FINAL ENVIRONMENTAL ASSESSMENT

HAUULA BASEYARD IMPROVEMENTS (SMA)
Hanula, Koolauloa District, Honolulu, Hawaii

Proposing Agency:
State of Hawaii
Department of Transportation
Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

JUL 23 1999

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FINAL ENVIRONMENTAL ASSESSMENT

HAUULA BASEYARD IMPROVEMENTS
Hauula, Koolauloa District, Honolulu, Hawaii

Prepared in Partial Fulfillment of the Requirements
of Chapter 25, Revised Ordinances of Honolulu,
City and County of Honolulu

Proposing Agency:
State of Hawaii
Department of Transportation
Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Prepared By
Lou Chan & Associates, Inc.
and
Gerald Park Urban Planner

May 1999
PROJECT PROFILE

Project: HAUULA BASEYARD IMPROVEMENTS

Proposing Agency: State of Hawaii
Department of Transportation
Highways Division
869 Punchbowl Street
Honolulu, Hawaii 96813

Approving Agency: Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Tax Map Key: 5-4-02: 12
Land Area: 13,184 Square Feet
Building Site: 13,184 Square Foot
Land Owner: State of Hawaii

Existing Use: Highway Maintenance Baseyard
State Land Use Designation: Urban
General Plan: Rural
Development Plan Area: Koolau
Land Use Map: Residential
Public Facilities Map: No Symbol
Zoning: R-5 Residential

Special Management Area: Within SMA

Need for Assessment: Major SMA Permit Required

Contact Person: Peter Chan, Project Manager
State of Hawaii
Department of Transportation
Highways Division
Oahu District-Maintenance Design Section
727 Kakoi Street
Honolulu, Hawaii 96819

Telephone: 837-8046

Note: Revisions to the text of the Draft Environmental Assessment appear in bold italic type. Deleted text appears in bold brackets.
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SECTION 1

DESCRIPTION OF THE PROPOSED ACTION

The State of Hawaii Department of Transportation, Highways Division, proposes to demolish its existing Hauula Baseyard and construct a new baseyard on the same site. The Hauula Baseyard is located in the coastal town of Hauula, Koolaaua District, City and County of Honolulu, Hawaii. The site is identified as Tax Map Key 5-4-02: 12 encompassing a land area of 13,184 square feet. A Location Map is shown in Exhibit 1.

A. Purpose of the Project

The Department of Transportation ("DOT") has determined that the two existing structures generally comprising the Hauula Baseyard are in deteriorated condition and should be replaced. There is also a need to redesign the site to provide space for two new structures, equipment and vehicle access and parking, and areas for storing material.

B. Technical Characteristics

Two new buildings are proposed. A new office building will be constructed on the mauka side (south) side of the lot. Interior space will be divided between an office (21’ X 11’) and restroom, shower, and locker facilities for workers (9’ X 26’). The 465 square foot building will be erected on a raised concrete foundation 1½ feet above natural grade, enclosed with CMU walls, and topped by a pitched metal roof. The height of the building is about 12’6” measured from existing grade.

A new equipment shed will be located at the rear (east) of the site. The structure measures 25’ X 70’ and will be erected with CMU walls set on a concrete foundation. A pitched metal roof is proposed and the tallest part of the building is about 18’3” in height. The entire structure will be enclosed except for metal doors and awnings and roll up metal doors at the front of the structure for vehicle access. The floor of the equipment shed will be paved with concrete.

An open material storage area will be built at the north side of the site adjacent to the new storage shed. The storage area will be enclosed by an 5-foot high fully grouted CMU wall with grouted CMU partitions for four storage bins. Each bin measures 10’ long, X 8’ wide and is open on the driveway side for access. Cold asphalt concrete, gravel, sand, crushed coral, and other materials used for highway maintenance will be stored in the bins.

The Department of Transportation is evaluating several alternatives to chain link fencing. One alternative is a 4-foot high CMU wall topped with a 4-foot high chain link fence without barbed wire. A revised wall/fence design will be incorporated into the project plans. A 20-foot wide driveway will be located off Hauula Homestead Road. The driveway will be secured at nights by a gate. The driveway and area around and under the storage bins will be paved with asphalt.

Off-street parking for four vehicles will be accommodated on site. One parking stall is marked for handicapped use. Both buildings will be ADA accessible.

Water service will connect to the existing baseyard water meter in Hauula Homestead Road. The Board of Water Supply (1999) commented that the existing water system is adequate to accommodate the proposed baseyard improvements and a water allocation from the Department of
Land and Natural Resources will be required. A septic tank system will be used for wastewater disposal. Solids will be collected in a 750 gallon precast concrete septic tank and effluent disposed of in a leach field. The septic tank will be located in the northwest corner of the site about 20-feet from the property line. Effluent will be disposed in a 200 square foot (10' by 20') leach field to be located in the west corner of the front yard adjacent to Hauula Homestead Road.

No permanent drainage structures or alterations to existing on-site drainage patterns are planned. The site and paved areas will be graded to direct runoff in the direction of Kamehameha Highway as under existing conditions.

Power and communication lines will be brought to the new office building as overhead service. From the office building, the lines will be installed in underground ducts to the new equipment building.

All structural improvements are set back 30 feet from Hauula Homestead Road (front yard) and 15 feet on all other sides (rear and side yards) in observance of the yard requirements of the Residential zoning district. None of the structures will exceed the 25-foot maximum allowable building height.

The site contractor will be responsible for the proper disposal of demolition debris. At this time the location of the disposal site is unknown. All solid waste generated by activities at the baseyard are currently collected by Department of Transportation Highways Division maintenance personnel and transported to the Kapaa/Kailua Sanitary Landfill for proper disposal. This practice will continue when the new baseyard is operational. (Department of Planning and Permitting, 1999).

C. Economic Characteristics

The construction cost for the project is estimated at $560,000 and will be funded by the State of Hawaii. Construction is projected to commence during the last quarter of 1999. The project will be built in one phase with an estimated 8 months for completion.

The property (TMK: 5-4-02: 12) is owned by the State of Hawaii.

D. Social Characteristics

The Hauula highway maintenance crew will be assigned temporarily to the Kaneohe Baseyard during construction. The Kaneohe Baseyard is the nearest State highway maintenance facility to the Hauula Baseyard.
SECTION 2 DESCRIPTION OF THE AFFECTED ENVIRONMENT

A. Existing Improvements

Located near the corner of Kamehameha Highway and Haulea Homestead Road, the Haulea Baseyard is bounded by Haulea Homestead Road to the north, Haulea Congregational Church to the south, a coral road leading to the Haulea Congregational Church to the east, and a single-family dwelling to the west. It has functioned as a baseyard for the DOT Highways Maintenance Division since constructed in 1971. The seven employees assigned to the baseyard are responsible for road maintenance functions in north-northeast Oahu from Waima Bay to Kualoa Beach Park.

Two structures are located on the premises: a field office and a covered equipment shed. The one-story, wooden field office is divided into an office and a bathroom/locker room. The equipment shed, which measures 25' wide X 40' long X 17' high (1,000sf), is a steel framed corrugated metal building. The building is enclosed with corrugated siding on three sides and topped with a corrugated metal roof. The siding is severely rusted with large holes in the walls and roof seams.

An area for storing flammable fuels and chemicals is located in a corner of the equipment building. The 80 square foot storage area is enclosed by a 10 foot high wire fence and metal roof. The entry gate is secured with a padlock. There are no underground or above ground storage tanks on the premises.

There are no holding bins for materials. Sand, gravel, and ace cold mix are stockpiled in the northern corner of the lot next to the equipment building. The stockpiles are uncovered. Tires, batteries, steel plates, dried plant materials, and debris are neatly piled in the open space on the south side of both buildings. There is sufficient room to park vehicles alongside the buildings and a trailer is parked adjacent to the office building.

The parcel is a “cut” lot generally lower in elevation than adjoining lots to the south and west. The “cut” is about 5 feet inside the property line and the high ground retained by stone walls about three feet in height along the south side and 2+ feet on the west. Retained areas are landscaped with assorted palms and hedge materials. Dense plantings along the west property line helps to screen the baseyard from the adjoining residential dwelling. Mature coconut trees are planted along the east property line facing Kamehameha Highway.

Most of the lot is paved with asphalt concrete. In addition to the perimeter landscaping described above, grass is planted at the rear and north sides of the office building.

Vehicles, mechanized equipment, and tools are stored (or parked) in the covered equipment shed. However, there is not enough covered space for all the vehicles and equipment assigned to the baseyard and vehicles and equipment are stored in the open and exposed to the elements. Parking for six vehicles fronts the grassy area next to the office building.

Water is drawn from [an 1-1/2"] a 5/8-inch water meter and a 2-inch water meter (Board of Water Supply, 1999) in Haulea Homestead Road. Power and communication services are provided by overhead lines to the office building and underground from the office building to the equipment shed.

Wastewater is discharged into a cesspool on the lot. No drain inlets on the premises were observed and, more than likely, on-site runoff flows across the site in the direction of Kamehameha Highway.
Photograph 1. Hauula Baseyard Field Office.

B. Physical Characteristics

The site slopes mauka to makai from a high elevation of about 12 feet measured at the base of a stone wall in the southwest corner to a low of 9 feet in the northeast corner. The site has been graded to drain outward in the direction of Hauula Homestead Road and Kamehameha Highway.

According to the Soil Conservation Service (1972), soils in the area are of the Hanalei series. This poorly drained, stony silty clay does not pose a significant erosion hazard.

Flood Hazard Maps for this section of Hauula (see Exhibit 5) place the baseyard in Zone X which is defined as "areas determined to be outside the 500-year flood plain (Federal Emergency Management Agency)". The property is also outside a delineated coastal high hazard area.

There are no archaeological features on the premises.

On-site flora is limited to ornamental plants and trees. Grass and weleia are the primary ground cover. Coconut, plumeria, shower, and hamani trees interspersed with ti and hibiscus (variegated) are planted around the perimeter. A single ponynail grows on the north side of the office building.

No wildlife was seen in the vicinity but a crowing rooster was heard and dogs seen in adjacent yards and streets.

C. Land Use Controls

The community of Hauula is generally planned Rural on the Oahu General Plan. The Koolauloa Development Plan Land Use Map (Ordinance No. 83-9) classifies the property Residential (Exhibit 6) and it is zoned R-5. The proposed improvement is not symbolized on the Koolauloa Development Plan Public Facilities Map.

The property is located in the county delineated Special Management Area (See Exhibit 7) and a Special Management Area Use Permit is required prior to construction.

According to Chu (1987), "based on the rural character of Hauula and several stretches of continuous views from the highway, unity and a sense of rural intactness are the primary visual attributes of the area." Stationary views are available from all beach parks and also provide exceptional lateral coastal views due to the undulation form coastal line. Chu cited Hauula Beach Park as providing significant stationary views of the coastline for pedestrians.

D. Public Facilities

Kamehameha Highway, one of the major roads on Oahu, links Hauula with other shoreline communities in both the Koolauloa and North Shore districts, Central Oahu, East Honolulu, and Honolulu. Near the Hauula Baseyard, two 10-foot travel lanes are accommodated within a 50-foot right of way.

A 52-foot wide right-of-way separates Kamehameha Highway and the baseyard. Topographical survey maps identify a government remnant road (4' wide), the former Kahuku Plantation Company railroad right-of-way (32' wide), and a crushed coral driveway (16' wide) leading to the Hauula
Congregational Church as comprising the right-of-way. There are no structural improvements within the right-of-way.

Hauula Homestead Road, a residential street within a 40-foot right-of-way, connects Kamehameha Highway with residential development in Hauula Valley. Egress onto Kamehameha Highway is controlled by a stop sign. The posted speed limit is 25 mph. The two-lane, two-way undivided street features a pavement width of about 20 feet fronting the baseyard. There are no curbs, gutters, or sidewalks. Sections of the road shoulder are a paved drainage swale which direct runoff into raised 18” drain inlets on either side of the road. The inlets are within the road right-of-way just mauka of the baseyard.

Electrical power and telephone service is drawn from overhead lines along Hauula Homestead Road.

Hauula Beach Park, a City and County of Honolulu beach park, is located across Kamehameha Highway from the Hauula Baseyard. Facilities at the 9 acre park include a bathhouse/pavilion, softball and volleyball fields, picnic areas, and campsites.

The baseyard is located below the Underground Injection Control line and in a critical wastewater disposal area as determined by the Oahu Wastewater Advisory Committee (Note: all Oahu has been declared a critical wastewater disposal area).
SECTION 3
SUMMARY OF POTENTIAL ENVIRONMENTAL IMPACTS
AND MEASURES TO MITIGATE ADVERSE EFFECTS

A. Assessment Process

The project was discussed with the consulting architect, engineer, and staff of the Department of Transportation. State and County agencies were contacted for information relative to their areas of expertise. Time was spent in the field noting site conditions and conditions in the vicinity of the baseyard. The discussions and field investigations allowed us to identify existing conditions and features which could affect or be affected by the project. These conditions are:

- The new baseyard will be constructed on the site of the existing baseyard;
- No change in use is proposed;
- The site is located in a residential area that has been altered by roads, public infrastructure, and dwellings;
- There are no rare or endangered flora or fauna on the premises;
- There are no archaeological features on the premises;
- There are no surface water bodies such as streams, lakes, and ponds on or near the site that would be affected by the proposed action;
- The site is not in a flood hazard area; and
- Water, power, and telephone systems are adequate to serve the facility.

B. Short-term Impacts

Prior to demolition, existing water lines will be cut and plugged, electrical and telephone systems disconnected, and the existing cesspool drained and taken out of service. Plant material will be selectively grubbed, all ac pavement demolished, fencing removed, and the two structures razed. The wooden office building will be tested for asbestos containing materials and lead based paint. If either substance is detected, they shall be properly removed, disposed of in accordance with applicable rules and regulations, and the buildings razed. Demolition and clean up should be completed in one week.

The site will be rough graded to design elevation and the ground excavated for building foundations and utility systems. Demolition and sitework will raise fugitive dust, create noise, and contribute construction traffic to Kamehameha Highway and adjoining streets.

Fugitive dust can and will be controlled by sprinkling water over exposed areas or by the application of other dust suppression measures stipulated in Chapter 60 (Air Pollution Control) of Title 11, Administrative Rules of the State Department of Health.

Construction noise will persist for the projected 8-month construction period. Noise will be most pronounced during the early stages of development (demolition and site work) to erection of the two structures. Construction noise may bother residents living in the vicinity of the property.

Allowable daytime noise levels for residential zoning districts set by the State Department of Health is 55 dBA measured at the property line. Construction work will temporarily exceed this standard and, per Administrative Rules (Chapter 43) of the Department of Health, the Contractor will obtain a noise
permit prior to construction. Construction will be limited to between the hours of 7:00 a.m. to 3:30 p.m., Mondays through Fridays.

Some on-site vegetation will be grubbed in order to site the improvements. Existing stone walls inside the lot on the Kaneohe and mauka sides of the lot will be demolished and rebuilt. Landscape plantings on high ground behind the stone walls may be removed and the area replanted; coconut trees on the makai and Kaneohe side of the lot will remain. All plants and trees on the premises are commonly found on Oahu and none are considered rare or endangered.

Due to the small scale of the project, the small size of the baseyard lot, and the relatively level terrain, the potential for erosion is minimal. Erosion control measures will be identified in an erosion control plan and Best Management Practices (BMPs) to be submitted with grading plans to the Department of Design and Construction, City and County of Honolulu for review and approval. These measures will include gravel ingress/egress pads for construction vehicles and silt fences provided at the perimeter of the site. An estimated 25 cubic yards of material will be used to fill the site to design elevations.

Should subsurface archaeological features be unearthed, work in the immediate area will cease and historic authorities consulted for proper disposition of the finds. The State Historic Preservation Division recommended that archaeological monitoring be conducted during all ground disturbing activities related to this project. The Department of Transportation will prepare an archaeological monitoring plan that addresses the concerns raised by the State Historic Preservation Division (February 18, 1999). The monitoring plan will be submitted to the State Historic Preservation Division for review and approval before beginning any ground disturbance.

A temporary construction fence will be erected around the property for security and safety purposes. The fence will be replaced by a permanent fence after construction is completed.

Construction notices will be posted to alert residents and motorists of roadway construction. Flagmen will be posted to marshal vehicles around any excavations in Hauula Homestead Road and during the unloading of material. One traffic lane will be kept open at all times to minimize inconveniences to residents and motorists. Excavations in the roadway will be restored to pre-construction conditions or better. Open trenches will be covered with steel plates at the end of each working day and safety devices posted during night hours.

C. Long-term Impacts

The proposed project will continue the existing use of the property as a highway maintenance baseyard. The structures to be built will serve the same purposes as the existing structures although they will be placed at different locations on the property. The completed project will shelter state vehicles and equipment from the elements and provide space for storing maintenance materials.

No vehicle maintenance (such as oil changes) or repairs will be performed on-site. These activities are performed at the Highway Division’s main facility at Shafter Flats near the Mapunapuna Industrial Area in Honolulu.

The proposed project is consistent with existing land use controls for the area. Public uses and structures are permitted uses in the residential district under the Land Use Ordinance, City and County of Honolulu. No change in use and location of the use is proposed.
Manpower levels (seven employees) and operating hours will remain unchanged thus no appreciable increase in daily water consumption, wastewater discharge, traffic, and power usage are expected.

The completed project may “open” a view corridor of the ocean from the property and areas mauka. The new equipment building will be placed on the south side of the property and oriented perpendicular to Kamehameha Highway on its long axis. The ocean can be viewed over the baseyard site but may be partially obstructed from some mauka locations by a stand of kamani trees growing between Kamehameha Highway and the baseyard...

A 3-5 foot wide planting strip inside the baseyard fronting Hauula Homestead Road may be landscaped with screening hedges. Plants requiring low maintenance and water requirements will be considered. The planting strip is too narrow to accommodate trees (Department of Planning and Permitting, 1999 and Hauula Community Association, 1999).

Domestic wastewater from the shower and bathroom facilities will be discharged into an individual wastewater treatment system consisting of a septic tank and leach field. Solid matter will be collected in the septic tank and effluent drained to a leach field. Wastewater flow is estimated at less than 500 gallons per day. This system is preferred over the continued use of cesspools and should minimize the potential for subsurface contamination. The system will be designed and operated in compliance with Chapter 62 (Wastewater Systems), Administrative Rules, State Department of Health.

D. Impacts on Special Management Areas Resources

1. Recreational Resources

   The property is neither a shoreline lot nor used for public recreational purposes. There is no public access (or access of any kind) to the shoreline over the subject property.

2. Historic Resources

   There are no known recorded historic resources on the premises. Archaeological monitoring will be performed during ground disturbing activities.

3. Scenic and Open Space Resources

   The proposed improvements will not affect coastal scenic and open space resources. The Coastal View Study (Department of Land Utilization, 1987) does not identify any significant stationary view areas mauka of Kamehameha Highway. The Coastal View Study identifies significant stationary views along the coastline from Hauula Beach Park which is located makai of Kamehameha Highway.

4. Coastal Ecosystems

   The absence of a diversity of flora and fauna and the improved condition of the site indicates the site does not support valuable coastal ecosystems.

5. Economic Uses

   Not Applicable.
6. Coastal Hazards

The building site is located in Flood Zone X which is defined as areas outside the 500-year flood plain. Tsunami inundation maps place the property outside areas prone to inundation from coastal waves.

7. Managing Development

The proposed project will not adversely affect the intensity of land uses on the premises. The site is currently a highway maintenance baseyard where equipment and material for carrying out highway maintenance functions are stored and maintained and where highway maintenance crews report for work. No change in these uses (or other functions at the baseyard) are proposed.

This Environmental Assessment has been prepared to communicate potential short and long term impacts of the proposed project on shoreline resources.

The environmental assessment process is the first step in obtaining a Special Management Area (SMA) Permit. After completing the environmental assessment process, the Department of Planning and Permitting will schedule a public hearing on the project. Hearing notices will be published in the local daily newspaper. Adjoining property owners and lessees will be notified by mail as to the time and place of the hearing.

Special Management Area permits are approved by the City Council. This application will be heard before the City Council Zoning Committee and the City Council. In addition, the Council can also schedule a public hearing if warranted. City Council hearing procedures provide the public ample opportunities to offer comments on the application.

D. Special Management Area Review Guidelines

The following guidelines are used by the Honolulu City Council or its designated agency for the review of development in the special management area:

a) All development in the special management area shall be subject to reasonable terms and conditions set by the council to ensure that:

1) Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas and natural reserves is provided to the extent consistent with sound conservation principles;

2) Adequate and properly located public recreation areas and wildlife preserves are reserved;

3) Provisions are made for solid and liquid waste treatment, disposition and management which will minimize adverse effects upon special management areas resources; and

4) Alterations to existing land forms and vegetation, except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational amenities and minimum danger of floods, landslides, erosion, siltation or failure in the event of earthquakes.
b) No development shall be approved unless the council has first found that

1) The development will not have any substantial, adverse environmental or ecological effect except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health and safety, or compelling public interest. Such adverse effect shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which taken in itself might not have a substantial adverse effect and the elimination of planning options;

2) The development is consistent with the objectives and policies set forth in Section 25.3.1 and area guidelines contained in HRS Section 205A-26;

3) The development is consistent with the county general plan, development plans and zoning. Such a finding of consistency does not preclude concurrent processing where a development plan amendment or zone change may also be required.

c) The council shall seek to minimize, where reasonable:

1) Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;

2) Any development that would reduce the size of any beach or other area suitable for public recreation;

3) Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management area and the mean high tide line where there is not beach;

4) Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and

5) Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.

Discussion:

The subject property is not a shoreline lot and development will not affect the shoreline, public access to the shoreline, or shoreline recreation areas. Dredging or other significant land alterations are not proposed. The baseyard is located mauka of Kamehameha Highway, the state highway nearest the coast, and the new structures will not interfere with views of the shoreline from Kamehameha Highway. Siting the proposed equipment building on the south side of the lot may “open” views of the shoreline from mauka areas.

The project is not proposed in an area of open waters, potential fisheries and fishing grounds, and wildlife habitats.

No alterations to the existing on-site drainage pattern are proposed.
A septic tank and leach field system of wastewater disposal will replace the existing cesspool. Because there is no sanitary sewer in the community of Hauula, the proposed disposal system will have the least impact on the environment and nearby coastal waters.

The proposed Hauula Baseyard is consistent with the residential zoning of the area. Public uses and structures are a permitted use of R-5 Residential zoned land.
A. No Action

The no action alternative would maintain the status quo of the building site and preclude the occurrence of all environmental impacts, short and long-term, beneficial and adverse described in this Assessment.

B. Alternative Sites

The State of Hawaii has no alternative sites available in the Hauula area on which to build a new baseyard.
# SECTION 5

## PERMITS AND APPROVALS

Permits and approvals required for the project are indicated below. Other permits and approvals may be required depending on final construction plans.

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<td>State of Hawaii</td>
<td>Department of Health</td>
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<td>Variance From Pollution Controls</td>
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<td>City and County of Honolulu</td>
<td>City Council</td>
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<td>Special Management Area Use Permit</td>
<td>Department of Planning and Permitting</td>
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<td>Grubbing, Grading, and Stockpiling Permit</td>
<td>Department of Planning and Permitting</td>
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<td>Building Permit for Building, Electrical, Plumbing</td>
<td>Department of Planning and Permitting</td>
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<td>Sidewalk/Driveway and Demolition Work</td>
<td>Department of Planning and Permitting</td>
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<tr>
<td>Permit to Excavate Public Right-of-Way (Trenching)</td>
<td>Department of Planning and Permitting</td>
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SECTION 6  AGENCIES AND ORGANIZATIONS TO BE CONSULTED

Notice of the Draft Environmental Assessment for the Hauula Baseyard Improvements was published in the Office of Environmental Quality Control Environmental Notice of February 8, 1999 and February 23, 1999. Copies of the Draft Environmental Assessment were mailed to the agencies and organizations listed below. Publication in the Environmental Notice initiated a 30-day public comment period which ended on March 10, 1999. An asterisk * identifies agencies and organizations that submitted written comments to the Draft Environmental Assessment. Comment letters and responses are found in Appendix A of the Final Environmental Assessment.

Federal
US Army Corps of Engineers

State
Department of Land and Natural Resources
*State Historic Preservation Division
*Land Division
Department of Hawaiian Home Lands
Department of Health

City and County of Honolulu
*Board of Water Supply
Department of Design and Construction
*Department of Planning and Permitting
Department of Transportation Services
Planning Department
Police Department
Fire Department

Other
Hawaiian Electric Company
GTE Hawaiian Telephone Company
*Hauula Community Association
Koolauloa Neighborhood Board No. 28
Councilman Steve Holmes
*Janine Brand
Chapter 200 (Environmental Impact Statement Rules) of Title 11, Administrative Rules of the State Department of Health, establishes criteria for determining whether an action may have significant effects on the environment (§11-200-12). The relationship of the proposed project to these criteria is discussed below.

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

   There are no known natural or cultural resources on the premises to be affected by the proposed action. *Archaeological monitoring will be performed during ground disturbing activities.*

2) Curtails the range of beneficial uses of the environment;

   The project does not curtail the beneficial uses of the environment.

3) Conflicts with the state's long-term environmental policies or goals and guidelines as expressed in chapter 344, Hawaii Revised Statutes, and any revisions thereof and amendments thereto, court decisions or executive orders;

   The project will not conflict with long-term environmental policies, goals, and guidelines of the State of Hawaii.

4) Substantially affects the economic or social welfare of the community or State;

   The project will not substantially affect the economic or social welfare of the State. Short-term economic benefits will be derived in the form of construction wages and material purchases.

5) Substantially affects public health;

   Public health will not be adversely affected by the proposed project.

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

   Substantial secondary impacts are not anticipated.

7) Involves a substantial degradation of environmental quality;

   Environmental quality of the site and surrounding neighborhood will not be degraded.

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

   The proposed action does not involve a commitment for larger actions.
9) Substantially affects a rare, threatened or endangered species, or its habitat;

There are no rare, threatened or endangered flora or fauna on the premises.

10) Detrimentally affects air or water quality or ambient noise levels; or

Ambient air quality will be affected by fugitive dust and combustion emissions during construction but can be controlled by measures stipulated in this Assessment. Construction noise will be pronounced during site preparation work but should diminish once the buildings are erected. All construction activities will comply with air quality and noise pollution regulations of the State Department of Health.

Erosion control measures will be prescribed in grading plans and best management practices prepared for the project.

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 Hauula Baseyard is not located in a flood hazard area or tsunami inundation zone.

12) Substantially affects scenic vistas and view planes identified in county or state plans or studies, or:

The Hauula Baseyard will not affect scenic vistas along the coastline identified in the Coastal View Study prepared for the Department of Land Utilization (now Department of Planning and Permitting).

13) Requires substantial energy consumption.

Energy consumption has not been determined. It is anticipated that power consumption may increase slightly because of air conditioning to be installed in the office building.

Based on the above criteria, the Hauula Baseyard Improvements project will not result in significant adverse environmental impacts and an Environmental Impact Statement should not be required.
REFERENCES


APPENDIX A

COMMENTS AND RESPONSES
Mr. Gerald Park  
Gerald Park Urban Planner  
1400 Nuuanu Street, Suite 876  
Honolulu, Hawaii 96814-3021  

Dear Mr. Park:

Comments To Draft Environmental Assessment (EA)
Hauula Baseyard  
307 Hauula Homestead Road, Hauula, Oahu  
Tax Map No. 50-2  12

The following comments should be implemented in the final EA:

1. Two site plans should be added to the final EA. One site plan should show the proposed, including the septic tank and leach field. Another site plan should show the existing structures on the property. The grades can be called from the site plans.

2. A landscaping plan should be added to the final EA. Will the parking lot be screened from view from the road with canopy trees and screening hedges?

3. The method of solid waste disposal to be utilized after the project is completed and the location where the solid waste will be disposed of should be included in the final EA.

4. Where will the debris from the demolition of the existing structures be disposed?

5. Page 15 of the EA mentions that the project will contain an erosion control plan with Best Management Practices (BMPs). The types of BMPs that will be implemented during grading and construction should be mentioned in the final EA.

February 19, 1999  

Mr. Gerald Park  
Page 2  
February 19, 1999  

Should you have any questions regarding this letter, please call Dana Terasoto of our staff at 533-4466.

Very truly yours,

JAN naïve Sullivan  
Director of Planning and Permitting

JNS:AM  
post dte 1-26-93
April 2, 1999

Jan Naeh Sullivan, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Subject: Haena Basreyard Improvements

Thank you reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments:

1. The septic tank, leach field, and existing structures are shown on Exhibit 2, Site and Utility Plan.

2. A landscaping plan has not been prepared for the project. The Department of Transporation plans to keep the concrete steps along the makaha and Kamehameha sides of the lot. As shown on the project site plan, existing stone walls inside the lot on the Kamehameha and Makaha sides will be retained as will the landscape plantings planted on "high ground" behind the stone walls. The project site plan also shows a 2-5-foot wide planting strip inside the yard facing the street. There are no plans to plant trees in the planting strip because there is no available space for them. Evergreen hedges could be planted along the fence perhaps by Department of Transportation Highways (HDOT) maintenance personnel.

3. All solid waste generated by activities at the basreyard are currently collected by Department of Transporation Highways Division maintenance personnel and transported to the Kualoa/Keahana Sanitary Landfill for proper disposal. This practice will continue when the new basreyard is operational.

4. The Contractor will be responsible for the proper disposal of demolition debris.

5. Due to the small scale of the project, the small size of the basreyard lot, and the relatively level terrain, the potential for erosion is minimal. Erosion controls, however, will include gravel ingress/egress pads for construction vehicles and site fences provided at the perimeter of the site.

We thank the Department of Planning and Permitting for participating in the environmental review process. Your comments and our responses will be included in the Final Environmental Assessment.
TO:       MS. JAN MAGE SULLIVAN, DIRECTOR
          DEPARTMENT OF PLANNING AND PERMITTING

FROM:      CLIFFORD S. JAMIE
          MANAGER AND CHIEF ENGINEER

SUBJECT: YOUR MEMORANDUM OF JANUARY 27, 1999 REGARDING THE
          DRAFT ENVIRONMENTAL ASSESSMENT FOR THE PROPOSED HAULUA
          BASIN YARD IMPROVEMENTS, HAULUA, OAHU, TMK 5-4-62: 12

April 2, 1999

GERALD PARK
Urban Planner
Manager and Chief Engineer
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, Hawaii 96814

Dear Ms. Janie,

Thank you for reviewing the Draft Environmental Assessment for the subject project. We have
approved your comments to the Board of Water Supply and its consultants for consideration in preparing a
water system plan for the basin area.

We thank the Board of Water Supply for participating in the environmental assessment review
process.

Sincerely,

GERALD PARK
Urban Planner

cc: P. Chao, DOH

Thank you for reviewing the Draft Environmental Assessment for the subject project. We have
approved your comments to the Board of Water Supply and its consultants for consideration in preparing a
water system plan for the basin area.

We thank the Board of Water Supply for participating in the environmental assessment review
process.

Sincerely,

GERALD PARK
Urban Planner

cc: P. Chao, DOH
An archaeological monitoring plan must contain the following eight specifications: 1) The kinds of resources that are anticipated; 2) Where in the construction area are the resources likely to be found; 3) How the expected types of resources will be treated, if found; 4) The archeologist conducting the monitoring has the authority to halt construction in the immediate area of a find in order to carry out the plans; 5) A coordination meeting between the archaeologist and construction crew is scheduled, so that the construction team is aware of the plans; 6) What laboratory work will be done on resources that are collected; 7) A schedule for report preparation; and 8) Details concerning the archiving of any collections that are made.

If an acceptable archaeological monitoring plan is prepared which addresses these concerns, and if the plan is implemented, then we can concur with your determination that the proposed undertaking will have "no adverse effect" on significant historic sites which may be present in the project area.

If you have any questions please call Sara Collins at 692-8028 or Elaine Jouardane at 692-8027.

Aloha,

Don Hibbard, Administrator
State Historic Preservation Division
EJk

Jan Nos Sullivan, Director
Page Two
April 14, 1999

Gerald F. Park
Urban Planner

April 14, 1999

Don Hibbard, Administrator
State Historic Preservation Division
Department of Land and Natural Resources
State of Hawaii
555 Kalakaua Building
601 Kamehameha Boulevard
Honolulu, Hawaii 96813

Dear Mr. Hibbard:

Subject: Haiku Banyan Improvements

I am pleased to inform you that the Haiku Urban Renewal Project is proceeding with the Haiku Banyan Improvements Project.

Thank you for your continued support of the Haiku Urban Renewal Project.

Sincerely,

Gerald F. Park
Urban Planner

.enclosure

cc: F. Chan, DOT
REF: PS:EN

Mr. Jan Nane Sullivan, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Sullivan:

Subject: Draft Environmental Assessment (DEA) for Haenula Baseyard Improvements

We have reviewed the subject DEA and offer the following comments for your consideration:

Our current projects are not affected by the proposed project.

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

We confirm that the proposed project is located in Zone X. This is an area determined to be outside the 100-year flood plain.

Thank you for the opportunity to review this matter.

Very truly yours,

Dean Udids,
Administrator

cc: Engineering
HAUULA COMMUNITY ASSOCIATION
P.O. Box 104
Hau‘ula, Hawaii 96717

March 3, 1999

City & County of Honolulu
Department of Planning and Permitting
SSD South Xad Streeet
Hawaii, Hawaii 96813

Dear Mrs. Kahana:

Subject: Hauula Backyard Improvements

April 2, 1999

Barbara Kahana
Vice President
Hau‘ula Community Association
PO Box 104
Hau‘ula, Hawaii 96717

Thank you reviewing and commenting on the Draft Environmental Assessment prepared for the subject project. We offer the following responses to your comments.

1. The Department of Transportation Highways Division will explore the feasibility of controls and other ways to reduce noise and vibration. This will be determined on a case-by-case basis.

2. The project will be reviewed with the Parks department to coordinate plantings for the backyard and Hau‘ula Park.

3. The height, scale, and exterior appearance of the structure have been designed in consideration of the surrounding low-rise dwellings and residential character of the neighborhood.

4. A 20-foot wide entry gate to the yard is proposed. The single entry will provide better truck access to and from Ha‘ula Stream Road.

Your comments and our responses will be included in the Final Environmental Assessment. We thank the Hau‘ula Community Association for participating in the environmental assessment review process.

Sincerely,

GERALD PARK URBAN PLANNER

C.P. Chan, DOTH
March 10, 1999

Barbara Kahana, Vice President
Hana Community Association
P.O. Box 234
Hana, HI 96717

Dear Barbara,

I am writing regarding the Hana Bay Park Improvements project. First, thank you for coordinating our Community Association response. I was impressed with your written proposal for the Association meeting; your summary was informative and well presented. It sounds as if you elicited a good discussion among those standing.

In your March 5 letter to Jan Sullivan you list 7 comments from the Association. These points fully reflect my thoughts about the project. I would like to add one thought:

I believe that an 8 foot high chain link fence topped with 3 strands of barbed wire encircling the perimeter is neither compatible with the location of the baypark (along the highway across from the beach parking) nor with the pleasant country character of Hana. (Chains link and particularly barbed wire bring to mind prisons.) It is possible that the Transportation Department could request that the Transportation Department-Highway Division be more creative in the "design" phase. A fence with right-of-way access or some other design, plant along the top of the wall would be an attractive addition to our Hana Highway Corridor.

Again, Barbara, thanks for your efforts. I will assist in any way I can. Please call me, if you need assistance.

Sincerely,

Janice Brand

cc: Steve Holsten, Coordinator Hana Community Association
    Jan Sullivan, Director Department of Planning and Permitting
    Craig Nogawala, Chair Hana Community Association Board
    Kane Hasegawa, Director Transportation Department