KAUA'I COUNTY HOUSING AGENCY

ADAM ROVERSI, DIRECTOR

DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

May 11, 2026

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

FROM: Adam Roversi, Director
Kaua'i County Housing Agency
4444 Rice Street, Suite 330
Lihue, HI 96766

SUBJECT: **HRS Chapter 343 Draft Environmental Assessment Publication**
Anticipated Finding of No Significant Impact
Kīlauea Town Expansion Project
TMK: (4) 5-2-005:024,054,058,059 (por.), and (4) 5-2-023:031 (por.)

The Kaua'i County Housing Agency hereby transmits the Draft Environmental Assessment and Anticipated Finding of No Significant Impact (DEA-AFONSI) for the Kīlauea Town Expansion Project for publication in the next available edition of *The Environmental Notice*. We have uploaded an electronic copy of this letter and a searchable PDF file of the DEA-AFONSI to your online submittal site.

Should you have any questions, please contact Adam Roversi, Director, at the Kaua'i County Housing Agency at (808) 241-4444.

Sincerely,

Adam P. Roversi
Housing Director

From: dbedt.opsd.erp@hawaii.gov
To: DBEDT OPSD Environmental Review Program
Subject: New online submission for The Environmental Notice
Date: Monday, May 18, 2026 7:42:57 AM

Action Name

Kīlauea Town Expansion Project – Section 201H Affordable Housing

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
- (9)(A) Propose any wastewater treatment unit, except an individual wastewater system or a wastewater treatment unit serving fewer than fifty single-family dwellings or the equivalent

Judicial district

Hanalei, Kauaʻi

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

(4) 5-2-005:024; (4) 5-2-005:054; (4) 5-2-005:058; (4) 5-2-005:059 (por.); and (4) 5-2-023:031 (por.)

Action type

Agency

Other required permits and approvals

County Grubbing and Grading Permit, Building/Construction Permits, HRS Title 13 Section 201H-38, National Pollutant Discharge Elimination System (NPDES) Permit, Department of the Army Permit (Section 404), Stream Channel Alteration Permit (SCAP), NEPA review

Proposing/determining agency

Kauaʻi County Housing Agency

Agency jurisdiction

County of Kauaʻi

Agency contact name

Adam Roversi

Agency contact email (for info about the action)

aroversi@kauai.gov

Email address for receiving comments

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Agency contact phone

(808) 241-4444

Agency address

4444 Rice Street, Suite 330

Suite 105, Box No. 316
Lihue, Hawaii 96766
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Map It

Is there a consultant for this action?

Yes

Consultant

Kahewai Environmental LLC

Consultant contact name

William Bow

Consultant contact email

wbow@kahewai.com

Consultant contact phone

(808) 371-0676

Consultant address

2855 E. Manoa Road
Suite 105, Box No. 316
Honolulu, HI 96822
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Map It

Action summary

The proposed project includes the construction of an affordable housing project including approximately 310 residential units (single-family, multi-family, duplex, and live-work units) and commercial uses on currently vacant land. The project would be designed with roadways, park and green space, bike and pedestrian paths, and a wastewater treatment plant.

Reasons supporting determination

Found in the "Findings and Determination" (Section 4) of the Draft Environmental Assessment for the Kīlauea Town Expansion Project on pages 74-76.

Attached documents (signed agency letter & EA/EIS)

- Draft-EA-Kilauea.pdf
- 2026-05-11_Kilauea-Town-Expansion-Housing-Agency-DEA-Publication-Letter1.pdf

Action location map

- Kilauea-Housing-Project-Boundary1.zip

Compliance certification (HRS §368-1.5):

The authorized individual listed below certifies that documents submitted are unlocked, searchable, and compliant with the Hawaii Electronic Information Technology Disability Access Standards (including, but not limited to transcripts, captions, and other descriptions accompanying audio/video files). The individual acknowledges that the submitter retains the responsibility for compliance after documents have been published and any compliance queries will be directed back to the agency and/or applicant.

Authorized individual

William F. Bow
Authorized individual email
wbow@kahewai.com
Authorized individual phone
(808) 371-0676
Authorization
• The above named authorized individual hereby certifies that he/she has the authority to make this submission.

Draft Environmental Assessment
Kīlauea Town Expansion Project

Hanalei District, Island of Kaua‘i

Kaua‘i County Housing Agency

May 2026

Kilauea Town
EXPANSION

Honoring the Past, Building the Future.

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Draft Environmental Assessment
Kīlauea Town Expansion Project

Hanalei District, Island of Kaua‘i

This environmental document has been prepared pursuant to
Hawai‘i Revised Statutes, Chapter 343
and Hawai‘i Administrative Rules, Title 11, Chapter 200.1

Prepared for:

Kaua‘i County Housing Agency

Prepared by:

Bow Engineering & Development, Inc.
Civil Engineering *Planning*

Kahewai Environmental LLC
RJ Environmental Planning

May 2026

PROJECT SUMMARY

Project Features	Details
Project Name:	Kīlauea Town Expansion Project – Section 201H Affordable Housing
Proposing/Approving Agency:	Kauaʻi County Housing Agency 4444 Rice Street, Suite 330 Lihue, HI 96766 Contact: Adam Roversi, Director (808) 241-4444
Location:	West of the town of Kīlauea and northeast of Kūhiō Highway Kīlauea, Nāmāhana Ahupuaʻa, Hanalei District, Island of Kauaʻi
Tax Map Key:	(4) 5-2-005:024, (4) 5-2-005:054, (4) 5-2-005:058, (4) 5-2-005:059 (por.), and (4) 5-2-023:031 (por.)
Acreage:	Approximately 55 acres
Proposed Project:	The proposed project includes the construction of an affordable housing project including approximately 310 residential units (single-family, multi-family, duplex, and live-work units) and commercial uses on currently vacant land. The project would be designed with roadways, park and green space, bike and pedestrian paths, and a wastewater treatment plant.
HRS Ch. 343 Trigger:	Use of State or County lands and State or County funds Proposed wastewater treatment unit
State Land Use Designation:	Agricultural District and Urban District
Existing Zoning:	A (Agricultural)
Special Management Area:	Outside of County of Kauaʻi SMA
County Development Plan Area:	2006 Kīlauea Town Plan
Permits/Approvals Anticipated:	– County Grubbing and Grading Permit – Building/Construction Permits – HRS Title 13, Section 201H-38 expedited processing and exemptions: County Rezone and State Land Use District Boundary Amendment – National Pollutant Discharge Elimination System (NPDES) Permit – Department of the Army Permit (Section 404) – Stream Channel Alteration Permit (SCAP) – NEPA review

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FREQUENTLY USED ACRONYMS AND ABBREVIATIONS

Abbreviation	Definition
201H	Hawai‘i Revised Statutes, Title 13, 201H-38 Housing Development
Acre	43,560 square feet
AGS	Aerobic granular sludge
AIS	Archaeological Inventory Survey
ALISH	Agricultural Lands of Importance to the State of Hawai‘i
AMI	Area Median Income
BMP	Best Management Practices
CAAP	Climate Adaptation and Action Plan
CBR	California Bearing Ratio
CDP	Census Designated Place
CFR	Code of Federal Regulations
CIA	Cultural Impact Assessment
CWA	Clean Water Act
CWSRF	Clean Water State Revolving Fund
CZM	Coastal Zone Management
CZMA	Coastal Zone Management Act
dB	Decibel
dBA	A-weighted sound level
DLNR	Department of Land and Natural Resources
DNL	Day-night average sound level
DOH	State Department of Health
DOT	State Department of Transportation
DOW	State Department of Water
EA	Environmental Assessment
ERP	Environmental Review Program
EPA	US Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FONSI	Finding of No Significant Impact
GHG	Greenhouse Gas
gpd	Gallons per day
HAR	Hawai‘i Administrative Rules
HEER	Hazard Evaluation and Emergency Response
HEPA	Hawai‘i Environmental Policy Act
HHFDC	Hawai‘i Housing Finance and Development Corporation
HRS	Hawai‘i Revised Statutes
HUD	United States Department of Housing and Urban Development
IBC	International Building Code
IPaC	Information for Planning and Consultation
KCC	Kaua‘i County Code
KCHA	Kaua‘i County Housing Agency

Abbreviation	Definition
KPNWR	Kīlauea Point National Wildlife Refuge
LOS	Level of Service
LUC	Land Use Commission
MBR	Membrane bioreactor
mgd	Million gallons per day
mph	Miles per hour
MSL	Mean Sea Level
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NFIP	National Flood Insurance Program
NHPA	National Historic Preservation Act
NOAA	National Oceanographic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
NRCS	National Resource Conservation Service (formerly, Soil Conservation Service, USDA)
PM_{10}	Suspended Particulate Matter; Ten micron Particulates
$PM_{2.5}$	Fine Particulate Matter
ROW	Right of Way
SCAP	Stream Channel Alteration Permit
SHPD	State Historic Preservation Division
SMA	Special Management Area
STIP	Statewide Transportation Improvement Program
TIAR	Traffic Impact Analysis Report
TMDL	Total Maximum Daily Load
TMK	Tax Map Key
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WQC	Water Quality Certification
WUDP	Water Use and Development Plan
WWTP	Wastewater Treatment Plant

1 INTRODUCTION

1.1 PROJECT INTRODUCTION / PURPOSE AND NEED

The Kauaʻi County Housing Agency (KCHA) proposes to construct an affordable housing and mixed-use project including approximately 310 residential units on currently vacant land immediately west of the existing Kīlauea Town center, on the Island of Kauaʻi. The housing project would be designed with roadways, park and green space, bike and pedestrian paths, and a wastewater treatment plant to serve the proposed residential and commercial uses.

There is a pressing affordable housing crisis in the State of Hawaiʻi and Kauaʻi County, particularly in communities like Kīlauea. As recognized as far back as the 2006 Kilauea Town Plan, North Shore residents of Kauaʻi are in serious need of affordable housing options. The most recent 2024 Hawaiʻi Housing Planning Study estimates that Hawaiʻi will need 64,490 additional housing units to meet demand by 2027. Of those needed housing units, the study states that Kauaʻi County will need 4,914 units. The results of the study also suggest that, through the efforts of the state Legislature, the Hawaiʻi Housing Finance and Development Corporation (HHFDC), and other state as well as county housing agencies, demand has been reduced. An analysis of units needed based on income levels found that 65 percent of the housing units are needed at levels affordable for households earning 80 percent of the area median income (AMI) or below.

The purpose of the proposed project is to provide for much needed affordable housing on the island of Kauaʻi, and to support community development, consistent with the mission of the Kauaʻi County Housing Agency and the goals of the State of Hawaiʻi. The Kīlauea Town Expansion project aims to address the need for affordable housing compatible with the existing community of Kīlauea while also fostering economic growth through infrastructure improvements and the inclusion of commercial areas for the local residential workforce. The County's goal is to serve a wide range of income groups, with the majority of homes being affordable to households earning less than 120 percent of AMI.[1]

1.2 PURPOSE OF THE ENVIRONMENTAL ASSESSMENT

The evaluation of projects to determine their effects on the environment is required by the Hawaiʻi Revised Statutes (HRS) Chapter 343. An Environmental Assessment (EA) is a "written evaluation to determine whether an action may have a significant effect" (HRS Section 343-2). The agency with primary responsibility over the project (the proposing agency) is required to prepare an EA and make a final environmental determination according to the presence of significant impacts or the lack thereof as set forth in the EA. As stated in HRS Section 343-1:

> An environmental review process will integrate the review of environmental concerns with existing planning processes of the state and counties, and alert decision makers to significant environmental effects which may result from the implementation of certain actions. …The process of reviewing environmental effects is desirable because environmental consciousness is enhanced, cooperation and coordination are encouraged,

[1] Charts setting both rental limits and sales limits based on various income levels are available on the Kauaʻi County Housing Agency's website.

and public participation during the review process benefits all parties involved and society as a whole.

As described above, the basic purpose of an EA is to provide information to the public and decision makers on proposed actions. The EA must also disclose: potential significant adverse environmental impacts, the expected primary and secondary consequences, and the cumulative as well as the short- and long-term effects of the action.

1.3 FEDERAL AND STATE AUTHORITY

It is anticipated that funding for the affordable housing project will include both state and federal funding, making the project subject to environmental documentation requirements under both the Hawai'i Environmental Policy Act (HEPA) and the National Environmental Policy Act (NEPA).

STATE REGULATORY OVERVIEW

Environmental review procedures required by the State of Hawai'i include compliance with HRS Chapter 343 and its implementing rules under Hawaii Administrative Rules (HAR) Title 11, Chapter 200.1, Department of Health, "Environmental Impact Statement Rules". A portion of the project site is located within the State's land use district of "Agricultural District," which is under the jurisdiction of the State of Hawai'i Land Use Commission (LUC). To reclassify land in Hawai'i from agricultural to urban, a State Land Use District Boundary Amendment (DBA) is required. Similarly, the project site would require rezoning agricultural land for higher-intensity use. As an affordable housing project, it is anticipated that an expedited and streamlined review of the boundary amendment and rezone would occur in accordance with HRS Title 13, Chapter 201H-38 (201H). Additional details regarding the 201H process are provided in Section 3.15 of this document.

FEDERAL REGULATORY OVERVIEW

The proposed action may be subject to compliance with the National Environmental Policy Act of 1969, 42 United States Code (USC) §4321, as implemented by the Council on Environmental Quality regulations, 40 Code of Federal Regulations (CFR) Parts 1500-1508 (40 CFR §1500 *et seq*.). The project includes potential funding through several sources, including grants administered by the United States Department of Housing and Urban Development (HUD), the Statewide Transportation Improvement Program (STIP) Federal Transportation Administration funds administered by State Department of Transportation (DOT), and Clean Water State Revolving Fund (CWSRF) monies from the EPA administered by State Department of Health (DOH). Therefore, compliance with NEPA environmental review procedures as outlined in 24 CFR Part 58 is necessary.

1.4 STEPS IN THE ENVIRONMENTAL REVIEW PROCESS

EARLY CONSULTATION AND DATA GATHERING

HAR Section 11-200.1-18 requires that an agency must consult with agencies and individuals that might have jurisdiction or expertise with respect to the proposed action. Early consultation is considered an important part of the environmental review process – the goal is the gathering of information, data, and public concerns. A preliminary description of the project was circulated to

agencies and individuals in October 2025, and phone consultations were conducted with permitting agencies as necessary. For a detailed description of the early consultation component of this project, see Chapter 6, *Individuals, Community Groups, and Agencies Consulted,* of this EA. Copies of the written comments are included in Appendix A.

PROJECT DEVELOPMENT AND COMMUNITY INVOLVEMENT

From June 2024 to July 2025, four separate community meetings were held at the Anaina Hou Community Pavilion to inform residents about the design progress and to gather feedback on the concept plan to ensure the development aligns with community needs and expectations. There were representatives present from the KCHA, in addition to engineering and environmental consultants. There were an estimated 75-125 people who attended each of the project community meetings. Questionnaires were circulated, and written input from the community was collected regarding the specific housing and transportation needs of the community, and feedback on the concept plan and draft street sections. This feedback from the community was incorporated into the Final Conceptual Design Plan. Materials and input from the meetings can be located at the KCHA website:

https://www.kauai.gov/Government/Departments-Agencies/Housing-Agency/Kilauea-Town-Expansion

CIRCULATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT

Following completion of this Draft EA, the environmental document will be submitted to the State of Hawai'i, Office of Planning and Sustainable Development, Environmental Review Program (ERP).[2] The ERP will notify government agencies and the public when the Draft EA is available for review. The announcement will be made in a bi-monthly bulletin called *The Environmental Notice*, which is available in print and online. Publication in *The Environmental Notice* marks the beginning of a 30-day comment period during which government agencies and the public can review and comment on the environmental document and its findings. For the proposed project, KCHA will submit a Notice of Determination with the Draft EA to the ERP with an Anticipated Finding of No Significant Impact (AFONSI) (HAR Section 11-200.1-11).

FINAL ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT

After the 30-day review period, the KCHA will consider all comments and incorporate necessary changes into a Final EA. It is anticipated the Final EA will support a Finding of No Significant Impact (FONSI), if appropriate. The publication of the Notice of Availability of the Final EA-FONSI in *The Environmental Notice* initiates a 30-day judicial challenge period under HRS Section 343-7(b).

If the proposing agency reviews public comments on the Draft EA, and the public comments indicate that the proposed action could in fact have significant effects, the agency would prepare a Final EA supporting an Environmental Impact Statement Preparation Notice determination.

[2] Previously named the Office of Environmental Quality (OEQC).

2 PROJECT DESCRIPTION

2.1 ENVIRONMENTAL SETTING

PROJECT LOCATION

The project site is located on the north side of the Island of Kauaʻi, immediately west of the town of Kīlauea and northeast of Kūhiō Highway (Hawaiʻi Route 56), in the Nāmāhana Ahupuaʻa, Hanalei District (see Figure 1). The town of Kīlauea is located approximately four miles east of Princeville, and 12 miles northwest of Kapaʻa Town.

The project site includes approximately 47.7 acres of agricultural property identified as Tax Map Key (TMK): (4) 5-2-005:024 and (4) 5-2-005:054; and additional parcels to be used for right-of-way totaling approximately 7.4 acres identified as TMK (4) 5-2-005:058, (4) 5-2-005:059 (por.), (4) 5-2-023:031 (por.), and (4) 5-2-017:028[3] (see Table 1 and Figure 2).

Table 1. Project Parcels and Existing Use

TMK	Approximate Acreage	Use
(4) 5-2-005:024	23.5	Vacant
(4) 5-2-005:054	24.2	Vacant
(4) 5-2-005:058	4.9	Vacant
(4) 5-2-005:059 (por.)	1.1	Vacant
(4) 5-2-023:031 (por.)	1.2	Right-of-Way (Ala Nāmāhana Parkway)
(4) 5-2-017:028 (por.)	0.2	Vacant / Kūhiō Hwy
Total	55.1	

Source: County of Kauaʻi GIS 2025. https://www.kauai.gov/Home-M/GIS

EXISTING SITE CONDITIONS

The project site includes currently vacant land. The vegetation on site has been heavily modified by human activities and largely consists of non-native plant species. The vegetation types present on site are a mix of grassland, riparian vegetation, and mixed forest. There are some areas of remnant agricultural use, including sugarcane and fallow fields. Existing access roads traverse the site, and there is a construction staging area on the northeastern portion of the site. Existing ground surface elevations range from about 290 feet to 325 feet Mean Sea Level (MSL) at the northwestern and southern portions of the project site, respectively. The Niu Stream flows through the northern portion of the project site from east to northwest, forming a gulch along the stream with steep bed and banks.

[3] Parcel (4) 5-2-017:028 is privately owned by the Anainahou Community Park.

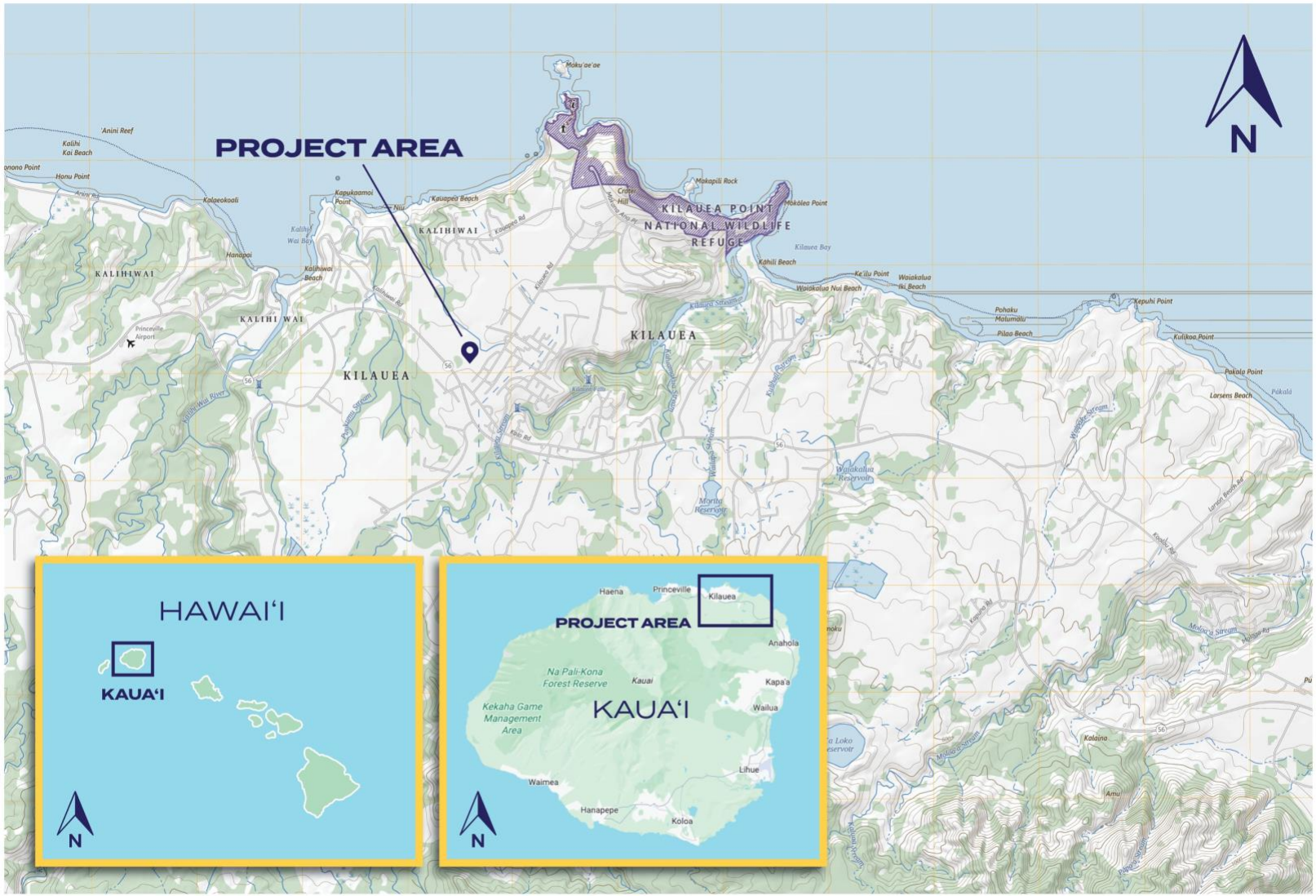

Figure 1
Project Location Map

Map sources: U.S. Geological Survey, Topographic Map, and Google Maps © 2025.

Not to scale.

Kilauea Town EXPANSION

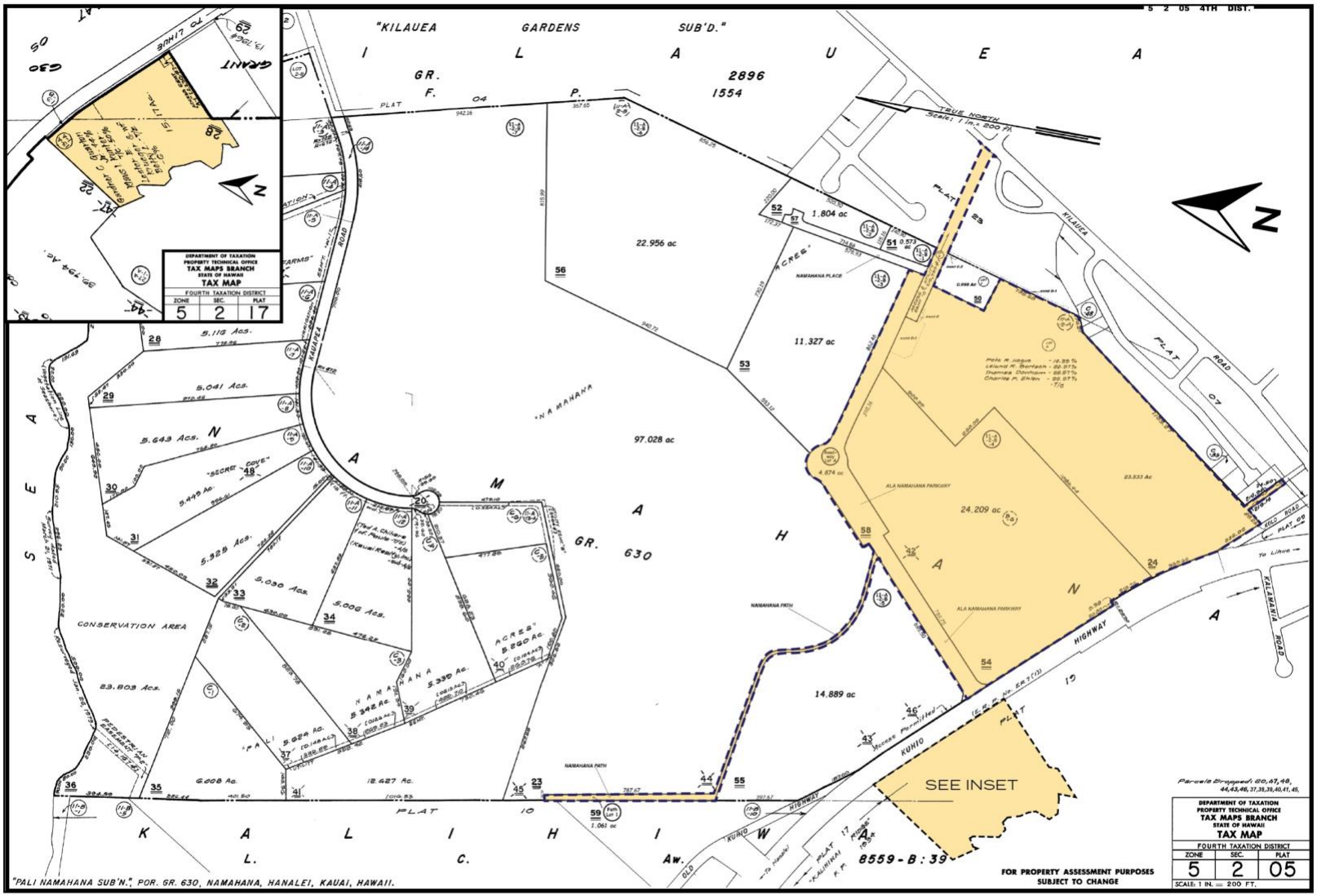

Figure 2
Project Site Parcels

Map sources: County of Kaua'i Tax Maps. Accessed 2025. Not to scale.

Surrounding Land Uses

The project area is generally surrounded by existing residential and commercial uses of Kīlauea Town to the east, and agricultural and rural uses to the west (see Figure 3). Table 2 lists the immediate surrounding land uses and corresponding General Plan and zoning designations to the project site.

Table 2. Kīlauea Town Expansion Surrounding Land Uses

Location	Land Use	Zoning	General Plan
On Site	Vacant land	A / R-6	Neighborhood General Neighborhood Center
North	Undeveloped agricultural land, Ala Nāmāhana Parkway	A	Neighborhood General Agricultural
East	Developed uses such as the Post Office and Kīlauea Plantation Center, residential uses along Kaikala Street in Kīlauea	R-6 C-N/P-D	Neighborhood General Neighborhood Center
South	Kūhiō Highway, residential uses	A	Residential Community Agricultural
West	Agricultural uses, Kūhiō Highway, Anaina Hou Community Park	A	Residential Community Agricultural

Notes: A = Agricultural; R-6 = Residential, 6 units per acre density permitted as calculated in accordance with Kauai County Code Title IV Section 8-4.6; C-N/P-D = Commercial Neighborhood /Project District

Source: Project Site Visit, June 2025; County of Kaua'i GIS 2025; Google Earth, 2025.

The Namahana School[4] is approved and planned to be constructed north of the project site on existing vacant land.[5]

Project details such as adjacent land uses could change over the course of evaluation, and from those existing at the time of this Environmental Assessment. These changes, however, would consist of uses consistent with the Kaua'i County 2018 General Plan, and would not affect the analysis contained in this Environmental Assessment.

2.2 DESCRIPTION OF THE PROPOSED ACTION

The proposed project includes the development of an affordable housing and mixed-use project on approximately 47.7 acres of agricultural land acquired by the County of Kaua'i. The project would include approximately 310 residential units (single-family, multi-family, duplex units, and live-work units) and commercial space, which would be developed in phases. The proposed land uses and types of residential units are set forth in Table 3 and Figure 4.

[4] Based on available information, Namahana School generally uses the spelling "Namahana" without diacritical marks.

[5] In August 2025, Namahana School welcomed its first cohort of middle school students at a temporary campus in nearby Waipakē until the permanent campus is constructed.

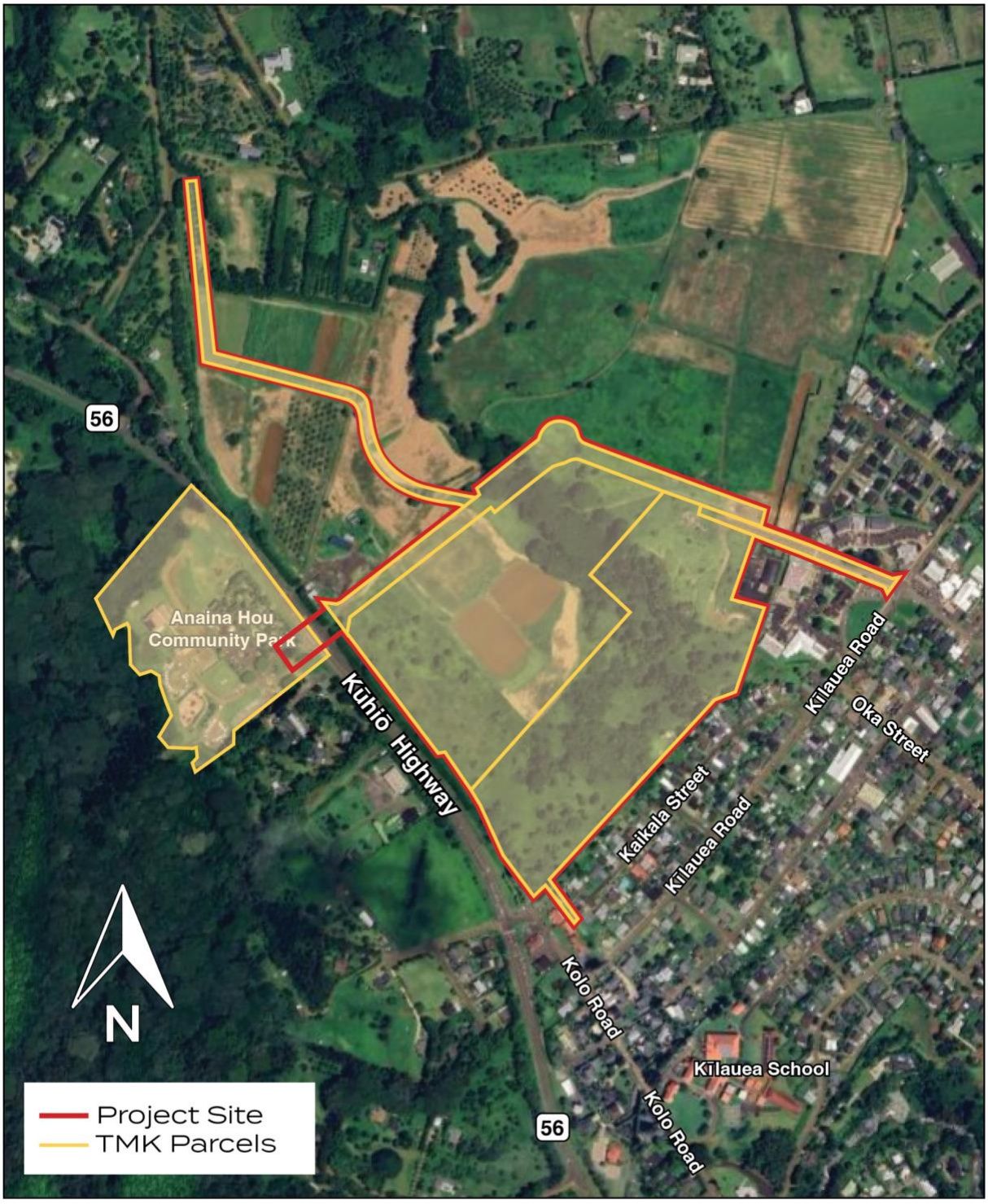

Figure 3
Project Vicinity

Map sources: Google Earth, June 2023. Not to scale.

Kīlauea Town EXPANSION

LAND USE SUMMARY	AREA (AC.)	UNITS
SINGLE FAMILY	~21	~136
MULTI FAMILY	~6.5	~130
COTTAGE COURT DUPLEX	~2	~36
LIVE WORK	~0.4	~8
COMMERCIAL	~0.7	
GREENWAY	~9.6	
TBD	~1.3	
PARK	~0.7	
COUNTY/PUBLIC USE	~3.8	
TOTAL	~46	~310

LEGEND

- Site Boundary
- Drainageway
- Streams
- Registered Historic Properties, National
- Sidewalks
- Planned Roundabouts
- Proposed Roundabouts

TRANSIT

- Existing Bus Route & Stops

Proposed Bus Route & Stops:

- OPTION A
- OPTION B
- STOP FOR BOTH OPTIONS

- SF: Single Family Housing
- MF: Multifamily Housing
- CC: Cottage Court Duplex
- LW: Mixed Use
- C: Commercial
- COK: County of Kauaʻi/Public Use
- PK: Park
- Greenway
- TBD

Final Master Plan
Kīlauea Nāmāhana Community

JULY 2025

Kaua'i County Housing Agency

Island of Kaua'i

North

Linear Scale (feet)

0 200 400 800

PBR HAWAII & ASSOCIATES, INC.

Figure 4
Conceptual Site Plan

Map sources: Kaua'i County Housing Agency and PBR Hawaii & Associates Inc. 2025.

Kīlauea Town EXPANSION

Table 3. Proposed Uses and Acreage

Use	Estimated Acreage	Units
Single-family homes	~21	136
Multi-family homes	~6.5	130
Cottage Court duplex	~2	36
Live-work units	~0.4	8
Commercial space	~0.7	-
Greenway	~9.6	-
TBD	~1.3	-
Park	~0.7	
County/Public Use	~3.8	-
Total		**310**

Notes: These are approximate acreages set forth in the Conceptual Development Plan that may vary slightly as plans progress.
TBD indicates use to be determined.
"Cottage Court" typically refers to a grouping of small 1 to 2-story detached structures organized around a shared courtyard or community space.
"Multi-family" units generally refer to larger 2 to 3-story single structures containing numerous attached apartment-style units.
"Live-work" units generally indicate mixed-use, with commercial and residential uses allowed in the same area.

Source: Kaua'i County Housing Agency, July 2025.

Housing Units and Commercial Space. As shown in the conceptual layout and Table 3 above, the proposed project would include the construction of approximately 136 single-family homes, 130 multi-family homes, 36 cottage court duplex units, 8 live-work units, and approximately 0.7 acres of commercial space. Proposed single-family lot sizes would be 4,000 – 5,000 square feet. While the final numbers may be adjusted as plans progress, this EA assumes full buildout of the project site. The expected population of the proposed subdivision would be approximately 1,069 residents.[6]

Park and Open Space. In addition to residential and commercial uses, the proposed project would designate approximately 10.3 acres of recreational park area and green space running through the site, providing a preservation buffer along Niu Stream. This area would also serve as a key drainage feature, accommodating additional flow from the impervious areas of the proposed development.

Shared Use Paths. As part of the project, there would be shared use walking and biking paths constructed through the site to encourage non-vehicular transportation throughout the town. For example, the area bordering the backyards of the existing homes along Kaikala Street would be designated as a greenbelt and shared use path. The walking and biking path would connect the Kūhiō Highway/Kolo Road intersection to the Town Expansion Area and the commercial area near the post office. A pedestrian bridge is planned to allow for crossing Niu Stream in the greenway area.

The bike lanes along Ala Nāmāhana Parkway would be 5 feet wide based on County roadway standards. A 10 feet wide shared use path is proposed that would be separated from vehicle traffic by either a vegetated planter or a grassed swale, which could be more suitable for recreational use (walking, jogging, biking, etc.) (see Figure 5 for Ala Nāmāhana Parkway section).

[6] Resident population is based on County of Kaua'i design standards used in the WWTP Feasibility Study.

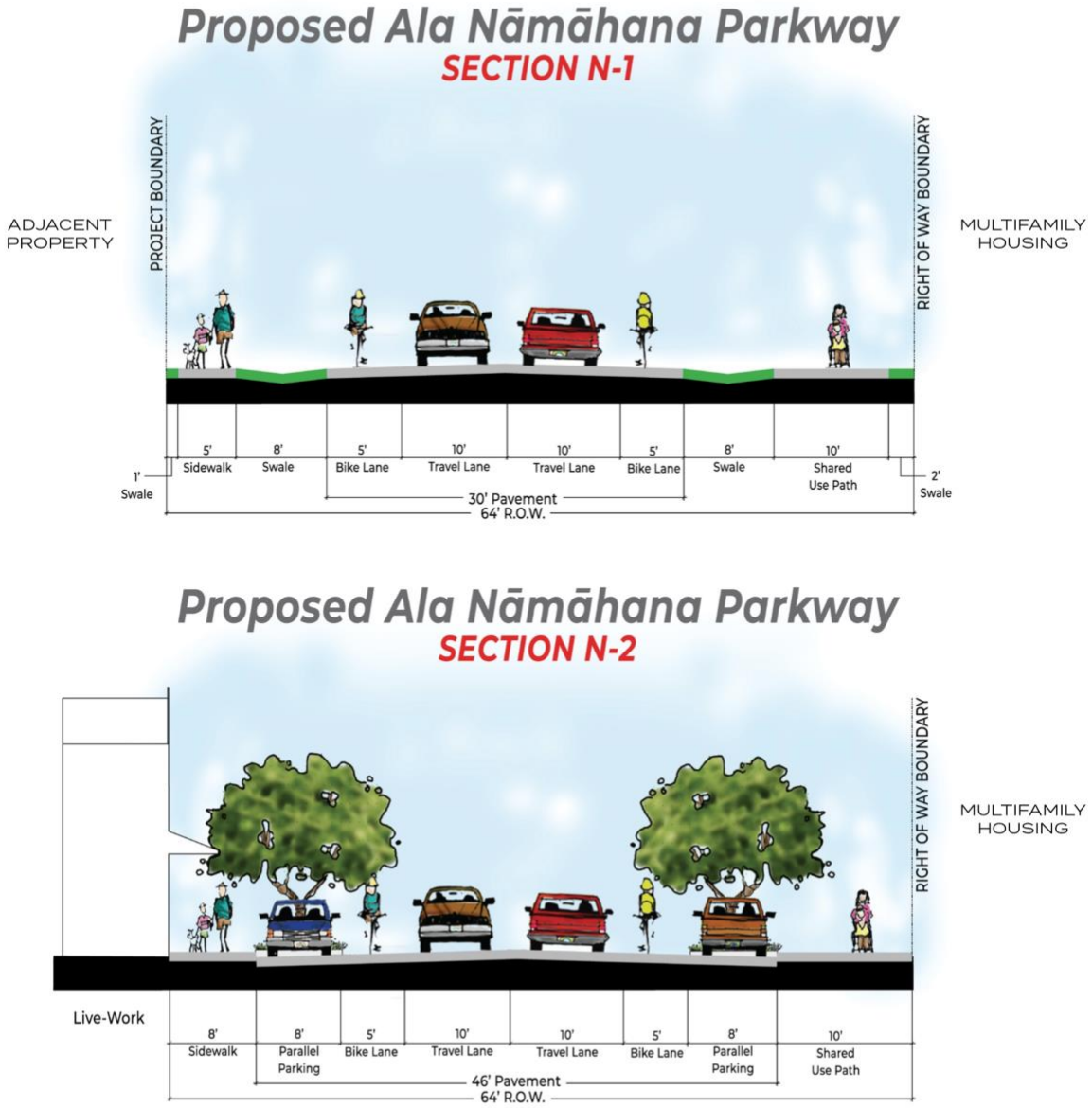

Figure 5
Proposed Ala Nāmāhana Parkway Sections

Sources: PBR Hawaii & Associates, Inc. Not to scale.

Project Roadways. The project would include extension of the Ala Nāmāhana Parkway to create a new entry roadway that would connect Kūhio Highway with the Kīlauea Town core. An interior road through the project site would enhance connectivity within the development, promoting walking and biking along with the shared use paths throughout the site. Parking would be included along roadways and at residential areas, with paved parallel parking along interior roadways (see Figure 6 for the proposed residential street section). To improve traffic flow, there are two proposed roundabouts on Ala Nāmāhana Parkway as part of the project, including one at each of the eastern and western connections to the interior project roadway. An additional roundabout is planned to be constructed at Ala Nāmāhana Parkway and Kūhiō Highway, and is included in the STIP for funding.

As discussed in a community planning meeting, an additional shared use path, called Nāmāhana Path, would connect Ala Nāmāhana Parkway and the network of pathways in the project area to the gravel easement to Kauapea Beach. This shared use path is currently in conceptual development. Development of the path would include some grading and may be compacted gravel as the "finish."

County/Public Use: Wastewater Treatment Plant. The project would feature a new modular wastewater treatment plant (WWTP) within the area designated for Public Use, which would be phased into operation as development progresses. Instead of relying on smaller individual wastewater systems that are currently used in Kīlauea Town, the proposed project would provide a centralized WWTP system that would minimize the overall environmental footprint of individual wastewater treatment. Treated effluent from the WWTP would be reused for irrigation in surrounding agricultural lands and landscaped areas.

The proposed WWTP would be constructed in two phases. Phase I would allow for a total average flow of 0.1 million gallons per day (mgd), which would meet the proposed project's wastewater treatment capacity need of 100,000 gallons per day (gpd).[7] Phase II would provide a total average flow of 0.4 mgd. The additional capacity is anticipated to serve the existing Kīlauea community, which currently relies on cesspools and individual wastewater systems. The proposed WWTP would generate R-1[8] quality recycled water as the primary effluent disposal method, with an injection well as the most practical option for a backup effluent disposal method. Two design technologies, aerobic granular sludge (AGS) and membrane bioreactor (MBR) are currently being considered.[9] The AGS system is the recommended biological treatment option because it is easier to operate and has lower operation and maintenance costs.

TBD. Approximately 1.3 acres of land would be dedicated to the County of Kaua'i, use to be determined. This could include additional housing, or other appropriate land use types to be determined in the future. Community discussion has identified the site as a potential fire station to provide greater emergency coverage along the north shore. For the purposes of this analysis, the traffic study assumed development of additional single-family homes.

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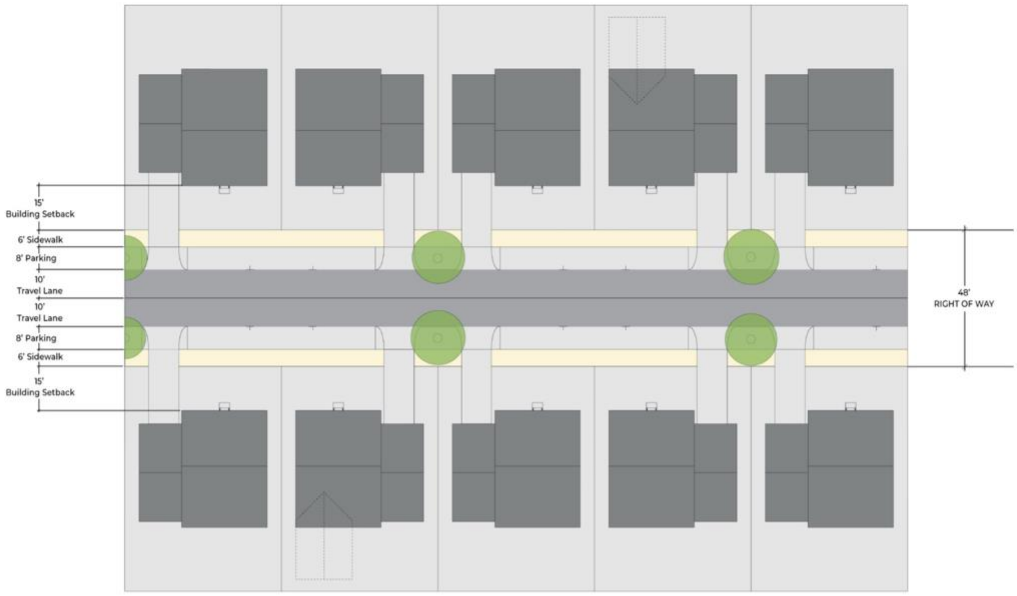
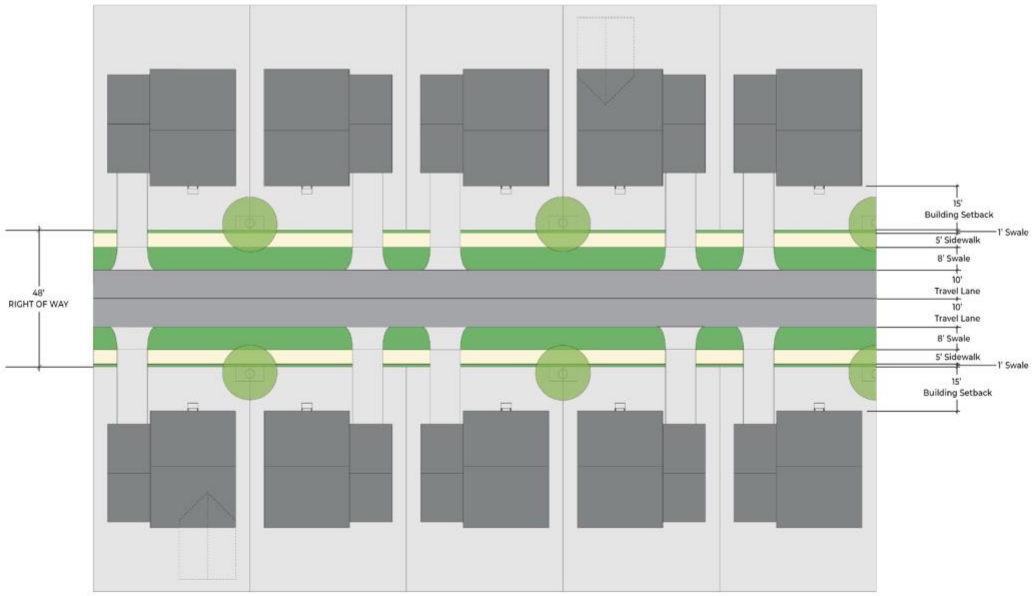
7 These values are equivalent: 0.1 mgd = 100,000 gpd.

8 There are different grades of recycled water depending on the level of treatment that the wastewater receives. For R-1, the highest grade of recycled water, wastewater undergoes oxidation, filtration, and disinfection.

9 A MBR system is an advanced wastewater treatment technology that combines biological degradation with membrane filtration to produce high-quality effluent. AGS is an advanced wastewater treatment technology that forms dense, compact granules of microorganisms, enabling efficient biological nutrient removal and high Chemical Oxygen Demand removal. These granules settle rapidly, allowing for higher biomass concentrations and improved treatment efficiency.



SECTION R-1 • OPTION A



SECTION R-1 • OPTION B

Figure 6
Proposed Residential Street Section Options

Sources: PBR Hawaii & Associates, Inc. Not to scale.

Site Drainage and Utilities. On-site drainage improvements include roadway swales and ditches, culverts at the stream crossing, and detention basins throughout the site to allow for stormwater to slow and settle. Additional runoff from the roads would drain via controlled flows through culverts under Ala Nāmāhana Parkway to Niu Stream, which would act as a detention basin.

Public utility lines, such as water, wastewater, and electricity, would be installed underground along the proposed roadway rights-of-way.

Energy Use and Efficiency Measures. The County Building Codes mandate energy-efficient design for new buildings. The County currently endeavors to include EV charging stations and photovoltaic in all multi-family projects. In addition, the single-family home electrical systems would likely be "EV Charger Ready" to accommodate different charger types for various vehicles. Energy Star Appliances and water saving fixtures are a standard for both multi-family and single-family homes. The County would strive to meet LEED Silver standards or higher for the proposed project.

Land Use Classification. The proposed affordable housing and mixed-use project would be developed on existing agricultural land that is currently designated under multiple land use classifications at the State and County levels. The State Land Use designation for the project site is both the Agricultural District and Urban District, with most of the site classified in the Agricultural District. The Kauaʻi County General Plan (2018) land use designation for the project site includes Neighborhood General and Neighborhood Center. These designations encourage mixed-use, walkable neighborhoods with a mix of housing types and proximity to services and multi-modal transport corridors. Under the current Kauaʻi County Zoning Ordinance, the project site is zoned (A) Agricultural, with a small portion zoned R-6: Residential. To construct the proposed mixed-use development, the project site would require rezoning. The project would also require reclassification of the project site from Agricultural to Urban District with a State Land Use District Boundary Amendment. An expedited review through the 201H process will be requested to allow for the residential subdivision to proceed with development. For additional discussion and detail regarding land use classifications, see Section 3.15 of this EA.

PROJECT PHASING AND CONSTRUCTION

The overall subdivision would be developed in several phases, with homes within each phase being developed gradually over time. The estimated construction timeline is as follows:

- The Ala Nāmāhana Parkway is included in the Statewide Transportation Improvement Program for funding in 2027. Work on this project is anticipated to begin in late 2026.
- Phase I development of the subdivision would include the area north of Niu Stream comprising two multi-family parcels, a resident serving commercial area, and a Live Work zone. Phase I would coincide with an initial Phase I buildout out of the proposed wastewater treatment plant. Phase I subdivision infrastructure development is anticipated in late 2027 or early 2028, with vertical construction and planned occupancy in late 2028 or early 2029.
- Phase II subdivision development would include the lands south of Niu Stream, consisting primarily of single-family homes and two additional multi-family parcels. Buildout would require a Phase II expansion of the wastewater treatment plant. Phase II subdivision infrastructure development is anticipated in late 2029, with vertical construction in 2030.

Each phase of the subdivision development would completed by independent contractors, and the contractor for each phase would be responsible for containing and managing its own runoff. Therefore, the number and location of onsite detention basins have not yet been determined.

Ground disturbance would include mass grading of the entire project area with utility excavation along the proposed new road. Dwelling foundations and underground utility connections would also require ground altering activities. Minimal grading would be needed for the pedestrian/bike paths.

The current estimate for Ala Nāmāhana Parkway is $22 million. Phase I and II Subdivision infrastructure is projected to cost around $25 million. Cost estimates of a proposed Wastewater Treatment facility are still under development.

Site-Specific Best Management Practices

Due to the proximity of Niu Stream, the project could present increased potential for water quality impacts. The proposed project would include site-specific Best Management Practices (BMP) to be implemented during project construction to minimize erosion and potential impacts to water quality. BMPs could include but would not be limited to:

- Frequent wetting of graded areas by water truck or hose.
- Stabilized construction entrances to prevent the transport of mud, dirt, rocks, etc. onto the paved roadway.
- Sediment rolls or other temporary measures to be provided to protect adjacent areas.
- Temporary/permanent ground cover as soon as practical after final grading.

These BMPs will be refined in accordance with County of Kauaʻi regulatory requirements as part of the permitting process. Each site contractor for each individual development shall be responsible for their own site-specific BMP plans.

2.3 PERMITS AND APPROVALS REQUIRED OR POTENTIALLY REQUIRED

The regulatory permits and approvals necessary to implement the proposed action are listed below:

FEDERAL PERMITS

- NEPA – compliance with NEPA environmental review procedures outlined in 24 CFR Part 58
- Endangered Species Act, Section 7 Consultation – U.S. Fish and Wildlife Service
- National Historic Preservation Act, Section 106 Consultation – State Historic Preservation Division
- Department of the Army (DA) Permit, Clean Water Act, Section 404 – may be required by U.S. Army Corps of Engineers following jurisdictional determination
- Clean Water Act, Section 401 – Implemented by the State of Hawaiʻi, Department of Health, Clean Water Branch

STATE AND COUNTY PERMITS

- HRS Chapter 343 – The Kaua'i County Housing Agency is the proposing agency for the proposed action and has the authority to determine if the EA is adequate and whether a FONSI is appropriate
- HRS Chapter 6E, Historic Preservation Review – DLNR, Historic Preservation Division
- Coastal Zone Management Act Consistency Determination - Department of Business, Economic Development and Tourism, Office of Planning
- Clean Water Act, Section 401 Water Quality Certification – Section 404 permit cannot be issued without Section 401 water quality certification by the State of Hawai'i, Department of Health, Clean Water Branch
- National Pollutant Discharge Elimination System (NPDES) General Permit for Construction Stormwater Activities - Department of Health
- NPDES Individual Permit – may be required by Department of Health for stream discharge or injection well as back-up disposal method for the WWTP
- Construction Permits – Grading/Grubbing/Stockpiling permits from the County of Kaua'i, Public Works Department
- Building Permit - Building permits will be needed from the County of Kaua'i, Public Works Department, Building Division
- Stream Channel Alteration Permit – before any alteration can be made to the bed and/or banks of a stream channel, a Stream Channel Alteration Permit is required by the State of Hawai'i, DLNR, Commission on Water Resource Management
- Noise Permit – State of Hawai'i, Department of Health
- HRS Section 201H-38 Housing Development exemptions – KCHA
- State Land Use Boundary Amendment – a State District Boundary Amendment is necessary to petition for land use designation change from Agriculture to Urban for projects over 15 acres
- Permit to Perform Work Upon State Highways – required for any work within the state highway right-of-way (HRS Chapter 264)
- Permit to Operate or Transport Oversize and/or Overweight Vehicles and Loads Over State Highways (HRS Chapter 291, Section 36)
- Permit for the Occupancy and Use of State Highways (HRS Chapter 264) – may be required, is applicable to underground and overhead power lines and utility pipelines within the state highway right of way (ROW).

2.4 ALTERNATIVES

Both the Hawai'i Environmental Policy Act (HEPA), HRS Chapter 343 (implemented through HAR Title 11, Chapter 200.1) and NEPA require that decision-makers consider reasonable alternatives to proposed projects to avoid significant environmental effects. The NEPA Implementing Regulations under 40 CFR Section 1502.14 states that the alternatives analysis should present the environmental effects of the proposed action and the alternatives in comparative form, thus "sharply defin[ing] the issues for the decision maker and the public and provid[ing] a clear basis for choice among options." However, the point of considering alternatives is not to identify a different project to be developed, but to provide a basis of comparison and to foster informed decisions.

The KCHA considered several alternative development configurations for the proposed project, with different land use locations, varying numbers of units and housing types, and alternative roadway design. Based on early input from members of the Kīlauea community during four community design meetings from June 2024 to July 2025, the Final Conceptual Plan was developed as the Proposed Action. Earlier iterations included Light Industrial use and more single-family housing compared to the current plan. However, light industrial uses may still be accommodated within designated Live-Work areas. The size and location of the WWTP was smaller, and commercial uses were located along the highway, distant from the existing Kīlauea commercial center. The community-suggested changes included increased park space and emphasis on shared use paths, and roundabouts to increase safety and traffic flow. It is anticipated that the site layout may change slightly as further input from the community and agencies is received, and as the project progresses through the entitlement process. However, impacts would be considered similar to the Proposed Action as evaluated in this EA.

ALTERNATIVE 1: PROPOSED ACTION

The Proposed Action is described in Section 2.2 above. This alternative best fulfills the project Purpose and Need, as it provides much needed affordable housing compatible with the existing community of Kīlauea.

ALTERNATIVE 2: NO ACTION ALTERNATIVE

The No Action Alternative is for comparative evaluation and provides a baseline for analysis. The No Action Alternative identifies what would happen if the proposed action did not occur, and existing conditions continued. Under the No Action Alternative, development of the proposed affordable housing and mixed-use project described in Section 2.2 would not occur. The existing conditions within the project area would predominantly continue as vacant land with some areas of fallow agricultural lands. Uses permitted under the Agriculture zoning designation are generally limited to agricultural uses, with permitted residential densities according to the parcel size. Thus, the agricultural activities permitted by Kaua‘i County zoning designations along with limited single-family dwellings could occur under the No Action Alternative.

The No Action Alternative would reduce the magnitude of anticipated environmental impacts associated with the proposed project. The No Action Alternative would not create any construction impacts or provide a potential source of odors. The No Action Alternative would reduce the magnitude of impacts related to air quality; biological and cultural resources; greenhouse gas emissions and energy use; and hydrology and soil erosion. However, this alternative would not provide needed affordable housing and could instead result in the development of “gentleman-estates” as permitted in the Agriculture zone, in conflict with the intention of the Kaua‘i County General Plan. This alternative would not meet the purpose and need of the proposed project.

ALTERNATIVES CONSIDERED BUT ELIMINATED FROM ANALYSIS

Alternative 3: Low-Density Agricultural Subdivision

This alternative would include the development of a limited number of market-rate lots that could be developed with a residence and active agricultural uses, similar to some existing areas of Kīlauea, with no affordable housing provision. However, this would conflict with the 2006 Kilauea Town Plan and Kaua‘i County 2018 General Plan identified use for the project site, and would not meet the Purpose and Need for the project.

Alternative 4: Different Project Location

Under this alternative, the proposed affordable housing and mixed-use development would be built in a different location within Kaua'i County. This alternative was eliminated from further consideration since the existing project site is designated as the town expansion area for Kīlauea and is already located on County-owned land.

3 DESCRIPTION OF THE AFFECTED ENVIRONMENT, ANTICIPATED EFFECTS, AND PROPOSED MITIGATION MEASURES

The intent of this chapter is to describe the existing physical and social environment that is affected by the proposed action. As defined in HAR Section 11-200.1, Environmental Impact Statement Rules, potential project impacts or effects may include primary and secondary impacts, in addition to cumulative impacts:

- A "primary impact" or "direct impact" means impacts or effects that are caused by the action and occur at the same time and place.
- A "secondary impact" or "indirect impact" means an impact or effect that is caused by the action and occurs later in time, but is still reasonably foreseeable. An indirect effect may include a growth-inducing effect and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air, water, and other natural systems, including ecosystems.
- A "cumulative impact" means the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (HAR Section 11-200.1-2).

Potential impacts that may result from implementation of the proposed action and mitigation measures to minimize the adverse impacts are described below.

3.1 GEOLOGY, TOPOGRAPHY, AND SOILS

ENVIRONMENTAL SETTING

Kauaʻi consists principally of a huge shield volcano, built up from the sea floor by many thousands of thin flows of basaltic lava. It is one of the older, more heavily eroded islands of Hawaiʻi. After the main shield-building phase, the summit collapsed to form the largest caldera in Hawaiʻi, which was later filled and covered by lava of the Waimea Canyon volcanic series. Subsequent, younger volcanic activity produced the Koloa Volcanic Series on the eastern side of the island, including the area of the project site (USGS 1960).

The Natural Resources Conservation Service (NRCS) classifies the soils in the project area as Makapili Silty Clay (MeB and MeC) and Puhi Silty Clay Loam (PnC) (NRCS 2025). The Makapili Silty Clay is a dark reddish-brown silty clay formed from weathered basic igneous rock. It is sticky and plastic, with a low shrink-swell potential. The Puhi Silty Clay is a reddish-brown silty clay loam formed from similar rock material. It is slightly sticky and plastic, with a low to moderate shrink-swell potential. Overall, agricultural use over the past century has shaped the project area's current condition (Kokua Geotech LLC 2024, 2024a).

Geotechnical engineering explorations completed for the project site generally encountered residual soils overlying saprolitic soils extending to the maximum depth explored of about 16.5 feet below the existing ground surface (see Appendix B). The saprolitic soils are mostly medium stiff to very stiff clayey silt, with some sand and decomposed gravel. Residual soil is more clay-rich and typically lacks visible structure. Both soil types are common in tropical areas where volcanic rocks have

weathered over time. The on-site clayey soils have a low to moderate tendency to expand when wet and shrink when dry (Kokua Geotech LLC 2024, 2024a).

Field observations for the geotechnical investigations indicate that most of the project site slopes downward from east to northwest. According to the topographic survey completed for the project, existing ground elevations range from about +372 to 340 feet MSL on the southeastern and northwestern portions of the site, respectively, to about +319 feet MSL near the northwestern portion of Niu Stream (Kokua Geotech LLC 2024, 2024a).

The Hawaii Department of Health's Hazard Evaluation and Emergency Response (HEER) Office investigated soil contamination linked to the former Kilauea Sugar Company, which operated in the area that includes the proposed project site from 1877 to 1971. After the plantation closed, the land was sold and developed into a residential community. Historic maps showed that pesticides were once mixed and stored on part of the sugar company property, northeast of the project site. Soil testing near these areas found elevated levels of arsenic and dioxins at two homes and in a nearby drainage ditch, exceeding State and Federal safety guidelines. Cleanup efforts removed 814 tons of contaminated soil, which was replaced with clean soil. Other properties tested did not pose a health risk. The drainage ditch was capped with concrete to allow stormwater flow while preventing exposure to remaining contamination. This project was completed on September 17, 2012, through a partnership among the U.S. Environmental Protection Agency, the Hawaii Department of Health, the Kilauea community, and the County of Kauai (DOH 2015). Based on the previous testing and cleanup efforts in the project area, no additional soil testing would be required.

IMPACTS AND MITIGATION MEASURES

Implementation of the project would result in mass grading of the entire project area, with utility excavation along the proposed new roadways. Dwelling foundations and underground utility connections would also require ground altering activities. Minimal grading would be needed for the pedestrian/bike paths. A grading plan was not available at the time the geotechnical report was prepared; however, cuts and fills on the order of about 10 feet deep/thick may be required to achieve the design grades for the project. In addition, retaining walls up to about 6 feet high may be used for grade separation at the Ala Nāmāhana Parkway culvert crossings. While most of the project site would be modified, the proposed development project would not significantly alter the existing topography or affect existing geological conditions. Therefore, there would be no significant impacts to topography or geology with implementation of the proposed project.

During construction, all earthwork would be conducted in compliance with dust, sediment, and erosion control requirements and BMPs of the "Sediment and Erosion Control Ordinance No. 808" (Kauai County Code Section 22-7, *Grading, Grubbing and Stockpiling*). The proposed action would include an additional site-specific BMP plan developed as part of the project to minimize erosion and sedimentation during construction (see Section 2.2 of this EA). With implementation of these BMPs and construction best management practices required by the Kauai County Code, the proposed project would not result in a significant impact due to soil erosion or off-site sediment transport. For a discussion of stormwater erosion and sedimentation, see Section 3.2, *Hydrology and Water Quality*.

Geotechnical Investigation Reports were prepared to determine subsurface conditions at the project site, and to develop geotechnical recommendations for the design of the project (Kokua Geotech

LLC 2024, 2024a). Special considerations would be required in the design and construction of the project due to the existing soil conditions. These include but may not be limited to the following:

1. Very moist soil conditions were encountered during the geotechnical field exploration at the project site. In addition, the project site is in a relatively high rainfall environment throughout the year. Therefore, it is expected that the project site soils would constantly be in a very moist to wet condition, and aeration may be required to improve their workability when used as general fill materials.
2. In general, the on-site soils may be re-used as a source of general fill material, provided they are free of vegetation, harmful materials, and rock fragments greater than 6 inches in maximum dimension. The use of fill materials with rock fragments up to 12 inches in maximum dimension may be considered for some of the deeper fill areas, provided the grading contractor would have sufficient heavy equipment to effectively compact the fill materials.
3. Laboratory test results indicate the on-site clayey soils have a low to moderate expansion potential when subjected to moisture fluctuations. Highly expansive clayey soils tend to swell when exposed to moisture and shrink when dried. Such soils are potentially capable of uplifting foundations and slabs, with resulting distress to the structures they support. To reduce the potential for changes in the moisture content of the clayey soils beneath building foundations and slabs-on-grade, the footing and slab subgrades are typically capped with a 12- to 24-inch-thick layer (depending on actual soil conditions) of non-expansive structural fill material.
4. Structural fill should be imported, non-expansive granular material, such as crushed coral or basalt. The structural fill should be well-graded from coarse to fine with particles no larger than 3 inches in largest dimension. The material should have a California Bearing Ratio (CBR) value of 20 or higher and a swell potential of 1 percent or less when tested in accordance with ASTM D1883. The material should also contain between 10 and 30 percent particles passing the No. 200 sieve.
5. The preliminary geotechnical engineering recommendations included above and in Appendix B are not intended to be used for the building foundation design, and individual parcel owners would be required to use a licensed geotechnical engineer to assist in the final design of the parcel development.

During construction, an engineer shall be present to observe site grading operations and other aspects of earthwork construction to verify that the recommendations from the Geotechnical Investigation Report shall be implemented during construction (see Appendix B of this EA).

The County of Kaua'i regulates the effects of soils and geological constraints on urban development primarily through enforcement of the International Building Code (IBC), which requires the implementation of engineering solutions for constraints to urban development posed by slopes, soils, and geology. Construction of the proposed project in accordance with the requirements of the IBC and recommendations from the Geotechnical Investigation Report would reduce or avoid potential impacts related to soil erosion. As a condition of approval, prior to the issuance of a grading or building permit, the County will require the applicant to prepare a detailed grading plan[10] prepared by a qualified and licensed engineer. With compliance with existing County standards and

[10] As discussed in the preceding paragraphs, a geotechnical engineering report has already been prepared. Detailed grading plans would be prepared for approval by the County prior to issuance of a grading or building permit.

requirements, in addition to specific construction practices as identified in the geotechnical engineering report, this would be a less-than-significant impact, and no mitigation would be required. No long-term or cumulative adverse effects to geology, topography, or soils are anticipated with implementation of the proposed action.

3.2 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

Niu Stream is a small, non-perennial stream[11] that crosses the project site in a southeast to northwest orientation on the northern portion of the site (DAR 2008). The stream continues from the project site in a north-northwesterly direction to meet the ocean at Kīlauea Bay, approximately 0.7 miles from the project site.

In Hawai'i, groundwater recharge occurs when rainfall percolates through the root zone to the basal aquifer (State of Hawaii 2019). Groundwater recharge is also affected by evapotranspiration, agricultural irrigation water, and streamflow (County of Kaua'i 2018). The Kaua'i Water Use and Development Plan (WUDP) (2024) assesses the sustainable yield of the aquifer in relation to current and future water demands. The project area is within Līhu'e Aquifer System Area, within the Kilauea ground water hydrologic unit. According to the Kaua'i WUDP, the predicted sustainable yield for the Kīlauea groundwater unit is approximately 10 million gallons per day (Kaua'i County DOW 2024). The aquifer is fed primarily through rainfall, which averages 50 inches per year along the coast to 130 inches per year in the mountains in the project area.

At the project site, groundwater was encountered at a depth of approximately 7.6 feet below the existing ground surface at the time of the field exploration. Considering the proximity of the project site to Niu Stream, groundwater levels are anticipated to vary in response to the water level in the stream. In addition, groundwater levels are subject to change due to rainfall, time of year, seasonal precipitation, surface water runoff, and other factors (Kokua Geotech LLC 2024, 2024a).

Waters of the United States include rivers, streams, creeks, intermittent tributaries, natural ponds, prairie potholes, impoundments, lakes, and wetlands. A review of the USFWS National Wetland Inventory Map was completed to identify the presence of wetlands within the vicinity of the project site. The Niu Stream is classified as Riverine habitat (R4SBC), which stands for a Riverine wetland that is an intermittent streambed with seasonally flooded conditions (see Figure 7) (USFWS 2025).

[11] A non-perennial stream does not have year-round surface flow and goes dry.

Figure 7
National Wetlands Inventory Map

Sources: Hawaii Statewide GIS Program. Wetlands in the State of Hawaii. USFWS, November 2024.

The Clean Water Act (CWA), Section 303(d), requires states to submit a list of waters that do not attain or maintain applicable water quality numeric criteria, in addition to a priority ranking of impaired waters for Total Maximum Daily Loads (TMDL) development based on the severity of pollution and the uses of the waters. After the identification of water quality-limited waters is completed, states develop TMDLs at a level necessary to achieve the applicable state water quality standards. The CWA Section 305(b) requires states to describe the overall status of water quality statewide, and the extent to which water quality provides for the protection and propagation of a balanced population of shellfish, fish, and wildlife, and allows recreational activities in and on the water. The State of Hawai'i's water quality report does not include Niu Stream on the Section 303(d) list (DOH CWB 2024).

IMPACTS AND MITIGATION MEASURES

Construction activities associated with project implementation would include grading, excavation, and site leveling, which could result in adverse impacts to water quality, including erosion and increased sedimentation in stormwater runoff. Construction activities disturbing one or more acres are regulated under the NPDES stormwater program and are required by the State to obtain a

NPDES permit. Prior to the initiation of grading, the project applicant will prepare and implement a stormwater pollution prevention plan and BMPs designed to reduce potential impacts to water quality during construction of the project. Construction BMPs may include, but are not limited to, stabilized construction entrances, stabilization of disturbed areas, silt-screens, re-vegetation, and maintenance of equipment. The BMPs will be developed in accordance with the County of Kauaʻi regulatory requirements as part of the permitting process. With implementation of BMPs, the construction of the project would not result in a violation of water quality standards. For a discussion of impacts due to soil erosion and off-site sediment transport, see Section 3.1, *Geology, Topography, and Soils*. For a discussion of impacts due to flooding, see Section 3.3, *Natural Hazards*.

Implementation of the proposed project would have the potential to generate stormwater and contaminated runoff from developed areas of the project site. Because the approximately 47.7-acre site is currently undeveloped, the construction of the proposed project would result in the addition of new impervious surfaces to the project site. Approximately 10.3 acres of recreational park area and green space through the project site would remain uncovered, in addition to landscaped areas associated with the proposed residences. Green space on the project site would allow for stormwater infiltration and retention on-site. On-site drainage improvements include roadway curbs and gutters, swales and ditches, culverts at the stream crossing, and detention basins throughout the site to allow for stormwater to slow and settle.[12] Additional runoff from the roads would drain via controlled flows through culverts under Ala Nāmāhana Parkway to Niu Stream, which would act as a detention basin. At the Ala Nāmāhana stream crossing, there would be three 42-inch culverts and one 24-inch culvert constructed under the roadway to channel stream and stormwater flows from one side to the other. During smaller storm events, runoff would be conveyed through the 24-inch culvert. The 42-inch culverts would be set at a higher elevation to accommodate larger storm events. The roadway crossing would also act as a spillway during extreme storm events that exceed the culverts' capacity, with an elevated roadway surface at 336 feet. By providing a controlled overflow path, the system helps ensure the structural integrity of the road. The proposed project would also be subject to the Kauaʻi County Code Drainage Ordinance No. 778 requirements (Chapter 22, Article 16 Drainage) and "County of Kauaʻi Storm Water Runoff System Manual". The implementation of these requirements would ensure that no adverse effects due to stormwater generation or contamination would take place. Additionally, the proposed project drainage pattern would be designed to avoid impacts to adjoining properties, and all drainage would be conveyed into proposed storm drain facilities and on-site drainage improvements to ensure that no increase in downstream flood hazards would occur. For these reasons, impacts to water quality, drainage patterns, and stormwater runoff would result in a less-than-significant impact.

The proposed project includes installation of culverts at the Niu Stream crossing. A Stream Channel Alteration Permit (SCAP) is required for any temporary or permanent activity within the stream bed or banks that may: 1) Obstruct, diminish, destroy, modify, or relocate a stream channel; 2) Change the direction of flow of water in a stream channel; 3) Place any materials or structures in a stream channel; or 4) Remove any material or structure from a stream channel. The State Water Code defines a stream as "any river, creek, slough, or natural water course that usually flows in a defined bed or channel" (HAR Title 13, Sub-title 7, Chapter 169 Protection of Instream Uses of Water). Because the proposed culverts and roadway crossing would be considered a modification to the stream channel, a SCAP would be required. The SCAP would include BMPs to minimize the adverse environmental effects on surface water quality resulting from the proposed construction,

[12] The exact locations of these detention basins on the project site have not yet been determined.

and to manage pollutants in the long term. Additionally, a Section 404 permit may be required for any activity resulting in the discharge and/or placement of dredged or fill material into the stream below the surveyed ordinary high water mark for non-tidal waters. A State 401 Water Quality Certification approval would be obtained prior to construction, as applicable.

The proposed WWTP would use R-1 quality recycled water as the primary effluent disposal method. R-1 quality recycled water is wastewater that has been treated and can be used for other useful purposes. Most commonly, recycled water is used as a source of non-potable water for irrigation. Treated effluent from the WWTP would be reused for irrigation in surrounding agricultural lands and landscaped areas. Used for these purposes, recycled water helps to decrease demands on valuable potable water resources, and to reuse water that might otherwise be disposed. The recycled water system would consist of an above grade wetwell, storage tank pumps, storage tank for 1-day of average day storage, and distribution pumps to feed the distribution system piping. Based on assumed irrigation rates, the R-1 effluent disposal for 0.1 mgd would require an estimated 20 acres. The Phase II flow of 0.4 mgd would require a total of 80 acres for effluent disposal. The WWTP Feasibility Study includes potential area for R-1 effluent disposal, such as the project site green space, Namahana School, Anaina Hou Community Park, among other surrounding park, landscaping, or pastureland. The backup disposal options include injection wells, land disposal, stream or ocean outfall, or evaporation, with an injection well as the most practical option. The back-up disposal method must be approved by the DOH Wastewater Branch and Safe Drinking Water Branch and may be regulated by an Underground Injection Control permit or NPDES Permit. The permit would set forth effluent limitations, monitoring requirements, and other conditions that the WWTP must adhere to through the permit period. Permits would need to be obtained in accordance with HAR 11-62, Wastewater Systems. The proposed WWTP would be designed to prevent wastewater leakages into the surrounding environment. Because the proposed WWTP would be required to meet regulatory standards set forth by the State DOH, impacts to groundwater from WWTP operations and effluent application would be minimized.

The additional capacity provided by Phase II of the proposed WWTP buildout is anticipated to serve the existing Kīlauea community, which currently relies on cesspools and individual wastewater systems. Cesspools can pose a risk to water resources by releasing untreated sewage into the ground. Act 125 was passed in the 2017 legislative session and require the replacement of all cesspools by 2050. It directs the DOH to evaluate residential cesspools in the state, develop a prioritization method for cesspool upgrades, and work on possible funding options to reduce the financial burden on homeowners. The cesspools in the Kīlauea area are categorized as Priority Level 3, which pose a significant hazard to human health and the environment. While the connection of these areas to the proposed WWTP and closure of existing cesspools is not considered part of the project, it would provide a beneficial impact to water quality in the future.

Conclusion. The proposed project would be required to comply with various state and local water quality standards, which would ensure the proposed project would not violate water quality standards or waste discharge permits, or otherwise substantially degrade water quality. Site-specific BMPs would be implemented during construction to prevent any wastewater, sediment, soil, and debris resulting from the proposed construction from adversely impacting water quality in accordance with HAR Chapter 11-54. Compliance with BMPs for construction would minimize impacts to water quality. No long-term or cumulative adverse effects to hydrology or water quality are anticipated with implementation of the proposed action.

3.3 NATURAL HAZARDS

ENVIRONMENTAL SETTING

Natural hazards in Hawai‘i include earthquakes, volcanic hazards, waves and storms, flooding from hurricanes and tropical storms, and tsunamis.

Natural Hazards

Most of the earthquakes in Hawai‘i are directly related to volcanic activity and are caused by magma moving beneath the earth’s surface. Numerous small earthquakes are reported each year, mostly on Hawai‘i Island. The project area is located on the Island of Kaua‘i, which is approximately 300 miles from Hawai‘i Island. According to Federal Emergency Management Agency (FEMA) earthquake hazard maps, the project area is located within Seismic Design Category B, which means it could experience shaking of moderate intensity with slight damage (FEMA 2025). Hawai‘i Island and Maui are the only islands with lava-flow hazard zones. Therefore, the volcanic/seismic hazards are low in the town of Kīlauea and will not be discussed further (USGS undated; Petersen et al. 2022).

The FEMA maps the project site as Flood Zone X (see Figure 8). Properties in Zone X are determined to be outside the 0.2 percent annual chance floodplain, or outside of the 100-year flood zone (HNFIP 2005). The project site is distant from the shoreline and is not located within the tsunami evacuation zone (see Figure 9) (NOAA OCM 2025).

IMPACTS AND MITIGATION MEASURES

Natural Hazards

The project site may be subject to seismic activity, and seismic design considerations will need to be addressed and incorporated into project plans. Soil liquefaction is a phenomenon in which saturated soil loses shear strength and deforms from ground shaking during an earthquake. Based on the subsurface conditions encountered, the phenomenon of soil liquefaction from seismic activity is not a design consideration for the project site (Kokua Geotech LLC 2024, 2024a). The proposed buildings on the project site would be required by the County to conform to the seismic building standards contained in the IBC and enforced by the County. This would be a less-than-significant impact, and no additional mitigation is required beyond compliance with adopted building and construction standards.

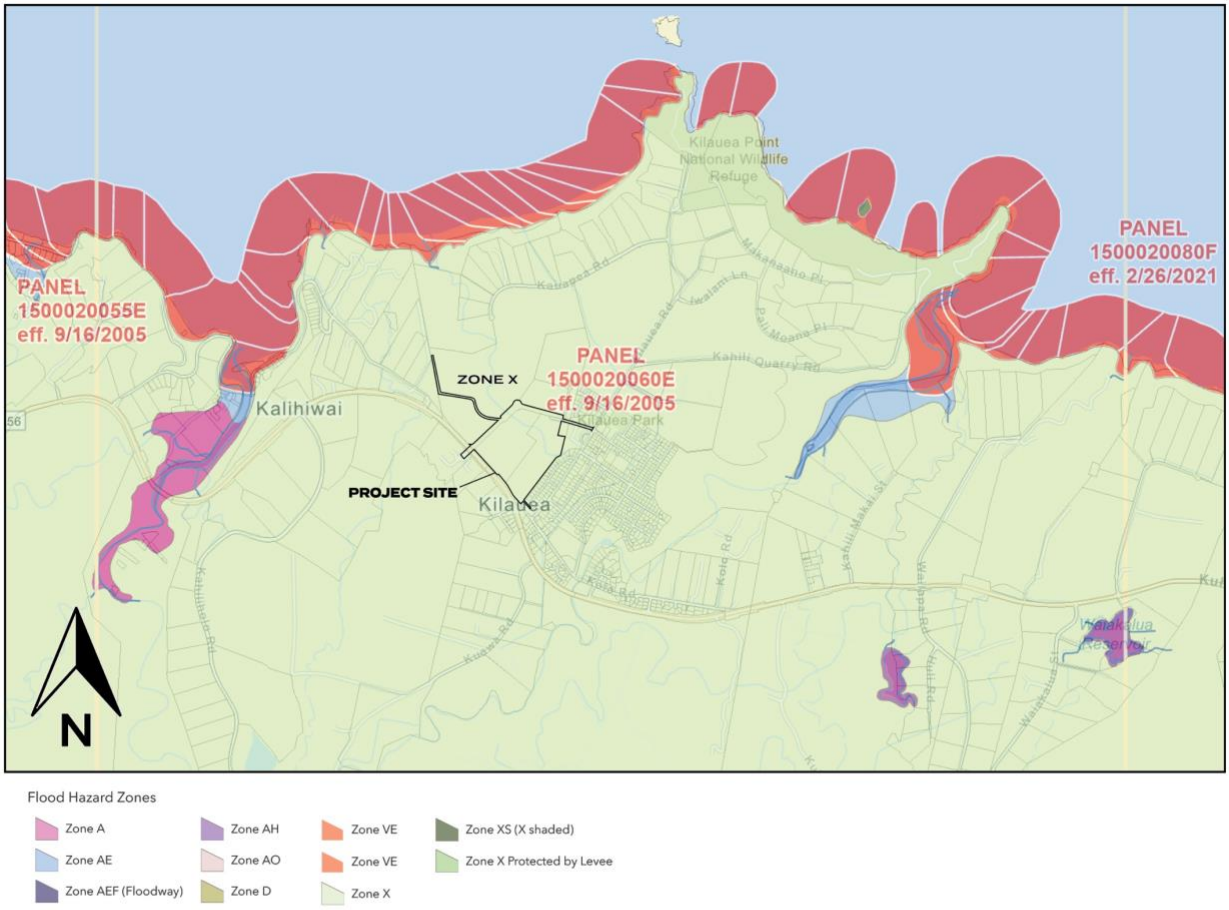


Figure 8
Flood Hazard Map

Sources: Hawai'i National Flood Insurance Program (HNFIP) 2025. Not to scale.

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. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards. The project site and area are not located within a 1 percent (100-year) flood plain as identified by FEMA. Niu Stream is not a significant source of flood flows and is able to accommodate additional stormwater flow from the impervious areas of the proposed development. Therefore, there would be no substantial risk to the site from inundation by flood flows. For a discussion of on-site drainage improvements and stormwater runoff, see Section 3.2, *Hydrology and Water Quality*.

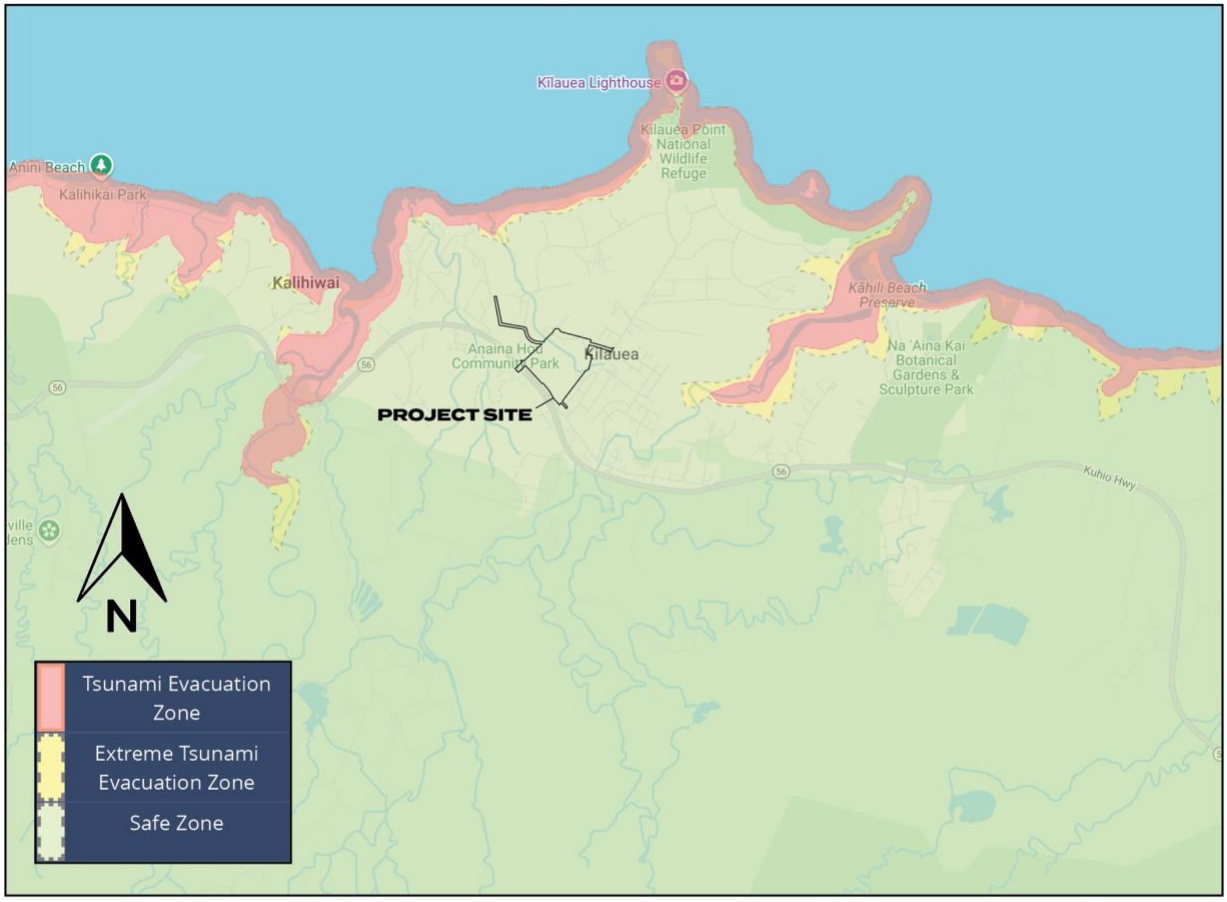


Figure 9
Tsunami Evacuation Zone

Sources: NOAA Office for Coastal Management 2025. Not to scale.

Prior to the initiation of construction, the County would review proposed grading and construction plans for consistency with county requirements and good engineering practice, which would minimize damage during tropical storm, hurricane, or strong wind events, and earthquake events. No significant environmental effects would result, and no mitigation would be necessary. No significant long-term or cumulative adverse environmental effects would result from natural hazards, and no mitigation would be necessary.

3.4 CLIMATE CHANGE AND SEA LEVEL RISE

ENVIRONMENTAL SETTING

Global Warming is a public health and environmental concern around the world. As global concentrations of atmospheric greenhouse gases increase, global temperatures increase, weather extremes increase, and air pollution concentrations increase. Global warming and climate change have been observed to contribute to poor air quality, rising sea levels, melting glaciers, stronger storms, more intense and longer droughts, more frequent heat waves, increases in the number of

wildfires and their intensity, and other threats to human health (IPCC 2022). The year 2024 was the warmest year since global records began in 1850. The 10 warmest years in the 175-year record have all occurred during the last decade (2015–2024) (NOAA 2025).

The influences of climate change on global and local ecosystems are varied and often detrimental. In Hawai‘i, the rate of warming air temperature has quadrupled in the last 40 years to over 0.3°F (0.17°C) per decade. Higher temperatures are projected to result in native plant and animal stress, an increase in heat-related illnesses and vector-borne diseases such as dengue fever, and a higher concentration of invasive species. Additional impacts are projected to include a decrease in trade winds and overall disruption of rainfall patterns; warmer oceans and higher ocean acidity, which could lead to coral bleaching; and a rise in sea levels. Hawai‘i’s coastal areas will see rapid increases in tidal flooding events beginning in the mid-2030s (University of Hawai‘i 2014; State of Hawai‘i 2017).

According to a report by the Hawai‘i Climate Change Mitigation and Adaptation Commission, sea level rise could result in low-lying coastal areas around the island to become chronically flooded within the mid- to latter-half of this century. This land will become submerged by coastal erosion, direct marine flooding from tides and waves, or become new wetlands behind the shoreline from rising water tables and reduced drainage (State of Hawai‘i 2017).

The Hawai‘i Sea Level Rise Report and Hawai‘i Sea Level Rise Viewer document the modeled potential future exposure of each island to multiple coastal hazards as a result of sea level rise.[13] The three major flooding hazards associated with sea level rise are generally identified as passive inundation (flooding), coastal erosion, and annual high wave runup (Romine, et. al. 2020). The Sea Level Rise Exposure Area (SLR-XA) represents the combined area of these flooding hazards. These hazards were modeled for four future sea level rise scenarios, including 0.5 feet, 1.1 feet, 2.0 feet, and 3.2 feet. The 3.2-foot projection of sea level rise is considered an “intermediate” scenario by 2100 and an “extreme” scenario as soon as 2060 (Romine, et. al. 2020). Based on modeling predictions, areas near the shoreline and along Kīlauea Stream would be vulnerable to chronic flooding with 3.2 feet of sea level rise. Because the proposed project site is located over 0.5-miles from these areas, it is not anticipated to be vulnerable to chronic flooding with 3.2 feet of sea level rise (see Figure 10) (State of Hawai‘i 2021).

Kaua‘i Climate Adaptation and Action Plan. The Kaua‘i Climate Adaptation and Action Plan (CAAP) (Kaua‘i County Planning Department 2025) is a framework of strategies and actions to reduce contributions to climate change and to ensure that people and natural and built systems can adapt as the climate changes. The focus is on County actions that will address climate change vulnerabilities and greenhouse gas (GHG) emissions. The CAAP includes 79 different strategies for GHG emissions reductions to achieve the County’s reduction target as stated in the General Plan, which is to reduce GHG emissions by at least 80 percent as compared to 2005 baseline by 2050. The strategies in the CAAP focus on what the County is uniquely positioned to do based on its jurisdiction and authority, including land use, County facilities and infrastructure, programs, and community engagement.

[13] All sea level rise results from the hazard modeling and vulnerability assessment can be viewed on the Hawai‘i Sea Level Rise Viewer (http://hawaiisealevelriseviewer.org/).

IMPACTS AND MITIGATION MEASURES

Greenhouse gas emissions would be generated from the proposed affordable housing and mixed-use project during construction and operation. Temporary GHG emissions would occur during construction activities, predominantly from heavy-duty construction equipment exhaust and worker commute trips. Operational GHG emissions would result from energy use associated with cooling and lighting the residential and commercial uses; emissions associated with landscaping and maintenance activities; and from mobile sources associated with future resident, visitor, and employee vehicle trips. The project would also result in greenhouse gas emissions from wastewater treatment at the proposed WWTP. Indirectly, project operations would also result in greenhouse gas emissions from water conveyance to the project site and solid waste disposal.

Figure 10
Sea Level Rise Exposure Area (SLR-XA) 3.2 Feet Scenario

Sources: Hawaii Statewide GIS Program. SLR Exposure Area - 3.2 Ft. Scenario. Published December 21, 2017. Data Updated September 5, 2022.

During construction, the County would encourage minimizing idling time of construction equipment in accordance with HAR Title 11, Chapter 60.1-34, and maintaining construction equipment in proper working condition. These measures would reduce construction-related GHG emissions.

Kauaʻi County's GHG emissions are primarily driven by transportation (over 60 percent), followed by energy use, with goals to reduce these through its CAAP. Because transportation is the largest sector of greenhouse gas emissions, many reduction strategies focus on reducing travel and making transportation more efficient. The proposed project is a residential and mixed-use project located adjacent to the existing Kīlauea Town center. The project seeks to improve pedestrian mobility and multimodal connectivity with shared use paths and internal roadways, and it would be located along bus service routes. The project elements would encourage and enhance the use of multiple types of transportation to reduce vehicle miles traveled and associated GHG emissions.

Operational energy use and efficiency measures would further reduce GHG emissions. The County Building codes mandate energy-efficient design for new buildings, and the County currently endeavors to include EV charging stations and PV in all multi-family projects. In addition, the single-family home electrical systems would likely be "EV Charger Ready" to accommodate different charger types for various vehicles. Energy Star Appliances and water saving fixtures are a standard for both multi-family and single-family homes. The County would strive to meet LEED Silver standards or higher for the proposed project. Considering these project features, greenhouse gas emissions would not be expected to be significant, and the project would not be expected to make a substantial contribution to the cumulatively significant impact of global warming and climate change.

3.5 AGRICULTURAL RESOURCES

ENVIRONMENTAL SETTING

The project site has historically been used for sugarcane cultivation. However, while there are some areas of remnant agricultural use, including sugarcane and fallow fields, most of the site is currently vacant and overgrown with vegetation.

Based on soil suitability and extent, the State of Hawaiʻi, Department of Agriculture has established the Agricultural Lands of Importance to the State of Hawaiʻi (ALISH) system to identify areas of prime farmland. The ALISH system classifies three types of land suitable for agriculture: Prime Lands, Unique Lands, and Other Lands. The project site is located on designated agricultural lands of importance, including lands designated as Prime Lands (Hawaiʻi Statewide GIS Program 2024). On a broader level, the State of Hawaiʻi Important Agricultural Lands program requires the state to identify and designate agricultural lands (that have been identified by the ALISH system) that can produce sustained high yields, are needed for economic stability, and promote the expansion of agricultural activities (Hawaiʻi Statewide GIS Program 2021). The project site is not designated as Important Agricultural Lands and identified for preservation (see Figure 11).

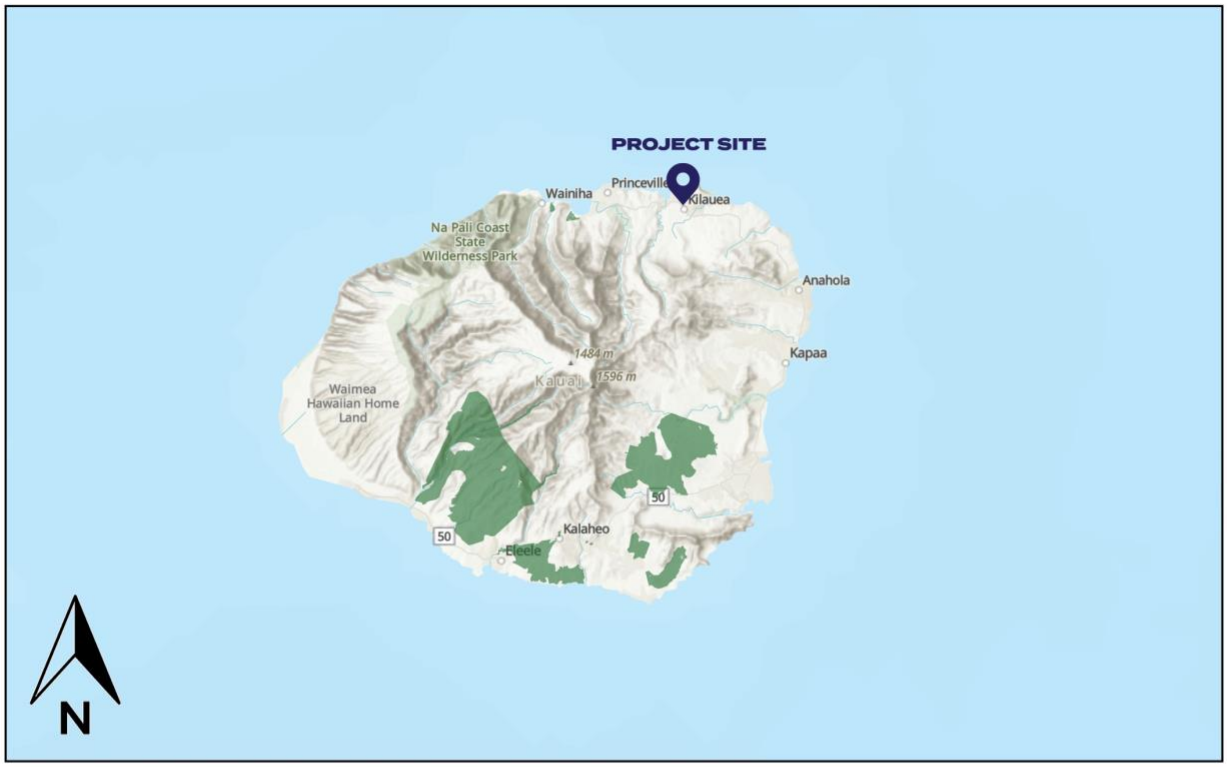


Figure 11
Designated Important Agricultural Lands

Sources: Hawaii Statewide GIS Program. Important Agricultural Lands (IAL). Published February 7, 2014. Data Updated November 18, 2021.

IMPACTS AND MITIGATION MEASURES

The proposed project would result in the development of residential and mixed uses on an existing vacant parcel historically used for agriculture. While the existing zoning of the project site is Agricultural, the General Plan land use designation is Neighborhood Center and Neighborhood General, which is intended for compact and medium density residential and mixed-use development with a walkable neighborhood. The project site has been identified as the logical town expansion area in Kīlauea as far back as the County of Kaua'i 2000 General Plan, the 2006 Kīlauea Town Plan, and the updated 2018 General Plan. The project site is adjacent to urban uses and urban designated land in the Kīlauea Town center, and the proposed project would provide for the expansion of the town's commercial and residential uses to accommodate growth and much needed affordable housing. By encouraging growth near existing urbanized areas, it would discourage special permit uses for civic and commercial uses in agricultural zones. Therefore, while the proposed town expansion project would result in a change in existing land use on the project site, it has been considered in several long-term planning documents for the County. Further, overall agricultural

resources in the County would not be significantly impacted by the proposed residential and mixed-use project since there are existing agricultural lands surrounding the project site to the north and west, and in the greater County area. The project would also reduce pressure for development in surrounding agricultural zones. Therefore, no long-term or cumulative adverse effects to agricultural resources would occur, and no mitigation would be required. For a discussion of project consistency with the General Plan, see Section 3.15 below.

3.6 BIOLOGICAL RESOURCES

ENVIRONMENTAL SETTING

Reconnaissance level plant and wildlife surveys were conducted at the project site on September 10, 10, 2024 (H.T. Harvey & Associates 2025). The study area surveyed for the biological study included the approximate 47.7-acre project site consisting of two adjacent parcels. The following analysis summarizes the results of the biological study (H.T. Harvey & Associates 2025). For the following summary discussion, common names are used for plant and wildlife species, except for special status species for which both common and scientific names are set forth. Scientific names for other species cited are set forth in the report noted above.

During the early consultation process, the USFWS provided comments based on the Information for Planning and Consultation (IPaC) Species list for the project as it pertains to listed species and designated critical habitat in accordance with Section 7 of the Federal Endangered Species Act (FESA) (see Appendix A). Information in the USFWS letter, including recommended minimization measures, are set forth in this EA.

Under HRS Chapter 195D, the State of Hawai'i, along with federal government protections, provides for the conservation, protection, and propagation of unique and indigenous threatened and endangered species of Hawai'i. Often referred to as the Hawaii Endangered Species Act, this law is specifically designed to protect aquatic life, wildlife, and land plants. HAR Chapter 13-124 is a set of administrative rules created by the DLNR to implement and enforce Hawai'i's wildlife protection laws, including HRS Chapter 195D. These rules list endangered and threatened species within the state, and include species beyond those listed under the Federal ESA.[14] These species as applicable to the project are set forth below.

Vegetation

No plant species state or federally listed as threatened, endangered, or candidates for listing, and no rare native Hawaiian plant species were observed in the study area of the biological survey. The study area of the biological survey did not contain proposed or designated critical habitat for threatened or endangered plant species (USFWS 2024).

The vegetation at the project site has been heavily modified by modern human activities and is largely dominated by alien plant species.[15] A total of 54 plant species were observed in the study area, and all were introduced or alien species (see Table 1 of Appendix C for a list of plant species observed at the project site). In general, the vegetation communities in the project area can be described as a mix of open alien grassland and lowland wet forest communities. Five vegetation

[14] https://dlnr.hawaii.gov/dofaw/files/2013/09/Chap124a-Ex.pdf

[15] Alien plant species are plants that are not native to a particular ecosystem and have been introduced by humans.

types were seen in the project area: Guinea Grass Grassland, Alien Dominated Riparian Vegetation, California Grassland with Albizia, Mixed Alien Forest, and Agricultural Lands (see Figure 12) (H.T. Harvey & Associates 2025).

Guinea Grass Grassland. At the time of the survey, the north and northeastern areas of the project site were predominantly overgrown by guinea grass with scattered trees such as albizia, African tulip, and java plum. In the northwestern portion, there were tall guinea grass and tall albizia trees, and where the terrain slopes toward a stream gulch, the Grassland transitioned to an Alien Dominated Riparian Forest. A dirt road passed through this vegetation type, and the area south of the road was characterized by thickets of tall, un-mowed guinea grass, up to seven feet high. The beach access route in the western portion of the project site cut through fallow agricultural lots that is also composed of Guinea Grass Grassland.

Alien Dominated Riparian Forest. The Niu Stream flows through the northern portion of the project site from east to northwest, forming a gulch with steep banks. The vegetation can be characterized as Alien Dominated Riparian Forest, with tall trees of albizia, java plum, trumpet tree, and African tulip along the stream banks, and tree trucks draped in pothos vines. Thickets of alien shrubs such as shoe button, pink mallow, fire spike, and umbrella trees were common in the mid-story forest. Species growing along the heavily vegetated stream bed and banks included thickets of guinea grass, firecracker plants, tree fern, umbrella sedge, honohono, spotted dumb cane, blackberry, and nettle leaved vervain.

California Grassland with Albizia. Toward the central portion of the project site and surrounding an agricultural field, the habitat type can be characterized best as California Grassland with Albizia (see Figure 12). Tall albizia trees were scattered along the northern and eastern edges of this Grassland. California grass dominated most of the northern portion of this habitat type, while the remaining areas included a mix of herbaceous weeds such as sida, sensitive plant, upright indigo, Spanish clover, and nettle leaved vervain.

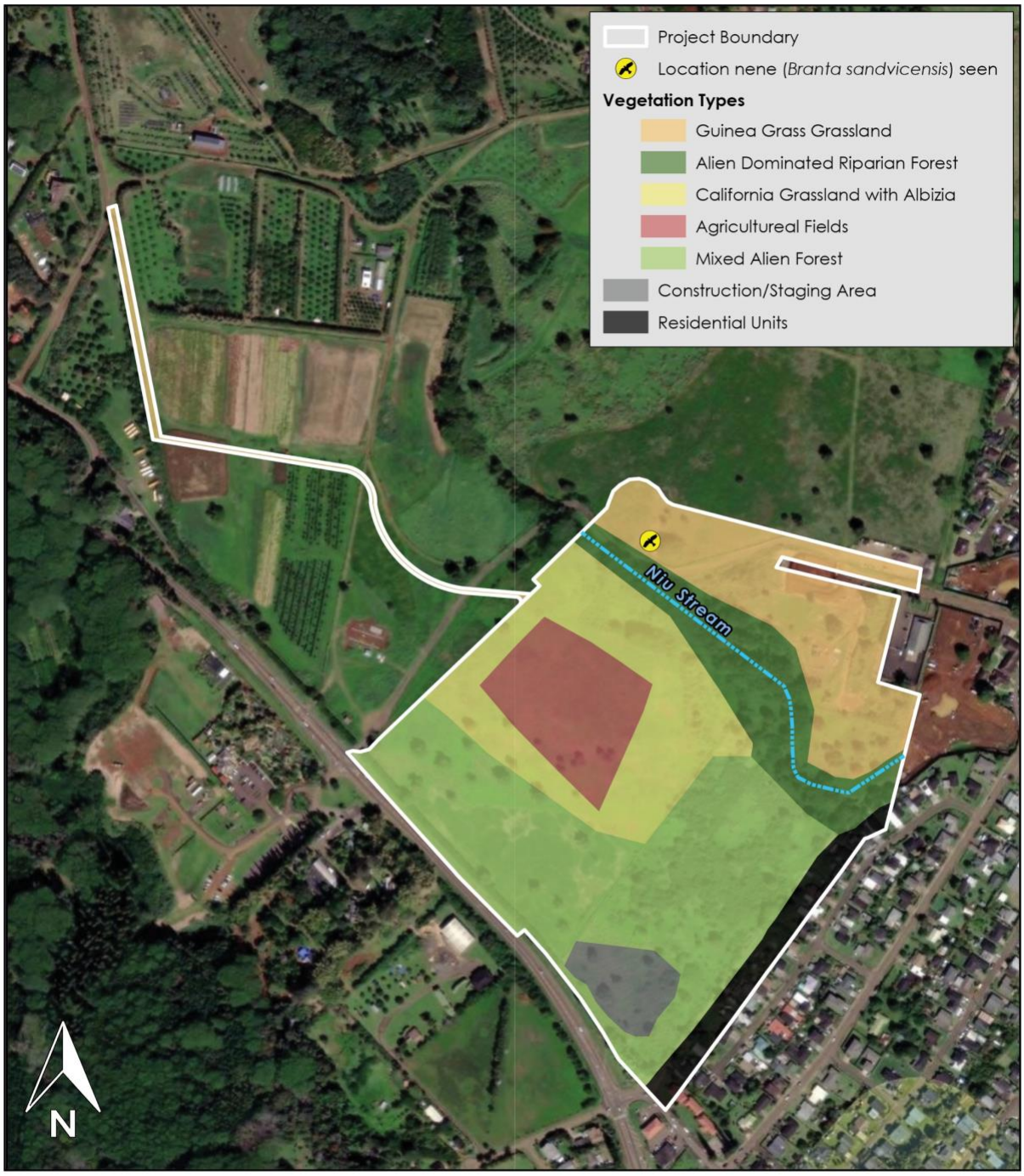


Figure 12
Project Site Vegetation Types

Sources: H.T. Harvey & Associates. Kīlauea Bio Survey. August 2025. Not to scale.

Kilauea Town EXPANSION

Agricultural Fields. At the time of the survey, there were Agricultural Fields in the central portion of the project site (see Figure 12); most of the western part of the area was a ginger farm, with some remnant sugarcane in a small area to the east, and the remaining agricultural field area was mostly fallow with a variety of herbaceous weeds.

Mixed Alien Forest. The vast majority of the southern and eastern part of the project site, south of the Niu Stream gulch, can be characterized as Mixed Alien Forest (see Figure 12). This was a relatively open forest where the canopy species included tall trees from a variety of alien species such as albizia, java plum, African tulip, trumpet tree, and guava. There was abundant ground vegetation in the area, including Guinea grass and California grass along with several other herbaceous species such as wedelia and vining cow pea.

Cleared Area. In the southeastern corner of the project site, toward the intersection of Kūhio Highway and Kīlauea Avenue, there was a large area cleared of vegetation. This area appeared to be an active construction/staging site with piles of dirt, rocks, and concrete blocks.

Wildlife Species

Thirteen bird species were seen at the project site during the biological survey (see Table 2 of Appendix C for a list of animal species observed at the project site). These include 12 non-native or alien species and one native species, the nēnē, or Hawaiian Goose *(Branta sandvicensis)*, a state and federally listed threatened species. A pair of nēnē were seen in the northern portion of the project site in the Guinea Grass Grassland habitat, loafing around for about five minutes. Point-count surveys identified a total of 108 individual birds. Of these, the warbling white-eye was the most abundant species by far, observed in all habitat types and at every point count station. Zebra doves, though less abundant, were also observed at every point count station and every habitat type. The other bird species are common alien species on Kaua‘i. One feral cat was observed on the project site, and cat scats were observed occasionally throughout the project site. Signs of feral pig are ubiquitous in the project side. Goats were observed on the adjacent property and could wander into the project site.

IMPACTS AND MITIGATION MEASURES

Vegetation Impacts

The biological survey did not find any rare, threatened, or endangered plant species on the project site. The USFWS IPaC database (USFWS 2024) lists 11 endangered plant species that could potentially be directly or indirectly affected by activities in the project area; these are ‘aiea *(Nothocestrum latifolium),* ‘awikiwiki *(Canavalia napaliensis),* ‘awikiwiki *(Canavalia pubescens),* dwarf iliau *(Wilkesia hobdyi),* makou *(Peucedanum sandwicense),* olulu *(Brighamia insignis), Schiedea spergulina* var. *leiopoda, Schiedea spergulina* var. *spergulina, Spermolepis hawaiiensis,* uhiuhi *(Mezoneuron kavaiense),* and one fern taxa—*Microlepia strigosa* var. *mauiensis.* However, the project site is a highly disturbed area and does not contain suitable habitat for these threatened and endangered plants. Further, all plant species observed on the project site are non-native. Therefore, it is unlikely that the proposed project would result in a significant adverse impact on any plant species that is state or federally listed as threatened or endangered, a candidate species for listing, a rare native plant species, or a native plant species of concern.

Wildlife Impacts

The USFWS IPaC database (USFWS 2024) lists 11 threatened or endangered animal species that may be present within the project area; these include the endangered ʻōpeʻapeʻa (Hawaiian hoary bat, *Lasiurus cinereus semotus)*; threatened nēnē (Hawaiian goose, *Branta sandviecensis*) four Hawaiian waterbird taxa (endangered aeʻo [Hawaiian stilt, *Himantopus mexicanus knudseni*], endangered ʻalae keʻokeʻo [Hawaiian coot, *Fulica alai*], endangered koloa [Hawaiian duck, *Anas wyvilliana*], endangered ʻalae ʻula [Hawaiian gallinule, *Gallinula galeata sandvicensis*]; three Hawaiian seabirds (endangered ʻuaʻu [Hawaiian petrel, *Pterodroma sandwichensis*], the Hawaii Distinct Population Segment of the ʻakēʻakē [band-rumped storm petrel, *Hydrobates castro*], and the threatened ʻaʻo [Newell's shearwater, *Puffinus newelli*]); one reptile—the hawksbill sea turtle or honuea [*Eretmochelys imbricata*], and one snail—Newcomb's snail [*Erinna newcombi*]. Among these, only the nēnē was observed on the project site. This section addresses the likelihood of impact of project activities on listed species identified in the IPaC database for the project area.

Threatened nēnē, Hawaiian goose

Nēnē are state and federally listed as threatened and are found on the islands of Hawaiʻi, Maui, Molokaʻi, and Kauaʻi. They are observed in a variety of habitats, but prefer open areas, such as pastures, golf courses, wetlands, natural grasslands and shrublands, and lava flows. Threats to the species include introduced mammalian and avian predators, wind facilities, and vehicle strikes.

Two pairs of nēnē were seen loafing in the Guinea Grass Grassland in the northern portion of the project site. Nēnē have been documented to breed at the Kilauea Point National Wildlife Refuge, which is less than 1.5 miles to the north of the project site. Nēnē are known to forage in relatively disturbed grasslands such as that found at the project site.

To avoid and minimize impacts to nēnē, the USFWS recommended measures are included as mitigation:

- Do not approach, feed, or otherwise disturb nēnē.
- If nēnē are observed loafing or foraging within the project area during the Hawaiian goose breeding season (September through April), a biologist familiar with the nesting behavior of the nēnē shall survey for nests in and around the project area prior to the resumption of any work. Surveys shall be repeated after any subsequent delay of work of three or more days (during which the birds may attempt to nest).
- Work shall cease immediately, and USFWS shall be contacted for further guidance if a nest is discovered within a radius of 150 feet of proposed work, or a previously undiscovered nest is found within said radius after work begins.
- In areas where nēnē are known to be present, reduced speed limits shall be posted and implemented, and project personnel and contractors shall be informed about the presence of endangered species on-site.

A 4(d) rule was established at the time the nēnē was downlisted to threatened status. Under the 4(d) rule, the following actions are not prohibited under the Act, provided the additional measures described in the downlisting rule are adhered to:

- Take by landowners, or their agents, conducting intentional harassment in the form of hazing or other deterrent measures not likely to cause direct injury or mortality, or nēnē surveys.
- Take that is incidental to conducting lawful control of introduced predators or habitat management activities for nēnē.
- Take by authorized law enforcement officers for the purpose of aiding or euthanizing sick, injured, or orphaned nēnē; disposing of dead specimens; and salvaging a dead specimen that may be used for scientific study.

However, nēnē are still listed as endangered under state law HAR Chapter 13-124, so these authorizations without a state permit would not apply. Avoidance measures would minimize potential impacts to nēnē, and no additional mitigation would be required.

Hawaiian waterbirds: ae'o, (Hawaiian stilt), 'alae ke'oke'o (Hawaiian coot), koloa maoli (Hawaiian duck), 'alae 'ula (Hawaiian gallinule)

Hawaiian waterbirds are currently found in a variety of wetland habitats including freshwater marshes and ponds, coastal estuaries and ponds, artificial reservoirs, kalo or taro lo'i or patches, irrigation ditches, sewage treatment ponds, and in the case of the Hawaiian duck, montane streams and marshlands. Hawaiian stilts may also be found wherever ephemeral or persistent standing water may occur. Threats to these species include nonnative predators, habitat loss, and habitat degradation. Hawaiian ducks are also subject to threats from hybridization with introduced mallards.

Even though endangered Hawaiian waterbirds were not seen during the biological survey, these bird species are known to occur on Kaua'i. There are suitable waterbird habitats, such as open water bodies (e.g. Niu Stream) and open grassy areas along the upper streambank, so it is possible that endangered Hawaiian waterbirds might visit the project area.

Threats on Hawaiian waterbirds from the project may include vehicular strikes and trampling of nests or young by project personnel. Further, construction of the project may result in the creation of standing water or open water that could attract Hawaiian waterbirds to the project site. In particular, the Hawaiian stilt is known to nest in sub-optimal locations (e.g., any ponding water), if water is present. Hawaiian waterbirds attracted to sub-optimal habitat may suffer adverse impacts, such as predation and reduced reproductive success, and thus the project may create an attractive nuisance. Consultation with USFWS will continue during the permitting process to ensure project measures avoid impacts to listed species.

To avoid and minimize potential project impacts to Hawaiian waterbirds, the USFWS recommended measures are included as mitigation:

- In areas where waterbirds are known to be present, post and implement reduced speed limits, and inform project personnel and contractors about the presence of endangered species on-site or nearby.
- If water resources are located within or adjacent to the project site, incorporate applicable best management practices regarding work in aquatic environments into the project design.

- Have a biological monitor that is familiar with the species' biology conduct Hawaiian waterbird nest surveys where appropriate habitat occurs within the vicinity of the proposed project site prior to project initiation. Repeat surveys again within three days of project initiation and after any subsequent delay of work of three or more days (during which the birds may attempt to nest). If a nest or active brood is found:
    - Contact the USFWS within 48 hours for further guidance.
    - Establish and maintain a 100-foot buffer around all active nests and/or broods until the chicks/ducklings have fledged. Do not conduct potentially disruptive activities or habitat alteration within this buffer.
    - Have a biological monitor that is familiar with the species' biology present on the project site during all construction or earth moving activities until the chicks/ducklings fledge to ensure that Hawaiian waterbirds and nests are not adversely impacted.

With implementation of USFWS recommended avoidance and minimization measures in place, the project is not likely to adversely affect listed Hawaiian waterbirds.

Hawaiian hoary bat - Endangered ʻōpeʻapeʻa

The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when the adults forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. Hawaiian hoary bats forage for insects from as low as 3 feet to higher than 500 feet above the ground, and can become entangled in barbed wire used for fencing.

The survey did not include night-time surveys for the Hawaiian hoary bat, or *ʻōpeʻapeʻa*, the only native terrestrial mammal in the Hawaiian Islands. Based on the documented evidence of Hawaiian hoary bat distribution and abundance on Kauaʻi and the presence of potential suitable habitat in the project area, it is possible that Hawaiian hoary bats occur or use the project site for roosting, foraging, and or breeding. To avoid and minimize impacts to the endangered Hawaiian hoary bat, the USFWS recommended measure is included as mitigation:

- Woody plants greater than 15 feet tall shall not be disturbed, removed, or trimmed during the bat birthing and pup rearing season (June 1 through September 15).
- Barbed wire shall not be used for fencing.

Should construction activities at the project site require the removal of trees greater than 15 feet tall during the June 1 to September 15 Hawaiian hoary bat breeding season, then the County of Kauaʻi should consult with USFWS for further guidance. Outside of the breeding season, it is unlikely that removal of some large trees would affect individuals or the local or overall population of Hawaiian hoary bats because the potential and limited impact of habitat loss caused by removal of some large trees is minimal and temporary. Outside of the bat pupping season, if tree removal is necessary, the proposed project would include revegetated areas with tree species that can later serve as potential bat habitat. In the interim, when trees planted on the project site have not reached optimal height or structure suitable for hoary bats, there is ample alternative habitat available to the Hawaiian hoary bats in the immediate vicinity of the project area as well as elsewhere on Kauaʻi. Implementation of

the above avoidance measures would minimize potential adverse impacts to the Hawaiian hoary bat, and no additional mitigation would be required.

Hawaiian seabirds: Endangered ʻuaʻu (Hawaiian petrel), Threatened ʻaʻo, (Newell's shearwater), and Endangered Hawaiʻi Distinct Population Segment of the ʻakēʻakē (band-rumped storm-petrel):
No dedicated surveys were conducted for seabirds that may pass over or through the project area in flight. All three endangered or threated Hawaiian seabird species are known to nest in high elevation mountains in the northwestern part of Kauaʻi, such as in Upper Limahuli Preserve, Pohakea, and Honopu. The Newell's shearwater is also known to breed at the Kilauea Point National Wildlife Refuge, which is less than 1.5 miles to the north of the project site. Movement of these seabirds over land, both inland and seaward, usually occurs nocturnally. Hawaiian seabirds may traverse the project area at night during the breeding, nesting and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable to light attraction.

To avoid and minimize potential project impacts to seabirds, the USFWS recommended measures are included as mitigation:

- Fully shield all outdoor lights so the bulb can only be seen from below.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

Seabirds have been known to collide with fences, powerlines, and other structures near nesting colonies. To avoid and minimize the likelihood of collision, USFWS recommends the following measure as mitigation:

- Where fences extend above vegetation, integrate three strands of polytape into the fence to increase visibility.
- For powerlines, guy-wires and other cables, minimize exposure above vegetation height and vertical profile.

Endangered Hawksbill sea turtle (*Eretmochelys imbricata*):
As identified by the USFWS IPaC resource list, the Hawksbill sea turtle may be potentially affected by activities at the project site. The project site is located about 0.75 miles inland from the shoreline, with several natural (vegetation) and developed features (roads, buildings etc.) between the Kilauea Beach and the project site. It is unlikely that inland project activities would have a direct impact on this marine species or its habitat. However, land disturbance may lead to sedimentation impacts in near shore waters, which could impact habitat for these turtles. Erosion control best management practices to be adopted during project construction would be expected to avoid and minimize potential sedimentation impacts to near shore waters.

Newcomb's Snail, kāhuli (*Erinna newcombi*):
Newcomb's Snail is a threatened snail is endemic to Kauai. The snail is an obligate freshwater species with specialized habitat at the edge of streams. Several thousand individuals have been reported in the northern parts of Kaua'i, from Hanakoa and Kalalau valleys, Hinalele Falls, and in Upper Wailua/Blue Hole area. Threats to Newcomb's snail include predation by alien red-crested cardinals, impacts from climate change such as increased flooding and drier streams, new and spreading invasive species including parasites, goats, rats, marsh flies, pigs and the American bullfrog. The project site does not contain suitable habitat for Newcomb's snail, as it is highly disturbed with a history of agricultural land use and contains many introduced species and threats to Newcomb's snail. The stream bed and bank vegetation was composed of alien plant species. Based on species biology, its current distribution, combined with the disturbance and threats in the project area, it is highly unlikely that the snail occurs at the project site. Therefore, implementation of the proposed project is not likely to adversely affect this species.

Invasive Species

Construction of the proposed project may introduce or spread invasive species, causing negative ecological consequences to new areas or islands, resulting in potential impacts to fish, wildlife, and their habitat. For example, seeds of invasive plant species (e.g., Miconia) can be inadvertently transported on equipment from a previous work site to a new site where the species are not present. There are several invasive species that are widespread on other islands but not on Kaua'i (e.g., little fire ants, coqui frogs and coconut rhinocerous beetle). Best management practices shall be implemented to minimize the introduction and spread of invasive species at the project site. These best management practices may include the following:

- All construction equipment and vehicles should arrive at the work site for the first time in clean condition and free of any soil; plants or plant parts including seeds; insects including eggs; and reptiles and amphibians including their eggs. Similarly, all construction equipment and vehicles should also be cleaned after use on the project site and before leaving the site. This would be particularly important for equipment movement between the project site and the other islands.
- All materials imported to the project site, including gravel, soil, rock, and sand, should be certified weed free. Invasive species found on stockpiled materials should be removed either chemically or mechanically.
- Only weed-free seed mixtures should be used for hydroseeding and hydromulching on the project site. A qualified botanist should inspect the seeded areas a minimum of 60 days after the hydroseed/hydromulch is applied. Any species of plant other than those intended to be in the hydroseed/hydromulch should be removed. Plant species that are not known to occur on Kaua'i and those that are actively being controlled on the island should be removed.
- To the extent feasible, the project should use native plants for revegetation or landscaping purposes. Potential native plants that are ecologically suitable for landscaping at the project site include species such as koa (*Acacia koa)*, hala (*Pandanus tectorius*), hapu'u (*Cibotium menziesii*), pilo or hupilo (*Coprosma pubens*), 'ie'ie (*Freycinetia arborea*), au, pilo (*Kadua affinis*), kopiko (*Psychotria* spp.), and kōlea (*Myrsine* spp.).

- If native plants do not meet landscaping objectives, plants with a low risk of becoming invasive may be substituted. Additional information on selecting appropriate plants for landscaping can be obtained from the Plant Pono website (http://www.plant pono.org/).
- Only plants grown on Kaua'i should be used for landscaping purposes. If locally grown plants are unavailable, then imported plants may be used, but they should be thoroughly inspected or quarantined if necessary to ensure that they are free of invasive pests such as little fire ants (*Wasmannia auropunctata*), and invasive plant seeds and seedlings that could arrive inadvertently.

Critical Habitat. There is no federally delineated Critical Habitat in the project area.

Summary. Temporary effects during construction would include increased traffic, noise, and overall activity, which could result in short-term disturbances to plants and wildlife in the project vicinity. Preconstruction surveys and avoidance measures would minimize potential impacts to Hawaiian waterbirds. During construction, site-specific BMPs developed as part of the permitting process and minimization measures set forth in this section would minimize erosion and sedimentation and potential adverse effects to wildlife in the vicinity of the project site. No adverse long-term effects to biological resources would occur with implementation of minimization measures above.

3.7 HISTORIC, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

ENVIRONMENTAL SETTING

An archaeological literature review and field inspection was completed for the project site (Keala Pono Archaeological Consulting 2025a)(Appendix D). In order to assess the potential for encountering archaeological or historic resources, the archaeological survey included the following:

- Historical research to include study of archival sources, historic maps, Land Commission Awards, and previous archaeological reports to construct a history of land use and to determine if archaeological sites have been recorded on or near this property.
- Limited field inspection of the project area to identify any surface archaeological features and to investigate and assess the potential for impact to such sites.

The field inspection included a pedestrian survey over 80 percent of the project site. Based on the results of the literature review and inspection, it was determined that no historic properties exist within the project area that would be affected by the proposed action. Consultation with the Department of Land and Natural Resources-State Historic Division (SHPD) has been initiated to determine if further archaeological investigation is appropriate. If determined necessary, the report would be drafted to meet the requirements and standards of state historic preservation law, as set out in Chapter 6E of the Hawai'i Revised Statutes and the *Rules Governing Standards for Archaeological Inventory Surveys and Reports*, HAR Section 13–276. This project also requires compliance with Section 106 of the National Historic Preservation and the National Environmental Policy Act.

A Cultural Impact Assessment (CIA) was completed for the project by Keala Pono Archaeological Consulting (June 2025 (see Appendix E). The CIA has been prepared in accordance with the State of Hawai'i's environmental review process under HRS Section 343, which requires consideration of the proposed project's potential effects on cultural practices and cultural features to promote

responsible decision making. The CIA contains information gathered from archival research and consultation with community members to identify any valued historical, natural, and cultural resources or practices that may occur in the project area. These cultural practices and features may include traditional cultural properties, which are designated significant historic properties that "have an important value to the native Hawaiian people or to another ethnic group of the state due to associations with cultural practices once carried out, or still carried out, at the property or due to associations with traditional beliefs, events or oral accounts—these associations being important to the group's history and cultural identity" (HAR Sections 13-275-6 and 13-284-6).

The following sections are summarized from the archaeological literature review and CIA.

Summary of Background Research

In pre-contact times, the Nāmāhana and Kīlauea region had limited areas suitable for terracing along the streams to grow taro due to the relatively deep, narrow, and steep-walled valleys. The kula lands above the streams would have been favorable for growing sweet potatoes, though no direct evidence exists to support this. Marine resources could have been accessed at Kauapea Beach at the coast, though consistent strong trade winds and large winter swells would have been limiting factors. Several large heiau were in the general region, including human sacrificial temples, but historic land use has destroyed most, if not all, of them. No heiau have been documented in Nāmāhana (Keala Pono Archaeological Consulting 2025a).

During the Māhele, one kuleana land claim was made within Nāmāhana Ahupuaʻa. The resources listed for that claim were typical for the claims of the surrounding region and included five loʻi, four māla of noni, two orange trees, and a house site. The claim was surrendered by the tenant due to "cattle overrunning it" and the whole land division of Nāmāhana went to Mikahela Kekauʻōnohi, a high chiefess. She later exchanged Nāmāhana for lands elsewhere and the government sold it to Jules Dudoit. Ultimately, all the kula lands of Nāmāhana were converted to sugarcane fields as part of the Kilauea Sugar Plantation which operated from 1877 to 1971. During most of the historic period, the Kilauea Sugar Plantation dominated land use, economy, and the social structure of the entire region. Today, the area is still adjusting to the demise of the plantation (Keala Pono Archaeological Consulting 2025a).

Previous Archaeological Research

A single archaeological study has taken place within the current project area. The archaeological inventory survey covered most of the current project area among its 204-acre study area. Three historic-era earthen irrigation ditches associated with the Kilauea Sugar Plantation (SIHP 572) were identified, with one segment crossing through the current project area. After documentation, the site was considered "no longer significant" by the SHPD. Nearby studies have recorded historic plantation-era terraces, an alignment, and a subsurface pre-contact fire pit or imu dating to A.D. 1440–1530 (Keala Pono Archaeological Consulting 2025a).

Cultural Impact Assessment

As part of the CIA, there was attempted contact with 16 individuals who met one or more of the following criteria: 1) was referred by Keala Pono Archaeological Consulting or the project proponent; 2) had/has ties to the project area or vicinity; 3) is a known Hawaiian cultural resource person; 4) is a known Hawaiian traditional practitioner; or 5) was referred by other cultural resource professionals. Of the 16 people that were contacted, three individuals participated in formal

interviews for more in-depth contributions to the CIA. Each of the consultants are knowledgeable of the Kīlauea community, cultural resources and traditional practices and beliefs, and/or the history associated with the study area. Topics covered with the interviewees included connections to the project lands, the natural environment, land use and archaeological sites, moʻolelo, changes over time, and concerns and recommendations for the project (Keala Pono Archaeological Consulting 2025b).

IMPACTS AND MITIGATION MEASURES

The background report and field survey completed for the project identified no surface historic resources at the project site. Based on lack of findings, no further archaeological work is proposed for the project. SHPD consultation for the project has been initiated in accordance with Chapter 6E, HRS and Section 106 of the National Historic Preservation Act (NHPA).

While there is low probability of encountering archaeological sites in this area, all members of the project and construction teams should be informed of the possibility of inadvertent cultural finds, including human remains. In the event any potential historic properties are identified during construction activities, all activities should cease in that area and the SHPD should be notified pursuant to Section 13-280-3, HAR. In the unlikely event that bones are encountered that could be iwi kūpuna (Native Hawaiian ancestral remains), all earth moving activities in the area should stop, the area be cordoned off, and the SHPD notified pursuant to Section 13-300, HAR. In the event that iwi kūpuna and/or cultural finds are encountered during construction, cultural and lineal descendants of the area should be consulted to develop a reinterment plan and cultural preservation plan for proper cultural protocol, curation, and long-term maintenance. With implementation of the above conditions, no adverse effect to cultural, historic, or archaeological resources would occur.

The State of Hawaiʻi's environmental review process also requires consideration of the proposed project's potential effects on cultural practices and cultural features to promote responsible decision making (HRS Section 343). These cultural practices and features may include traditional cultural properties, which are designated significant historic properties that "have an important value to the native Hawaiian people or to another ethnic group of the state due to associations with cultural practices once carried out, or still carried out, at the property or due to associations with traditional beliefs, events or oral accounts—these associations being important to the group's history and cultural identity" (HAR Sections 13-275-6 and 13-284-6). The intent of the assessment is to "analyze the impact of a proposed action on cultural practices and features associated with the project area" (OEQC 1997).

Archival research and an ethnographic survey for the current study revealed that the project region holds natural and cultural resources, including remnants of kalo grown along the banks of Niu Stream. The interviewees mentioned harvesting wild kalo (both leaves and corms) along Niu Stream, gathering ti leaves for lūʻau, plant gathering for hula, and harvesting feathers for lei. Oli, mālama (caring for the place), and pueo ʻaumakua are currently practiced traditions as well. Stories shared indicate recovery of stream and coastal areas following harm caused during the plantation area. It was also noted that the area was likely farmed with ʻuala and kalo in the past and past habitation and human burial may have been practiced. Archaeological sites within the greater project area include historic and possibly traditional ʻauwai, Haul Cane Road, old granite marker posts, and a plantation Chinatown that may have included former rice paddies converted from older loʻi. Plantation-era

infrastructure, fisheries, and possible former heiau were also mentioned during the interviews (Keala Pono Archaeological Consulting 2025b).

The community interviewees for this project all have strong ties to the region and offered important insight into long term changes within the area. The interviewees were generally supportive of the project due to the need for affordable housing for local families. Concerns included continued access to Niu Stream, and protection of cultural resources including water and bird resources through a variety of strategies as described below. Recommendations and mitigations for this project include the following suggestions:

- incorporate cultural protocols and ceremony for the development as was done for Namahana School, such as a traditional Hawaiian blessing
- keep the housing low (no more than 3 stories) to maintain the character of Kīlauea and protect viewscapes
- consider tract type houses with bulk ordering of materials to make housing more affordable
- hire a good, reliable contractor
- prioritize affordable housing for local residents rather than developing luxury homes and golf courses
- identify future homeowners and involve them during the construction phase to ensure high quality houses
- provide open areas that can further mauka-makai connections
- be aware of fertilizer and pesticide use and protect groundwater resources
- protect, restore and provide access to Niu Stream and promote cultural stewardship of the stream
- be cognizant of pueo habitat and nesting areas
- find ways to minimize light pollution effects on native birds
- support farming opportunities within community design
- incorporate ahupua'a-based values (e.g. shared farming areas) into the town expansion design
- educate future residents about the cultural histories and practices of Kīlauea
- keep the community informed about the project and its progress through transparent communication.

The CIA concluded that there is opportunity for the proposed project to improve cultural stewardship and access to portions of Niu Stream, to ground itself within cultural protocol as was done with the traditional Hawaiian blessing at Namahana School, and to maintain bird habitat and mauka-makai viewscapes (Keala Pono Archaeological Consulting 2025b). The proposed project includes mitigation measures to minimize impacts to biological resources, and the project would create recreational park area and green space running through the site, providing a preservation buffer along Niu Stream, which would allow for continued cultural access within the area. Therefore, it is reasonable to conclude that the exercise of Native Hawaiian rights, or any ethnic group, related to gathering, access, or other customary activities within the project area would not be negatively affected, and there would be no direct adverse effect upon cultural practices or beliefs.

3.8 AIR QUALITY

ENVIRONMENTAL SETTING

Hawai‘i receives most of its precipitation during the winter months (October to April). Flooding is more likely during this wet period, and stream flows decrease during drier conditions from May to September. The temperature in the Kīlauea area ranges from 68 to 80 degrees Fahrenheit (F) and the area is located in a relatively high rainfall environment (U.S. Climate Data 2026).

In the Hawaiian Islands, the predominant wind direction is from the northeast (trade winds). As a result of the trade winds, air quality in Hawai‘i is generally very good. In 2024, there was one air monitoring station on the island of Kaua‘i. The main purpose of the monitoring station on Kaua‘i is to measure the air quality impacts from cruise ships.

The Department of Health, Clean Air Branch, monitors the ambient air in the State of Hawai‘i for various gaseous and particulate air pollutants. The U. S. EPA has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide, nitrogen dioxide, sulfur dioxide, lead, ozone, and particulate matter (PM_{10} and $PM_{2.5}$). Hawai‘i has established state ambient air standards for all these pollutants (except for $PM_{2.5}$) in addition to hydrogen sulfide, a product of volcanic emissions (CAB 2025). 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. According to the State of Hawai‘i Department of Health Annual Summary 2024 Air Quality Data, criteria pollutant levels remained below all federal and state ambient air quality standards at all monitoring stations in the state (CAB 2025).

IMPACTS AND MITIGATION MEASURES

Construction of the proposed project could result in temporary air quality effects, including exhaust emissions from construction vehicles and dust generated by short-term construction related activities. Components of construction emissions include employee trips, exhaust emissions from construction equipment, and fugitive dust emissions. Excavation and grading within the project area could generate airborne dust particulates.

Dust control measures such as watering and sprinkling will be implemented as needed to minimize wind-blown dust. To minimize construction-related exhaust emissions, project contractors will ensure that all internal combustion engines are maintained in proper working order. All construction work will be in conformance with the air pollution control standards contained in HAR Title 11, Chapter 59, “Ambient Air Quality Standards,” and Chapter 60, “Air Pollution Control,” which would minimize air quality emissions. Further, construction activities would need to adhere to County of Kaua‘i BMPs included in the “Sediment and Erosion Control Ordinance No. 808” (Kauai County Code Section 22-7, *Grading, Grubbing and Stockpiling*). BMPs may include frequent wetting of graded areas by water truck or hose; use of dust fences; stabilized construction entrances to prevent the transport of mud, dirt, rocks, etc. onto the paved roadway; temporary/permanent ground cover as soon as practical; and monitoring dust at the project boundary during construction. Implementation of these measures would minimize impacts to air quality during construction.

Operation activities resulting in air emissions include vehicular trips generated by the residential and commercial uses; area sources (architectural coating, consumer products, and landscaping); and

energy use. As discussed above in Section 3.4, the project seeks to improve pedestrian mobility and multimodal connectivity with shared use paths and internal roadways, and would be located along bus service routes. The project elements would encourage and enhance the use of multiple types of transportation to reduce vehicle miles traveled and associated air emissions. The proposed project is not anticipated to result in significant long-term or cumulative adverse air quality impacts that would interfere with the State's ability to meet federal or state air quality standards. No additional measures would be required.

During construction, some odors could result from vehicles and equipment using diesel fuels. Construction vehicles would be required to limit idling time compliant with state guidelines (HAR Section 11-60.1-34). Because the level of overall emissions would be low, and the duration of emissions would be temporary, impacts from odors released from diesel exhaust during construction would be considered less than significant.

During operation, odors could occur from operations at the WWTP. To control odors, the proposed WWTP would include tanks that would be covered to the maximum extent feasible, and foul air would be routed to a packaged biological odor control system. Further, the location of the WWTP would limit the residential neighbors to two sides, and the roadways and greenway surrounding the WWTP would provide a visual and odor buffer to adjacent uses. Due to its proximity to residential lots, odor control and noise mitigation measures are included as part of the WWTP design. Because the design and technology used in the WWTP should mitigate odors, and there would be roadway and greenway buffers between the WWTP and residences, impacts from odors from the WWTP would be considered less than significant, and no additional measures would be required.

3.9 NOISE

ENVIRONMENTAL SETTING

Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. The 0 point on the dB scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Changes of 3 dB or less are only perceptible in laboratory environments. Sound intensity is normally measured through the A-weighted sound level (dBA). This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements that better represent how humans are more sensitive to sound at night, expressed as the day-night average sound level (DNL).

HUD's goal for exterior noise levels is that they do not exceed a DNL of 55 dB, but levels of 65 dB and below are considered acceptable. For context, DNL levels of 55 or less are typical of a suburban area. DNL levels of 55 to 65 are typical of urbanized areas with high levels of street traffic. DNL levels above 65 are representative of dense urbanized areas with large highways and/or airports. The Hawai'i DOH, Community Noise Control defines maximum permissible noise levels to provide for the prevention, control, and abatement of noise pollution in the state (HAR Section 11-46). The zoning district classification and maximum permissible sound levels are outlined in HAR Section 11-46-4. The proposed project land uses fall under both the Class A (residential and public space, or

similar types of land use) and Class B (multi-family dwellings and commercial, or similar types of land use) zoning district category. The maximum permissible noise level in a Class A zoning district is 55 dBA at the property line during daytime and 45 dBA during nighttime, and 60 dBA at the property line during daytime and 50 dBA during nighttime for Class B zoning district (HAR section 11-46-4). Kaua'i County noise standards focus on unreasonable noise, prohibiting sounds audible from 30 feet away in public areas (Kaua'i County Code Section 22-14.1).

The project site is located adjacent to the existing Kīlauea Town Center, an area of developed residential and commercial uses to the south and east, and agricultural and rural uses to the north and west. Surrounding noise levels in the vicinity of the project site are considered low to moderate, depending on location within the site. The main source of noise at the project site is traffic on Kūhiō Highway at the southwestern boundary of the site. No industrial noise sources are in the vicinity of the proposed project site. Persons potentially sensitive to noise in the project vicinity include residents of homes to the east and south of the project site.

IMPACTS AND MITIGATION MEASURES

Noise impacts from a project can be categorized as those resulting from construction and those from operational activities. Construction noise would have a short-term effect; operational noise would continue throughout the lifetime of the project. Implementation of the proposed affordable housing project would temporarily increase noise levels during construction. Noise from construction activities is regulated under HAR Section 11-46, Community Noise Control. Typical ranges of construction equipment noise vary between 70 and 95 dBA. Therefore, earthmoving activities could temporarily increase noise levels during construction above maximum allowable limits that would impact nearby existing public uses.

A Community Noise Permit for construction activities may be required by the State DOH. Prior to construction, consultation with the State DOH will occur to determine permitting requirements and if any noise reduction measures are necessary. Examples of noise reduction measures include temporary noise barriers or time of day usage limits for certain types of construction activities. Construction will be confined to 7 a.m. to 6 p.m., Monday through Friday, and 9 a.m. to 6 p.m. on Saturday. No construction activities exceeding maximum allowable noise levels will occur on Sundays and holidays without prior notice. Construction activities will comply with HAR Chapter 11-46, "Community Noise Control."

Additional vehicle trips from the proposed residential development would result in limited increased long-term vehicular traffic noise impacts to the project area that would not exceed typical suburban noise levels. Commercial and live-work spaces would be situated near the existing Kīlauea Town core (post office and shopping center), and the stream and greenspace would serve as buffers between commercial/live-work areas and single-family homes. Adherence with State and County standards for noise would minimize unreasonable noise impacts, and no long-term or cumulative adverse effects due to noise are anticipated with implementation of the proposed action.

3.10 VISUAL AND SCENIC RESOURCES

ENVIRONMENTAL SETTING

Visual and scenic resources in Hawai'i include panoramic views and vistas (e.g. coastlines, canyons, and mountains), landmarks, and landscape features such as exceptional trees and open space areas. The Kaua'i County General Plan contains Heritage Resource Maps that identify important natural, scenic, and historic features on the island. As depicted in the North Shore Heritage Resource Map (Kaua'i County General Plan Figure 5-14), the project site is not located next to any state or national historic site, cultural feature, or other noted scenic resource.

The project site consists of undeveloped vacant land overgrown with vegetation. The project site is generally level to slightly sloping, limiting internal views on the project site, with potential distant mountain views. Existing elevations on the project site range from 290 feet MSL to 325 feet MSL, with a gulch along Niu Stream. The areas to the south and east of the project site are considerably developed with urban land uses of the town of Kīlauea, including single-family homes and commercial uses, while areas to the north and west are predominantly agricultural. Views into the project site tend to be short-range and inhibited by intervening vegetation, though activities on the site are potentially visible by residents of the surrounding homes (especially those immediately to the east), patrons of nearby commercial uses, or motorists on Kūhiō Highway and a section of Kolo Road.

IMPACTS AND MITIGATION MEASURES

Implementation of the proposed project would change the visual character of the project site from an undeveloped area to a residential and mixed-use development, along with internal roadways and greenspace. However, the proposed development would appear similar to existing developed uses of Kīlauea Town. The project would be consistent with the Kaua'i County General Plan vision where rural character and natural landscapes are preserved through compact, walkable communities (Kauai County 2018).

The 2006 Kīlauea Town Plan identifies a preference for plantation-era architectural styles to preserve the existing character of the community. As the project advances into the vertical construction phase, additional community outreach would be conducted to solicit public input prior to the completion of architectural design. Architectural design for the proposed project would consider plantation-era architectural styles while incorporating modern construction techniques and materials. The project would comply with height and development limits set forth in the Kaua'i County Zoning Code. Landscaping for the project would emphasize the use of native plant and tree species to the extent practicable. While the County of Kaua'i does not have a comprehensive lighting ordinance, mitigation measures included in this EA would require fully shielding all outdoor lights and automatic sensors on the lights to avoid impacts to seabirds. These measures would minimize light pollution and trespass from the proposed project and impacts to the night sky.

Internal to the project site, the proposed WWTP would be very visible to the community, as it is along the highway and main road into the community. However, the proposed location of the WWTP on the project site limits the residential neighbors to two sides, and the roadways and greenway surrounding the WWTP would provide a visual and odor buffer to adjacent uses. To

further minimize visual impacts from the WWTP, it could be screened with tall native vegetation, such as keeping the existing palm trees and limiting the height of structures by partially burying tanks.

Compliance with County standards and mitigation included in this EA would minimize impacts to visual and scenic resources. No long-term or cumulative adverse effects to scenic resources are anticipated with implementation of the proposed action.

3.11 SOCIAL AND ECONOMIC CHARACTERISTICS

ENVIRONMENTAL SETTING

In both urban and rural areas, the County of Kauaʻi has relatively low population density, and an overall population of 73,298 persons in 2020. The County of Kauaʻi population accounts for approximately 5-6 percent of the state's total population. In 2020, the population in Kilauea (Census Designated Place (CDP)) included an estimated 3,014 persons. From 2010 to 2020, there was a 7.5 percent increase in population for the area, similar to the overall state of Hawaiʻi increase of 7 percent (Census 2020).

In 2023, the median income in the Kilauea CDP was $86,765, with a 60.7 percent employment rate. Approximately 16.9 percent of people in the Kilauea CDP would be considered in poverty, compared to 10 percent in the state.

IMPACTS AND MITIGATION MEASURES

The proposed project would generate short-term economic benefits with construction-related jobs and expenditures. The project would provide approximately 0.7 acres of commercial space and associated economic activity, along with live-work space that would allow for business opportunities for future residents and long-term economic benefits.

Implementation of the proposed action would not displace any residents or businesses since construction would occur within an existing vacant site. The proposed project would increase the housing stock on Kauaʻi with the construction of approximately 310 housing units, including a mixture of single-family and multi-family units, more than 50 percent of which will be affordable to households earning 140 percent or less than the area median income. The most recent 2024 Hawaiʻi Housing Planning Study estimates that Kauaʻi County will need 4,914 additional housing units to meet demand by 2027.

The proposed improvements would provide needed affordable housing and create both direct and indirect employment and business opportunities for Kauaʻi residents and an expanded tax base for the county and state. The proposed project is anticipated to have a beneficial impact on the social and economic characteristics of the area, and no mitigation would be necessary.

3.12 UTILITIES AND INFRASTRUCTURE

ENVIRONMENTAL SETTING

The project site is currently vacant with no existing active uses. There is no existing urban infrastructure at the project site.

The County of Kauaʻi, Department of Water manages water resources and distribution systems for the project area. The project site is in the Kīlauea-Waipake-Kalihiwai water service area, which includes Kīlauea Town and several non-contiguous agricultural subdivisions that extend toward the mountains or the coast on either side of Kūhiō Highway. To provide water to the Kīlauea Water System, the County pumps water from existing wells into the distribution system of pipelines or to storage in the five water storage tanks in the service area.

As there is no regional wastewater treatment system, Kīlauea Town currently relies on individual septic systems and numerous cesspools for wastewater disposal. As identified in the Kauaʻi County General Plan, "[f]or future growth to occur [in Kīlauea], a regional wastewater treatment solution will have to be developed" (Kauaʻi County 2018).

Solid waste service in the project area is provided by the County of Kauaʻi Solid Waste Division. The County offers a variety of solid waste services that include landfill, greenwaste diversion, refuse collections, refuse transfer stations, and recycling and waste management programs.

Electrical service to the area is available and provided by the Kauai Island Utility Cooperative. Telephone and internet service is provided by Hawaiian Telcom and Spectrum. There are existing overhead distribution lines along Kūhiō Highway and Kīlauea Road.

IMPACTS AND MITIGATION MEASURES

The Kauaʻi Water Use and Development Plan (2024) includes an assessment of the sustainable yield of the aquifer in relation to current and future water demands. The Plan states that even with full buildout of development allowed by the General Plan and County Zoning through 2035, groundwater use in the Kīlauea aquifer system area would be sustainable (Kauaʻi County DOW 2024). However, the DOW determined that the area's water system needed greater storage capacity to address future projected water use and hazard response (Kauaʻi County DOW 2024a). The County is currently planning the construction of a new potable water storage tank in the project vicinity, with construction anticipated in late 2026, along with the development of a new drinking water well. These planned water system improvements would ensure a reliable and continuous supply of potable water to the project area, and completion is anticipated to coincide with Phase I of the proposed project. With the addition of these facilities, the potable water system is anticipated to have sufficient capacity to serve the proposed development.

The proposed project would include construction of a modular WWTP within the area designated for Public Use at the proposed intersection of Ala Nāmāhana Parkway and Kūhiō Highway. The capacity of the WWTP would be phased into operation as development progresses. Phase I would allow for a total average flow of 0.1 mgd, which would meet the proposed project's wastewater treatment capacity need of 100,000 gpd. Phase II would provide a total average flow of 0.4 mgd. See Figure 13 for the WWTP conceptual facility layout for the AGS design. Underground cables would

be extended from existing distribution lines along Kūhiō Highway and Kīlauea Road to the proposed project for the provision of electrical, telephone, and internet service.

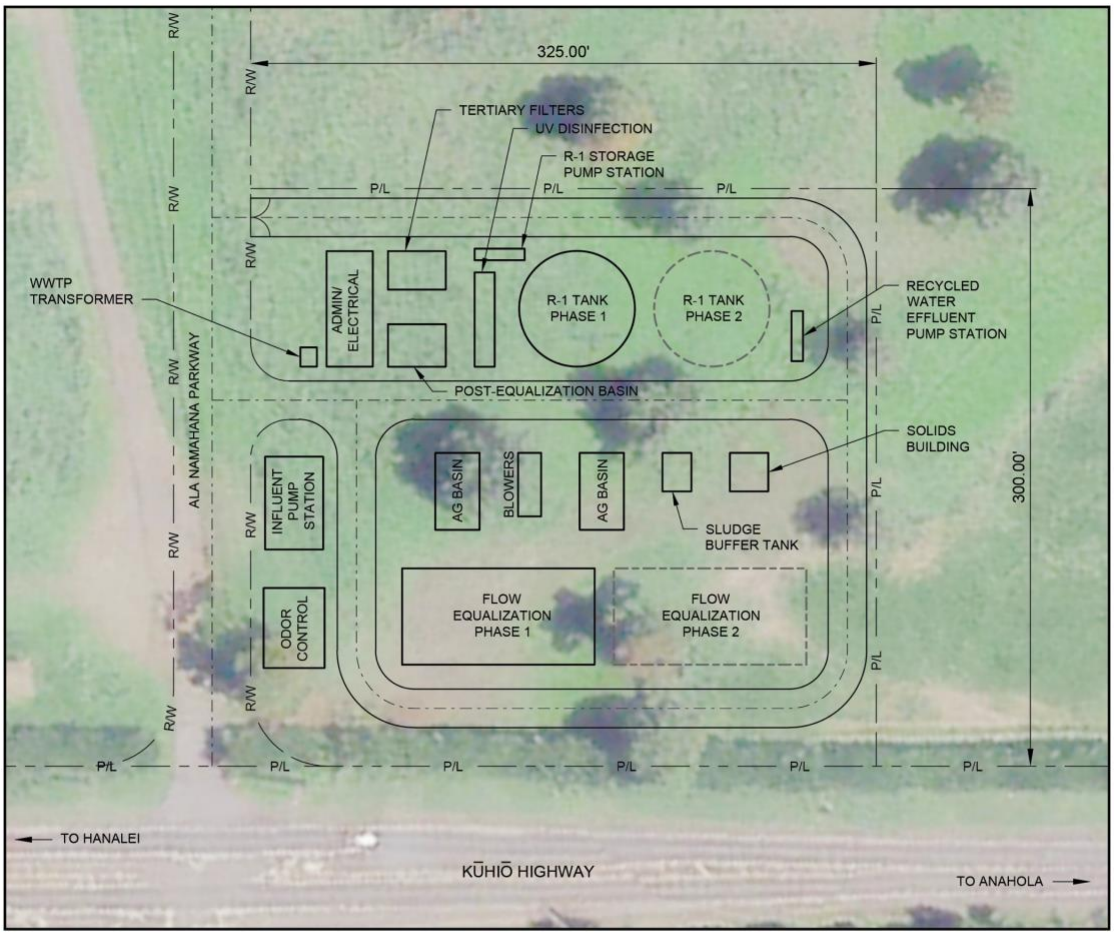


Figure 13
Kīlauea Wastewater Treatment Plant –
Conceptual Facility Layout (AGS)

Sources: Kennedy Jenks/Aqua Engineers. Kilauea Wastewater Treatment Plant Feasibility Study. October 2025. Not to scale.

Residential and commercial solid waste service would be provided by the County of Kaua'i Solid Waste Division in accordance with current collection policies. These services include waste minimization components that would be available to the proposed residential and commercial uses, including the Greenwaste Diversion Program, and the Recycling and Waste Management Programs. The proposed project is expected to result in less than significant long-term impacts on the county solid collection system and landfill.

Coordination and permitting from Kaua'i County regulatory agencies and utility and service providers would be completed during the design and construction phases of the project. Because all utility use would comply with applicable Kaua'i County codes and regulations, no significant adverse long-term or cumulative impacts on existing utility services or infrastructure are anticipated.

3.13 PUBLIC FACILITIES AND SERVICES

ENVIRONMENTAL SETTING

The project site is within a fully developed urban area currently provided with all urban services. Public services available within the project area include police, fire, library, schools, and park services.

Schools – The project area is served by Kīlauea Elementary School, Namahana School (ultimately serving grades 7 – 12), Kapa'a Middle School, and Kapa'a High School. The Kilauea Elementary School is about 1,000 feet south of the southernmost boundary of the project site, and Namahana School parcel is located directly adjacent north of the project site.

Parks – Recreation resources in the project area include the Kīlauea Neighborhood Park, approximately 1,000 feet to the east, and the Anaina Hou Community Park, located on the south approach of the intersection of Kūhiō Highway/Anaina Hou Community Park Driveway.

Emergency Services – The Kaua'i Police Department serves as the primary law enforcement agency for the entire island of Kaua'i. The Kaua'i Fire Department protects life and preserves property from all hazards and enhances the environment of the County of Kaua'i. The nearest fire and police stations are in Hanalei. Medical services for residents and workers on the North Shore of Kaua'i are provided by the Fire Department Hawai'i State Department of Health Emergency Medical Services staff and ambulance services. The nearest hospitals are Samuel Mahelona Memorial Hospital in Kapa'a and Wilcox Medical Center in Līhu'e.

IMPACTS AND MITIGATION MEASURES

There would be additional use of schools, parks, and other public facilities and services at buildout of the project site.

Schools – Kīlauea Elementary School and the site of Namahana School (currently operated at a temporary site) are both located within walking or biking distance of the proposed affordable housing project. The proposed housing project would result in new students in the area and demand for school services. However, the proposed residential uses were planned for in the Kaua'i County General Plan.

Parks - The proposed project would allow for the construction of up to 310 housing units on the project site. This would represent an increased demand for neighborhood or regional parks or other recreational facilities. As described above, there are several existing open space areas and parks near the project area. In addition, the proposed project includes approximately 10.3 acres of recreational park area and green space running through the site. The Niu Stream greenway would provide a substantial park area for recreational use, and there would be shared use walking and biking paths throughout the development. The area bordering the backyards of the existing homes along Kaikala Street is designated as a greenbelt and multi-use path. The maintenance of the green areas, including the park and swales, would be the responsibility of the County of Kauai and/or willing community stewards. While the Niu Stream greenspace would require regular maintenance, it is envisioned as a "natural" space rather than a highly manicured park. Once fully developed, the Namahana School would also offer recreational fields and resources to the community. These proposed areas, along

with existing park resources in Kīlauea Town, would sufficiently serve the recreational needs of the proposed affordable housing development. No significant adverse impacts to recreation are identified to occur with implementation of the proposed project, and no mitigation would be necessary.

Emergency Services – Since the proposed project would be located adjacent to the existing Kīlauea Town center, it would not represent a significant impact to existing fire and law enforcement services. The project site is in an area of low fire hazard risk as identified on the General Plan hazard map, and the proposed project development would be built in compliance with fire protection standards, including the installation of fire hydrants and smoke alarms. There may be an increase in service at the project area associated with calls to the proposed development. However, the proposed residential uses were planned for in the Kaua'i County General Plan.

Summary. While implementation of the proposed housing and mixed-use development would result in the need for increased levels of public services, the proposed project is within the scope of development anticipated by the County of Kaua'i. Because the project does not envision a significant intensification of land use from that designated under the General Plan, no major new service systems are necessary to serve proposed uses on the site. The proposed affordable housing and mixed-use development is expected to have no negative long-term impact on public services.

For information regarding storm drainage, see Section 3.2, *Hydrology and Water Quality*.

3.14 TRAFFIC AND TRANSPORTATION

A Traffic Impact Analysis Report (TIAR), *Kilauea Housing Project*, was completed for the project by Austin, Tsutsumi & Associates, Inc. in October 2025 (see Appendix F). The Traffic Impact Analysis Report addresses the following:

- Determine existing traffic operating conditions at key intersections during the weekday morning (AM), afternoon (PM), and Saturday midday (SAT) peak hours of traffic within the study area.
- Determine traffic projections for the Base Year 2037 (without the project), including traffic generated by other known developments in the vicinity of the project in addition to an ambient growth rate. These other known developments are projects that are currently under construction or known new/future developments that are anticipated to affect traffic demand and operations within the study area.
- Determine the amount of traffic generated by the proposed project and assign the new traffic to streets and intersections within the circulation system.
- Determine traffic projections for the Future Year 2037 (with the project), which includes the Base Year 2037 traffic volumes in addition to traffic volumes generated by the project.
- Determine whether the addition of new traffic would adversely affect traffic operations at the identified intersections for both Base Year and Future Year 2037 traffic conditions, and include recommendations to minimize adverse impacts.

ENVIRONMENTAL SETTING

Existing Facilities and Services

The following includes a brief description of existing roadways in the project area.

Kuhio Highway is generally an east-west, two-way, two-lane undivided State highway with a posted speed limit of 35 miles per hour (mph) within the project vicinity. Kuhio Highway serves as the primary route providing regional connectivity on Kauai from Hanalei to Lihue.

Kilauea Road is generally a north-south, two-way, two-lane undivided county roadway which begins to the south at its intersection with Kolo Road and terminates to the north near the Kilauea Lighthouse Trail. The posted speed limit along this roadway is 25 mph.

Kolo Road is generally an east-west, two-way, two-lane undivided county roadway which begins to the west at its intersection with Kuhio Highway and terminates to the east past its intersection with Ihope Place. The posted speed limit along this roadway is 25 mph.

Ala Namahana Parkway is generally an east-west, two-way, two-lane undivided county roadway which begins to the east at its intersection with Kilauea Road and terminates to the west past the Kilauea Post Office. The posted speed limit along this roadway is 25 mph.

Oka Street is generally an east-west, two-way, two-lane undivided county roadway which begins to the west at its intersection with Kilauea Road and terminates to the east past its intersection with Waipua Street. The posted speed limit along this roadway is 25 mph.

Kaikala Street is generally a north-south, two-way, two-lane undivided county roadway which begins to the south near the Shared Blessings Thrift Shop and terminates to the north at its intersection with Kilauea Road. The posted speed limit along this roadway is 15 mph.

Koma Street is generally an east-west, two-way, two-lane undivided county roadway which begins to the west at its intersection with Kaikala Street and terminates to the east at its intersection with Kilauea Road. There is no posted speed limit along this roadway according to the latest Google Earth imagery.

Lokela Street is generally an east-west, two-way, two-lane undivided county roadway which begins to the west at its intersection with Kilauea Road and terminates to the east at its intersection with Aalona Street. The posted speed limit along this roadway is 15 mph.

Pukalani Place is generally a north-south, two-way, two-lane undivided county roadway which connects to Kolo Road and terminates to the south in a cul-de-sac. There is no posted speed limit along this roadway according to the latest Google Earth imagery.

Malulani Street is generally a north-south, two-way, two-lane undivided county roadway which connects to Kolo Road and terminates to the south in a cul-de-sac. The posted speed limit along this roadway is 15 mph.

Liliuokalani Street is generally a north-south, two-way, two-lane undivided county roadway which begins to the south at its intersection with Kolo Road and terminates to the north at its intersection with Kuke Street. The posted speed limit along this roadway is 25 mph.

Hookui Road is generally a north-south, two-way, two-lane undivided county roadway which begins to the south at its intersection with Kuhio Highway and terminates to the north past its intersection with Hookui Place. There is no posted speed limit along this roadway according to the latest Google Earth imagery.

Project area intersections included in the traffic study are:

- Kilauea Road/Ala Namahana Parkway (Unsignalized)
- Kilauea Road/Oka Street (Unsignalized)
- Kilauea Road/Kaikala Street (Unsignalized)
- Kilauea Road/Koma Street (Unsignalized)
- Kilauea Road/Lokela Street (Unsignalized)
- Kilauea Road/Kolo Road (Unsignalized)
- Kuhio Highway/Anaina Hou Community Park (Unsignalized)
- Kuhio Highway/Kolo Road (Unsignalized)
- Kuhio Highway/Hookui Road (Unsignalized)
- Kolo Road/Hookui Road (Unsignalized)
- Kolo Road/Liliuokalani Street (Unsignalized)
- Kolo Road/Malulani Street (Unsignalized)
- Kolo Road/Pukalani Place (Unsignalized)
- Kolo Road/Gas Station Driveway (Unsignalized)

Pedestrian facilities are provided along the following roadways in the project vicinity:

- Sidewalks are provided along the west side of Kīlauea Road between Kolo Road and Titcomb Street.
- Sidewalks are provided along the north side of Kolo Road between Kīlauea Road and Kīlauea Elementary School.
- Sidewalks are provided along both sides of Ala Namahana Parkway.

Bicycle facilities are provided along the following roadways in the project vicinity:

- Bicycle lanes are provided along both sides of Ala Namahana Parkway.
- A two-way shared use path is provided along Kamalii Street which connects to Kīlauea Elementary School.

As part of the Kilauea Point National Wildlife Refuge (KPNWR) Access Improvements project, sidewalks are planned to be installed on both sides of Kīlauea Road from Kūhiō Highway to the KPNWR Overlook. Existing bicycle and pedestrian facilities are shown in Figure 3.1 of the TIAR.

- The Kauai Bus provides nine (9) fixed routes generally operating between 5:00 AM and 11:00 PM, depending on the route. There are six (6) mainline routes that run along the perimeter of Kaua'i from Kekaha to Hanalei and three (3) shuttle service routes that provide local service within their respective communities. All routes run seven (7) days a week including most holidays. Bus Routes 400/500 provide service through the project area, connecting Hanalei and the Lihue Mainline.

Additionally, Paratransit Service is available to be reserved by qualified individuals and operates at the same times as the fixed route service. Existing transit facilities are shown in Figure 3.1 of the TIAR.

Existing Traffic Volumes

The hourly traffic volume data used in the TIAR was collected on Thursday, September 14, 2023 and Saturday, September 16, 2023. Traffic count data was collected prior to the start of construction at the Kuhio Highway/Kolo Road roundabout. Based on the traffic count data, the weekday AM, weekday PM, and weekend SAT peak hours of traffic were determined to occur between 7:30 AM – 8:30 AM, 3:15 PM – 4:15 PM, and 11:30 AM – 12:30 PM, respectively.

Existing Intersection Analysis

The Level of Service (LOS) methodology was employed for the traffic study, which is a qualitative measurement method used to describe the conditions of traffic flow at intersections, with values ranging from free-flow conditions at LOS A to congested conditions at LOS F. The traffic study determined that all movements at the study intersections operate at LOS D or better during the AM, PM, and SAT peak hours of traffic except for the following movements:

Kuhio Highway & Anaina Hou Community Park

- The northbound left-turn movement operates at LOS E during the SAT peak hour of traffic.

Kuhio Highway & Kolo Road

- The northbound approach operates at LOS E during the AM and SAT peak hour of traffic.
- The southbound approach operates at LOS F and undercapacity conditions during the AM and SAT peak hours of traffic, and at LOS F and overcapacity conditions during the PM peak hour of traffic.

Kuhio Highway & Hookui Road

- The southbound left-turn movement operates at LOS E during the PM peak hour of traffic. Based on observations at this intersection, vehicle platooning in both directions of travel led to frequent gaps in traffic along Kuhio Highway, and thus, one or more vehicles at a time were able to complete the southbound left-turn movement with little to no delay. In general, queuing and delay along Hookui Road was relatively minor for majority of the PM peak hour of traffic.

IMPACTS AND MITIGATION MEASURES

The proposed project would result in the development of primarily residential uses with some areas reserved for commercial use, County use (including a wastewater treatment plant), and green areas. The residential developments include 136 single-family units, 130 multi-family units, 36 cottage court duplex units, and 8 live/work units. The Ala Nāmāhana Parkway would be a two-way, two-lane roadway that would include a new connection to Kūhiō Highway at the Anaina Hou Community Park driveway intersection, which would be converted into a single-lane roundabout. The proposed roadway cross-section would include two 10-foot travel lanes and 5-foot bike lanes on both sides of the road, along with a 10-foot shared use path (see section options N-1 and N-2 on

Figure 5). The primary access roadway within the project bisects several of the planned residential areas and would be used by both vehicles and pedestrians for travel within the project site. The project would include two (2) access roundabouts off Ala Nāmāhana Parkway. The cross-section R-1 for this road includes parallel parking and sidewalks along both sides of the road, as well as building setbacks for the adjacent residential buildings (see Figure 6).

The proposed project would include additional bus stops along Ala Nāmāhana Parkway. Three potential bus stops include: 1) near the intersection of Nāmāhana Parkway and Kīlauea Road in front of the veterinary clinic; 2) fronting the Live Work area and the Namahana School site; and 3) near the intersection of Nāmāhana Parkway and the access road running through the interior of the proposed housing project next to the area designated for multi-family housing.

Base Year 2037 Traffic Conditions

The year 2037 was selected to reflect the project completion year. The Base Year 2037 scenario represents the traffic conditions within the study area without the project. Traffic projections were formulated by applying a defacto growth rate to the traffic count volumes as well as trips generated by known future developments in the vicinity of the project. Trips to/from the following developments were included in the Base Year traffic forecasts:

- Kauhalu O Nāmāhana – includes 11 single-family affordable housing units across from the Kīlauea Post Office.
- Namahana School – at full buildout, will include a charter school for grades 7-12 on a parcel adjacent to the Kauhalu O Nāmāhana development. The school would serve a total of 360 students.

The following roadway improvements were included as part of the Base Year 2037 roadway network:

- Ala Nāmāhana Parkway Extension connecting Kīlauea Road directly to Kūhiō Highway
- Roundabout at Ala Nāmāhana Parkway Extension and Kūhiō Highway (included in the 2025 Hawaii Statewide Transportation Improvement Program)
- Roundabout at Kūhiō Highway/Kolo Road (completed in late 2025)
- Project access roundabouts (two project access roundabouts, one of which is anticipated to be the primary access point for Namahana School).

With the construction of the roundabouts mentioned above, several minor-street movements which were previously operating at LOS E or worse at these intersections are no longer expected to have operational issues. At the other study intersections, all movements during all peak hours of traffic are expected to continue operating similarly to existing conditions with no worsening of LOS E or F or overcapacity conditions. Notably, the new roundabout at Kūhiō Highway/Ala Nāmāhana Parkway extension is anticipated to balance the existing traffic at Kūhiō Highway/Kolo Road as it would provide another controlled entry point to the Kīlauea area.

Future Year 2037 Conditions

The project would generate an estimated 235(334)[308] trips during the AM(PM)[SAT] peak hours. With the added project trips, all movements at all study intersections are anticipated to operate similarly to Base Year 2037 conditions across all peak hours, with no worsening of LOS E or F or

overcapacity conditions. The construction of the previously mentioned roundabouts is expected to provide sufficient capacity for the additional project trips to the roadway network. For a discussion of the technical aspects of the TIAR and data supporting its conclusions, please refer to Appendix F.

Conclusion

As noted above, implementation of the proposed project would increase traffic volumes on adjacent streets and at nearby intersections. However, construction of the roundabouts is anticipated to improve safety and traffic conditions, and all movements at all study intersections are anticipated to operate similarly to Base Year 2037 conditions (without the project). Therefore, the proposed project-generated traffic is not anticipated to create significant adverse impacts to traffic patterns at or surrounding the project site. With respect to transit and bicycle facilities, the project would improve pedestrian mobility and multimodal connectivity with shared use paths and internal roadways, and would be located along bus service routes.

Construction operations would result in short-term increases in traffic on project area roadways. Construction worker vehicles would likely park on the project site staging area. However, this short-term increase in roadway use would not significantly impact traffic flow. For the proposed roundabout improvements at Kūhiō Highway, permits would be required from the State DOT, including Permit to Perform Work Upon State Highways (HRS Chapter 264) and Permit to Operate or Transport Oversize and/or Overweight Vehicles and Loads Over State Highways (HRS Chapter 291, Section 36). Should any underground or overhead power lines and utility pipelines within the state highway ROW be required, then Permit for the Occupancy and Use of State Highways (HRS Chapter 264) would be required. In addition, the proposed roadway design would conform to the "Standard Details for Public Works Construction September 1984, City and County of Honolulu, and the Counties of Kauaʻi, Maui and Hawaiʻi" and "County of Kauaʻi Street Design Manual, October 30, 2018". Compliance with County and State regulations and permit requirements would ensure safe conditions for all roadway users during construction and following project implementation, and no adverse effects would occur as a result of the project.

3.15 RELATIONSHIP TO ENVIRONMENTAL REGULATIONS AND CONFORMANCE WITH STATE AND LOCAL PLANS, POLICIES, AND LAND USE CONTROLS

State and county policy, and land use and community plans and controls are established to address the long-term physical, social, economic, and environmental needs in Hawaiʻi. This section summarizes the relationship of relevant plans and policies to the proposed action, including federal regulations and environmental review procedures.

FEDERAL REGULATIONS

National Historic Preservation Act

The National Historic Preservation Act of 1966, as amended (16 USC 470), recognizes the Nation's historic heritage, and establishes a national policy for the preservation of historic properties as well as the National Register of Historic Places. Section 106 of the NHPA requires federal agencies to consider the effects of federal undertakings on historic properties. The Section 106 process, as defined in 36 CFR part 800, provides for the identification and evaluation of historic properties, for determining the effects of undertakings on such properties, and for developing ways to resolve

adverse effects through the process of consultation. The Section 106 process has been initiated for the proposed project.

Coastal Zone Management Act of 1972

The purpose of the Coastal Zone Management Act (CZMA) of 1972, as amended (16 USC 1451 *et seq.*), is to encourage states to manage and conserve coastal areas as a unique, irreplaceable resource. Federal agency activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner that is consistent to the maximum extent practicable with the enforceable policies of approved state management programs. HRS Chapter 205A implements this program for the State of Hawai'i, and Kaua'i County's Special Management Area (SMA) regulations under HRS Chapter 205A, as described below.

Endangered Species Act

The Endangered Species Act (ESA) (6 USC §1531 *et seq.*) establishes a process for identifying and listing species. It requires all federal agencies to carry out programs for the conservation of federally listed endangered and threatened plants and animals, and prohibits actions by federal agencies that may adversely affect listed species or adversely modify designated critical habitat without formal consultation with the U.S. Fish and Wildlife Service or the National Oceanographic and Atmospheric Administration (NOAA). Section 7 of this Act specifies the consultation program conducted with these federal agencies. The Section 7 process has been initiated for the proposed project.

Clean Water Act

The Clean Water Act (CWA) of 1972 is the primary federal law that protects the nation's waters, including lakes, rivers and coastal areas. The primary objective of the CWA is to restore and maintain the integrity of the nation's waters. Section 401 of the CWA requires a Water Quality Certification (WQC) be obtained from the state (or territory) for actions that require a federal permit to conduct an activity, construction or operation that may result in a discharge into waters of the United States. The State of Hawai'i Department of Health, Clean Water Branch (DOH-CWB) implements this program issuing WQC permits for activities affecting jurisdictional waters.

Section 402 of the CWA establishes a NPDES general permit process for point and non-point source discharges such as storm water discharges associated with construction activities. Such a permit would be required if construction activities disturb a land area of one acre or more and discharge storm water from the construction site to waters of the U.S. The DOH-CWB implements this NPDES for the State.

Section 404 of the CWA requires a permit for the discharge of dredged or fill material into a wetland, navigable water, or jurisdictional waters of the United States. The U.S. Army Corps of Engineers (USACE) issues a permit under these regulations.

Executive Order 11988 Floodplain Management (as amended by Executive Order 13690, February 4, 2015), as implemented in HUD regulations at 24 CFR part 55

Executive Order 11988 requires federal agencies to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of flood plains. It also

requires agencies to avoid direct and indirect support of floodplain development wherever there is a practicable alternative. The proposed project is not located within a floodplain.

Executive Order 11990 Protection of Wetlands, as implemented in HUD regulations at 24 CFR part 55

Executive Order 11990 was issued to minimize the destruction, loss, or degradation of wetlands, and to preserve and enhance the natural and beneficial values of wetlands. This Order requires federal agencies, in their planning actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. The Niu Stream is classified as Riverine habitat. As discussed in Section 3.2, *Hydrology and Water Quality*, culverts will be placed at the Ala Nāmāhana roadway stream crossing to channel stream and stormwater flows from one side to the other, and would be subject to Section 404 requirements.

Executive Order 12898 Environmental Justice

Executive Order 12898 (Environmental Justice) issued in 1994 is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Federal agencies need to identify and address disproportionately high and adverse environmental effects from an action on minority and low-income populations.

STATE OF HAWAIʻI

Hawaii State Planning Act, Hawai'i Revised Statutes Chapter 226

The Hawaii State Planning Act (HRS Chapter 226, as amended) is a broad policy document that forms a basis for all activities, programs, and decisions made by local and state agencies. The Act sets forth the Hawaii State Plan, which is a long-range comprehensive plan that identifies the goals, objectives, policies, and priorities for the State, and provides a basis for determining priorities and allocating limited resources. The objectives and policies focus on general topic areas, including population, economy, physical environment, facility systems, and socio-cultural advancement. Applicable policies of HRS Chapter 226 to the proposed project are discussed below.

§226-5: Population

> *(2) Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.*
> *(3) Promote increased opportunities for Hawaii's people to pursue their socio-economic aspirations throughout the islands.*

§226-6: Economy—in general

> *(9) Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.*
> *(14) Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.*
> *(19) Promote and protect intangible resources in Hawaii, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.*

Discussion: The proposed affordable housing and mixed-use project would provide an opportunity for employment and economic stimulus during the construction phase of the project. In addition,

the proposed commercial and live-work areas would provide economic opportunities for Kīlauea area residents, and allow residents to live close to jobs and other essential services. The proposed project would also provide a community housing resource that would engender aloha spirit within the community.

§226-9 Economy—federal expenditures.

(3) Promote the development of federally supported activities in Hawaii that respect statewide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawaii's environment.

Discussion: The development of the proposed affordable housing project will likely be supported by federal HUD funds. There is a pressing affordable housing shortage in Kauaʻi County, particularly in communities like Kīlauea, and the federal investment would result in increased affordable housing to the local community.

§226-11: Physical environment—land-based, shoreline, and marine resources

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

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

§226-13: Physical environment—land, air, and water quality

(3) Promote effective measures to achieve desired quality in Hawaii's surface, ground, and coastal waters.

(4) Encourage actions to maintain or improve aural and air quality levels.

(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other hazards.

(6) Encourage design and construction practices that enhance the physical qualities of Hawaii's communities.

Discussion: Development of the proposed project would be implemented in accordance with County and state regulations to minimize impacts to land, air, and water resources, including BMPs to be implemented during project construction to minimize erosion and potential impacts to water quality and wildlife. An Archaeological Inventory Survey and Cultural Impact Assessment were completed to ensure no adverse impacts to historic and cultural resources. Measures have been included in Section 3.6, *Biological Resources,* to minimize potential impacts to protected wildlife species that may occur on the project site. As described in Section 3.3, *Natural Hazards and Climate Change*, of this EA, implementation of the proposed project would not result in increased flooding or hazards from flooding in surrounding areas.

§226-15: Facility Systems—solid and liquid wastes

(1)Encourage the adequate development of sewerage facilities that complement planned growth.

§226-16: Facility systems—water.

(1) Coordinate development of land use activities with existing and potential water supply.

(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.

Discussion: The County is currently planning the construction of a new potable water storage tank in the project vicinity, along with the development of a new drinking water well, to ensure a reliable and continuous supply of potable water to the project area. With the addition of these facilities, the

potable water system is anticipated to have sufficient capacity to serve the proposed development. The project also includes construction of a WWTP to serve the proposed housing. The primary method of effluent disposal at the WWTP would involve treatment to R-1 quality standards, allowing for reuse and land application to nearby agricultural fields.

§226-17: Facility Systems—transportation

(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter.

(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment.

(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation.

Discussion: The proposed project is a residential and mixed-use project located adjacent to the existing Kīlauea town center. The project seeks to improve pedestrian mobility and multimodal connectivity with shared use paths and internal roadways, and would be located along bus service routes. The project would include extension of the Ala Nāmāhana Parkway to create a new entry roadway, connecting Kūhio Highway with the Kīlauea Town core. An interior road through the project site would enhance connectivity within the development, promoting walking and biking along with the shared use paths throughout the site.

§226-19: Socio-cultural advancement—housing

(1) Effectively accommodate the housing needs of Hawaii's people.

(2) Stimulate and promote feasible approaches that increase affordable rental and for sale housing choices for extremely low-, very low-, lower-, moderate-, and above moderate-income households.

(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.

(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.

Discussion: The proposed project is an affordable housing and mixed-use project that would offer much needed housing units located in a central location close to jobs, public transportation, schools and other essential services. The project site has been identified as the logical town expansion area in Kīlauea as far back as the County of Kaua'i 2000 General Plan, the 2006 Kīlauea Town Plan, and the updated 2018 General Plan.

§226-27: Socio-cultural advancement—government

(2) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.

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

Discussion: The KCHA has coordinated the planning process for the project and has provided multiple opportunities for public participation. Four separate community meetings were held in the community to inform residents about the design progress and to gather feedback on the concept plan to ensure the development aligns with community needs and expectations.

State of Hawai'i, Land Use Commission – State Land Use Districts

HRS Chapter 205 establishes four major land use districts in which all lands in the State are placed. These districts include urban, rural, agricultural, and conservation. The project site is located within the Agricultural District and the Urban District (see Figure 14). Agricultural districts include activities such as farming and cultivation of crops, among other uses (HRS Section 205-2(d)). Urban districts include activities or uses as provided by ordinances or regulations of the county within which the urban district is situated (HRS Section 205-2(b)).

In the case of the Kīlauea Town Expansion project, the project site is designated for Neighborhood General and Neighborhood Center in the Kaua'i County 2018 General Plan (see discussion below). The proposed project would result in the construction of residential and commercial uses, which would not conflict with the land uses identified by the County for the project site. However, the proposed urban uses would conflict with the portion of the project site with an Agricultural District designation.

The proposed project would require reclassification of a portion of the project site from the State Agricultural District to the Urban District. For the parcels proposed for residential and mixed-use development, approximately 37.2 acres are currently in the Agricultural District, and 10.5 acres are in the Urban District (see Table 4 and Figure 14).

Table 4. State Land Use District Designations of Project Parcels

TMK	Total Acreage	Agricultural District (Acres)	Urban District (Acres)	Proposed Use
(4) 5-2-005:024	23.5	23	0.5	Housing Development
(4) 5-2-005:054	24.2	14.2	10	Housing Development
(4) 5-2-005:058 (ROW)	4.9	1.1	3.8	Ala Nāmāhana Parkway
(4) 5-2-005:059 (por.)(ROW)	1.1	1.1	0	Nāmāhana Path
(4) 5-2-023:031 (por.)(ROW)	1.2	0.45	0.75	Ala Nāmāhana Parkway
(4) 5-2-017:028 (por.)	0.2	0	0.2	Kūhiō Hwy Roundabout

Note: TMK = Tax Map Key; ROW = Right-of-Way
Source: County of Kaua'i GIS 2025.

To reclassify land in Hawai'i from agricultural to urban, a State Land Use District Boundary Amendment is required for projects over 15 acres. Expedited DBAs are obtained by petition to the Land Use Commission under the HRS 201H-38 Affordable Housing process. In accordance with the 201H statute, the LUC has 45 days to decide to approve, approve with modification, or disapprove a DBA. Following reclassification of the project site to the Urban District, the proposed project would be considered consistent with State Land Use District designations.

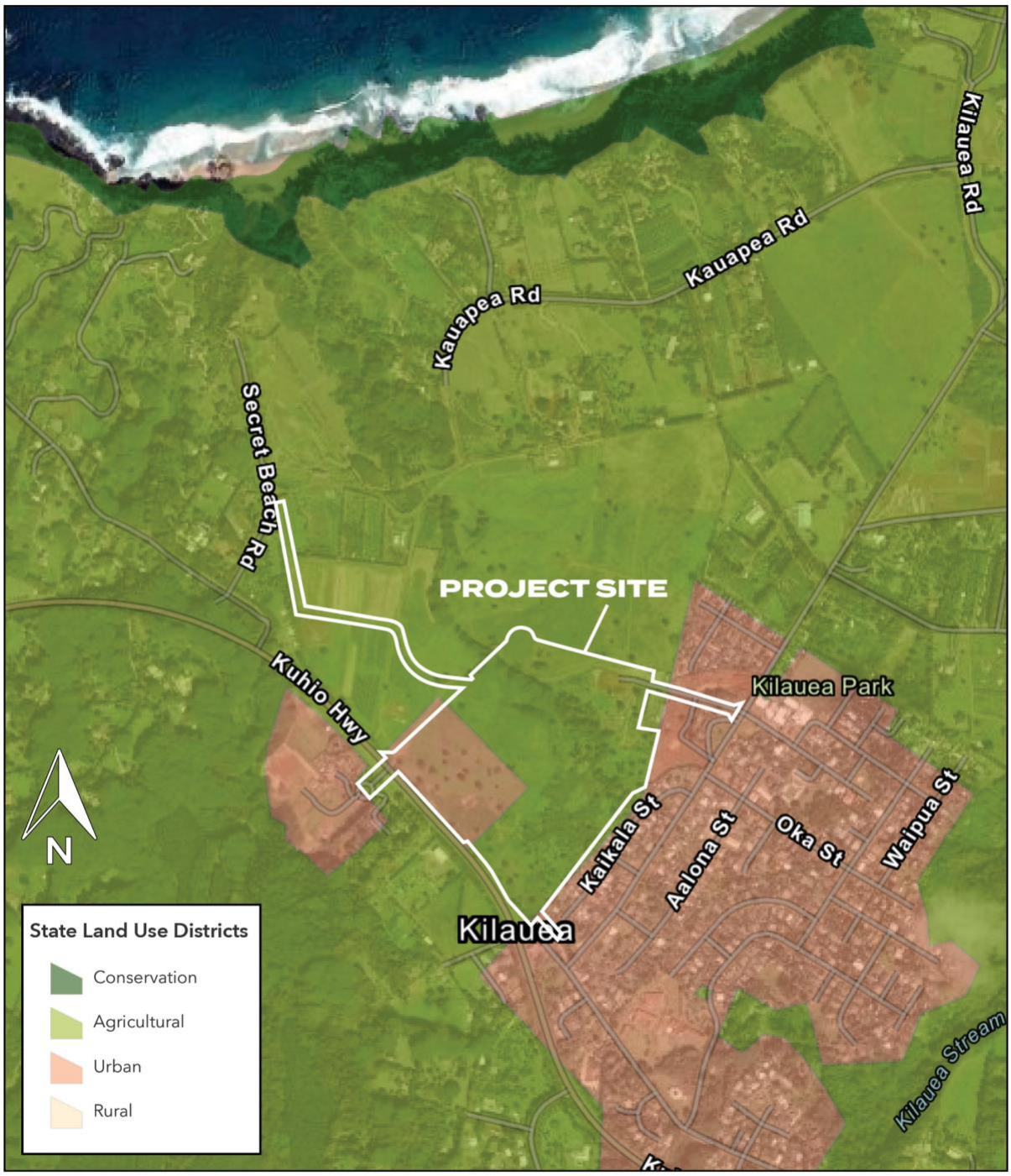


Figure 14
State Land Use District Map

Sources: Hawaii Statewide GIS Program. State Land Use Districts.
Published February 7, 2014. Data Updated September 4, 2024. Not to scale.

Kilauea Town EXPANSION

Coastal Zone Management Program

In October 1972, Congress passed the Coastal Zone Management Act for the purpose of establishing a national program for the management, beneficial use, protection, and development of land and water resources of the coastal areas of the United States. The Hawai'i Coastal Zone Management (CZM) Program (HRS Chapter 205A) was promulgated in 1977 in response to the Federal Coastal Zone Management Act of 1972. The objectives and policies of the CZM Program are to provide recreational resources; protect historic, scenic, and coastal ecosystem resources; provide economic uses; reduce coastal hazards; and manage development in the coastal zone. All lands in the State of Hawai'i are located within the coastal CZM area.

Consultation with the State of Hawai'i Office of Planning will occur during the permitting process with the U.S. Army Corps of Engineers for CZM federal consistency review.

Special Management Area Designation and Shoreline Setback Rules

The CZM Program outlines controls and policies within an area along the shoreline called the Special Management Area (SMA). The objectives of the SMA are "the maintenance, restoration, and enhancement of the overall quality of the coastal zone environment, including, but not limited to, its amenities and aesthetic values, and to provide adequate public access to publicly owned or used beaches, recreation areas and national reserves." The purpose of the SMA Permit is to regulate any use, activity or operation that qualifies as a "development" and is administered at the County level – the permit is a management tool to ensure activities within the SMA are carried out in compliance with the CZM objectives and policies, and SMA guidelines.

The project site is not within the SMA designation, and a SMA permit would not be required (see Figure 15). The proposed project would not conflict with HRS Chapter 205A objectives and policies since it is not located on the shoreline or within the SMA.

Hawai'i Revised Statutes Chapter 201H

HRS Section 201H-38 was enacted to provide a process designed to help streamline the construction of affordable housing by offering exemptions from certain state and county regulations related to planning, zoning, and construction standards that do not negatively affect the health and safety of the general public. Typical exemptions include zoning district requirements, parking requirements, and subdivision requirements. The KCHA administers the 201H process for Kaua'i County. Affordable housing projects that have at least 50 percent plus one unit of the project units affordable to households earning 140 percent or less of the AMI for both for-sale and rental projects are eligible to use the 201H process.

In 2023, Governor Josh Green issued a series of Emergency Proclamations aimed to prioritize and accelerate the development of affordable housing units in the State. However, the initial proclamations were ruled invalid by the Hawaii Supreme Court in September 2025. The court's decision effectively nullified the parts of the 2023 emergency proclamations that overstepped the Governor's authority, such as the suspension of State and county laws related to permitting, environmental reviews, zoning, and historic preservation. Despite the legal setback, the state legislature passed several housing regulatory and zoning reforms in subsequent sessions, which cut red tape and aimed to increase affordable housing inventory. Hawaii's approach to the housing crisis has shifted away from using emergency executive powers and is now more focused on legislative action and working with county governments.

12/19/2025

Special Management Areas (SMA) - Special Management Areas

1:30,605

0 0.23 0.45 0.9 mi

0 0.38 0.75 1.5 km

Figure 15
Special Management Area Map

Sources: Hawaii Statewide GIS Program. Special Management Areas (SMA). Published February 7, 2014. Data Updated September 4, 2024.

Kilauea Town EXPANSION

Hawai'i 2050 Sustainability Plan

The Hawai'i 2050 Sustainability Plan was prepared to serve as the state's sustainability and climate strategic action plan pursuant to HRS 226-65. The 2050 Plan includes goals and recommended sustainability and climate change actions for 2020–2030. The following is a discussion of the project's consistency with the pertinent strategies and recommended actions identified in the 2050 Plan:

Strategy 12: Continue to invest in the deployment of clean energy technologies to reduce reliance on fossil fuels.
Strategy 13: Expand the adoption of zero emission vehicles
Strategy 14: Promote alternative modes of transportation
Strategy 21: Advance smart growth initiatives and multimodal transportation systems
Strategy 23: Integrate sustainable design principles into new and existing buildings
Strategy 25: Continue to improve economic and social sustainability of individuals through access to affordable housing
Strategy 31: Improve water quality through reduced pollution and dumping
Strategy 32: Support water reuse strategies to conserve water.

Discussion: The project would focus new housing and commercial development adjacent to the established Kīlauea Town Center, delivering approximately 310 dwelling units alongside neighborhood-serving commercial space. In accordance with HRS Chapter 201H, over 50 percent of the residences would be designated as affordable for households earning no more than 140 percent of the area median income. By pairing infrastructure improvements with employment-oriented commercial uses, the project would support local economic activity and workforce stability.

Circulation within the site would emphasize pedestrian and multimodal movement, with a network of shared-use paths, interconnected internal streets, and access to existing transit service. Together, these design elements would reduce reliance on private vehicles and strengthen connectivity within the town.

Sustainability and energy-related features are addressed in Section 3.4, *Climate Change and Sea Level Rise*. All buildings would be designed to meet County energy efficiency requirements, and multi-family structures would incorporate electric vehicle charging infrastructure and photovoltaic systems where feasible. Electrical systems in single-family homes would be configured to support future EV charger installation. The project would also incorporate water-efficient fixtures and Energy Star appliances, and would endeavor to meet LEED Silver standards or higher.

The project includes a wastewater treatment system that would minimize impacts to water quality and would conserve water by reusing treated wastewater. Instead of relying on smaller individual wastewater systems that are currently used in Kīlauea Town, the proposed project would provide a centralized WWTP system that would minimize the overall environmental footprint of wastewater treatment. Treated effluent from the WWTP would be reused for irrigation in surrounding agricultural lands and landscaped areas.

COUNTY LAND USE PLANS AND POLICIES

Kaua'i County General Plan and Zoning Ordinance

The *Kaua'i Kākou - Kaua'i County General Plan* (2018) is a long-range, generalized planning policy document to guide the following 20 years of development of the County. It serves as a basis for an implementation program to effectuate desired changes and improvements in the social, economic, and environmental atmosphere of the County. The General Plan is based on the community's vision and goals for Kaua'i's future: that Kaua'i will be a sustainable island, a unique and beautiful place, a healthy and resilient people, and an equitable place with opportunity for all.

The General Plan covers six planning districts on the Island of Kaua'i: North Shore, East Kaua'i, Līhu'e, South Kaua'i, Hanapēpē-'Ele'ele, and Waimea-Kekaha. The North Shore Land Use Map shows the General Plan land use designation for the project site as Neighborhood General and Neighborhood Center (see Figure 16). As described in the 2018 General Plan, the Neighborhood Center designation is focused on historic town cores and corresponds to existing or future areas appropriate for accommodating infill development and growth. Centers consist of a mixed-use core with a cluster of retail and service activity, civic spaces and primary destinations, along with residential uses. This core area can support an interconnected network of streets and blocks that encourage multimodal transportation access. The Neighborhood General Designation applies to the walkshed surrounding Neighborhood Centers. This designation is intended for medium intensity mixed-use environments that support the town core with housing, services, parks, civic/institutional, home occupation, and commercial uses. With these designations, the 2018 General Plan identifies the project area as an expanded Kīlauea town center and neighborhood to accommodate growth.

In general, the proposed would be consistent with the goals and policies of the General Plan.

General Plan Section 1.4 includes the following policies to guide future growth that are relevant to the proposed project:

- Policy #1: Manage Growth to Preserve Rural Character
- Policy #2: Provide Affordable Housing While Facilitating a Diversity of Privately Developed Housing for Local Families
- Policy #3: Recognize the Identity of Kaua'i's Individual Towns and Districts
- Policy #4: Design Healthy and Complete Neighborhoods
- Policy #5: Make Strategic Infrastructure Investments
- Policy #6: Reduce the Cost of Living
- Policy #7: Build a Balanced Multimodal Transportation System
- Policy #10: Help Business Thrive
- Policy #14: Prepare for Climate Change.

General Plan Section 2.1 includes the following Future Land Use Objectives relevant to the project:

1. To accommodate Kaua'i's projected population growth and housing needs.
3. To protect rural character by ensuring new growth is designed to be compact and focused around existing town centers.
4. To manage land use and development in a manner that respects the unique character of a place.
6. To increase overall community health through design that supports safe and accessible parks, streets, and other shared spaces.

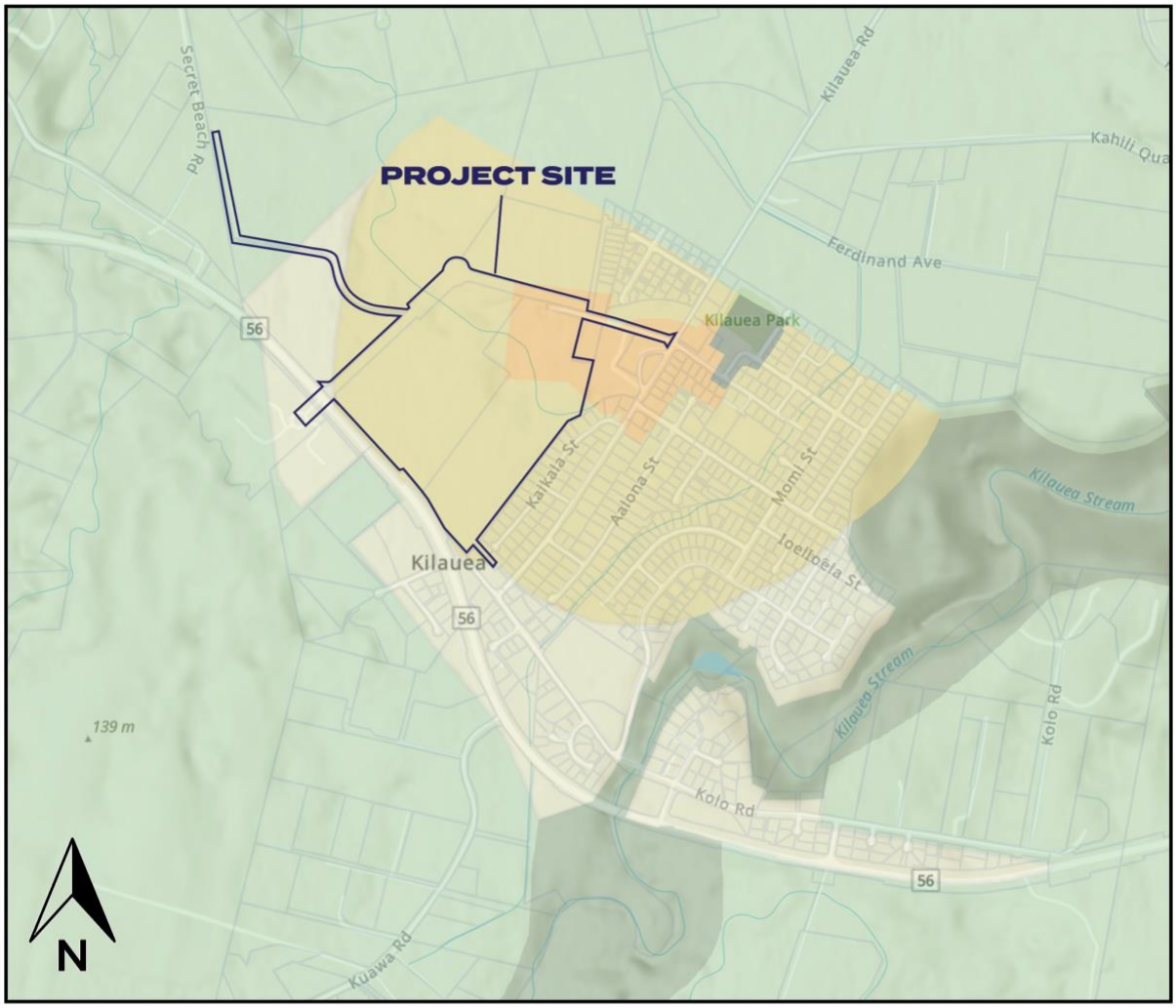


Figure 16
General Plan Land Use Designation

Sources: Hawaii Statewide GIS Program. General Plan (County of Kauai). Published November 27, 2018. Data Updated November 18, 2021.

Kilauea Town EXPANSION

Discussion: The proposed project aligns with the General Plan's policies and objectives by constructing an affordable housing and mixed-use development as an extension of the existing Kīlauea town center. The project includes shared use walking and biking paths, extension of the Ala Nāmāhana Parkway to create a new town entry roadway, and interior roadways to enhance connectivity within the development and the town of Kīlauea. As an affordable housing project, the cost of living for Kauaʻi residents would be reduced by providing reduced-cost housing on the North Shore. The proposed housing project would result in new construction jobs, in addition to opportunities for new business in the live-work units and commercial space. Further, the project is sited in a location away from the shoreline where climate change impacts are generally less severe.

Specific to the project area, General Plan Section 2.4.6 North Shore includes guidance for community planning in the North Shore, including Hanalei, Kīlauea, and Princeville. The following goals and actions were identified as preliminary in the General Plan and have informed the community planning process for the proposed project.

IV. GOAL: Provide for modest growth of Kīlauea Town with improvements to accommodate resident needs.
   A. Expand the town center to provide for resident needs.
      1. Ensure there is an adequate neighborhood-serving commercial space.
      2. Provide additional housing in the areas designated Neighborhood General and Neighborhood Center. Prioritize the water and wastewater infrastructure improvements needed for this to occur. With public and private partners, build a sewage treatment system to accommodate commercial, industrial, and residential units, and replace aging cesspools and better protect the environment.
      3. Create a new road connection from the Town Center to Kūhiō Highway. The road will provide a route for visitor traffic to the lighthouse, serve as a gateway to Kīlauea, and provide a backbone for new residential development.
      4. Support community-driven revitalization efforts and programs.
      5. Continue to work with the U.S. Fish and Wildlife Service to address the need for traffic reduction in Kīlauea Town and at the Refuge by establishing visitor parking area(s) and a shuttle service.
      6. Include buildings that accommodate live/work arrangements in the Town Center.
      7. Incorporate industrial-zoned lands into the new Town Center for production-oriented businesses.
      8. Obtain land to expand the Kīlauea County ballpark.
   B. Improve pedestrian mobility and multimodal connectivity.
      1. Improve sidewalk, path, and trail connections between the Town Center, agricultural center, and beaches.
      2. Improve safe access and visibility along Kūhiō Highway utilizing roundabouts and other traffic calming measures and gateway features.
      3. Support a coordinated shuttle service for the North Shore and provide park-and-ride locations and shuttle stops in Kīlauea Town.
      4. Enable a "park once and walk" environment in the town center by integrating parking and transit.

Discussion: Like much of the North Shore, Kīlauea residents seek to balance the need for neighborhood growth with the preservation of its local natural environment, especially considering significant tourist demand on the region (Kauaʻi County 2018). While not all the above actions are

included as part of the project, as discussed above, the proposed town expansion includes features that are consistent with the goals to provide for modest growth of the town center to meet resident needs and improve pedestrian mobility and multimodal connectivity. The new Kūhiō Highway entry road would provide a safe walkway and bike path and would be the preferred route for getting to the Kīlauea Point National Wildlife Refuge. Further, the project includes a modular WWTP to accommodate the proposed residential and commercial uses, which would be phased into operation as development progresses. The proposed project would benefit the people of Kīlauea by fulfilling an urgent need for affordable housing, while maintaining the qualities of development identified in the General Plan of a pedestrian-friendly town that remains rural in character by building within the vicinity of an established residential and commercial community.

County of Kaua'i Zoning Designation

The County of Kaua'i land use ordinance, or zoning code (Kaua'i County Code Chapter 8), regulates land use and overall future development on Kaua'i Island within the framework of the Kaua'i County General Plan.[16] The project site is zoned Agricultural (A), with a small portion zoned R-6: Residential (see Figure 17). As set forth by the Zoning Code, "[t]he Agriculture District establishes means by which land needs for existing and potential agriculture can be both protected and accommodated, while providing the opportunity for a wider range of the population to become involved in agriculture by allowing the creation of a reasonable supply of various sized parcels" (Kaua'i County Code Section 8-8.1). The project site would need to be rezoned for higher-intensity use. As an affordable housing project, it is anticipated that rezoning of the project site would be streamlined via HRS Section 201H-38.

Kīlauea Town Plan

The Kīlauea Town Plan, adopted in 2006 as an amendment to the 2000 Kaua'i General Plan, seeks to provide guidance in the implementation of the 2000 General Plan vision for growth in Kīlauea. The community outreach completed for the updated 2018 Kaua'i General Plan found that much of the information included in the Kīlauea Town Plan remains valid and should continue through the 20-year planning horizon.

The Plan identified the need for affordable housing and community opportunities, such as alternative transit and shared use paths, and the availability of well-paying jobs and stores and shops. The shortage of vacant land supply in the Urban District has impeded growth in Kīlauea, and the residential development that has occurred outside of town on agricultural land as "gentleman estates" has only worsened the affordable housing problem. The project site was identified as the Town expansion area, with a new road to provide a safer entry to town and divert the through traffic to Kīlauea Point. The proposed project aligns with the vision for modest growth identified over 20 years ago in the 2000 General Plan, the 2006 Kīlauea Town Plan, and the updated 2018 General Plan discussed above.

[16] Because building height and parking requirements are not environmental topics within the purview of HEPA, the evaluation of land use and planning consistency does not consider these regulations. The proposed project would be required to adhere to Kauai'i County Code Chapter 8 development standards.

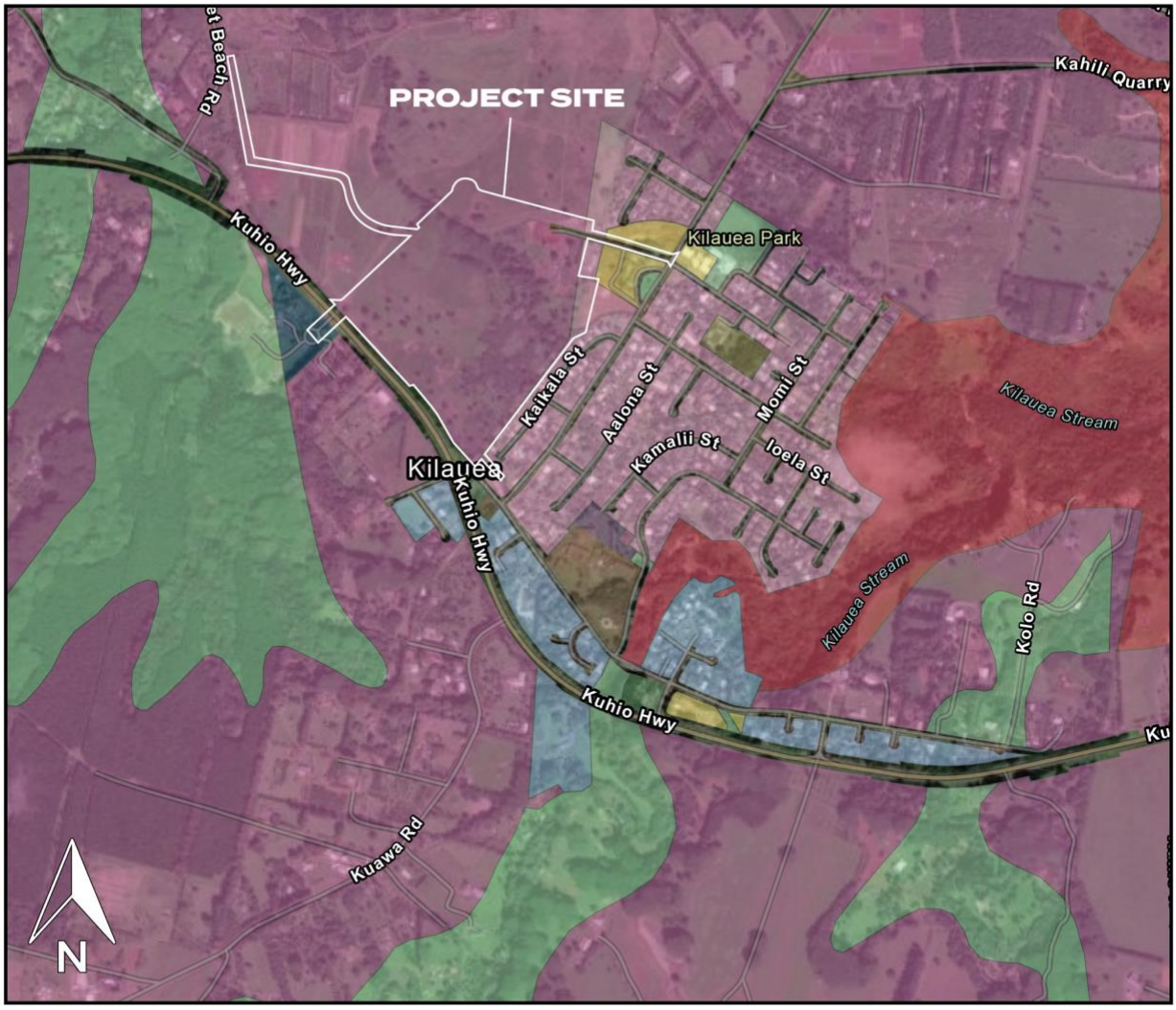


Figure 17
County of Kaua'i Zoning Designation

Sources: Hawaii Statewide GIS Program. Zoning (County of Kauai). Published September 28, 2023. Data Updated September 4, 2024.

Kilauea Town EXPANSION

4 FINDINGS AND DETERMINATION

As set forth in HAR Section 11-200.1-12, in considering the significance of potential environmental effects, an agency must "consider every phase of a proposed action, the expected consequences, both primary and secondary, and the cumulative as well as the short-term and long-term effects of the action." The proposed action is not expected to have a significant effect on the environment. The recommended preliminary determination for the Kīlauea Town Expansion project is a Finding of No Significant Impact. The findings supporting this determination are discussed below.

(1) Involves an irrevocable commitment to loss or destruction of any natural or cultural resource.

The project site is an overgrown, vacant lot that has been altered by previous activities. Based on the studies completed, there are no known significant natural or cultural resources that would be destroyed with implementation of the project. Recommendations included as part of the Cultural Impact Assessment would potentially improve cultural stewardship and access to portions of Niu Stream.

(2) Curtails the range of beneficial uses of the environment.

The proposed improvements would not curtail the range of beneficial uses at the project site. The project site is currently vacant and underutilized, and the proposed project would increase the range of beneficial uses of the environment by providing much needed affordable housing to the area.

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

The proposed project is consistent with the environmental goals, policies, and guidelines established in HRS Chapter 344. The following guidelines (HRS Section 344-4) from the State Environmental Policy apply to the proposed project:

(3) Flora and fauna.

(A) Protect endangered species of indigenous plants and animals and introduce new plants or animals only upon assurance of negligible ecological hazard;
(B) Foster the planting of native as well as other trees, shrubs, and flowering plants compatible to the enhancement of our environment.

(4) Parks, recreation, and open space.

(A) Establish, preserve and maintain scenic, historic, cultural, park and recreation areas, including the shorelines, for public recreational, educational, and scientific uses;

The proposed project would provide a planned community of affordable housing, community-serving amenities, and related infrastructure improvements.

(4) Substantially affects the economic or social welfare of the community or state.

The proposed action would have a short-term positive effect on the economic welfare of the island resulting from hiring construction workers. The proposed action would have a substantial long-term effect on the economic and social welfare of the community by providing much needed affordable housing.

(5) Substantially affects public health.

The project would not substantially affect public health as discussed in various sections of this document. Construction activities may temporarily increase fugitive dust and noise levels in the project vicinity. Short-term construction-related effects would be minimized by complying with pertinent state or county regulations, and conditions of permits required. Further, these impacts would cease upon completion of construction. The proposed project would have a beneficial effect on public health by providing multi-use paths and greenspace that would encourage walking and biking and overall health and fitness.

(6) Involves substantial secondary impacts, such as population changes or effects on public facilities.

There is currently a shortage of affordable housing for the existing county population. The proposed project would provide for a need of the existing population, and it is anticipated that the existing population would apply for and use the resources of the affordable housing project. In addition, the project includes construction of a WWTP, which would result in a beneficial impact to wastewater services.

(7) Involves a substantial degradation of environmental quality.

There would be no long-term, adverse environmental impacts associated with the proposed action. Construction activities may temporarily increase dust and noise in the project vicinity. However, these impacts would cease upon completion of construction. The proposed project will also include site-specific BMPs to minimize erosion and sedimentation effects to water quality. Additional mitigation measures included in Chapter 3 would minimize potential construction and operation-related impacts.

(8) Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.

Cumulative impacts are typically defined as the effects on the environment that result from the incremental impact of a project when added to past, present, and reasonably foreseeable future actions. The proposed project is an affordable housing and mixed-use project that would offer much needed housing units located in a central location close to jobs, public transportation, schools, and other essential services. The project site has been identified as the logical town expansion area in Kīlauea as far back as the County of Kauaʻi 2000 General Plan, the 2006 Kīlauea Town Plan, and the updated 2018 General Plan. The proposed Kīlauea Town Expansion project would not have significant cumulative impacts on the surrounding environment. The project would not require off-site infrastructure improvements, nor does it commit to larger actions.

(9) Substantially affects a rare, threatened, or endangered species, or its habitat.

During construction, site-specific BMPs developed as part of the permitting process would minimize erosion and sedimentation and potential adverse effects to wildlife in the vicinity of the project site. With implementation of mitigation included in Section 3.6, *Biological Resources*, of this EA, the proposed project is not anticipated to result in substantial adverse effects to rare, threated, or endangered species, or critical habitat.

(10) Detrimentally affects air or water quality or ambient noise levels.

Construction activities would have a short-term effect on air quality, water quality, and ambient noise levels. Mitigation included in Chapter 3 would minimize these potential impacts. Construction activities would also be subject to applicable state and county regulations and permit conditions. With these measures in place, the project would not detrimentally affect air or water quality, or ambient noise levels in the project area.

(11) Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters.

The project site is not located within an environmentally sensitive area as set forth in Section 3.3, *Natural Hazards*, of this EA. Prior to the initiation of construction, the County would review proposed grading and construction plans for consistency with County requirements and good engineering practice, which would minimize damage during tropical storm, hurricane, or strong wind events, and earthquake events.

(12) Substantially affects scenic vistas and viewplanes identified in County or state plans or studies.

The proposed project would not obstruct views from any recognized view corridor or scenic roadway as discussed in Section 3.10, *Visual and Scenic Resources.*

(13) Requires substantial energy consumption.

There would be energy consumption associated with construction and operation of the proposed project. The project includes energy use and efficiency measures that would reduce overall energy use from the project. The amount of energy that would be consumed with project implementation is not considered substantial.

5 INDIVIDUALS, COMMUNITY GROUPS, AND AGENCIES CONSULTED

5.1 EARLY CONSULTATION

Early consultation was conducted from October 2025 to December 2025, prior to preparation of the Draft EA for the proposed project. This is part of the scoping process for the Draft EA, and is intended to identify environmental issues and concerns to be addressed in the Draft EA. The following agencies, organizations, and individuals were sent a preliminary project description for comments or questions. *Those that provided written comments (either by hard copy or electronically) are highlighted in italics.* All comments collected during early consultation were incorporated into the Draft EA analysis, as applicable. Copies of the written comments are included in Appendix A.

FEDERAL AGENCIES

*U.S. Fish and Wildlife Service **

Department of Army Corps of Engineers

Environmental Protection Agency

STATE AGENCIES

*Land Use Commission **

Department of Health, Environmental Health Administration

*Hawai'i State Energy Office **

*Department of Transportation **

Department of Business, Economic Development and Tourism – Office of Planning

*Office of Planning & Sustainable Development **

University of Hawai'i Water Resources Research Center

Office of Hawaiian Affairs

Department of Hawaiian Home Lands

Department of Land and Natural Resources – Division of Aquatic Resources

*Department of Land and Natural Resources – Engineering Division **

Department of Land and Natural Resources – Office of Conservation and Coastal Lands

Department of Land and Natural Resources - Historic Preservation Division

COUNTY OF KAUA'I

Department of Environmental Management

Planning Department

Fire Department

Department of Parks and Recreation

Police Department

*Department of Public Works **

Department of Research and Development

Department of Water Supply

ELECTED OFFICIALS

County Council Representative

COMMUNITY

Kīlauea Neighborhood Board

*Lorraine Newman **

From June 2024 to July 2025, four separate community meetings were held at the Anaina Hou Community Pavilion to inform residents about the design progress and to gather feedback on the concept plan to ensure the development aligns with community needs and expectations. There were representatives present from the KCHA, in addition to engineering and environmental consultants.

[ADD AGENCY PARTICIPATION]

5.2 ENVIRONMENTAL ASSESSMENT PREPARATION

This Draft Environmental Assessment was prepared for KCHA by Kahewai Environmental LLC and RJ Environmental Planning, with assistance from Bow Engineering & Development, Inc. The following consultants were involved in the preparation of this document:

William F. Bow, Principal Investigator / Kahewai Environmental LLC

Raadha M. B. Jacobstein, Lead Planner, RJ Environmental Planning

Bob Klousner, Technical Editor, RJ Environmental Planning

Mary Wilson, Production Editor, RJ Environmental Planning

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DAR. See Hawai‘i, State of, Division of Aquatic Resources.

DBEDT. See Hawai‘i, State of, Department of Business, Economic Development & Tourism.

DLNR. See Department of Land and Natural Resources.

DOH. See Hawai‘i, State of, Department of Health.

DOH CWB. See Hawai‘i, State of, Department of Health, Clean Water Branch.

DOW. See Kaua‘i, County of, Department of Water.

FEMA. See United States Federal Emergency Management Agency.

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APPENDIX A

Early Consultation Comment Letters

APPENDIX A

EARLY CONSULTATION COMMENT LETTERS

Early consultation is considered an important part of the environmental review process – the goal is the gathering of information, data, and public concerns. A preliminary description of the project was circulated to agencies and individuals in October 2025, and phone consultations were conducted with permitting agencies as necessary. This Draft EA has incorporated additional information in response to early consultation comments.

Letters were received from the following agencies:

FEDERAL AGENCIES	
U.S. Fish and Wildlife Service	November 21, 2025
STATE AGENCIES	
Land Use Commission	October 16, 2025
Hawai'i State Energy Office	November 13, 2025
Department of Transportation	November 5, 2025
Office of Planning & Sustainable Development	November 6, 2025
Department of Land and Natural Resources – Engineering Division	November 10, 2025
COUNTY OF KAUA'I	
Department of Public Works	November 28, 2025
COMMUNITY	
Lorraine Newman	November 17, 2025

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:
2026-0018666-S7-001

November 21, 2025

Mr. Adam Roversi
Director
Kaua‘i County Housing Agency
4444 Rice Street, Suite 330
Lihue, Hawai‘i, 96766

Subject: Technical Assistance for the Proposed Kīlauea Town Expansion Project, 201H Affordable Housing, Scoping and Early Consultation, Kaua‘i

Dear Mr. Roversi:

The U.S. Fish and Wildlife Service (Service) received your letter and enclosures on November 17, 2025, requesting early consultation for the prepartion of an Envionmental Assessment in accordance with Hawai‘i Revised Statutes (HRS) Chapter 343 for the Kaua‘i County Housing Agency’s proposal to construct an affordable housing project west of the Kīlauea town in the Nāmāhana Ahupua‘a, Hanalei District on the Island of Kaua‘i. The project will construct approximately 310 residential units (single-family, multi-family, duplex, and live-work units) on currently vacant land and would be designed with roadways, park and green space, bike and pedestrian paths, and a wastewater treatment plant. The Service offers the following comments to assist you in your planning process so that impacts to trust resources can be avoided through site preparation, construction, and operation. Our comments are provided under the authorities of Endangered Species Act of 1973 (ESA), as amended (16 U.S.C 1531 *et seq*.).

Our data indicate the following species are known to occur or transit through the vicinity of the proposed project area: endangered ‘ua‘u (Hawaiian petrel, *Pterodroma sandwichensis*), endangered Hawai‘i Distinct Population Segment (DPS) of the ‘akē‘akē (band-rumped storm petrel, *Hydrobates castro*), threatened ‘a‘o (Newell’s shearwater, *Puffinus newelli*) (hereafter collectively referred to as Hawaiian seabirds); endangered ae‘o (Hawaiian stilt, *Himantopus mexicanus knudseni*), endangered ‘alae ke‘oke‘o (Hawaiian coot, *Fulica alai*), endangered ‘alae ‘ula (Hawaiian gallinule, *Gallinula galeata sandvicensis*), endangered koloa (Hawaiian duck, *Anas wyvilliana*) (hereafter collectively referred to as Hawaiian waterbirds); threatened nēnē (Hawaiian goose, *Branta sandvicensis*); and endangered ‘ōpe‘ape‘a (Hawaiian hoary bat, *Lasiurus cinereus semotus*). There is no designated critical habitat within the vicinity of the

project area. The Service recommends the following measures to avoid and minimize project impacts to the above listed species.

Hawaiian seabirds
Hawaiian seabirds may traverse the project area at night during the breeding, nesting and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable to light attraction.

To avoid and minimize potential project impacts to Hawaiian seabirds we recommend you incorporate the following measures into your project design:

- Fully shield all outdoor lights so the bulb can only be seen from below.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

Hawaiian waterbirds
Hawaiian waterbirds are currently found in a variety of wetland habitats including freshwater marshes and ponds, coastal estuaries and ponds, artificial reservoirs, kalo or taro (*Colocasia esculenta*) loʻi or patches, irrigation ditches, sewage treatment ponds, and in the case of the Hawaiian duck, montane streams and marshlands. Hawaiian stilts may also be found wherever ephemeral or persistent standing water may occur. Threats to these species include non-native predators, habitat loss, and habitat degradation. Hawaiian ducks are also subject to threats from hybridization with introduced mallards. Threats on Hawaiian waterbirds from the project include vehicular strikes and trampling of nests or young by project personnel.

Based on the project details provided, your project may result in the creation of standing water or open water that could attract Hawaiian waterbirds to the project site. In particular, the Hawaiian stilt is known to nest in sub-optimal locations (e.g., any ponding water), if water is present. Hawaiian waterbirds attracted to sub-optimal habitat may suffer adverse impacts, such as predation and reduced reproductive success, and thus the project may create an attractive nuisance. Therefore, we recommend you work with our office during project planning so that we may assist you in developing measures to avoid impacts to listed species (e.g., fencing, vegetation control, predator management).

To avoid and minimize potential project impacts to Hawaiian waterbirds we recommend you incorporate the following measures into your project design:

- In areas where waterbirds are known to be present, post and implement reduced speed

limits, and inform project personnel and contractors about the presence of endangered species on-site.

- Have a biological monitor that is familiar with the species' biology conduct Hawaiian waterbird nest surveys where appropriate habitat occurs within the vicinity of the proposed project site prior to project initiation. Repeat surveys again within 3 days of project initiation and after any subsequent delay of work of 3 or more days (during which the birds may attempt to nest). If a nest or active brood is found:
    - Contact the Service within 48 hours for further guidance.
    - Establish and maintain a 100-foot buffer around all active nests and/or broods until the chicks/ducklings have fledged. Do not conduct potentially disruptive activities or habitat alteration within this buffer.
    - Have a biological monitor that is familiar with the species' biology present on the project site during all construction or earth moving activities until the chicks/ducklings fledge to ensure that Hawaiian waterbirds and nests are not adversely impacted.

Nēnē

Nēnē are found on the islands of Hawai‘i, Maui, Moloka‘i, and Kaua‘i. They are observed in a variety of habitats, but prefer open areas, such as pastures, golf courses, wetlands, natural grasslands and shrublands, and lava flows. Threats to the species include introduced mammalian and avian predators, wind facilities, and vehicle strikes.

To avoid and minimize potential project impacts to nēnē we recommend you incorporate the following measures into your project design:

- Do not approach, feed, or disturb nēnē.
- If nēnē are observed loafing or foraging within the project area during the breeding season (September through April), have a biologist familiar with nēnē nesting behavior survey for nests in and around the project area prior to the resumption of any work. Repeat surveys after any subsequent delay of work of 3 or more days (during which the birds may attempt to nest).
- Cease all work immediately and contact the Service for further guidance if a nest is discovered within a radius of 150 feet of proposed project, or a previously undiscovered nest is found within the 150-foot radius after work begins.
- In areas where nēnē are known to be present, post and implement reduced speed limits, and inform project personnel and contractors about the presence of endangered species on-site.

‘Ōpe‘ape‘a

‘Ōpe‘ape‘a roosts in woody vegetation across all islands and will leave their young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, June 1 through September 15, there is a risk that young bats could inadvertently be harmed or killed, since they are too young to fly or move away from disturbance. Hawaiian hoary bats forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid and minimize impacts to the ‘ōpe‘ape‘a we recommend you incorporate the following applicable measures into your project design:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.

We appreciate your efforts to conserve protected species. If you have questions regarding this response, please contact Michelle Clark, Fish and Wildlife Biologist (email: michelle_clark@fws.gov; telephone: 808-457-7276).

Sincerely,

JINY KIM

Digitally signed by JINY KIM
Date: 2025.11.21 10:18:59 -10'00'

Island Team Manager
O‘ahu, Kaua‘i, Northwest Hawaiian Islands and American Samoa

LAND USE COMMISSION

Komikina Hoʻohana ʻĀina

DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM

Ka ʻOihana Hoʻomōhala Pāʻoihana, ʻImi Wai wai a Hoʻomākaʻikaʻi

235 S. Beretania Street, RM 406, Honolulu, Hawaiʻi 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaiʻi 96804
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JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

DANIEL ORODENKER
LUC EXECUTIVE OFFICER

Telephone: (808) 587-3822
Fax: (808) 587-3827
Website: luc.hawaii.gov

October 16, 2025

William F. Bow
Kahewai Environmental, LLC.
2855 East Manoa Road, Suite 105, #316
Honolulu, HI 96822

Email: wbow@kahewai.com

SUBJECT: Scoping and Early Consultation Comments:
Kīlauea Town Expansion Project - 201H Affordable Housing
Tax Map Keys (TMK): (4)5-2-005:024, (4)5-2-005:054, (4)5-2-005:058, (4)5-2-005:059 (por.), and (4)5-2-023:031 (por.)

Dear Mr. Roversi and Mr. Bow:

The Land Use Commission ("LUC" or "Commission") Office received the Scoping and Early Consultation Letter for the Kīlauea Town Expansion Project on October 15, 2025. Thank you for providing the opportunity to comment, LUC Staff reviewed the request for consultation and have the following comments:

Project Summary Information: State Land Use Designation
The project summary information states that the State Land Use Designation within the Project Area is in the Agricultural and Urban District. In future drafts of the Environmental Assessment, please provide a map and table that clearly identifies the TMKs, State Land Use District, and acreage.

Permits Anticipated/ Studies to be Prepared: State Land Use District Boundary Amendment ("DBA")
As mentioned in the Permits Anticipated/ Studies to be Prepared section, a State DBA is necessary to petition for land use designation change from Agriculture to Urban for projects over 15 acres.

State Land Use District Boundary Amendment - 201H Process
The procedure for processing petition for DBA for housing projects under section Hawaiʻi Revised Statute 201H-38, can be found at Hawaiʻi Administrative Rules ("HAR") §15-15-97.

LUC Staff encourages early unofficial prefiling of Petition filings and consistent communication on status and timing of project to ensure adequate review by all parties involved and meeting logistical planning.

LUC Staff looks forward to future filings and Petition of for the Kīlauea Town Expansion Project.

Should you have any questions, please contact our office, at (808) 587-3822 or via email at dbedt.luc.web@hawaii.gov.

Sincerely,

Daniel Orodenker
Executive Officer
Land Use Commission
State of Hawai‘i

HAWAIʻI STATE ENERGY OFFICE
STATE OF HAWAIʻI

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARK B. GLICK
CHIEF ENERGY OFFICER

235 South Beretania Street, 5th Floor, Honolulu, Hawaiʻi 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaiʻi 96804

Telephone: (808) 587-3807
Web: energy.hawaii.gov

November 13, 2025

Mr. William F. Bow
Kahewai Environmental, LLC
2855 East Manoa Road, Suite 105, #316
Honolulu, Hawaiʻi 96822

Subject: Kīlauea Town Expansion Project Scoping and Early Consultation

Dear Mr. Bow:

Thank you for the opportunity to provide comments on the Preliminary Project Description for the proposed Kīlauea Town Expansion Project – 201H Affordable Housing. The proposed Project includes the construction of an affordable housing project including approximately 310 residential units on currently vacant land, located west of the town Kīlauea and northeast of Kūhiō Highway Kīlauea, Nāmāhana Ahupuaʻa, Hanalei District, on the island of Kauaʻi. Environmental review under Chapter 343, Hawaiʻi Revised Statutes (HRS), is required because the proposed project is located on County-owned land.

Accordingly, HSEO provides the following comments on the Preliminary Project Description:

Accelerating Hawaiʻi's transition toward 100% renewable energy

HSEO recommends that the Environmental Assessment (EA) include analysis of energy usage and renewable energy integration options in alignment with state decarbonization goals. Following Executive Order 25-01,[1] collective actions to accelerate the state's decarbonization, stabilize and reduce energy costs, lower the state's carbon footprint, fortify energy security, and gain access to capital for the energy transition have been and must be deployed "to best serve residents and businesses with affordable energy that safeguards our environment for future generations."

a. It shall be the policy of the state to accelerate Hawaiʻi's energy transition to achieve 100% renewable electricity production in the counties of Hawaiʻi, Kauaʻi, and Maui by 2035.
b. Before 2030, the state shall facilitate the addition of at least 50,000 new distributed renewable energy installations (10,000 installations per year), focused on delivering clean energy benefits to low- and moderate-income residents through the Hawaiʻi Green Infrastructure Authority and its programs.

[1] Executive Order No. 25-01

c. Energy burden for low- and moderate-income residents should be addressed by developing and implementing "Zero Energy Ready Homes".

Consistent with the responsibilities in HRS §269-92 ("Renewable portfolio standards"), renewable energy resources should be maximized across the state to improve resilience and energy security, with a particular focus on maximizing distributed energy resources.

HSEO recommends that the Environmental Assessment include analysis and information on the expected electricity consumption for the Project and the feasibility of displacing some of this electrical load through on-site or rooftop solar photovoltaics (PV). The installation of PV and battery storage can reduce the Project's long-term operating costs. At minimum, HSEO suggests design and construction practices that prepare the building for future installation of solar PV system, making the buildings "PV Ready" if solar cannot be installed immediately.

State energy conservation goals

Project buildings, activities, and site grounds should be designed with energy-saving considerations as set forth by Chapter 343, HRS ("State Environmental Policy"), and Chapter 226, HRS ("Hawai'i State Planning Act"). These laws encourage the efficient use of energy resources to ensure the short- and long-term provision of adequate, reasonably priced, and dependable energy services to accommodate Hawai'i's energy demand. Projects included are the development of cost-effective energy management programs, consumer education, and the adoption of energy-efficient practices and technologies.

HSEO encourages the applicant to make a commitment to energy and resource efficiency and consider the use of energy-efficiency technologies and standards.

These measures may include the use of passive design strategies to minimize heat gain in buildings; installation of solar water heating systems or other efficiency water heating technologies such as heat pump water heaters; implementation of high-efficiency lighting, cooling, and water conservation systems; integration of waste minimization and pollution prevention practices; use of ENERGY STAR–certified and other high-efficiency equipment; and procurement of environmentally preferable and sustainably sourced products and building materials (HRS §196-9).

Where feasible, applicants should consider designing facilities that achieve **net-zero energy performance**, wherein buildings annually produce as much energy as they consume through a combination of efficiency measures and on-site renewable energy generation.

Leadership in Energy and Environmental Design ("LEED") certification.

While HSEO appreciates the need for the state to minimize Project construction and design costs, HSEO would like to see a commitment on behalf of the Project to be at least LEED Silver certified to address operational and maintenance costs.

HSEO strongly recommends that the Project implement the resource and operational cost-saving benefits of LEED certification, which include energy savings, water efficiency, greenhouse gas emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to their impacts. LEED provides a concise framework for identifying and implementing practical and measurable green building design, construction, operations, and maintenance solutions for the buildings. In assessing projects for Low Income Housing Tax Credits (LIHTC) implemented by the Hawaii Housing Finance and Development Corporation LEED, ENERGY STAR and other programs receive additional points in LIHTC qualifications for designing and constructing to these high-performance building standards.

State building code and design standards

As stated in HRS §107-27 ("Design of state buildings") subsection (d), beginning July 1, 2023, where feasible and cost-effective, the design of all new state building construction shall: maximize energy and water efficiency measures; maximize energy generation potential; and use building materials that reduce the carbon footprint of the project. These designs can be achieved by implementing the 10 Entry-Level Checklist for Housing for developing homes/community developments.

HSEO recommends that the Project evaluate the feasibility of installing electric vehicle (EV) charging infrastructure to support the State's transition to a clean transportation system and reduce greenhouse gas emissions from the ground transportation sector. If EV chargers cannot be installed at this time, the Project should include infrastructure to make the site "EV Ready" for future installation, such as conduit runs, and sufficient electrical panel capacity.

Additional Resources

Finally, the following HSEO webpages Hawaii Green Business Program | Resources, State Agencies - Hawai'i State Energy Office, State of Hawai'i and Federal Incentives - Hawai'i State Energy Office, and Transportation - Hawai'i State Energy Office provide detailed information on policies, directives, incentives, and statutes, as well as studies and reports on aspects of energy efficiency and renewable energy which may be helpful for reference in the EA. HSEO appreciates the opportunity to provide these comments and looks forward to continued collaboration in advancing Hawai'i's clean energy goals. We remain available to support the County in further developing energy-efficient and resilient infrastructure. Please do not hesitate to contact Monique Zanfes, Energy Efficiency and Renewable Energy Managing Director, at (808) 349-3052 or monique.m.zanfes@hawaii.gov, for additional information on energy efficiency and renewable energy.

Sincerely,

Mark B. Glick
Chief Energy Officer

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
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ROBIN K. SHISHIDO

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

DIR0002680
HWY-PL 25-2.35141

November 5, 2025

Mr. Adam Roversi, Director
County of Kauai
Housing Agency
4444 Rice Street, Suite 330
Lihue, Hawaii 96766

Dear Mr. Roversi:

Subject: Early Consultation for an Environment Assessment (EA)
Kilauea Town Expansion Project
Lihue, Kauai, Hawaii
Tax Map Key No. (4) 5-2-005: 024, 054, 058, 059 (por.) and (4) 5-2-023: 031 (por.)

Thank you for your letter which we received on October 14, 2025 requesting the Hawaii Department of Transportation's (HDOT) review and comments on the subject project.

The Kauai County Housing Agency is proposing a project to expand Kilauea Town westward. The plan includes the construction of approximately 310 affordable residential units on 55 acres of vacant land. Regional access to the project will be provided via Kuhio Highway (State Route 56), with a new roundabout proposed to connect the development to the highway.

The HDOT has the following comments:

1. Based the project information provided, the HDOT anticipates a potential impact to the HDOT highway facilities. The EA should include a Traffic Impact Analysis Report (TIAR) prepared and stamped by a licensed engineer. The TIAR should include:

    a. The study area that includes intersections along state highways where the peak hour traffic volume is expected to increase by more than three percent.

    b. Description of existing trip generation at the site, existing traffic conditions, and multimodal routes in the study area.

    c. Forecasted traffic and multimodal conditions in the horizon year (year at full project build out) without the project and with the project. If the project construction is phased over multiple years, interim horizon years should be analyzed for the completion of each phase.

    d. Evaluate existing and future safety conditions for all roadway users.

e. Suggest measures to mitigate potential impacts.

2. Check with the HDOT and the Kauai County Public Works Department whether any upcoming transportation improvements should be included in the study.

3. Determine the applicability for the following permits:

    a. Permit to Perform Work Upon State Highways is required for any work within the state highway right-of-way (ROW), (Hawaii Revised Statutes [HRS] Chapter 264). The application includes the review and approval of construction drawings and a Traffic Management Plan.

    b. Permit to Operate or Transport Oversize and/or Overweight Vehicles and Loads Over State Highways (HRS Chapter 291, Section 36).

    c. Permit for the Occupancy and Use of State Highways (HRS Chapter 264). This is applicable to underground and overhead power lines and utility pipelines within the state highway ROW.

    d. Permit applications and instructions are available at the following link:

        https://hidot.hawaii.gov/highways/home/doing-business/guide-to-permits

4. Describe strategies to reduce carbon emissions from the project, if any. Suggestions include:

    a. Incorporate elements that encourage and enhance the use of multiple types of transportation to reduce carbon emissions.

    b. Implement energy-efficient technologies and practices, such as light-emitting diode lighting.

    c. Use sustainable, recycled, or low-emission materials in construction and manufacturing.

If you have any questions, please contact Jeyan Thirugnanam, Land Use Planning Engineer, Planning Branch at (808) 587-6336 or by email at jeyan.thirugnanam@hawaii.gov. Please reference file review number PL 2025-058.

Sincerely,

EDWIN H. SNIFFEN
Director of Transportation

STATE OF HAWAIʻI
OFFICE OF PLANNING
& SUSTAINABLE DEVELOPMENT

JOSH GREEN, M.D.
GOVERNOR

SYLVIA LUKE
LT. GOVERNOR

MARY ALICE EVANS
DIRECTOR

235 South Beretania Street, 6th Floor, Honolulu, Hawaiʻi 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaiʻi 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: https://planning.hawaii.gov/

Coastal Zone Management Program

Environmental Review Program

Land Use Commission

Land Use Division

Special Plans Branch

State Transit-Oriented Development

Statewide Geographic Information System

Statewide Sustainability Branch

DTS 202510141202NA
Transmitted via email

November 6, 2025

Mr. Adam Roversi, Director
Kauai County Housing Agency
4444 Rice Street, Suite 330
Lihue, Hawaii 96766

Dear Mr. Roversi:

Subject: Pre-Consultation for a Draft Environmental Assessment
Hawaii Revised Statutes, Chapter 343
Kilauea Town Expansion Project

The Office of Planning and Sustainable Development (OPSD) received the Environmental Assessment Early Consultation letter requesting comments for the preparation of a Draft Environmental Assessment (EA) for the Kilauea Town Expansion Project.

OPSD appreciates the opportunity to review the project background, maps, and plans for these sites.

OPSD anticipates that the Draft EA will discuss the Proposed Action with respect to the policies and objectives in Hawaii Revised Statutes (HRS) Chapters 205A and 226, the Coastal Zone Management and Hawaii State Planning Acts, respectively. As the 2050 Sustainability Plan was prepared to guide the attainment of sustainability and resilience goals and objectives for the State contained in HRS Chapter 226, OPSD recommends the Draft EA generally discuss the technologies, best practices and other mitigation measures for the Proposed Action that would advance implementation of the Recommended Actions in the 2021-2030 Focus Areas on pages 100-107 of the *Hawaii 2050 Sustainability Plan*.

We look forward to reviewing the future environmental assessment for the project. If you have any questions regarding this comment letter, please contact Seiji Ogawa, Land Use Division, Seiji.ogawa@hawaii.gov, (808) 587-2898.

Mahalo,

Mary Alice Evans

Mary Alice Evans
Director

JOSH GREEN, M.D.
GOVERNOR | KE KIAʻĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIAʻĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAIʻI | KA MOKUʻĀINA ʻO HAWAIʻI
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA ʻOIHANA KUMUWAIWAI ʻĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

November 10, 2025

Kahewai Environmental, LLC
Attn: Mr. William Bow
2855 East Manoa Road Suite 105, #316
Honolulu, Hawaiʻi 96822

via email: wbow @kahewai.com

SUBJECT: Kīlauea Town Expansion Project Scoping and Early Consultation; TMKs: (4) 5-2-005:024, (4) 5-2-005:054, (4) 5-2-005:058, (4) 5-2-005:059 (por.), and (4) 5-2-023:031 (por.)

Dear Mr. Bow,

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 comment.

Please find enclosed, comments from the Engineering Division on the subject matter. Should you have any questions, please feel free to contact Dayna Vierra at (808) 587-0423 or email: dayna.k.vierra@hawaii.gov.

Sincerely,

Ian Hirokawa
Acting Land Administrator

Enclosure(s)

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

October 20, 2025

MEMORANDUM

FROM: ~~TO~~:

DLNR Agencies:
X Div. of Aquatic Resources (kendall.l.tucker@hawaii.gov)
__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 – Kaua'i District (reynold.km.lee@hawaii.gov)
X Aha Moku Advisory Committee (leimana.k.damate@hawaii.gov)

TO: ~~FROM~~: Ian Hirokawa, Acting Land Administrator

SUBJECT: Kīlauea Town Expansion Project Scoping and Early Consultation; TMKs: (4) 5-2-005:024, (4) 5-2-005:054, (4) 5-2-005:058, (4) 5-2-005:059 (por.), and (4) 5-2-023:031 (por.)

APPLICANT: Kaua'i County Housing Agency

Transmitted for your review and comment is information on the above-referenced subject matter. Please submit comments by **November 10, 2025.**

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 Dayna Vierra at dayna.k.vierra@hawaii.gov. Thank you.

BRIEF COMMENTS:

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

Signed:
Print Name: Dina U. Lau, Acting Chief Engineer
Division: Engineering Division
Date: 11/07/2025

Attachment(s)

DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION

LD/Ian C. Hirokawa
Ref: Kīlauea Town Expansion Project Scoping and Early Consultation
Location: Kīlauea, Nāmāhana Ahupua'a, Hanalei District, Island of Kaua'i
TMK(s): (4) 5-2-005:024, (4) 5-2-005:054, (4) 5-2-005:058, (4) 5-2-005:059 (por.), and (4) 5-2-023:031 (por.)
Applicant: Kaua'i County Housing Agency

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). Be advised that 44CFR, Chapter 1, Subchapter B, Part 60 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 for researching the Flood Hazard Zone designation for the project. Flood zones subject to NFIP requirements are identified on FEMA's Flood Insurance Rate Maps (FIRM). The official FIRMs can be accessed through FEMA's Map Service Center (msc.fema.gov). Our Flood Hazard Assessment Tool (FHAT) (fhat.hawaii.gov) could also be used to research flood hazard information.

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) 270-7139.
- Kauai: County of Kauai, Department of Public Works (808) 241-4849.

Signed: _____
DINA U. LAU, ACTING CHIEF ENGINEER

Date: 11/07/2025

ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
TROY K. TANIGAWA, P.E., COUNTY ENGINEER
BOYD GAYAGAS, DEPUTY COUNTY ENGINEER

DEREK S.K. KAWAKAMI, MAYOR
REIKO MATSUYAMA, MANAGING DIRECTOR

November 28, 2025

Kahewai Environmental, LLC
2855 East Mānoa Road, Suite 105, #316
Honolulu, HI 96822
Attention: Mr. William F. Bow (wbow@kahewai.com)

Subject: Request for Chapter 343, Hawai'i Revised Statutes Early Consultation & Information Gathering
County of Kaua'i Draft Environmental Impact Statement
Kīlauea Town Expansion Project - 201H Affordable Housing
TMK: (4) 5-2-005:024, 054, 058, 059 (por), TMK: (4) 5-2-023:031 (por)

To Whom It May Concern:

We have reviewed the subject draft Environmental Impact Statement for early consultation and information gathering. We offer the following comments:

1. The applicant shall comply with all provisions of the "Sediment and Erosion Control Ordinance No. 808" to safeguard public health, safety, and welfare, to protect property, and to control soil erosion and sedimentation.
2. The proposed development shall comply with all provisions of the "Drainage Ordinance No. 778" and "County of Kaua`i Storm Water Runoff System Manual".
3. The proposed roadways shall conform to the "Standard Details for Public Works Construction September 1984, City and County of Honolulu, and the Counties of Kaua'i, Maui and Hawai'i" and "County of Kaua'i Street Design Manual October 30, 2018".
4. During construction, best management practices (BMPs) shall be incorporated to the maximum extent practicable to prevent damage by sedimentation, erosion, or dust to watercourses, natural areas, and other properties. The permittee and the property owner shall be responsible for ensuring that BMPs are satisfactorily implemented at all times.
5. We recommend using the phrase "shared use path" in place of "multi-use path" in future project documents, to be consistent with planning and design documents for bicycle and pedestrian facilities.
6. Ala Nāmāhana Parkway is better referred to as a new entry road for Kīlauea, rather than a "town bypass", since it doesn't bypass the town.

Should you have any questions, please contact our Regulatory and Construction Compliance Section Head, Bryan Wienand, at (808) 241-4896 or bwienand@kauai.gov.

Sincerely,

Digitally signed by Michael Moule
Date: 2025.11.28 18:24:43 -10'00'

Michael Moule, P.E.
Chief, Engineering Division

cc: Mr. Adam Roversi (aroversi@kauai.gov)

From: Lorraine Newman <alohalorraine@gmail.com>
Sent: Saturday, November 15, 2025 2:57 PM
To: Our Kilauea <0urKilauea@kauai.gov>
Subject: RE: Walk and bike to school pathway options

Aloha,

Mahala to Adam for presenting some options for the best possible walk and bike path from the new development to Kilauea School at the Novemebr KNA met.

I believe another meeting was scheduled to discuss the subject, but I wasn't able to make it... so I don't know if any consensus was reached or ?
So please forgive me if I'm behind the ball.

As discussed at the KNA mtg, safety was the primary goal, and the reality of human behavior was to be factored in.

It did seem the group was leaning in the direction of placing the path on Kolo Rd, either in front of or behind parking on the North side of the street.

Since the time of the meeting I have been making a more careful observation of the options.

My perspective has shifted as a result.

Ideally, there will be one pathway for the housing development from Namahana parkway straight across Kilauea lighthouse road, which I believe is already planned, given the shopping center and the school. A path to and then along Momi St. towards the school back entrance should follow.

As the above will be a natural crosswalk point, traffic will be disturbed where expected.

A second path closer to the highway side seems like a smart idea.
Keeping the path on Kolo Rd does offer the most direct path to school (human nature), and crossing Kilauea Rd at that main intersection is an obvious and expected location for a crosswalk. BUT...

Kolo Rd is a busy road and promises to only get busier. This is not an ideal pathway for elementary school children.
Furthermore, the green space in front of the thrift store/parish hall is precious.
I think we may all take it for granted as it has always been there, but what if it wasn't? Let's not pave paradise if at all possible.
And... as was pointed out during the KNA meeting, those parking spaces are also both important and precious.
SO...

I vote to aim for a path behind the buildings; a path where there is no traffic and no cars are parked, etc. However... there is still a need to cross Kilauea Rd to get to school.

Since there is already a crosswalk slowing traffic at the shopping center, I think it would be unwise to create a third and possibly unexpected crosswalk before Kolo Rd. Therefore, the new path would need to head south on Kilauea Rd, cross over on Kolo Rd, and then continue to the front entrance of the school. This is not ideal, but it is what exists.

That's it!
Mahalo for listening,
Lorraine