1981). It is unlikely that any significant historic sites are still present on the parcel because most of the parcel has been previously disturbed by corn production. Consequently, we believe that the construction of the proposed Molokai Baseyard in this location will have "no adverse effect" on significant historic sites.

Should you have any questions, please feel free to call Sara Collins at 692-8026.

Aloha,

DON HIBBARD, Administrator
State Historic Preservation Division

SC:jen

c: Cultural Resources Commission, Maui Png Dept, 250 S. High St, Wailuku, HI 96793
Ms. Barbara Haliniak, Chair, Molokai Png Comm, P.O. Box 976, Kaunakakai 96748



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
P.O. BOX 651
HONOLULU, HAWAII 96809

Ref: PS:EH

MAR 23 1999

Mr. John L. Sakaguchi
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Subject: Molokai Baseyard Draft Environmental
Assessment (DEA) Consultation

We have reviewed the subject project description and have the following comments to offer for your consideration.

Engineering Branch, Land Division:

Our current projects are not affected by the proposed project.

They recommend that the water requirements for the proposed project be coordinated with the Land Division, Department of Land and Natural Resources, if additional water is required for the proposed improvements.

We confirm that the proposed project is located in Zone X. This is an area determined to be outside the 500-year flood plain.

Thank you for the opportunity to comment on the proposed project.

Very truly yours,

Dean Uchida
Dean Uchida,
Administrator

c.c. Engineering Branch

643-01
WILSON OKAMOTO & ASSOCIATES, INC.
ENGINEERS PLANNERS
1907 S. BERETANIA STREET
HONOLULU, HAWAII 96809
PH: (808) 946-2277
FAX: (808) 946-2253

CC: DOT HWY-M, VIA FAX 3/23/99

WILSON OKAMOTO & ASSOCIATES, INC.
ENGINEERS PLANNERS
1907 S. BERETANIA STREET
HONOLULU, HAWAII 96809
PH: (808) 946-2277
FAX: (808) 946-2253

6143-01
June 10, 1999

Mr. Timothy Johns, Director
Department of Land and Natural Resources
State of Hawaii
1151 Punchbowl Street
Honolulu, Hawaii 96813

Attention: Mr. Dean Uchida, Administrator

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Molokai Baseyard, Tax Map Key: 5-2-31: Lots 9 and 10 (formerly
TMK: 5-2-11: portion of 29), Palaau, Molokai

Dear Mr. Johns:

Thank you for your Pre-Assessment Consultation letter of March 23, 1999. Water service for the Baseyard will be provided by Waioa O'Molokai, the water system public utility company owned by Molokai Ranch Co. The primary water source for the water system is a well located east of the Kualapuu operated by the County of Maui Department of Public Works.

We have discussed the flood hazard designation with Mr. Sterling Young of your staff who agreed that the project site is located in Zone C, which is defined as area of minimal flooding.

Thank you for your participation in the Pre-Assessment Consultation. If you have any questions, please call me at 946.2277.

Sincerely,

John L. Sakaguchi
John L. Sakaguchi, Senior Planner

cc: P. Chung, DOT HWY-M

JAMES "KIMO" APANA
Mayor

CHARLES JENCKS
Deputy Director

DAVID C. GOODE
Deputy Director

Telephone: (808) 243-7845
Fax: (808) 243-7955



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

March 24, 1999

Mr. John L. Sakaguchi, Senior Planner
Wilson Okamoto & Associates, Inc.
1907 S. Beretania Street
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

SUBJECT: EARLY CONSULTATION - MOLOKAI BASEYARD
TMK: (2) 5-2-031:009 & 010

We reviewed the subject application and have the following comments.

1. Please comply with the provisions of Title 18, Maui County Code, "Subdivisions", for consolidation of parcels 9 & 10.
2. Please comply with the provisions of Chapter 20.08 of the Maui County Code, "the grading ordinance."
3. Off-street parking, loading spaces, and landscaping shall be provided per Maui County Code Chapter 19.36.
4. Public Law 101-336, Americans with Disabilities Act -- Title III, requires all places of public accommodation and commercial facilities be accessible to people with disabilities.

If you have any questions, please call David Goode at 243-7845.

Sincerely,

DAVID GOODE
Deputy Director of Public Works
and Waste Management

DG:mc/mt
S:\LUCACZ\MMOLOBASE.WPD

RALPH NAQUINE, L.S., P.E.
Land Use and Coops Administrator
3/30/99
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division
BRIAN HASHIRO, P.E.
Highways Division
ANDREW M. HIROSE
Solid Waste Division

cc: DOT HWY-M
P. CHUNG
VIA FAX

WILSON
OKAMOTO
& ASSOCIATES, INC.



ENGINEERS
PLANNERS
807 S. BERETANIA STREET
MOLOKAI, HAWAII 96826
PH: (808) 948-2277
FX: (808) 948-2253

6143-01
June 10, 1999

Mr. Charles Jencks, Director
County of Maui
Department of Public Works and Waste Management
200 South High Street
Wailuku, Hawaii 96793

Attention: Mr. David Goode, Deputy Director of Public Works
and Waste Management

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Molokai Baseyard, Tax Map Key: 5-2-31: Lots 9 and 10 (formerly
TMK: 5-2-11: portion of 29), Palaau, Molokai

Dear Mr. Jencks:

Thank you for your Pre-Assessment Consultation letter of March 24, 1999. The two parcels to be used for the Baseyard were consolidated on May 17, 1999 into one parcel. The new Tax Map Key designation is still pending. Design plans for the Baseyard will comply with applicable County of Maui codes including Chapter 20.08, grading ordinance, Chapter 19.36 off-street parking and landscaping, and Public Law 101-336, Americans with Disabilities Act - Title III.

Thank you for your participation in the Pre-Assessment Consultation. If you have any questions, please call me at 808.946.2277.

Sincerely,

John L. Sakaguchi, Senior Planner

cc: P. Chung, DOT HWY-M

JAMES "KIMO" APANA
Mayor
JOHN E. MIN
Director
CLAYTON L. YOSHIDA
Deputy Director



COUNTY OF MAUI
DEPARTMENT OF PLANNING

March 4, 1999

cc: DOT-Hwy, via
Fax 3/10/99

6143-01
J
3/10/99
NL
BT
TF

Mr. John L. Sakaguchi, Senior Planner
Wilson Okamoto & Associates
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
MAR 10 1999

WILSON OKAMOTO & ASSOC., INC.

Dear Mr. Sakaguchi:

RE: Draft Environmental Assessment (DEA) Pre-Assessment
Consultation for the Department of Transportation (DOT)
Baseyard, TMK: 5-2-31:009 and 010, Palaau, Island of Molokai,
Hawaii

Thank you for the opportunity to provide you with comments regarding this DEA
and establishing DOT's baseyard.

The Maui Planning Department's primary concern is with hazardous materials
and how they are handled. Baseyards can be a source of pollution unless materials
such as waste oils, fuels, batteries, etc., are stored or disposed of correctly.

In addition, the project site drains into a nearby gulch. The document should
address what mitigation measures, such as containment berms, will be used around
fuel, waste oil, or other materials storage areas.

If you have any questions, please contact Mr. William R. Spence, Staff Planner,
of this office at 243-7735.

Very truly yours,

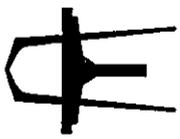
JOHN E. MIN
Director of Planning

Mr. John L. Sakaguchi, Senior Planner
March 4, 1999
Page 2

JEM:WRS:osy
c: Clayton I. Yoshida, AICP, Deputy Director of Planning
William R. Spence, Staff Planner
Project File
General File
S:\ALL\WRL\UA\CORESP\MOLOBASE.DEA

6143-01
June 10, 1999

WILSON
OKAMOTO
& ASSOCIATES, INC.



ENGINEERS
PLANNERS
1307 S. BERETANIA STREET
HONOLULU, HAWAII 96826
PH: (808) 946-2277
FAX: (808) 946-2253

Mr. John Min, Director
County of Maui
Department of Planning
200 South High Street
Wailuku, Hawaii 96793

Attention: Mr. William R. Spence, Staff Planner

Subject: Draft Environmental Assessment, Pre-Assessment Consultation;
Molokai Baseyard, Tax Map Key: 5-2-31: Lots 9 and 10 (formerly
TMK: 5-2-11: portion of 29), Palaau, Molokai

Dear Min:

Thank you for your Pre-Assessment Consultation letter of March 4, 1999. Hazardous materials will be stored inside a storage shed until they are used. The storage shed will have a concrete floor which will be raised about 1-inch above the surrounding grade. Batteries used in vehicles and equipment will not be stored or serviced at the Baseyard. A contractor under contract to the Department of Transportation Highways Division Maui District will provide battery service for vehicles and equipment assigned to the Baseyard. Waste oil and solvents will be stored in 55-gallon containers inside the maintenance building until a hazardous waste contractor picks them up. The two fuel tanks are double-wall tanks. As such, a containment berm is not needed. The exterior materials storage areas will not contain hazardous materials or hazardous waste which will require containment berms.

Thank you for your participation in the Pre-Assessment Consultation. If you have any questions, please call me at 946.2277.

Sincerely,

John L. Sakaguchi, Senior Planner

cc: P. Chung, DOT HWY-M



APPENDIX B

Draft Environmental Assessment Letters



United States
Department of
Agriculture
Natural
Resources
Conservation
Service
P.O. Box 50004
Honolulu, HI
96850

Our People...Our Islands...In Harmony

July 23, 1999

Mr. John L. Sakaguchi, Senior Planner
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED

JUL 28 1999

WILSON OKAMOTO & ASSOC., INC.

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment/Finding of No Significant Impact
(DEAFONSI) - Molokai Baseyard, Palaa, Molokai, Hawaii

We have reviewed the above mentioned document and have no comments to offer at this time.

Thank you for the opportunity to review this document.

Sincerely,

KENNETH M. KANESHIRO
State Conservationist

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHURTLEWORTH, HAWAII 96826-5440



MEMO TO
ATTENTION OF

July 19, 1999

Civil Works Technical Branch

Mr. John L. Sakaguchi, Senior Planner
Wilson Okamoto and Associates
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Thank you for the opportunity to review and comment on the Draft Environmental Assessment and Finding of No Significant Impact (DEA/FONSI) for the Molokai Baseyard Project, Palaa, Molokai (THK 5-2-31: 9 and 10). The following comments are provided in accordance with Corps of Engineers authorities to provide flood hazard information and to issue Department of the Army (DA) permits.

- a. There are no waters of the U.S. or wetlands on the project site; therefore, a DA permit will not be required.
- b. The flood hazard information provided on page 2-3 of the DEA is correct.

Sincerely,

James K. Hatashima
Acting Chief, Civil Works
Technical Branch

6143-01

JUL 23 1999

CC: DOT-Hwy-M,
VIA FAX 7/20/99

BENJAMIN J. CAYTAHO
Governor



State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 South King Street
Honolulu, Hawaii 96814-2512

6143-01

JAMES J. MAKATANI
Chairperson, Board of Agriculture
LETTIA M. UTENAHUA
Deputy to the Chairperson

Mailing Address:
P.O. Box 22158
Honolulu, Hawaii 96823-1159
Fax: (808) 973-9613

cc: DOT Hwy-M JS
VIA FAX

July 13, 1999

RECEIVED
JUL 15 1999

Wilson Okamoto and Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
Attention: Mr. John L. Sakaguchi, Senior Planner

WILSON OKAMOTO & ASSOC., INC.

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment/Finding of No Significant Impact
Molokai Baseyard
Department of Transportation/Highways Division
TMK: 5-2-31: 9, 10 Palaa, Molokai
Area: approximately 1.99 acres

The Department of Agriculture has reviewed the subject document and concludes that the project will not affect the agricultural resources of the area.

Should you have any questions, please contact Earl Yamamoto at 973-9466.

Sincerely,

JAMES J. MAKATANI
Chairperson, Board of Agriculture



molokai

BENJAMIN J. CAYTAHO
Governor



STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOMELANDS
P.O. BOX 1879
HONOLULU, HAWAII 96801

6143-01

8/16/99
RAYNARD C. SOOP
CHAIRMAN
HAWAIIAN HOMES COMMISSION

FOR THE HONORABLE
COMMISSIONERS OF THE
HAWAIIAN HOMES COMMISSION

cc: DOT Hwy-M JS
VIA FAX

August 5, 1999

RECEIVED
AUG 06 1999

Mr. John Sakaguchi, Senior Planner
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, HI 96826

WILSON OKAMOTO & ASSOC., INC.

Dear Mr. Sakaguchi:

Subject: Molokai Baseyard, Draft Environmental Assessment, TMK
5-2-31:09 & 10, Palaa, Molokai

Thank you for the opportunity to review the subject application.
The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Daniel Ornellas at
586-3836.

Aloha,

Daniel Ornellas
Raynard C. Soop, Chairman
Hawaiian Homes Commission

for

6143-01
January 26, 2000

**WILSON
OKAMOTO
& ASSOCIATES, INC.**



**ENGINEERS
PLANNERS**
1907 S. BERETANIA ST.
SUITE 400
HONOLULU, HI 96826
PH: (808) 946-2277
FAX: (808) 946-2253

Mr. Timothy E. Johns, Chairperson
State of Hawaii
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Subject: Draft Environmental Assessment/Anticipated Finding of No Significant Impact (FONSI), Molokai Baseyard
Tax Map Key: 5-2-31: 9 & 10
Palaau, Molokai, Hawaii; Response to Comment

Dear Mr. Johns:

Thank you for your comment letter of August 4, 1999 to the Draft Environmental Assessment/Anticipated Finding of No Significant Impact (FONSI) for the Molokai Baseyard. Our responses follow:

1. As stated in the Draft Environmental Assessment (EA), the Molokai Baseyard is located within the Molokai Industrial Park. When the lots within Molokai Industrial Park were offered for sale, Molokai Ranch issued a Public Offering Statement which indicated that due to limited water source, water beyond routine domestic needs (washing, toilet, kitchenette, and other day-to-day needs) may not be provided. This limitation was to be incorporated into the deed for the parcels.

To account for this potential limited supply of water, as part of the design, the number of fixtures has been minimized and low flow fixtures with flush tank-type water closets have been incorporated into the facilities.

2. The correction in spelling will be noted for the records.

We appreciate your comments to the Draft EA. If you have any questions, please call me at 808.946.2277.

Sincerely,

John L. Sakaguchi, Senior Planner

cc: P. Chung, DOT HWY-M

ERNEST J. CANTLAND
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

HISTORIC PRESERVATION DIVISION
State Office Building, Room 555
401 South Beretania Street
Honolulu, Hawaii 96826

July 12, 1999

Mr. John L. Sakaguchi
Wilson Okamoto & Associates
1907 South Beretania Street
Honolulu, Hawaii 96826

WILSON OKAMOTO & ASSOCIATES, INC.

LOG NO: 23772 ✓
DOC NO: 9907SC12

cc: DOT HWY-M
VA FAX JS

6143-01
TIMOTHY E. JOHNS, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
SERVICES 7/16/99

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND RESOURCES
DIVISION
CONTRACTS
ADULTS AND YOUTH
HISTORIC PRESERVATION
LAND
STATE PARKS
WATER RESOURCE MANAGEMENT

SUBJECT: Chapter 6E-8 Historic Preservation Review of a Draft Environmental Assessment (DEA) for the Molokai Baseyard Project for the State of Hawaii Department of Transportation, Highways Division - Maui District Pala'au, Molokai'1
IMK: 5-2-031: 009 & 010

Thank you for the opportunity to comment on the DEA prepared for the planned Molokai Baseyard Project at Pala'au, Molokai'. The baseyard is to be built on two adjacent parcels in the Molokai Industrial Park. Our review is based on historic reports, maps, and aerial photographs maintained at the State Historic Preservation Division; no field inspection was made of the subject parcel.

According to our records, the subject parcels underwent an archaeological inventory survey and no significant historic sites were found (Proposed Industrial Site: Biological and Archaeological Evaluation, EIS Corp. 1981). Subsequently, the parcels have been grubbed and graded when the Industrial Park subdivision was established. Consequently, it is highly unlikely that significant historic sites are still present. Therefore, we believe that construction of the Molokai Baseyard will have "no effect" on significant historic sites.

Should you have any questions, please feel free to call Sara Collins at 692-8026.

Aloha

DON HIBBARD, Administrator
State Historic Preservation Division

SC:jen

cc: Cultural Resources Comm, Maui Ping Dept, 250 S. High St, Wailuku, HI 96793
Ms. Barbara Haliniak-Chair, Molokai Ping Comm, P.O. Box 976, Kaunakakai 96748



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
1907 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96826

July 21, 1999

Mr. John L. Sakaguchi
Wilson Okamoto & Associates
1907 South Beretania Street
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Mokokai Baseyard DEAF/ONSI

Thank you for the opportunity to review the subject document. Our comments related to water resources are marked below.

In general, the CWRM strongly promotes the efficient use of our water resources through conservation measures and use of alternative non-potable water resources whenever available, feasible, and there are no harmful effects to the ecosystem. Also, the CWRM encourages the protection of water recharge areas which are important for the maintenance of streams and the replenishment of aquifers.

- (X) We recommend coordination with the county government to incorporate this project into the county's Water Use and Development Plan.
- (X) We recommend coordination with the Land Division of the State Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan.
- () We are concerned about the potential for ground or surface water degradation/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.
- () A Well Construction Permit and/or a Pump Installation Permit from the Commission would be required before ground water is developed as a source of supply for the project.
- () The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit from the Commission would be required prior to use of this source.
- () Groundwater withdrawals from this project may affect streamflows which may require an increase flow standard amendment.
- () We recommend that no development take place affecting highly erodible slopes which drain into streams within or adjacent to the project.
- () If the proposed project includes construction of a stream diversion, the project may require a stream diversion works permit and amend the instream flow standard for the affected stream(s).
- () If the proposed project alters the bed and banks of a stream channel, the project may require a stream channel alteration permit.
- (X) OTHER: No water requirements are provided in the document. The source proposed to supply the project is an aquifer that is currently at the maximum withdrawal, and there are other water competing for this supply. Water supply for the project is, therefore, in doubt.

If there are any questions, please contact Charley Ice at 587-0251.

Sincerely,

Linnell T. Nishioka
LINNELL T. NISHIOKA
Deputy Director

Class

**WILSON
OKAMOTO
& ASSOCIATES, INC.**



ENGINEERS
PLANNERS
1907 S. BERETANIA ST.
SUITE 400
HONOLULU, HI 96826
PH: 808-945-2277
FAX: 808-945-2233

Dear Ms. Nishioka:

Thank you for your comment letter of July 21, 1999 to the Draft Environmental Assessment/Anticipated Finding of No Significant Impact (FONSI), for the Mokokai Baseyard. Our responses follow.

1. The design drawings for the Baseyard have been reviewed by County of Maui Department of Water Supply and the County of Maui Planning Department for both water-related items and land use issues.
2. The Draft Environmental Assessment (EA) was routed to the Department of Land and Natural Resources for review and comment.
3. As stated in the Draft EA, the Baseyard is located on two adjacent lots in Mokokai Industrial Park. Each lot is limited to one 3/4-inch water meter. Since the Baseyard will occupy two lots, one 1 1/2-inch water meter will be used. To account for this potential limited supply of water, as part of the design, the number of fixtures has been minimized and low flow fixtures with flush tank-type water closets have been incorporated into the facilities. The total demand is estimated to be 36 gallons per minute.

The Draft EA indicated that the Mokokai Baseyard is located within the Mokokai Industrial Park. When the lots within Mokokai Industrial Park were offered for sale, Mokokai Ranch issued a Public Offering Statement which indicated that due to limited water source, water beyond routine domestic needs (washing, toilet, kitchenette, and other day-to-day needs) may not be provided. This limitation was to be incorporated into the deed for the parcels.

We appreciate your comments to the Draft EA. If you have any questions, please call me.

Sincerely,

John L. Sakaguchi
John L. Sakaguchi, Senior Planner

cc: P. Chung, DOT HWY-M



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

September 10, 1999

99-151/epo

BRUCE S. ANDERSON, P.E., M.P.H.
DIRECTOR OF HEALTH

9/15/99
MS
[Signature]

[Handwritten initials]

Mr. John L. Sakaguchi
Senior Planner
Wilson Okamoto &
Associates, Inc.
1907 S. Beretania Street
Honolulu, Hawaii 96826

Dear Mr. Sakaguchi:

Subject: Draft Environmental Assessment (DEA)
Molokai Baseyard
Molokai Industrial Park
Palaau, Molokai
THK: 5-2-31: 9 & 10

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

Water Pollution

1. There are contradicting statements in the subject draft environmental assessment. Page 1-15, 3rd paragraph states that "Surface runoff will generally follow the existing drainage pattern established when the subdivision was constructed, which directs flow into the concrete-lined drainage swale south of the Baseyard project site." However, page 2-3, 3rd paragraph states that "Surface runoff from the project site will generally follow the existing drainage pattern established when the subdivision was constructed which directs flows into the concrete-lined drainage ditch located north of the Baseyard."

2. The owner of the project should contact the Army Corps of Engineers to identify whether a Federal permit (including a Department of Army permit) is required for this project. A Section 401 Water Quality Certification is required from the Department of Health for "Any applicant for Federal license or permit to conduct any activity including, but

Mr. John L. Sakaguchi
September 10, 1999
Page 2

99-151/epo

not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters." Pursuant to Section 401(a)(1) of the Federal Water Pollution Act (commonly known as the "Clean Water Act").

3. If the project involves any of the following discharges into state waters, a NPDES general permit is required for each type of discharge:
 - a. Storm water runoff associated with construction activities that result in the disturbance of total land area equal to or greater than five (5) acres, including clearing, grading, and excavation;
 - b. Construction dewatering effluent; and
 - c. Hydrotesting effluent.

Should you have any questions on these comments, please contact Mr. Alec Wong of the Clean Water Branch at 586-4309.

Wastewater

As there is no existing sewer service system in the area and none will be constructed in the near future, the Department of Health (DOH) concurs with the proposed use of a treatment individual wastewater system. We have on record, a septic tank system approved for use as of September 11, 1997. Should county sewers become available in the near future, connection will be required.

All wastewater plans must conform to applicable provisions of the Department of Health's Administrative Rules, Chapter 11-62, "Wastewater Systems." We reserve the right to review the detailed wastewater plans for conformance to applicable rules.

Should you have any questions on these comments, please contact the Planning/Design Section of the Wastewater Branch at 586-4294.

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) Chapter 11-260 to 280. The hazardous waste rules regulate 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, Chapter 11-261, Section 11-261-2, they must determine if that waste is a hazardous waste as defined in Section 11-261-3.

3. The facility that generates and/or transports hazardous waste must notify the U. S. Environmental Protection Agency, Region IX of their hazardous waste activities and is subject to HAR, Chapters 11-262, 11-263, 11-265 and 11-268.

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

Fugitive Dust

Implementation of adequate dust control measures during all phases of construction is warranted. Construction activities must comply with provisions of Chapter 11-60.1, Hawaii Administrative Rules, section 11-60.1-33 on Fugitive Dust.

The contractor should provide adequate means to control dust from road areas and during the various phases of construction activities. These means include, but are not limited to:

- a. planning the different phases of construction, focusing on minimizing the amount of dust-generating materials and activities, centralizing on-site vehicular traffic routes, and locating potentially dusty equipment in areas of the least impact;
- b. providing an adequate water source at site prior to start-up of construction activities;
- c. landscaping and rapid covering of bare areas, including slopes, starting from the initial grading phase;
- d. controlling of dust from shoulders, and access roads;
- e. providing adequate dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- f. controlling of dust from debris being hauled away from project site.

If you have any questions regarding these issues on fugitive dust, please contact Ms. Crystal Peltier of the Clean Air Branch at 586-4200.

Chemical Storage and Transfer

Chemical storage and transfer activities have the potential to produce harmful impacts affecting the quality of our natural resources. The spillage of chemicals, especially hazardous chemicals and wastes, can do irreparable harm to soils in cultivated areas and surface and ground water resources. These potential impacts raise several concerns:

- Groundwater contamination from leaking chemical containers;
- Soil and groundwater contamination from spills created by the transference of chemicals between containers;
- Soil and groundwater contamination from the runoff of washwater or other clean-up residue; and
- Contamination of surface waters and ecosystem damage due to runoff and spills.

Best Management Practices

Best Management Practices (BMPs) are effective resource management measures because they are industry-defined measures that help to reduce operational and environmental costs. The BMPs described below focus upon the storage and the handling of hazardous chemicals. The intent is to provide suggestions for applicable measures and not prescribe any particular practice or measure.

Chemical storage facility design

The following are suggestions for storage facility designs:

1. The facility should be down gradient from nearby wells and meet applicable County ordinances and State rules.
2. The facility should not be in critical flood zone areas in order to reduce the likelihood of surface and groundwater contamination.
3. The front entrance of the facility should be placed in the direction of prevailing winds to facilitate ventilation;

and the facility should be located downwind from sensitive receptor areas such as, houses, play areas, feedlots, animal shelters, gardens, and ponds.

4. The storage facility should be properly designed and meet all County and State building and safety requirements for chemical storage.

- a) The enclosure of the facility should be constructed of fire resistant material.
 - b) The floor should be made of smooth finished concrete. Some suggestions are:
 - 1) A 4-inch thick, smooth-finished concrete slab to resist chemical action and facilitate decontamination in event of an accident.
 - 2) Floor drains for washing and decontaminating the storage shed with a 1/4 inch per foot slope to the drains to prevent water from puddling.
 - c) Adequate ventilation should be provided, which meet County and State building and safety requirements.
 - d) Chemicals should be stored on an impervious or concrete surface that is bermed, or on a pallet if applicable. Another option, if appropriate, is having the chemicals stored in a contained area surrounded by dikes or curbs which are able to contain at least ten percent of the total volume stored in the area.
 - e) All chemicals should be stored away from workers' rest and lunch areas and, depending upon manufacturers directions, away from sunlight and exposure to water.
 - f) The facility should be have appropriate warning signs, as specified by County and State requirements.
 - g) The facility should be adequately secured after hours for the safety of property and public health.
3. If a washdown area is required, the area should be properly designed and meet all County and State building and safety requirements for chemical storage.

RMPs for Chemical Storage and Transfer

1. The storage of containers must meet County and State safety requirements. The shelving for packaged materials should be fire resistant. The storage area should be bermed to an adequate height for clean-up activities.
2. The storage area should be smoothly paved and sufficiently impervious to contain leaks and spills.
3. If a dike or curb system is used, it should surround the storage area and contain ten percent of the total volume stored or 110% of the largest container's volume.
4. For materials stored in drums, a secondary containment system such as enclosed cases or boxes can be used in lieu of storage areas that are bermed or surrounded by dike or curb systems.
5. Mounted chemicals should be located within a containment area and a drip pan should be used at all times.
6. An emergency spill cleanup plan should be prepared and employees should be trained in the necessary procedures. (7)
7. The containers should be adequately secured after hours for the safety of property and public health.

Sincerely,


GARY GILL
Deputy Director for
Environmental Health

c: CMB
WMB
SHWB
CAB

6143-01
February 4, 2000

**WILSON
OKAMOTO
& ASSOCIATES, INC.**

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Letter to Mr. Gary Gill
Page 2
February 4, 2000

**WILSON
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& ASSOCIATES, INC.**



**ENGINEERS
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PH: 808/946-2277
FAX: 808/946-2253

Mr. Gary Gill, Deputy Director for Environmental Health
State of Hawaii
Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

Subject: Draft Environmental Assessment/Anticipated Finding of No Significant Impact (FONSI), Mokokai Baseyard, Tax Map Key: 5-2-31:9 & 10 Palaeu, Mokokai, Hawaii; Response to Comment

Dear Mr. Gill:

Thank you for your comment letter of September 10, 1999 (99-151/epo) to the Draft Environmental Assessment(EA)/Anticipated Finding of No Significant Impact (FONSI), for the Mokokai Baseyard. Our responses follow.

Water Pollution

1. The concrete-lined drainage ditch is located south of the Baseyard.
2. As stated in the Draft EA, there are no perennial streams near the Baseyard project site. Thus, the Baseyard project will not have construction which would affect streams.
3. As stated in the Draft EA, the Baseyard project site is 1.99 acres. There will be no construction dewatering or hydrotesting.

Wastewater

1. As stated in the Draft EA, wastewater will be disposed using a septic tank and leaching field. The design drawings for the wastewater disposal system will be submitted to Department of Health for review and comment, as set forth in DOH Hawaii Administrative Rules (HAR), Chapter 11-62.

Hazardous Waste

1. As stated in the Draft EA, currently, waste oil and solvents are stored in 55-gallon containers until a hazardous waste contractor under contract to the State of Hawaii Department of Transportation picks them up. This practice will continue upon relocation to the Baseyard. As stated in Draft EA, batteries will not be stored or serviced at the Baseyard. Also, as stated in the Draft EA, the Baseyard will not

include vehicle or equipment painting facilities. Similarly, as stated in the Draft EA, signs will not be painted at the Baseyard.

2. The Final EA will note that the Baseyard uses solvents to clean and maintain vehicles, equipment, and vehicle and equipment parts. As described above, the spent solvent is held in containers until a hazardous waste contractor, under contract to the State, picks them up. On average, about 10 to 20 gallons per year of spent solvent (about 7 to 14 lbs./month) has been removed from the existing baseyard. This amount of spent solvent is expected at the new Baseyard site.

The spent solvent is the only hazardous waste removed from the existing baseyard.

3. The Final EA will note that Baseyard generates about 7 to 14 lbs./month of hazardous waste.

Fugitive Dust

As stated in the Draft EA, construction activities must comply with Chapter 11-60.1, HAR. The contractor will be responsible for controlling fugitive dust during construction.

Chemical Storage and Transfer

The Baseyard is under the jurisdiction and control of the State of Hawaii Department of Transportation Highways Division- Maui District (DOT HWY-M). As a State agency, the Baseyard conducts in-house safety meetings with for road crews and for maintenance shop personnel regarding the handling of herbicides, hazardous materials and hazardous wastes.

Best Management Practices

Chemical Storage Facility Design

The facilities, buildings, and structures will be design to meet applicable codes, rules, and regulations including those of the County of Maui and applicable State of Hawaii agencies. The Final EA will note about 120 square feet of the storage building will be for the storage of herbicides used to control weeds along the shoulders of State highways. The herbicides used are known by the brand name "Roundup and Rodeo", types of herbicides also typically used for residential

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6143-01
Letter to Mr. Gary Gill
Page 3
February 4, 2000

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February 4, 2000

purposes. The Baseyard usually purchases the herbicide in cases which hold two 2 1/2-gallon containers.

1. Analysis of water well records at the Department of Land and Natural Resources indicates there are five wells (0603-01; 0603-02; 0603-03; 0603-06 and 0603-07) located near the project site. None of the wells are shown to be used for potable purposes. Three of the wells (0603-02; 0603-03; and 0603-06) are unused. One is an observation well (0603-01) and one is an industrial well (0603-07). Wells (0603-01; 0603-02; and 0603-07) are located down-gradient from the project site. Facilities on the Baseyard have been designed to minimize release of hazardous waste onto surfaces which could affect groundwater. See the attached map.
2. As stated in the Draft EA, the project site is in Zone C, which is defined by the Federal Emergency Management Agency (FEMA) as area of minimal flooding.
3. The Final EA will note that the storage building is oriented east-west on the project site, or approximately perpendicular to the wind direction. The building will have louvers on the up wind side and screens on the down wind side. The project site is located in Hukilau Industrial Park as such there are no adjacent sensitive receptors areas such as houses, play areas, feedlots, animal shelters, gardens and ponds.
4. As stated above, the facilities, buildings, and structures will be design to meet applicable codes, rules, and regulations. The design plans have been reviewed by the agencies assigned the responsibility for reviewing drawings and have been approved as meeting the code requirements for each agency. As stated above, the herbicides will be stored in a storage building designed to meet the requirements and codes for this type of facility.
5. The Baseyard will include a deluge shower located on the exterior of the storage building near the entrance to the herbicide storage room. There will not be a washdown area.

BMP for Chemical Storage and Transfer

1. The herbicides will be stored in a separate room in the storage building which will be designed to meet applicable codes, rules, and regulations. The design plans will be submitted to the County of Maui Department of Public Works for review with compliance to codes, rules, and regulations and for routing to other applicable agencies for their reviews.

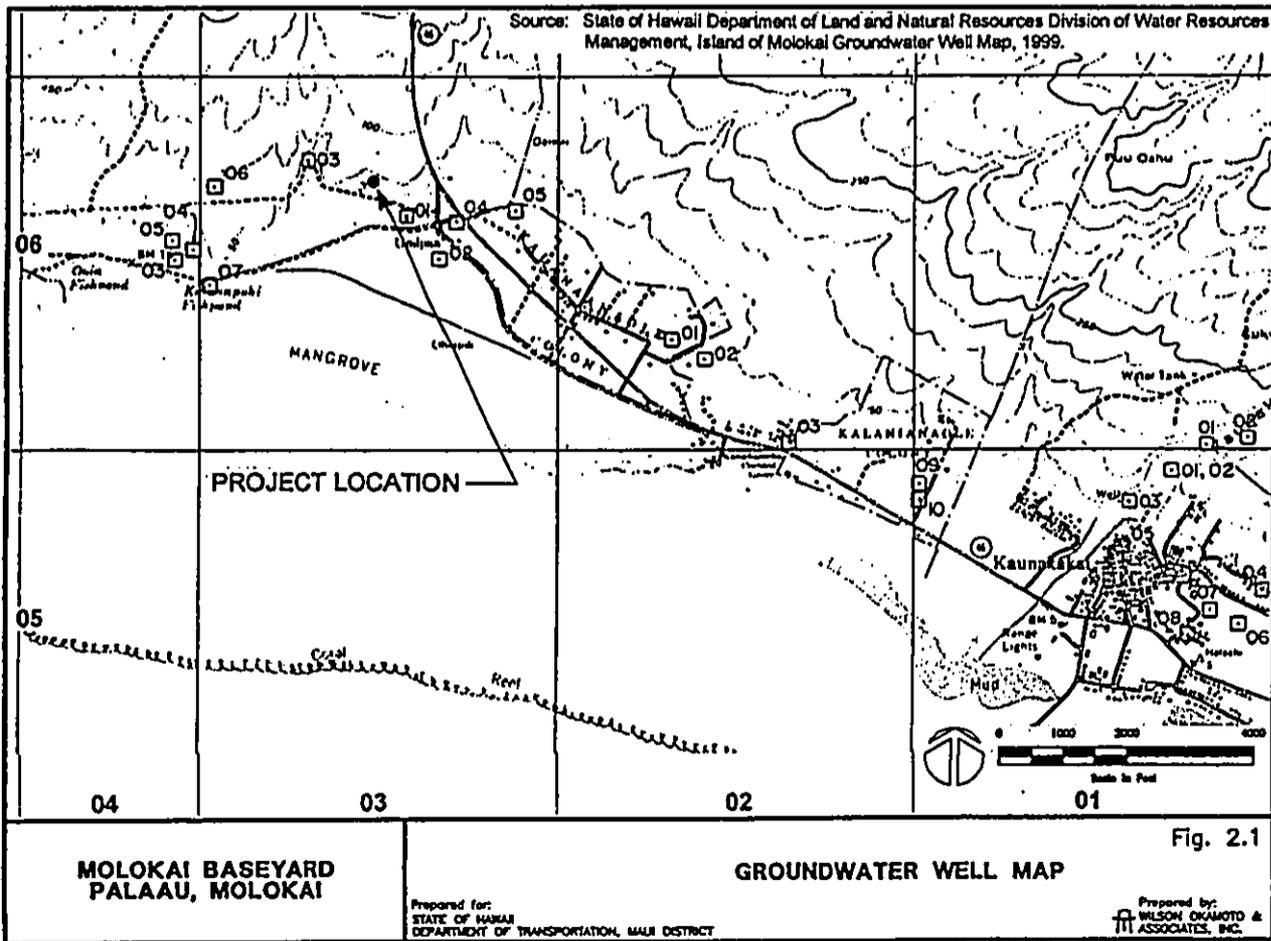
We appreciate your comments to the Draft EA. If you have any questions, please call me at 808.946.2277.

Sincerely,


John Sakaguchi, Project Manager

JS/ly

Attachment



BENJAMIN L. CAYETANO
GOVERNOR



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
228 SOUTH BERTANNA STREET
HONOLULU, HAWAII 96813
TELEPHONE: 808-548-1100
FACSIMILE: 808-548-1100

July 27, 1999

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

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Molokai Baseyard
Thank you for the opportunity review the subject document. We have the following questions and comments.

1. Use of the existing baseyard site (which will be returned to DAGS) may have resulted in contamination of soil and groundwater. Please describe the extent of any contamination and the potential cleanup work. Also report would be responsible for paying for the cleanup.
2. Please consider applying sustainable building techniques as presented in the enclosed draft "Guidelines for Sustainable Building Design in Hawaii." In the final EA include a description of any of the techniques you will implement.
3. Please identify all permits and approvals required for this project.

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

Sincerely,

Genevieve Salmonson
Genevieve Salmonson
Director

c: Wilson Okamoto & Assoc.

6143-01
February 4, 2000

Ms. Genevieve Salmonson, Director
State of Hawaii
Office of Environmental Quality Control
State Office Tower
235 South Beretania Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Draft Environmental Assessment/Anticipated Finding of No Significant Impact (FONSI), Molokai Baseyard
Tax Map Key: 5-2-31: 9 & 10
Palaaui, Molokai, Hawaii, Response to Comment

Dear Ms. Salmonson:

Thank you for your comment letter of July 27, 1999 to the Draft Environmental Assessment/Anticipated Finding of No Significant Impact (FONSI), for the Molokai Baseyard. Our responses follow:

1. At this time, the State of Hawaii Department of Transportation Highways Division Maui District has not developed specific plans related to the existing baseyard facilities and site. Potentially, the facilities and site could still continue to be used by another state agency or the County of Maui, until which time the State of Hawaii Department of Accounting and General Services commences their project. In any event, the Department of Transportation Highways Maui District would be responsible for funding the removal of hazardous waste from the existing baseyard.
2. We will consider use of the "Guidelines for Sustainable Building Design in Hawaii" in the design and operation of the Baseyard, where appropriate.
3. At this time, a building permit, including its related approvals, from the County of Maui is the only permit needed for the Baseyard. This information will be included in the Final EA.

We appreciate your comments to the Draft EA. If you have any questions, please call me at 946-2277.

Sincerely,

John L. Sakaguchi
John L. Sakaguchi, Senior Planner

cc: P. Chung, DOT HWY-M

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& ASSOCIATES, INC.



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RECEIVED
JUL 30 1999

WILSON OKAMOTO & ASSOC., INC.

6143-01
DIRECTOR
GENEVIEWE SALMONSON

cc: DOT HWY-M VIA FAX
JS

JAMES "IMAO" APANA
Mayor
643-01
ELWOOD S. MIYAZONO
Director
ELIZABETH D. MENOR
Deputy Director
(808) 270-7200
FAX (808) 270-7834

DEPARTMENT OF
PARKS AND RECREATION
COUNTY OF MAUI
1500-C KAHIHANA AVENUE WAILUKU, HAWAII 96793



643-01
JLS



JAMES "IMAO" APANA
Mayor
JOHN E. MIN
Director
CLAYTON L. YOSHIDA
Deputy Director

DEPARTMENT OF PLANNING
COUNTY OF MAUI

July 19, 1999
cc: DOT HWY-1
VIA FAX 7/22/99

July 28, 1999

cc: DOT HWY-1
VIA FAX
epk/ags

RECEIVED
AUG 04 1999

John L. Sakaguchi, Senior Planner
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Mr. John L. Sakaguchi, Senior Planner
Wilson Okamoto & Associates
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

WILSON OKAMOTO & ASSOC., INC.

Subject: Molokai Baseyard, Draft Environmental Assessment/Finding of No significant
Impact (DEA/FONSI)
TMK#: 5-2-31-09 and 10
Palaaui, Molokai, Hawaii

Dear Mr. Sakaguchi:

RE: Draft Environmental Assessment (DEA) for the Department of
Transportation (DOT) Baseyard, TMK: 5-2-31:009 and 010,
Palaaui, Island of Molokai, Hawaii

Thank you for the opportunity to provide you with comments regarding this DEA
and establishing DOT's baseyard.

The Maui Planning Department's previous comments have been addressed.

If you have any questions, please contact Mr. William Spence, Staff Planner, of
this office at 270-7735.

Very truly yours,

John E. Min

JOHN E. MIN
Planning Director

JEM:WRS:cmh
c: Clayton I. Yoshida, AICP, Deputy Director of Planning
William R. Spence, Staff Planner
General File
S:\ALLI\WRL\ACORES\PMOLOBAS2.DEA

c: Patrick Matsui, Chief-Planning and Development
Project Files
MOL000000074.e

Sincerely,

Floyd S. Miyazono
FLOYD S. MIYAZONO
Director

250 SOUTH HIGH STREET, WAILUKU, MAUI, HAWAII 96793
PLANNING DIVISION (808) 243-7735; ZONING DIVISION (808) 243-7253; FACSIMILE (808) 243-7834

JAMES 'IMAO' APANA
Mayor

CHARLES JENCKS
Director

DAVID C. GOODE
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955



COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
AND WASTE MANAGEMENT
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793

RAUPH MAGNANES, S., P.E.
Land Use and Codes Administration

RON R. RISKA, P.E.
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.
Engineering Division

BRIAN HARRISO, P.E.
Highways Division

ANDREW M. HROSE
Solid Waste Division

August 11, 1999

Mr. John L. Sakaguchi, Senior Planner
Wilson Okamoto & Associates, Inc.
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

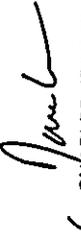
Dear Mr. Sakaguchi:

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
MOLOKAI BASEYARD
TMK: (2) 5-2-031:009 & 010

We reviewed the subject application and have no comment.

If you have any questions, please call David Goode at 270-7845.

Sincerely,


for CHARLES JENCKS
Director of Public Works
and Waste Management

DG:mssc/mt

S:\UICA\IC2\Molokai.wpd

JS
CC: DOT HWY-71
RECEIVED VIA FAX
AUG 17 1999
e/17/99

WILSON OKAMOTO & ASSOC., INC.