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IN REPLY REFER TO:

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OFF. OF ENVIRONMENTAL  
QUALITY CONTROL

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

August 13, 1991

Mr. Brian J.J. Choy, Director  
Office of Environmental  
Quality Control  
220 South King Street, 4th Floor  
Honolulu, Hawaii 96813

Dear Mr. Choy:

Subject: Notice of Determination  
Terminal Improvements at Lanai Airport  
Project No. AM4021-14

In accordance with Chapter 343, HRS, and upon review of the  
Environmental Assessment, a Negative Declaration is herewith made  
for the subject project.

Enclosed are four (4) copies of the Environmental Assessment, and  
a completed Document for Publication in the OEQC Bulletin form  
for this project.

Please contact Mr. Gene Fong of the Airports Division at 836-6505  
should you have any question concerning this matter.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".

Edward Y. Hirata  
Director of Transportation

Enclosures: 1) Environmental Assessment (4 cys)  
2) Document for Publication in the OEQC Bulletin

cc: KFC Airport, Inc.

1991-08-23-LA-FAA

**FILE COPY**

ENVIRONMENTAL ASSESSMENT  
FOR  
\* TERMINAL IMPROVEMENTS  
\*  
AT LANAI AIRPORT, LANAI, HAWAII

PREPARED FOR:  
STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION

PREPARED BY:  
KFC AIRPORT, INC.  
550 PAIEA STREET, SUITE 232  
HONOLULU, HAWAII 96819

APRIL 1991

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I. INTRODUCTION

A. PURPOSE:

The purpose of this report is to provide an assessment on the environmental impact of the construction, operation and maintenance of the improvements proposed at Lanai Airport.

B. LOCATION:

The site of the project is located on the island of Lanai with the existing terminal and ARFF building within the boundaries of Lanai Airport. The new cargo building proposed is adjacent to the terminal and within land owned by Castle & Cooke, Inc. The project encompasses less than one (1) acre.

C. OBJECTIVES OF THE PROPOSED PROJECT:

The proposed project is separated into three (3) areas:

1. New cargo building - The objective is to provide a replacement for the existing cargo building which is located at the site of a new passenger terminal planned for the site. In order to maintain cargo facility operations at the terminal, a new facility is required in advance of the demolition of the existing facility and construction of the new terminal.
2. Modifications to existing terminal - The objective is to provide a suitable passenger terminal in order to meet security and other requirements for expanded use of the airport in the interim period

until construction of the new terminal is completed.

3. Addition to the ARFF building - The objective is to provide sleeping accommodations for personnel manning the ARFF facility in order to avoid the high cost of travel and per diem costs associated with the present temporary duty assignments.

D. DESCRIPTION OF THE PROPOSED PROJECT:

The project proposes to construct a new cargo building facility, provide an improved terminal facility within the existing building until construction of the new terminal building is completed, and construct an addition to the existing ARFF building to provide sleeping accommodations to personnel assigned to the facility. The proposed improvements are as follows:

1. Construct a new building, 40 ft. by 100 ft. as a cargo handling and storage facility.
2. Modify the internal layout of the existing terminal building and add a concrete sidewalk along the NE side of the building.
3. Construct a 512 square foot addition to the existing ARFF building to serve as a sleeping area for personnel at the ARFF building. Included will be a kitchen sink and provision for a hot plate and refrigerator.
4. Cost of improvements will be approximately \$1,000,000.

5. Approximate duration of construction will be five (5) months.

II. DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. STATE LAND USE AND COUNTY ZONING:

The site of the proposed improvements is the existing terminal area and an adjacent abandoned pineapple field, adjacent to the existing parking apron. The State Land Use is urban and the County of Maui Zoning is airports.

B. EXISTING LAND USE:

The site is presently at and adjacent to the existing Lanai Airport complex. The proposed project is compatible with the existing land use.

C. ADJACENT LAND USE:

Existing uses of immediate adjacent lands to the site are pineapple fields. The area surrounding the existing Airport Facility is pineapple fields.

D. TOPOGRAPHY:

The elevation of the improvement area is 1,300 feet MSL at its lowest point and 1,305 feet MSL at its highest point.

E. CLIMATE:

Average rainfall at the subject site is 8.6 inches annually. The mean annual temperature at the airport is 74° F

with a high temperature of 86° F and a low temperature of 54° F. Normal wind direction is from the northeast at an average velocity of 13 miles per hour.

On Lanai, the prevailing wind throughout the year is east northeasterly trades. The trades vary, being absent for some periods and blowing for weeks at other times. On the average, tradewinds are more persistent in the summer than in winter. The strongest, most damaging winds which generally accompany winter storms, are usually from the south.

F. SOIL CONDITIONS:

At the project site, the soil is classified as Molokai Silty Clay Loam (MuA) by the Soil Conservation Service of the United States Department of Agriculture. Characteristics of Molokai series are well-drained soils, slow runoff and slight erosion hazard.

G. PLANT LIFE:

The primary canopy of the site is an abandoned pineapple field and its vicinity is provided entirely by grass interspersed with some old pineapple plants. The ground cover consists mostly of grass.

There are no indication of any rare or endangered plants or habitat associated with the proposed site.

H. ANIMAL LIFE:

Animal life associated with the site is typical of the area and includes mammals such as rats, mice and mongooses; birds such as pheasant, francolin, dove, sparrow and the common mynah. None of the above are considered to be rare or endangered.

I. DRAINAGE:

At present, the project site for improvements to the passenger terminal and to the ARFF building are in developed areas which have been designed for drainage. The cargo building will be on abandoned pineapple field adjacent to the existing improvements. Drainage runoff is handled by swales along the perimeter of the existing improvements. The runoff created within the airport area flows towards an existing drainage system which crosses the runway in a southerly direction and towards an existing ditch. The improvements are not expected to affect the prevailing conditions since the project is compatible with the existing usage.

J. UTILITIES:

Existing utilities are within the proximity of the proposed site for the terminal building and the ARFF building, which are presently served by cesspools. No usage of sewer or water systems will be utilized by the cargo building until completion of such systems at the time the new passenger



terminal facilities are constructed. The existing electrical system will provide only lighting for the cargo building.

K. SOLID WASTE:

The improvements are not expected to generate a significant amount of additional solid waste, which will be disposed of as is presently done at the County dump.

L. PUBLIC FACILITIES:

The terminal itself is a public facility. No other public facility will be impacted by this project.

M. AIR QUALITY:

The air appears to be typical of the area. Due to strong tradewinds, the air is a clean breeze.

N. HISTORICAL AND ARCHAEOLOGICAL FEATURES:

There is no evidence that the subject site contains any historical, archaeological or cultural remnants, artifacts or sites. The project site is not listed in the State National Register of Historic Places.

O. FLOOD AND TSUNAMI:

According to the Flood Insurance Rate Maps of the Federal Emergency Management Agency, the project area falls within Zone C.

Zone C is designated as "areas of minimal flooding". This area is therefore not subject to Chapter 19.62 of the Maui County Code, Flood Hazard Districts.

III. PROBABLE IMPACT OF PROJECT ON THE ENVIRONMENT

A. AIR QUALITY:

Short-term effects on air quality can be anticipated during the construction, primarily due to dust. This will be limited by appropriate construction methods, including waterwagons and temporary sprinklers.

Emission from equipment during construction will be generated but this will be controlled and limited by the County, State and OSHA regulations.

No long-term effects on air quality are anticipated.

B. WATER QUALITY:

The effect of the proposed project on the quality of offshore water is expected to be non-existent. Storm runoff from the site will not be detrimental due to the fact that the area is a few miles from any shoreline. Minor increase in storm runoff will be generated by the development of this project because of the added pavement and roof areas.

The contractor will be required to confine his work within designated areas, and will be required to meet all County and State Department of Health regulations in reference to water quality and disposal of water from construction activities.

C. NOISE:

No major impacts are anticipated other than temporary impacts during the period of construction. These impacts will be limited to normal, daylight working hours and will comply with all applicable governmental requirements.

D. SHORELINE CONDITIONS:

The shoreline in the area consists of sandy and rocky shoreline. Use of the shoreline include activities such as swimming, sunbathing and shoreline fishing. The shoreline is used by the public. This project will not affect the shoreline, since it is approximately 2 miles inland of the shoreline.

The proposed improvements to the site are not expected to affect the area and not expected to alter any of the present areas of the beach.

E. SHORELINE ACCESS:

As stated previously, the project is inland of the shoreline. Any access to the shoreline will not be affected.

F. ACCESS:

Access to the proposed project site will be limited to authorized personnel due to safety reasons. Protective fence or barricade will be installed around the improvements during construction.

G. VIEW CORRIDORS:

At the present time very little of the shoreline can be seen from the project site. As previously stated, the project site is several miles inland from the shoreline.

H. SECONDARY IMPACTS:

Secondary impacts resulting from the proposed project include generation of additional short-term and long-term employment and an increase in revenue to the State through income, gross income, sales and other taxes.

Short-term employment will be provided during the construction period. Long-term employment will be relatively small, including maintenance and groundskeeping personnel.

IV. ALTERNATIVES TO THE PROPOSED IMPROVEMENTS

There are no other alternatives except to maintain existing conditions. This would result in a delay in the construction of other improvements planned at the airport and pose an inconvenience to the traveling public.

V. SUMMARY:

In accordance with the environmental Assessment Procedure, the proposed project does not have significant adverse effects upon the environment, as follows:

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

There are no known natural or cultural resources associated with the proposed project site.

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

The proposed project is consistent with the County's General Plan, and would not curtail beneficial uses of the environment in the area. The existing usage will not change.

3. Conflict with the County's or State's long-term environmental policies or goals and guidelines.

The proposed project is consistent with State and County zoning, and with the County's General Plan. No long-term environmental conflicts are noted.

4. Substantially affects the economic or social welfare activities of the community, County or State.

No adverse economic or social problems are anticipated by the improvements of the property.

5. Involves substantial secondary impacts, such as population changes and effects on public facilities.

The increase in population resulting from this development is zero. The effect on public facilities is negligible.

The proposed project will not require additional services by the County of Maui water and sewer systems.

Adverse effects are not anticipated due to any increase in such facilities.

6. Is individually limited but cumulatively has considerable effects upon the environment or involves a commitment for larger actions.

Approval of the project does not involve a commitment for any larger actions, either on-site or in surrounding areas.

7. Substantially affects a rare, threatened, or endangered species of animal or plant, or its habitat.

There are no known rare, threatened or endangered species or habitat associated with the project site.

8. Detrimentially affects air or water quality or ambient noise levels.

Short-term impacts on air and water quality, as well as noise, will occur during the construction period, but will be mitigated by normal construction practices.

Because of the size of the proposed development, no long-term impacts on air quality and noise are anticipated. There will be minor increase in storm runoff generated by the improvements of the site and no adverse effects to the shoreline or water quality are anticipated.

9. Affects on environmentally sensitive area, such as flood plains, tsunami zones, erosion prone areas, geologically hazardous lands, estuaries, fresh waters or coastal waters;

The project site is not located within the flood inundation area. All proposed improvements will not affect any environmentally sensitive areas.

The improvements to the existing terminal and ARFF buildings will improve operating efficiency at the airport. The addition of the cargo building will replace an existing building and facilitate construction of a new passenger terminal.

Therefore, it is concluded that the proposed project will not have a significant effect on the environment.

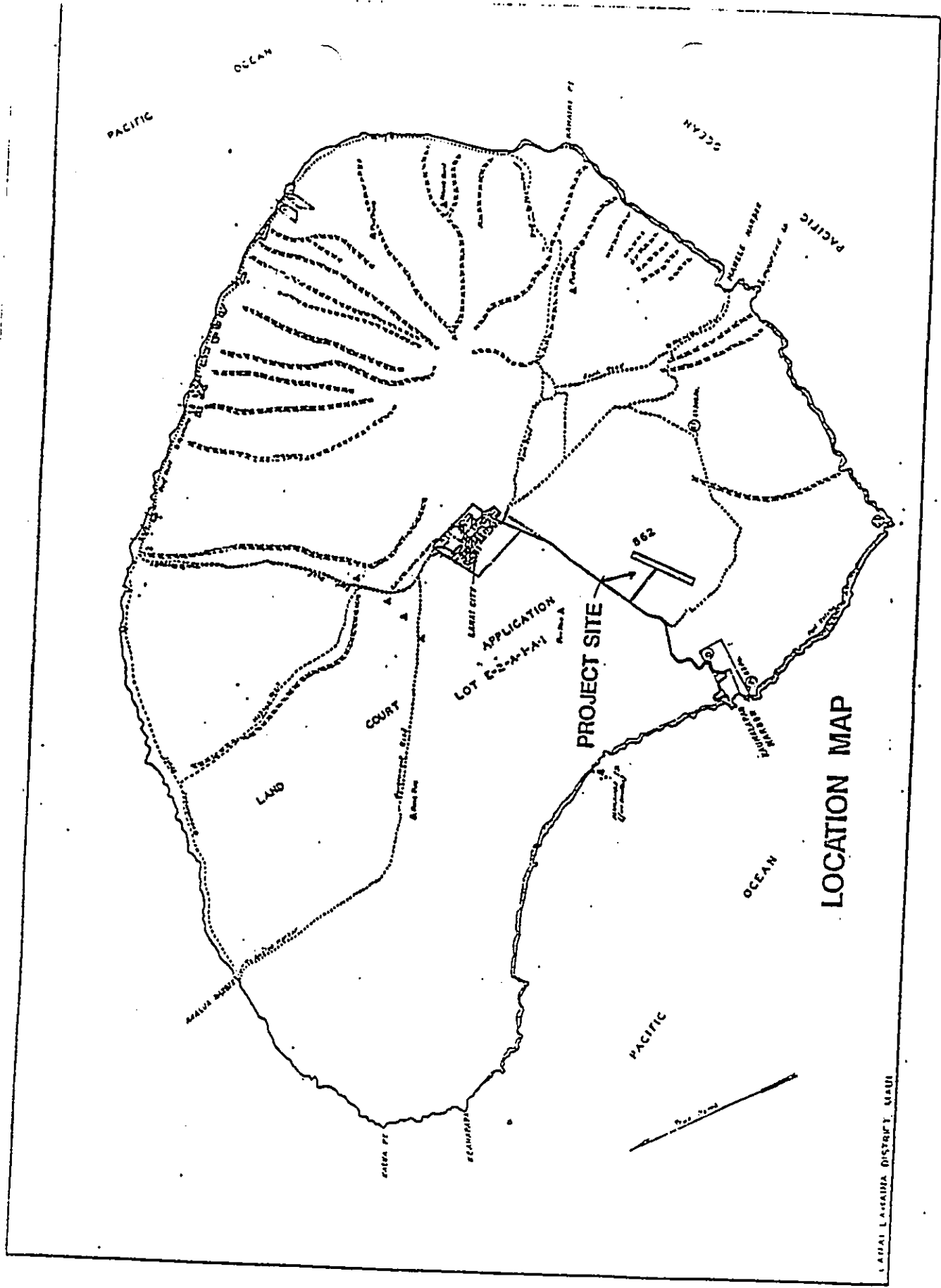
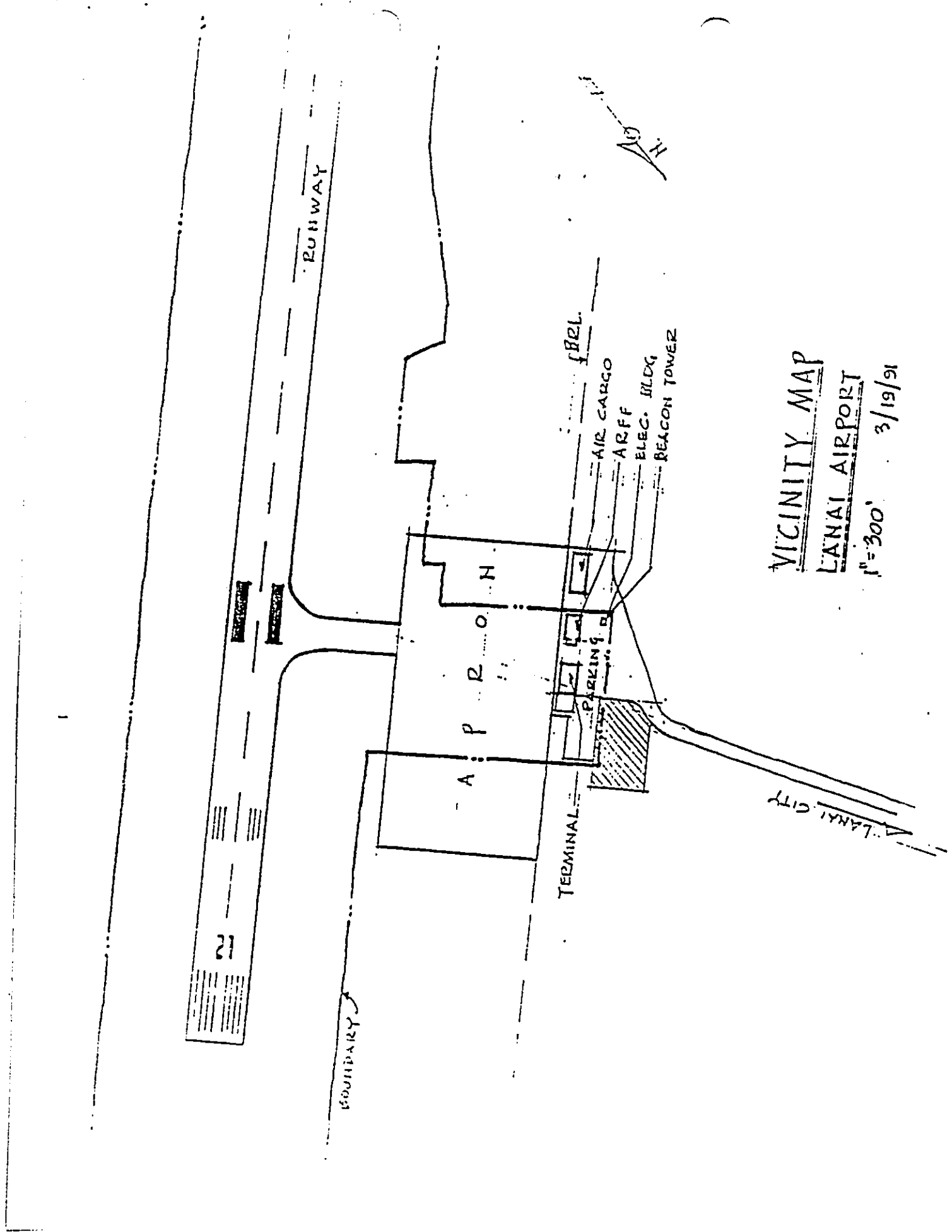


Figure 1



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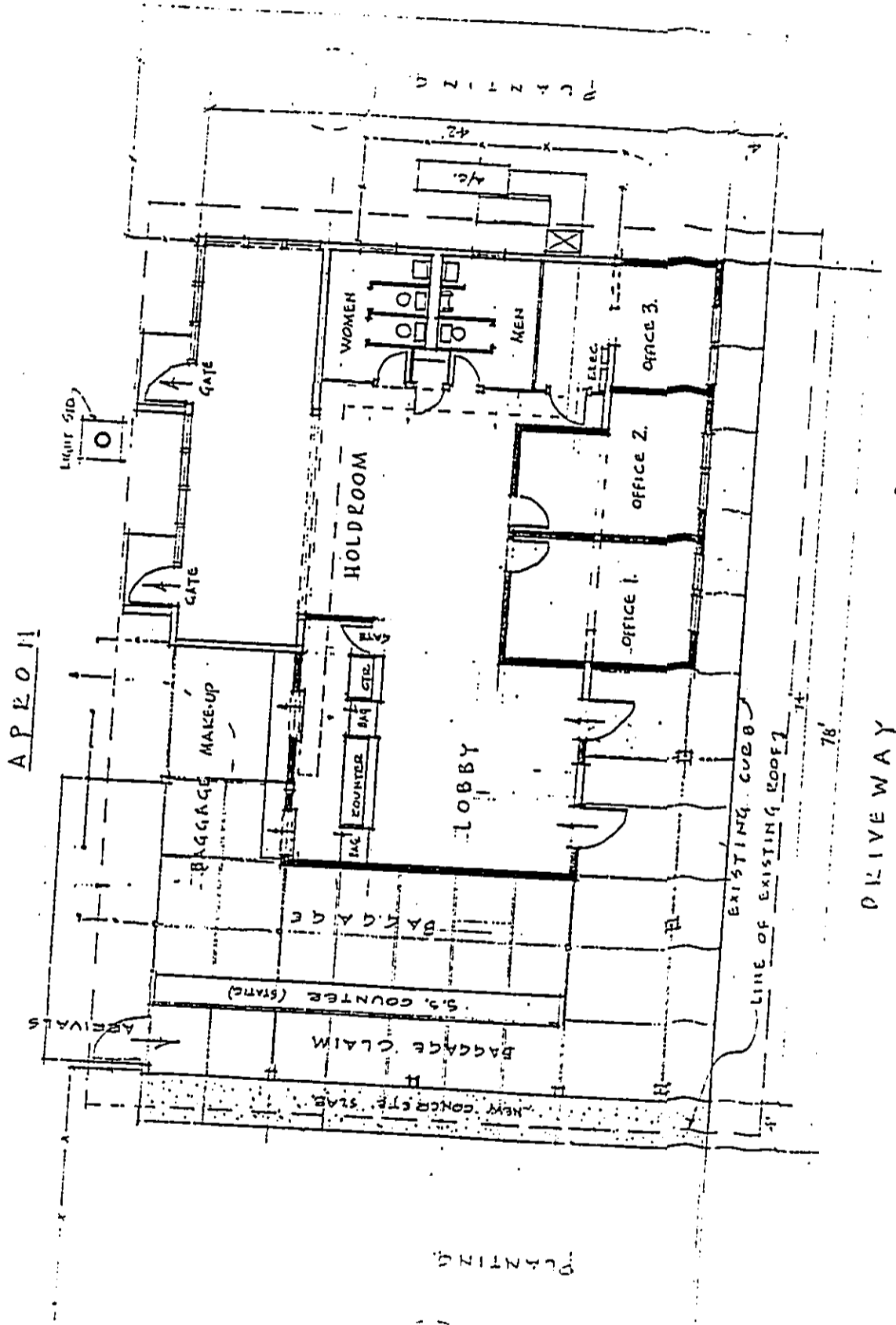


VICINITY MAP  
LANAI AIRPORT  
1" = 300' 3/19/91

Figure 2

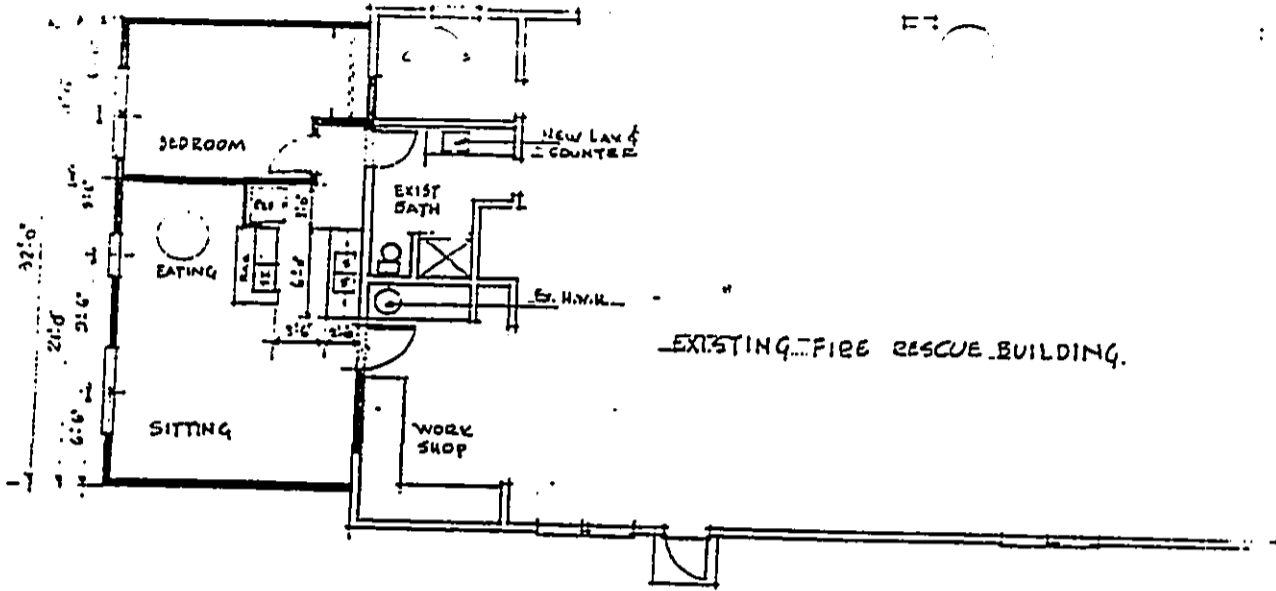


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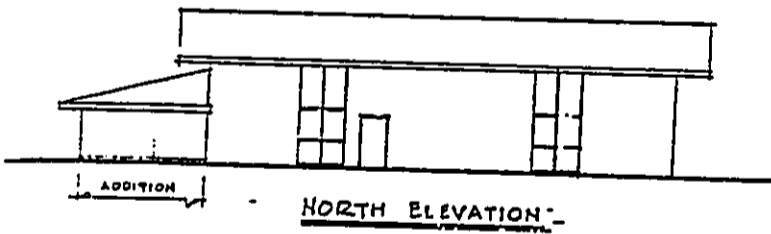


PROPOSED ALTERATIONS TO  
LAHAI AIR TERMINAL

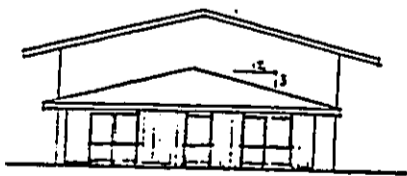
Figure 4



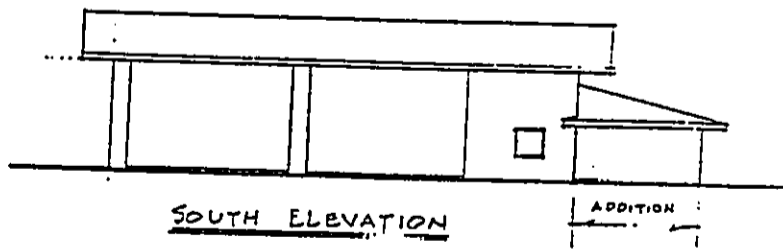
FLOOR PLAN  
1/8" = 1'-0" 12/6/90



NORTH ELEVATION



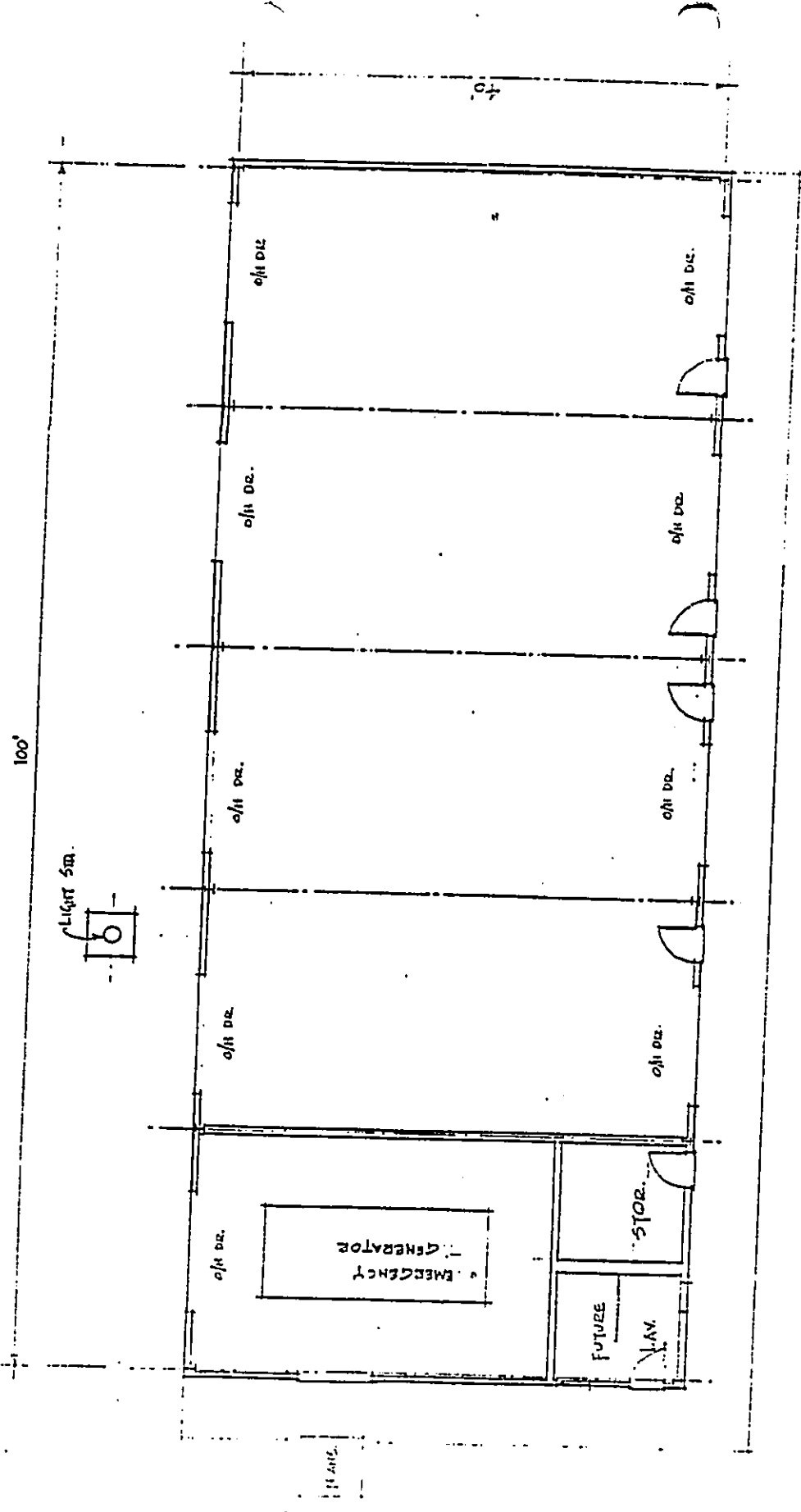
EAST ELEVATION



SOUTH ELEVATION

Figure 5

ADDITION TO  
FIRE RESCUE BUILDING  
LANAI AIRPORT  
12/6/90



PROPOSED  
AIR CARGO BUILDING  
LANAI AIRPORT  
1/8" = 1'-0"  
3/10/54

Figure 6

PHOTOS OF PROJECT SITE

### INDEX OF SLIDES

1. View of terminal area showing passenger terminal and fire rescue building.
2. View of terminal from airfield side showing (left to right) fire rescue building, passenger terminal and existing cargo building.
3. View of passenger terminal from airfield side.
4. View of fire rescue building from airfield side.
5. View of pineapple field to the left of the fire rescue building where the new cargo building is to be located.