

Maryanne W. Kusaka  
Mayor



Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

January 4, 2000

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Ms. Genevieve Salmonson, Director  
Office of Environmental Quality Control  
235 South Beretania Street, Suite 702  
Honolulu, HI 96813

OFFICE OF ENVIRONMENTAL QUALITY CONTROL  
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'00 JAN -5 AM 10:02

Dear Ms. Salmonson:


Subject: **Final Environmental Assessment (FINAL EA)  
Finding of No significant Impact (FONSI)  
OFFICES OF COMMUNITY ASSISTANCE,  
KAUAI COUNTY TRANSPORTATION AGENCY  
BUS MAINTENANCE FACILITY  
T.M.K. 4:3-06-02-1 (Partial)  
Lihue, Kauai, Hawaii**


The Kauai County Offices of Community Assistance, Transportation Agency, has reviewed the one comment letter received during the 30-day public comment period that began on September 23, 1999. We have determined that the project will not have significant environmental effects and have issued a Finding of No Significant Impact (FONSI) declaration. Please publish the notice of availability in the January 23, 2000, OEQC Environmental Notice.

We have enclosed a completed OEQC Bulletin Publication form, and four copies of the final EA. There is no change to the project summary, therefore no disk is enclosed.

Thank you for your assistance. Please call Dennis Alkire at 808-241-6814 if you have any questions.

Sincerely,

  
MATILDA A. YOSHIOKA  
Director, OCA

  
DENNIS ALKIRE  
Project Manager, OCA

cc: Janine Rapozo  
Gini Kapali

Enclosures

  
THE KAUA'I BUS  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

JAN 23 2000

**FILE COPY**

2000-01-23-KA-~~FEA~~ - *Kaui Crest of title in yellow*

**FINAL ENVIRONMENTAL ASSESSMENT**

**\*BUS MAINTENANCE FACILITY\***

OWNED BY THE COUNTY OF KAUAI

Prepared for the  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
LIHUE, KAUAI, HAWAII

JANUARY, 2000

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

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RECEIVED

Prepared by

Dennis Alkire, Project Manager  
Offices of Community Assistance  
Transportation Agency  
Telephone 241-6814  
FAX 241-6815

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**FINAL ENVIRONMENTAL ASSESSMENT**

**BUS MAINTENANCE FACILITY**

OWNED BY THE COUNTY OF KAUAI

Prepared for the  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

T.M.K. 4:3-06-02-1 (PARTIAL)  
LIHUE, KAUAI, HAWAII

Submitted Pursuant to Chapter 343, HRS

Responsible Official: Matilda A. Yoshioka Date: 12/27/99  
Matilda A. Yoshioka  
Director, Offices of Community Assistance

Responsible Official: Janine Rapozo Date: 12/27/99  
Janine Rapozo  
Executive on Transportation, OCA

January, 2000

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## CHAPTER I

### INTRODUCTION

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#### A. General Information

In March of 1999, the County of Kauai purchased a 10.0 acre parcel in Lihue, Kauai, Hawaii from AMFAC/JMB Hawaii, Inc. The parcel will be used for the purpose of developing a governmental center for the Island of Kauai. See Map VI-1. The site is located on the East side of the island in Lihue, a major center of commerce and government. The East side is the most populated part of the island. See Map VI-2. The proposed uses on the site are for a new police station, the Office of the Prosecuting Attorney, the Emergency Operating Center and the new bus maintenance facility.

This Environmental Assessment addresses the bus maintenance facility only. A separate EA was submitted for the other portions of the project.

The project site (TMK 4:3-6-02-1) will be accessed from Kaana road extension on the north side of the site and Hoolako Street extension on the West side. See Map VI-3. A new road is planned to cross through the site as part of the development. There are presently cane fields on the north and west sides. The total site area is 10.0 acres, with 2.0 acres set aside for the transportation facility.

Kauai County proposes to develop the entire parcel for a governmental center. Although the project is not yet designed, project guidelines and a master site plan have been formulated by the County task force and consultants. EXHIBIT A. The parcel will be fully landscaped and parking will be screened from public view.

A public bus service has been available on Kauai since 1973, when it was known as the "Senior Shuttle". For 1996, the last year with available statistics, there were on average 13,800 trips per month on the fixed public routes. There were an additional 8,000 trips per month on the demand-response system. Additional information regarding transit system funding is available for 1997. Graphs and charts are included in EXHIBIT D and EXHIBIT E.

#### B. Proposing Agency:

Offices of Community Assistance:  
Transportation Agency  
4396 Rice Street, Suite 104  
Lihue Kauai, Hawaii 96766

## CHAPTER II

### PURPOSE OF THE PROJECT

The purpose of the Bus Maintenance Facility project is to construct a purpose built structure which is designed for the unique function as required by the program. The need for the facility is well documented, and is recognized by the County and the Federal Transportation Agency.

Currently the bus facility functions are scattered over the East side of Kauai, with portions located in three separate areas. Administration is in the historic County building, with bus maintenance located several miles away. Vehicle storage is in a third area. The new facility will allow all of the essential functions to be in one area. This will allow a greater efficiency and flexibility in meeting the needs of the community.

The Bus Maintenance Facility is the physical structure that will enable the Offices of Community Assistance, Transportation Agency, to continue to provide a system of public transportation on Kauai. This system, although small, plays a very large part in the lives of those that use and enjoy public transportation. Additionally, the Paratransit provides a way for our citizens who have no other way to get to the doctor, the store, the library and other necessary locations. The bus fulfills a very important function in the island community.

## CHAPTER III

### BUS MAINTENANCE FACILITY

#### A. Project Location

The property is located in Lihue on the mauka side of Kapule Highway, across from the post office distribution center and the airport. The area set aside for the bus maintenance facility is 2.0 acres.

The surrounding property has varied use patterns. To the east is the Kauai Veterans Center and a vacant parcel of 1.0 acre. Further to the east, across Kapule Highway, is the post office distribution center and the airport. To the north and west are cane fields. Future development plans are in place by AMFAC/JMB Hawaii Inc. to develop the entire area between the airport and the existing residential neighborhoods to the west, extending north to the Hanamaulu Valley. This development will be approximately 550 acres. EXHIBIT G. A General Plan amendment will be necessary for this large project. See Map VI-7. See Map VI-8 for identification of the clear zones at the Lihue airport.

#### B. Project Description

The proposed bus maintenance facility is located within the Lihue community. After Hurricane Iniki, the County received federal financial assistance for many projects. One of those was to enlarge the system of public transportation on Kauai. Within weeks of the hurricane the first buses were operating under the name "Iniki Express". Currently there are 33 buses running, providing public transportation throughout Kauai. There is scheduled service as well as on-demand service for seniors and the disabled. The County Transportation Agency operates from 4:00 am until 9:00 pm, six days a week. EXHIBIT C.

The bus operates two distinct types of service. The first service is the fixed routes, connecting all of the major communities on Kauai. These operate on a schedule during the weekdays and on Saturday. The other type of service is demand-response, also known as the Paratransit System. The person calls the bus agency and arranges to be picked up and dropped off at their destination. About forty percent of the total number of bus trips are demand-response. This service is very popular with the seniors and physically challenged bus passengers.



## CHAPTER IV

### DESCRIPTION OF THE ENVIRONMENT

#### A. Land Classification and Zoning

The current zoning Urban Mixed Use (UMU) and the current use is the growing of sugar cane. See Map VI-4. The county has purchased the parcel from AMFAC / JMB Hawaii. There are no structures on the property and the entire parcel is presently in use as agricultural land.

#### B. Physical Features

1. Topography: The site slopes gradually from north-west to south-east at less than 3 percent. There are no hills or valleys. There is no standing or running water, except for man made irrigation ditches which were required for the cane fields. The east side of the site that parallels the Kapule Highway is elevated approximately six feet above the highway.
2. Climate: Climatic conditions in the area are known to have mean temperatures ranging from 70.3 degrees Fahrenheit in the winter to 78.4 degrees Fahrenheit in the summer. The relative humidity levels vary from 63 percent to 88 percent. The annual average rainfall is about 45 inches.
3. Soils: The site is comprised of LhB soils, Lihue silty clay, which consists of well-drained soils upland on the Island of Kauai, silty clay, gravelly in places. The loam is developed in material derived from basic igneous rock. Soil geology is stable and suitable for the construction of the building types proposed. Existing vegetation consists of sugar cane and various weedy grasses. See Map VI-6.

#### C. Flora and Fauna

The property has been in sugarcane cultivation for many years. No rare or endangered species of plant or animal has been identified on the site.

#### D. Infrastructure and Utilities

1. Vehicular Access: As a condition of the adjacent six acre parcel purchased by the State of Hawaii Judiciary, AMFAC/JMB agreed to design and build the Kaana Street Extension. The design work is essentially completed, with construction is planned to start this year.

Hoolako Street, which runs mauka (west) of Vidihna Stadium will also be extended and connected to the new "Employee Parking Road".

2. Water: The County Department of Water has "reserved" adequate water supply to accommodate the bus project. It is estimated that a 1 inch meter will be adequate for the facility. The domestic water source is an 8" main in the road that runs along the north side of Vidihna Stadium. The new service line will cross the existing sports field to the bus facility.
3. Wastewater: The Wastewater will be piped to the Lihue Sewage Treatment Plant (STP). This facility has recently undergone expansion, and has an additional 1.5 million gallons of capacity. The line will run from the facility property to the sewer main located in Kapule Highway. The line will be located on the County owned parcel to the south of the bus property, which is currently being used for soccer fields.
4. Power and Telecommunications: There is electrical power, telephone and cable TV in the Kapule Highway right-of-way. Or services will go underground from the Highway to the property. The lines will be located adjacent to the sewer line, located in County-owned property. Existing capacity is adequate to serve the projects electrical and communications demands.

E. Flood Hazard

The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for Kauai County, Hawaii, Community Panel Number 150002 0202 C, map revised March 4, 1987. The map shows the property in the X zone (unshaded). The property is outside of the 500 year flood plain. See Map VI-5.

F. Maps

Map of Kauai.....	VI-1
Vicinity Map: Lihue Area.....	VI-2
Tax Map 4:3-06-02-1.....	VI-3
Zoning Map (With General Plan Amendments).....	VI-4
Federal Emergency Management Agency FIRM Map.....	VI-5
Soils Survey Map of Kauai.....	VI-6
Screening Map of Clear Zones at Lihue Airport....	VI-7

## CHAPTER V

### PROBABLE IMPACTS AND MITIGATIVE MEASURES

#### A. Short Term Impacts

1. Construction: On-site grading and infrastructure improvements will result in an increase of dust and noise. The prevailing tradewinds patterns carry airborne matter to the south-west and over the soccer field beyond. The normal patterns will not impact the school or the residential area. The increase in noise will be mitigated by the fact that the property is relatively isolated, with no houses nearby within 1,000 feet. The closest school is about 3,000 feet away, and would not be impacted during construction.
2. Traffic: Required improvements and extensions to the roads in the area of the project could have some impact on the flow of traffic during construction. The bulk of the traffic in the area is carried on Kapule Highway, which will not be impacted except at the new intersection. During all periods of road improvements, policemen and flagmen will assist with traffic to maintain acceptable flows. When completed, the extensions of Kaana road and Hoolako Street will improve the traffic flow in the area. EXHIBIT F.
3. Employment: The construction will have a very positive impact on the Island economy, which is still impacted by Hurricane Iniki. This will improve Kauai's unemployment rate. The projected costs of the project will provide opportunities for local contractors to bid on the construction work.

#### A. Long Term Impacts

1. Traffic: Because the project is located near the airport, it is in an area of Lihue that currently has good access and circulation. The Traffic Impact Assessment done by Austin, Tsutsumi & Associates, Inc., was based on an analysis of the entire ten acre site. Their conclusion and recommendation contained in their report is "...the proposed development will not have a significant impact on the volume of traffic and will provide safe access to and from the site." EXHIBIT I.
2. Visual: The existing property has been used for raising sugar cane for many years. The proposed uses are different from any know historical period. It is our intention that the development be comprised of

numerous small buildings, designed to be harmonious with one another, with an emphasis on pedestrian access. The maximum height of any structure per county ordinance may not exceed the height of the tallest coconut palm. In these ways the scale of the project will be consistent with the rest of the developed areas on Kauai. The site will be fully landscaped.

There is a master plan for the beautification of the Kapule Highway corridor, as well as Ahukini Road, both leading from the airport. This work, along with the transportation facility landscaping, will bring a much needed improvement to the main traffic corridors connecting the airport to the rest of the island.

#### C. Mitigative Measures

In the short term, during construction, measures will be taken to minimize impacts such as increased traffic, noise and dust. Measures will include specific construction hours to minimize noise, plans to reduce the impacts of the construction traffic, and dust screens and periodic site watering to reduce dust particles in the air. All construction and related activities will comply with applicable federal, state and county regulations.

Long term impacts of the project will be some increased traffic on Kapule Highway. This impact has been studied and determined to be minimal. The road will be widened, with a left turn lane and a deceleration lane added. A sidewalk will be added, to help foot traffic. There is no sidewalk at present.

The project will be a visual asset to the community. The property has been in agricultural use for many years. The scale of the proposed development will be in character with the surrounding buildings, with smaller structures laid out to accommodate the village green concept. The entire property will be landscaped and irrigated.

The most important impact will be the centralization of bus facilities. This will allow increased operating efficiency, streamline the service and delivery aspects of the bus, and consolidate the operations and maintenance in one location.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED PROJECT

A. No Action Alternative:

The No Action alternative involves no changes in the site. For many years there has been the activity of growing sugar cane. It is no longer viable to grow cane on land located within the Lihue town center. The land is too valuable, and the demand for sugar cane is not currently there. Our labor costs are too high, and processing and shipping makes the product costs prohibitive.

If the project does not go ahead, the land will lie fallow. AMFAC/JMB does not plan to replant sugar cane after this current crop is harvested, as they don't want to lose more money. The county has purchased a good site for a center for government. We do not expect any continued agricultural use for the parcel.

B. Alternative Development Options:

Alternatives to the proposed development plan include the following:

1. Uses that have been considered for the property include housing, light industrial and functions related to the airport or to the post office distribution facility. With regards to housing, there is not currently adequate infrastructure capacity for expansion of the housing stock in the Lihue area. Future airport expansion plans are underway, with the facility growing to the north on the makai side of Kapule Highway. There is no need in the foreseeable future to expand the post office distribution facility.
2. Given the size of the parcel, and the fact that it has been in agricultural use for many years, continued agricultural use has been considered. However, the value of the property, due to its location within the Lihue town limits, does not favor this use.

CHAPTER VII

AGENCIES AND ORGANIZATIONS CONSULTED

Federal Agencies

1. GRANT AGREEMENT: U. S. Dept. of Transportation  
Federal Transit Administration 1997
2. U. S. Dept. of Housing & Urban Development  
Advisory Council on Historic Preservation 1993

State Agencies

3. CATEGORICAL EXCLUSION: State of Hawaii  
Dept. of Transportation 1997
4. FINAL Environment Impact Statement  
Lihue-Hanamaulu Master Plan  
Prepared for AMFAC/JMB  
Submitted to the Land Use Commission 1995

County of Kauai Agencies

5. Public Hearing: County Transportation Agency 1997
6. Department of Water 1997
7. Department of Public Works 1997/1999
8. Task Force: Police, OEC & Transportation 1997/1999
9. Planning Department 1997

Private Consultant Reports

10. Wilson Okamoto Engineers 1997
11. Urban Works Architects and Planners 1999

## CHAPTER VIII

### FINDINGS AND DETERMINATION

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Significance Criteria: According to the Department of Health Rules (11-200-12), an applicant or agency must determine whether an action may have a significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short and long-term effects. In making the determination, the Rules establish "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have a significant impact on the environment if it meets any one of the following criteria:

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

The proposed project will not cause any irrevocable loss of natural or cultural resources.

The site has been a cultivated sugar cane field for many years, and has never yielded any artifacts. Viewplanes are not impacted and there will be no blockage of mauka or ocean views from the surrounding areas.

As previously noted, no significant archaeological or historical sites are known to exist on the site. Should any archaeologically significant artifacts, bones, or other indicators of previous on-site activity be uncovered during the construction phase, their treatment will be conducted in strict compliance with the requirements of the Department of Land and Natural Resources.

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

Although the subject property has been used for the cultivation of sugar cane for the past 70 years, that use is no longer viable. The site is within the urban core of Lihue town, and is well suited for development. The surrounding areas are planned for governmental functions, with retail and public parks interspersed throughout the area.

3. Conflicts with the State's long-term environmental

policies and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders;

The proposed development is consistent with the Environmental Policies established in chapter 344, HRS, and the National Environmental Policy Act.

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

The proposed project will provide a significant and positive impact on the Kauai community by providing a public transportation alternative to those who may not have access to a car. This will have the effect of reducing traffic volume and air pollution. The proposed project will not negatively or significantly alter existing residential areas, nor will it encourage unplanned population growth.

5. Substantially affects public health;

During the construction period there will be minor impacts to air quality and noise levels. After completion of the construction work, these will be insignificant or not detectable. The positive aspects of the proposed project in the areas of economic and social benefits of the community are greater than the "no action" alternative.

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

Public facilities may experience a slight increase in use, due to increased accessibility. It is unlikely that the existence of a bus facility will have any impact on population.

7. Involves a substantial degradation of environmental quality;

During the last six years (since Hurricane Iniki) that the Kauai Bus has been operating, there has been no degradation in environmental quality. The new bus maintenance facility will simply take the place of the temporary facility that has been in service. Increased ridership of the bus will reduce reliance on automobiles, thereby reducing fossil fuel usage.

8. Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger action;

The bus maintenance facility is being planned to



be adequate for the next twenty years of service. The Transportation Department does not anticipate any significant increase in the level of service provided on Kauai. Current population projections, which defines the need for public transportation, are essentially flat for the near future.

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

No endangered plant or animal species are located on or around the project site.

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

No air quality issues have surfaced during the past six years of bus facility operation. We do not anticipate any change in that situation, as no expansion of the facility is planned. Any possible impact to adjacent areas as a result of surface water runoff, will be mitigated by the establishment of on-site retention basins during the construction phase as well as after the facility is operational. There will be no heavy maintenance or fueling of the buses on-site. There will be traps and storage tanks for spills. Ambient noise levels are established and have been found to be well within acceptable levels for urban uses.

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 areas, geologically hazardous land, estuary, freshwater, or coastal areas;

The proposed project site is not located in or near any environmentally sensitive or geologically hazardous area. As the property is currently developed for agricultural uses, and has had that use for many years, the site no longer reflects a natural environment.

12. Substantially affects scenic vistas and view planes identified in county or state plans or studies;

The property is essentially flat, surrounded by more flat land. On Kauai there are no tall buildings, so view planes to the mountains are unobstructed. This project will not be visible, as the other proposed uses for the site will be substantially larger and bulkier.

13. Requires substantial energy consumption.

The size and scope of the project will not have a measurable impact on energy supplies. In fact, the availability of scheduled and regular bus service and the Handivan program does reduce the number of car trips on the island, thereby reducing our dependence on fossil fuels.

CHAPTER IX

REFERENCES

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Federal Emergency Management Agency: FIRM Flood Insurance Rate Maps, Kauai County, Hawaii, Panel 202 of 225, March 1987.

United States Department of Agriculture, Soil Conservation Service, Soil Survey of Islands of Kauai, Oahu, Molokai and Lanai, State of Hawaii, August 1972.

United States Department of Transportation, Federal Transit Administration (FTA): Grant Agreement, between the FTA and the Kauai County Transportation Agency, Form FTA G-3, July 1997.

Final Environmental Impact Statement: Lihue-Hanamaulu Master Plan, prepared for AMFAC/JMB Hawaii, Inc. and the Lihue Plantation Company, Limited. Submitted to the State of Hawaii Land Use Commission, January 1995.

CHAPTER X

TABLE OF EXHIBITS

---

Bus Maintenance Facility  
1. Program.....A  
2. Development Sources and Uses.....B

Transit Development Plan (partial).....C

The New Kauai Bus.....D

Existing Transit System characteristics.....E

Map of proposed Police/EOC/Transportation.....F

Master Plan: Lihue-Hanamaulu for AMFAC/JMB.....G

Lihue-Hanamaulu Master Plan (partial)  
1. Archaeological & Historic Resources.....H  
2. Roadways and Traffic.....I  
3. Noise.....J

Categorical Exclusion from FTA.....K

Dept. of Transportation FTA Grant Agreement.....L

Letters to adjacent property owners.....M

Letter from state Department of Transportation, Airports....N

Master site plan: Urban Works.....P

CHAPTER XI

COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT

Attached are copies of the letters sent to the neighboring property owners and to the State of Hawaii public library that is located closest to the project site.

There was only one comment letter received as a result of the published draft environmental assessment document. That letter was received from the State of Hawaii Department of Transportation, Airports Division, A copy of that letter is enclosed, along with our response letter sent to them.

**KAUAI COUNTY TRANSPORTATION AGENCY  
 BUS MAINTENANCE FACILITY  
 ALLOCATED SITE AREA: 2.0 ACRES**

FILENAME: C:\BUS\PROGRAM.WQ

FUNCTION	PEOPLE	OFFICES	PARKING FOR		SPECIAL NEEDS:
			BUSES	EMPLOYEES	
ADMINISTRATION	11	6	10		CONF/LUNCH/BREAK ROOM RECEPT AREA OPEN TO PUBLIC SERVICE COUNTER/SECURITY
OPERATIONS	20	1	15	33	AVG BUS 25' LONG OPEN 4AM TO 9PM, LIGHTING/SECURITY PARK ALL BUSES ON SITE BUS DRIVERS LOUNGE/ 30 LOCKERS RADIO COMMUNICATIONS SHIFT WORK
MAINTENANCE	3	1	3		2 REPAIR BAYS 20' WIDE 1 WASH BAY 25' WIDE PARTS STORAGE AREA MECHANIC CHANGE/WASH AREA NO GAS OR DIESEL WILL BE OIL, BRAKE AND AC FLUIDS OIL/GREASE TRAPS REQD SLAB TO SUPPORT 10 TON LOAD
<b>TOTALS</b>	<b>34</b>	<b>8</b>	<b>28</b>	<b>33</b>	

**EXHIBIT A**

**BUS MAINTENANCE FACILITY  
 KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
 TRANSPORTATION AGENCY  
 JANUARY 2000**

**KAUAI COUNTY TRANSPORTATION AGENCY  
BUS MAINTENANCE FACILITY**

FILENAME: C:\BUS\PROGRAM.CIP

DEVELOPMENT SOURCES				DEVELOPMENT USES
FEDERAL	COUNTY	OTHER	TOTALS	
50,000			50,000	LAND ACQUISITION
	150,000		150,000	
62,500			62,500	DESIGN / ENGINEERING
731,250			731,250	CONSTRUCTION
	100,000		100,000	
93,750			93,750	PROJECT MANAGEMENT / OTHER
62,500			62,500	EQUIPMENT
1,000,000	250,000	0	1,250,000	TOTALS

PROGRAM RESOURCES BY YEAR				FUNDING BY AGENCY
FY 98	FY 99	FY 00	TOTALS	
50,000			50,000	FEDERAL
150,000			150,000	COUNTY
31,250	31,250		62,500	FEDERAL
	606,250	125,000	731,250	FEDERAL
	100,000		100,000	COUNTY
8,750	62,500	22,500	93,750	FEDERAL
	31,250	31,250	62,500	FEDERAL
240,000	831,250	178,750	1,250,000	TOTALS

**EXHIBIT B**

**BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000**

TRANSIT DEVELOPMENT PLAN  
FOR THE  
KAUAI COUNTY BUS SYSTEM

SEPTEMBER, 1994

PREPARED FOR

THE COUNTY OF KAUAI

PREPARED BY

**KAKU ASSOCIATES**  
A Corporation

EXHIBIT C

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

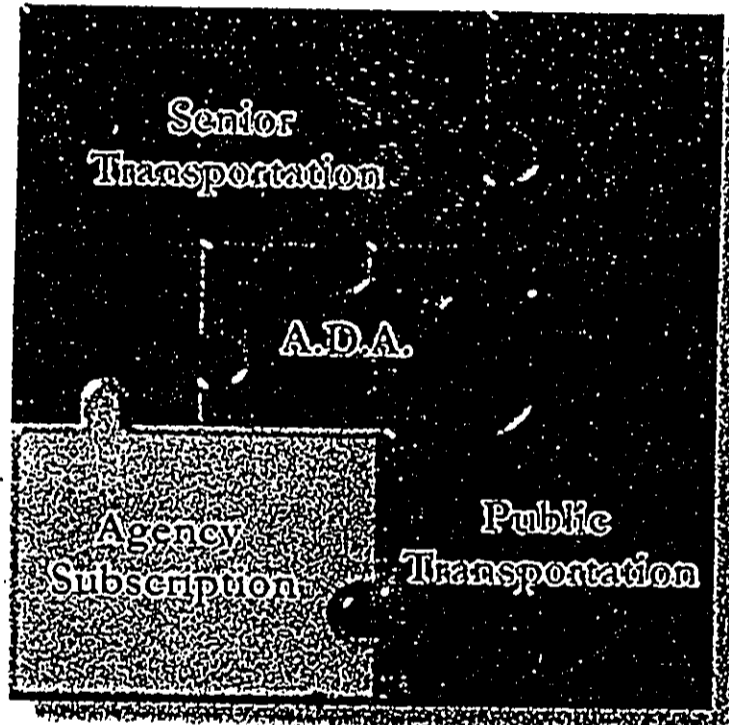
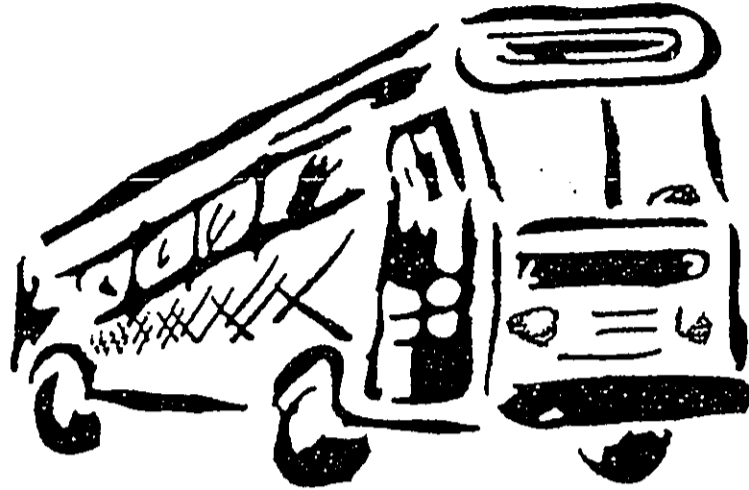


## ORGANIZATIONAL STRUCTURE

The bus operations function should be organized with a general manager or director who is responsible for all elements of the systems operations and maintenance, administration, and planning. It is also necessary to provide an operations manager, administrative/financial manager and planning manager. Adequate support staff is needed in the areas of dispatch, driver supervision, and training under the operation's manager. The administrative/financial manager must have staff support in the areas of accounting, clerical, and data management. The planning manager needs support for ADA compliance, and short- and long-range planning. Because of the relationship between these three functions, it is important to house them together, if possible.

It is also recommended that the system have a *secure place* to house its fleet when not in use. The area should be fenced in and have a place to wash vehicles, refuel and conduct preventative maintenance functions. Although not specifically addressed in this paper, the next logical step in the organization of the system would be the acquisition or construction of a separate baseyard for the bus system. If the proposed system is implemented, the fleet size would be sufficient to justify such an investment. This decision should be based, however, on an analysis of the advantages and disadvantages of a separate baseyard as compared to use of the Public Works Baseyard or use of private contractors for maintenance. This analysis will be provided in a separate document.

# THE NEW KAUA'I BUS



## County Transportation Agency

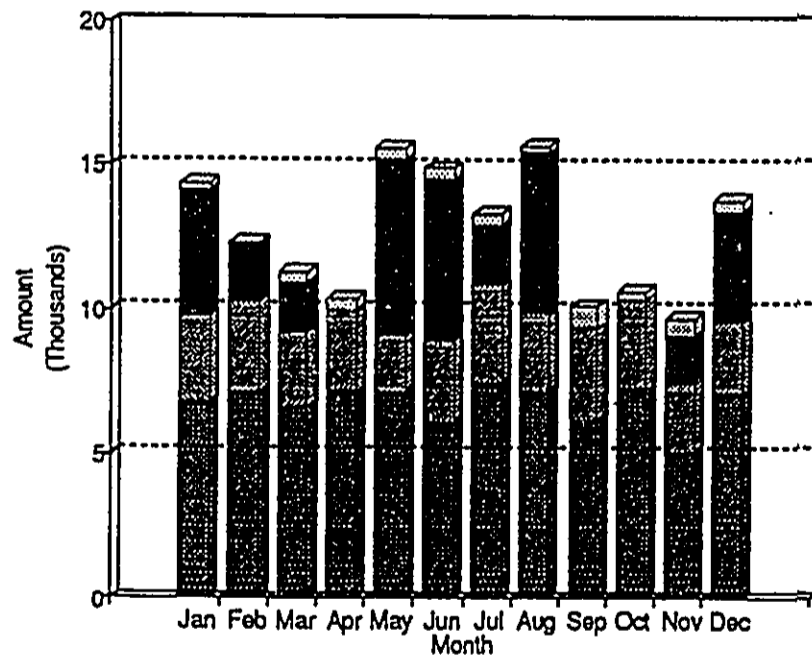
EXHIBIT D

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

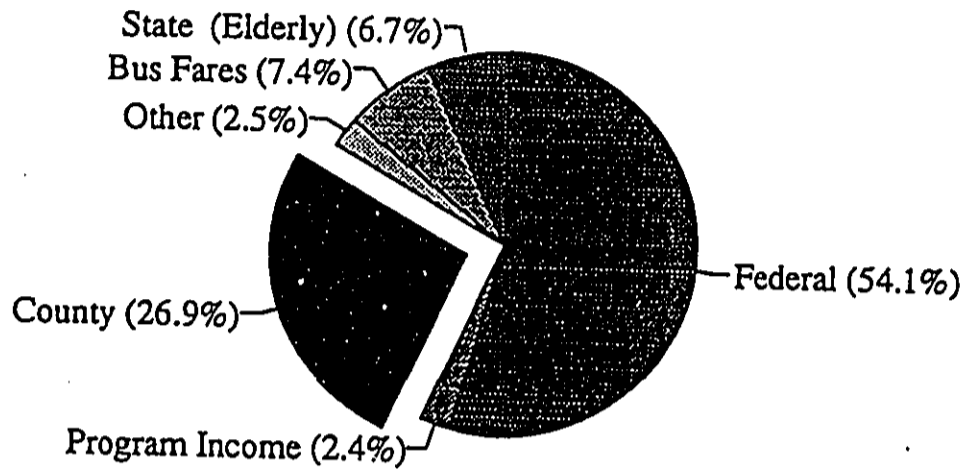
Kaua'i County Transportation Agency  
Revenue Collection  
1996

1996 Month	Fares	Passes	Agency	Senior	Total
Jan	6,776	3,013	4,372	268	14,428
Feb	7,059	3,225	1,914	191	12,389
Mar	6,566	2,638	1,746	395	11,344
Apr	7,149	2,875	0	389	10,413
May	7,107	2,063	6,068	448	15,686
Jun	6,149	2,738	5,646	391	14,923
Jul	7,476	3,388	2,140	381	13,385
Aug	7,170	2,688	5,637	250	15,745
Sep	6,193	3,213	0	759	10,165
Oct	7,202	3,213	0	299	10,714
Nov	5,128	2,350	1,691	595	9,764
Dec	7,048	2,488	3,909	359	13,804
Average	\$6,752	\$2,824	\$2,760	\$394	\$12,730
Totals	\$81,022	\$33,891	\$33,123	\$4,725	\$152,761

Revenue Collected

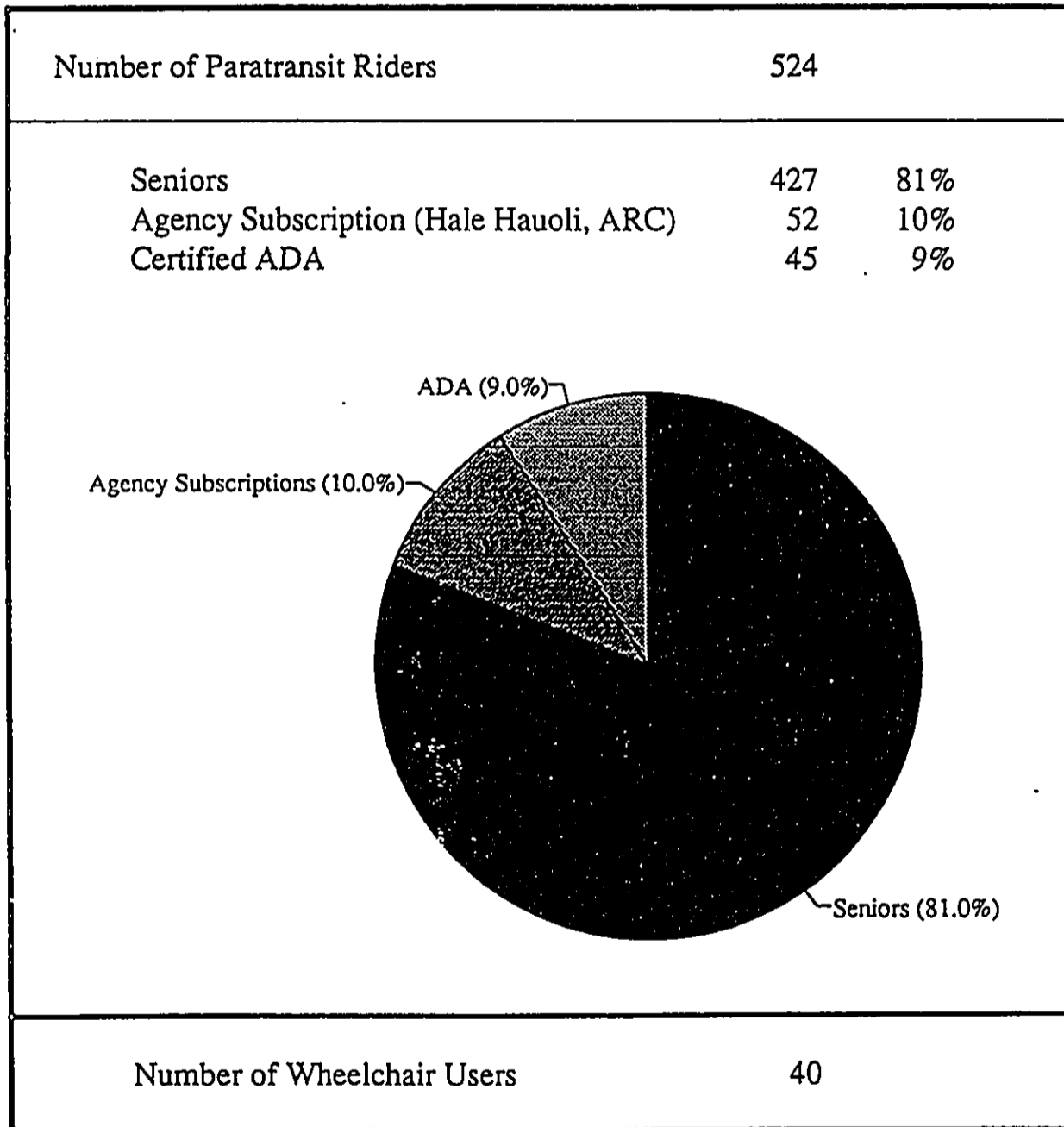


## Kaua'i County Transportation Agency Funding Sources - FYE 06/30/98



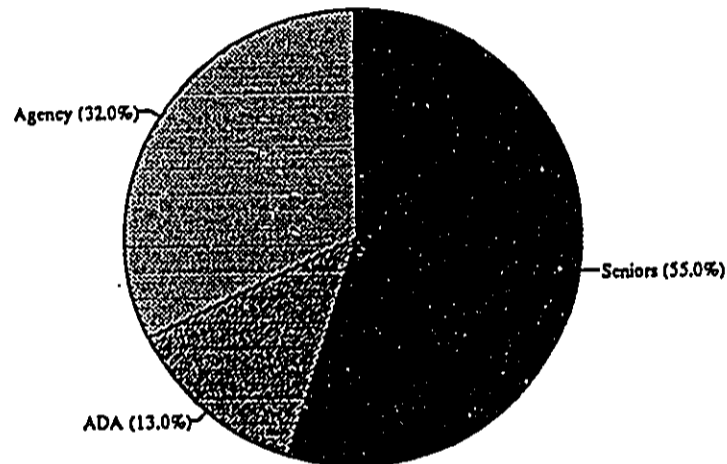
Funding Sources	Amount
Federal	802,407
County	397,500
Bus Fares	110,000
State (Elderly)	98,983
Program Income	36,000
Other	36,350
<b>Total Funds</b>	<b>\$1,481,240</b>

County Transportation Agency  
Paratransit Ridership Profile  
1996



Paratransit System  
 Number of Trips / Passenger Destinations  
 1996

Number of annual trips in 1996	72,450
Seniors	39,428
Agency Subscriptions	23,512
ADA	9,510



**Passenger Destinations:**

Agencies (Hale Hauoli, ARC)	35%
Senior Centers	21%
Wilcox Day Care	20%
Dialysis	6%
Employment	6%
Medical	3%
Shopping	3%
Senior Outreach	2%
Other (Agency appointments, post office, bank, etc.)	4%

TABLE 1  
KAUAI BUS STOP LOCATION AND DESIGN STUDY  
EXISTING TRANSIT SYSTEM CHARACTERISTICS

Route #	Name	Areas Served	Number of Stops	Weekday Hours of Operation		Weekday Number Of Buses		Saturday Hours of Operation		Saturday Number Of Buses	
				AM	PM	AM	PM	AM	PM		
100	Kekaha - Lihue	Kekaha, Waimea, KVMT, Ishihara Market, Makaweli, Kaunakani, Hanapepe, Elele, Elele Shopping Center, Kalahoe, Lawai, Puhi, Kaula Community College, Kukui Grove Shopping Center, Lihue and Wal-Mart	21	5:30 AM - 6:30 PM	4	4	7:30 AM - 2:00 PM	2	1		
100E	Kekaha - Koloa - Lihue	Kekaha, Waimea, KVMT, Makaweli, Ishihara Market, Kaunakani, Hanapepe, Elele, Elele Shopping Center, Kalahoe, Lawai, Koloa, Koloa School, Popoi, Puhi, K.C.C., Kukui Grove Shopping Center, Lihue and Wal-Mart	28	6:30 AM - 7:30 AM	1	0	8:00 AM - 9:30 AM	1	0		
200	Lihue - Kekaha	Lihue, Kukui Grove Shopping Center, Puhi, K.C.C., Lawai, Kalahoe, Elele, Elele Shopping Center, Hanapepe, Kaunakani, Makaweli, Waimea, KVMT, Kekaha	19	6:45 AM - 7:00 PM	3	4	8:30 AM - 4:00 PM	1	2		
200E	Lihue - Koloa - Kekaha	Lihue, Kukui Grove, Puhi, K.C.C., Koloa, Popoi, Kaluua Shopping Center, Lawai, Kalahoe, Elele, Elele Shopping Center, Hanapepe, Kaunakani, Makaweli, Waimea, KVMT, Kekaha	26	5:00 PM - 6:30 PM	0	1	2:00 PM - 3:30 PM	0	1		
400	Hanalei - Lihue	Hanalei, Princeville, Kilauea, Anahola, Keala, Kapaa, Waipouli, Kinipopo Shopping Village, Hanamaulu, Lihue, Wilcox Hospital, Kukui Grove Shopping Center	16	5:15 AM - 6:45 PM	4	3	7:15 AM - 2:30 PM	2	1		
400E	Hanalei - Kapahi - Lihue	Hanalei, Princeville, Kilauea, Anahola, Keala, Kapahi, St. Catherine's, Maheleona Hospital, Kapaa, Waipouli, Kinipopo Shopping Village, Hanamaulu, Lihue, Wilcox Hospital, Kukui Grove Shopping Center	22	6:00 AM - 7:30 AM	1	0	8:00 AM - 9:30 AM	1	0		
500	Lihue - Hanalei	Kukui Grove Shopping Center, Lihue, Wal-Mart, Wilcox Hospital, Hanamaulu, Waipouli, Kinipopo Shopping Village, Coconut Grove Market Place, Kapaa, Keala, Anahola, Kilauea, Princeville, Hanalei	20	6:45 AM - 7:00 PM	3	3	8:30 AM - 4:15 PM	1	2		
500E	Lihue - Kapahi - Hanalei	Kukui Grove Shopping Center, Lihue, Wal-Mart, Wilcox Hospital, Hanamaulu, Waipouli, Kinipopo Shopping Village, Coconut Grove Market Place, Kapaa, Keala, Anahola, Kilauea, Princeville, Hanalei	26	5:00 PM - 6:30 PM	0	1	2:00 PM - 3:30 PM	0	1		
600	Lihue - Kapahi - Lihue	Kukui Grove Shopping Center, Lihue, Wal-Mart, Wilcox Hospital, Hanamaulu, Waipouli, Kinipopo Shopping Village, Coconut Grove Market Place, Kapaa, Kapahi, Maheleona Hospital, St. Catherine's, Keala, Anahola, Kilauea, Princeville, Hanalei	29	8:00 AM - 4:45 PM	2	3	No Service	N/A	N/A		
700	Lihue Extension	Lihue, Kukui Grove Shopping Center, Nawiliwili, Wal-Mart, Wilcox Hospital, Lihue Gardens, Big Save, Rice Street Shopping Center	14	8:00 AM - 5:20 PM	4	6	No Service	N/A	N/A		

Note: No Sunday and holiday service.

EXHIBIT E

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

TRUE NORTH  
SCALE: 1" = 200'

HOOLAKO STREET EXTENSION  
R. P. 4480  
LOT  
KANA STREET EXTENSION  
L. C. AW. 7713  
D-1

LOT "B"  
RECREATION COMPLEX  
COUNTY OF KAUAI

PROPOSED  
POLICE/EOC/TRANSPORTATION  
LOT  
(Area = 10.00 Acs.)

JUDICIARY  
6.500 ACRES

VETERAN'S EXPANSION LOT

VETERAN'S COUNCIL  
2.290 ACRES

9,139.88 S  
1,268.98 E  
"KALEPA"  $\Delta$

THIS WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION



EXHIBIT F

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

TO RICE ST. K A P U L E  
H W Y.

REVISED SEPT. 17, 1997

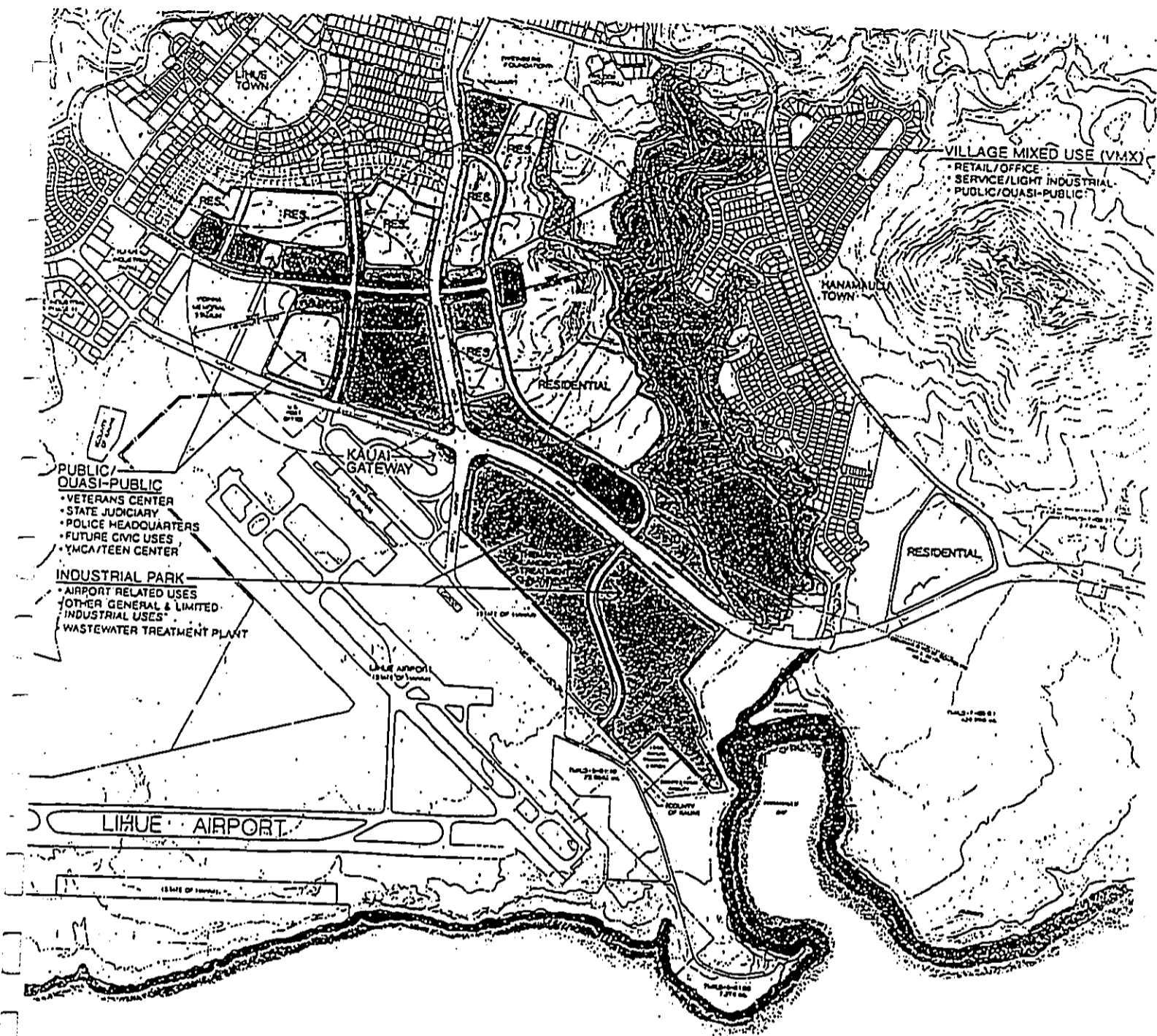
COUNTY OF KAUAI  
DEPARTMENT OF PUBLIC WORKS

MAP OF  
PROPOSED  
POLICE/EOC/TRANSPORTATION  
LOT  
TMK: 3-6-02:1

SCALE: 1" = 200'  
DATE: JUN. 13, 1997  
MAP NO

*[Signature]*  
COUNTY ENGINEER



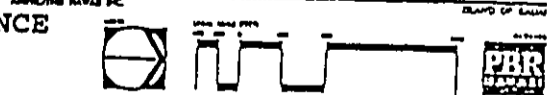


LAND USE SUMMARY	APPROX. ACRES
RESIDENTIAL	
SINGLE FAMILY (1,000-1,250 UNITS)	180
MULTI-FAMILY (400-550 UNITS)	43
VILLAGE MIXED USE	
RETAIL/OFFICE	72
SERVICE/LIGHT INDUSTRIAL	26
INDUSTRIAL	139
PUBLIC/QUASI-PUBLIC	21
PARKS/OPEN SPACE	48
MAJOR ROADWAYS	21
	550

**EXHIBIT G**

**BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000**

**MASTER PLAN  
LIHUE-HANAMAULU**



## 5.0 ASSESSMENT OF THE EXISTING HUMAN ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATIVE MEASURES

This section presents summary background information on the existing human environment. Subject areas such as archaeology, traffic, air, noise and visual conditions are addressed in this section. It also includes a presentation of demographic conditions in the project area, and the potential effects of the project on the resident population. Economic factors, employment, government expenditures and revenues are also considered. Technical studies and analyses have been undertaken to address the potential impacts of the project and mitigative measures are recommended to minimize the potential short and long term impacts.

### 5.1 ARCHAEOLOGICAL AND HISTORIC RESOURCES

Paul H. Rosendahl, Ph.D., Inc. (PHRI) conducted an archaeological survey of the Project Area in April 1994. The overall objective of the survey was to provide information appropriate for the preparation of an EIS and satisfaction of all historic preservation inventory requirements of the Kauai County Planning Department and the Department of Land and Natural Resources-Historic Preservation Division (DLNR-HPD). This report is attached as Appendix M.

The subject archaeological inventory survey updated the relevant historical research data and archaeological findings from applicable PHRI survey reports and other work prepared by Alan Walker. No significant archaeological site requiring preservation were identified in either the Rosendahl or Walker surveys.

#### A. Existing Conditions

As described in the archaeology report, the Walker/Rosendahl survey covered the planning area of Hanamaulu. The Hanamaulu parcel consists of approximately 30 acres located approximately 0.26 mile inland of Hanamaulu Bay.

Parcels surveyed by Walker included the Ahukini Makai parcel, consisting of approximately 150 acres, the Molokoa parcel consisting of approximately 160 acres, and the Ahukini Mauka parcel consisting of approximately 215 acres.

Approximately 32.7 percent of the Hanamaulu parcel was subjected to a ground survey by Rosendahl due to the extent of disturbance by sugar cane cultivation. The parcel was subsequently tested for subsurface cultural deposits; nine backhoe trenches were placed throughout the parcel. The trenches yielded no cultural matrices, buried pondfields, subsurface horizontal features, portable cultural remains, nor datable materials of any kind. The ground survey strategy for the Ahukini Mauka, Ahukini Makai, and Molokoa parcels also considered the extensive ground disturbance by sugar cane cultivation. A 100 percent ground survey was conducted in all portions of these parcels

#### EXHIBIT H

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

not cultivated in sugar cane. This included all unaltered stream gulches and drainages within sugar cane fields.

Two sites, a historic house (Site 9402) and a wall (SIHP Site 1842) were identified within or immediately adjacent to the Master Plan area. Site 9402, a historic house at Molokoa was built in the late 1930's on LPCo land to house Kauai's first radio station, KTOH, which began broadcasting on May 8, 1940. The building is unoccupied and in disrepair. The wall (Site 1842) lies along the edge of the Ahukini Mauka parcel, at the top of the Hanamaulu Stream valley. Significant data has been collected from this site which is assessed as no longer significant (NLS). Both sites are important for information content only and no further data collection is necessary.

No significant archaeological remains of any kind were encountered in the surface or subsurface surveys of the Hanamaulu parcel. The only cultural remains encountered in this parcel were several small isolated coral pebbles. Within the Hanamaulu parcel, settlement was either non-existent or very limited, or the lack of cultural remains could be due to the intense land modification caused by sugar cane cultivation. Similarly, no significant archaeological remains were found in the Ahukini Makai parcel.

**B. Potential Impacts**

The archaeological report concluded that the inventory-level survey consisted of 100 percent ground survey of all areas not planted in sugar cane, and limited surface survey in sugar cane fields. Given the extensive modifications associated with the cultivation of sugar cane within the lands proposed for the project, it is not surprising that the present survey confirmed that only two archaeological sites are present in the project area. As such, the development of the Lihue-Hanamaulu Master Plan is not expected to cause any significant impacts to the cultural resources.

**C. Mitigative Measures**

(1) **Standard Procedures.** No archaeological sites requiring preservation are identified on the subject property. Based on the findings of the archaeological field work, the conclusions drawn by the consulting archaeologist, and DLNR Historic Preservation Division's review of the material presented, no mitigation measures to minimize potential adverse impacts appear warranted. However, in accordance with DLNR's and the Kauai Historic Preservation Review Commission's ("KHPRC") recommendation, should subsurface remains, artifacts, deposits of charcoal or shells be found during construction activities, work in the area will be stopped immediately and the Department of Land and Natural Resources and the County Planning Department will be contacted to determine the significance of the site and to identify appropriate mitigation measures.

(1) **Site 9402.** With regard to a request by the Kauai Historic Preservation Review Commission, Amfac/JMB is presently in the process of retaining a preservation architect to study the radio station building to determine rehabilitation costs and, if the building is deemed habitable, to prepare a preservation plan. At the very least, the architect selected will document historical information about the building, including measured drawings and black and white photographs. When a preliminary

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

report and recommendations are available from the architect, Amfac/JMB would present this information to the KHPRC:

## 5.2 ROADWAYS AND TRAFFIC

The traffic impact report was prepared by Austin, Tsutsumi and Associates, Inc. ("ATA") (January 1995) (Appendix E). The Traffic Impact Report evaluated the existing traffic condition, and the Years 2006 and 2016 traffic conditions with and without the project at seven existing and three future intersections.

### Existing Intersections:

- Kuhio Highway and Kaunualii Highway/Rice Street (signalized)
- Hoolako Street and Rice Street (stop-controlled)
- Kapule Highway and Rice Street (stop-controlled)
- Kuhio Highway and Ahukini Road (signalized)
- Kapule Highway and Ahukini Road (signalized)
- Kapule Highway and Kuhio Highway (signalized)
- Kapule Highway and Post Office Driveway/future Kaana Street extension (stop-controlled)

### Future Intersections:

- Hoolako Street Extension and Ahukini Road
- Kapule Highway and Mauka-Makai Road
- Road "X" (from Hanamaulu II development) and Kuhio Highway

The overall findings of the report indicate that transportation improvements are necessary with and without the project. With project development, associated transportation improvements are recommended that would accommodate future traffic demand in the Lihue area.

### A. Existing Conditions

The Master Plan area is at one of Kauai's major roadway intersections, Kapule Highway and Ahukini Road. Surrounding the project area are Lihue Airport, and towns of Lihue and Hanamaulu. Kapule Highway serves as the primary north/south arterial. The intersection of Ahukini and the proposed future Hoolako Street Extension establish the central core of the conceptual master plan. Ahukini Road extends mauka with traffic traveling two ways from Lihue Airport, through the central portion of the project area, eventually connecting to Kuhio Highway mauka of the petition area.

**Roadway Conditions.** The study area is bounded by Kuhio Highway on the north and west, Rice Street on the south and Kapule Highway/Lihue Airport on the east. Major roadway facilities within the study area are Kuhio Highway, Kapule Highway, Ahukini Road, and Rice Street (Figure 5-1).

## EXHIBIT I

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

- Widening of Kapule Highway to four lanes from Kuhio Highway to Ahukini Road.
- Widening of Ahukini Road to four lanes from Kapule Highway to the future bypass road.
- Widening Kapule Highway to four lanes from Ahukini Road to Rice Street.
- Realign the intersection of Kapule Highway and Rice Street to become the major through street.
- Widen Rice Street to four lanes through Lihue Town between Kuhio/Kaumualii Highway and to a point east of Kapule Highway.
- Signalize intersections at Kapule/Rice Street, Hoolako /Rice Street, Kapule Highway/Post Office Driveway, and Kuhio Highway/Road "X".

Even without project development, the above transportation improvements are necessary to ensure that all eight analyzed intersections will operate at acceptable levels of service during both the AM and PM peak hours for the Year 2016.

*With Project*

If the transportation improvements are implemented as described above, only the intersection of Kuhio Highway and Ahukini Road will be operating at LOS F during the PM peak hour. The remaining nine intersections will be operating at an acceptable levels of service. To mitigate the project related traffic impacts, the following mitigation measures are recommended in the Traffic Impact Report (Appendix E) to accommodate the projected Year 2016 traffic demand.

- At the Kuhio Highway/Ahukini Road intersection provide each approach with dual, exclusive left-turn lanes, and the northbound approach with a dual exclusive right-turn lane from Kuhio Highway to Ahukini Road.
- Provide an additional exclusive eastbound left-turn lane an exclusive westbound right-turn lane at the intersection of Hoolako Street and Rice Street.

**C. Mitigative Measures**

As described in the Traffic Impact Report (Appendix E), a series of transportation related improvements are necessary to adequately accommodate projected traffic even if the proposed Lihue-Hanamaulu Master Plan is not implemented.

With development of the project master plan, the traffic report indicates that a portion of total trips will be internal and not affect roadways outside of the project area. These internal trips are related to the following: 40 percent residential, 30 percent retail and office; 50 percent park; and 10 percent industrial.

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

- Realignment of Kapule Highway and the east-leg of Rice Street to become the major through street while the west-leg of Rice Street will terminate as a T-intersection at Kapule Highway.
- Widen Rice Street to four lanes through Lihue Town between Kuhio-Kaumualii Highway and to a point east of Kapule Highway.
- Provide the southbound approach of Kuhio Highway and Ahukini road with an exclusive left-turn lane and the northbound approach with an exclusive right-turn lane.
- Signalize the intersections of Kapule Highway/Rice Street, Hoolako Street/Rice Street, Kapule Highway/Post Office Driveway, and Kuhio Highway/Road "X".

With the above recommended improvements, all eight analyzed intersections will operate at acceptable level of service during both the AM and PM peak hour of traffic. These improvements are needed even if the proposed project is not developed.

*With Project*

With development of the proposed project, all of the analyzed intersections would operate at LOS F or over capacity except for: Kuhio and Rice/Kaumualii, Hoolako and Ahukini, and Road "X" and Kuhio. However, if the Year 2006 base improvements described above are implemented, only the following additional improvements are recommended with project development.

- Additional westbound left-turn lane at the intersection of Kuhio Highway and Ahukini Road.
- An additional eastbound exclusive left-turn lane and an exclusive westbound right-turn lane at the intersection of Rice Street and Hoolako Street.

With the recommended improvements, all the analyzed intersections will be operating at acceptable Levels of Service.

*Year 2016*

*Without Project*

Under base conditions without the project, seven of the eight analyzed intersections will be operating at LOS E, F, or at over capacity either during the AM or PM peak hours, or both. To mitigate the Year 2016 Base (w/o project) overcapacity condition, the Kauai Highway Planning Study (Appendix E, Traffic Impact Report) recommends the following improvements:

- Construction of a mauka Lihue bypass road.
- Extension of Ahukini Road mauka to the future bypass road.
- Widening of Kuhio Highway to four lanes from south of Wailua Bridge to Kapule Highway.

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

**Observed Traffic Conditions.** Morning and evening peak traffic counts were conducted by ATA at the seven existing intersections. Existing traffic volumes within the study area are relatively moderate with few significant traffic problems. Under existing conditions, the following intersections are currently operating at LOS E or F during either the AM or PM peak hour or both.

- Kuhio Highway and Kaumualii Highway/Rice Street
- Hoolako Street and Rice Street
- Kapule Highway and Rice Street
- Kapule Highway and Ahukini Road

The delay experienced by the four intersections are caused by localized physical constraints and can be mitigated by intersection improvements.

**B. Future Traffic Projections and Impacts**

To determine the potential traffic impact of the Lihue-Hanamaulu Master Plan development, traffic projections were developed under conditions both "with" and "without" project development for the Years 2006 and 2016. Project generated trips were developed utilizing "Trip Generation" 5th Edition, Institute of Transportation Engineers (ITE), 1991, and assumed that a portion of the traffic generated would remain on-site, and not affect roadways outside of the project area. For example, 30 percent of the retail and office traffic, and 50 percent of the park traffic will be internal. Approximately, 10 percent of the industrial traffic would be airport related. The development of the background traffic growth rate was based on the 1990 "Kauai County Highway Planning Study". The growth rate contained in the study was adjusted to reflect a deferred traffic growth resulting from Hurricane Iniki. An annual average growth rate of 3.9 percent was derived.

**Year 2006**

*Without Project*

Without development of the Lihue-Hanamaulu Master Plan, only the Kuhio Highway/Kaumualii Highway intersection would operate at an acceptable level of service. The Hoolako Street/Rice Street, Kapule Highway/Rice Street, Kuhio Highway/Ahukini Road, Kapule Highway and Ahukini Road, and Kapule Highway/Kaana Street intersections would all be operating at LOS F. The intersection of Road "X"/Kuhio Road is projected to operate at LOS E.

To mitigate the Year 2006 Base (w/o project) over capacity condition, the Kauai Highway Planning Study (Appendix E, Traffic Impact Report) recommends the following improvements:

- Widen Kuhio Highway to four lanes from south of Wailua Bridge to Kapule Highway.
- Widen Kapule Highway to four lanes from Kuhio Highway to Ahukini Road (includes widening of Hanamaulu Stream Bridge).
- Widen Kapule Highway to four lanes from Ahukini Road to Rice Street.

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

To mitigate the traffic impacts that may result from development of the master plan, the developer will comply with the Traffic Impact Report "with project" mitigation recommendations for the Years 2006 (Appendix E, page 55, Mitigation Measures 1) and 2) and 2016 (Appendix E, page 58, Mitigation Measures 1 and 2). In addition, the developer will continue to work with the State Department of Transportation and the County of Kauai to coordinate implementation of the necessary project related transportation improvements that are warranted as traffic levels increase during project buildout.

5.3 NOISE

An acoustic study for the project was conducted by Y. Ebisu & Associates (September 1994) and is summarized in this section. The detailed report is attached as Appendix N. The primary noise considerations relate to increased traffic noise generated both internally and externally to the project area, aircraft noise impacting the proposed land uses of the Lihue-Hanamaulu Master Plan, asphalt concrete batch plant noise, and temporary noise associated with project construction. Noise measurement locations for the study are shown in Figure 5-2.

A. Existing Conditions

*Traffic Noise*

Presently, the ambient noise levels at most interior locations of the project area drop to a range of 40 to 45 dB between aircraft noise events which is considered relatively silent. During very calm periods, ambient noise can drop to less than 40 dB. Along Rice Street, Kapule Highway, and Kuhio Highway, existing traffic noise levels in the project environs vary from levels of approximately 67 Ldn to less than 55 Ldn at the interior locations of the project site. Similarly, the existing 65 Ldn traffic noise contours do not extend into the residential areas of the proposed Lihue-Hanamaulu Master Plan.

*Aircraft Noise*

Aircraft noise is associated with both fixed wing and rotary aircraft operations at Lihue Airport. Noise contours were developed using current airline flight schedules. Although these contours were slightly higher than previously calculated for the Lihue Airport FAR Part 150 study, existing aircraft noise levels do not exceed 60 Ldn at planned residential or other noise sensitive areas of the project area. Consequently, the proposed land uses are considered to be in the "Acceptable" category as defined by the American National Standards Institute. Only the proposed Public/Quasi-Public area and portions of the industrial area, contain a noise contour greater than 65 Ldn, however, these uses are not considered as incompatible to these noise levels.

EXHIBIT J

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000



GOVERNOR



KAZU HAYASHIDA  
DIRECTOR

DEPUTY DIRECTORS  
JERRY M. MATSUDA  
GLENN M. OKIMOTO

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

IN REPLY REFER TO:

STP 8.7932

May 19, 1997

Ms. Virginia M. Kapali  
Transportation Director  
Transportation Agency  
County of Kauai  
4396 Rice Street, Suite 104  
Lihue, Hawaii 96766

Dear Ms. Kapali:

Subject: Categorical Exclusion (CE) and Project Development Schedule

We have submitted a request to FTA to designate your baseyard facility project as a categorical exclusion (CE). However, this request and subsequent approval by FTA for CE designation does not exempt you from any State environmental requirements.

Under Hawaii's Environmental Impact Statement Law (Chapter 343-5, HRS), it does appear that your project will require, at a minimum, an Environmental Assessment (EA). We have attached a couple of documents for your information and use regarding the State's environmental requirements and processes as well as a sample EA for a bus facility. (Don't be alarmed, your EA will not be of the magnitude of the attached Honolulu example. We are just providing it as a prototype sample). We hope these are useful to you.

Finally, for our records, please provide a write-up documenting the justification for the project, and your action plan. This should include not only the project activities and milestones to complete your project development, but the chronology of events which have transpired to date. This information will help us to better assist you by anticipating your requirements.

Should you have questions regarding this matter, please contact Harold Lao of our Statewide Transportation Planning Office at 587-2356.

Sincerely,

A handwritten signature in cursive script, appearing to read "Julia M. Tsumoto".

Julia M. Tsumoto  
State Transportation Planner

EXHIBIT K

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT  
(Form FTA G-3, October 1, 1996)

Upon execution by the Grantee named below, the U.S. Department of Transportation, Federal Transit Administration (Federal Government or FTA) and the Grantee have entered into this Grant Agreement. This Grant Agreement covers the Project described below. In addition, the following documents are incorporated by reference and made part of this Grant Agreement: (1) "Federal Transit Administration Master Agreement," Form FTA MA(3), October 1, 1996; and (2) Any Award notification containing special conditions or requirements, if issued.

THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FINANCIAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS AFTER AWARD.

FTA HEREBY AWARDS A FEDERAL GRANT AS FOLLOWS:

Project Number: HI-18-X015

Grantee: Hawaii Department of Transportation

Citation of Statute(s) Authorizing Project: 49 U.S.C. § 5311

Estimated Project Cost: SEVEN HUNDRED FIFTY THOUSAND DOLLARS (\$750,000)

Amount of This Federal Assistance Award: SIX HUNDRED THOUSAND DOLLARS (\$600,000)

Maximum Percentage(s) of Federal Participation: 80% Capital

Project Description: See Attached Approved Budget

JUL 0 8 1997  
OBLIGATION DATE

  
REGIONAL ADMINISTRATOR

EXHIBIT L

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

Maryanne W. Kusaka  
Mayor



Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

October 1, 1999

C:\BUS\DEA\_LET.01

Lihue Public Library  
4344 Hardy Street  
Lihue, HI 96766

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KAUAI COUNTY BUS MAINTENANCE FACILITY  
LIHUE, KAUAI, HAWAII

Dear Head Librarian,

Enclosed please find a copy of the Draft Environmental Assessment for the above referenced document. The County is proposing to build a bus maintenance facility on land that is located near the Lihue airport. The County purchased the property from Amfac/JMB Hawaii, Inc.

The Transportation Agency requests that you place this document "on Reserve". If there are any questions, please call me at 808-241-6814.

Thank you for cooperation.

Sincerely,

DENNIS ALKIRE  
OCA Project Manager

EXHIBIT M

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

THE KAUAI BUS  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

Maryanne W. Kusaka  
Mayor



COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

October 1, 1999

C:\BUS\DEA\_LET.03

Mr. Jerry Matsuda P.E.  
DOT Airports Administrator  
400 Rogers Blvd., Suite 700  
Honolulu, HI 96819-1880

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KAUAI COUNTY BUS MAINTENANCE FACILITY  
LIHUE, KAUAI, HAWAII**

Dear Mr. Matsuda,

Enclosed please find a copy of the Draft Environmental Assessment for the above referenced document. The County is proposing to build a bus maintenance facility on land that is located near the Lihue airport. The County purchased the property from Amfac/JMB Hawaii, Inc.

The administrative rules of the Office of Environmental Quality Control require that we notify the neighboring landowners of this proposed activity. Please review this document. If there are any questions, please call me at 808-241-6814.

Thank you for cooperation.

Sincerely,

DENNIS ALKIRE  
OCA Project Manager

enclosure

**THE KAUAI BUS**  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

Maryanne W. Kusaka  
Mayor



Matilda A. Yoshioka  
Director  
  
Janine M.Z. Rapozo  
Executive on Transportation

COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

October 1, 1999

C:\BUS\DEA\_LET.02

Ms. Dorothy Bekeart, Land Manager  
Amfac Land Co., Ltd., Kauai Division  
2970 Kele Street  
Lihue, HI 96766

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KAUAI COUNTY BUS MAINTENANCE FACILITY  
LIHUE, KAUAI, HAWAII**

Dear Ms. Bekeart,

Enclosed please find a copy of the Draft Environmental Assessment for the above referenced document. The County is proposing to build a bus maintenance facility on land that is located near the Lihue airport. The County purchased the property from Amfac/JMB Hawaii, Inc.

The administrative rules of the Office of Environmental Quality Control require that we notify the neighboring landowners of this proposed activity. Please review this document. If there are any questions, please call me at 808-241-6814.

Thank you for cooperation.

Sincerely,

DENNIS ALKIRE  
OCA Project Manager

enclosure

**THE KAUAI BUS**  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

Maryanne W. Kusaka  
Mayor



Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

December 22, 1999

D:\BUS\DOTresponse.doc

Mr. Jerry M. Matsuda, P. E.  
Airports Administrator  
State of Hawaii, Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda,

Subject: AIR-P 99.0672

Thank you for your comments on the draft environmental assessment for the proposed Bus Maintenance Facility on Kauai. This letter responds to the four points of concern expressed in your letter to this agency.

1. The stormwater runoff from the 1.2 acre property (part of a county owned ten acre parcel) will be retained in a new retention basin located on the property.
2. The busses will be washed on-site. All the wash water will be recycled in special equipment located adjacent to the bus washing bay in the shop area.
3. The only materials kept on-site are antifreeze, lubricating oils and brake fluids. No solvents, paints or gasoline are on-site. All fueling of vehicles and major repair work will be done off-site.
4. The first new road to be built and used as the primary site access will be the extension of Ho'olako Street. Ho'olako connects to Rice street, and does not impact Kapule Highway. As more county facilities are developed on the ten acre site, further mitigation measures will be undertaken for Kapule Highway.

We hope this adequately addresses the concerns of your department. If you have other questions, call Dennis Alkire at 808-241-6814. Thank you for your interest in this project.

Sincerely,

Matilda A. Yoshioka  
OCA Director

EXHIBIT N

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

**MEMORANDUM**

23 November 1999

**TO:** Dennis Kimura - Kimura Ybi & Associates, Ltd.  
**FROM:** Alan Y. Tomita/Diane Y. Kodama - M & E Pacific  
**SUBJECT:** Kauai Bus Facility

**REMARKS:**

In response to the memorandum from Jerry Matsuda, Department of Transportation, Airports Division to the County of Kauai dated October 21, 1999, our responses for the items that pertain to civil work are as follows:

1. The Bus Maintenance Facility will drain toward the proposed access road being constructed under the Building Division, Dept. of Public Works supervision. We have been directed by the Building Division to provide a piped drainage system in the proposed road. The proposed drainage system will outlet into the existing detention pond on Ho'olako Street that was recently acquired by the County of Kauai from Amfac. Runoff from the Bus Facility will not enter the drainage system near the airport.
2. We understand that a recyclable bus wash will be provided by the mechanical, located within the building, therefore no civil work is required.

Items 3 and 4 appear to be a planning concern and not civil items.

Should you have any questions, please do not hesitate to contact us at 521-3051.

No. of Pages (including this sheet): 1

M&E Pacific, Inc.  
Suite 500 Pauahi Tower, 1001 Bishop Street  
Honolulu, HI 96813  
Tel: 808 521 3051 Fax: 808 524 0246



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1080

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:  
AIR-P  
99-0672

October 21, 1999

Mr. Dennis Alkire  
OCA Project Manager  
County of Kauai  
Office of Community Assistance  
Transportation Agency  
4396 Rice Street, Suite 104  
Lihue, Hawaii 96766

Dear Mr. Alkire:

Subject: Draft Environmental Assessment  
For Kauai County Bus Maintenance Facility  
Lihue, Kauai, Hawaii

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for the Kauai County Bus Maintenance Facility. Because the facility is in close proximity to Lihue Airport, just across from Kapule Highway, we have the following concerns:

1. Since Lihue Airport and the proposed County of Kauai facilities share a drainage basin, what will happen to the stormwater runoff from the county facilities? Where will it go? What will be the "best management practices" to deal with the stormwater runoff?
2. Where will the buses be washed? How will you treat the wash water?
3. Is there a plan for handling hazardous materials, i.e. solvents, paints, etc?

*Hana Like No Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

RECEIVED

OCT 25 1999




Mr. Dennis Alkire  
Page 2  
October 21, 1999

AIR-P  
99.0672

4. The traffic report for the Draft EA states that signalization of the Kapule Highway and Postal Service Driveway along with other intersections is necessary by year 2006 even without the proposed project. We have a postal connector road project that may add additional traffic to this intersection from the airport. We recommend the implementation of the mitigation measures proposed to improve the subject intersections to an acceptable level of service.

Should you have any questions or concerns, please contact Stephen Takashima, Planner, at (808) 838-8810.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

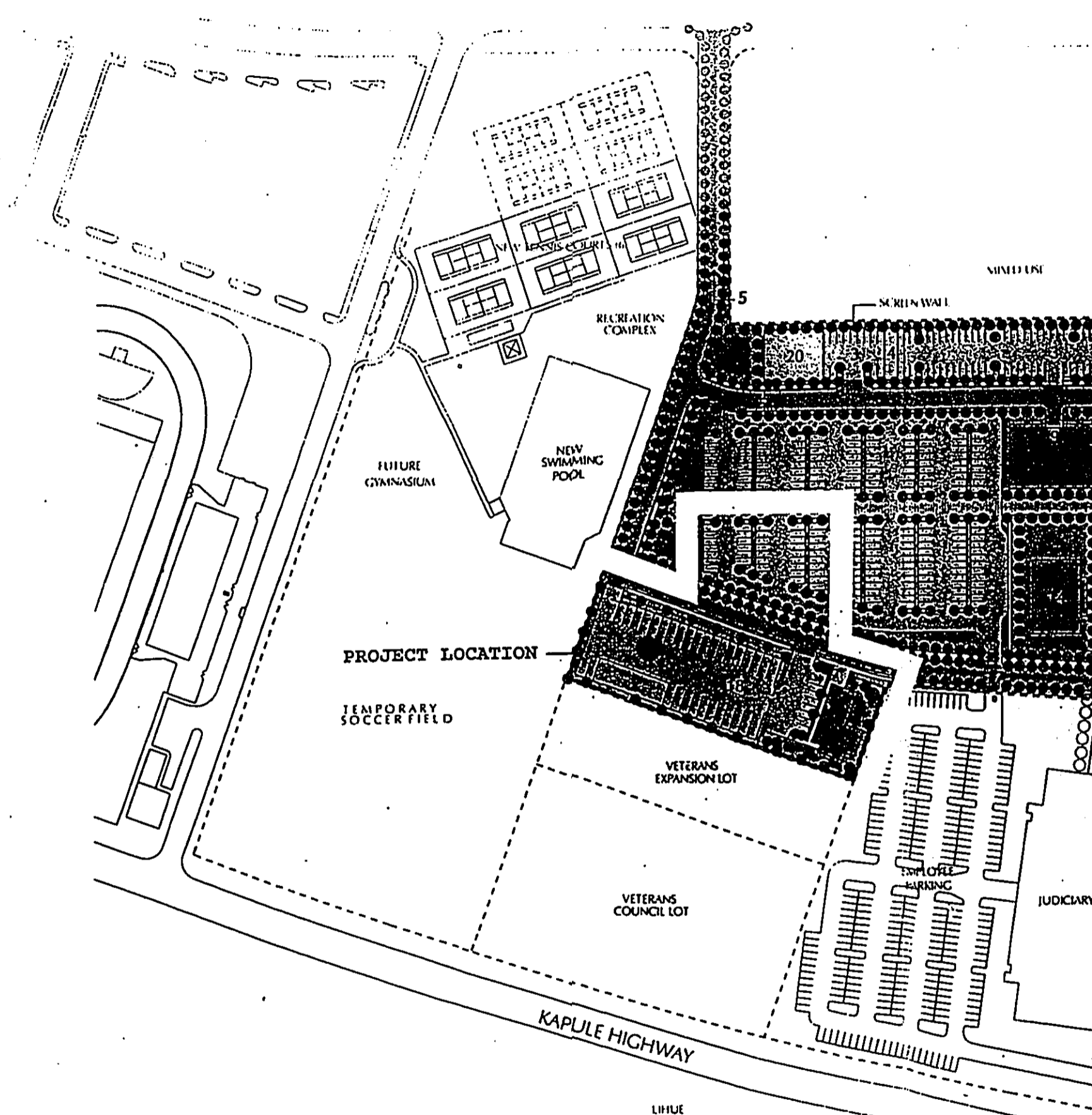


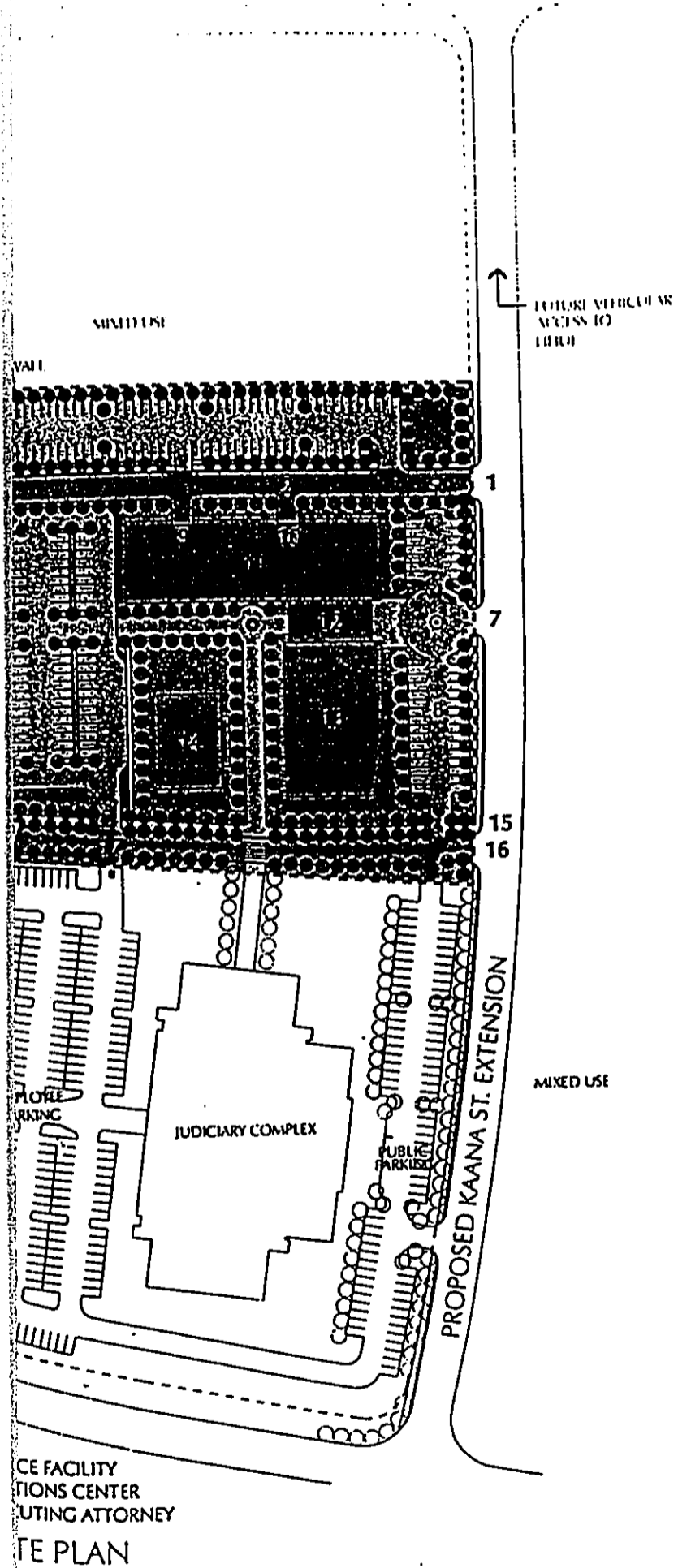
EXHIBIT P

BUS MAINTENANCE FACILITY  
 KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
 TRANSPORTATION AGENCY  
 JANUARY 2000

KAUAI MAIN POLICE FACILITY  
 EMERGENCY OPERATIONS CENTER  
 OFFICE OF THE PROSECUTING ATTORNEY

MASTER SITE PLAN

JULY 1999

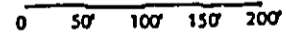


LEGEND:

- 1 SECURE PARKING ENTRY
- 2 SECURE ROAD
- 3 POLICE DEP. SECURE PARKING (87 + 13 = 100 STALLS)
- 4 SECURE BULK STORAGE (1000 S.F.)
- 5 ACCESS ROAD TO HOOLAKO ST.
- 6 EMPLOYEE PARKING (220 STALLS)
- 7 PUBLIC PLAZA ENTRY WITH BOLLARDS
- 8 PUBLIC PARKING (44 STALLS)
- 9 SALLY PORT
- 10 P/E
- 11 POLICE STATION/EOC
- 12 LOBBY
- 13 POLICE STATION
- 14 OFFICE OF PROSEC. ATTORNEY
- 15 PEDESTRIAN PATH
- 16 PUBLIC ACCESS ENTRY
- 17 EMPLOYEE PARKING ROAD
- 18 BUS FACILITY
- 19 68 PARKING STALLS
- 20 COVERED STORAGE SPACE (5000 S.F.)
- - - PROJECT PROPERTY LINE



NORTH  
 COUNTY OF KAUAI  
 State of Hawaii



URBAN WORKS  
 in association with  
 ROTH + SHEPPARD ARCHITECTS  
 ROSS DRULIS ARCHITECTS



JAN 23 2000

**FILE COPY**

2000-01-23-KA-~~FEA~~ - *Kaui Crest of title in yellow)*

**FINAL ENVIRONMENTAL ASSESSMENT**

**\*BUS MAINTENANCE FACILITY\***

OWNED BY THE COUNTY OF KAUAI

Prepared for the  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
LIHUE, KAUAI, HAWAII

JANUARY, 2000

OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

00 JAN -5 AIO:03

RECEIVED

Prepared by

Dennis Alkire, Project Manager  
Offices of Community Assistance  
Transportation Agency  
Telephone 241-6814  
FAX 241-6815

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**FINAL ENVIRONMENTAL ASSESSMENT**

**BUS MAINTENANCE FACILITY**

OWNED BY THE COUNTY OF KAUAI

Prepared for the  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
LIHUE, KAUAI, HAWAII

JANUARY, 2000

Prepared by  
Dennis Alkire, Project Manager  
Offices of Community Assistance  
Transportation Agency  
Telephone 241-6814  
FAX 241-6815

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**FINAL ENVIRONMENTAL ASSESSMENT**

**BUS MAINTENANCE FACILITY**

OWNED BY THE COUNTY OF KAUAI

Prepared for the  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

T.M.K. 4:3-06-02-1 (PARTIAL)  
LIHUE, KAUAI, HAWAII

Submitted Pursuant to Chapter 343, HRS

Responsible Official: Matilda A. Yoshioka Date: 12/27/99  
Matilda A. Yoshioka  
Director, Offices of Community Assistance

Responsible Official: Janine Rapozo Date: 12/27/99  
Janine Rapozo  
Executive on Transportation, OCA

January, 2000

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## CHAPTER I

### INTRODUCTION

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#### A. General Information

In March of 1999, the County of Kauai purchased a 10.0 acre parcel in Lihue, Kauai, Hawaii from AMFAC/JMB Hawaii, Inc. The parcel will be used for the purpose of developing a governmental center for the Island of Kauai. See Map VI-1. The site is located on the East side of the island in Lihue, a major center of commerce and government. The East side is the most populated part of the island. See Map VI-2. The proposed uses on the site are for a new police station, the Office of the Prosecuting Attorney, the Emergency Operating Center and the new bus maintenance facility.

This Environmental Assessment addresses the bus maintenance facility only. A separate EA was submitted for the other portions of the project.

The project site (TMK 4:3-6-02-1) will be accessed from Kaana road extension on the north side of the site and Hoolako Street extension on the West side. See Map VI-3. A new road is planned to cross through the site as part of the development. There are presently cane fields on the north and west sides. The total site area is 10.0 acres, with 2.0 acres set aside for the transportation facility.

Kauai County proposes to develop the entire parcel for a governmental center. Although the project is not yet designed, project guidelines and a master site plan have been formulated by the County task force and consultants. EXHIBIT A. The parcel will be fully landscaped and parking will be screened from public view.

A public bus service has been available on Kauai since 1973, when it was known as the "Senior Shuttle". For 1996, the last year with available statistics, there were on average 13,800 trips per month on the fixed public routes. There were an additional 8,000 trips per month on the demand-response system. Additional information regarding transit system funding is available for 1997. Graphs and charts are included in EXHIBIT D and EXHIBIT E.

#### B. Proposing Agency:

Offices of Community Assistance:  
Transportation Agency  
4396 Rice Street, Suite 104  
Lihue Kauai, Hawaii 96766



## CHAPTER II

### PURPOSE OF THE PROJECT

The purpose of the Bus Maintenance Facility project is to construct a purpose built structure which is designed for the unique function as required by the program. The need for the facility is well documented, and is recognized by the County and the Federal Transportation Agency.

Currently the bus facility functions are scattered over the East side of Kauai, with portions located in three separate areas. Administration is in the historic County building, with bus maintenance located several miles away. Vehicle storage is in a third area. The new facility will allow all of the essential functions to be in one area. This will allow a greater efficiency and flexibility in meeting the needs of the community.

The Bus Maintenance Facility is the physical structure that will enable the Offices of Community Assistance, Transportation Agency, to continue to provide a system of public transportation on Kauai. This system, although small, plays a very large part in the lives of those that use and enjoy public transportation. Additionally, the Paratransit provides a way for our citizens who have no other way to get to the doctor, the store, the library and other necessary locations. The bus fulfills a very important function in the island community.

## CHAPTER III

### BUS MAINTENANCE FACILITY

#### A. Project Location

The property is located in Lihue on the mauka side of Kapule Highway, across from the post office distribution center and the airport. The area set aside for the bus maintenance facility is 2.0 acres.

The surrounding property has varied use patterns. To the east is the Kauai Veterans Center and a vacant parcel of 1.0 acre. Further to the east, across Kapule Highway, is the post office distribution center and the airport. To the north and west are cane fields. Future development plans are in place by AMFAC/JMB Hawaii Inc. to develop the entire area between the airport and the existing residential neighborhoods to the west, extending north to the Hanamaulu Valley. This development will be approximately 550 acres. EXHIBIT G. A General Plan amendment will be necessary for this large project. See Map VI-7. See Map VI-8 for identification of the clear zones at the Lihue airport.

#### B. Project Description

The proposed bus maintenance facility is located within the Lihue community. After Hurricane Iniki, the County received federal financial assistance for many projects. One of those was to enlarge the system of public transportation on Kauai. Within weeks of the hurricane the first buses were operating under the name "Iniki Express". Currently there are 33 buses running, providing public transportation throughout Kauai. There is scheduled service as well as on-demand service for seniors and the disabled. The County Transportation Agency operates from 4:00 am until 9:00 pm, six days a week. EXHIBIT C.

The bus operates two distinct types of service. The first service is the fixed routes, connecting all of the major communities on Kauai. These operate on a schedule during the weekdays and on Saturday. The other type of service is demand-response, also known as the Paratransit System. The person calls the bus agency and arranges to be picked up and dropped off at their destination. About forty percent of the total number of bus trips are demand-response. This service is very popular with the seniors and physically challenged bus passengers.

## CHAPTER IV

### DESCRIPTION OF THE ENVIRONMENT

#### A. Land Classification and Zoning

The current zoning Urban Mixed Use (UMU) and the current use is the growing of sugar cane. See Map VI-4. The county has purchased the parcel from AMFAC / JMB Hawaii. There are no structures on the property and the entire parcel is presently in use as agricultural land.

#### B. Physical Features

1. Topography: The site slopes gradually from north-west to south-east at less than 3 percent. There are no hills or valleys. There is no standing or running water, except for man made irrigation ditches which were required for the cane fields. The east side of the site that parallels the Kapule Highway is elevated approximately six feet above the highway.
2. Climate: Climatic conditions in the area are known to have mean temperatures ranging from 70.3 degrees Fahrenheit in the winter to 78.4 degrees Fahrenheit in the summer. The relative humidity levels vary from 63 percent to 88 percent. The annual average rainfall is about 45 inches.
3. Soils: The site is comprised of LhB soils, Lihue silty clay, which consists of well-drained soils upland on the Island of Kauai, silty clay, gravelly in places. The loam is developed in material derived from basic igneous rock. Soil geology is stable and suitable for the construction of the building types proposed. Existing vegetation consists of sugar cane and various weedy grasses. See Map VI-6.

#### C. Flora and Fauna

The property has been in sugarcane cultivation for many years. No rare or endangered species of plant or animal has been identified on the site.

#### D. Infrastructure and Utilities

1. Vehicular Access: As a condition of the adjacent six acre parcel purchased by the State of Hawaii Judiciary, AMFAC/JMB agreed to design and build the Kaana Street Extension. The design work is essentially completed, with construction is planned to start this year.

Hoolako Street, which runs mauka (west) of Vidihna Stadium will also be extended and connected to the new "Employee Parking Road".

2. Water: The County Department of Water has "reserved" adequate water supply to accommodate the bus project. It is estimated that a 1 inch meter will be adequate for the facility. The domestic water source is an 8" main in the road that runs along the north side of Vidihna Stadium. The new service line will cross the existing sports field to the bus facility.
3. Wastewater: The Wastewater will be piped to the Lihue Sewage Treatment Plant (STP). This facility has recently undergone expansion, and has an additional 1.5 million gallons of capacity. The line will run from the facility property to the sewer main located in Kapule Highway. The line will be located on the County owned parcel to the south of the bus property, which is currently being used for soccer fields.
4. Power and Telecommunications: There is electrical power, telephone and cable TV in the Kapule Highway right-of-way. Or services will go underground from the Highway to the property. The lines will be located adjacent to the sewer line, located in County-owned property. Existing capacity is adequate to serve the projects electrical and communications demands.

E. Flood Hazard

The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for Kauai County, Hawaii, Community Panel Number 150002 0202 C, map revised March 4, 1987. The map shows the property in the X zone (unshaded). The property is outside of the 500 year flood plain. See Map VI-5.

F. Maps

Map of Kauai.....	VI-1
Vicinity Map: Lihue Area.....	VI-2
Tax Map 4:3-06-02-1.....	VI-3
Zoning Map (With General Plan Amendments).....	VI-4
Federal Emergency Management Agency FIRM Map.....	VI-5
Soils Survey Map of Kauai.....	VI-6
Screening Map of Clear Zones at Lihue Airport....	VI-7

## CHAPTER V

### PROBABLE IMPACTS AND MITIGATIVE MEASURES

#### A. Short Term Impacts

1. Construction: On-site grading and infrastructure improvements will result in an increase of dust and noise. The prevailing tradewinds patterns carry airborne matter to the south-west and over the soccer field beyond. The normal patterns will not impact the school or the residential area. The increase in noise will be mitigated by the fact that the property is relatively isolated, with no houses nearby within 1,000 feet. The closest school is about 3,000 feet away, and would not be impacted during construction.
2. Traffic: Required improvements and extensions to the roads in the area of the project could have some impact on the flow of traffic during construction. The bulk of the traffic in the area is carried on Kapule Highway, which will not be impacted except at the new intersection. During all periods of road improvements, policemen and flagmen will assist with traffic to maintain acceptable flows. When completed, the extensions of Kaana road and Hoolako Street will improve the traffic flow in the area. EXHIBIT F.
3. Employment: The construction will have a very positive impact on the Island economy, which is still impacted by Hurricane Iniki. This will improve Kauai's unemployment rate. The projected costs of the project will provide opportunities for local contractors to bid on the construction work.

#### A. Long Term Impacts

1. Traffic: Because the project is located near the airport, it is in an area of Lihue that currently has good access and circulation. The Traffic Impact Assessment done by Austin, Tsutsumi & Associates, Inc., was based on an analysis of the entire ten acre site. Their conclusion and recommendation contained in their report is "...the proposed development will not have a significant impact on the volume of traffic and will provide safe access to and from the site." EXHIBIT I.
2. Visual: The existing property has been used for raising sugar cane for many years. The proposed uses are different from any know historical period. It is our intention that the development be comprised of

numerous small buildings, designed to be harmonious with one another, with an emphasis on pedestrian access. The maximum height of any structure per county ordinance may not exceed the height of the tallest coconut palm. In these ways the scale of the project will be consistent with the rest of the developed areas on Kauai. The site will be fully landscaped.

There is a master plan for the beautification of the Kapule Highway corridor, as well as Ahukini Road, both leading from the airport. This work, along with the transportation facility landscaping, will bring a much needed improvement to the main traffic corridors connecting the airport to the rest of the island.

#### C. Mitigative Measures

In the short term, during construction, measures will be taken to minimize impacts such as increased traffic, noise and dust. Measures will include specific construction hours to minimize noise, plans to reduce the impacts of the construction traffic, and dust screens and periodic site watering to reduce dust particles in the air. All construction and related activities will comply with applicable federal, state and county regulations.

Long term impacts of the project will be some increased traffic on Kapule Highway. This impact has been studied and determined to be minimal. The road will be widened, with a left turn lane and a deceleration lane added. A sidewalk will be added, to help foot traffic. There is no sidewalk at present.

The project will be a visual asset to the community. The property has been in agricultural use for many years. The scale of the proposed development will be in character with the surrounding buildings, with smaller structures laid out to accommodate the village green concept. The entire property will be landscaped and irrigated.

The most important impact will be the centralization of bus facilities. This will allow increased operating efficiency, streamline the service and delivery aspects of the bus, and consolidate the operations and maintenance in one location.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED PROJECT

A. No Action Alternative:

The No Action alternative involves no changes in the site. For many years there has been the activity of growing sugar cane. It is no longer viable to grow cane on land located within the Lihue town center. The land is too valuable, and the demand for sugar cane is not currently there. Our labor costs are too high, and processing and shipping makes the product costs prohibitive.

If the project does not go ahead, the land will lie fallow. AMFAC/JMB does not plan to replant sugar cane after this current crop is harvested, as they don't want to lose more money. The county has purchased a good site for a center for government. We do not expect any continued agricultural use for the parcel.

B. Alternative Development Options:

Alternatives to the proposed development plan include the following:

1. Uses that have been considered for the property include housing, light industrial and functions related to the airport or to the post office distribution facility. With regards to housing, there is not currently adequate infrastructure capacity for expansion of the housing stock in the Lihue area. Future airport expansion plans are underway, with the facility growing to the north on the makai side of Kapule Highway. There is no need in the foreseeable future to expand the post office distribution facility.
2. Given the size of the parcel, and the fact that it has been in agricultural use for many years, continued agricultural use has been considered. However, the value of the property, due to its location within the Lihue town limits, does not favor this use.

CHAPTER VII

AGENCIES AND ORGANIZATIONS CONSULTED

Federal Agencies

1. GRANT AGREEMENT: U. S. Dept. of Transportation  
Federal Transit Administration 1997
2. U. S. Dept. of Housing & Urban Development  
Advisory Council on Historic Preservation 1993

State Agencies

3. CATEGORICAL EXCLUSION: State of Hawaii  
Dept. of Transportation 1997
4. FINAL Environment Impact Statement  
Lihue-Hanamaulu Master Plan  
Prepared for AMFAC/JMB  
Submitted to the Land Use Commission 1995

County of Kauai Agencies

5. Public Hearing: County Transportation Agency 1997
6. Department of Water 1997
7. Department of Public Works 1997/1999
8. Task Force: Police, OEC & Transportation 1997/1999
9. Planning Department 1997

Private Consultant Reports

10. Wilson Okamoto Engineers 1997
11. Urban Works Architects and Planners 1999



## CHAPTER VIII

### FINDINGS AND DETERMINATION

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Significance Criteria: According to the Department of Health Rules (11-200-12), an applicant or agency must determine whether an action may have a significant impact on the environment, including all phases of the project, its expected consequences both primary and secondary, its cumulative impact with other projects, and its short and long-term effects. In making the determination, the Rules establish "Significance Criteria" to be used as a basis for identifying whether significant environmental impact will occur. According to the Rules, an action shall be determined to have a significant impact on the environment if it meets any one of the following criteria:

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

The proposed project will not cause any irrevocable loss of natural or cultural resources.

The site has been a cultivated sugar cane field for many years, and has never yielded any artifacts. Viewplanes are not impacted and there will be no blockage of mauka or ocean views from the surrounding areas.

As previously noted, no significant archaeological or historical sites are known to exist on the site. Should any archaeologically significant artifacts, bones, or other indicators of previous on-site activity be uncovered during the construction phase, their treatment will be conducted in strict compliance with the requirements of the Department of Land and Natural Resources.

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

Although the subject property has been used for the cultivation of sugar cane for the past 70 years, that use is no longer viable. The site is within the urban core of Lihue town, and is well suited for development. The surrounding areas are planned for governmental functions, with retail and public parks interspersed throughout the area.

3. Conflicts with the State's long-term environmental

policies and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders;

The proposed development is consistent with the Environmental Policies established in chapter 344, HRS, and the National Environmental Policy Act.

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

The proposed project will provide a significant and positive impact on the Kauai community by providing a public transportation alternative to those who may not have access to a car. This will have the effect of reducing traffic volume and air pollution. The proposed project will not negatively or significantly alter existing residential areas, nor will it encourage unplanned population growth.

5. Substantially affects public health;

During the construction period there will be minor impacts to air quality and noise levels. After completion of the construction work, these will be insignificant or not detectable. The positive aspects of the proposed project in the areas of economic and social benefits of the community are greater than the "no action" alternative.

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

Public facilities may experience a slight increase in use, due to increased accessibility. It is unlikely that the existence of a bus facility will have any impact on population.

7. Involves a substantial degradation of environmental quality;

During the last six years (since Hurricane Iniki) that the Kauai Bus has been operating, there has been no degradation in environmental quality. The new bus maintenance facility will simply take the place of the temporary facility that has been in service. Increased ridership of the bus will reduce reliance on automobiles, thereby reducing fossil fuel usage.

8. Is individually limited but cumulatively has considerable effect on the environment, or involves a commitment for larger action;

The bus maintenance facility is being planned to

be adequate for the next twenty years of service. The Transportation Department does not anticipate any significant increase in the level of service provided on Kauai. Current population projections, which defines the need for public transportation, are essentially flat for the near future.

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

No endangered plant or animal species are located on or around the project site.

10. Detrimentially affects air or water quality or ambient noise levels;

No air quality issues have surfaced during the past six years of bus facility operation. We do not anticipate any change in that situation, as no expansion of the facility is planned. Any possible impact to adjacent areas as a result of surface water runoff, will be mitigated by the establishment of on-site retention basins during the construction phase as well as after the facility is operational. There will be no heavy maintenance or fueling of the buses on-site. There will be traps and storage tanks for spills. Ambient noise levels are established and have been found to be well within acceptable levels for urban uses.

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 areas, geologically hazardous land, estuary, freshwater, or coastal areas;

The proposed project site is not located in or near any environmentally sensitive or geologically hazardous area. As the property is currently developed for agricultural uses, and has had that use for many years, the site no longer reflects a natural environment.

12. Substantially affects scenic vistas and view planes identified in county or state plans or studies;

The property is essentially flat, surrounded by more flat land. On Kauai there are no tall buildings, so view planes to the mountains are unobstructed. This project will not be visible, as the other proposed uses for the site will be substantially larger and bulkier.

13. Requires substantial energy consumption.

The size and scope of the project will not have a measurable impact on energy supplies. In fact, the availability of scheduled and regular bus service and the Handivan program does reduce the number of car trips on the island, thereby reducing our dependence on fossil fuels.

CHAPTER IX

REFERENCES

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Federal Emergency Management Agency: FIRM Flood Insurance Rate Maps, Kauai County, Hawaii, Panel 202 of 225, March 1987.

United States Department of Agriculture, Soil Conservation Service, Soil Survey of Islands of Kauai, Oahu, Molokai and Lanai, State of Hawaii, August 1972.

United States Department of Transportation, Federal Transit Administration (FTA): Grant Agreement, between the FTA and the Kauai County Transportation Agency, Form FTA G-3, July 1997.

Final Environmental Impact Statement: Lihue-Hanamaulu Master Plan, prepared for AMFAC/JMB Hawaii, Inc. and the Lihue Plantation Company, Limited. Submitted to the State of Hawaii Land Use Commission, January 1995.

CHAPTER X

TABLE OF EXHIBITS

---

Bus Maintenance Facility  
1. Program.....A  
2. Development Sources and Uses.....B

Transit Development Plan (partial).....C

The New Kauai Bus.....D

Existing Transit System characteristics.....E

Map of proposed Police/EOC/Transportation.....F

Master Plan: Lihue-Hanamaulu for AMFAC/JMB.....G

Lihue-Hanamaulu Master Plan (partial)  
1. Archaeological & Historic Resources.....H  
2. Roadways and Traffic.....I  
3. Noise.....J

Categorical Exclusion from FTA.....K

Dept. of Transportation FTA Grant Agreement.....L

Letters to adjacent property owners.....M

Letter from state Department of Transportation, Airports....N

Master site plan: Urban Works.....P

CHAPTER XI

COMMENTS ON THE DRAFT ENVIRONMENTAL ASSESSMENT

Attached are copies of the letters sent to the neighboring property owners and to the State of Hawaii public library that is located closest to the project site.

There was only one comment letter received as a result of the published draft environmental assessment document. That letter was received from the State of Hawaii Department of Transportation, Airports Division, A copy of that letter is enclosed, along with our response letter sent to them.

**KAUAI COUNTY TRANSPORTATION AGENCY  
 BUS MAINTENANCE FACILITY  
 ALLOCATED SITE AREA: 2.0 ACRES**

FILENAME: C:\BUS\PROGRAM.WQ

FUNCTION	PEOPLE	OFFICES	PARKING FOR		SPECIAL NEEDS:
			BUSES	EMPLOYEES	
ADMINISTRATION	11	6	10		CONF/LUNCH/BREAK ROOM RECEPT AREA OPEN TO PUBLIC SERVICE COUNTER/SECURITY
OPERATIONS	20	1	15	33	AVG BUS 25' LONG OPEN 4AM TO 9PM, LIGHTING/SECURITY PARK ALL BUSES ON SITE BUS DRIVERS LOUNGE/ 30 LOCKERS RADIO COMMUNICATIONS SHIFT WORK
MAINTENANCE	3	1	3		2 REPAIR BAYS 20' WIDE 1 WASH BAY 25' WIDE PARTS STORAGE AREA MECHANIC CHANGE/WASH AREA NO GAS OR DIESEL WILL BE OIL, BRAKE AND AC FLUIDS OIL/GREASE TRAPS REQD SLAB TO SUPPORT 10 TON LOAD
<b>TOTALS</b>	<b>34</b>	<b>8</b>	<b>28</b>	<b>33</b>	

**EXHIBIT A**

**BUS MAINTENANCE FACILITY  
 KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
 TRANSPORTATION AGENCY  
 JANUARY 2000**



**KAUAI COUNTY TRANSPORTATION AGENCY  
BUS MAINTENANCE FACILITY**

FILENAME: C:\BUS\PROGRAM.CIP

DEVELOPMENT SOURCES				DEVELOPMENT USES
FEDERAL	COUNTY	OTHER	TOTALS	
50,000			50,000	LAND ACQUISITION
	150,000		150,000	
62,500			62,500	DESIGN / ENGINEERING
731,250			731,250	CONSTRUCTION
	100,000		100,000	
93,750			93,750	PROJECT MANAGEMENT / OTHER
62,500			62,500	EQUIPMENT
1,000,000	250,000	0	1,250,000	TOTALS

PROGRAM RESOURCES BY YEAR				FUNDING BY AGENCY
FY 98	FY 99	FY 00	TOTALS	
50,000			50,000	FEDERAL
150,000			150,000	COUNTY
31,250	31,250		62,500	FEDERAL
	606,250	125,000	731,250	FEDERAL
	100,000		100,000	COUNTY
8,750	62,500	22,500	93,750	FEDERAL
	31,250	31,250	62,500	FEDERAL
240,000	831,250	178,750	1,250,000	TOTALS

**EXHIBIT B**

**BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000**

TRANSIT DEVELOPMENT PLAN  
FOR THE  
KAUAI COUNTY BUS SYSTEM

SEPTEMBER, 1994

PREPARED FOR

THE COUNTY OF KAUAI

PREPARED BY

**KAKU ASSOCIATES**  
A Corporation

EXHIBIT C

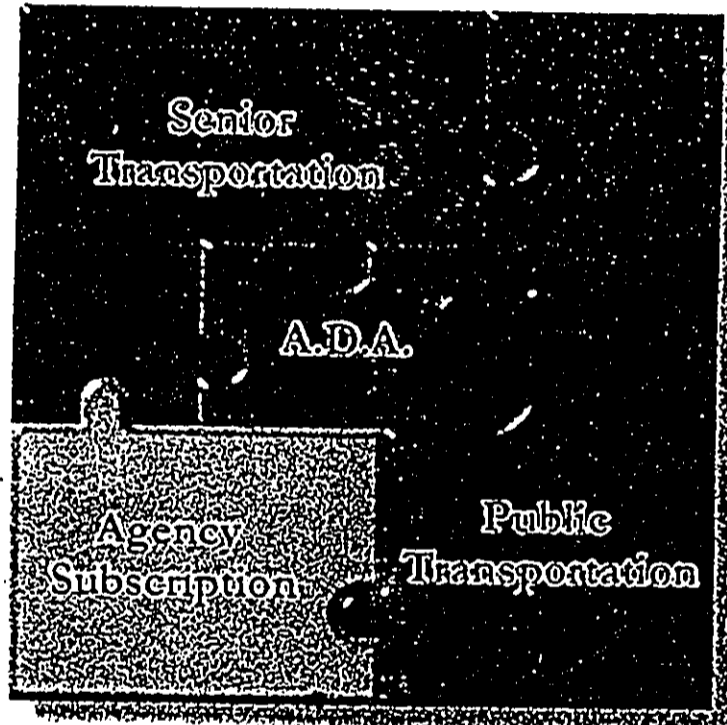
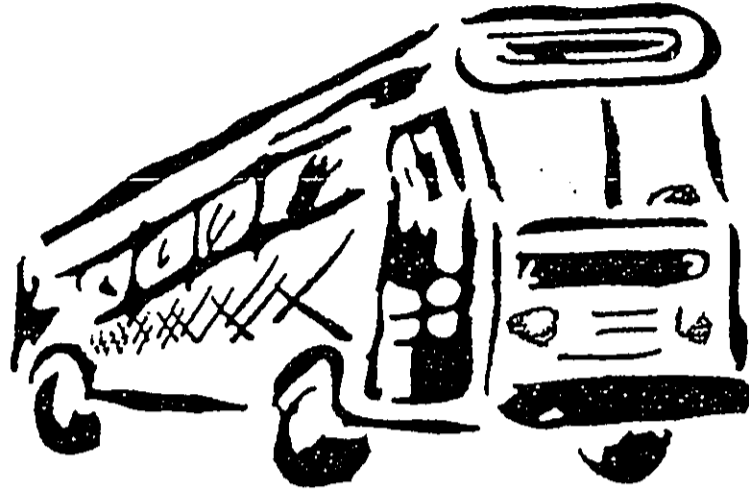
BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

## ORGANIZATIONAL STRUCTURE

The bus operations function should be organized with a general manager or director who is responsible for all elements of the systems operations and maintenance, administration, and planning. It is also necessary to provide an operations manager, administrative/financial manager and planning manager. Adequate support staff is needed in the areas of dispatch, driver supervision, and training under the operations manager. The administrative/financial manager must have staff support in the areas of accounting, clerical, and data management. The planning manager needs support for ADA compliance, and short- and long-range planning. Because of the relationship between these three functions, it is important to house them together, if possible.

It is also recommended that the system have a *secure place* to house its fleet when not in use. The area should be fenced in and have a place to wash vehicles, refuel and conduct preventative maintenance functions. Although not specifically addressed in this paper, the next logical step in the organization of the system would be the acquisition or construction of a separate baseyard for the bus system. If the proposed system is implemented, the fleet size would be sufficient to justify such an investment. This decision should be based, however, on an analysis of the advantages and disadvantages of a separate baseyard as compared to use of the Public Works Baseyard or use of private contractors for maintenance. This analysis will be provided in a separate document.

# THE NEW KAUA'I BUS



## County Transportation Agency

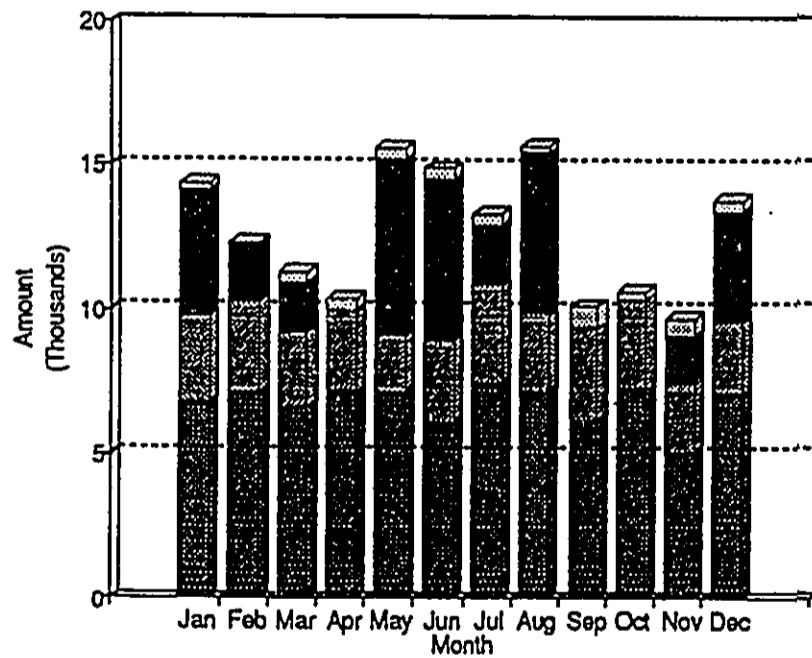
EXHIBIT D

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

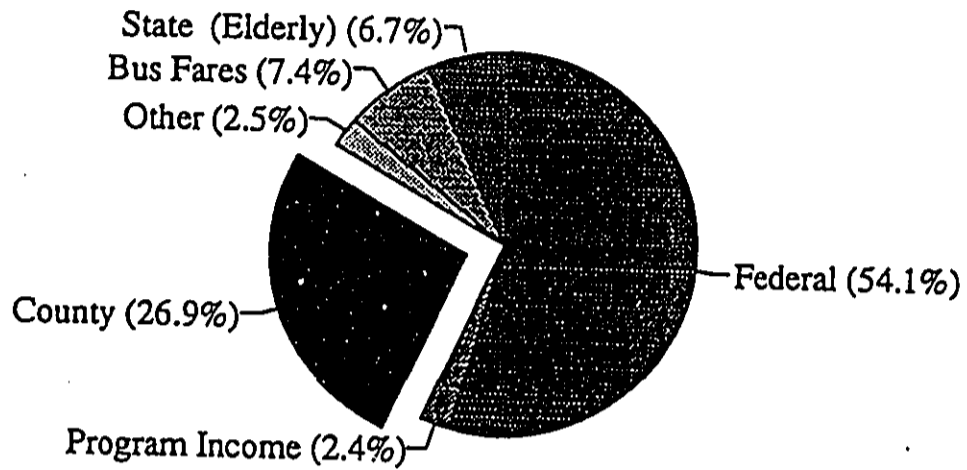
Kau'i County Transportation Agency  
Revenue Collection  
1996

1996 Month	Fares	Passes	Agency	Senior	Total
Jan	6,776	3,013	4,372	268	14,428
Feb	7,059	3,225	1,914	191	12,389
Mar	6,566	2,638	1,746	395	11,344
Apr	7,149	2,875	0	389	10,413
May	7,107	2,063	6,068	448	15,686
Jun	6,149	2,738	5,646	391	14,923
Jul	7,476	3,388	2,140	381	13,385
Aug	7,170	2,688	5,637	250	15,745
Sep	6,193	3,213	0	759	10,165
Oct	7,202	3,213	0	299	10,714
Nov	5,128	2,350	1,691	595	9,764
Dec	7,048	2,488	3,909	359	13,804
Average	\$6,752	\$2,824	\$2,760	\$394	\$12,730
Totals	\$81,022	\$33,891	\$33,123	\$4,725	\$152,761

Revenue Collected

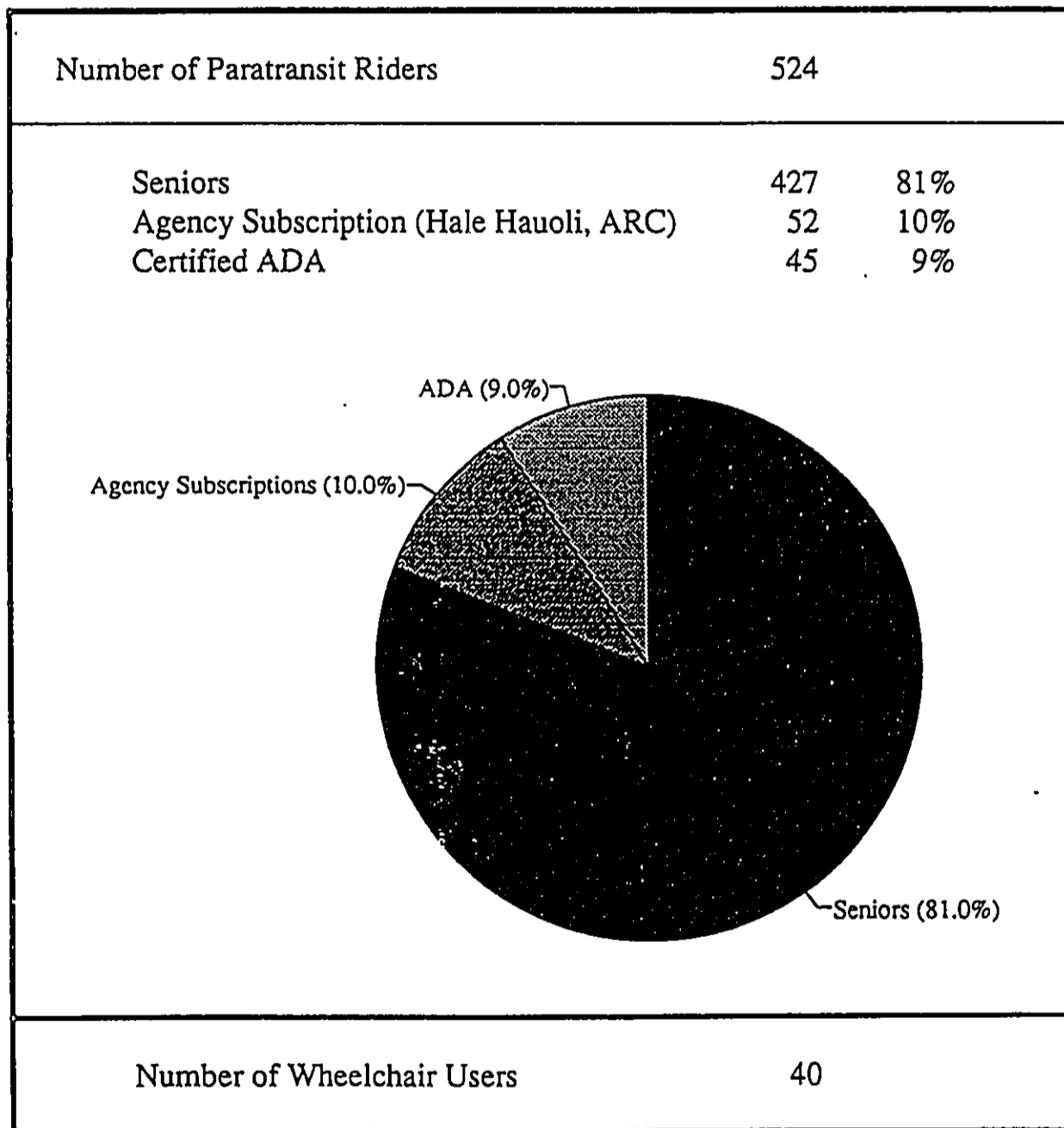


## Kaua'i County Transportation Agency Funding Sources - FYE 06/30/98

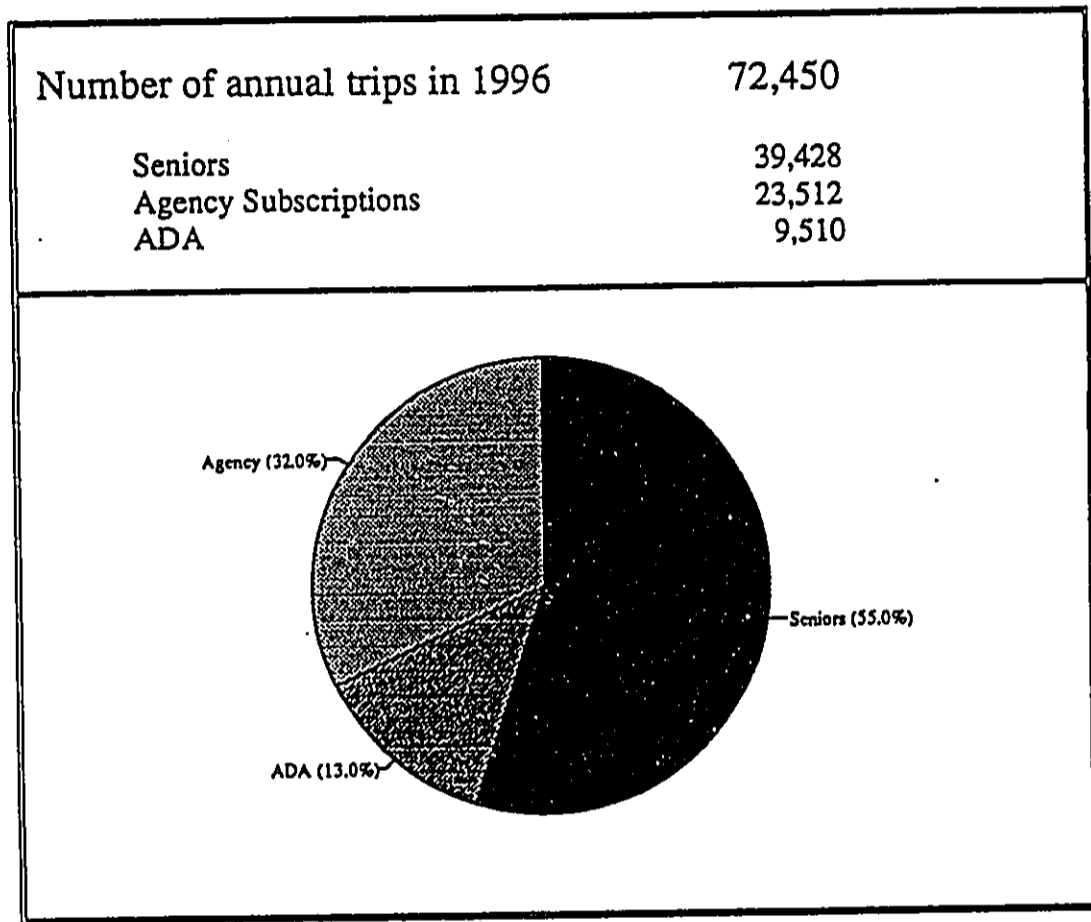


Funding Sources	Amount
Federal	802,407
County	397,500
Bus Fares	110,000
State (Elderly)	98,983
Program Income	36,000
Other	36,350
<b>Total Funds</b>	<b>\$1,481,240</b>

County Transportation Agency  
Paratransit Ridership Profile  
1996



Paratransit System  
Number of Trips / Passenger Destinations  
1996



**Passenger Destinations:**

Agencies (Hale Hauoli, ARC)	35%
Senior Centers	21%
Wilcox Day Care	20%
Dialysis	6%
Employment	6%
Medical	3%
Shopping	3%
Senior Outreach	2%
Other (Agency appointments, post office, bank, etc.)	4%



TABLE 1  
KAUAI BUS STOP LOCATION AND DESIGN STUDY  
EXISTING TRANSIT SYSTEM CHARACTERISTICS

Route #	Name	Areas Served	Number of Stops	Weekday Hours of Operation		Weekday Number Of Buses		Saturday Hours of Operation		Saturday Number Of Buses	
				AM	PM	AM	PM	AM	PM		
100	Kekaha - Lihue	Kekaha, Waimea, KVMT, Ishihara Market, Makaweli, Kaunakani, Hanapepe, Elele, Elele Shopping Center, Kalahoe, Lawai, Puhi, Kaula Community College, Kukui Grove Shopping Center, Lihue and Wal-Mart	21	5:30 AM - 6:30 PM	4	4	7:30 AM - 2:00 PM	2	1		
100E	Kekaha - Koloa - Lihue	Kekaha, Waimea, KVMT, Makaweli, Ishihara Market, Kaunakani, Hanapepe, Elele, Elele Shopping Center, Kalahoe, Lawai, Koloa, Koloa School, Popoi, Puhi, K.C.C., Kukui Grove Shopping Center, Lihue and Wal-Mart	28	6:30 AM - 7:30 AM	1	0	8:00 AM - 9:30 AM	1	0		
200	Lihue - Kekaha	Lihue, Kukui Grove Shopping Center, Puhi, K.C.C., Lawai, Kalahoe, Elele, Elele Shopping Center, Hanapepe, Kaunakani, Makaweli, Waimea, KVMT, Kekaha	19	6:45 AM - 7:00 PM	3	4	8:30 AM - 4:00 PM	1	2		
200E	Lihue - Koloa - Kekaha	Lihue, Kukui Grove, Puhi, K.C.C., Koloa, Popoi, Kalanua Shopping Center, Lawai, Kalahoe, Elele, Elele Shopping Center, Hanapepe, Kaunakani, Makaweli, Waimea, KVMT, Kekaha	26	5:00 PM - 6:30 PM	0	1	2:00 PM - 3:30 PM	0	1		
400	Hanalei - Lihue	Hanalei, Princesville, Kilauea, Anahola, Keala, Kapaa, Waipouli, Kinipopo Shopping Village, Hanamaulu, Lihue, Wilcox Hospital, Kukui Grove Shopping Center	16	5:15 AM - 6:45 PM	4	3	7:15 AM - 2:30 PM	2	1		
400E	Hanalei - Kapahi - Lihue	Hanalei, Princesville, Kilauea, Anahola, Keala, Kapahi, St Catherine's, Mahehona Hospital, Kapaa, Waipouli, Kinipopo Shopping Village, Hanamaulu, Lihue, Wilcox Hospital, Kukui Grove Shopping Center	22	6:00 AM - 7:30 AM	1	0	8:00 AM - 9:30 AM	1	0		
500	Lihue - Hanalei	Kukui Grove Shopping Center, Lihue, Wal-Mart, Wilcox Hospital, Hanamaulu, Waipouli, Kinipopo Shopping Village, Coconut Grove Market Place, Kapaa, Keala, Anahola, Kilauea, Princesville, Hanalei	20	6:45 AM - 7:00 PM	3	3	8:30 AM - 4:15 PM	1	2		
500E	Lihue - Kapahi - Hanalei	Kukui Grove Shopping Center, Lihue, Wal-Mart, Wilcox Hospital, Hanamaulu, Waipouli, Kinipopo Shopping Village, Coconut Grove Market Place, Kapaa, Kapahi, Mahehona Hospital, St Catherine's, Keala, Anahola, Kilauea, Princesville, Hanalei	26	5:00 PM - 6:30 PM	0	1	2:00 PM - 3:30 PM	0	1		
600	Lihue - Kapahi - Lihue	Kukui Grove Shopping Center, Lihue, Wal-Mart, Wilcox Hospital, Hanamaulu, Waipouli, Kinipopo Shopping Village, Coconut Grove Market Place, Kapaa, Kapahi, Mahehona Hospital, St Catherine's	29	8:00 AM - 4:45 PM	2	3	No Service	N/A	N/A		
700	Lihue Extension	Lihue, Kukui Grove Shopping Center, Nawaiwae, Wal-Mart, Wilcox Hospital, Lihue Gardens, Big Save, Rice Street Shopping Center	14	8:00 AM - 5:20 PM	4	6	No Service	N/A	N/A		

Note: No Sunday and holiday service.

EXHIBIT E

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

TRUE NORTH  
SCALE: 1" = 200'

HOOLAKO STREET EXTENSION  
R. P. 4480  
LOT  
KANA STREET EXTENSION  
L. C. AW. 7713  
D-1

LOT "B"  
RECREATION COMPLEX  
COUNTY OF KAUAI

PROPOSED  
POLICE/EOC/TRANSPORTATION  
LOT  
(Area = 10.00 Acs.)

JUDICIARY  
6.500 ACRES

VETERAN'S EXPANSION LOT

VETERAN'S COUNCIL  
2.290 ACRES

9,139.88 S  
1,268.98 E  
"KALEPA"  $\Delta$

THIS WORK WAS PREPARED BY ME  
OR UNDER MY SUPERVISION



EXHIBIT F

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

TO RICE ST. K A P U L E  
H W Y.

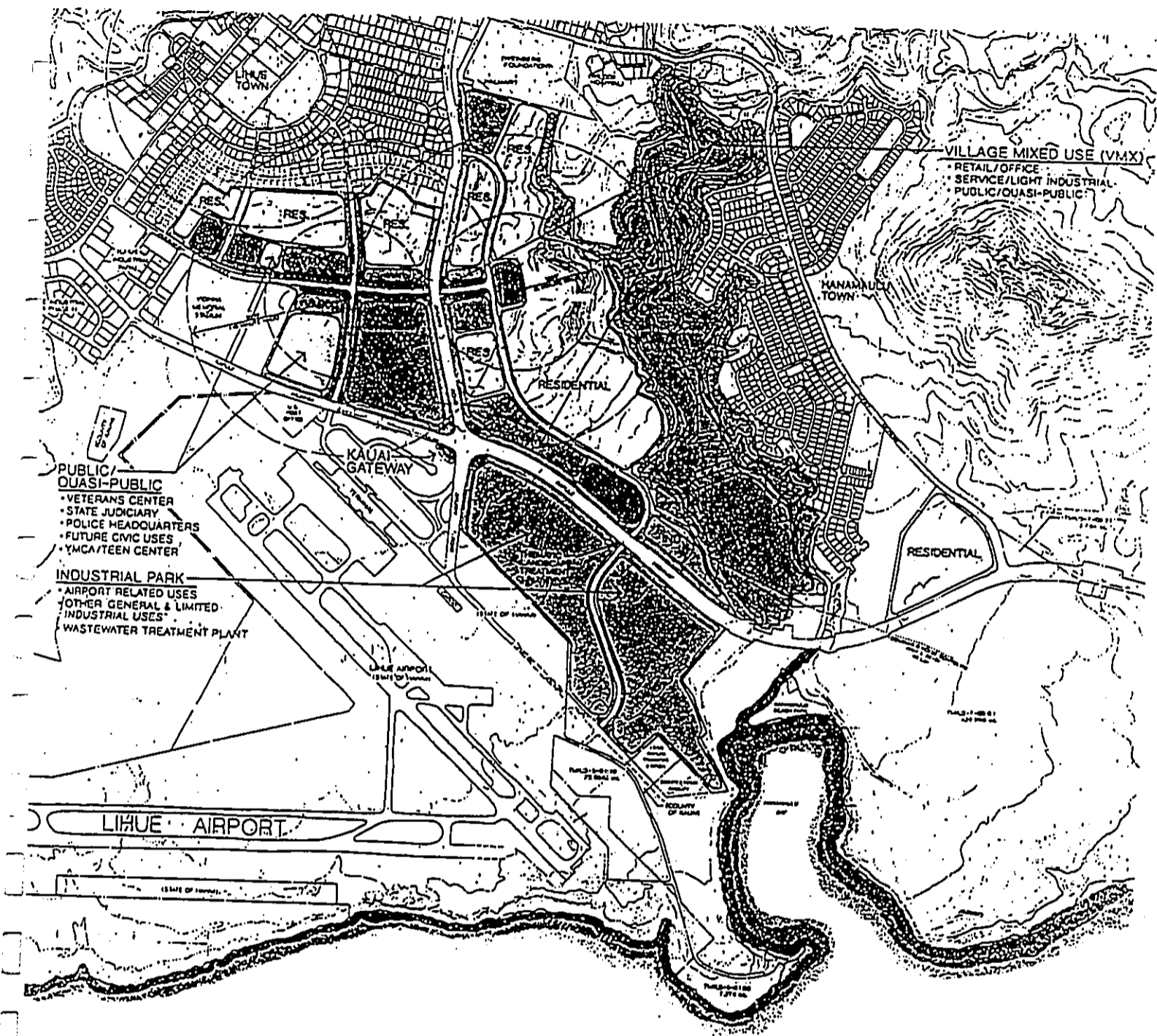
REVISED SEPT. 17, 1997

COUNTY OF KAUAI  
DEPARTMENT OF PUBLIC WORKS

MAP OF  
PROPOSED  
POLICE/EOC/TRANSPORTATION  
LOT  
TMK: 3-6-02:1

SCALE: 1" = 200'  
DATE: JUN. 13, 1997  
MAP NO

*[Signature]*  
COUNTY ENGINEER

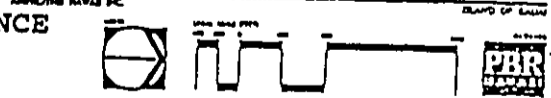


LAND USE SUMMARY	APPROX. ACRES
RESIDENTIAL	
SINGLE FAMILY (1,000-1,250 UNITS)	180
MULTI-FAMILY (400-550 UNITS)	43
VILLAGE MIXED USE	
RETAIL/OFFICE	72
SERVICE/LIGHT INDUSTRIAL	26
INDUSTRIAL	139
PUBLIC/QUASI-PUBLIC	21
PARKS/OPEN SPACE	48
MAJOR ROADWAYS	21
	550

**EXHIBIT G**

**BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000**

**MASTER PLAN  
LIHUE-HANAMAULU**



## 5.0 ASSESSMENT OF THE EXISTING HUMAN ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATIVE MEASURES

This section presents summary background information on the existing human environment. Subject areas such as archaeology, traffic, air, noise and visual conditions are addressed in this section. It also includes a presentation of demographic conditions in the project area, and the potential effects of the project on the resident population. Economic factors, employment, government expenditures and revenues are also considered. Technical studies and analyses have been undertaken to address the potential impacts of the project and mitigative measures are recommended to minimize the potential short and long term impacts.

### 5.1 ARCHAEOLOGICAL AND HISTORIC RESOURCES

Paul H. Rosendahl, Ph.D., Inc. (PHRI) conducted an archaeological survey of the Project Area in April 1994. The overall objective of the survey was to provide information appropriate for the preparation of an EIS and satisfaction of all historic preservation inventory requirements of the Kauai County Planning Department and the Department of Land and Natural Resources-Historic Preservation Division (DLNR-HPD). This report is attached as Appendix M.

The subject archaeological inventory survey updated the relevant historical research data and archaeological findings from applicable PHRI survey reports and other work prepared by Alan Walker. No significant archaeological site requiring preservation were identified in either the Rosendahl or Walker surveys.

#### A. Existing Conditions

As described in the archaeology report, the Walker/Rosendahl survey covered the planning area of Hanamaulu. The Hanamaulu parcel consists of approximately 30 acres located approximately 0.26 mile inland of Hanamaulu Bay.

Parcels surveyed by Walker included the Ahukini Makai parcel, consisting of approximately 150 acres, the Molokoa parcel consisting of approximately 160 acres, and the Ahukini Mauka parcel consisting of approximately 215 acres.

Approximately 32.7 percent of the Hanamaulu parcel was subjected to a ground survey by Rosendahl due to the extent of disturbance by sugar cane cultivation. The parcel was subsequently tested for subsurface cultural deposits; nine backhoe trenches were placed throughout the parcel. The trenches yielded no cultural matrices, buried pondfields, subsurface horizontal features, portable cultural remains, nor datable materials of any kind. The ground survey strategy for the Ahukini Mauka, Ahukini Makai, and Molokoa parcels also considered the extensive ground disturbance by sugar cane cultivation. A 100 percent ground survey was conducted in all portions of these parcels

#### EXHIBIT H

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

not cultivated in sugar cane. This included all unaltered stream gulches and drainages within sugar cane fields.

Two sites, a historic house (Site 9402) and a wall (SIHP Site 1842) were identified within or immediately adjacent to the Master Plan area. Site 9402, a historic house at Molokoa was built in the late 1930's on LPCo land to house Kauai's first radio station, KTOH, which began broadcasting on May 8, 1940. The building is unoccupied and in disrepair. The wall (Site 1842) lies along the edge of the Ahukini Mauka parcel, at the top of the Hanamaulu Stream valley. Significant data has been collected from this site which is assessed as no longer significant (NLS). Both sites are important for information content only and no further data collection is necessary.

No significant archaeological remains of any kind were encountered in the surface or subsurface surveys of the Hanamaulu parcel. The only cultural remains encountered in this parcel were several small isolated coral pebbles. Within the Hanamaulu parcel, settlement was either non-existent or very limited, or the lack of cultural remains could be due to the intense land modification caused by sugar cane cultivation. Similarly, no significant archaeological remains were found in the Ahukini Makai parcel.

**B. Potential Impacts**

The archaeological report concluded that the inventory-level survey consisted of 100 percent ground survey of all areas not planted in sugar cane, and limited surface survey in sugar cane fields. Given the extensive modifications associated with the cultivation of sugar cane within the lands proposed for the project, it is not surprising that the present survey confirmed that only two archaeological sites are present in the project area. As such, the development of the Lihue-Hanamaulu Master Plan is not expected to cause any significant impacts to the cultural resources.

**C. Mitigative Measures**

(1) **Standard Procedures.** No archaeological sites requiring preservation are identified on the subject property. Based on the findings of the archaeological field work, the conclusions drawn by the consulting archaeologist, and DLNR Historic Preservation Division's review of the material presented, no mitigation measures to minimize potential adverse impacts appear warranted. However, in accordance with DLNR's and the Kauai Historic Preservation Review Commission's ("KHPRC") recommendation, should subsurface remains, artifacts, deposits of charcoal or shells be found during construction activities, work in the area will be stopped immediately and the Department of Land and Natural Resources and the County Planning Department will be contacted to determine the significance of the site and to identify appropriate mitigation measures.

(1) **Site 9402.** With regard to a request by the Kauai Historic Preservation Review Commission, Amfac/JMB is presently in the process of retaining a preservation architect to study the radio station building to determine rehabilitation costs and, if the building is deemed habitable, to prepare a preservation plan. At the very least, the architect selected will document historical information about the building, including measured drawings and black and white photographs. When a preliminary

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

report and recommendations are available from the architect, Amfac/JMB would present this information to the KHPRC:

## 5.2 ROADWAYS AND TRAFFIC

The traffic impact report was prepared by Austin, Tsutsumi and Associates, Inc. ("ATA") (January 1995) (Appendix E). The Traffic Impact Report evaluated the existing traffic condition, and the Years 2006 and 2016 traffic conditions with and without the project at seven existing and three future intersections.

### Existing Intersections:

- Kuhio Highway and Kaunualii Highway/Rice Street (signalized)
- Hoolako Street and Rice Street (stop-controlled)
- Kapule Highway and Rice Street (stop-controlled)
- Kuhio Highway and Ahukini Road (signalized)
- Kapule Highway and Ahukini Road (signalized)
- Kapule Highway and Kuhio Highway (signalized)
- Kapule Highway and Post Office Driveway/future Kaana Street extension (stop-controlled)

### Future Intersections:

- Hoolako Street Extension and Ahukini Road
- Kapule Highway and Mauka-Makai Road
- Road "X" (from Hanamaulu II development) and Kuhio Highway

The overall findings of the report indicate that transportation improvements are necessary with and without the project. With project development, associated transportation improvements are recommended that would accommodate future traffic demand in the Lihue area.

### A. Existing Conditions

The Master Plan area is at one of Kauai's major roadway intersections, Kapule Highway and Ahukini Road. Surrounding the project area are Lihue Airport, and towns of Lihue and Hanamaulu. Kapule Highway serves as the primary north/south arterial. The intersection of Ahukini and the proposed future Hoolako Street Extension establish the central core of the conceptual master plan. Ahukini Road extends mauka with traffic traveling two ways from Lihue Airport, through the central portion of the project area, eventually connecting to Kuhio Highway mauka of the petition area.

**Roadway Conditions.** The study area is bounded by Kuhio Highway on the north and west, Rice Street on the south and Kapule Highway/Lihue Airport on the east. Major roadway facilities within the study area are Kuhio Highway, Kapule Highway, Ahukini Road, and Rice Street (Figure 5-1).

## EXHIBIT I

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

- Widening of Kapule Highway to four lanes from Kuhio Highway to Ahukini Road.
- Widening of Ahukini Road to four lanes from Kapule Highway to the future bypass road.
- Widening Kapule Highway to four lanes from Ahukini Road to Rice Street.
- Realign the intersection of Kapule Highway and Rice Street to become the major through street.
- Widen Rice Street to four lanes through Lihue Town between Kuhio/Kaumualii Highway and to a point east of Kapule Highway.
- Signalize intersections at Kapule/Rice Street, Hoolako /Rice Street, Kapule Highway/Post Office Driveway, and Kuhio Highway/Road "X".

Even without project development, the above transportation improvements are necessary to ensure that all eight analyzed intersections will operate at acceptable levels of service during both the AM and PM peak hours for the Year 2016.

*With Project*

If the transportation improvements are implemented as described above, only the intersection of Kuhio Highway and Ahukini Road will be operating at LOS F during the PM peak hour. The remaining nine intersections will be operating at an acceptable levels of service. To mitigate the project related traffic impacts, the following mitigation measures are recommended in the Traffic Impact Report (Appendix E) to accommodate the projected Year 2016 traffic demand.

- At the Kuhio Highway/Ahukini Road intersection provide each approach with dual, exclusive left-turn lanes, and the northbound approach with a dual exclusive right-turn lane from Kuhio Highway to Ahukini Road.
- Provide an additional exclusive eastbound left-turn lane an exclusive westbound right-turn lane at the intersection of Hoolako Street and Rice Street.

**C. Mitigative Measures**

As described in the Traffic Impact Report (Appendix E), a series of transportation related improvements are necessary to adequately accommodate projected traffic even if the proposed Lihue-Hanamaulu Master Plan is not implemented.

With development of the project master plan, the traffic report indicates that a portion of total trips will be internal and not affect roadways outside of the project area. These internal trips are related to the following: 40 percent residential, 30 percent retail and office; 50 percent park; and 10 percent industrial.

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

- Realignment of Kapule Highway and the east-leg of Rice Street to become the major through street while the west-leg of Rice Street will terminate as a T-intersection at Kapule Highway.
- Widen Rice Street to four lanes through Lihue Town between Kuhio-Kaumualii Highway and to a point east of Kapule Highway.
- Provide the southbound approach of Kuhio Highway and Ahukini road with an exclusive left-turn lane and the northbound approach with an exclusive right-turn lane.
- Signalize the intersections of Kapule Highway/Rice Street, Hoolako Street/Rice Street, Kapule Highway/Post Office Driveway, and Kuhio Highway/Road "X".

With the above recommended improvements, all eight analyzed intersections will operate at acceptable level of service during both the AM and PM peak hour of traffic. These improvements are needed even if the proposed project is not developed.

*With Project*

With development of the proposed project, all of the analyzed intersections would operate at LOS F or over capacity except for: Kuhio and Rice/Kaumualii, Hoolako and Ahukini, and Road "X" and Kuhio. However, if the Year 2006 base improvements described above are implemented, only the following additional improvements are recommended with project development.

- Additional westbound left-turn lane at the intersection of Kuhio Highway and Ahukini Road.
- An additional eastbound exclusive left-turn lane and an exclusive westbound right-turn lane at the intersection of Rice Street and Hoolako Street.

With the recommended improvements, all the analyzed intersections will be operating at acceptable Levels of Service.

*Year 2016*

*Without Project*

Under base conditions without the project, seven of the eight analyzed intersections will be operating at LOS E, F, or at over capacity either during the AM or PM peak hours, or both. To mitigate the Year 2016 Base (w/o project) overcapacity condition, the Kauai Highway Planning Study (Appendix E, Traffic Impact Report) recommends the following improvements:

- Construction of a mauka Lihue bypass road.
- Extension of Ahukini Road mauka to the future bypass road.
- Widening of Kuhio Highway to four lanes from south of Wailua Bridge to Kapule Highway.



LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

**Observed Traffic Conditions.** Morning and evening peak traffic counts were conducted by ATA at the seven existing intersections. Existing traffic volumes within the study area are relatively moderate with few significant traffic problems. Under existing conditions, the following intersections are currently operating at LOS E or F during either the AM or PM peak hour or both.

- Kuhio Highway and Kaumualii Highway/Rice Street
- Hoolako Street and Rice Street
- Kapule Highway and Rice Street
- Kapule Highway and Ahukini Road

The delay experienced by the four intersections are caused by localized physical constraints and can be mitigated by intersection improvements.

**B. Future Traffic Projections and Impacts**

To determine the potential traffic impact of the Lihue-Hanamaulu Master Plan development, traffic projections were developed under conditions both "with" and "without" project development for the Years 2006 and 2016. Project generated trips were developed utilizing "Trip Generation" 5th Edition, Institute of Transportation Engineers (ITE), 1991, and assumed that a portion of the traffic generated would remain on-site, and not affect roadways outside of the project area. For example, 30 percent of the retail and office traffic, and 50 percent of the park traffic will be internal. Approximately, 10 percent of the industrial traffic would be airport related. The development of the background traffic growth rate was based on the 1990 "Kauai County Highway Planning Study". The growth rate contained in the study was adjusted to reflect a deferred traffic growth resulting from Hurricane Iniki. An annual average growth rate of 3.9 percent was derived.

**Year 2006**

*Without Project*

Without development of the Lihue-Hanamaulu Master Plan, only the Kuhio Highway/Kaumualii Highway intersection would operate at an acceptable level of service. The Hoolako Street/Rice Street, Kapule Highway/Rice Street, Kuhio Highway/Ahukini Road, Kapule Highway and Ahukini Road, and Kapule Highway/Kaana Street intersections would all be operating at LOS F. The intersection of Road "X"/Kuhio Road is projected to operate at LOS E.

To mitigate the Year 2006 Base (w/o project) over capacity condition, the Kauai Highway Planning Study (Appendix E, Traffic Impact Report) recommends the following improvements:

- Widen Kuhio Highway to four lanes from south of Wailua Bridge to Kapule Highway.
- Widen Kapule Highway to four lanes from Kuhio Highway to Ahukini Road (includes widening of Hanamaulu Stream Bridge).
- Widen Kapule Highway to four lanes from Ahukini Road to Rice Street.

LIHUE-HANAMAULU MASTER PLAN  
FINAL ENVIRONMENTAL IMPACT STATEMENT

To mitigate the traffic impacts that may result from development of the master plan, the developer will comply with the Traffic Impact Report "with project" mitigation recommendations for the Years 2006 (Appendix E, page 55, Mitigation Measures 1) and 2) and 2016 (Appendix E, page 58, Mitigation Measures 1 and 2). In addition, the developer will continue to work with the State Department of Transportation and the County of Kauai to coordinate implementation of the necessary project related transportation improvements that are warranted as traffic levels increase during project buildout.

5.3 NOISE

An acoustic study for the project was conducted by Y. Ebisu & Associates (September 1994) and is summarized in this section. The detailed report is attached as Appendix N. The primary noise considerations relate to increased traffic noise generated both internally and externally to the project area, aircraft noise impacting the proposed land uses of the Lihue-Hanamaulu Master Plan, asphalt concrete batch plant noise, and temporary noise associated with project construction. Noise measurement locations for the study are shown in Figure 5-2.

A. Existing Conditions

*Traffic Noise*

Presently, the ambient noise levels at most interior locations of the project area drop to a range of 40 to 45 dB between aircraft noise events which is considered relatively silent. During very calm periods, ambient noise can drop to less than 40 dB. Along Rice Street, Kapule Highway, and Kuhio Highway, existing traffic noise levels in the project environs vary from levels of approximately 67 Ldn to less than 55 Ldn at the interior locations of the project site. Similarly, the existing 65 Ldn traffic noise contours do not extend into the residential areas of the proposed Lihue-Hanamaulu Master Plan.

*Aircraft Noise*

Aircraft noise is associated with both fixed wing and rotary aircraft operations at Lihue Airport. Noise contours were developed using current airline flight schedules. Although these contours were slightly higher than previously calculated for the Lihue Airport FAR Part 150 study, existing aircraft noise levels do not exceed 60 Ldn at planned residential or other noise sensitive areas of the project area. Consequently, the proposed land uses are considered to be in the "Acceptable" category as defined by the American National Standards Institute. Only the proposed Public/Quasi-Public area and portions of the industrial area, contain a noise contour greater than 65 Ldn, however, these uses are not considered as incompatible to these noise levels.

EXHIBIT J

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

GOVERNOR



KAZU HAYASHIDA  
DIRECTOR  
DEPUTY DIRECTORS  
JERRY M. MATSUDA  
GLENN M. OKIMOTO

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

IN REPLY REFER TO:  
STP 8.7932

May 19, 1997

Ms. Virginia M. Kapali  
Transportation Director  
Transportation Agency  
County of Kauai  
4396 Rice Street, Suite 104  
Lihue, Hawaii 96766

Dear Ms. Kapali:

Subject: Categorical Exclusion (CE) and Project Development Schedule

We have submitted a request to FTA to designate your baseyard facility project as a categorical exclusion (CE). However, this request and subsequent approval by FTA for CE designation does not exempt you from any State environmental requirements.

Under Hawaii's Environmental Impact Statement Law (Chapter 343-5, HRS), it does appear that your project will require, at a minimum, an Environmental Assessment (EA). We have attached a couple of documents for your information and use regarding the State's environmental requirements and processes as well as a sample EA for a bus facility. (Don't be alarmed, your EA will not be of the magnitude of the attached Honolulu example. We are just providing it as a prototype sample). We hope these are useful to you.

Finally, for our records, please provide a write-up documenting the justification for the project, and your action plan. This should include not only the project activities and milestones to complete your project development, but the chronology of events which have transpired to date. This information will help us to better assist you by anticipating your requirements.

Should you have questions regarding this matter, please contact Harold Lao of our Statewide Transportation Planning Office at 587-2356.

Sincerely,

A handwritten signature in cursive script, appearing to read "Julia M. Tsumoto".

Julia M. Tsumoto  
State Transportation Planner

EXHIBIT K

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

DEPARTMENT OF TRANSPORTATION  
FEDERAL TRANSIT ADMINISTRATION

GRANT AGREEMENT  
(Form FTA G-3, October 1, 1996)

Upon execution by the Grantee named below, the U.S. Department of Transportation, Federal Transit Administration (Federal Government or FTA) and the Grantee have entered into this Grant Agreement. This Grant Agreement covers the Project described below. In addition, the following documents are incorporated by reference and made part of this Grant Agreement: (1) "Federal Transit Administration Master Agreement," Form FTA MA(3), October 1, 1996; and (2) Any Award notification containing special conditions or requirements, if issued.

THE FEDERAL GOVERNMENT MAY WITHDRAW ITS OBLIGATION TO PROVIDE FINANCIAL ASSISTANCE IF THE GRANTEE DOES NOT EXECUTE THIS GRANT AGREEMENT WITHIN 90 DAYS AFTER AWARD.

FTA HEREBY AWARDS A FEDERAL GRANT AS FOLLOWS:

Project Number: HI-18-X015

Grantee: Hawaii Department of Transportation

Citation of Statute(s) Authorizing Project: 49 U.S.C. § 5311

Estimated Project Cost: SEVEN HUNDRED FIFTY THOUSAND DOLLARS (\$750,000)

Amount of This Federal Assistance Award: SIX HUNDRED THOUSAND DOLLARS (\$600,000)

Maximum Percentage(s) of Federal Participation: 80% Capital

Project Description: See Attached Approved Budget

JUL 0 8 1997  
OBLIGATION DATE

  
REGIONAL ADMINISTRATOR

EXHIBIT L

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

Maryanne W. Kusaka  
Mayor



Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

October 1, 1999

C:\BUS\DEA\_LET.01

Lihue Public Library  
4344 Hardy Street  
Lihue, HI 96766

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KAUAI COUNTY BUS MAINTENANCE FACILITY  
LIHUE, KAUAI, HAWAII

Dear Head Librarian,

Enclosed please find a copy of the Draft Environmental Assessment for the above referenced document. The County is proposing to build a bus maintenance facility on land that is located near the Lihue airport. The County purchased the property from Amfac/JMB Hawaii, Inc.

The Transportation Agency requests that you place this document "on Reserve". If there are any questions, please call me at 808-241-6814.

Thank you for cooperation.

Sincerely,

DENNIS ALKIRE  
OCA Project Manager

EXHIBIT M

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000

 THE KAUA'I BUS  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

Maryanne W. Kusaka  
Mayor



COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

October 1, 1999

C:\BUS\DEA\_LET.03

Mr. Jerry Matsuda P.E.  
DOT Airports Administrator  
400 Rogers Blvd., Suite 700  
Honolulu, HI 96819-1880

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KAUAI COUNTY BUS MAINTENANCE FACILITY  
LIHUE, KAUAI, HAWAII

Dear Mr. Matsuda,

Enclosed please find a copy of the Draft Environmental Assessment for the above referenced document. The County is proposing to build a bus maintenance facility on land that is located near the Lihue airport. The County purchased the property from Amfac/JMB Hawaii, Inc.

The administrative rules of the Office of Environmental Quality Control require that we notify the neighboring landowners of this proposed activity. Please review this document. If there are any questions, please call me at 808-241-6814.

Thank you for cooperation.

Sincerely,

DENNIS ALKIRE  
OCA Project Manager

enclosure

**THE KAUAI BUS**  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

Maryanne W. Kusaka  
Mayor



COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

October 1, 1999

C:\BUS\DEA\_LET.02

Ms. Dorothy Bekeart, Land Manager  
Amfac Land Co., Ltd., Kauai Division  
2970 Kele Street  
Lihue, HI 96766

**SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT  
FOR KAUAI COUNTY BUS MAINTENANCE FACILITY  
LIHUE, KAUAI, HAWAII**

Dear Ms. Bekeart,

Enclosed please find a copy of the Draft Environmental Assessment for the above referenced document. The County is proposing to build a bus maintenance facility on land that is located near the Lihue airport. The County purchased the property from Amfac/JMB Hawaii, Inc.

The administrative rules of the Office of Environmental Quality Control require that we notify the neighboring landowners of this proposed activity. Please review this document. If there are any questions, please call me at 808-241-6814.

Thank you for cooperation.

Sincerely,

DENNIS ALKIRE  
OCA Project Manager

enclosure

**THE KAUAI BUS**  
Historic County Building ■ 4396 Rice Street, Suite 104, Lihue, Kauai, Hawaii 96766  
Telephone (808) 241 - 6410 ■ Fax (808) 241 - 6417

Maryanne W. Kusaka  
Mayor



Matilda A. Yoshioka  
Director

Janine M.Z. Rapozo  
Executive on Transportation

COUNTY OF KAUAI  
OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY

December 22, 1999

D:\BUS\DOTresponse.doc

Mr. Jerry M. Matsuda, P. E.  
Airports Administrator  
State of Hawaii, Department of Transportation  
Airports Division  
400 Rodgers Boulevard, Suite 700  
Honolulu, HI 96819-1880

Dear Mr. Matsuda,

Subject: AIR-P 99.0672

Thank you for your comments on the draft environmental assessment for the proposed Bus Maintenance Facility on Kauai. This letter responds to the four points of concern expressed in your letter to this agency.

1. The stormwater runoff from the 1.2 acre property (part of a county owned ten acre parcel) will be retained in a new retention basin located on the property.
2. The busses will be washed on-site. All the wash water will be recycled in special equipment located adjacent to the bus washing bay in the shop area.
3. The only materials kept on-site are antifreeze, lubricating oils and brake fluids. No solvents, paints or gasoline are on-site. All fueling of vehicles and major repair work will be done off-site.
4. The first new road to be built and used as the primary site access will be the extension of Ho'olako Street. Ho'olako connects to Rice street, and does not impact Kapule Highway. As more county facilities are developed on the ten acre site, further mitigation measures will be undertaken for Kapule Highway.

We hope this adequately addresses the concerns of your department. If you have other questions, call Dennis Alkire at 808-241-6814. Thank you for your interest in this project.

Sincerely,

Matilda A. Yoshioka  
OCA Director

EXHIBIT N

BUS MAINTENANCE FACILITY  
KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
TRANSPORTATION AGENCY  
JANUARY 2000



**MEMORANDUM**

23 November 1999

**TO:** Dennis Kimura - Kimura Ybi & Associates, Ltd.  
**FROM:** Alan Y. Tomita/Diane Y. Kodama - M & E Pacific  
**SUBJECT:** Kauai Bus Facility

**REMARKS:**

In response to the memorandum from Jerry Matsuda, Department of Transportation, Airports Division to the County of Kauai dated October 21, 1999, our responses for the items that pertain to civil work are as follows:

1. The Bus Maintenance Facility will drain toward the proposed access road being constructed under the Building Division, Dept. of Public Works supervision. We have been directed by the Building Division to provide a piped drainage system in the proposed road. The proposed drainage system will outlet into the existing detention pond on Ho'olako Street that was recently acquired by the County of Kauai from Amfac. Runoff from the Bus Facility will not enter the drainage system near the airport.
2. We understand that a recyclable bus wash will be provided by the mechanical, located within the building, therefore no civil work is required.

Items 3 and 4 appear to be a planning concern and not civil items.

Should you have any questions, please do not hesitate to contact us at 521-3051.

No. of Pages (including this sheet): 1

M&E Pacific, Inc.  
Suite 500 Pauahi Tower, 1001 Bishop Street  
Honolulu, HI 96813  
Tel: 808 521 3051 Fax: 808 524 0246



BENJAMIN J. CAYETANO  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
AIRPORTS DIVISION  
400 RODGERS BOULEVARD, SUITE 700  
HONOLULU, HAWAII 96819-1080

DEPUTY DIRECTORS  
BRIAN K. MINAII  
GLENN M. OKIMOTO

IN REPLY REFER TO:  
AIR-P  
99-0672

October 21, 1999

Mr. Dennis Alkire  
OCA Project Manager  
County of Kauai  
Office of Community Assistance  
Transportation Agency  
4396 Rice Street, Suite 104  
Lihue, Hawaii 96766

Dear Mr. Alkire:

Subject: Draft Environmental Assessment  
For Kauai County Bus Maintenance Facility  
Lihue, Kauai, Hawaii

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for the Kauai County Bus Maintenance Facility. Because the facility is in close proximity to Lihue Airport, just across from Kapule Highway, we have the following concerns:

1. Since Lihue Airport and the proposed County of Kauai facilities share a drainage basin, what will happen to the stormwater runoff from the county facilities? Where will it go? What will be the "best management practices" to deal with the stormwater runoff?
2. Where will the buses be washed? How will you treat the wash water?
3. Is there a plan for handling hazardous materials, i.e. solvents, paints, etc?

*Hana Like No Ke Ala Aloha*  
Working Together to Provide Gateways of Aloha

RECEIVED

OCT 25 1999


Mr. Dennis Alkire  
Page 2  
October 21, 1999

AIR-P  
99.0672

4. The traffic report for the Draft EA states that signalization of the Kapule Highway and Postal Service Driveway along with other intersections is necessary by year 2006 even without the proposed project. We have a postal connector road project that may add additional traffic to this intersection from the airport. We recommend the implementation of the mitigation measures proposed to improve the subject intersections to an acceptable level of service.

Should you have any questions or concerns, please contact Stephen Takashima, Planner, at (808) 838-8810.

Sincerely,

  
JERRY M. MATSUDA, P.E.  
Airports Administrator

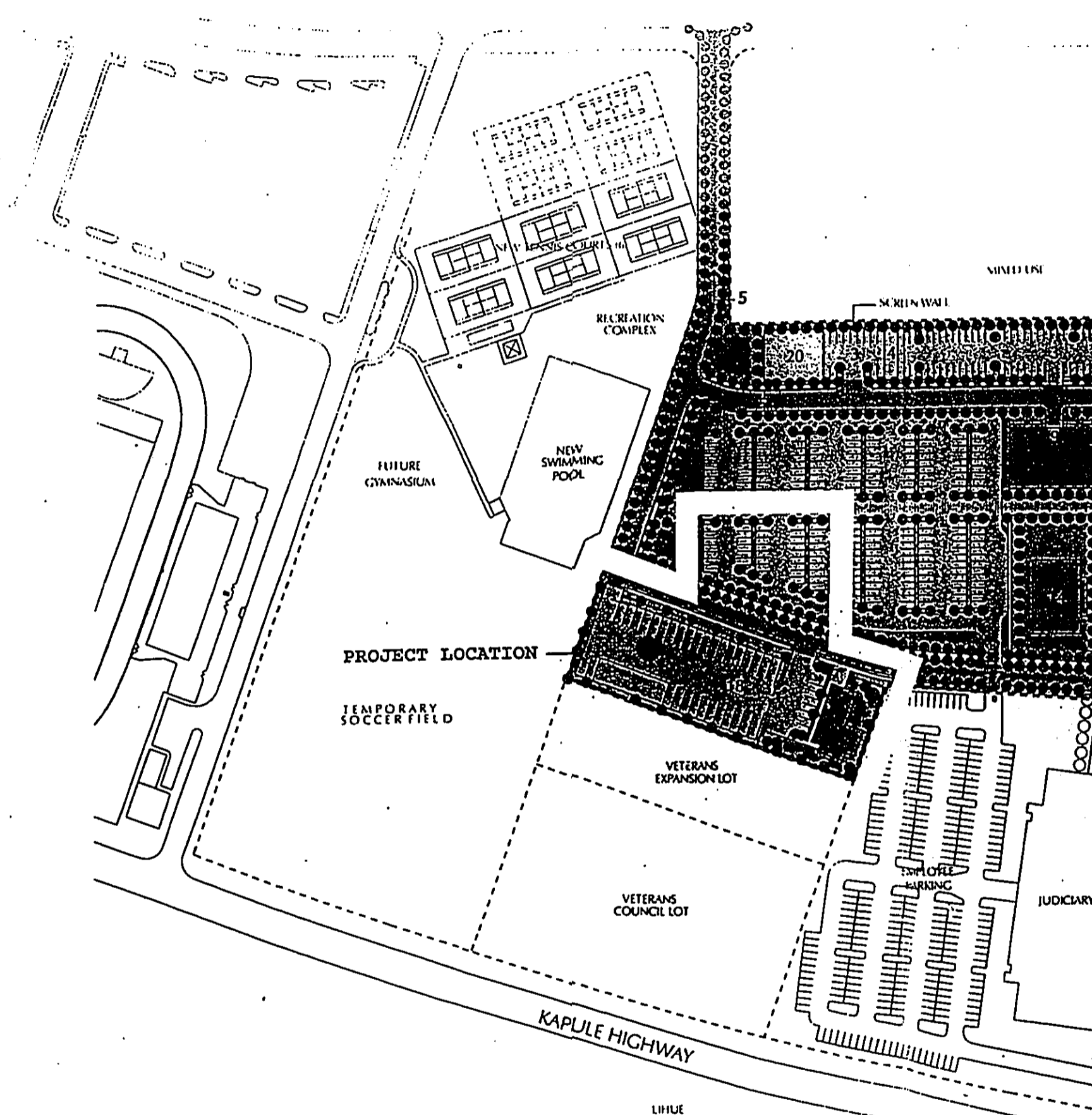


EXHIBIT P

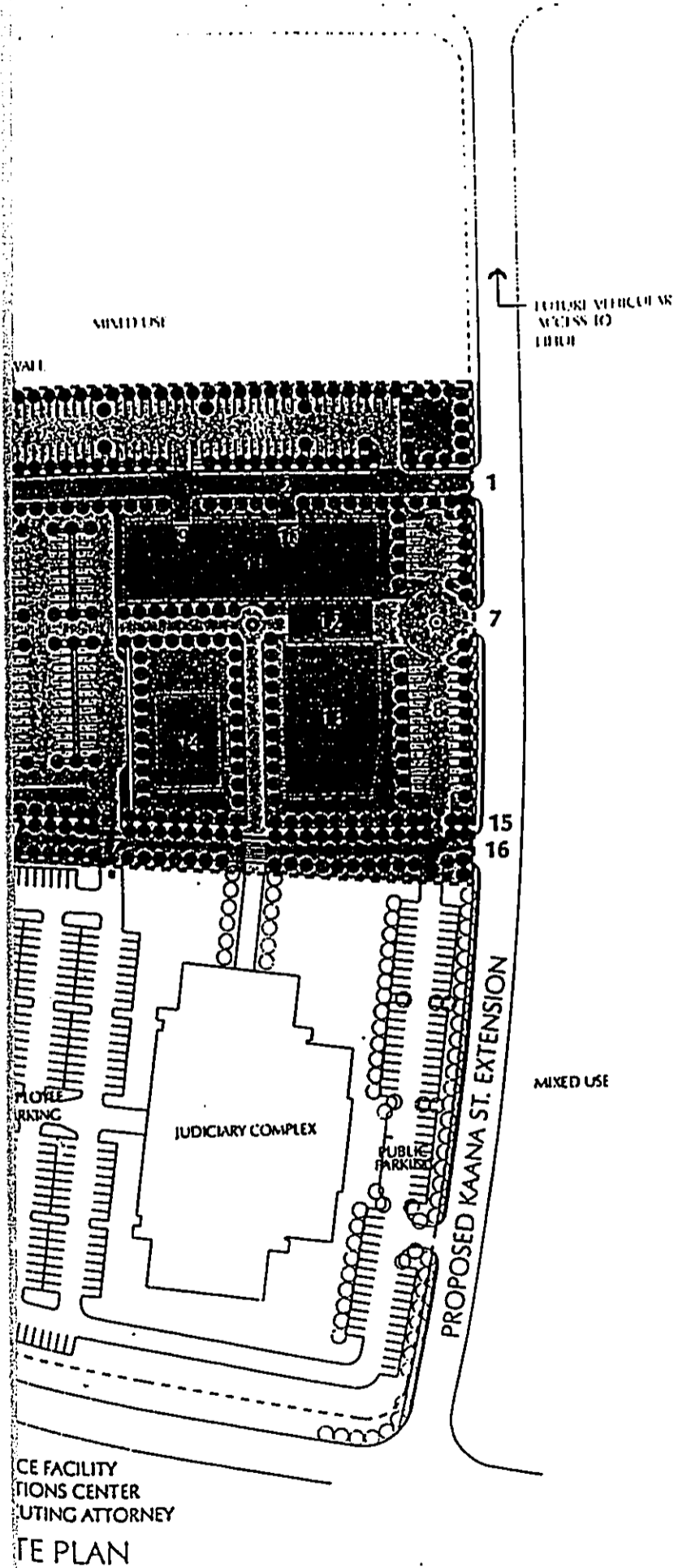
BUS MAINTENANCE FACILITY  
 KAUAI COUNTY OFFICES OF COMMUNITY ASSISTANCE  
 TRANSPORTATION AGENCY  
 JANUARY 2000

LIHUE  
 AIRPORT  
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KAUAI MAIN POLICE FACILITY  
 EMERGENCY OPERATIONS CENTER  
 OFFICE OF THE PROSECUTING ATTORNEY

MASTER SITE PLAN

JULY 1999

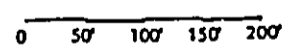


LEGEND:

- 1 SECURE PARKING ENTRY
- 2 SECURE ROAD
- 3 POLICE DEP. SECURE PARKING (87 + 13 = 100 STALLS)
- 4 SECURE BULK STORAGE (1000 S.F.)
- 5 ACCESS ROAD TO HOOLAKO ST.
- 6 EMPLOYEE PARKING (220 STALLS)
- 7 PUBLIC PLAZA ENTRY WITH BOLLARDS
- 8 PUBLIC PARKING (44 STALLS)
- 9 SALLY PORT
- 10 P/E
- 11 POLICE STATION/EOC
- 12 LOBBY
- 13 POLICE STATION
- 14 OFFICE OF PROSEC. ATTORNEY
- 15 PEDESTRIAN PATH
- 16 PUBLIC ACCESS ENTRY
- 17 EMPLOYEE PARKING ROAD
- 18 BUS FACILITY
- 19 68 PARKING STALLS
- 20 COVERED STORAGE SPACE (5000 S.F.)
- - - PROJECT PROPERTY LINE



NORTH  
 COUNTY OF KAUAI  
 State of Hawaii



URBAN WORKS  
 in association with  
 ROTH + SHEPPARD ARCHITECTS  
 ROSS DRULIS ARCHITECTS



CE FACILITY  
 TIONS CENTER  
 UTING ATTORNEY  
 TE PLAN