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County of Hawai'i

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

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April 1, 2022

Mary Alice Evans, Director
Environmental Review Program
Office of Planning and Sustainable Development
State of Hawai'i
235 South Beretania Street, Room 702
Honolulu, Hawai'i 96813

Subject: Draft Environmental Assessment and Anticipated Finding of No Significant Impact for the Hilo Abandoned Vehicle Facility
Tax Map Key (TMK): (3) 2-1-013:167 (portion)
South Hilo, Island of Hawai'i, Hawai'i

Dear Ms. Evans,

The County of Hawai'i Department of Environmental Management (DEM) hereby transmits the Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFNSI) for the Hilo Abandoned Vehicle Facility for publication in the next available edition of *The Environmental Notice*. The proposed project involves a portion of TMK parcel (3) 2-1-013:167 situated in Hilo, in the South Hilo District of the Island of Hawai'i.

In addition to this letter, we have also submitted the electronic version of the Environmental Review Program (ERP) Publication Form and a zip file containing a shapefile of the project's location and a searchable PDF-formatted copy of the DEA-AFNSI through ERP's online submission platform.

Please contact our consultant, Ms. Rebecca Candilasa, by phone at (808) 946-2277 or by email at rcandilasa@wilsonokamoto.com, or our SWD Acting Deputy Chief Gene Quiamas, by phone at (808) 961-8270 or by email at Gene.Quiamas@hawaiicounty.gov if you have any questions.

Sincerely,

Ramzi I. Mansour
Director

cc: Rebecca Candilasa, Wilson Okamoto Corporation
Gene Quiamas, Solid Waste Division

County of Hawai'i is an Equal Opportunity Provider and Employer.

From: webmaster@hawaii.gov
To: DBEDT OPSD Environmental Review Program
Subject: New online submission for The Environmental Notice
Date: Friday, April 1, 2022 9:49:12 AM

Action Name

Hilo Abandoned Vehicle Facility

Type of Document/Determination

Draft environmental assessment and anticipated finding of no significant impact (DEA-AFNSI)

HRS §343-5(a) Trigger(s)

- (1) Propose the use of state or county lands or the use of state or county funds

Judicial district

South Hilo, Hawaiʻi

Tax Map Key(s) (TMK(s))

(3) 2-1-013:167 (portion)

Action type

Agency

Other required permits and approvals

Refer to Section 4.3 in the DEA

Proposing/determining agency

County of Hawai'i, Department of Environmental Management

Agency contact name

Gene Quiamas

Agency contact email (for info about the action)

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Map It

Was this submittal prepared by a consultant?

Yes

Consultant

Wilson Okamoto Corporation

Consultant contact name

Rebecca Candilasa

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Consultant address

1907 South Beretania Street, Suite 400
Honolulu, HI 96826
United States
Map It

Action summary

The County of Hawai‘i, Department of Environmental Management (DEM) is proposing to improve the existing abandoned vehicle impound lot located next to the East Hawai‘i Regional Sort Station (EHRSS) in Hilo. The Proposed Action consists of constructing a 5,000-sf single story, pre-engineered metal building that would store about 25 “auctionable” vehicles with additional space for 4 staff offices, a reception area, restrooms, a conference/lunchroom, and other administrative support spaces. The existing AV lot would be expanded to hold about 100 impounded vehicles and would include parking spaces for staff and visitor vehicles. Other proposed site improvements include a paved access driveway, additional pavement for the expanded vehicle lot, a new water line and other utility connections, an individual wastewater system, an on-site drainage system, additional security fencing for the expanded lot, and a surveillance system.

Reasons supporting determination

Refer to the significance criteria discussion in Chapter 6 of the Draft EA.

Attached documents (signed agency letter & EA/EIS)

- DEA-Hilo-AV-Facility_20220408.pdf
- DEM-DEA-Transmittal-Letter.PDF

Action location map

- HiloAVShapefile.zip

Authorized individual

Rebecca Candilasa

Authorization

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.

Draft Environmental Assessment

Hilo Abandoned Vehicle Facility

Hilo, Hawai‘i Island, Hawai‘i
TMK (3) 2-1-013:167 (portion)

Prepared For:
County of Hawai‘i, Department of Environmental Management

Prepared By:
Wilson Okamoto Corporation

April 2022

DRAFT ENVIRONMENTAL ASSESSMENT

Hilo Abandoned Vehicle Facility

Hilo, Hawai‘i Island, Hawai‘i
TMKs: (3) 2-1-013:167 (Portion)

Prepared For:

The County of Hawai‘i
Department of Environmental Management (DEM)
East Hawai‘i Office: 345 Kekūanāo ‘a St., Suite 41
Hilo, Hawaii 96720

Prepared By:

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, HI 96826

WOC Job No. 10592-01

April 2022

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LIST OF ACRONYMS USED

The following is a list of acronyms and abbreviations used in this Environmental Assessment (EA).

AC	Asphalt Concrete
ACS	American Community Survey
AFNSI	Anticipated Finding of No Significant Impact
ALISH	Agricultural Lands of Importance to the State of Hawai‘i
AV	Abandoned Vehicle
BISM	Big Island Scrap Metal
BLNR	Board of Land and Natural Resources
BMP	Best Management Practices
CO	Carbon Monoxide
CZM	Coastal Management Zone
DBEDT	Department of Business, Economic Development and Tourism
DEA	Draft Environmental Assessment
DEM	County of Hawai‘i Department of Environmental Management
DLNR	Department of Land and Natural Resources
DOE	Department of Education
DOH	State of Hawaii Department of Health
DOT	State of Hawai'i Department of Transportation
DPW	County of Hawai‘i Department of Public Works
DWS	County of Hawai‘i Department of Water Supply
EA	Environmental Assessment
EHRSS	East Hawai‘i Regional Sort Station
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FEA	Final Environmental Assessment
FEMA	Federal Emergency Management Agency
FIRM	Flood Rate Insurance Map
FONSI	Finding of No Significant Impact
FWS	U. S. Fish and Wildlife Service
GHG	Greenhouse Gas Emissions
H_2S	Hydrogen Sulfide
HAR	Hawai'i Administrative Rules
HB	House Bill
HCC	Hawai‘i County Code
HELCO	Hawaiian Electrical Light Company
HRS	Hawai'i Revised Statutes
IPCC	Intergovernmental Panel on Climate Change
ITO	Hilo International Airport
IWS	Individual Wastewater System
KMR	Keaukaha Military Reservation
LSB	Land Study Bureau
LUC	Land Use Commission

LUPAG	Land Use Pattern Allocation Guide
mgd	Million Gallons Per Day
msl	Mean Sea Level
NAAQS	National Ambient Air Quality Standards
NPDES	National Pollutant Discharge Elimination System
NOAA	National Oceanic and Atmosphere Administration
NO_2	Nitrogen Dioxide
NRCS	National Resources Conservation Service
O_3	Ozone
OP	State of Hawai‘i Office of Planning and Sustainable Development
Pb	Lead
PM_{10} &PM_2	Particulate Matter
PV	Photovoltaic Solar
rPAE	Papai Series Soils
SF	Square feet
SHPD	State Historic Preservation Division
SLR-XA	Sea level rise exposure area
SMA	Special Management Area
SWMP	Solid Waste Management Permit
SO_2	Sulfur Dioxide
TA	Traffic Assessment
TMK	Tax Map Keys
UIC	Underground Injection Control
USGS	U.S. Geological Survey
VDAP	Vehicle Disposal Assistance Program
WHSL	West Hawai‘i Sanitary Landfill
WWTP	Wastewater Treatment Plant

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PREFACE

This Draft Environmental Assessment – Anticipated Finding of No Significant Impact (DEA-AFNSI) for the Hilo Abandoned Vehicle Facility project has been prepared pursuant to Chapter 343, Hawai‘i Revised Statutes (HRS), and Title 11, Chapter 200.1, Hawai‘i Administrative Rules (HAR), Department of Health, State of Hawai‘i. The purpose of this document is to assess the potential environmental, social, cultural, and economic impacts associated with the construction and operation of the proposed project, described herein as the “Proposed Action,” and to disclose the mitigation measures that will be implemented to avoid or minimize adverse impacts.

The Hilo Abandoned Vehicle Facility project will be constructed by the County of Hawai‘i, Department of Environmental Management (DEM) using County funds and State lands that have been set aside for construction of a recycling facility by the County. Use of public lands or public funds for a project are among the criteria set forth in HRS, Chapter 343, which requires preparation of an environmental assessment (EA). Since the project involves “modifications of existing abandoned vehicle impound lots,” as listed on the Comprehensive Exemption List for the County of Hawai‘i Department of Environmental Management concurred upon by the Environmental Council on January 8, 2019, it is eligible for exemption from the preparation of an EA pursuant to HAR §11-200.1-15. However, an EA has been prepared nonetheless to ensure that environmental concerns are given appropriate consideration in the decision-making process along with economic and technical considerations.

Studies that have been referenced in the formulation of the subject EA include those completed as part of the 2004 Final Environmental Impact Statement (EIS) for the Construction and Operation of the East Hawai‘i Regional Sort Station and the 2018 Final Environmental Assessment (FEA) for the South Hilo Sanitary Landfill Final Closure.

Based on the findings and the assessment of potential impacts from the proposed project, a Finding of No Significant Impact (FONSI) is anticipated. DEM has determined that construction and operation of the proposed project does not warrant the preparation of an Environmental Impact Statement.

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SUMMARY

Project Name:	Hilo Abandoned Vehicle Facility
Project Applicant:	County of Hawai'i Department of Environmental Management Solid Waste Division 345 Kekūanāo'a Street, Suite 41 Hilo, HI 96720
Location:	Hilo, Hawai'i Island, Hawai'i
Tax Map Keys (TMKs):	(3) 2-1-013:167 (por.), approximately 13.86 acres
Project Site:	approximately 8 acres
Recorded Fee Owner:	State of Hawai'i
Existing Use:	County abandoned vehicle impound lot
State Land Use Classification:	Urban
County Zoning Designation:	General Industrial (MG-1a)
Flood Hazard Zone:	Zone X
Proposed Action:	The County of Hawai'i, Department of Environmental Management (DEM) is proposing improvements to the existing abandoned vehicle impound lot located next to the East Hawai'i Regional Sort Station (EHRSS) in Hilo on Hawai'i Island. The Proposed Action consists of constructing a 5,000-sf single story, pre-engineered metal building that would store about 25 "auctionable" vehicles with additional space for 4 staff offices, a reception area, restrooms, a conference/lunchroom, and other administrative support spaces. The existing AV lot would be expanded to hold about 100 impounded vehicles and would include parking spaces for staff and visitor vehicles. Other proposed site improvements include a paved access driveway, additional

pavement for the expanded vehicle lot, installing a new water line from Ho‘olaulima Road to the new building and other utility connections, on-site drainage system, additional security fencing for the expanded lot, and a surveillance system. An individual wastewater system (IWS) is also proposed to accommodate wastewater flows from the new building. The IWS would consist of a septic tank and soil absorption system for the treatment and disposal of wastewater effluent. Design of the facility would evaluate the feasibility of incorporating a photovoltaic (PV) energy system to reduce facility energy demands on the existing electric grid.

Impacts: Short-term construction-related impacts to surrounding areas include fugitive dust, noise, and construction-related traffic. Impacts on air quality and noise levels will be mitigated through implementation of best management practices (BMPs) and adherence to federal, state, and county rules and regulations. Traffic impacts will be mitigated through traffic control measures developed during the design phase that will avoid or minimize disruptions to surrounding solid waste management operations. Short-term construction-related impacts are anticipated to be negligible with mitigation. In the long-term, no significant impacts are anticipated as a result of the construction or operation of the proposed action.

Anticipated Determination: Finding of No Significant Impact (FONSI)

Parties Consulted During Early Consultation:

Federal Agencies
U.S. Environmental Protection Agency
Federal Aviation Administration, Airports District
U.S. Department of the Interior, Fish and Wildlife Service

State Agencies
Department of Accounting & General Services
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Office of Planning
Department of Defense
Department of Education
Department of Hawaiian Home Lands
Department of Health (DOH)
DOH, Office of Environmental Quality Control
DOH, Solid and Hazardous Waste Branch

Department of Land and Natural Resources (DLNR)
Department of Transportation (DOT)
Office of Hawaiian Affairs

County of Hawai'i
Department of Parks & Recreation
Department of Public Works
Department of Research and Development
Department of Water Supply
Fire Department
Mass Transit Agency
Planning Department
Police Department

Elected Officials
Office of the Mayor
Hawai'i County Council, District 3
Hawai'i State Legislature, House District 1
Hawai'i State Legislature, Senate District 1

Utilities
Hawaiian Telcom
Hawaiian Electric Company, Inc.
Hawai'i Gas
Spectrum Hawai'i

Other Interested Parties and Individuals
Jas W. Glover, Ltd.
Keaukaha Community Association
Keaukaha Military Reservation
Keaukaha-Pana'ewa Farmers Association
Pana'ewa Hawaiian Homelands Community Association
Yamada and Sons, Inc.

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CHAPTER 1: INTRODUCTION

1. INTRODUCTION

1.1. Project Location

The proposed project involves improvements to the existing County-owned abandoned vehicle (AV) lot located next to the East Hawai‘i Regional Sort Station (EHRSS) in Hilo on Hawai‘i Island (see Figure 1-1). The AV lot project site encompasses approximately 8 acres of land over a triangular portion of Tax Map Key (TMK) parcel (3) 2-1-013:167 (see Figure 1-2) roughly situated about one (1) mile south of the Hilo International Airport and about one (1) mile east of Kanoelehua Avenue, State Route 11. Access to the site is provided from Leilani Street and Ho‘olaulima Road, both County of Hawai’i roadways, and then through the existing EHRSS facility. Ho‘olaulima Road intersects with Leilani Street approximately 0.95 miles northwest of the project site.

The 13.86-acre parcel is owned by the State of Hawai‘i and is under the control and management of the County of Hawai‘i. On September 24, 2004, the Board of Land and Natural Resources (BLNR) approved the set aside of State lands to the County of Hawai‘i for the construction of a recycling facility. The submittal for the set aside included a construction and management right of entry. To date, the set aside has not been finalized pending completion of the consolidation and re-subdivision of several parcels and the submittal of survey maps. DEM will continue to coordinate with the State of Hawai‘i Department of Land and Natural Resources, Land Division (DLNR-Land Division) regarding the re-subdivision and finalization of the site aside.

1.2. Existing Uses

The 13.86-acre parcel and surrounding areas were formerly used for quarry/rock mining operations. Existing uses of the parcel consist of the AV lot, assorted infrastructure, and the facilities and operational activities associated with the County’s solid waste management program, namely the EHRSS. Approximately 1 acre on the southern portion of the parcel has been cleared and developed into the existing AV facility where AVs are stored prior to being reclaimed by their owner, sold at a County-held auction, or recycled and disposed of at a permitted vehicle disposal facility. The existing AV facility consists of an asphalt concrete (AC) paved surface surrounded by an 8-ft security fence. The remainder of the 8-acre project site remains undeveloped and is partially vegetated with trees and overgrown ruderal species, which are typically non-native. All native plants found on the site are relatively common.

Administrative functions of the County’s AV program are performed by County staff at the temporary AV office located in an existing trailer situated about 720 feet from the paved parking area on the adjacent property to the northwest of the subject parcel and identified as TMK [3] 2-1-013:150.

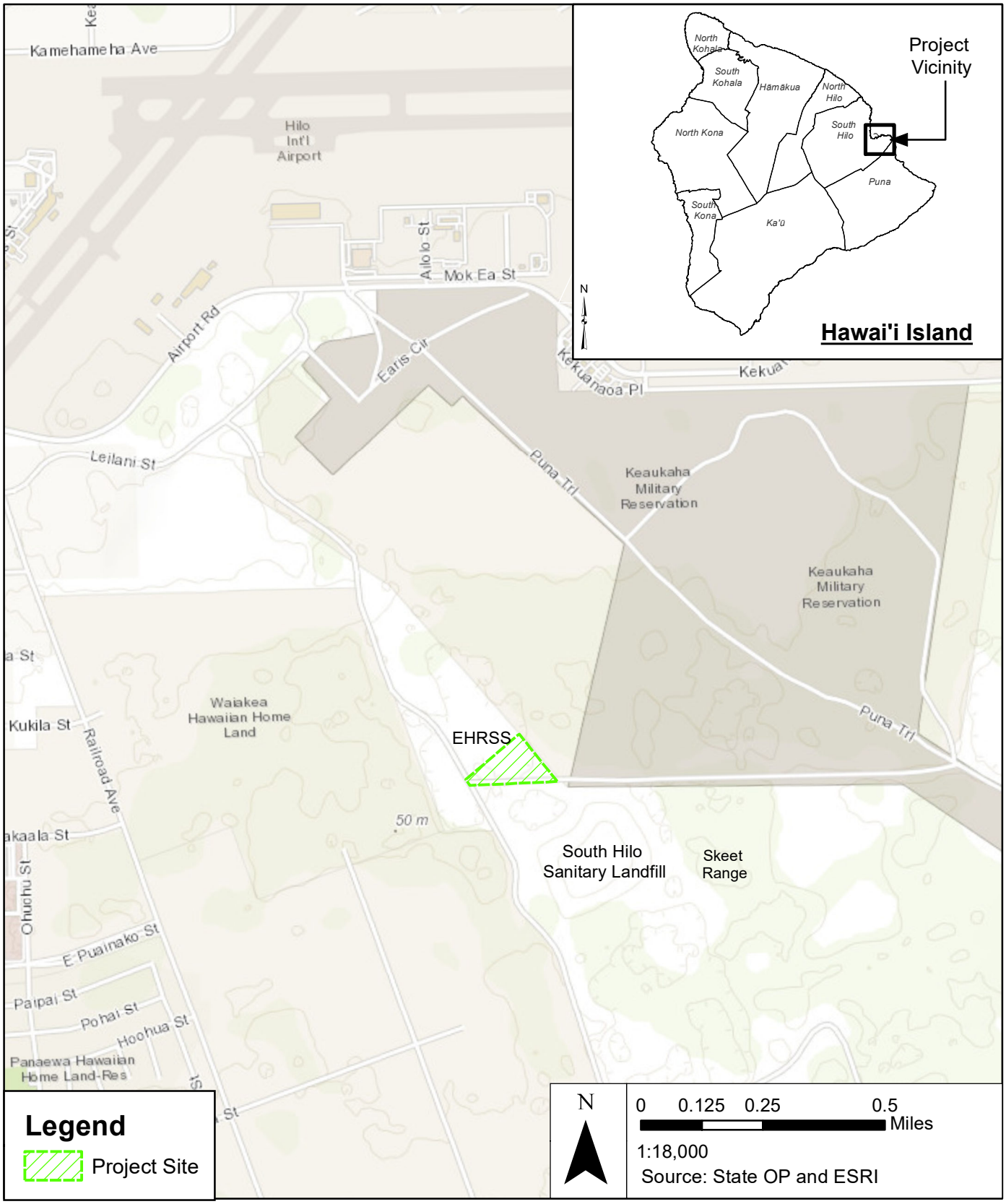


FIGURE 1-1

Location Map

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

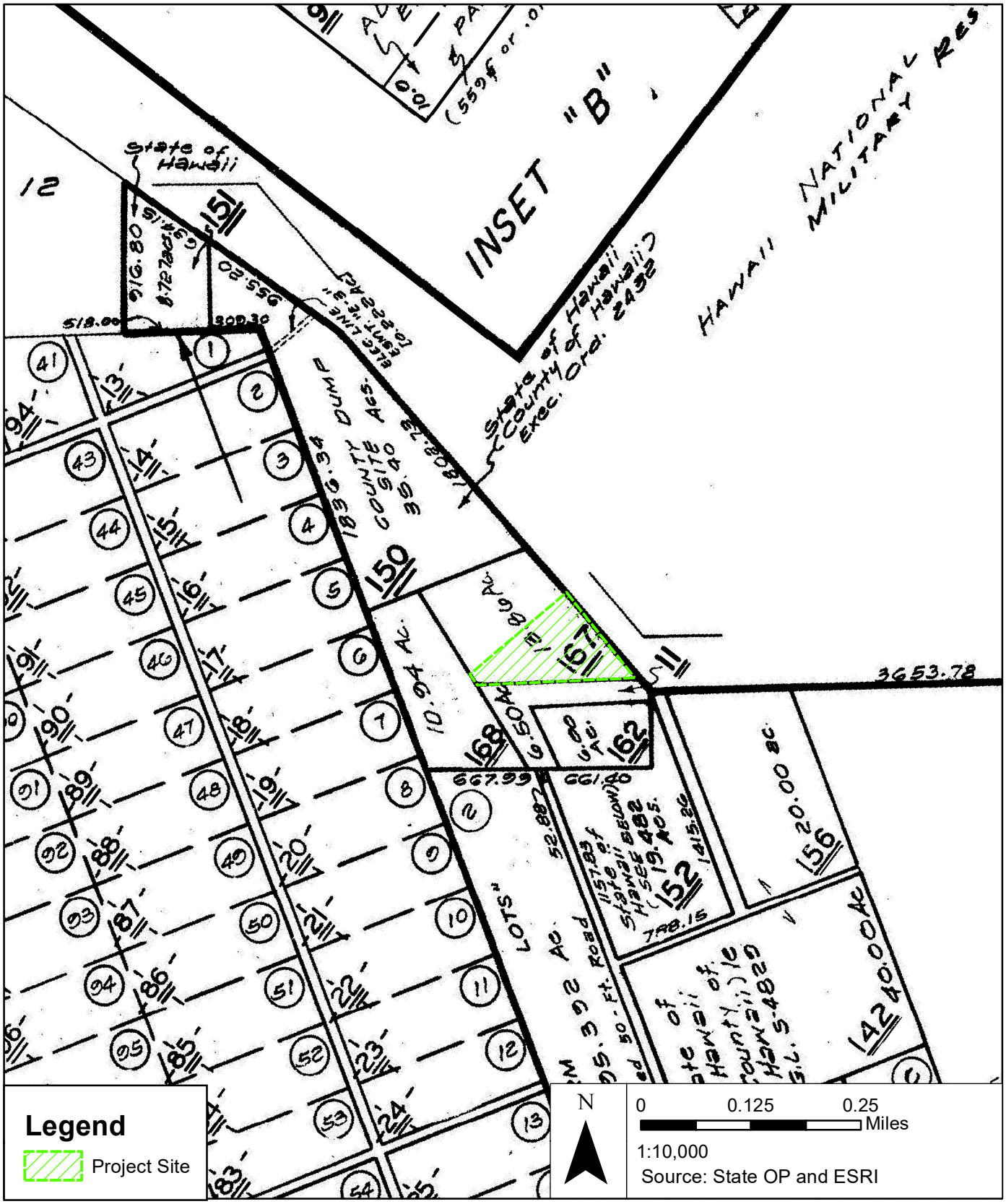


FIGURE 1-2

TMK MAP (3) 2-1-013:167

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

1.3. Surrounding Uses

Other than the EHRSS, other solid waste management program components located in the immediate vicinity include a HI-5 Redemption Center, the Hilo ReUSE Center, a former scrap metal yard, the Hilo Recycling & Transfer Station (Hilo Transfer Station), the East Hawai‘i Organics Facility, and a County base yard to the northwest; and the recently closed South Hilo Sanitary Landfill to the southeast (see Figure 1-3). Just beyond these program components are several active quarries and heavily vegetated land that remains mostly undeveloped.

Other surrounding uses in the general vicinity include the Hilo International Airport and the Keaukaha Military Reservation (KMR) of the Hawai‘i National Guard to the north and east; the County of Hawai‘i Trap and Skeet Range to the southeast; the Pana‘ewa Drag Strip, the County of Hawai‘i Mass Transit Agency base yard, and the Department of Hawaiian Homelands Pana‘ewa Farm lots and residences to the south; and various commercial/industrial properties to the west.

1.4. Rules and Regulations Pertaining to Abandoned Vehicles

Rules and regulations pertaining to AVs are codified in Hawai‘i Revised Statutes (HRS) Chapter 290 “Abandoned Vehicles”; Hawai‘i County Code (HCC) Chapter 24 “Vehicles and Traffic”; and HCC Chapter 20, Article 3, Section 20-03-03. According to HCC Section 24-199, a vehicle is considered abandoned if it is parked on a public roadway and has not been attended to for more than 24 hours. Once the vehicle has been deemed abandoned, the Police Department may immediately take the vehicle into custody. Derelict vehicles that are missing major components thereby making it inoperable, are hauled directly to the County’s contracted vehicle disposal facility where it is processed for recycling and disposal. Vehicles not considered derelict are hauled to the impound site where an attempt is made to notify the registered owner by certified mail. AVs that have not been claimed within 10 days after the notification are either auctioned off or processed for recycling and disposal.

1.5. County of Hawai‘i Abandoned Vehicle Program

The County of Hawai‘i manages a Vehicle Disposal Assistance Program (VDAP) to help registered vehicle owners dispose of unwanted vehicles legally and properly, to reduce the number of AVs left on public roadways. The program also includes assistance for property owners that have AVs left on their private property without their permission. A maximum of two derelict vehicles per property, per calendar year, may be disposed of at no charge. However, the property owner and/or registered owner is responsible for having the vehicle transported from its current location to the County’s contracted vehicle disposal facility, including all costs involved with the transport. The County and its contracted vendors currently dispose of vehicles in Hilo under the authorization of Solid Waste Management Permit (SWMP) ST-0022-18 issued by the State Department of Health. If needed, the County will submit a permit modification for the additional components.

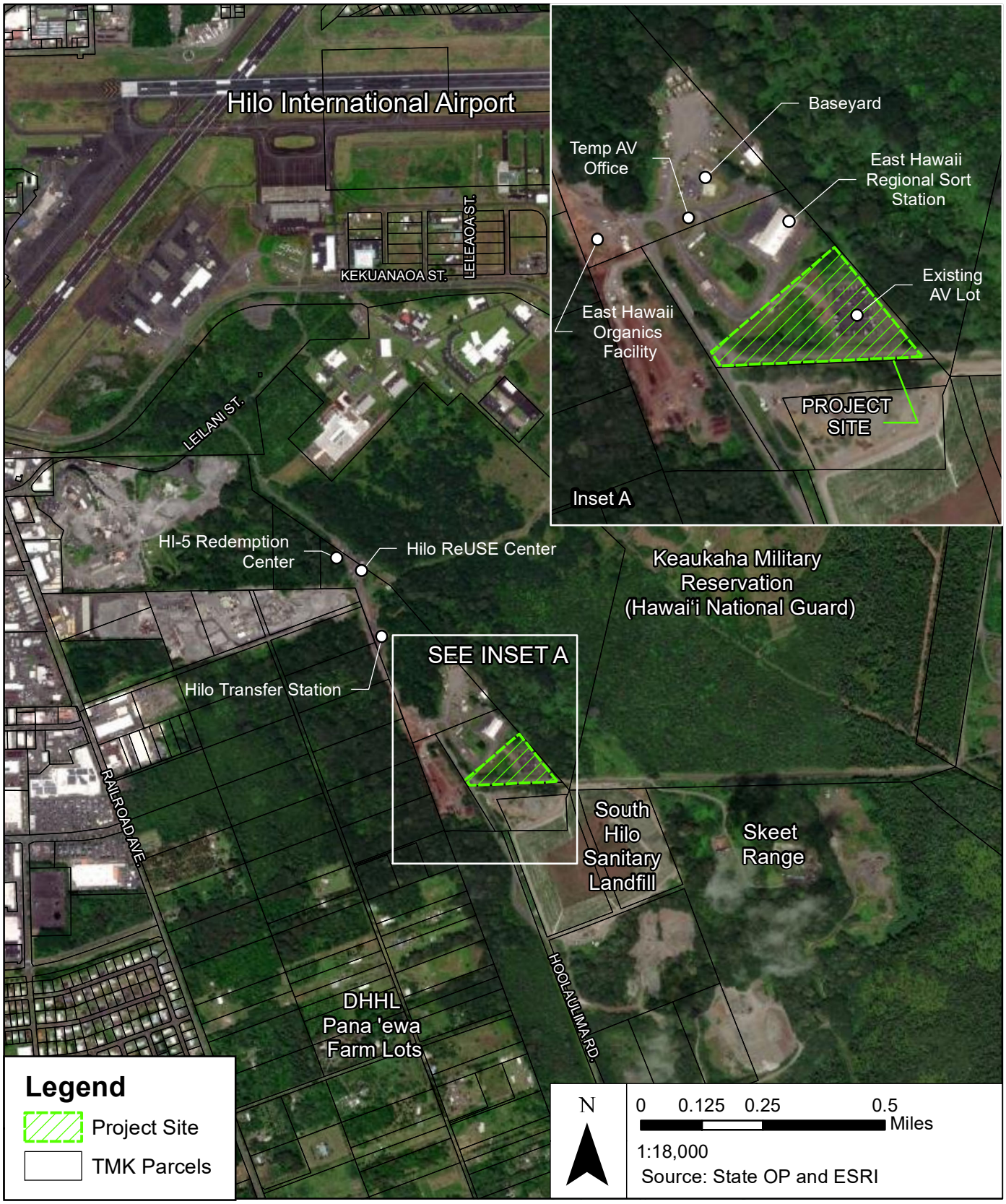


FIGURE 1-3

Surrounding Land Use Map

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

The County holds a vehicle disposal contract with HMP dba Business Services Hawai‘i who operates a scrap metal facility in Kea‘au, approximately 6.5 miles from the project site. Big Island Scrap Metal (BISM) also operates under a SWMP and accepts vehicles that the public wants to dispose of. BISM has locations in Kailua-Kona and Shipman.

1.6. Proposed Legislation

In January 2022, four bills were introduced in the State House of Representatives to address the abandoned vehicle problem in all the counties. The following provides a brief overview of the intent/content of the bills. All the bills are still undergoing the legislative process. None of the bills is anticipated to substantially affect the project.

HB 14111

Requires that both the transferee's and transferor's address be provided on the certificate of ownership when the title to a motor vehicle is transferred.

HB 1412

Requires the counties to provide a minimum distance a vehicle must be moved within a specified timeframe after a vehicle is initially inspected for abandonment to avoid an official classification of abandonment. Requires that, before a vehicle can be classified as being abandoned, notice be provided that the vehicle must be moved the specified distance within the specified timeframe or be subject to removal.

HB 1413

Allows the director of finance of a county to require payment of outstanding charges and fines owed to the county relating to the disposition of an abandoned vehicle within the county by the registered owner of the abandoned vehicle before issuing a certificate of registration or completing a transfer of ownership, except under certain circumstances.

HB 1414

Makes a person who is the registered owner of a vehicle that was deemed abandoned or derelict subject to a tiered fine system.

1.7. Previous Environmental Studies

Previous environmental documents and supporting technical studies have been prepared for projects within and in the vicinity of the project site. These environmental documents are summarized below and are further incorporated into this EA by reference due to their substantial relevance to the project site and/or the scope of the proposed project:

Final Environmental Impact Statement Construction and Operation of the East Hawai'i Regional Sort Station (2004)

The proposed action assessed in this Final EIS was the construction and operation of a solid waste processing, recycling, and transfer facility near the existing South Hilo Landfill, otherwise known as the EHRSS, on TMKs (3) 2-1-013:150, 151, 167, 168; and (3) 2-1-012:004. This action was proposed because the South Hilo Landfill, which now served East Hawai'i, was anticipated to fill to capacity near the end of 2006. The proposed action was intended as an interim solution that would operate as described until a responsible alternative was available to serve the East Hawai'i waste stream.

The EHRSS would accept County, commercial and residential waste from all areas of South and East Hawai'i. The waste would be reduced to the maximum practical amount through available recycling and resource recovery approaches.

County waste hauling trucks from the East Hawai'i rural transfer stations would bring loads to the Sort Station for reloading. In the short term the residual waste that is not recycled will be placed into large transfer trailers and hauled to the Pu'uanahulu Landfill in North Kona. Initially, six trucks will make up to 12 round-trips per day to the Pu'uanahulu Landfill. As recycling infrastructure improves, the amount of waste requiring transportation is expected to decrease.

The EHRSS serves two primary functions. The first is to provide continuous, convenient, and cost-effective solid waste management services for the County on an interim basis. The second is to provide a central processing facility for the County's island-wide recycling efforts.

The responsibility of acceptance of the Final EIS was assigned to the County of Hawai'i Planning Department who made a determination of acceptability, which was published in the February 23, 2004 issue of *The Environmental Notice*.

Final Environmental Assessment South Hilo Sanitary Landfill Final Closure (2018)

This Final EA assessed the physical and operational improvements needed to permanently close the South Hilo Sanitary Landfill in compliance with State and federal rules and regulations and consistent with long-term waste management objectives of the County of Hawai'i. With limited capacity at the existing landfill, significant constraints to expanding the existing landfill or establishing a new landfill in East Hawai'i, and a steady East Hawai'i waste stream, the closure of the South Hilo Sanitary Landfill was imminent.

Proposed improvements associated with final closure of the landfill consisted of installing a final cover system on the top and side slopes of the landfill, installing a new passive landfill gas venting system, and constructing a new storm water detention and infiltration basin and other storm water management structures. Prior to installation of the final cover, the landfill was slightly re-graded, and a maintenance access road was provided along with a perimeter swale to facilitate the control and containment of storm water runoff on-site. Improvements were recently completed, and the landfill was closed for good in 2020.

Operational plans assessed in the Final EA included the continued acceptance of municipal solid waste from the nearby County transfer stations, small commercial haulers (about 3 tons or less), and other government agencies at the EHRSS after the reusable or recyclable materials have been removed from the waste stream. The residual municipal solid waste would then be reloaded into eight (8) new County trailers and hauled to the WHSL. DEM approved the Final EA and issued a finding of no significant impact (FONSI), which was published in the February 8, 2018 issue of *The Environmental Notice.*

CHAPTER 2: PROPOSED ACTION

2. PROPOSED ACTION

2.1. Background

The existing Hilo AV facility operates Monday to Friday from 7:45a to 4:30p, the only hours which vehicles being held in the lot can be released to registered owners who must first make an appointment. The contract towing company has access to the lot 24-hours a day, 7 days a week (excluding Thanksgiving, Christmas and New Year's) to drop off vehicles. The number of vehicles that come into the Hilo AV varies from year to year although typically, an average of about 4 to 5 vehicles per day or 100 to 150 vehicles per month are dropped off at the facility. Construction of the new building or expansion of the lot will not increase this volume or change the operation of the facility.

The AV facility relies on a daily report from the Police Department for a list of vehicles that have been deemed abandoned. AV staff visits and inspects each reported vehicle on a daily basis and then notifies the contract tow company to pick up the vehicle within 72 hours. Based on the inspection, the vehicle may be taken directly to the contracted disposal facility or to one of the County's AV lots. In addition to the AV lot in Hilo, DEM manages two (2) other AV lots on Hawai‘i Island. One is located in Pu‘uanahulu, behind the old scale house of the West Hawai‘i Sanitary Landfill, and the other is located in Kealakehe, next to the former scrap metal yard and the Kealakehe Transfer Station. Once the vehicle is at the AV facility, the County will notify the owners to pick up the vehicle within 10 days. If the vehicle is not picked up, the County will either arrange for the vehicle to be disposed of or retain it for auction. Vehicles held for auction at the Hilo AV lot are transported to the Kona facility for the auction. No auctions are conducted at the Hilo AV lot but could be an option should the demand of the program increase.

There have been continuing issues with break-ins at the Hilo AV lot even though there is a security fence around the perimeter of the AV lot. These break-ins typically target nicer vehicles and vehicles intended for auction. During the break-ins, the vehicles are vandalized, or various parts removed. The vandalism or parts removal decreases the value of the vehicle at the auction.

2.2. Purpose and Need

It is estimated that the County removes a total of more than 1,500 to 2,000 abandoned vehicles per year from public roadways. In addition to being a public nuisance and an eyesore, abandoned vehicles can pose traffic, safety and environmental hazards and present a risk to public health. Significant costs are associated with the removal and disposal of abandoned vehicles, which increases as facilities reach capacity and alternative disposal solutions are

needed. The purpose of the proposed project directly responds to these issues and is intended to improve the efficiency of the County's abandoned vehicle program in order to manage costs associated with the processing of abandoned vehicles. In addition, the new 5,000 SF building will provide a secure facility to prevent theft and vandalism of vehicles that are being held for auction. Without the new building, vehicles are subject to removal of parts or other vandalism which reduces their value at auctions.

2.3. Proposed Project Description

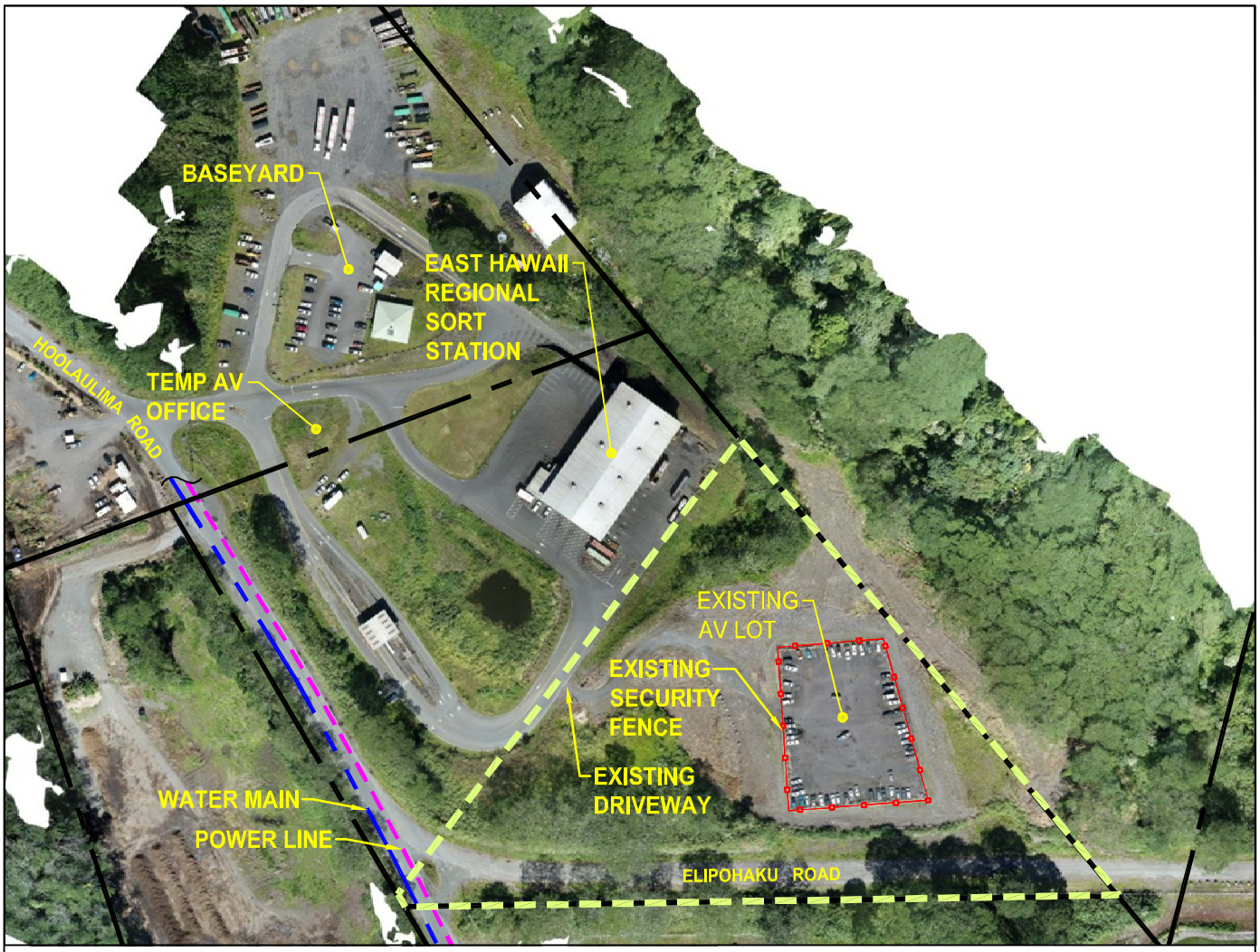
The proposed project consists of constructing a 5,000-sf single story pre-engineered metal building that would store about 25 "auctionable" vehicles with additional space for 4 staff offices, a reception area, restrooms, a conference/lunchroom, and other administrative support spaces. The existing AV lot would be expanded to hold about 100 impounded vehicles and would include parking spaces for staff and visitor vehicles. Other proposed site improvements include a paved access driveway, additional pavement for the expanded vehicle lot, installing a new water line from Ho'olaulima Road to the new building and other utility connections, on-site drainage system, additional security fencing for the expanded lot, and a surveillance system.

The new 5,000 sf building will be single story with a mezzanine level for the offices and related administrative functions. It is expected that the roof will be about 22 to 25 feet above the surrounding grade with roll-up doors on both sides for ease of moving the stored vehicles. The new building dimensions and location on the project site will be determined during the design phase. Similarly, the layout for the expanded lot will be determined during the design phase. However, the expanded lot will be paved, and surface matched to the existing. It is estimated that the final design will result in an approximate 1 acre increase of paved or impermeable surfaces at the site. An on-site drainage system will be designed to manage the additional runoff to avoid drainage problems and areas of standing water.

A figure of the existing site layout along with photographs of what the facility is anticipated to look like are included in Figures 2-1 through 2-3.

An individual wastewater system (IWS) is also proposed to accommodate wastewater flows from the new building. The IWS would consist of a septic tank and soil absorption system for the treatment and disposal of wastewater effluent. Design of the facility would also evaluate the feasibility of incorporating a photovoltaic (PV) energy system to reduce facility energy demands on the existing electric grid.

May 10, 2021, the Department of Water Supply in response to an early consultation request, stated, the East Hawai'i Regional Sort Station (EHRSS) has existing water service through an existing 12-inch waterline along Ho'olaulima Road. Also, any new meter serving the proposed project will require the installation of a reduced principal type backflow prevention assembly within five (5) feet of the meter on private property. Water service to the new building will connect to the existing waterline on Ho'olaulima Road.



Legend

- Project Site
- TMK Parcel
- Water Main
- Power Line
- Security Fence

N

0 50 100 200 300 400 Feet

1:3,000

FIGURE 2-1

Existing Site Layout

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

WILSON OKAMOTO CORPORATION

Photo 1

Photo 2

FIGURE 2-2
Facility Concept Photos - Exterior

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

Photo 3

Photo 4

FIGURE 2-3
Facility Concept Photos - Interior

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

2.4. Other Information

The AV lot related improvements will be owned and operated by the County. As such, the AV lot improvements will be considered as a “public uses, structures and buildings and community buildings”, as permitted under Section HCC §25-4-11. Further, on May 12, 2021, in response to an early consultation request, the County of Hawai'i Planning Department stated the AV lot related improvements parcel zoning is MG- 1a (Zoning Code) and it is outside the Special Management Area (SMA); the intended use is permitted in the MG district. Further, under Hawai'i County Code Section §25-2-71, plan approval is required prior to the construction or installation of any new structure or development or any addition to an existing structure or development in all districts except in the RS, RA, FA, A and IA districts for public uses, structures, and community buildings. Once design has been completed, the County will request Plan Approval from the County of Hawai'i Planning Department.

On May 4, 2021, in response to an early consultation request, the State of Hawai'i Department of Transportation (STP 8.3 164) stated, the proposed facility is approximately 6,547 feet from the end of Runway 3 at Hilo International Airport (ITO) and that prior to construction, Federal Aviation Administration (FAA) regulation requires the submittal of FAA Form 7460-1 Notice of Proposed Construction of alteration pursuant to Code of Federal Regulations, Title 14, Part 77.9., if the construction or alteration is within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes, shall be included in the submittal. Given the AV lot project site and based on the DOT comment, the County anticipates filing a FAA Form 7460-1 with the FAA.

On May 13, 2021, in response to an early consultation request, the Department of Public Works stated, the AV lot parcel is in an area designated as Zone X on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA). Zone X is an area determined to be outside the 500-year floodplain.

Further, all development-generated runoff shall be disposed of on site and not directed toward any adjacent properties. A drainage study shall be prepared, and the recommended drainage system shall be constructed meeting the approval of the Department of Public Works.

Lastly, all activities shall comply with the requirements of Hawaii County Code, Chapter 10, Erosion and Sedimentary Control.

2.5. Development Schedule

Designing and permitting would last for a period of six to nine months following the acceptance of this EA. It is anticipated that the bid/awarding process for the Proposed Action would last between three to four months and then construction of the Proposed Action would be complete after nine to twelve months.

2.6. Project Costs

The Proposed Action is anticipated to cost approximately $3 million to construct. Project expenses and expenditures will serve to directly and indirectly contribute to the State and local economy.

No federal funds will be used for construction of the facilities.

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CHAPTER 3: DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES

3. DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES

3.1. Climate and Climate Change

Hawai'i's climate is relatively uniform year-round with mild temperatures, moderate humidity, and relatively consistent northeasterly trade winds. The dominant geological features of Hawai'i Island, namely Mauna Loa (13,679-foot summit elevation) and Mauna Kea (13,796-foot summit elevation), significantly influence the island's climate and weather conditions making Hawai'i Island home to 4 out of the 5 major climate zones and 8 out of the 13 sub-zones.

Hilo is located within the continuously wet sub-zone of the humid tropical climate zone. Annual rainfall in Hilo averages about 130 inches per year, with the winter months from October to April receiving the majority of the rainfall (Giambelluca et al., 2013). Temperatures are relatively uniform throughout the year with averages at the Hilo International Airport ranging from a low of 72 degrees Fahrenheit in the winter months to a high of 78 degrees Fahrenheit in the summer months (DBEDT, 2020). Wind patterns in Hilo are largely a function of the interaction between the northeasterly trade winds and the Mauna Loa volcano. In general, the trades are more persistent in the summer than in the winter and stronger in the afternoon than at night. In the absence of trade winds, winds become light and variable. Diurnal heating and cooling of the island also gives rise to onshore breezes during the day, and offshore breezes during the night.

The State of Hawai'i is being impacted by a myriad of climatic changes, including rising sea levels, warming ocean temperatures, changing rainfall patterns, a decrease in stream base flow, changing wind and wave patterns, and changing habitats and species distribution. There is no consensus, however, about the exact nature, magnitude, and timing of how these changes will occur. Generally speaking, there is an expectation of a rise in air and sea surface temperatures, a decrease in the prevailing northeasterly trade winds, a decline in average rainfall resulting in the continued decline in stream base flow, an increase in ocean acidity, and sea level rise (Hawai'i Climate Change Mitigation and Adaptation Commission 2017). There is an overall consensus that these climate changes are linked to global greenhouse gas (GHG) emissions from anthropogenic (human) sources (IPCC 2014).

GHGs absorb and "trap" solar radiation instead of reflecting it back into space. Typical GHGs include carbon dioxide, methane, nitrous oxide, and chlorofluorocarbons. The main sources of GHG emissions resulting from human activity are from the following sectors, in order from most emissions to least: fossil fuel power stations, industrial activity, transportation, agriculture, fossil fuel processing, residential and commercial activity, land use and biomass burning, and waste disposal and treatment. As of 2020, the United States was responsible for approximately 24.56 percent of global carbon dioxide emissions (Global Carbon Project 2021). Within Hawai'i, the County of Hawai'i accounted for approximately 14 percent of the state's total GHG emissions in 2017 (ICF and UHERO 2021).

Impacts and Mitigation Measures

No direct or indirect impacts on climate are anticipated with implementation of the proposed action. The proposed action would be appropriately designed in the context of the surrounding environment and would not affect temperatures, wind, or rainfall levels in the region.

The exact nature of how the climate will change is unknown. New information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to climatic changes.

Implementation of the proposed action will result in the short-term irrevocable release of GHGs from construction activities associated with the development of the proposed improvements. However, these activities will be temporary and the quantities of GHGs released will be negligible. In the long-term, the AV facility would support solid waste management activities of DEM that have associated GHG emissions. It is noted that these activities are consistent with the current and planned use of the site and would not involve any new uses that would significantly impact State GHG emissions inventories. No mitigation is required or proposed.

3.2. Physical Environment

3.2.1. Geology and Topography

Hawai'i Island is the youngest and largest island in the Hawaiian chain. The island was formed by the coalescence of five volcanoes—Kohala, Hualālai, Mauna Kea, Mauna Loa, and Kīlauea. Only Mauna Loa and Kīlauea are presently considered active while the other three are considered dormant.

The town of Hilo, created by Mauna Loa lava flows, is characterized by 'a'a (clinker) and pāhoehoe (ropy) lava from various eruptions dating back to between 750 to 1,500 years ago (Wolfe and Morris, 1996). Flows are typically 5 to 20 feet thick. Due to its relatively young age, the Kau Basalt in the project area site is generally unweathered and has developed only a thin soil layer. These basalt layers are typically highly fractured resulting in high permeability.

The natural grade in the vicinity of the project area slopes gently from the southeast towards the northwest and Kūhiō Bay. Topographic maps show the project site lies at elevations that range from about 80 to 90 feet above mean sea level.

Impacts and Mitigation Measures

No direct, indirect or cumulative impacts on geology are anticipated with implementation of the proposed action.

Construction of the proposed action will require subsurface excavation for placement of the column footings and slab foundations for the new building. Excavation will also be required for the new water line which would be designed to County standards. Typically, the line would be placed in a trench at a depth of about 6 to 7 feet to account for base course and cover.

The subsurface work will be done by using an excavator machine or backhoe for the utility trenches. An augur could also be used to drill for the column footings. Excavation for the trenches and footing would not create adverse impacts to the geology of this area of Hawai'i Island.

Construction of the proposed action would involve land disturbing activities that would alter the existing topography within the project area. Such activities may include clearing, grading, excavation, and backfilling intended to construct the new water line and foundation for the new building. It is anticipated that finished grades will resemble existing grades. No significant impacts to topography are anticipated and no mitigation measures are proposed or anticipated to be required.

A drainage study would be performed to assess any potential changes in drainage patterns as a result of the project. The final drainage system would be designed to accommodate any potential increases in runoff, which would be retained on-site. DEM would coordinate the final drainage system design with the County of Hawai'i Department of Public Works (DPW) prior to construction.

3.2.2. Soils and Agricultural Land Productivity

According to the U.S. Department of Agriculture National Resources Conservation Service's (NRCS) *Soil Survey of the Island of Hawai'i, State of Hawai'i*, dated December 1973, soils within the project area are classified in the Papai series (rPAE). This series is described as extremely stony muck, with three to 25 percent slopes and consists of well-drained, thin, extremely stony organic soils over fragmented 'a'a lava. This soil is found at elevations ranging from sea level to 1,000 feet and receive between 90 to 150 inches of annual rainfall. Areas with Papai soils are mostly covered in woodland, with some small areas used for pasture, orchards, and truck crops. These soils are slightly acidic and are generally about eight inches deep. Permeability for these soils is rapid, runoff is slow, and the erosion hazard is slight. Papai series soils are given a capability rating of subclass VII, meaning they have severe limitations that makes them largely unsuitable for cultivation, limiting their usefulness to pastureland or woodland. Additionally, Papai series soils are of limited use for road fill, as locations for highways, and foundations, due to the fragmental nature of the underlying 'a'a lava. See Figure 3-1.

The State of Hawai'i Department of Agriculture's *Agricultural Lands of Importance to the State of Hawai'i (ALISH)* system of defining agricultural suitability classifies lands into four categories: Prime Lands, Unique Lands, Other Lands and Unclassified. According to the ALISH system and related map, the project area is classified as Other Lands, which is defined as an area that can be farmed satisfactorily by applying greater inputs of fertilizer, improving drainage, practicing erosion control, and protecting the land from flooding. See Figure 3-2.

The *Detailed Land Classification, Island of Hawai'i*, published by the University of Hawai'i, Land Study Bureau (LSB), evaluates the quality or productive capacity of certain lands on the island using a five-class productivity rating system, with "A" representing the class of the highest productivity and "E" the lowest. Under this system, the project area was not evaluated for agricultural productivity. See Figure 3-2.

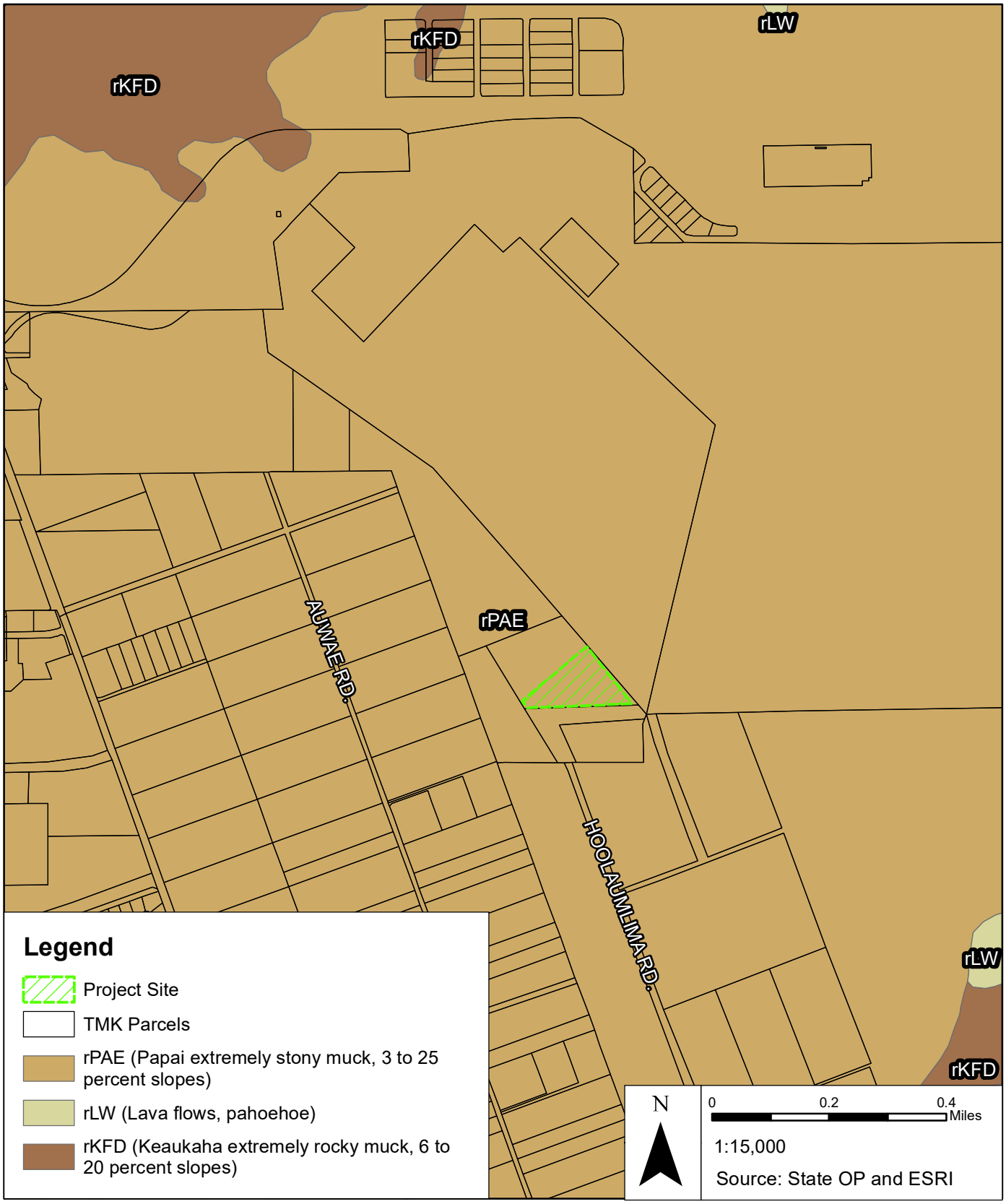

FIGURE 3-1

Soils Classifications Map

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

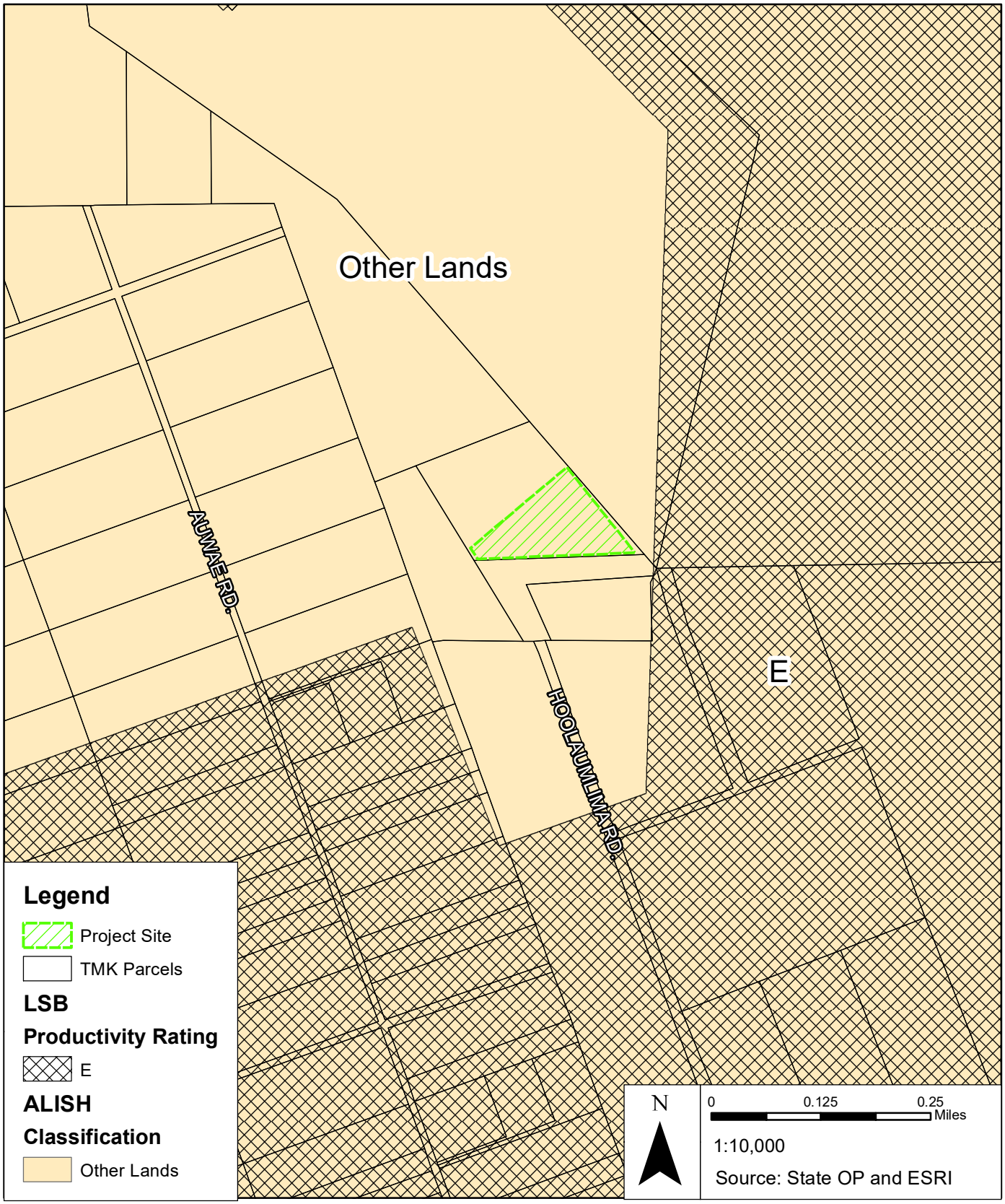

FIGURE 3-2

Agricultural Lands of Importance to the State of Hawai'i

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

Impacts and Mitigation Measures

Given the low productivity potential of the soil in the area and need for high inputs, the project area is not considered suitable for agricultural activity. Therefore, implementation of the proposed action would not reduce the inventory of productive lands available for agricultural uses.

Construction of the proposed action would involve land disturbing activities for construction of the new building, expansion of the AV lot, and trenching of the water line. These land disturbing activities could result in short-term soil erosion impacts. These activities would be mitigated by incorporating best management practices (BMP) and erosion control measures into the project plans and specifications. Site-specific BMPs and erosion control measures will be determined during the design phase although it is anticipated that these measures may include: phasing the project to minimize the total area of exposed soil at any given time, revegetating or stabilizing disturbed areas of soil as soon as possible after working, minimizing disturbance of soil during periods of heavy rain, applying protective covers to soil and material stockpiles, and installing appropriate erosion and sedimentation control devices during construction. The proposed action will comply with the requirements of Hawai'i County Code, Chapter 10, related to Erosion and Sedimentation Control. Following construction, exposed soils in the project area would be stabilized or re-vegetated to control erosion.

Soil erosion impacts would also be mitigated through coordination with the appropriate agencies during permitting and construction. A National Pollutant Discharge Elimination System (NPDES) permit for storm water runoff from construction activities is anticipated to be required as individual and/or cumulative soil disturbances in the project area may exceed one acre of land area. Any discharges related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in Hawai'i Administrative Rules (HAR), Chapter 11-54 Water Quality Standards and Chapter 11-55 Water Pollution Control, Department of Health.

3.3. Hydrology

3.3.1. Groundwater

The relatively young and porous geology of Hawai'i Island means most rainfall infiltrates into the subsurface as groundwater. In the vicinity, the uppermost groundwater aquifer beneath the project area is typically encountered from six to seven feet above mean sea level (msl), or about 70 to 90 feet below the ground surface. The State of Hawai'i has classified groundwater under an aquifer coding system to identify and describe groundwater aquifers. The project area overlies the Northeast Mauna Loa Aquifer Sector of the Hilo Aquifer System. Groundwater within this aquifer exists primarily as basal groundwater followed by high level dike and perched water. Cap rock, although thick and extensive, does not play an important role in the coastal regions of the aquifer. The sustainable yield of an aquifer is the amount of groundwater that can be pumped without depleting the source; the Hilo Aquifer System has a sustainable yield of 347 million gallons per day (mgd) (DWS, 2010).

HAR Section 11-23.4 provides criteria for classifying aquifers into those that are designated as underground sources of drinking water and those that are not. The boundary between non-

drinking water aquifers and underground sources of drinking water is generally referred to as the underground injection control (UIC) line. The project area is about a mile below (makai) and downgrade of the UIC line, which means that the underlying aquifer is not considered a drinking water source.

Impacts and Mitigation Measures

No adverse impacts on groundwater are anticipated with implementation of the proposed action. The underlying aquifer at the site is not considered a drinking water source. The excavation required for the new building footing/slab foundation and for the waterline trenching would extend to approximately 6 to 8 feet below the surrounding grade. The power pole would require a hole of up to approximately 8 to 10 feet below grade. These depths would not affect groundwater resources.

The new building will include restroom facilities and a breakroom with a sink. These facilities will be connected to the septic system consisting of a septic tank and soil absorption system for the treatment and disposal of wastewater effluent. The system would be constructed according to State of Hawai'i and County requirements which have been designed to protect groundwater resources.

3.3.2. Surface Water

Due to the permeability of the ʻaʻa and pāhoehoe lava beneath the soil at the project site, there are no well-defined drainage courses and very little surface water resources in the area. The nearest surface water bodies include quarry ponds located about a mile northwest of the project site and a rarely flowing drainage ditch about a half-mile south of the project area that collects water from streams and ditches in the southeastern part of Hilo and discharges into vacant, low-lying land. Reed's Bay is the nearest coastline at 1.5 miles away from the project site. The project site is nearly one mile west of Wailoa Pond and slightly over two miles southwest of the Wailuku River. There are no delineated or proposed wetlands in the project area and there are no direct hydrologic connections between the project area and nearby surface waters.

Impacts and Mitigation Measures

No direct, indirect or cumulative impacts on surface waters within or in the vicinity of the project area are anticipated with implementation of the proposed action as there are no surface water features such as rivers, streams, lakes, ponds, or wetlands on or within proximity of the project area.

During construction, surface waters and soil erosion impacts would be mitigated by incorporating BMPs and erosion control measures into the project plans and specifications. In addition, the project will comply with the requirements of Hawaiʻi County Code, Chapter 10, related to Erosion and Sedimentation Control.

Soil erosion impacts would also be mitigated through coordination with the appropriate agencies during permitting and construction. A NPDES permit for storm water runoff from construction activities is anticipated to be required as individual and/or cumulative soil disturbances in the project site may exceed one acre of land area. Any discharges

related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in Hawai‘i Administrative Rules (HAR), Chapter 11-54 Water Quality Standards and Chapter 11-55 Water Pollution Control, Department of Health.

3.4. Natural Hazards

3.4.1. Sea Level Rise

The Earth’s climate has experienced natural changes and variability throughout its geologic timeline, however, the changes that have occurred over the past century are unprecedented. Anthropogenic GHG emissions are causing global warming and climate disruption. The concentration of carbon dioxide, as well as other GHG, are well outside the range of natural variability and are reaching the highest levels seen in at least 800,000 years (Hawai‘i Climate Change Mitigation and Adaptation Commission, 2017).

Sea level is rising at increasing rates due to global warming of the atmosphere and oceans and melting of the glaciers and ice sheets. Rising sea level and projections of stronger and more frequent El Niño events and tropical cyclones in waters surrounding Hawai'i indicate a growing vulnerability to coastal flooding and erosion. If GHG emissions are maintained at its current rate of increase, the Intergovernmental Panel on Climate Change (IPCC) (2014) predicts up to 3.2 feet of global sea level rise by the year 2100. However, recent observations and projections show that this magnitude of sea level rise could occur as early as year 2060 under recently published high-end scenarios (Hawai‘i Climate Change Mitigation and Adaptation Commission, 2017). There are questions and debate around the exact timing of that rise due largely to uncertainties around the future behavior of the Earth’s cryosphere and global GHG emission trajectories.

Topographic maps show the project sites lies at elevations that range from about 80 to 90 feet above mean sea level and Reed’s Bay is the nearest coastline at 1.5 miles away from the project site. Thus, the project site is not located within the 3.2-foot or 6-foot sea level rise exposure area (SLR-XA) as depicted by the National Oceanic and Atmospheric Administration (NOAA) Sea Level Rise data.

Impacts and Mitigation Measures

No short or long-term impacts on sea level rise are anticipated during construction or operation of the proposed project. The exact nature of how the sea level will rise and when is unknown. New information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to sea level rise.

3.4.3. Flood and Tsunami Hazard

According to the Flood Insurance Rate Map (FIRM) Panel Number 1551660885C, prepared by the Federal Emergency Management Agency (FEMA), the project area along with much of the surrounding area is designated as Zone X—an area determined to be outside of the 500-year flood plain. See Figure 3-3.

As previously discussed, on May 13, 2021, the Department of Public Works confirmed the project site is in an area designated as Zone X on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA). Zone X is an area determined to be outside the 500-year floodplain.

The project site is also located outside of the tsunami evacuation zone according to the Tsunami Evacuation Zone maps for Hawai'i Island.

Impacts and Mitigation Measures

No direct, indirect or cumulative impacts on flood and tsunami hazards are anticipated as the proposed action is not anticipated to increase flood risks or cause any adverse flood-related impacts within the project area or lower elevation properties.

A drainage study would be performed to assess any potential changes in drainage patterns. The final drainage system would be designed to accommodate any potential increases in runoff, which would be retained on-site. DEM would coordinate with DPW regarding the final drainage system design prior to construction.

3.4.4. Hurricane

The Hawaiian Islands are seasonally affected by Pacific hurricanes from the late summer to early winter months. During hurricanes and storm conditions, high winds cause strong uplift forces on structures, particularly on roofs. Wind-driven materials and debris can attain high velocity and cause devastating property damage and harm to life and limb. It is difficult to predict these natural occurrences, but it is reasonable to assume that future events will occur. While the island of Hawai'i has not been in the direct path of a hurricane since recordation began in 1950, the models indicate that the island has a long-term hurricane hazard risk higher than any of the other islands for a direct hit.

Impacts and Mitigation Measures

No direct, indirect, or cumulative impacts related to hurricane hazard are anticipated with implementation of the proposed action. The new building will be designed to meet the Hawai'i County building code and the International Building Code related to structures.

Physical components of the proposed action would be designed in consideration of the potential hazards posed by hurricanes to the extent practical. Irrespective of any mitigation measures taken, the unpredictable and sometimes destructive nature of hurricanes ultimately limits the extent of practical measures that can be taken to avoid hurricane impacts. As such, no additional mitigation measures are proposed or anticipated to be required.

FIGURE 3-3

Flood Insurance Rate Map

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

3.4.5. Volcanic Hazard

The island of Hawai'i is divided into 9 lava flow hazard zones, with lava flows most likely to occur in Zone 1 and least likely to occur in Zone 9. The zones are primarily based on the location of active vents, location and frequency of both historic and prehistoric eruptions, and larger topographic features that would affect the paths of future flows. The hazard boundaries are approximate, and the change in the degree of hazard is generally gradual rather than abrupt.

The project site is situated approximately 22 miles from Kīlauea Volcano, the nearest active vent. According to the USGS hazard classification, the entire project area is contained in lava-flow hazard Zone 3—areas less hazardous than Zone 2 because of greater distance from recently active vents and (or) because of topography. See Figure 3-4. One to five percent of Zone 3 has been covered since 1800 CE, and 15 to 75 percent has been covered in the last 750 years.

Impacts and Mitigation Measures

The project site is subject to the hazard of lava flows due to the topography of the surrounding area and proximity to an active vent. The proposed action would not alter the topography or decrease proximity in a way that would make the project area more susceptible to volcanic hazards. Given the destructive nature of lava flows, there are no practical measures to avoid impacts from lava flows. Hawaiian lava flows generally advance slowly and can be easily avoided by people. No mitigation measures are proposed or anticipated to be required.

3.4.6. Seismic Hazard

The entire island of Hawai'i is rated Zone 4 Seismic Probability Rating (Uniform Building Code, Appendix Chapter 25, Section 2518). Zone 4 areas are at risk from major earthquake damage, especially to structures that are poorly designed or built. None of the several earthquakes of Richter magnitude 6.0 or greater that have occurred on the island since 1950 have caused substantial damage to well-engineered roads, bridges or other roadway structures. This is due in part to the lack of unconsolidated sediments in the local substrate.

The project area also lies within the occurrence zone of Intensity VIII earthquakes, corresponding to the Mercalli Intensity Scale. Intensity VIII is the third highest on the scale and is characterized by slight damage in specially designed structures; considerable damage in ordinary substantial buildings with partial collapse; great damage in poorly built structures; fall of chimneys, factory stacks, columns, monuments, walls; and heavy furniture can become overturned.

Impacts and Mitigation Measures

No direct, indirect, or cumulative impacts on seismic hazards are anticipated with implementation of the proposed action. All structural components will be designed to comply with the Building Code for the County of Hawai'i which has accounted for potential seismic hazards on structures.

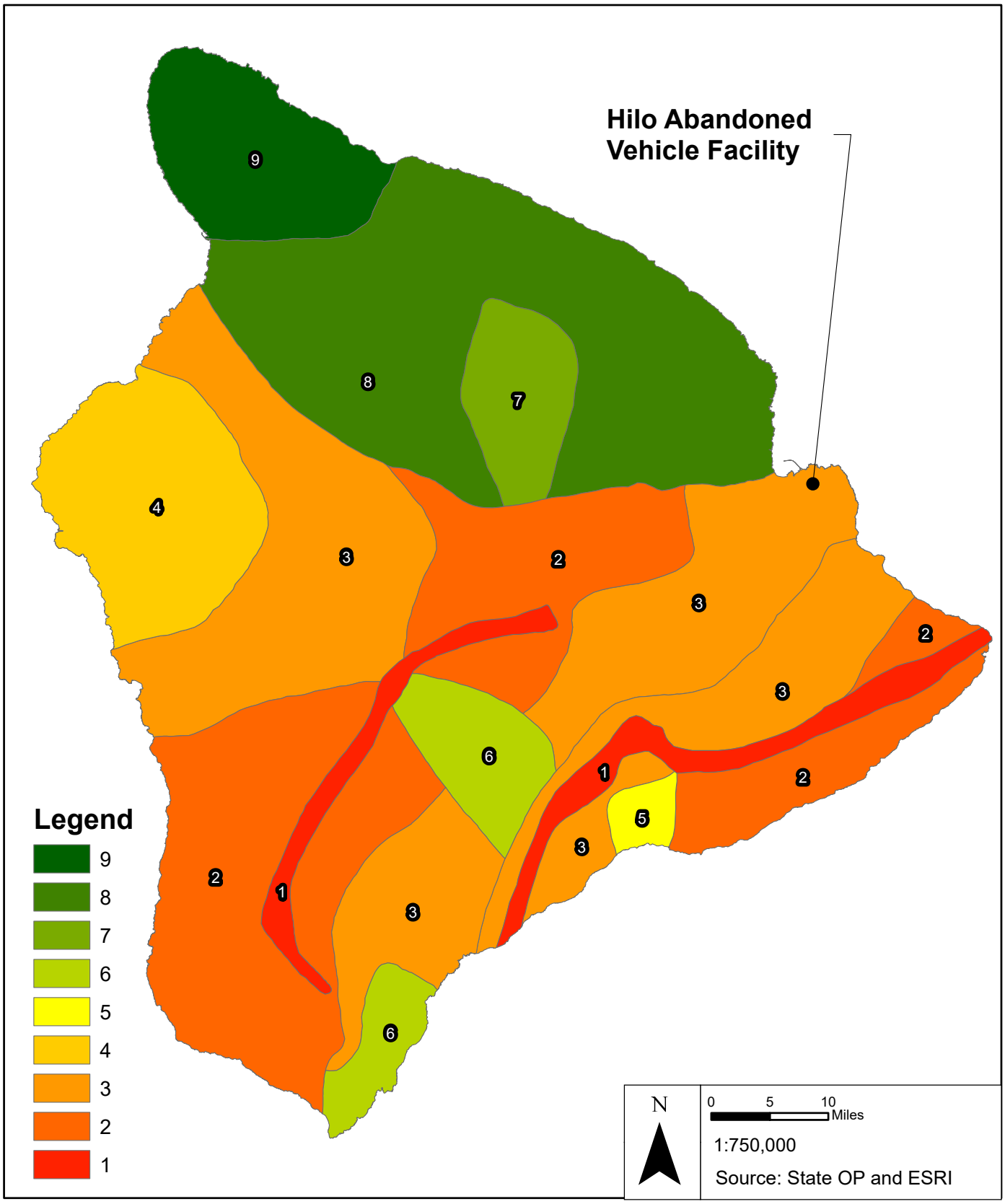

FIGURE 3-4

Lava Flow Hazard Zones - Hawai'i Island

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

3.5. Natural Environment

3.5.1. Flora

The original vegetation of the general area likely consisted of pioneer and early successional plant species such as ʻōhiʻa (*Metrosideros polymorpha*), lama (*Diospyros sandwicensis*) and hala (*Pandanus tectorius*), and kupukupu fern (*Nephrolepis exaltata)* (Gagne and Cuddihy 1990). The introduction of exotic and invasive plant and animal species, along with several seeding attempts (using non-native seeds) following a large fire in the Panaʻewa Forest Reserve in 1926 drastically altered this native lowland wet forest into the dense, mostly non-native forest that exists currently.

The project site was previously developed as a quarry/rock mining site. The remainder of the project site remains undeveloped. Vegetation consisting of trees and overgrown ruderal species which occurs along southern perimeter of the project site along ʻElipōhaku Road. Another small area at the northern corner of the project site contains similar vegetation. All plants found on the site are relatively common non-native species. The plants have little conservation value.

Impacts and Mitigation Measures

The proposed action involves construction of the new building and some paving to hold additional vehicles. This work would not require additional clearing or removal of the vegetation found along perimeter of the project site. No adverse impacts on vegetation resulting from construction of the proposed action is anticipated as no listed or proposed endangered plant species are known to occur within the project site.

Project plans and specifications would require the contractor to follow current biosecurity protocols to prevent the introduction and spread of harmful invasive species on the island of Hawaiʻi. These protocols are based on National Park Service, State of Hawaiʻi, U.S. Fish and Wildlife, U.S. Geological Survey, and the DOI Office of Native Hawaiian Relations guidance to prevent the introduction of harmful invasive species including frogs, ants, weeds, and fungi into local natural areas and areas with native habitat, other islands in Hawaiian archipelago, or the U.S. mainland. The protocol also includes suggestions for keeping field staff safe from certain invasive species.

3.5.2. Fauna

The South Hilo area supports a variety of common alien mammals, birds, reptiles and amphibians. More importantly, several species of native birds forage or overfly the project site, including the Hawaiian hawk or ʻio (*Buteo solitaries*), no longer listed as an endangered species by the US Fish and Wildlife Service (FWS). It is still listed as endangered by the State of Hawai'i under Hawai'i Revised Statutes Chapter 195D.

Foraging habitat for Hawaiʻiʻs only land mammal, the federally listed species the endangered ʻopeʻapeʻa, or Hawaiian hoary bat (*Lasiurus cinereus semotus*), may also be present in the forested areas found along perimeter of the project site. However, due to noise and disturbance in the vicinity of the project area along with a lack of tall native trees, it is unlikely that ʻio and ʻopeʻapeʻa nest within the project area.

According to the FWS, other federally listed species that may occur in the immediate vicinity of the project site include the Hawaiian petrel *(Pterodroma sandwichensis)*, band-rumped storm petrel *(Oceanodroma castro)*, and the threatened Newell's shearwater *(Puffinus auricularis newelli)*. The last three seabird species may overfly the project site when going to and from offshore feeding areas.

Other mammals previously observed or expected to occur on the property include non-native mongoose (*Herpestes javanicus*), mice (*Mus musculus*), rats (*Rattus spp.*), and feral cats (*Felis catus*). None of these species are federally listed, and all are expected to occur in high abundance near the project area.

No streams, wetlands, or aquatic habitat are present in or near the project site.

Impacts and Mitigation Measures

On April 30, 2021, in response to the Early Consultation request, the FWS replied as follows (01EPIF00-2021-TA-0273 Technical Assistance for the Proposed Abandoned Vehicle Facility Pre-Assessment Hilo Hawai'i). Under section 7 of the Endangered Species Act, it is the Federal agency's (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project "may affect" federally listed species or designated critical habitat. A "may affect, not likely to adversely affect" determination is appropriate when effects to federally listed species are expected to be discountable (i.e., unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a "may affect, likely to adversely affect" determination is made, then the Federal agency must initiate formal consultation with the FWS. Projects that are determined to have "no effect" on federally listed species and/or critical habitat do not require additional coordination or consultation.

Based on the findings that showed no listed species on or near project site, the AV lot improvements would have "no effect" on listed species. Further, since the AV lot improvements would not use federal funds for construction, no further coordination or consultation with the FWS is required.

Furthermore, observations have shown that bird species responsible for aircraft/bird collision are not present in the area. Following construction, exposed soils at the project site would be stabilized or re-vegetated to control erosion. Due to the project site's proximity to the Hilo International Airport, stabilization measures proposed would be designed and operated or otherwise conditioned or mitigated to meet the requirements of FAA Advisory Circular 150/5200-33B "Hazardous Wildlife Attractants on or Near Airports" and HRS Chapter 262 "Airport Zoning Act".

The contractor would be responsible for adhering to the project plans and specifications which would incorporate the following avoidance and minimization measures, as applicable:

- To avoid impacts to Hawaiian hawks, construction activities associated with the proposed action as well as brush and tree clearing activities should be avoided

during their breeding season (March through September). If the project site must be cleared during the ʻio breeding season, it is recommended that a nest search of the area be conducted by a qualified biologist immediately prior to the start of the proposed activities. Pre-disturbance surveys (valid for 14 days) should ensure that the proposed activities would not occur within 1,600 feet of any active Hawaiian hawk nest during the breeding season until the young have fledged. No trimming or cutting trees containing a hawk nest would be allowed, as nests may be re-used during consecutive breeding seasons.

- Woody plants greater than 15 feet tall should not be removed or trimmed during the Hawaiian hoary bat breeding season (June 1 to September 15). It is further recommended that barbed wire not be used for fencing to protect low-flying, foraging bats.

- The proposed action would avoid or minimize use of artificial lighting and avoid night work if possible. If artificial illumination must be used, it would be shielded so the bulb is not visible at or above bulb-height. If night work must be conducted, it would take place outside the sea bird fledging season (September 15 through December 15) and would utilize shielded lighting.

Project plans and specifications would also require the contractor to follow current biosecurity protocols to prevent the introduction and spread of harmful invasive species on the island of Hawaiʻi.

3.6. Historic, Archaeological and Cultural Resources

The project area is in the ahupuaʻa of Waiākea, in the moku o loko (district) of Hilo. Waiākea is made up of roughly 95,000 acres. Once considered a region of abundant natural resources and numerous fishponds, Waiākea was also an early important political center (Escott, 2013). Prior to its use as the AV facility, the project site was associated primarily with modern commercial quarrying and rock mining activities.

Based on previous studies of the surrounding area, it is unlikely that the project area is within areas of traditional pre-contact Hawaiian settlement and habitation. Early settlements in the Hilo District were located along the coast. Furthermore, the Panaʻewa region where the project site is located contains marginally thin soils and is not well suited to traditional agricultural practices. Due to the extent of ground disturbance in the area, the inland location of the site from historic coastal communities, and the regional soil characteristics, the project site is unlikely to contain historic properties, archaeological resources, or any resources of a potential traditional (Carson 1999).

Impacts and Mitigation Measures

No cultural, historic or archaeological sites are believed to be present on the project site. Previous quarry/rock mining activities would have removed surface archaeological resources which may have been present at that time.

It is anticipated that the proposed action would not adversely affect any historic properties, or culturally valued resources or cultural practices given the project site has been used for quarrying/rock mining operations.

Nonetheless, DEM and its contractors would be required to comply with all State and County rules and regulations regarding the preservation of archaeological and historic sites. The construction documents would include a provision that should historic sites such as walls, platforms, pavements and mounds, or remains such as artifacts, burials, concentrations of shell or charcoal or artifacts be inadvertently encountered during construction activities, work would cease immediately and the State Historic Preservation Division (SHPD) would be contacted, which would assess the significance of the find and recommend appropriate mitigation measures if necessary. DEM would also consult with SHPD in compliance with State historic preservation review requirements to determine appropriate mitigation measures for the project.

3.7. Air Quality

Kīlauea Volcano continuously emits volcanic gases which result in emissions of over 1,000 tons of sulfur dioxide per day. This approximate level of output has persisted since 1986, and intermittently since 1983. Hawai'i's strong sunlight and moist air promote oxidation and hydration of sulfur dioxide to a sulfuric acid aerosol which is partially neutralized to ammonium sulfate. The combination of these aerosols, the remaining sulfur dioxide and other volcanic vapors are locally referred to as "vog," or volcanic fog. The rate of air emissions by Kīlauea may produce vog exposures along the plume trajectory which present chronic or acute public health hazards. Kīlauea's Pu'u 'Ō'ō vent is located approximately 25 miles southwest of the Hilo International Airport.

The State of Hawai'i Department of Health (DOH), Clean Air Branch, monitors the ambient air quality in the State for various gaseous and particulate air pollutants. The EPA has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), lead (Pb), ozone (O_3), and particulate matter (PM_{10} and $PM_{2.5}$). Hawai'i has also established a state ambient air standard for hydrogen sulfide (H_2S) related to volcanic activity on Hawai'i Island. The primary purpose of the statewide monitoring network is to measure ambient air concentrations of these pollutants and ensure that these air quality standards are met.

Air pollution in Hawai'i is caused by a number of different man-made and natural sources. There are industrial sources of pollution, such as power plants and industrial/commercial activities; mobile sources, such as vehicles and buses; agricultural sources, such as previous sugar cane burning; and natural sources, such as windblown dust and volcanic activity. The DOH Clean Air Branch is responsible for regulating and monitoring pollution sources to ensure that the levels of criteria pollutants remain well below the State and federal ambient air quality standards.

Air quality on Hawai'i Island is affected by emissions from industrial sources, vehicles, and natural sources. The major industrial source for the island is oil-fired power plants, which emit SO_2, nitrogen oxides, and particulate matter. Motor vehicles emit CO, nitrogen oxides and hydrocarbons (an ozone precursor), as well as smaller amounts of other pollutants including

particulates. Also emitting sulfur dioxide (SO_2) is the geothermal power plant Puna Geothermal Venture, which supplies about 10-20% of the island's electricity. However, Puna Geothermal Venture is currently non-operational due to the volcanic eruptions of 2018.

Volcanic emissions of SO_2 convert into particulate sulfate, which causes a volcanic haze (vog) to blanket the area during occasional periods of southerly Kona winds. Vog concentrations are primarily dependent on the amount of volcanic emissions, the distance from the source vents, and the wind direction and speed on a given day. When trade winds are absent, which occurs most often during the winter months, East Hawai'i, the entire island or the entire state can be impacted by vog.

The State maintains six air monitoring stations on the island of Hawai'i, one of which is located in Hilo. According to DOH ambient air quality data, the quality of air in the Hilo area is considered to be "Good." The prevailing northeasterly trade winds tend to disperse pollutants toward the mountains, decreasing the concentration of pollution above Hilo. However, the amount of particulates and other air pollutants can significantly increase during periods when the winds shift to a southwesterly direction. Air flow from this direction carrying vog can lead to an increase in pollution and a decrease in visibility.

Impacts and Mitigation Measures

Construction activities have the potential to result in fugitive dust. Construction activities must comply with the provisions of Hawai'i Administrative Rules, §11-60.1-33 on Fugitive Dust. Therefore, a dust control management plan will be developed which identifies and mitigates all activities that may generate airborne, visible fugitive dust. Measures to control airborne, visible fugitive dust during construction will be incorporated into the project plans and specifications. These measures may include, but are not limited to, the following:

- Planning construction to focus on minimizing the amount of airborne, visible fugitive dust-generating materials and activities, centralizing on-site vehicular routes, and locating potential dust-generating equipment in areas of the least impact;
- Providing an adequate water source at the site prior to start-up of construction activities;
- Providing rapid growth vegetation to cover of bare areas, including slopes, from the grading phase;
- Minimizing airborne visible fugitive dust from construction vehicles on the project site and the access driveway;
- Providing reasonable dust control measures during weekends, after hours, and prior to daily start-up of construction activities; and
- Controlling airborne, visible fugitive dust from transport vehicles used to haul vehicles from the project site.

Respective contractors would be responsible for adhering to air quality standards and minimizing air quality impacts during the various phases of construction. An air pollution control permit may be required to operate certain construction equipment, such as crushers or generator sets, which may be used during construction. If required, the

contractor will be responsible for obtaining an air pollution control permit from the DOH Clean Air Branch and complying with all applicable conditions and requirements. With the appropriate controls in place, no significant impacts on air quality are anticipated as a result of the proposed action.

Exhaust emissions created from construction activities are anticipated to have negligible impacts on air quality in the project area as the emissions would be temporary in nature, relatively small, and readily dissipated. Any potential impacts would be mitigated by complying with the State DOH Administrative Rules, Title 11, Chapter 60 "Air Pollution Control". In the long-term, GHG emissions in the project area are not expected to increase proposed activities are consistent with the current and planned use of the site and would not involve any new uses that would significantly impact State GHG emissions inventories.

3.8. Noise

Ambient noise in the project area is predominantly attributed to the combined noise levels from aircraft operations at the Hilo International Airport as noted by State Department of Transportation Airports Division by letter dated May 4, 2021, which states that due to proximity to the airport, the County should be aware of potential noise resulting from aircraft flight operations. There is also a potential for fumes, smoke, vibrations, odors, etc., and that these impacts may increase or decrease over time and depending on airport operations.

Noise would also occur from disposal activities at the adjacent EHRSS, vehicular traffic servicing or passing by the project area, and, industrial activities in the surrounding area. Noise would also occur from the occasional use of the Pana'ewa Drag Strip. Residences roughly 1,000 feet or more away near the intersection of 'Auwae Road and Kahaope'a Street are the nearest sensitive uses. At this distance, noise originating from the vicinity of the project area is perceptible but not a nuisance, and is blended in with airport, industrial, agricultural, and naturally occurring sounds. Therefore, existing noise impacts from the AV facility on sensitive receptors are modest.

Impacts and Mitigation Measures

Construction of the proposed action may result in short-term noise impacts to the surrounding environment. However, noise generated by temporary construction activities would be similar in character and intensity to the existing noise conditions and is not anticipated to have an adverse effect on overall noise levels. Any potential impacts would be mitigated by complying with the State DOH Administrative Rules, Title 11, Chapter 46 "Community Noise Control" regulations.

In the long-term, noise in the project vicinity is anticipated to remain similar to existing conditions. Noise generated by future use of the site would be similar in character and intensity to the noise levels currently generated in the project vicinity. Therefore, the project is not anticipated to result in significant impacts in the long-term.

3.9. Visual Resources

Line-of-sight views of the project site are generally obstructed from surrounding areas given the relatively flat terrain and the dense, vegetation that acts as a visual barrier. View planes of the project site from the industrial-type uses in proximity will generally be obstructed by the surrounding vegetation. Land uses surrounding the project site are generally industrial which can be considered less sensitive in terms of visual impacts. Regardless, the views towards the project site from these areas are also obstructed by trees.

Impacts and Mitigation Measures

No direct, indirect, or cumulative impacts on visual resources are anticipated with implementation of the proposed action. The new building will be a one-story structure with roof height of about 25 to 30 feet above the surrounding grade. View planes of the project site and new building from the surrounding area will be generally obstructed by dense, vegetation that provides a visual barrier for the area. Construction of the proposed action would not significantly alter the topography in such a way that would diminish the aesthetic character of the area. No mitigation measures are proposed or anticipated to be required.

3.10. Traffic

In response to an early consultation request, the State DOT by letter dated May 4, 2021 (STP 8.3164) replied with a recommendation that the Draft EA include a Traffic Assessment (TA) which includes the following:

a. Jurisdiction of roadways in the vicinity.
b. Location of existing and proposed site access driveways.
c. Observations regarding existing traffic conditions in the vicinity of the site, including bicycle and pedestrian routes and location of transit stops.
d. Project description, including pipeline and other infrastructure that may be removed or constructed within any HDOT right-of-way, operations and construction activities, hours of operation, and estimated number of vehicle trips to/from the site during peak traffic hours.
e. Assessment of the project's potential direct, secondary and cumulative impacts to any State roadways.
f. If the qualitative TA suggests a potential for adverse impact to State highways, include a traffic impact assessment report prepared by a licensed Professional Engineer.

Based on the above, in February 2022, a Traffic Assessment was conducted as described below. The complete Traffic Assessment is included as Appendix A.

Vehicle Facilities

Access to the site is provided from Leilani Street and Hoʻolaulima Road, both County of Hawaiʻi roadways, and then through an existing driveway located on the adjacent East Hawai'i Regional Sort Station facility. Hoʻolaulima Road also provides access for other solid waste management facilities in the vicinity including the Hilo Transfer Station, the East Hawaiʻi Organics Facility, the East Hawaiʻi Regional Sort Station, and the former South Hilo Sanitary Landfill. Hoʻolaulima

Road also provides access to quarries and borrow pits, the Mass Transit Agency Baseyard, the County of Hawai'i Skeet Range, and the Pana'ewa Drag Strip.

The traffic volumes used for the purpose of analysis are based on 24-hour traffic da1ta obtained from the State of Hawai'i Department of Transportation Highways Division from Year 2019 in the vicinity of the project. These counts were supplemented by other available traffic data collected to support other developments in the area. It should be noted that more recent traffic data could not be collected due to the ongoing COVID-19 pandemic. Note, the COVID-19 pandemic has resulted in significantly decreased or fluctuating traffic volumes and shifted travel patterns.

In the vicinity of the project site, Kanoelehua Avenue is a predominantly 6-lane, two-way divided State of Hawai'i (State Route 11) roadway that serves as one of the primary access roads through this area of Hilo and provides connections to other regional roadways to the south. The AM peak hour along Kanoelehua Avenue occurs between 7:15 AM and 8:15 AM with the roadway carrying a total of 2,350 vehicles, 864 vehicles northbound and 1,486 vehicles southbound. The PM peak hour occurs between 3:30 PM and 4:30 PM with a total of 2,871 vehicles along that roadway, 1,327 traveling northbound and 1,544 traveling southbound.

Primary access to the proposed project site is provided via Ho'olaulima Road off Leilani Street. Leilani Street is a two-lane, two-way County of Hawaii roadway that provide access to the uses along its alignment. Although the available traffic data along Leilani Street was collected in 2015, an assessment of traffic volumes along other major roadways in the vicinity indicates that volumes in the vicinity have remained similar or decreased since 2015. As such, since there has not been significant development along Leilani Street in recent years, the available 2015 traffic data was assumed to be representative of baseline 2021 conditions for the purpose of this report. The AM peak period along Leilani Street generally occurs between 7:25 AM and 8:25 AM with a total of 685 vehicles along that roadway, 317 vehicles traveling westbound and 368 vehicles traveling eastbound. The PM peak hour generally occurs between 3:40 PM and 4:40 PM with a total of 732 vehicles traveling along Leilani Street, 312 vehicles westbound and 420 vehicles eastbound.

Pedestrian Facilities

There are limited improved pedestrian facilities in the vicinity of the project site. Near the intersection of Kanoelehua Avenue and Leilani Street, Kanoelehua Avenue has improved, but narrow sidewalks along the west side of the roadway supplemented by curb ramps, crosswalks, pedestrian crossing phases at this signalized intersection. However, both sides of Leilani Street and Ho'olaulima Road which provide access to the project site are currently unimproved.

Bike Facilities

Existing bike facilities are limited in the vicinity of the project site with bike lanes only provided along Kanoelehua Avenue between Kamehameha Avenue and E. Palai Street. There are additional bike facilities in the vicinity expected to be developed in the future, but the timing and scope of those facilities are not known.

Transit Facilities

Transit service in vicinity of the project site is provided by "Hele-On" operated by the County of Hawai'i. No transit service provided along Ho'olaulima Road or Leilani Street. The project vicinity is primarily served by Route 40 which connects Hilo to Pahoa via Keaau along Kanoelehua Avenue. The closest bus stop to the project site is located at Prince Kuhio Plaza. The bus stop at Prince Kuhio Plaza provides connections to other routes serving Hilo including Routes 10, 11, 101, and 103.

Impacts and Mitigation Measures

The trip generation methodology used for the purpose of this assessment is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in "Trip Generation, 11th Edition," 2021. The existing AV facility currently operates between the hours of 7:45 AM and 4:30 PM Monday through Friday. During these hours, there is public access to the AV lot to reclaim impounded vehicles. Public access is by appointment only. Towing companies are allowed 24-hour access to the site. These operating hours are not expected to change with the proposed action and the capacity of the AV lot is expected to be similar to existing conditions.

Additional trips to the improved facility are primarily expected to be associated with anticipated increase in employees on-site. The AV lot currently has 3 employees that work on-site with this number anticipated to be expanded to a maximum of 6 employees in the future. Each of these additional employees was conservatively assumed to arrive during the morning peak period and depart during the afternoon peak period. The additional trip generation characteristics of the proposed project were applied to the peak hours of traffic.

The additional 3 future employee trips generated during each peak hour are expected to increase traffic volumes along Leilani Street and Kanoelehua Avenue by 0.5% or less during both peak periods. These increases are within the daily fluctuation of traffic along those roadways and represent a minimal increase along those roadways. As such, traffic operations along the surrounding roadway network are expected to remain similar to conditions without the future employees.

The proposed action entails improvements to the existing AV lot to construct a new building to provide space for vehicle storage and administrative functions. In conjunction with the project, utility improvements are anticipated on-site and within the County of Hawaii right-of-way along the roadways in the immediate vicinity of the project site.

No improvements or work are expected within the State of Hawai'i right-of-way.

Since the anticipated capacity and operations of the improved facility are expected to remain similar to existing conditions, the additional trips generated to the site would be associated with the expected the 3 additional future employees. As such, traffic operations in the vicinity are expected to remain similar to existing conditions.

Given the lack of pedestrian, bike and transit facilities near the project site, the AV lo improvements will not impact these facilities.

3.11. Socio-Economic Characteristics

In December 2020, the State of Hawai'i Department of Business, Economic Development and Tourism released 2019 population estimates for the state and counties. In addition, the U.S. Census Bureau provides the American Community Survey (ACS), which updates selected demographic, social, and economic information for various years. The ACS data includes total population, age, racial composition, and economic information, including employment and household income by Census Designated Place for locations in Hawai'i County. The most recent version of the ACS is the 2019 5-Year Estimates released in December 2020.

The 2010 census showed the Hawai'i County total population 185,079 persons and the 2019 estimates shows a total population of 199,459 persons, which represents an increase of about 7.7 percent, or an annual increase of 0.83 percent. As a comparison, the total state population in 2010 was 1,360,301 persons and the 2019 estimate was 1,422,094 persons, an increase of 4.5 percent, or an annual increase of 0.49 percent.

The project site is located in Hilo, largest population center on the island. The 2010 population for Hilo was 43,263 persons and the 2019 ACS estimate was 45,056 persons, an increase of 4.1 percent, or an annual increase of 0.45 percent. Thus, although Hilo remained as the largest population center, it grew at a much slower rate than the county.

Impacts and Mitigation Measures

In the short-term, construction of the proposed action will require a contractor and subcontractors. For the most part, the contractors and subcontractors try to use workers already located on Hawai'i thereby avoiding the need to import workers from outside the local area and affecting the population of the local area and the related demand for housing.

The employment by the contractor and subcontractors will generate wages and salaries paid to the contractor and subcontractor work forces. The wages and salaries paid to the work force will in turn generate purchases of goods and services in the local area which will result in taxes paid to the County and State of Hawai'i. In addition, the contractor and their subcontractors may need to rent or purchase equipment, supplies, and materials, some of which will be purchased from local area suppliers and vendors. Direct purchases of equipment, supplies, and materials by the contractor will also generate taxes County and the State. Overall, the proposed action will result in positive employment benefits which will result in higher levels of income and overall economic benefits to the local economy.

In the long term, the AV lot improvements are expected to require only 3 additional personnel for the various AV function. This level of additional personnel will negligibly increase resident population. Thus, the AV lot improvements are not expected to affect the socio-economic characteristics of the Hilo area or the County.

3.12. Public Services and Facilities

3.12.1. Police, Fire, and Medical Services

Police: Police protection is provided by the Hawai'i Police Department. The project site is part of the South Hilo, Patrol District 1 that covers the area between Halakau in the north, to the mid-point of Kanoelehua Avenue between Hilo and Kea'au in the south, to Saddle Road in the west. The area is served by the main police station located on Kapi'olani Street near downtown Hilo, approximately 3 miles from the project area.

Fire: Fire prevention and protection is provided by the Hawai'i Fire Department. Fire Department personnel also include paramedics who respond to medical as well as fire emergencies. The Hawai'i County Fire Department Kawailani Fire Station provides fire protection and suppression services in Waiākea. Backup support is provided by the Central Fire Station located 3.5 miles away in Hilo, the Kaumana Fire Station located 4.5 miles away, and the Waiākea Fire Station located 2.5 miles away in Keaukaha. A new fire station, Haihai, is less than three miles from the project site.

Medical: Hilo Medical Center located approximately 5 miles northwest of the project site on Waiānuenue Avenue is the primary health care facility serving the South Hilo District.

Several medical and healthcare facilities are located along Waiānuenue Avenue in proximity to the project site including Kaiser Permanente, Saint Francis Dialysis Center, Hale Anuenue Restorative Care Center, Hawai'i Pacific Oncology Center (owned by Hilo Medical Center), and The Arc of Hilo and Hospice of Hilo.

Impacts and Mitigation Measures

Police: The proposed action would not result in an increase in demand for police protection services. No direct, secondary or cumulative impacts to police protection are anticipated or expected, and no mitigation measures are necessary or recommended. Further, on April 23, 2021, in response to the Early Consultation request, the Police Department responded they do not see any significant impacts to traffic and/or public safety concerns from the proposed project.

Fire: The proposed action would not result in an increase in demand for fire protection services. The proposed improvements will comply with all applicable County design standards to meet health and fire safety requirements, including the provision of fire apparatus access roads that meet county requirements and an accessible and reliable water source. No direct, secondary or cumulative impacts on fire protection are anticipated or expected, and no mitigation measures are necessary or recommended.

On April 19, 2021, in response to an early consultation request, the Hawai'i Fire Department stated no objections to the proposed project.

Medical: The proposed action would not result in an increase in demand for health and emergency services. No direct, secondary or cumulative impacts on emergency services are anticipated or expected, and no mitigation measures are necessary or recommended.

3.12.2. Educational Facilities

The project area is located in the State Department of Education's Hilo-Laupahoehoe-Waiākea Complex Area within the Hawai'i District. The closest State Department of Education (DOE) public schools are: Keaukaha Elementary School, Waiākeawaena Elementary School, Waiākea Elementary School, Waiākea Intermediate School, and Waiākea High School.

Impacts and Mitigation Measures

No direct, indirect, or cumulative impacts on educational facilities are anticipated with implementation of the proposed action. The proposed action would not generate new residents or introduce new school-aged children to the area. Therefore, no additional demands would be placed on DOE facilities. The closest public school is Waiākeawaena Elementary School located nearly two miles away. While construction activities may generate some noise and fugitive dust, these impacts would be temporary and are anticipated to be easily dissipated by the distance between the construction site and the school as well as predominant trade wind conditions in the area. In the long-term, operation of the proposed action is expected to be similar to existing conditions and would not result in any adverse impacts to nearby educational facilities. No additional mitigation measures are proposed or anticipated to be required.

3.12.3. Recreational Facilities

A Trap & Skeet Range located just under a mile southeast of the existing AV lot is the closest recreational facility to the project site. The facility includes four (4) trap ranges, one (1) skeet range, two (2) covered rest areas, and a public restroom. Farther south is the Pana'ewa Drag Strip, also known as the Hilo Drag Strip, which includes a sanctioned quarter mile drag strip, an oval dirt track, motocross track, go-cart track, and a mud bog. Both facilities are maintained and operated by the County of Hawai'i Department of Parks and Recreation.

Other nearby parks and open spaces include Pana'ewa Park, Lokahi Park, and the Ho'olulu Park Complex, which contains the Afook-Chinen Civic Auditorium, Francis Wong Stadium, and Walter Victor CK Baseball Complex.

Impacts and Mitigation Measures

No direct, indirect, or cumulative impacts on recreational facilities are anticipated with implementation of the proposed action. Access to nearby recreational facilities would be maintained during construction and after completion of the project. Additionally, the proposed action is not a direct generator of new residents requiring recreational facilities. No mitigation measures are proposed or anticipated to be required.

3.13. Infrastructure and Utilities

3.13.1. Water System

Existing potable water resources for the Hilo area come from ground water (approximately 65.5 percent) and surface water (approximately 34.5 percent). The water system in the Hilo area is served by one main system, and four smaller systems, which consumes a daily average of 5.49 million gallons of water from five surface systems and five deep well sources. The surface sources are the Waiakea-Uka Tunnel, the Olaa Flume Spring, Lyman Spring, Wailuku River-Hookelekele Stream, and Kaohama Stream. Three of the smaller systems use deep well sources, while the one remaining source draws its supply from surface water. Industrial and Commercial sources draw water from smaller wells.

The County of Hawai'i Department of Water Supply (DWS) provides potable water service to the East Hawai'i Regional Sort Station through a 12-inch water main located along Ho'olaulima Road.

Impacts and Mitigation Measures

The proposed action will require a new connection to the existing potable water system on Ho'olaulima to provide water to the new building. Although the location/route of this connection will be determined in the design phase, trenching is anticipated to be required for placement of the water line. The line will be designed to meet County standards. Typically, the trench would be at least 6 feet deep and 3 feet wide to provide adequate base and cover. BMPs will be required to protect adjacent areas from surface runoff during rain events. Once the line is complete, the trench would be covered and restored to existing conditions.

Estimated maximum daily water usage calculations for any future water requirements would be submitted to DWS for approval. It is anticipated that a reduced principle type backflow prevention assembly would need to be installed as a to prevent cross contamination of the DWS system. DWS must inspect and approve the installation prior to commencement of water service.

3.13.2. Wastewater System

The Hilo Wastewater Treatment Plant (WWTP) is located approximately 2.8 miles north of the project site on State-owned land that surrounds the airport. The plant design capacity is 5 million gallons per day average daily flow. At present, the Hilo WWTP is operating well below its 100 percent design capacity. There is currently no wastewater system infrastructure servicing the project site.

Impacts and Mitigation Measures

Wastewater generated by the new building would be collected and treated for disposal by an individual wastewater system (IWS) that would consist of a septic tank and soil absorption system. The septic tank system would be located at a low point of the site and would be constructed per septic tank and soil absorption bed standards for the treatment of wastewater effluent from domestic uses. The AV facility IWS design will be required to meet DOH requirements for wastewater systems under Chapter 11-62, HAR.

No wastewater from the AV facility will be conveyed to the Hilo WWTP. Consequently, the proposed action is not expected to impact wastewater system infrastructure in the region.

3.13.3. Drainage System

There is no defined drainage system in the project area. Runoff from rainfall currently sheet flows and percolates within the upper layers of the site. Some ponding may occur at natural low points in the topography during and immediately after heavy rainstorm events. However, this water quickly infiltrates into the ground once heavy rains have subsided.

Impacts and Mitigation Measures

Construction of the proposed action would involve land disturbing activities that would alter the existing topography and would increase the amount of impervious surfaces at the project site. All development generated runoff would be retained on-site as determined through a drainage study conducted during the design phase. The final drainage system design would be coordinated with DPW prior to construction.

3.13.4. Solid Waste

The South Hilo Sanitary Landfill (SHSL), situated approximately 200 feet from the project site, was permanent closed in 2020. As a result, trash is collected at County transfer stations and brought to the East Hawai'i Regional Sort Station (EHRSS) near the project site, from where it is transported to the West Hawai'i Sanitary Landfill in Pu'uanahulu for final disposal. WHSL is estimated to reach its capacity within 50 to 60 years at its current rate of use (Brestovansky, 2020).

Impacts and Mitigation Measures

The new building is not anticipated to generate a significant amount of solid waste. Material requiring disposal is generally related to operation of an office to perform various administrative functions of the AV lot. The AV lot staff will periodically take the material of the transfer station for disposal.

As previously discussed, vehicles for disposal will be hauled by a contractor to an approved scrap yard for disposal according to the County contract.

The new building is not anticipated to impact the operations of the County's transfer station or sort station located in the vicinity. The proposed action supports both the State and County mandates to manage abandoned vehicles that would otherwise pose traffic, safety and environmental hazards as well as present a risk to public health.

3.13.5. Electrical and Communication Systems

Hawaii Electric Light Company (HELCO) provides electric power on Hawai'i Island. With a mix of geothermal, solar, wind and hydroelectricity, HELCO had a renewable percentage of 57 percent in 2017 (Hawaiian Electric, n.d.). Electricity near the project site is provided by a 12 kV line that was recently installed within Ho'olaulima Road in conjunction with the construction of

the County's Mass Transit Authority Baseyard located to the south. A fiber optic cable was also installed for that project and provides telecommunication service.

Impacts and Mitigation Measures

The proposed action would require connection to existing electrical and communication service distribution systems located nearby. At this time, this connection for power has not been determined. The electrical service may be connection to an existing utility bank serving the adjacent EHRSS facility or by connection to the existing 12kV line located along Ho'olaulima Road. In either case, the connection will be via overhead lines which may require two to four poles be placed along the line.

In addition, the project could involve installation of lights to enhance security of the AV lot. The lights will be placed on poles to provide enhanced security of the AV lot. The number, location and type of lights will be determined during the design phase.

Operation of the new building and security lights are not anticipated to be require a significant load on the HELCO electrical system. Thus, project is not anticipated to significantly increase demand on existing electrical and communication systems. Nonetheless, the design of the proposed action would investigate the feasibility of incorporating a photovoltaic (PV) solar system to support electricity demands generated by the proposed action thereby minimizing the potential impact on nearby electrical systems.

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CHAPTER 4: RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

4. RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

This section discusses the State and County of Hawai'i land use plans, policies, and controls relating to the proposed action.

4.1. State of Hawai'i Land Use Plans and Policies

4.1.1. Hawai'i State Plan

The Hawai'i State Plan, Chapter 226, Hawai'i Revised Statutes (HRS), as amended, provides goals, objectives, policies, and priorities for the State. The purpose of the Hawai'i State Plan is to set forth a plan that shall serve as a guide for the future long-range development of the State; identify the goals, objectives, policies, and priorities for the State; provide a basis for determining priorities and allocating limited resources, such as public funds, services, human resources, land, energy, water, and other resources; improve coordination of federal, state, and county plans, policies, programs, projects, and regulatory activities; and to establish a system for plan formulation and program coordination to provide for an integration of all major state, and county activities. Consistency of the AV lot improvements with applicable goals, objectives and policies of the State Plan is discussed below.

> *§226-4 State goals. In order to ensure, for present and future generations, those elements of choice and mobility that ensure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:*
>
> *(2) A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.*

Discussion:

The project area was formerly used as a quarry/rock mining operations facility. A portion of the 8-acre project site has been cleared and developed into the existing AV facility where AVs are stored prior to being reclaimed by their owner, sold at a County-held auction, or recycled and disposed of at a permitted vehicle disposal facility. The perimeter areas of the project site remain undeveloped and are partially vegetated with trees and overgrown ruderal species, which are typically non-native.

The AV lot is needed to hold abandoned vehicles removed from public roadways. Abandoned vehicles are a public nuisance and an eyesore, also pose traffic, safety and environmental hazards and present a risk to public health.

§226-6 Objectives and policies for the economy--in general.

(a) Planning for the State's economy in general shall be directed toward achievement of the following objectives:

(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawai'i's people.
(2) A steady growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.

Discussion:
The proposed action would contribute to the local economy on Hawai'i Island both directly and indirectly during the construction period. Construction contractor will create expenditures, a portion of which would be used towards the purchase of material from local suppliers. The employment of local labor would result wages to the work force which would use the income at local retail businesses. Additionally, implementing the proposed action would provide needed work experience that would help to build the local skilled labor workforce.

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

(a) The land-based, shoreline, and marine resources objectives are:

(1) Prudent use of Hawai'i's land-based, shoreline, and marine resources.

(2) Effective protection of Hawai'i's unique and fragile environmental resources.

To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this State to:

(6) Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.

Discussion:
The project area has been previously disturbed due to past rock quarry activities. The existing AV facility consists of approximately 1.5-acre of asphalt concrete (AC) paved surface surrounded by an 8-ft security fence. The remainder of the project site remains undeveloped and is partially vegetated with trees and overgrown ruderal species, which are typically non-native. All native plants found on the site are relatively common. No significant adverse impacts on threatened or endangered species or their habitat are anticipated as a result of the proposed action.

The project site is located about 1.5 miles from the coast. There are no surface or coastal water bodies such as a stream, river, pond or ocean located nearby. No impacts to these resources are anticipated.

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

(a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:

(1) Maintenance and pursuit of improved quality in Hawai'i's land, air, and water resources.

(2) Greater public awareness and appreciation of Hawai'i's environmental resources.

To achieve the land, air, and water quality objectives, it shall be the policy of this State to:

(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai'i's people.

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

Discussion:

Construction of the proposed action would involve land disturbing activities, which may result in short-term soil erosion impacts and generate temporary increases in fugitive dust.

Construction activities that occur near existing residences, businesses, public areas, and major thoroughfares exacerbate potential dust concerns. Construction activities must comply with the provisions of Hawai'i Administrative Rules, §11-60.1-33 on Fugitive Dust. Therefore, a dust control management plan will be developed which identifies and mitigates all activities that may generate airborne, visible fugitive dust. Measures to control airborne, visible fugitive dust from the road areas and during the various phases of construction will be incorporated into the project plans and specifications. Respective contractors would be responsible for adhering to air quality standards and minimizing air quality impacts during the various phases of construction. An air pollution control permit may be required to operate certain construction equipment, such as crushers or generator sets, which may be used during construction. If required, the contractor will be responsible for obtaining an air pollution control permit from the Clean Air Branch and complying with all applicable conditions and requirements. Air monitoring would also be required during construction. With the appropriate controls in place, no significant impacts on air quality are anticipated as a result of the proposed action.

Any potential impacts on air quality would be mitigated by complying with the State DOH Administrative Rules, Title 11, Chapter 60 "Air Pollution Control". In the long-term, GHG emissions in the project area are not expected to increase as future land use plans proposed by DEM are expected to involve consolidation of existing solid waste management program components from the surrounding area.

Soil erosion impacts would be mitigated by incorporating best management practices (BMP) and erosion control measures into the project plans and specifications. Specific measures may include, but are not limited to: phasing the project to minimize the total area of exposed soil at any given time, revegetating or stabilizing disturbed areas of soil as soon as possible after working, minimizing disturbance of soil during periods of heavy rain, applying protective covers to soil and material stockpiles, and installing appropriate erosion and sedimentation control devices during construction. In addition, the proposed action will comply with the requirements of Hawai'i County Code, Chapter 10, related to Erosion and Sedimentation Control. Following

construction, exposed soils in the project area would be stabilized or re-vegetated to control erosion.

Soil erosion impacts would also be mitigated through coordination with the appropriate agencies during permitting and construction. A NPDES permit for storm water runoff from construction activities is anticipated to be required as individual and/or cumulative soil disturbances in the project area may exceed one acre of land area. Any discharges related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in HAR Chapter 11-54 Water Quality Standards and HAR Chapter 11-55 Water Pollution Control, Department of Health.

In the long-term, the AV lot activities will continue occur an area that has been previously disturbed. The proposed use will continue to be in close proximity to existing services and facilities.

§226-14 Objective and policies for facility systems--in general.

(a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.

To achieve the general facility systems objective, it shall be the policy of this State to:

(1) Accommodate the needs of Hawai'i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.

(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.

(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.

(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.

Discussion:

The area surrounding the AV lot project site was previously a quarry/rock mining site. The AV lot improvements would occur within the area previously disturbed by the former activities. Additional land will not be disturbed to accommodate the improvements. The utilities needed to support the AV lot improvements are located nearby and have sufficient capacity for the anticipated demand.

§226-15 Objectives and policies for facility systems--solid and liquid wastes.

(b) Planning for the State's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:

(1) Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.

(2) Provision of adequate sewerage facilities of physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.

To achieve solid and liquid waste objectives, it shall be the policy of this State to:

(2) Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.

Discussion:

The AV lot functions to hold vehicles which have been determined to be abandoned on public roadways. Once the vehicles have been towed to the AV lot, an attempt is made to notify the owners so they can be reclaimed. If the owner does not reclaim the vehicle, it is taken to a County contracted facility for disposal, which also involves recycle of the various parts for other uses.

§226-20 Objectives and policies for socio-cultural advancement--health.

(a) Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:

(1) Fulfillment of basic individual health needs of the general public.

(2) Maintenance of sanitary and environmentally healthful conditions in Hawai'i's communities.

(3) Elimination of health disparities by identifying and addressing social determinants of health.

To achieve the health objectives, it shall be the policy of this State to:

(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.

Discussion:

Also, as previously discussed, abandoned vehicles are a public nuisance and an eyesore and pose traffic, safety and environmental hazards and present a risk to public health. Thus, the AV lot and its functions furthers the goal of maintaining sanitary conditions and a healthful environment for the community.

§226-27 Objectives and policies for socio-cultural advancement--government.

(a) Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:

(1) Efficient, effective, and responsive government services at all levels in the State.

(2) Fiscal integrity, responsibility and efficiency in the state government and county governments.

To achieve the government objectives, it shall be the policy of this State to:

(5) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.

Discussion:
In January 2022, four bills were introduced in the State House of Representatives to address the abandoned vehicle problem in all the counties. The purpose of the AV lot improvements directly responds to the issue of abandoned vehicles in Hawai'i County. The AV lot improvements are intended to improve the efficiency of the County's abandoned vehicle program in order to manage costs associated with the processing of abandoned vehicles. In addition, the new 5,000 SF building will provide a secure facility to prevent theft and vandalism of vehicles that are being held for auction. Without the new building, vehicles are subject to removal of parts or other vandalism which reduces their value at auctions. Thus, the project supports the fiscal integrity of the County government and would hence be sensitive to needs of the community.

4.1.2. State Land Use Law, Chapter 205, Hawai'i Revised Statutes

The State Land Use Law, Chapter 205, HRS, is intended to preserve, protect and encourage the development of lands in the State for uses which are best suited to the public health and welfare of Hawai'i's people. All lands in the State are classified into four land use districts by the State Land Use Commission (LUC): Urban, Agricultural, Conservation, and Rural. The State Land Use Commission (LUC) is responsible for preserving and protecting Hawai'i's lands and encouraging those uses to which lands are best suited.

Discussion:
The State Land Use District Boundary map for the island of Hawai'i designates the subject property as part of the State Land Use Urban District. See Figure 4-1. The existing and planned use is a permitted use for areas within the State Land Use Urban District.

4.1.3. Hawai'i Coastal Zone Management Program, Chapter 205A, Hawai'i Revised Statutes

Hawai'i's Coastal Zone Management (CZM) Program, established pursuant to Chapter 205A, Hawai'i Revised Statutes (HRS), as amended, is administered by the State Office of Planning (OP) and provides for the beneficial use, protection and development of the State's coastal zone. The objectives and policies of the Hawai'i CZM Program encompass broad concerns such as impact on recreational resources, historic and archaeological resources, coastal scenic resources and open space, coastal ecosystems, coastal hazards, and the management of development. The Hawai'i CZM area includes all lands within the State and the areas seaward to the extent of the State's management jurisdiction. Hence, the project area is located in the CZM area. A discussion of the project's consistency with the objectives and policies of the CZM program is provided below.

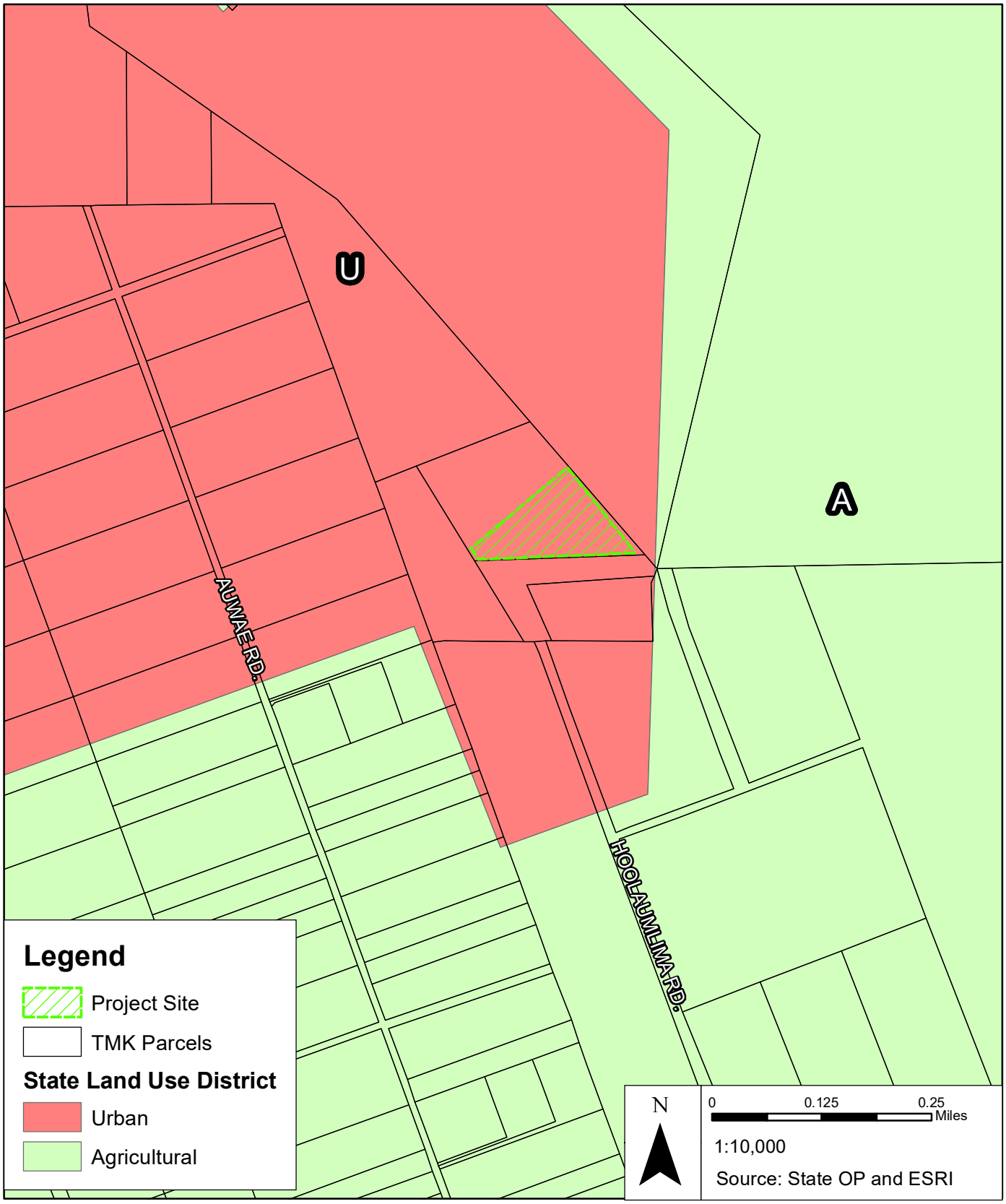

FIGURE 4-1

State Land Use Districts

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

Recreational Resources

Objective: Provide coastal recreational opportunities accessible to the public.

Policies:

1) *Improve coordination and funding of coastal recreational planning and management; and*
2) *Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:*
   a) *Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas.*
   b) *Requiring placement of coastal resources having significant recreational value including, but not limited to surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when placement is not feasible or desirable.*
   c) *Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value.*
   d) *Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation.*
   e) *Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources.*
   f) *Adopting water quality standards and regulating point and non-point sources of pollution to protect, and where feasible, restore the recreational value of coastal waters.*
   g) *Developing new shoreline and recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing.*
   h) *Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of Hawai'i Revised Statutes, section 46-6.*

Discussion:

The AV lot project site is located about 1.5 miles from Reed's Bay, the nearest coastline. Access to and provision of coastal recreational resources will not be affected by the proposed action.

Historic Resources

Objective: Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies:

1) *Identify and analyze significant archaeological resources.*
2) *Maximize information retention through preservation of remains and artifacts or salvage operations; and*
3) *Support state goals for protection, restoration, interpretation, and display of historic resources.*

Discussion:

The AV lot project site was previously used as a quarry/rock mining facility. Thus. the project site was associated primarily with modern industrial activities. Due to the extent of ground disturbance in the area, the inland location of the site from historic coastal communities, and the regional soil characteristics, the project area is not likely to contain historic properties, archaeological resources, or any resources of a potential traditional cultural nature.

Scenic and Open Space Resources

Objective: *Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.*

Policies:

1) *Identify valued scenic resources in the coastal zone management area.*
2) *Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline.*
3) *Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources.*
4) *Encourage those developments that are not coastal dependent to locate in inland areas.*

Discussion:

The AV lot project site is located about 1.5 miles from Reed's Bay, the nearest coastline. Thus, the proposed action would not adversely affect existing public views to and along the shoreline. View planes of the AV lot project site from the surrounding areas are generally obstructed by dense, tall vegetation that provides a visual barrier for the site. Construction of the proposed action would not significantly alter the topography in such a way that would diminish the aesthetic character of the area.

Coastal Ecosystems

Objective: *Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.*

Policies:

1) *Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources.*
2) *Improve the technical basis for natural resource management.*

3) *Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance.*
4) *Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land water uses, recognizing competing water needs.*
5) *Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.*

Discussion:
The AV lot project site is located about 1.5 miles from Reed's Bay, the nearest coastline. No surface or coastal water bodies occur in the vicinity. Therefore, the proposed action is not anticipated to have any adverse impacts on coastal ecosystems.

Economic Uses

Objectives: *Provide public or private facilities and improvements important to the State's economy in suitable locations.*

Policies:
1) *Concentrate coastal development in appropriate areas.*
2) *Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area.*
3) *Direct the location and expansion of coastal dependent developments to areas presently designated and used for such development and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:*
   a) *Use of presently designated locations is not feasible;*
   b) *Adverse environmental effects are minimized; and*
   c) *The development is important to the State's economy.*

Discussion:
The proposed action is not a coastal dependent activity and is located approximately 1.5 miles from the nearest coastal area.

Coastal Hazards

Objective: *Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.*

Policies:

1) *Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards.*
2) *Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards.*
3) *Ensure that developments comply with requirements of the Federal Flood Insurance Program.*
4) *Prevent coastal flooding from inland projects.*

Discussion:

The AV lot project site is located 1.5 miles from the coast and in an area designated as Zone X on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA). Zone X is an area determined to be outside the 500-year floodplain. Further, the project site outside of the tsunami evacuation zone. A drainage study would be performed to assess any potential changes in drainage patterns that may occur as a result of the proposed action. Development generated runoff would be retained on-site as determined through a separate drainage study. The final drainage system design would be coordinated with the County of Hawai'i Department of Public Works (DPW) prior to construction.

Managing Development

Objectives: *Improve the development review process, communication, and public participation in the management of coastal resources and hazards.*

Policies:

1) *Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development.*
2) *Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements.*
3) *Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.*

Discussion:

This EA is being prepared under the procedural provisions of Chapter 343, HRS and Title 11, Chapter 200.1, HAR which includes opportunities for agency consultation and coordination as well as for public notification and participation. Accordingly, the preparation of this EA, and disclosure of anticipated impacts of the proposed action complies with the policy on managing development.

This EA will inform interested parties of the proposed action and seek relevant public comment on subjects of concern for EA documentation. The filing and publication of a Draft EA with the OEQC is followed by a 30-day public comment period. All relevant public comments received during the 30-day public comment period receives a written response for inclusion and use in the preparation of the Final EA.

Public Participation

Objective: *Stimulate public awareness, education, and participation in coastal management.*

Policies:

1) *Promote public involvement in coastal zone management processes.*
2) *Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities.*
3) *Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.*

Discussion:

Public involvement consisted of public notice of the proposed project during the State environmental review process through publication in the *Environmental Notice*, and through direct coordination with agencies, organizations, and individuals. See Section 7.1 for a list of the agencies, organizations and individuals that have been consulted for the proposed project.

The publication of a Draft EA will be followed by a 30-day public comment period and those comments and responses will be included in a Final EA. If deemed necessary by DEM, a public informational meeting could be held during the 30-day public comment period to address community concerns and provide more information about the project.

Beach Protection

Objective: *Protect beaches for public use and recreation.*

Policies:

1) *Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion.*
2) *Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities.*
3) *Minimize the construction of public erosion-protection structures seaward of the shoreline.*
4) *Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor.*
5) *Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.*

Discussion:
The AV lot project site is located 1.5 miles from the coast. No structures are proposed within the shoreline and public beaches both of which will not be affected by the proposed action.

Marine Resources

Objective: *Promote the protection, use, and development of marine and coastal resources to assure their sustainability.*

Policies:
1) *Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial.*
2) *Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency.*
3) *Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone.*
4) *Promote research, study, and understanding of ocean processes, marine life, and other ocean resources to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources.*
5) *Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.*

Discussion:
The AV lot project site is located 1.5 miles from the coast. Thus, no marine or coastal resources would be affected by the AV lot improvement project.

4.2. County of Hawai'i Land Use Plans and Policies

4.2.1. County of Hawai'i General Plan

In August 2019, the Planning Department issued the first draft General Plan 2040. The purpose of the draft was to solicit feedback from the public, organizations, and agencies. The gathered information will be complied to form the basis for revisions to the draft General Plan prior or submission to the Planning Commission and the County Council. To date, since that process has not been completed, the existing General Plan adopted by the Hawai'i County Council in February 2005 (amended in December 2006), serves as the overall planning document outlining the long-range comprehensive development of Hawai'i Island. Since review of the General Plan 2040 has not been completed, the 2005 General Plan will be used for analysis.

The 2005 General Plan contains goals, policies and standards to guide the development of the County in 13 areas: economic, energy, environmental quality, flood control and drainage, historic sites, natural beauty, natural resources and shoreline, housing, public facilities, public utilities, recreation, transportation, and land use. Currently, the County of Hawai'i is updating its General Plan, which is under review by the public, various agencies, and organizations. A discussion of consistency with the goals, policies, and standards of the currently adopted General Plan is provided below.

Economic Goals

(c) Strive for diversity and stability in the economic system.

(d) Provide an economic environment that allows new, expanded, or improved economic opportunities that are compatible with the County's cultural, natural and social environment.

Economic Policies

(g) Capital improvements programs shall improve the quality of existing commercial and industrial areas.

Discussion:

The proposed action is consistent with the associated permits and approvals. The AV lot improvements would allow the County to continue the AV program which removes abandoned vehicles from public roadways. Abandoned vehicles are a public nuisance and an eyesore, abandoned vehicles can pose traffic, safety and environmental hazards and present a risk to public health.

The proposed action would contribute to the local economy on Hawai'i Island both directly and indirectly through construction related expenditures, a portion of which would be used towards the purchase of material from local suppliers, employment of local labor, and patronage at local retail businesses as income earned through project construction is spent. Additionally, implementing the proposed action would provide needed work experience that would help to build the local skilled labor workforce.

Environmental Quality Goals

(a) Define the most desirable use of land within the County that achieves an ecological balance providing residents and visitors the quality of life and an environment in which the natural resources of the island are viable and sustainable.

(b) Maintain and, if feasible, improve the existing environmental quality of the island.

(c) Control pollution.

Environmental Quality Policies

(a) Take positive action to further maintain the quality of the environment.

(c) Advise the public of environmental conditions and research undertaken on the island's environment.

(d) Encourage the concept of recycling agricultural, industrial, and municipal waste material.

Discussion:

The proposed action serves to maintain environmental quality through the removal of abandoned vehicles from public roadways. No significant adverse impacts to the environment are anticipated as a result of the proposed action and would be minimized through implementation of appropriate mitigation measures and compliance with applicable local, state, and federal rules and regulations.

Flooding and Other Natural Hazards Goals

(a) Protect human life.
(b) Prevent damage to man-made improvements.
(c) Control pollution.
(d) Prevent damage from inundation.
(e) Reduce surface water and sediment runoff.
(f) Maximize soil and water conservation.

Flooding and Other Natural Hazards Policies

(g) Development-generated runoff shall be disposed of in a manner acceptable to the Department of Public Works and in compliance with all State and federal laws.
(q) Consider natural hazards in all land use planning and permitting.

Discussion:

The AV lot improvements would be designed in consideration of the potential hazards posed by hurricanes and other natural hazards to the extent practical. The project site is outside of the 500-year floodplain and outside of the tsunami evacuation zone. A drainage study would be performed to assess any potential changes in drainage patterns that may occur as a result of the improvements. The final drainage system design would be coordinated with the County of Hawai'i Department of Public Works (DPW) prior to construction.

Historic Sites Policies

(c) Require both public and private developers of land to provide historical and archaeological surveys and cultural assessments, where appropriate, prior to the clearing or development of land where there are indications that the land under consideration has historical significance.

Discussion:

The project site was formerly a quarry/rock mining facility. The extent of ground disturbance in the area, the inland location of the site from historic coastal communities, and the regional soil characteristics, the project site is unlikely to contain historic properties, archaeological resources, or any resources of a potential traditional cultural nature.

Natural Beauty Goals

(b) Protect scenic vistas and view planes from becoming obstructed.

Discussion:

The project site is not located near any South Hilo natural beauty sites. View planes of AV lot from the surrounding area is generally obstructed by the surrounding vegetation that provides a visual barrier for the area. Construction of the proposed action would not significantly alter the topography in such a way that would diminish the aesthetic character the general area.

Natural Resources and Shoreline Goals

(d) Protect rare or endangered species and habitants native to Hawai'i.

(f) Ensure that alterations to existing land forms, vegetation, and construction of structures cause minimum adverse effect to water resources, and scenic and recreational amenities and minimum danger of floods, landslides, erosion, siltation, or failure in the event of an earthquake.

Natural Resources and Shoreline Policies

(a) Requires users of natural resources to conduct their activities in a manner that avoids or minimizes adverse effects on the environment.

(u) Ensure that activities authorized or funded by the County do not damage important natural resources.

Discussion:

The project site has been previously disturbed by past quarry/rock mining activities. Vegetation surrounding the project site is believed to have little conservation value for either the plant species it contains or as animal habitat. Nonetheless, avoidance and impact minimization measures will be incorporated into the project plans and specifications. No significant adverse impacts on threatened or endangered species or their habitat are anticipated as a result of the proposed action.

The improvements would be designed in consideration of the potential hazards posed by floods, hurricanes, earthquakes, and other natural hazards to the extent practical. While the proposed action may result in temporary air quality and soil erosion impacts associated with construction activities, these impacts would be mitigated through implementation of best management practices (BMPs) and adherence to federal, state, and county rules and regulations. No significant impacts on natural resources are anticipated as a result of the proposed action.

Public Facilities Goals

(a) Encourage the provision of public facilities that effectively service community and visitor needs and seek ways of improving public service through better and more functional facilities in keeping with the environmental and aesthetic concerns of the community.

Public Facilities Policies

(a) Continue to seek ways of improving public service through the coordination of service and maximizing the use of personnel and facilities.

Public Facilities – Health and Sanitation Policies

(c) Appropriately designed and cost-effective solid waste transfer station sites shall be located in areas of convenience and easy access to the public.

(f) Continue to encourage programs such as recycling to reduce the flow of refuse deposited in landfills.

Discussion:
The project site was previously used for quarry/rock mining activities. The AV lot serves the needed community service as a facility to hold abandoned vehicles that have been removed from public roadways. Thus, the AV facility is located in an area which has easy access by the public, should they need to reclaim a vehicle which had been towed to the site.

4.2.2. General Plan Land Use Pattern Allocation Guide and Zoning

The General Plan Land Use Pattern Allocation Guide Map (LUPAG) delineates broad-brush boundaries that are graphic expressions of the General Plan policies, particularly those relating to land uses. The land use pattern in a broad, flexible design intended to guide the direction and quality of future developments in a coordinated and rational manner. These maps delineate a number of land use categories for each area.

The General Plan Land Use Pattern Allocation Guide (LUPAG) designation for the project area is Industrial. See Figure 4-2. Industrial areas include uses such as manufacturing and processing, wholesaling, large storage and transportation facilities, light industrial and industrial-commercial uses. The existing and proposed use of the project area is consistent with the current LUPAG designation. The subject property is zoned MG-1a, General Industrial District by the County. See Figure 4-3. The existing and proposed use of the project area is a permitted use for areas within the County industrial district.

4.2.3. County of Hawai'i Integrated Resources and Solid Waste Management Plan Update

In compliance with Chapter 342G, HRS, counties in Hawai'i are required to update and revise their solid waste management plans every five years. The last update to the County of Hawai'i plan was completed in 2019. The Integrated Resources and Solid Waste Management Plan (IRSWMP) update provides an evaluation of waste management practices in the County, including waste reduction practices and programs, opportunities for implementation of zero waste policies and practices, the status of both active and closed landfills, and options for increasing landfill diversion.

The IRSWMP update outlines a series of recommendations for action during the County's next 10-year implementation period generally consisting of the following topic categories:

- Source reduction.
- Recycling, bioconversion, and markets.
- Education, outreach and public awareness.
- Household hazardous waste and electronic waste.
- Special waste.
- Collection and transfer.
- Residuals management.
- Administration and funding.

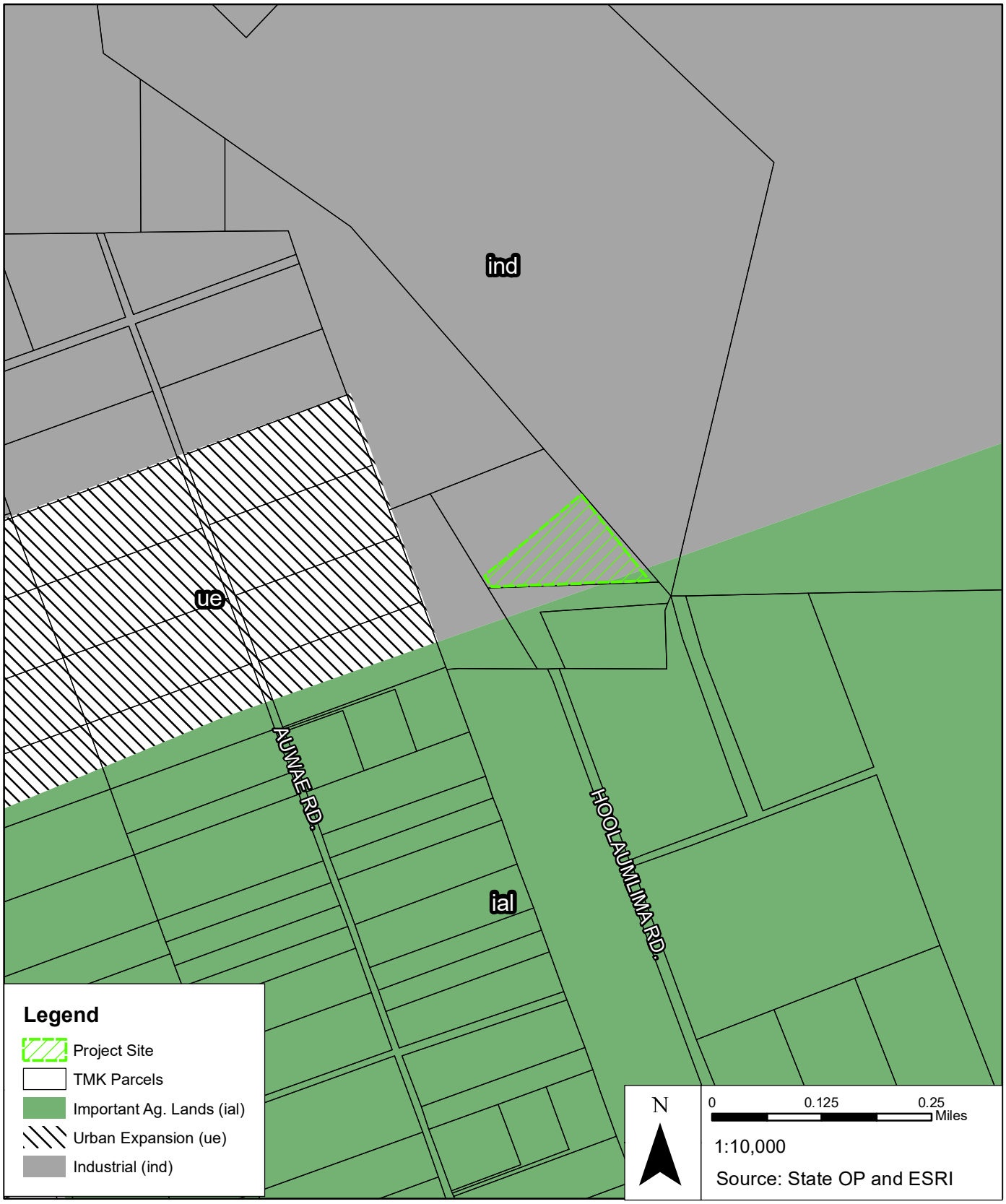

FIGURE 4-2

Land Use Pattern Allocation Guide

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

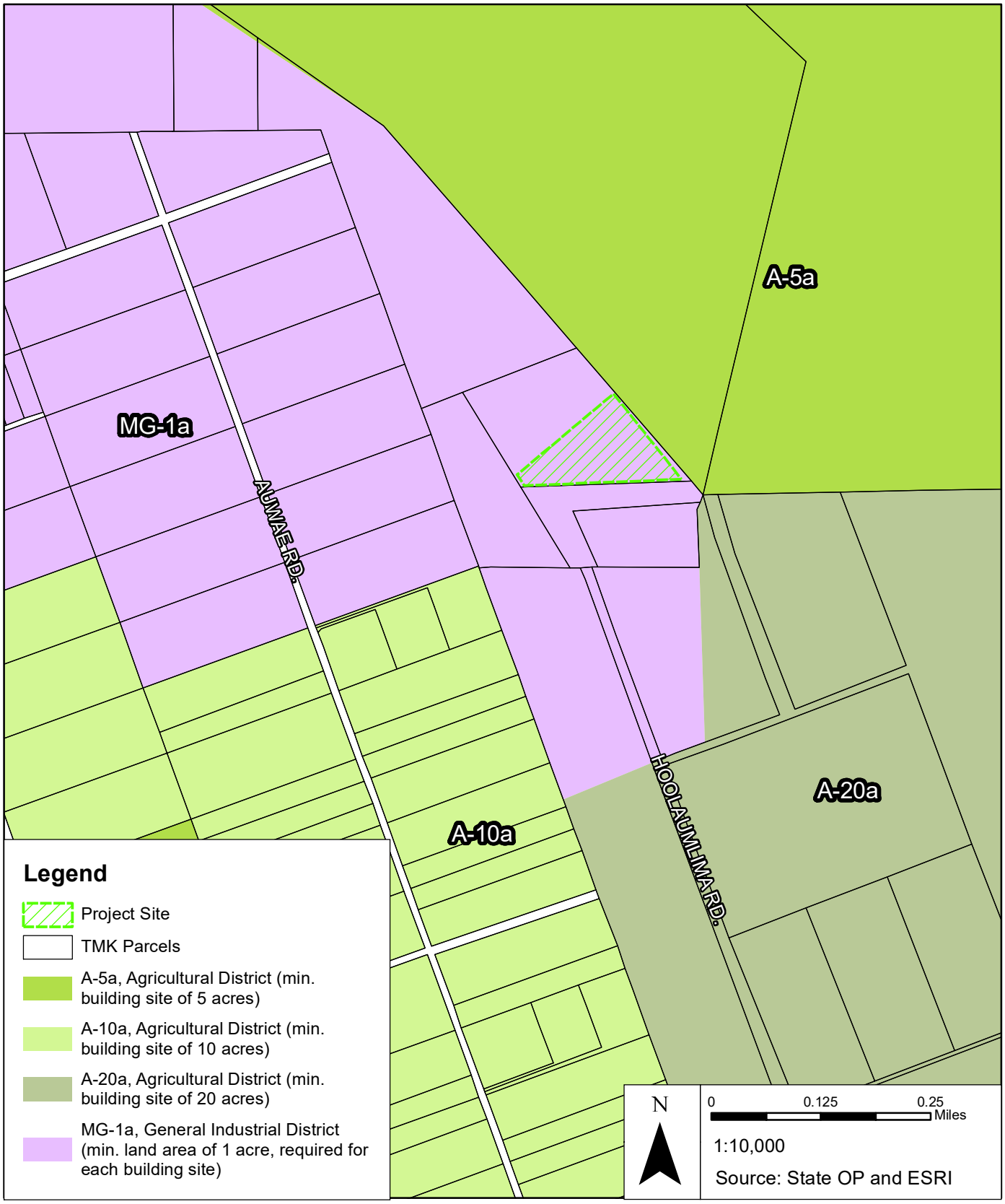

FIGURE 4-3

Hawai'i County Zoning Map

Hilo Abandoned Vehicle Facility
South Hilo, Hawai'i Island, Hawai'i

Discussion:
The proposed action involves improvements to the existing AV facility that facilitates the handling and temporary storage of special wastes, such as abandoned vehicles. The AV lot improvements are intended to improve the efficiency of the County's abandoned vehicle program in order to manage costs associated with the processing of abandoned vehicles. The purpose and need for the project is in alignment with the intent and recommendations of the 2019 IRSWMP.

4.3. Permits and Approvals

The following is a list of permits, approvals, and reviews that may be required prior to construction and operation of the proposed project.

Federal

Federal Aviation Administration
- FAA Form 7460-1 Notice of Proposed Construction or Alteration

State of Hawai'i

Department of Health
- National Pollutant Discharge Elimination System (NPDES) Permit for Storm Water Discharges from Construction Activities
- Air Pollution Control Permit

County of Hawai'i

Department of Public Works
- Building Permit
- Fence Permit
- Final drainage system design approval
- Grading Permit
- Permit to Work Within County Right-of-Way

Planning Department
- Plan Approval

Department of Water Supply
- Estimated Maximum Daily Water Usage Calculations
- Final Plan Approval

CHAPTER 5: ALTERNATIVES

5. ALTERNATIVES

Hawai'i Administrative Rules, §11-200.1-18 requires an environmental assessment to identify and consider alternative means to realize the purpose and need of the proposed action. In this case, the purpose of the proposed action is to improve the efficiency of the County's abandoned vehicle program with the intent to manage costs associated with the processing of abandoned vehicles. One of the ways in which this purpose and need could be realized is by reducing the prevalence of abandoned vehicles. However, this approach would require addressing external factors, such as socioeconomic conditions or public policy, which are beyond DEM's control. For that reason, these alternatives were not considered, and it is assumed that an AV program must be retained in the interest of public health and safety. Consequently, the only alternative eliminated from consideration consists of the no action alternative.

5.1. No Action Alternative

Under the no action alternative, improvements under the proposed action would not be constructed, and the project site would remain in its current configuration. The no action alternative would preclude permit approvals, as well as costs for design and construction which would otherwise be required for the proposed project. Additionally, the no action alternative would avoid insignificant environmental impacts that would occur as a result of implementing the proposed action along with the need to implement appropriate mitigation measures, as discussed in Chapter 3 of this EA.

Although no facility improvements would be made under this alternative, the County's AV program could still continue to operate using the existing AV lot and the nearby temporary office trailer. The County would continue to promote its Vehicle Disposal Assistance Program (VDAP) to help registered vehicle owners dispose of unwanted vehicles legally and properly, to reduce the number of abandoned vehicles left on public roadways. Nonetheless, it is reasonable to estimate that County would continue to remove around the same number of AV, more than 1,500 to 2,000 per year from public roadways.

As existing facilities reach capacity under current conditions, alternative disposal solutions are sought to manage the number of impounded AV, and to prevent AV from becoming an even greater nuisance or hazard to the public. Such solutions have included added expenses to have AV processed more frequently or to have the AV shipped off-island for processing. These costs are paid in addition to the already significant costs associated with the regular transport and processing of AV under non-peak conditions. While some income is made through the sale of "auctionable" AV, these sales are not enough to offset the total costs of the program. As a result, the long-term sustainability of the program becomes threatened. For these reasons, this alternative would fail to satisfy the purpose and need of the proposed action, and thus is not a feasible alternative.

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CHAPTER 6: ANTICIPATED DETERMINATION

6. ANTICIPATED DETERMINATION OF FINDING OF NO SIGNIFICANT IMPACT

Short-term construction impacts include temporary disruption to the project site and surrounding areas, temporary decline in air quality from construction activities, and temporary increases in noise levels. Once construction has been completed, the short-term adverse impacts will no longer occur.

Based on analysis of the impacts, the County anticipates a Finding of No Significant Impact (FONSI) for the proposed action. The significance criteria to make this anticipated determination are set forth below and in Hawai'i Administrative Rules 11-200.1 (Environmental Impact Statement Rules). Potential impacts of the proposed improvements have been evaluated in accordance with the significance criteria of Hawai'i Administrative Rules §11-200.1-13. Discussion of the project's conformance to the criteria is presented as follows:

(1) Irrevocably commit a natural, cultural, or historic resource;

Implementation of the proposed action will require an irrevocable commitment of energy, labor, capital, and materials for construction. In addition to being a public nuisance and an eyesore, abandoned vehicles can pose as traffic, safety and environmental hazards and present a risk to public health. Therefore, the proposed action is necessary to ensure protection of human health and the environment. The proposed use is consistent with the existing use of the site, which is in close proximity to other existing solid waste management services and facilities.

Construction of the proposed action will involve land disturbing activities that may result in temporary air quality and soil erosion impacts. These impacts would be mitigated by implementing BMPs and adhering to federal, State and County rules and regulations.

The project area has been used as a landfill and for commercial quarrying activities for several decades prior to its use as an AV impound lot. No effects to any historic sites are anticipated as a result of the implementation of the proposed action. Furthermore, there is no reported ongoing traditional gathering or hunting practices occurring within the project area itself. It is anticipated that the proposed action will have no adverse impact on traditional cultural properties or practices, gathering rights, or access.

The project site is located about 1.5 miles from the coast. There are no surface or coastal water bodies such as a stream, river, pond or ocean located nearby. No impacts to these resources are anticipated. Vegetation surrounding the project site is believed to have little conservation value for either the plant species it contains or as animal habitat. It is possible that federally listed threatened or endangered species may occur

in the greater vicinity, although these species are not known to frequent the project site due to historic quarrying and rock mining activities and other solid waste management activities in the area. Nonetheless, conservation measures will be incorporated into the project plans and specifications to avoid or minimize impacts on these listed species. No natural, cultural, or historic resources of significance were identified at the proposed project site. The immediate surrounding area is comprised of heavily disturbed soils; it is unlikely that any cultural resources and/or human skeletal remains are present on site. In the event of unexpected discovery of historic or archaeological resources, all work will stop immediately and the SHPD will be immediately notified for appropriate action.

(2) Curtail the range of beneficial uses of the environment;

The project site is currently being used as an impound lot for abandoned vehicles. The proposed use of the site is a continuation of this existing use, which is compatible with the surrounding uses. No new uses or improvements are being proposed that would significantly intensify the land use, alter the land, or commit resources that would curtail the range of future beneficial uses of the environment.

(3) Conflict with the State's environmental policies or long-term environmental goals established by law;

The proposed action does not conflict with long-term environmental policies or goals and guidelines of the State of Hawai'i. In addition to being a public nuisance and an eyesore, abandoned vehicles can pose as traffic, safety and environmental hazards and present a risk to public health. Abandoned vehicles take away from the natural beauty of Hawai'i and may also contain hazardous substances such as fuels, metals, oils, and coolants that could end up on the ground. When it rains, these substances can end up in waterways or in groundwater resources. By maintaining an efficient AV program, the proposed action will support the State's policies and goals related to the environment and preserving the natural beauty of Hawai'i.

(4) Have a substantial adverse effect on the economic welfare, social welfare, or cultural practices of the community and State;

The purpose of the proposed action is to improve the efficiency of the County's abandoned vehicle program in order to manage costs associated with the processing of AV. Through cost management, the proposed action would ensure public funds are being utilized efficiently. Implementation and long-term operation of the proposed action is not anticipated to substantially affect the economic or social welfare of the community or State.

(5) Have a substantial adverse effect on public health;

The proposed action would contribute to the long-term sustainability of the County's AV program and would ensure that abandoned vehicles continue to be removed and properly disposed of for the benefit of the environment and public health. Therefore,

implementation and long-term operation of the proposed action is not anticipated to have a substantial adverse effect on public health.

(6) Involve adverse secondary impacts, such as population changes or effects on public facilities;

The proposed action involves construction of a new building and other improvements at the location of the County's existing AV lot. The proposed use is consistent with the existing use of the site and is compatible with surrounding uses. The proposed action is not anticipated to induce population growth and, therefore, no secondary impacts associated with population changes or effects on public facilities are anticipated with implementation of the proposed action.

(7) Involve a substantial degradation of environmental quality;

Abandoned vehicles may contain toxic substances such as fuels, metals, oils, and coolants that can end up on the ground, or in waterways following periods of heavy rainfall. By maintaining an efficient AV program, the proposed action would help to minimize degradation of the environmental quality that would happen otherwise without the gained efficiencies. Construction of the facility will take place in an area that is generally clear of tall vegetation. Vegetation within and in the vicinity of the project site is believed to have little conservation value for either the plant species it contains or as animal habitat. It is possible that federally listed threatened or endangered species may occur in the project area, although these species are not known to frequent the project area due to historic quarrying and landfilling activities and current solid waste management activities in the surrounding areas. Conservation measures will be incorporated into the project plans and specifications to avoid or minimize impacts on these listed species. There is no surface or coastal water body such as a stream, river, pond, lake, or ocean located nearby. No impacts to these resources are anticipated.

(8) Be individually limited but cumulatively have substantial adverse effect upon the environment or involves a commitment for larger actions;

The proposed action does not have a substantial adverse effect upon the environment. Uses and activities associated with the proposed action are consistent with the current and surrounding uses at the site. There are no commitments for further action beyond the scope presented within this EA.

(9) Have a substantial adverse effect on a rare, threatened, or endangered species, or its habitat;

No listed or protected plant species are known to occur at the project site. Rare, threatened, or endangered fauna are not known to utilize the site for either habitat or foraging purposes.

Although there is no evidence of migratory seabirds and native waterfowl species using the project site for breeding or habitation, some are known to visit areas within the wider project study area. No adverse impacts from the proposed action are anticipated.

Vegetation within and in the vicinity of the project site is believed to have little conservation value for either the plant species it contains or as animal habitat. It is possible that federally listed threatened or endangered species may occur in the project area, although these species are not known to frequent the project area due to historic quarrying and landfilling activities and current solid waste management activities in the vicinity. Conservation measures will be incorporated into the project plans and specifications to avoid or minimize impacts on these listed species. No substantial adverse effects on rare, threatened, or endangered species, or its habitat is anticipated with the proposed action.

(10) Have a substantial adverse effect on air or water quality or ambient noise levels;

No long-term significant impacts to air quality, water quality, or noise levels within the project site are anticipated as a result of the construction and operation of the proposed project.

Respective contractors will be responsible for minimizing air quality impacts during the various phases of construction. Exhaust emissions from construction vehicles are anticipated to have negligible impacts on air quality in the project vicinity as the emissions would be relatively small and readily dissipated.

No short or long-term significant impacts on surface and/or coastal waters in the project vicinity are anticipated during construction or operation of the proposed action. There are no streams or wetlands on or within close proximity to the project site. For proposed ground disturbing activities, applicable erosion control measures and best management practices will be implemented in order to mitigate any possible adverse effects relating to soil erosion and runoff. Permanent sediment control measures will be used once construction is completed.

Coordination will be undertaken with the appropriate agencies during permitting and construction to ensure that the proposed action will not result in significant impacts regarding surface and coastal waters. A NPDES permit for storm water runoff from construction activities would be required should individual and/or cumulative soil disturbances at the project site exceed one acre of land area. Any discharges related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in HAR, Chapter 11-54 Water Quality Standards and Chapter 11-55 Water Pollution Control. Excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.

In the short and long-term, no significant impacts on noise levels are anticipated as a result of the construction and operation of the proposed action. Impacts from construction noise are not anticipated to be significant as the project site and much of the surrounding land uses are considered airport or industrial related. Once construction has been completed, noise impacts from surrounding land uses, including those from adjacent solid waste management activities, would be consistent with existing conditions.

(11) Have a substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, sea level rise exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;

No short or long-term significant impacts are anticipated as the project site is not located within an environmentally sensitive area.

The project site is located about 1.5 miles from the coast. There is no surface or coastal water body such as a stream, river, pond, lake, or ocean located nearby. No impacts to these resources are anticipated. The new building and other improvements would be designed in consideration of the potential hazards posed by hurricanes and other natural hazards to the extent practical. The project site is outside of the 500-year flood plain and outside of the tsunami evacuation zone. A drainage study would be performed to assess any potential changes in drainage patterns that may occur as a result of the proposed action. The AV facility would be designed to accommodate anticipated increases in runoff. All development generated runoff would be retained on-site. The final drainage system design would be coordinated with the County of Hawai'i Department of Public Works (DPW) prior to construction.

According to the FIRM, the project site is designated Zone X, an area of minimal flood hazard. Generally, runoff at the project site from rainfall currently sheet flows and percolates within the upper layers of the site. Some temporary ponding may occur at natural low points in the topography during and immediately after heavy rainstorm events. However, this water quickly infiltrates into the ground once heavy rains have subsided.

(12) Have a substantial adverse effect on scenic vistas and view planes, during day or night, identified in county or state plans or studies; or,

The project site is not located near any South Hilo natural beauty sites. View planes of the project site from the surrounding area is generally obstructed by the surrounding vegetation that provides a visual barrier for the project site. Construction of the proposed action would not significantly alter the topography in such a way that would diminish the aesthetic value of the area.

(13) Requires substantial energy consumption or emit substantial greenhouse gases.

The construction and operation of the proposed action will not require a significant level of energy consumption. Implementation of the proposed action will result in the short-term irrevocable release of GHGs from construction activities associated with the development of the proposed improvements. However, these activities will be temporary and the quantities of GHGs released will be negligible. In the long-term, the AV facility would support solid waste management activities of DEM that have associated GHG emissions. It is noted that these activities are consistent with the current and planned use of the site and would not involve any new uses that would significantly impact State GHG emissions inventories.

Energy requirements in the long-term would be minimal and similar to the energy demands of surrounding buildings. It is anticipated energy requirements could be supported by existing infrastructure. The feasibility of utilizing photovoltaic solar panels to provide energy for the AV facility and reduce the overall demand for energy will be explored during the design phase of the project.

Based on these findings and the assessment of potential impacts from the AV lot improvements project does not require preparation of an Environmental Impact Statement and an anticipated FONSI is determined.

CHAPTER 7: CONSULTATION

7. CONSULTATION

7.1. EA Early Consultation

The following agencies and organizations were consulted during the preparation of the Draft EA for the project. Of the 12 parties that formally replied during the pre-assessment period, some had no comments while others provided substantive comments as indicated by the ✓ and ✓✓, respectively. All written comments and responses are reproduced in Appendix A.

Federal Agencies

U.S. Environmental Protection Agency
Federal Aviation Administration, Airports District
✓✓ U.S. Department of the Interior, Fish and Wildlife Service

State Agencies

✓ Department of Accounting & General Services
Department of Business, Economic Development and Tourism (DBEDT)
DBEDT, Office of Planning
Department of Defense
Department of Education
Department of Hawaiian Home Lands
Department of Health (DOH)
DOH, Office of Environmental Quality Control
✓✓ Department of Land and Natural Resources (DLNR), Engineering Division
✓✓ DLNR, Land Division
✓✓ Department of Transportation (DOT)
Office of Hawaiian Affairs

County of Hawai'i

Department of Parks & Recreation
✓✓ Department of Public Works
✓ Department of Research and Development
✓✓ Department of Water Supply
✓ Fire Department
Mass Transit Agency
✓✓ Planning Department
✓ Police Department

Elected Officials

Office of the Mayor
Hawai'i County Council, District 3

Hawai'i State Legislature, House District 1
Hawai'i State Legislature, Senate District 1

Utilities

Hawaiian Telcom
Hawaiian Electric Light Company, Inc.
✓ Hawai'i Gas
Spectrum Hawai'i

Other Interested Parties and Individuals

Jas W. Glover, Ltd.
Keaukaha Community Association
Keaukaha Military Reservation
Keaukaha-Pana'ewa Farmers Association
Pana'ewa Hawaiian Homelands Community Association
Yamada and Sons, Inc.

CHAPTER 8: REFERENCES

8. REFERENCES

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APPENDIX A

Traffic Assessment

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-02
February 04, 2022

Mr. Gene Quiamas, Acting Deputy Chief
Solid Waste Division
Department of Environmental Management
County of Hawaii
345 Kekuanaoa Street, Suite 41
Hilo, Hawaii 96720

Subject: Hilo Abandoned Vehicle Facility Traffic Assessment

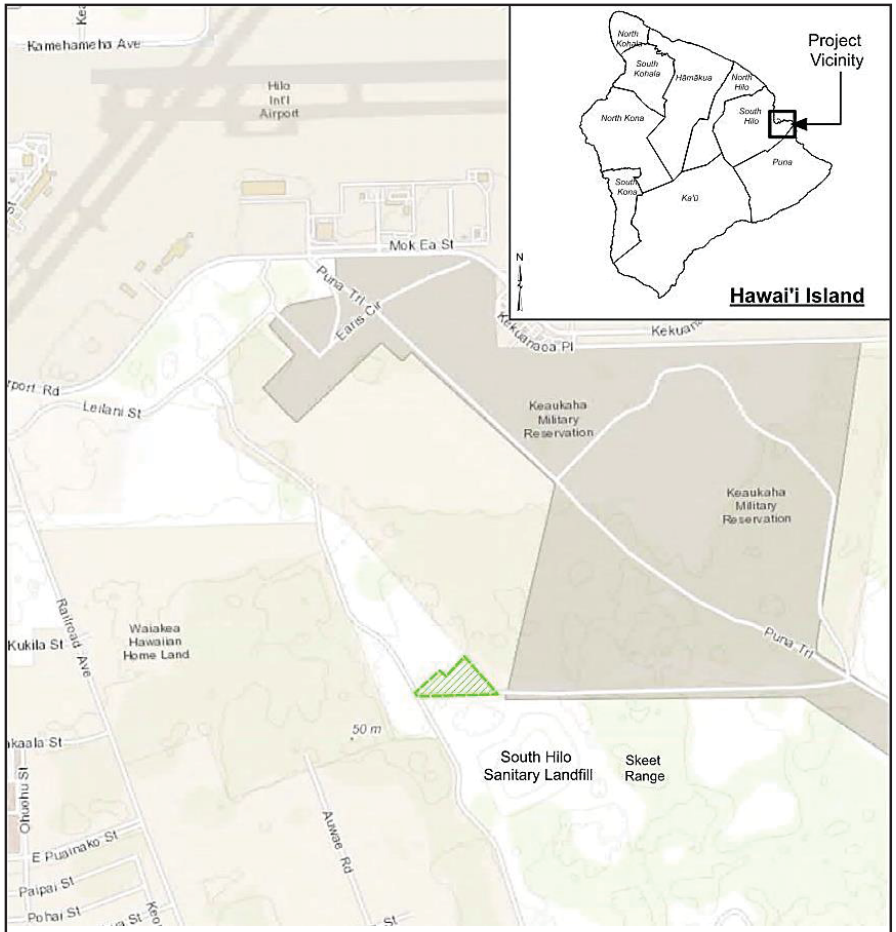
Dear Mr. Quiamas,

As requested, we have conducted a traffic assessment to address the comments received from the State of Hawaii Department of Transportation, Highway Division (HDOT-HWY) regarding the proposed Hilo Abandoned Vehicle Facility in Hilo on the island of Hawaii. The following is a summary of our assessment.

Project Description and Location

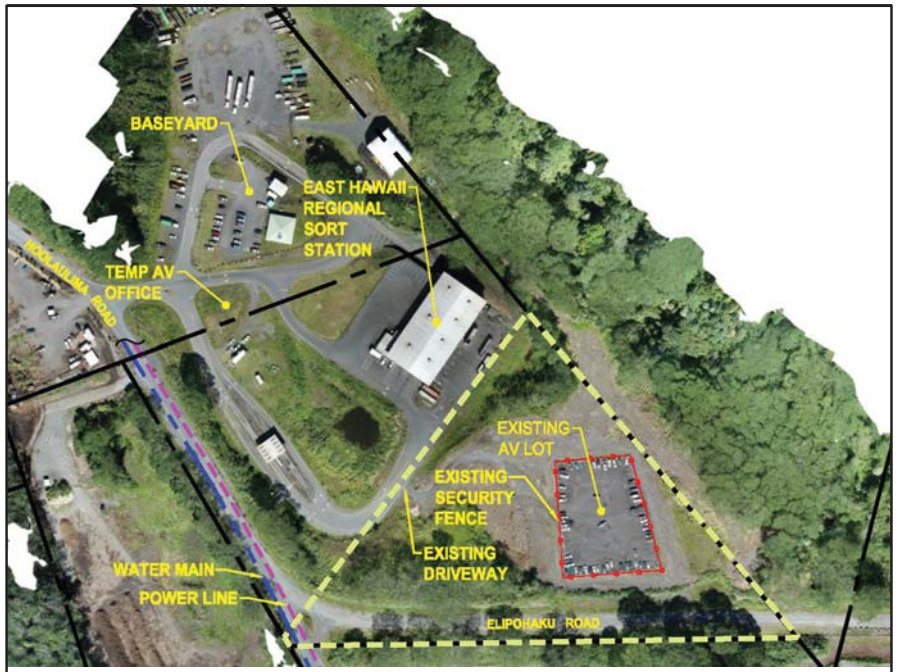
The proposed project site is located adjacent to Hoʻolaulima Road in Hilo on island of Hawaii (see Figure 1). The approximately 8-acre site is located south of Hilo International Airport and east of Kanoelehua Avenue and is further identified as a portion of Tax Map Key (TMK) parcel [3] 2-1-013:167. Access to the site is currently provided off Hoʻolaulima Road.

The project site currently houses solid waste handling facilities, assorted infrastructure, and operational activities associated with the County's solid waste management program which includes the existing AV facility. The existing facility is located within the central portion of the site and includes an approximately 41,250 square foot paved parking area with an 8-ft tall security fence. Approximately 100 AVs (maximum) can be stored on-site prior to being reclaimed by their owner, sold at a County-held auction, or recycled and disposed of at a permitted vehicle disposal facility. The remainder of the project site remains undeveloped. Administrative functions of the County's AV program are performed by County staff at the temporary AV office located in an existing trailer situated on the adjacent property to the northwest (see Figure 2 for the existing site layout).



Legend
Project Site

WILSON OKAMOTO CORPORATION	HILO ABANDONED VEHICLE FACILITY	FIGURE
	LOCATION MAP	1



Legend

- Project Site
- TMK Parcel
- Water Main
- Power Line
- Security Fence

WILSON OKAMOTO CORPORATION	HILO ABANDONED VEHICLE FACILITY	FIGURE
	EXISTING SITE LAYOUT	2

The proposed project entails improvements to the existing AV facility to construct a 5,000-sf pre-engineered metal building that would store about 25 "auctionable" vehicles and contain 4 staff offices, a reception area, restrooms, a conference/lunchroom, and support spaces. The existing paved area would be reconfigured to hold a similar number of impounded vehicles (~100 vehicles), as well as parking for staff and visitors. Administrative functions would be relocated from the existing trailer to the new building. Other proposed site improvements include installing new utility connections, an individual wastewater system (IWS), drainage system, paved driveway, security fencing, and surveillance system. The project may also consider incorporating a photovoltaic (PV) energy system to reduce facility energy demands. The proposed improvements to the existing AV facility are expected to be completed by Year 2025 .

Field Investigations and Baseline Conditions

The traffic volumes used for the purpose of analysis are based on 24-hour traffic data obtained from the State of Hawaii Department of Transportation Highways Division from Year 2019 in the vicinity of the project. These counts were supplemented by other available traffic data collected to support other developments in the area. It should be noted that more recent traffic data could is not able to be collected at this time due to the ongoing COVID-19 pandemic that has resulted in significantly decreased or fluctuating traffic volumes and shifted travel patterns. The State of Hawaii Department of Transportation (HDOT) has been tracking traffic volumes along major routes to provide a comparison of traffic volumes as result of the ongoing pandemic. In the vicinity of the project, tracking information indicates that traffic volumes during the final quarter of 2021 were in the range of pre-COVID volumes. As such, for the purpose of this report, baseline traffic volumes based on collected Year 2019 conditions were assumed to be representative of baseline Year 2021 conditions.

In the vicinity of the project site, Kanoelehua Avenue is a predominantly 6-lane, two-way divided State of Hawaii roadway that serves one of the primary access roads through Hilo and provides connections to other regional roadways to the south. The AM peak hour along Kanoelehua Avenue occurs between 7:15 AM and 8:15 AM with the roadway carrying a total of 2,350 vehicles, 864 vehicles northbound and 1,486 vehicles southbound. The PM peak hour occurs between 3:30 PM and 4:30 PM with a total of 2,871 vehicles along that roadway, 1,327 traveling northbound and 1,544 traveling southbound.

Primary access to the proposed project site is provided via Hoʻolaulima Road off Leilani Street. Leilani Street is a two-lane, two-way County of Hawaii roadway that provide access to the uses along its alignment. It should be noted that although the available traffic data along Leilani Street was collected in 2015, an assessment of traffic volumes along other major roadways in the vicinity indicates that volumes in the vicinity have remained similar or decreased since 2015. As such, since there has not been significant development along Leilani Street in recent years, the

available 2015 traffic data was assumed to be representative of baseline 2021 conditions for the purpose of this report. The AM peak period along Leilani Street generally occurs between 7:25 AM and 8:25 AM with a total of 685 vehicles along that roadway, 317 vehicles traveling westbound and 368 vehicles traveling eastbound. The PM peak hour generally occurs between 3:40 PM and 4:40 PM with a total of 732 vehicles traveling along Leilani Street, 312 vehicles westbound and 420 vehicles eastbound. Hoʻolaulima Road is a two-lane, two-way County of Hawaii roadway that provides access to the existing County of Hawaii solid waste management program facilities along its alignment, as well as to the County Trap and Skeet Range, the Hilo Dragstrip, and the County Mass Transit Agency Baseyard past the AV facility.

Multimodal Facilities

Pedestrian Facilities

There are limited improved pedestrian facilities in the vicinity of the proposed project. Near the intersection of Kanoelehua Avenue and Leilani Street, Kanoelehua Avenue has improved, but narrow sidewalks along the west side of the roadway supplemented by curb ramps, crosswalks, pedestrian crossing phases at this signalized intersection. However, both sides of Leilani Street and Hoʻolaulima Road which provide access to the project site are currently unimproved.

Bike Facilities

Existing bike facilities are limited in the vicinity of the proposed project with bike lanes only provided along Kanoelehua Avenue between Kamehameha Avenue and E. Palai Street. There are additional bike facilities in the vicinity expected to be developed in the future, but the timing and scope of those facilities are not known at this time.

Transit Facilities

Transit service in the project vicinity is provided by "Hele-On" which is operated by the County of Hawaii. The project vicinity is primarily served by Route 40 which connects Hilo to Pahoa via Keaau along Kanoelehua Avenue with the closest bus stop located at Prince Kuhio Plaza. The bus stop at Prince Kuhio Plaza provides connections to other routes serving Hilo including Routes 10, 11, 101, and 103.

Other Considerations

East Hawaii Organics Facility

The proposed East Hawaii Organics Facility located north of the project site was intended to divert organic waste from disposals in the Hawaii County landfill and generate compost and mulch to support local commercial agriculture. A Draft Environmental Assessment (DEA) was previously prepared for this project in 2016; however, due to concerns that the location of the proposed facility would impose additional impacts on the local communities, the Proposing Agency, the County of Hawaii Department of Environmental Management, Solid Waste Division, filed a withdrawal of the 2016 DEA on April 4, 2017. As such, this project was not incorporated in the with project traffic assessment.

The South Hilo Sanitary Landfill Closure

The South Hilo Sanitary Landfill (SHSL) previously provided collection services for Hilo and seven other solid waste transfer stations in East Hawaii. Nearing maximum capacity, the last load of waste was deposited in November 2019 and the site was permanently closed at the end of June 2020. As result of this closure, municipal solid waste previously disposed at SHSL is now diverted to the West Hawaii Sanitary Landfill in Waikoloa. Although the closure of the SHSL reduces some of the traffic demand in the vicinity, no adjustments were made to the baseline conditions for a conservative assessment.

Puainako Street Extension

There is a planned extension of Puainako Street further east to Hoʻolaulima Road that could provide a potential secondary access for the Hilo AV facility. However, the timeframe for the proposed extension as well as the alignment of the new roadway is not known at this time. As such, the future extension of Puainako Street is not incorporated in the with project traffic assessment.

Facility Operations and Trip Generation

The trip generation methodology used for the purpose of this assessment is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in "Trip Generation, 11th Edition," 2021. The existing AV facility currently operates between the hours of 7:45 AM and 4:30 PM Monday through Friday for the public to access their impounded vehicles. Towing companies are allowed 24-hour access to the site. These operating hours are not expected to change with the proposed project and the capacity of the new facilities is expected to be similar to existing conditions. With the development of more secure facilities, there is a possibility that a vehicle auction could be held on-site in the future. Based on

operations at other similar facilities on the island, the County would not anticipate more than one auction per year with viewing limited to 3 days in advance of that event. However, at this time, the County does not anticipate holding auctions on-site due to the quality of the inventory in the region with auctions instead continuing to be held on the west side of the island. As such, additional trips to the improved facility are primarily expected to be associated with anticipated increases in employees on-site. There are currently 3 employees that work on-site with this number anticipated to be expanded to a maximum of 6 employees in the future. Each of these additional employees was conservatively assumed to arrive during the morning peak period and depart during the afternoon peak period. Table 1 below summarizes the additional trip generation characteristics of the proposed project applied the peak hours of traffic.

Table 1: Additional Trip Generation Peak Hours of Traffic

HILO AV FACILITY		
		PROJECTED TRIP ENDS
AM PEAK	ENTER	3
	EXIT	0
	TOTAL	3
PM PEAK	ENTER	0
	EXIT	3
	TOTAL	3

Traffic Assessment

With the completion of the proposed project, site-generated trips during the AM and PM peak hours of traffic are not expected to increase significantly. The additional 3 trips generated during each peak hour by the proposed project are expected to increase traffic volumes along Leilani Street and Kanoelehua Avenue by 0.5% or less during both peak periods. These increases are within the daily fluctuation of traffic along those roadways and represent a minimal increase along those roadways. As such, traffic operations along the surrounding roadway network are expected to remain similar to without project conditions with the implementation of the proposed improvements at the existing Hilo AV facility.

Conclusion

The proposed project entails improvements to the existing abandoned vehicle (AV) facility in Hilo to construct a new building to provide space for vehicle storage and administrative functions. In conjunction with the project, utility improvements are anticipated on-site and within the County of Hawaii right-of-way along the roadways in the immediate vicinity of the project site. It should be noted that no improvements are expected within the State of Hawaii right-of-way at this time. Since the anticipated capacity and operations of the improved facility

is expected to remain similar to existing conditions, additional trips generated by the site are expected associated with the expected staffing increase of a maximum of 3 additional employees. As such, traffic operations in the vicinity are expected to remain similar to without project conditions.

Should you have any questions, please contact me at 808-946-2277.

Sincerely,

Cathy Leong, P.E.

Enclosures: Available Traffic Data

HDOT RIMS Traffic Station Analyzer (v46B)

Log Out Print RS

State of Hawaii, Department of Transportation,
Highways Division
15 Minute Volume Report

Run Date: 16-JUN-21

Site ID: B71001100074 **Town:** Hawaii **DIR 1:** +MP **DIR 2:** -MP **Final AADT:** 31300
Functional Class: URBAN PRINCIPAL ARTERIAL - OTHER **Count Type:** VOLUME **Counter Type:** Tube **Route No:** 11
Location: Kanoelehua Ave btwn Kekuanaoa St to Leilani St **DATE: 29-OCT-19**

AM COMMUTER PERIOD (05:00-09:00)	DIR 1	DIR 2	TOTAL
TWO DIRECTIONAL PEAK			
AM - PEAK HR TIME	07:15 to 08:15 AM		
AM - PEAK HR VOLUME	864	1,486	2,350
AM - K FACTOR(%)			7.04
AM - D(%)	36.77	63.23	100
DIRECTIONAL PEAK			
AM - PEAK HR TIME	08:45 to 09:45 AM	07:15 to 08:15 AM	
AM - PEAK HR VOLUME	1,043	1,486	

PM COMMUTER PERIOD (15:00-19:00)	DIR 1	DIR 2	TOTAL
TWO DIRECTIONAL PEAK			
PM - PEAK HR TIME	03:30 to 04:30 PM		
PM - PEAK HR VOLUME	1,544	1,327	2,871
PM - K FACTOR(%)			8.6
PM -D(%)	53.78	46.22	100
DIRECTIONAL PEAK			
PM - PEAK HR TIME	03:15 to 04:15 PM	03:30 to 04:30 PM	
PM - PEAK HR VOLUME	1,568	1,327	

AM PERIOD (00:00-12:00)	DIR 1	DIR 2	TOTAL
TWO DIRECTIONAL PEAK			
AM - PEAK HR TIME	11:15 to 12:15 PM		
AM - PEAK HR VOLUME	1,218	1,261	2,479
AM - K FACTOR(%)			7.43
AM - D(%)	36.77	63.23	100

PM PERIOD (12:00-24:00)	DIR 1	DIR 2	TOTAL
TWO DIRECTIONAL PEAK			
PM - PEAK HR TIME	03:30 to 04:30 PM		
PM - PEAK HR VOLUME	1,544	1,327	2,871
PM - K FACTOR(%)			8.6
PM -D(%)	53.78	46.22	100

NON COMMUTER PERIOD (09:00-15:00)	DIR 1	DIR 2	TOTAL
TWO DIRECTIONAL PEAK			
PEAK HR TIME	02:45 to 03:45 PM		
PEAK HR VOLUME	1,422	1,183	2,605
DIRECTIONAL PEAK			
PEAK HR TIME	02:45 to 03:45 PM	12:45 to 01:45 PM	
PEAK HR VOLUME	1,422	1,271	

6-HR, 12-HR, 24-HR PERIODS	DIR 1	DIR 2	TOTAL
AM 6-HR PERIOD (06:00-12:00)	5,670	7,435	13,105
AM 12-HR PERIOD (00:00-12:00)	6,243	8,406	14,649
PM 6-HR PERIOD (12:00-18:00)	7,805	6,907	14,712
PM 12-HR PERIOD (12:00-24:00)	10,032	8,689	18,721
24-HR PERIOD (12:00-24:00)	16,275	17,095	33,370
D%	48.77	51.23	100

TIME - AM	DIR1	DIR 2	TOTAL
12:00 - 12:15	22	21	43
12:15 - 12:30	26	14	40
12:30 - 12:45	13	14	27
12:45 - 01:00	16	6	22
01:00 - 01:15	9	14	23
01:15 - 01:30	12	8	20
01:30 - 01:45	20	2	22
01:45 - 02:00	16	16	32
02:00 - 02:15	11	18	29
02:15 - 02:30	6	17	23
02:30 - 02:45	13	18	31
02:45 - 03:00	4	22	26
03:00 - 03:15	8	20	28
03:15 - 03:30	17	27	44
03:30 - 03:45	14	31	45
03:45 - 04:00	18	28	46

TIME - AM	DIR1	DIR 2	TOTAL
06:00 - 06:15	106	173	279
06:15 - 06:30	102	221	323
06:30 - 06:45	114	287	401
06:45 - 07:00	185	352	537
07:00 - 07:15	171	354	525
07:15 - 07:30	212	388	600
07:30 - 07:45	186	373	559
07:45 - 08:00	237	362	599
08:00 - 08:15	229	363	592
08:15 - 08:30	211	378	589
08:30 - 08:45	241	320	561
08:45 - 09:00	239	328	567
09:00 - 09:15	255	317	572
09:15 - 09:30	256	272	528
09:30 - 09:45	293	280	573
09:45 - 10:00	247	324	571

TIME - PM	DIR1	DIR 2	TOTAL
12:00 - 12:15	293	311	604
12:15 - 12:30	309	302	611
12:30 - 12:45	296	284	580
12:45 - 01:00	312	355	667
01:00 - 01:15	272	320	592
01:15 - 01:30	340	281	621
01:30 - 01:45	293	315	608
01:45 - 02:00	314	308	622
02:00 - 02:15	329	294	623
02:15 - 02:30	312	304	616
02:30 - 02:45	356	286	642
02:45 - 03:00	307	271	578
03:00 - 03:15	310	301	611
03:15 - 03:30	386	265	651
03:30 - 03:45	419	346	765
03:45 - 04:00	386	361	747

TIME - PM	DIR1	DIR 2	TOTAL
06:00 - 06:15	227	141	368
06:15 - 06:30	177	166	343
06:30 - 06:45	198	152	350
06:45 - 07:00	122	127	249
07:00 - 07:15	178	118	296
07:15 - 07:30	134	133	267
07:30 - 07:45	143	95	238
07:45 - 08:00	101	101	202
08:00 - 08:15	122	84	206
08:15 - 08:30	109	91	200
08:30 - 08:45	90	74	164
08:45 - 09:00	84	60	144
09:00 - 09:15	68	64	132
09:15 - 09:30	66	56	122
09:30 - 09:45	76	47	123
09:45 - 10:00	56	42	98

HDOT RIMS Traffic Station Analyzer (v46B)

Log Out Print RS

HDOT RIMS Traffic Station Analyzer (v46B)

Log Out Print RS

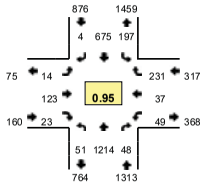
04:00 - 04:15	16	32	48	10:00 - 10:15	301	285	586	04:00 - 04:15	377	328	705	10:00 - 10:15	48	39	87
04:15 - 04:30	29	56	85	10:15 - 10:30	255	271	526	04:15 - 04:30	362	292	654	10:15 - 10:30	45	42	87
04:30 - 04:45	40	66	106	10:30 - 10:45	312	272	584	04:30 - 04:45	434	302	736	10:30 - 10:45	33	37	70
04:45 - 05:00	31	86	117	10:45 - 11:00	310	292	602	04:45 - 05:00	367	248	615	10:45 - 11:00	23	31	54
05:00 - 05:15	50	73	123	11:00 - 11:15	283	273	556	05:00 - 05:15	303	224	527	11:00 - 11:15	54	21	75
05:15 - 05:30	52	96	148	11:15 - 11:30	315	327	642	05:15 - 05:30	276	215	491	11:15 - 11:30	27	29	56
05:30 - 05:45	61	128	189	11:30 - 11:45	284	325	609	05:30 - 05:45	247	218	465	11:30 - 11:45	22	16	38
05:45 - 06:00	69	158	227	11:45 - 12:00	326	298	624	05:45 - 06:00	205	176	381	11:45 - 12:00	24	16	40

Type of peak hour being reported: Intersection Peak

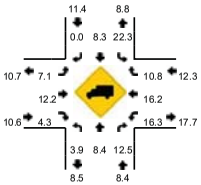
Method for determining peak hour: Total Entering Volume

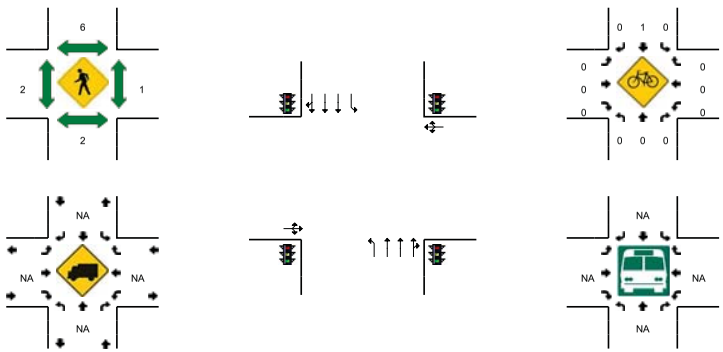
LOCATION: Mamalahoa Hwy (Hwy 11) -- Leilani St
CITY/STATE: Hilo, HI

QC JOB #: 13361607
DATE: Tue, Apr 21 2015



Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:45 AM -- 8:00 AM





5-Min Count Period Beginning At	Mamalahoa Hwy (Hwy 11) (Northbound)				Mamalahoa Hwy (Hwy 11) (Southbound)				Leilani St (Eastbound)				Leilani St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:55 AM	3	89	3	1	13	33	1	0	2	9	7	0	4	3	15	0	183	1674
7:00 AM	1	110	3	1	8	24	0	0	3	11	1	0	2	2	12	0	178	1756
7:05 AM	6	102	2	2	7	55	0	0	3	4	5	0	4	5	15	0	210	1876
7:10 AM	0	108	4	2	4	37	0	0	2	8	2	0	3	2	22	0	194	1972
7:15 AM	3	105	3	1	10	28	0	0	0	3	4	0	3	4	32	0	196	2050
7:20 AM	3	141	6	0	13	32	0	0	0	9	1	0	1	7	10	0	223	2141
7:25 AM	3	98	4	1	18	51	1	0	3	10	1	0	3	1	21	0	215	2223
7:30 AM	3	134	5	0	10	48	0	0	0	9	0	0	1	1	22	0	233	2320
7:35 AM	4	78	2	1	19	49	0	0	1	9	4	0	6	2	24	0	199	2369
7:40 AM	3	117	7	0	12	34	1	0	0	11	1	0	3	6	23	0	218	2443
7:45 AM	1	91	5	0	22	57	1	0	3	12	2	0	2	3	21	0	220	2477
7:50 AM	3	122	7	0	12	52	0	0	2	13	2	0	4	4	20	0	241	2510
7:55 AM	2	84	3	5	27	75	0	0	2	6	2	0	4	4	29	0	243	2570
8:00 AM	3	64	0	2	19	62	0	0	2	13	2	0	7	3	13	0	190	2582
8:05 AM	2	119	6	3	17	64	0	0	0	11	0	0	5	1	12	0	240	2612
8:10 AM	7	81	3	3	13	59	0	0	1	9	4	0	7	4	20	0	211	2629
8:15 AM	0	102	5	2	18	68	0	0	0	6	1	0	6	4	13	0	225	2658
8:20 AM	3	124	1	0	10	56	1	0	0	14	4	0	1	4	13	0	231	2666
8:25 AM	4	70	2	4	21	56	0	0	0	6	1	0	4	2	17	0	187	2638
8:30 AM	3	68	1	3	20	50	1	0	0	7	5	0	7	4	16	0	185	2590
8:35 AM	1	77	6	1	13	84	0	0	1	9	4	0	5	0	16	0	217	2608
8:40 AM	0	80	4	2	5	60	0	0	1	6	3	0	4	5	18	0	188	2578
8:45 AM	1	89	2	1	17	54	0	0	0	7	0	0	5	4	15	0	195	2553
8:50 AM	2	74	6	3	14	62	0	1	0	10	5	0	3	1	14	0	195	2507

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	1188	60	20	244	736	4	0	28	124	24	0	40	44	280	0	2816
Heavy Trucks	0	104	12		64	44	0		0	12	4		4	8	20		272
Pedestrians		0				16				0				4			20
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/7/2015 11:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

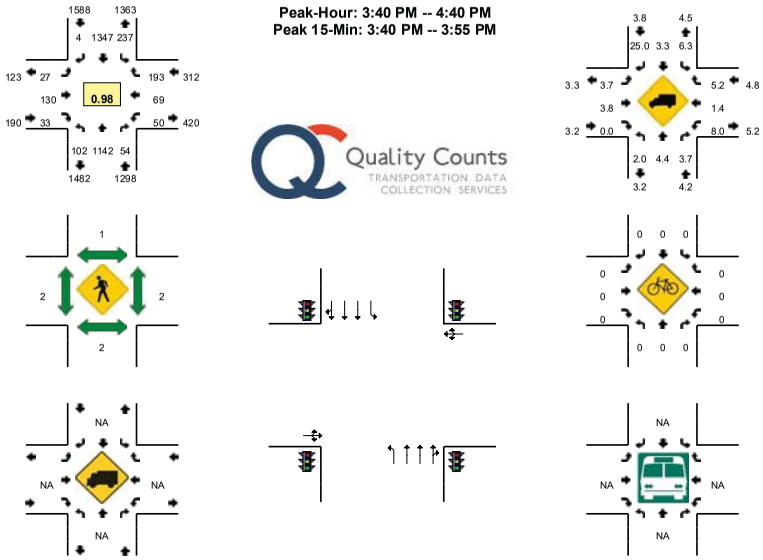
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Mamalahoa Hwy (Hwy 11) -- Leilani St
CITY/STATE: Hilo, HI

QC JOB #: 13361608
DATE: Tue, Apr 21 2015

Peak-Hour: 3:40 PM -- 4:40 PM
Peak 15-Min: 3:40 PM -- 3:55 PM



5-Min Count Period Beginning At	Mamalahoa Hwy (Hwy 11) (Northbound)				Mamalahoa Hwy (Hwy 11) (Southbound)				Leilani St (Eastbound)				Leilani St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:10 PM	3	106	5	3	15	119	0	0	2	13	5	0	4	1	14	0	290	
3:15 PM	4	84	3	8	15	92	0	0	1	14	3	0	8	4	16	0	252	
3:20 PM	6	98	4	3	21	78	1	0	0	7	5	0	7	5	19	0	254	
3:25 PM	3	107	3	8	16	93	0	0	0	9	4	0	3	0	8	0	254	
3:30 PM	3	122	5	5	22	99	1	0	0	8	2	0	6	2	22	0	297	
3:35 PM	9	71	7	1	20	102	3	0	1	10	3	0	7	8	22	0	264	
3:40 PM	7	121	5	7	23	123	1	0	2	14	4	0	6	5	11	0	329	
3:45 PM	4	106	7	5	16	112	0	0	0	5	1	0	6	5	18	0	285	
3:50 PM	3	68	3	3	18	94	1	0	6	15	5	0	6	6	21	0	249	
3:55 PM	3	98	4	7	28	114	0	0	2	11	4	0	1	7	12	0	291	3254
4:00 PM	5	116	3	1	16	118	0	0	0	14	2	0	2	2	9	0	288	3307
4:05 PM	1	88	4	1	12	101	0	0	3	11	3	0	9	8	18	0	259	3312
4:10 PM	7	72	5	5	31	100	1	0	2	9	1	0	4	4	19	0	260	3282
4:15 PM	5	99	4	3	19	119	0	0	3	9	3	0	1	2	11	0	278	3308
4:20 PM	4	108	1	5	19	112	0	1	4	12	0	0	2	7	12	0	287	3341
4:25 PM	5	78	4	7	20	89	1	0	1	13	2	0	7	6	30	0	263	3350
4:30 PM	3	96	10	3	19	119	0	0	3	11	5	0	3	6	17	0	295	3348
4:35 PM	3	92	4	5	15	146	0	0	1	6	3	0	3	11	15	0	304	3388
4:40 PM	4	79	1	1	17	99	0	0	2	19	1	0	7	2	21	0	253	3312
4:45 PM	2	107	2	5	24	110	2	0	1	9	3	0	3	3	12	0	283	3310
4:50 PM	2	95	3	2	22	138	1	0	0	7	1	0	5	1	10	0	287	3348
4:55 PM	0	80	1	6	19	113	0	0	0	14	2	0	10	4	19	0	268	3325
5:00 PM	2	78	2	6	27	107	0	1	0	11	3	0	4	2	9	0	252	3289
5:05 PM	3	72	1	2	13	142	0	0	0	6	2	0	3	3	11	0	258	3288

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	1180	60	60	228	1316	8	0	32	136	40	0	72	64	200	0	3452
Heavy Trucks	4	68	0		20	32	0		0	0	0		8	0	20		152
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 5/7/2015 11:13 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX B

EA Early Consultation Comments and Responses

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawai‘i 96850

In Reply Refer To:
01EPIF00-2021-TA-0273

April 30, 2021

Rebecca Candilasa
Wilson Okamoto Corporation
1907 Beretania Street, Suite 400
Honolulu, Hawai‘i 96826

Subject: 01EPIF00-2021-TA-0273 Technical Assistance for the Proposed Abandoned Vehicle Facility Pre-Assessment Hilo Hawai‘i.

Dear Ms. Candilasa:

Thank you for your recent correspondence requesting technical assistance on species biology, habitat, or life requisite requirements. The Pacific Islands Fish and Wildlife Office (PIFWO) of the U.S. Fish and Wildlife Service (Service) appreciates your efforts to avoid or minimize effects to protected species associated with your proposed actions. We provide the following information for your consideration under the authorities of the Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 *et seq.*), as amended.

Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the ‘**Occurs In or Near Project Area**’ column. Please note this list is not comprehensive and should only be used for general guidance. We have added to the PIFWO website, located at https://www.fws.gov/pacificislands/promo.cfm?id=177175840 recommended conservation measures intended to avoid or minimize adverse effects to these federally protected species and best management practices to minimize and avoid sedimentation and erosion impacts to water quality. If your project occurs on the island of Hawai‘i, we have also enclosed our biosecurity protocol for activities in or near natural areas.

If you are representing a federal action agency, please request an official species list following the instructions at our PIFWO website https://www.fws.gov/pacificislands/articles.cfm?id=149489558. You can find out if your project occurs in or near designated critical habitat here: https://ecos.fws.gov/ipac/.

Under section 7 of the ESA, it is the Federal agency’s (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project “may affect” federally listed species or designated critical habitat. A “may affect, not likely to adversely affect” determination is appropriate when effects to federally listed species are expected to be discountable (i.e., unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a “may affect, likely to adversely affect” determination is made, then the Federal agency must initiate formal consultation with the Service. Projects that are determined to have “no effect” on federally listed species and/or critical habitat do not require additional coordination or consultation.

Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a “may affect, not likely to adversely affect” determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats and defines measures to minimize and mitigate those adverse effects.

We appreciate your efforts to conserve endangered species. We regret that we cannot provide you with more specific protected species information for your project site. If you have questions that are not answered by the information on our website, you can contact PIFWO at (808) 792-9400 and ask to speak to the lead biologist for the island where your project is located.

Sincerely,

LINDSY ASMAN Digitally signed by LINDSY ASMAN Date: 2021.04.30 12:10:56 -10'00'

Island Team Manager
Pacific Islands Fish and Wildlife Office

Enclosures (2)

The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. For your guidance, we have marked species that may occur in the vicinity of your project, this list is not comprehensive and should only be used for general guidance.

Enclosure 1. Federal Status of Animal Species

Scientific Name	Common Name / Hawaiian Name	Federal Status	May Occur In Project Area
Mammals			
Lasiurus cinereus semotus	Hawaiian hoary bat/ʻōpeʻapeʻa	E	☒
Reptiles			
Chelonia mydas	green sea turtle/honu - Central North Pacific distinct population segment (DPS)	T	☐
Eretmochelys imbricata	hawksbill sea turtle/ honu ʻea or ʻea	E	☐
Birds			
Anas wyvilliana	Hawaiian duck/koloa	E	☒
Branta sandvicensis	Hawaiian goose/nēnē	T	☒
Fulica alai	Hawaiian coot/ʻalae keʻokeʻo	E	☒
Gallinula galeata sandvicensis	Hawaiian gallinule/ʻalae ʻula	E	☐
Himantopus mexicanus knudseni	Hawaiian stilt/aeʻo	E	☒
Oceanodroma castro	band-rumped storm-petrel Hawaiʻi DPS/ʻakēʻakē	E	☒
Pterodroma sandwichensis	Hawaiian petrel/ʻuaʻu	E	☒
Puffinus auricularis newelli	Newell's shearwater/ʻaʻo	T	☒
Ardenna pacificus	wedge-tailed shearwater/ʻuaʻu kani	MBTA	☐
Buteo solitarius	Hawaiian hawk/ʻio	MBTA	☒
Gygis alba	white tern/manu-o-kū	MBTA	☐
Insects			
Manduca blackburni	Blackburn's sphinx moth	E	☒
Megalagrion pacificum	Pacific Hawaiian damselfly	E	☒
Megalagrion xanthomelas	orangeblack Hawaiian damselfly	E	☒
Megalagrion nigrohamatum nigrolineatum	blackline Hawaiian damselfly	E	☐

Enclosure 2. Federal Status of Plant Species

Plants				
Scientific Name	**Common Name or Hawaiian Name**	**Federal Status**	**Locations**	**May Occur In Project Area**
Abutilon menziesii	koʻoloaʻula	E	O, L, M, H	☐
Achyranthes splendens var. *rotundata*	ʻewa hinahina	E	O	☐
Bonamia menziesii	no common name	E	K, O, L, M, H	☐
Canavalia pubescens	ʻāwikiwiki	E	Ni, K, L, M	☐
Colubrina oppositifolia	kauila	E	O, M, H	☐
Cyperus trachysanthos	puʻukaʻa	E	K, O	☐
Cyrtandra nanawaleensis	haʻiwale	E	H	☒
Gouania hillebrandii	no common name	E	Mo, M	☐
Hibiscus brackenridgei	maʻo hau hele	E	O, Mo, L, M, H	☐
Ischaemum byrone	Hilo ischaemum	E	K, O, Mo, M, H	☐
Isodendrion pyrifolium	wahine noho kula	E	O, H	☐
Marsilea villosa	ʻihiʻihi	E	Ni, O, Mo	☐
Mezoneuron kavaiense	uhiuhi	E	O, H	☐
Nothocestrum breviflorum	ʻaiea	E	H	☐
Panicum fauriei var. *carteri*	Carter's panicgrass	E	Molokini Islet (O), Mo	☐
Panicum niihauense	lauʻehu	E	K	☐
Peucedanum sandwicense	makou	E	K, O, Mo, M	☐
Pleomele (Chrysodracon) hawaiiensis	halapepe	E	H	☐
Portulaca sclerocarpa	ʻihi	E	L, H	☐
Portulaca villosa	ʻihi	E	Le, Ka, Ni, O, Mo, M, L, H, Nihoa	☐
Pritchardia affinis (maideniana)	loulu	E	H	☒
Pseudognaphalium sandwicensium var. *molokaiense*	ʻenaʻena	E	Mo, M	☐
Scaevola coriacea	dwarf naupaka	E	Mo, M	☐
Schenkia (Centaurium) sebaeoides	ʻāwiwi	E	K, O, Mo, L, M	☐
Sesbania tomentosa	ʻōhai	E	Ni, Ka, K, O, Mo, M, L, H, Necker, Nihoa	☐
Tetramolopium rockii	no common name	T	Mo	☐

Vigna o-wahuensis	no common name	E	Mo, M, L, H, Ka	☐

Location key: O=O‘ahu, K=Kaua‘i, M=Maui, H=island of Hawai‘i, L=Lāna‘i, Mo=Moloka‘i, Ka=Kaho‘olawe, Ni=Ni‘ihau, Le=Lehua

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10455-01
April 8, 2022

Ms. Lindsy Asman, Island Team Manager
Pacific Islands Fish and Wildlife Office
U.S. Fish and Wildlife Service
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawai‘i 96850

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai‘i Island, Hawai‘i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Ms. Asman:

Thank you for your letter dated April 30, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program’s (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai‘i

1907 S. Beretania Street, Suite 400 • Honolulu, Hawaii • 96826 • (808) 946-2277

DAVID Y. IGE
GOVERNOR

CURT T. OTAGURO
COMPTROLLER

AUDREY HIDANO
DEPUTY COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)21.063

APR 2 1 2021

Ms. Rebecca Candilasa
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

RECEIVED
2 3 2021
WILSON OKAMOTO CORPORATION

Dear Ms. Candilasa:

Subject: Pre-Assessment Consultation for
Hilo Abandoned Vehicle Facility Draft Environmental Assessment
Hilo, Hawaii Island, Hawaii
TMK: (3) 2-1-013: 167 (por)

Thank you for the opportunity to comment on the subject project. We have no comments to offer at this time as the proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities.

If you have any questions, your staff may call Ms. Gayle Takasaki of the Planning Branch at 586-0584.

Sincerely,

CHRISTINE L. KINIMAKA
Public Works Administrator

GT:mo

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Ms. Christine L. Kinimaka, Public Works Administrator
Department of Accounting and General Services
State of Hawai'i
P.O. Box 119
Honolulu, Hawai'i 96810-0119

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Ms. Kinimaka:

Thank you for your letter dated April 21, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. We acknowledge that the State of Hawai'i Department of Accounting and General Services (DAGS) has no comments to offer at this time as the project does not impact any DAGS projects or existing facilities.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 12, 2021

Wilson Okamoto Corporation
Attn: Ms. Rebecca Candilasa
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

via email: rcandilasa@wilsonokamoto.com

Dear Ms. Candilasa:

SUBJECT: Pre-Assessment Consultation for **Hilo Abandoned Vehicle Facility DEA** located at Hilo, Island of Hawaii; TMK: (3) 2-1-013:167 (portion) on behalf of County of Hawaii Department of Environmental Management

Thank you for the opportunity to review and comment on the subject matter. The Land Division of the Department of Land and Natural Resources (DLNR) distributed or made available a copy of your request pertaining to the subject matter to DLNR's Divisions for their review and comments.

At this time, enclosed are comments from the Engineering Division on the subject matter. Should you have any questions, please feel free to contact Darlene Nakamura at (808) 587-0417 or email: darlene.k.nakamura@hawaii.gov. Thank you.

Sincerely,

Russell Tsuji

Russell Y. Tsuji
Land Administrator

Enclosure
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

April 23, 2021

MEMORANDUM

FROM:

~~TO:~~ **DLNR Agencies:**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division (DLNR.ENGR@hawaii.gov)
X Div. of Forestry & Wildlife (rubyrosa.t.terrago@hawaii.gov)
__Div. of State Parks
X Commission on Water Resource Management (DLNR.CWRM@hawaii.gov)
__Office of Conservation & Coastal Lands
X Land Division – Hawaii District (gordon.c.heit@hawaii.gov)

TO:

~~FROM:~~ Russell Y. Tsuji, Land Administrator *Russell Tsuji*
SUBJECT: Pre-Assessment Consultation for **Hilo Abandoned Vehicle Facility DEA**
LOCATION: Hilo, Island of Hawaii; TMK: (3) 2-1-013:167 (portion)
APPLICANT: Wilson Okamoto Corporation on behalf of County of Hawaii Department of Environmental Management

Transmitted for your review and comment is information on the above-referenced subject matter. Please submit comments by **May 10, 2021.**

If no response is received by the above date, we will assume your agency has no comments. Should you have any questions about this request, please contact Darlene Nakamura at darlene.k.nakamura@hawaii.gov. Thank you.

( ) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
(✓) Comments are attached.

Signed: [signature]
Print Name: Carty S. Chang, Chief Engineer
Division: Engineering Division
Date: May 4, 2021

Attachments
cc: Central Files

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/Russell Y. Tsuji
Ref: Pre-Assessment Consultation for Hilo Abandoned Vehicle Facility DEA
Location: Hilo, Island of Hawaii
TMK(s): (3) 2-1-013:167 (portion)
Applicant: Wilson Okamoto Corporation on behalf of County of Hawaii
Department of Environmental Management

COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high-risk areas). State projects are required to comply with 44CFR regulations as stipulated in Section 60.12. Be advised that 44CFR reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible to research the Flood Hazard Zone designation for the project. Flood Hazard Zones are designated on FEMA's Flood Insurance Rate Maps (FIRM), which can be viewed on our Flood Hazard Assessment Tool (FHAT) (http://gis.hawaiinfip.org/FHAT).

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7253.
- Kauai: County of Kauai, Department of Public Works (808) 241-4896.

Signed: _____
CARTY S. CHANG, CHIEF ENGINEER

Date: May 4, 2021

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Russell Tsuji, Land Administrator
Land Division
Department of Land and Natural Resources
State of Hawai'i
P.O. Box 621
Honolulu, Hawai'i 96809

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Tsuji:

Thank you for your letter dated May 12, 2021 with comments from the State of Hawai'i Department of Land and Natural Resources, Engineering Division regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 14, 2021

Wilson Okamoto Corporation
Attn: Ms. Rebecca Candilasa
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

via email: rcandilasa@wilsonokamoto.com

Dear Ms. Candilasa:

SUBJECT: Pre-Assessment Consultation for **Hilo Abandoned Vehicle Facility DEA** located at Hilo, Island of Hawaii; TMK: (3) 2-1-013:167 (portion) on behalf of County of Hawaii Department of Environmental Management

Thank you for the opportunity to review and comment on the subject matter. In addition to our previous comments dated May 12, 2021, enclosed are comments from the Land Division-Hawaii District on the subject matter. Should you have any questions, please feel free to contact Darlene Nakamura at (808) 587-0417 or email: darlene.k.nakamura@hawaii.gov. Thank you.

Sincerely,

Russell Tsuji

Russell Y. Tsuji
Land Administrator

Enclosure
cc: Central Files

5/05/21

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

April 23, 2021

MEMORANDUM

TO: **DLNR Agencies:**
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division (DLNR.ENGR@hawaii.gov)
X Div. of Forestry & Wildlife (rubyrosa.t.terrago@hawaii.gov)
__Div. of State Parks
X Commission on Water Resource Management (DLNR.CWRM@hawaii.gov)
__Office of Conservation & Coastal Lands
X Land Division – Hawaii District (gordon.c.heit@hawaii.gov)

FROM: Russell Y. Tsuji, Land Administrator *Russell Tsuji*
SUBJECT: Pre-Assessment Consultation for **Hilo Abandoned Vehicle Facility DEA**
LOCATION: Hilo, Island of Hawaii; TMK: (3) 2-1-013:167 (portion)
APPLICANT: Wilson Okamoto Corporation on behalf of County of Hawaii Department of Environmental Management

Transmitted for your review and comment is information on the above-referenced subject matter. Please submit comments by **May 10, 2021.**

If no response is received by the above date, we will assume your agency has no comments. Should you have any questions about this request, please contact Darlene Nakamura at darlene.k.nakamura@hawaii.gov. Thank you.

( ) We have no objections.
( ) We have no comments.
( ) We have no additional comments.
(✓) Comments are attached.

Signed: [signature]
Print Name: GORDON C. HEIT
Division: Land Division
Date: 5/10/21

Attachments
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

75 Aupuni Street, Room 204
Hilo, Hawaii 96720
PHONE: (808) 961-9590
FAX: (808) 961-9599

May 10, 2021

MEMORANDUM

TO: Russell Y. Tsuji, Administrator

FROM: Gordon C. Heit, Hawaii District Land Agent

SUBJECT: Pre-Assessment Consultation – Hilo Abandoned Vehicle Facility DEA

LOCATION: Waiakea, South Hilo, Island of Hawaii, TMK: (3) 2-1-013:167 (portion)

APPLICANT: County of Hawaii, Department of Environmental Management

Pursuant to your request for comments on the above matter, we offer the following:

The Land Board approved the set aside of State lands to the County of Hawaii on September 24, 2004, Item D-6, for the construction of a recycling facility. The submittal included a construction and management right of entry. However, to date the set aside has not been finalized pending completion of the consolidation and re-subdivision of several parcels and the submittal of survey maps.

The Land Division will provide further comments when the Draft Environmental Assessment is available for review.

Please contact me should you have any questions.

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Russell Tsuji, Land Administrator
Land Division
Department of Land and Natural Resources
State of Hawai'i
P.O. Box 621
Honolulu, Hawai'i 96809

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Tsuji:

Thank you for your letter dated May 14, 2021 with additional comments from the State of Hawai'i Department of Land and Natural Resources, Land Division – Hawai'i District regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

DAVID Y. IGE
GOVERNOR

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

JADE T. BUTAY
DIRECTOR

Deputy Directors
LYNN A.S. ARAKI-REGAN
DEREK J. CHOW
ROSS M. HIGASHI
EDWIN H. SNIFFEN

IN REPLY REFER TO:
DIR 0362
STP 8.3164

May 4, 2021

Ms. Rebecca Candilasa
Project Manager
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96813

RECEIVED
MAY 07 2021
WILSON OKAMOTO CORPORATION

Dear Ms. Candilasa:

Subject: Pre-Assessment Consultation for
Hilo Abandoned Vehicle Facility Draft Environmental Assessment (DEA)
Hilo, Hawaii
Tax Map Key: (3) 2-1-013:167 (portion)

Thank you for your letter dated April 12, 2021 requesting the Hawaii Department of Transportation's (HDOT) comments on the County of Hawaii Department of Environmental Management's (DEM) proposed improvements to an existing abandoned vehicle lot next to the East Hawaii Regional Sort Station. HDOT understands the project involves the construction of a 5,000 square-foot pre-engineered metal building to store 25 vehicles, 4 staff offices, a reception area, restrooms, a conference/lunch room and support spaces. In addition, other improvements to the site will include new utility connections, drainage systems, paved access road, security fencing, surveillance system, an individual wastewater system and potential photovoltaic (PV) system. The project site is approximately 5 acres and located off of Hoolaulima Road which intersects with Leilani Street.

HDOT has the following comments:

Airports Division (HDOT-A)

1. The proposed facility is approximately 0.65 miles from the property boundary of Hilo International Airport (ITO). All projects within 5 miles from Hawaii State airports are advised to read the Technical Assistance Memorandum (TAM) for guidance with development and activities that may require further review and permits. The TAM can be viewed at the following link: http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf

2. The proposed facility is approximately 6,547 feet from the end of Runway 3 at ITO. Prior to construction, Federal Aviation Administration (FAA) regulation requires the submitted of FAA Form 7460-1 Notice of Proposed Construction of alteration pursuant to the Code of Federal Regulations, Title 14, Part 77.9, if the construction or alteration is

within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet. Construction equipment and staging area heights, including heights of temporary construction cranes, shall be included in the submittal. The form and criteria for submittal can be found at the following website: https://oeaaa.faa.gov/oeaaa/external/portal.jsp.

3. Due to proximity to the airport, the developer should be aware of potential noise from aircraft operations. There is also a potential for fumes, smoke, vibrations, odors, etc., resulting from occasional aircraft flight operations over or near the project location. These impacts may increase or decrease over time and depending on airport operations.

4. Standing water has the potential to become a wildlife hazard. The individual wastewater system shall be built such that it reduces the risk of standing water accumulating for more than 48 hours. The HDOT-A recommends that the developer incorporates measures to minimize hazardous wildlife attractants in compliance with FAA Advisory Circular (AC) 150/5200-33C, Hazardous Wildlife Attractants on or near Airports. If the project results in a wildlife attractant, these effects shall be immediately mitigated by the developer upon notification by the HDOT-A and/or FAA.

5. Due to the possibility of a PV system, please be aware that PV systems located in or near the protected approach and departure air space can create a hazardous condition for pilots because of possible glint and glare reflected from the PV array. If glint or glare from the PV array creates a hazardous condition for pilots, the owner of the PV system shall be prepared to immediately mitigate the hazard upon notification by the HDOT-A and/or FAA.

   PV systems have also been known to emit radio frequency interference (RFI) to aviation-dedicated radio signals, thereby disrupting the reliability of air-to-ground communications. Again, the owner of the PV system shall be prepared to immediately mitigate the RFI hazard upon notification by the HDOT-A and/or FAA.

Highways Division (HDOT-HWY)

1. HDOT-HWY recommends the DEA include a Traffic Assessment (TA) which includes the following:

   a. Jurisdiction of roadways in the vicinity.

   b. Location of existing and proposed site access driveways.

   c. Observations regarding existing traffic conditions in the vicinity of the site, including bicycle and pedestrian routes and location of transit stops.

   d. Project description, including pipeline and other infrastructure that may be removed or constructed within any HDOT right-of-way, operations and construction activities, hours of operation, and estimated number of vehicle trips to/from the site during peak traffic hours.

e. Assessment of the project's potential direct, secondary and cumulative impacts to any State roadways.

f. If the qualitative TA suggests a potential for adverse impact to State highways, include a traffic impact assessment report prepared by a licensed Professional Engineer.

If there are any questions, please contact Mr. Blayne Nikaido of the HDOT Statewide Transportation Planning Office at (808) 831-7979 or via email at blayne.h.nikaido@hawaii.gov.

Sincerely,

JADE T. BUTAY
Director of Transportation

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Jade T. Butay, Director
Department of Transportation
State of Hawai'i
869 Punchbowl Street
Honolulu, Hawai'i 96813-5097

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Butay:

Thank you for your letter dated May 4, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

Mitchell D. Roth
Mayor

Lee E. Lord
Managing Director

Steven Ikaika Rodenhurst, P.E.
Director

County of Hawai'i
DEPARTMENT OF PUBLIC WORKS
Aupuni Center
101 Pauahi Street, Suite 7 · Hilo, Hawai'i 96720-4224
(808) 961-8321 · Fax (808) 961-8630
public_works@hawaiicounty.gov

MAY 13, 2021

ATTN: REBECCA CANDILASA
WILSON OKAMOTO CORPORATION
1907 SOUTH BERETANIA STREET, SUITE 400
HONOLULU, HAWAII 96826
(via email to publiccomment@wilsonokamoto.com)

SUBJECT: PRE-ASSESSMENT CONSULTATION FOR
HILO ABANDONED VEHICLE FACILITY DRAFT ENVIRONMENTAL ASSESSMENT
HILO, ISLAND OF HAWAII
TMK: (3) 2-1-013:167 (PORTION)

We received the subject dated April 12, 2021 and have the following comments:

The subject parcel is in an area designated as Zone X on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency (FEMA). Zone X is an area determined to be outside the 500-year floodplain.

All development-generated runoff shall be disposed of on site and not directed toward any adjacent properties. A drainage study shall be prepared and the recommended drainage system shall be constructed meeting the approval of the Department of Public Works.

All activities shall comply with the requirements of Hawaii County Code, Chapter 10, Erosion and Sedimentary Control.

Should there be any questions concerning this matter, please contact Ms. Robyn Matsumoto in our Engineering Division at (808) 961-8924.

for ALAN K. THOMPSON, Acting Division Chief
Engineering Division

RM

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WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Alan K. Thompson, Acting Division Chief
County of Hawai'i
Department of Public Works
101 Pauahi Street, Suite 7
Hilo, Hawai'i 96720-4224

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Thompson:

Thank you for your letter dated May 13, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

Mitchell D. Roth
Mayor

Douglass S. Adams
Director

Dr. Sulma Gandhi
Deputy Director

County of Hawai'i

DEPARTMENT OF RESEARCH AND DEVELOPMENT
25 Aupuni Street, Room 1301 • Hilo, Hawai'i 96720-4252
(808) 961-8366 • Fax (808) 935-1205
E-mail: chresdev@co.hawaii.hi.us

May 7, 2021

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawai'i 96826
Email: publiccomment@wilsonokamoto.com

Re: Pre-Assessment Consultation for Hilo Abandoned Vehicle Facility Draft Environmental Assessment Hilo, Hawai'i Island, Hawai'i – TMK (3) 2-1-013:167 (portion)

Dear Project Manager Candilasa:

Thank you for requesting our comments on the subject proposal. The Department of Research & Development of the County of Hawaii wholeheartedly supports the efforts of the Department of Environmental Management to improve the capability of the County to address the epidemic of abandoned vehicles on the Island of Hawai'i. Based on the information provided, the proposal appears to increase DEM's capacity to create a more sustainable process for managing abandoned vehicles, using recycling and appropriate disposal means to take care of our island and protect our people. This effort directly supports the Roth Administration's priority of taking action on climate change.

For any questions regarding these comments, please contact the undersigned at (808) 961-8366.

Very Respectfully,

Douglass S. Adams
DIRECTOR, RESEARCH AND DIRECTOR

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WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Douglass S. Adams, Director
County of Hawai'i
Department of Research and Development
25 Aupuni Street, Room 1301
Hilo, Hawai'i 96720-4252

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Adams:

Thank you for your letter dated May 7, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAI'I
345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAI'I 96720
TELEPHONE (808) 961-8050 • FAX (808) 961-8657

May 10, 2021

Ms. Rebecca Candilasa, Project Manager
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, HI 96826

RECEIVED
MAY 13 2021
WILSON OKAMOTO CORPORATION

Dear Ms. Candilasa:

Subject: Pre-Environmental Assessment for the Hilo Abandoned Vehicle Facility
Tax Map Key 2-1-013:167 (Portion)

This is in response to your Pre-Environmental Assessment letter dated April 12, 2021.

Please be informed that the East Hawai'i Regional Sort Station (EHRSS) has an existing water service with the Department. There is an existing 12-inch waterline along Ho'olaulima Road.

The Department requests estimated maximum daily water usage calculations, prepared by a professional engineer licensed in the State of Hawai'i, for review. After review of the calculations, the Department will determine if a water commitment can be issued, a water commitment deposit amount, facilities charges due, water system improvements, and other conditions for final approval.

Please also be informed that any new meter serving the proposed project will require the installation of a reduced principle type backflow prevention assembly within five (5) feet of the meter on private property. The Department must inspect and approve the installation prior to commencement of water service.

Should there be any questions, please contact Mr. Ryan Quitoriano of our Water Resources and Planning Branch at 961-8070, extension 256.

Sincerely yours,

Keith K. Okamoto, P.E.
Manager-Chief Engineer

RQ:dfg

copy – Mr. Gene Quiamas, County of Hawai'i, Department of Environmental Management

. . . Water, Our Most Precious Resource . . . Ka Wai A Kāne . . .

The Department of Water Supply is an Equal Opportunity provider and employer.

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Keith K. Okamoto, P.E., Manager-Chief Engineer
County of Hawai'i
Department of Water Supply
345 Kekūanaō'a Street, Suite 20
Hilo, Hawai'i 96720

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Okamoto:

Thank you for your letter dated May 10, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

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We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

Mitchell D. Roth
Mayor

Lee E. Lord
Managing Director

Kazuo S. K. L. Todd
Fire Chief

Robert R. K. Perreira
Deputy Fire Chief

County of Hawai'i
HAWAI'I FIRE DEPARTMENT
25 Aupuni Street • Suite 2501 • Hilo, Hawai'i 96720
(808) 932-2900 • Fax (808) 932-2928

April 19, 2021

RECEIVED
APR 22 2021
WILSON OKAMOTO CORPORATION

Rebecca Candilasa
Planning, Project Manager
Wilson Okamoto Corporation
1907 S. Beretania Street, Suite 400
Honolulu, HI 96826

Dear Ms. Candilasa:

RE: Pre-Assessment Consultation for Hilo Abandoned Vehicle Facility
Draft Environmental Assessment
Hilo, Hawai'i; TMK: (3) 2-1-013:167 (portion)

In regards to your request for comments on the environmental report for above-entitled property, the Hawai'i Fire Department has no objections.

If there are any further questions, please contact the Fire Prevention Bureau at 932-2911.

Kazuo S. K. L. Todd
Fire Chief

KT:cf

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WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Kazuo S. K. L. Todd, Fire Chief
County of Hawai'i
Hawai'i Fire Department
25 Aupuni Street, Suite 2501
Hilo, Hawai'i 96720

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Todd:

Thank you for your letter dated April 19, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. We acknowledge that the Hawai'i Fire Department has no objections on the subject project.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

Mitchell D. Roth
Mayor

Lee E. Lord
Managing Director

West Hawai'i Office
74-5044 Ane Keohokālole Hwy
Kailua-Kona, Hawai'i 96740
Phone (808) 323-4770
Fax (808) 327-3563

County of Hawai'i
PLANNING DEPARTMENT

Zendo Kern
Director

Jeffrey W. Darrow
Deputy Director

East Hawai'i Office
101 Pauahi Street, Suite 3
Hilo, Hawai'i 96720
Phone (808) 961-8288
Fax (808) 961-8742

05/12/2021

Wilson Okamoto, Corp.
1907 Beretania St, Suite 400
Honolulu, HI 96826

Dear Rebecca Candilasa,

Subject: **PRE-ASSESSMENT CONSULTATION FOR DRAFT EA (COR-21-141176)**
Applicant: **Department of Environmental Management**
Project: **HILO ABANDONED VEHICLE FACILITY**
TMK: **(3) 2-1-013-167-0000**

Thank you for including us in the consultation process for improvements to the existing abandoned vehicle lot located generally in the "airport mauka industrial area". We note the project is not inconsistent with the Hilo Community Development Plan (1975). We note the Land Use Pattern Allocation Guide (LUPAG) designation from the 2005 General Plan is Industrial for the subject parcel. In addition, the Zoning of the parcel is MG-1a (Zoning Code) and it is outside the Special Management Area (SMA); the intended use is permitted in the MG district. We also note an Application for site 'Plan Approval' will be required per Chapter 25, HCC.

It is noted that a number of special studies were done as part of the 2004 Final Environmental Impact Statement (EIS) for the Construction and Operation of the East Hawaii Regional Sort Station and that these studies will be referenced in the formulation of the any subject EA. To ensure that environmental concerns are given appropriate consideration in the decision- making process along with economic and technical considerations, we look forward to reviewing any future EA assessment of the potential environmental, social, cultural and economic impacts associated with the proposed activities.

Sincerely,

ZENDO KERN
Planning Director

Cc:

Applicant cc: Mr. Gene Quiamas, COH-DEM, DEM Director/Secretary
Consultant: Wilson Okamoto Corporation "publiccomment@wilsonokamoto.com"

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Zendo Kern, Director
Planning Department
County of Hawai'i
101 Pauahi Street, Suite 3
Hilo, Hawai'i 96720

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Kern:

Thank you for your letter dated May 12, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. The scope of your comments is acknowledged and will be incorporated into the EA process moving forward.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

1907 S. Beretania Street, Suite 400 • Honolulu, Hawaii • 96826 • (808) 946-2277

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Mitchell D. Roth
Mayor

Paul K. Ferreira
Police Chief

Kenneth Bugado Jr.
Deputy Police Chief

County of Hawai`i
POLICE DEPARTMENT
349 Kapi'olani Street • Hilo, Hawai'i 96720-3998
(808) 935-3311 • Fax (808) 961-2389

April 23, 2021

RECEIVED
2021
WILSON OKAMOTO CORPORATION

Ms. Rebecca Candilasa
Planning, Project Manager
Wilson Okamoto Corporation
1907 S. Beretania Street, Suite 400
Honolulu, HI 96826

Dear Ms. Candilasa:

Staff, upon reviewing the provided documents regarding improvements to the Hilo Abandoned Vehicle Facility, does not anticipate any significant impact to traffic and/or public safety concerns.

Thank you for allowing us the opportunity to comment.

If you have any further questions or concerns, please contact Captain Reed Mahuna of the South Hilo Patrol Division at 961-2214 or via e-mail at reed.mahuna@hawaiicounty.gov.

Sincerely,

JAMES B. O'CONNOR
ASSISTANT POLICE CHIEF
AREA I OPERATIONS BUREAU

RM:lli/21HQ0351

"Hawai'i County is an Equal Opportunity Provider and Employer"

WILSON OKAMOTO CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. James B. O'Connor, Assistant Police Chief
Area I Operations Bureau
County of Hawai'i
Police Department
349 Kapi'olani Street
Hilo, Hawai'i 96720-3998

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. O'Connor:

Thank you for your letter dated April 23, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. We acknowledge that the Police Department does not anticipate any significant impact to traffic and/or public safety concerns based on the documents provided.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

HAWAI'I GAS
THE CLEAN ENERGY COMPANY

April 30, 2021

RECEIVED
MAY 05 2021
WILSON OKAMOTO CORPORATION

Ms. Rebecca Candilasa
Wilson Okamoto Corporation
1907 S. Beretania Street. Suite 400
Honolulu, Hawaii 96826

Dear Ms. Candilasa:

Subject: Pre-Assessment Consultation for
Hilo Abandoned Vehicle Facility Draft Environmental Assessment
Hilo, Hawai'i Island, Hawaii
TMK: (3) 2-1-013:167 (portion)
Plan Review and Comment

In response to your letter dated April 12, 2021, it has been determined that the area is currently clear of utility gas facilities.

Thank you for the opportunity to comment on the Draft Environmental Assessment for Hilo Abandoned Vehicle Facility. Should there be any questions, or if additional information is desired, please call Kristen Asato 596-1425.

Sincerely,

Hawaii Gas

Keith K. Yamamoto
Manager, Engineering

KKY:krs

WILSON OKAMOTO
CORPORATION
INNOVATORS • PLANNERS • ENGINEERS

10592-01
April 8, 2022

Mr. Keith K. Yamamoto, Manager
Engineering Department
Hawai'i Gas
P.O. Box 3000
Honolulu, Hawai'i 96802-3000

Subject: Environmental Assessment Early Consultation
Hilo Abandoned Vehicle Facility
Hilo, Hawai'i Island, Hawai'i
Tax Map Key: (3) 2-1-013:167 (portion)

Dear Mr. Yamamoto:

Thank you for your letter dated April 30, 2021 regarding the subject Environmental Assessment (EA) Early Consultation. We acknowledge that the project area is currently clear of utility gas facilities.

Your letter, along with this response, will be reproduced and included in the forthcoming Draft EA. It is anticipated that the Draft EA will be published and available for review in the April 8, 2022 issue of the Environmental Review Program's (ERP) *The Environmental Notice*. Please use the following link to view the April 8, 2022 issue of the Notice:

(https://files.hawaii.gov/dbedt/erp/The_Environmental_Notice/2022-04-08-TEN.pdf)

We appreciate your participation in the EA Early Consultation review process.

Sincerely,

Rebecca Candilasa
Project Manager

cc: Mr. Gene Quiamas, Department of Environmental Management, County of Hawai'i

WILSON OKAMOTO
CORPORATION
75