Maryanne W. Kusaka
Mayor

Cesar C. Portugal
County Engineer

Ian Costa
Deputy County Engineer

RECEIVED
00 MAY 17 P2:50
OFC. OF ENVIRONMENTAL
QUALITY CONTROL

DEPARTMENT OF PUBLIC WORKS
BUILDING DIVISION
4444 Rice Street
Mo'ikeha Building, Suite 175
Lihue, Hawaii 96766

May 10, 2000

State Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813

Attention: Ms. Genevieve Salmonson, Director

Subject: Finding of No Significant Impact (FONSI) for Kauai Main Police / Emergency Operating Center / Offices of Prosecuting Attorney, TMK 4:03-06-02-18, Lihue, Kauai, Hawaii

The Kauai County Department of Public Works has reviewed the comments received during the 30-day public comment period which began on June 23, 1999. The agency has determined that this project will not have significant environmental effects and has issued a FONSI. Please publish this notice in the June 8, 2000 QECC Environmental Notice.

We have enclosed a completed QEQC Publication Form and four copies of the Final EA. Please call Douglas Haigh at 241-6650 should you have any questions.

Very truly yours,

CESAR C. PORTUGAL
County Engineer

DH
cc: DCE
Police
Civil Defense
Prosecuting Attorney
County Attorney
Planning
Transportation

58

JUN - 8 2000

FILE COPY

2000-06-08-KA-FEA—

FINAL ENVIRONMENTAL ASSESSMENT

KAUAI MAIN POLICE FACILITY / EMERGENCY OPERATING CENTER / OFFICES OF PROSECUTING ATTORNEY (KMPF/EOC/OPA)

OWNED BY THE COUNTY OF KAUAI

DEPARTMENT OF PUBLIC WORKS
LIHUE, KAUAI, HAWAII

Prepared by

Douglas Haigh, Project Manager
Kauai County Department of Public Works
Telephone 241-6650
FAX 241-6806

~~June 1, 1999~~

MAY 10 2000

TABLE OF CONTENTS

CHAPTER I

PROJECT SUMMARY

PROJECT NAME:	Kauai Main Police Facility / Emergency Operating Center / Offices Of Prosecuting Attorney (KMPF/EOC/OPA)
PROPOSING AGENCY:	Kauai County Department of Public Works 4444 Rice Street, Suite 175 Lihue Kauai, Hawaii 96766
APPROVING AGENCY:	N/A
PROJECT LOCATION:	Lihue, Kauai, Hawaii
TAX MAP KEY:	4:3-06-02-18 (Project site is being consolidated with Parcel 18)
TOTAL LAND AREA:	8.0 Acres
ANTICIPATED DETERMINATION:	It is anticipated that a finding of no significant impact (FONSI) will be made for this project. The project was clearly identified in the Lihue-Hanamaulu Master Site Plan Environmental Impact Statement and the County rezoning of the site specifically identifies the Kauai Main Police Facility and Emergency Operating Center uses.
Project Description:	The project is the development of an 8 acre site for the Kauai Main Police Station / Emergency Operating Center / Offices of the Prosecuting Attorney. Improvements include site grading, landscaping, employee access road and parking, one two story 58,000 SF building and one two story 10,000 SF building. The site is located near Lihue Airport and adjacent to the planned State Judiciary Complex.

CHAPTER II

PRE-ASSESSMENT CONSULTATION LIST

The following organizations have been consulted in order to prepare this Final Environmental Assessment. Consultation with community or interest groups was primarily done during the EIS for the Lihue-Hanamaulu Master Plan and relevant comments are available in the EIS. Some sections of the EIS are included in this DRAFT Environmental Assessment.

AGENCY:	DATE:
STATE	
FINAL Environment Impact Statement Lihue-Hanamaulu Master Plan Prepared for AMFAC/JMB Submitted to the Land Use Commission	January 1995
COUNTY OF KAUAI	
Kauai County Council	January 1999
Department of Water	May 1998
Task Force: Police, OEC & Transportation	Meetings
Planning Department	Meetings
PRIVATE CONSULTANT REPORTS	
Wilson Okamoto Engineers	April 1999
Urban Works Architects and Planners	Sept. 1999

CHAPTER III

GENERAL DESCRIPTION OF PROPOSED ACTION

A. TECHNICAL CHARACTERISTICS

In January 1999, the County of Kauai completed negotiations to purchase a 10.0 acre parcel in Lihue, Kauai, Hawaii. The seller is AMFAC/JMB Hawaii, Inc. The parcel will be used for the purpose of developing a governmental center for the Island of Kauai. See Map V-1. The site is located on the east side of the island in Lihue, the major center of commerce and government. The east side is the most populated part of the island. See Map V-2. Proposed uses on the 10.0 acre site include a new Transportation Facility and the new KMPF/EOC/OPA. This Environmental Assessment will address the KMPF/EOC/OPA only.

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 road from the west side of the site. See Map V-3. 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, consultants and the county task force are formulating project guidelines. The site will be landscaped.

B. ECONOMIC CHARACTERISTICS

The estimated project costs are:

Site acquisition	$650,000
Design and Engineering	$500,000
Road Construction	$1,200,000
Design/Build Construction	$15,000,000

C. SOCIAL CHARACTERISTICS

The proposed KMPF/EOC/OPA is located within the Lihue community. The new facility will directly benefit both the citizens of Kauai and State agencies. With new facilities all three agencies will provide better service to the public. Locating the Police Headquarters adjacent to the proposed State Judiciary complex will benefit Judiciary operations. The Kauai Emergency Operating Center (EOC) is a designated alternate for the State EOC and the proposed facility would be more capable of supporting such an operation.

The Kauai Police Headquarters needs to relocate since both the land and building where the current Headquarters is situated were sold and transferred to the State of Hawaii effective August 1, 1991. The State has repeatedly encouraged the County to vacate the premises, but is allowing the Department to occupy the site on a limited month-to-month basis. Even if the County still owned the Police Headquarters, the building, which was constructed in 1953, is inadequate. It lacks room and/or space for necessary activities of police work such as interrogation rooms, conference rooms, office space, classrooms, briefing rooms, physical training area, etc. The efficiencies and moral of the Police Department will improve when they move into the new facility.

One of the major lessons learned during the two hurricanes and one major flood event is that our current EOC, designed and built in the World Was II era, is inadequate for County needs, let alone the State's if it needed to be used as an alternate. The dire need of an adequate EOC to effectively respond to the critical needs of the public are obvious after the three noted disasters which resulted in six deaths and hundreds of millions of dollars of property and economic loss.

During a major disaster more than one hundred active personnel from the military, Federal, state and local government, and the private sector operate in the EOC. The current facility grossly lacks the space, rooms, and adequate health, sanitary, sleeping and feeding facilities to care for the emergency response and recovery personnel in the EOC. Also lacking is the physical security to assure uninterrupted operation and protection of sensitive communications and data equipment that provides critical service to all levels of government.

The new EOC will be an extraordinary and fail-safe facility that supports continuity of government during disasters. In addition to meeting county needs it will be an alternate for the State EOC by being an adequately sized facility and designed to provide current technology to maintain

operations with counter agencies throughout the state and Pacific Rim nations.

The Offices of Prosecuting Attorney are currently located in portable offices that are inadequate for their needs. The buildings were constructed for temporary use and have served their useful life.

CHAPTER IV

ENVIRONMENTAL CHARACTERISTICS

A. PROPERTY DESCRIPTION

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 KMPF/EOC/OPA is 8.0 acres. The current zoning Urban Mixed Use (UMU) and the current use is the growing of sugar cane. See Map V-4. The county is in the process of purchasing the parcel from AMFAC/JMB Hawaii. There are no structures on the property and the entire parcel is presently in use as agricultural land.

The surrounding property has varied use patterns. To the south and west are the Kauai Veterans Center and a vacant parcel of about 1-acre. Further to the west, across Kapule Highway are the post office distribution center and the airport. To the north and east 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 east, and north to the Hanamaulu Valley. This development will be approximately 550 acres. The General Plan has been amended. See Map V-4. See Map V-5 for identification of the clear zones at the Lihue airport.

B. GEOLOGICAL CHARACTERISTICS

1. TOPOGRAPHY: The site slopes gradually from east to west, 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 west side of the site that parallels the highway is approximately level with 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, gravely 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 V-6.

C. 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 V-7.

D. FLORA AND FAUNA

No rare or endangered species of plant has been identified on the site.

E. INFRASTRUCTURE AND UTILITIES

1. VEHICULAR ACCESS: The State Department of Transportation has reviewed the proposal submitted by AMFAC/JMB and determined that access / egress will be from the Kaana Street Extension. Hoolako Street, which runs behind (east) of Vidihna Stadium will also be extended and connected to Akuhini Road. Traffic signalization may be required when the entire area is built out, but will not be necessary for the KMPF/EOC/OPA.

2. WATER: The county Department of Water has "reserved" adequate water supply to accommodate the bus project. It is estimated that a 3 inch meter will be adequate for the entire ten acre facility.

3. WASTEWATER: The Wastewater will be piped to the Lihue Sewage Treatment Plant. This STP has recently undergone expansion, and does have an additional 1.5 million gallons of capacity. This will be more than sufficient for our project.

4. POWER AND COMMUNICATIONS: There is electrical power, telephone and cable TV in the Kapule Highway right-of-way. This will be continued up the Kaana Street extension. The existing capacity is adequate to serve the project.

F. PUBLIC FACILITIES

1. SCHOOLS: Less than one mile away on Hardy Street is Wilcox Grade School, serving children in K through 6 grades. Kauai High School is about three miles away.

2. PARKS: On the south side of the project are several major parks and sports facilities. Vidinha Stadium is used for football and community events. There is a large open field set up with soccer fields, and there is a baseball field with bleachers.

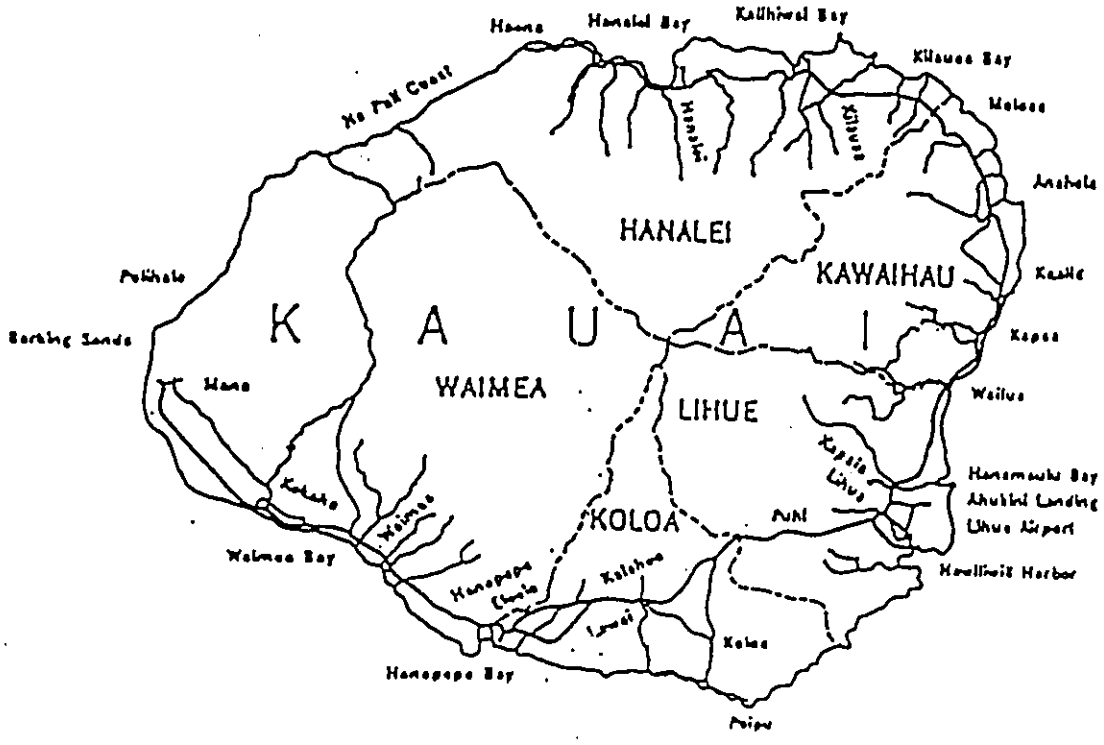
3. FIRE: Services will be from Lihue. The fire station is on Rice Street, less than one mile away.

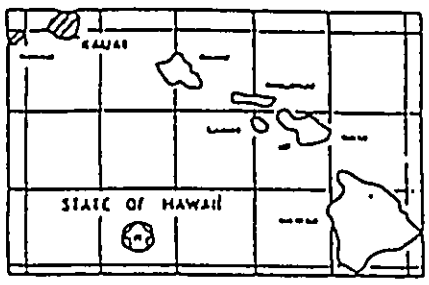
4. HOSPITAL AND EMERGENCY SERVICES: The nearest hospital and emergency service room is Wilcox Hospital in Lihue, is about one and one half miles from the site. The hospital is directly accessed from Kuhio Highway.

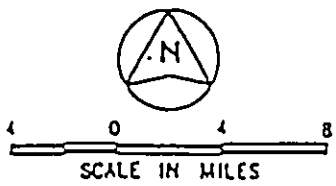
CHAPTER V

SUMMARY DESCRIPTION OF AFFECTED ENVIRONMENT

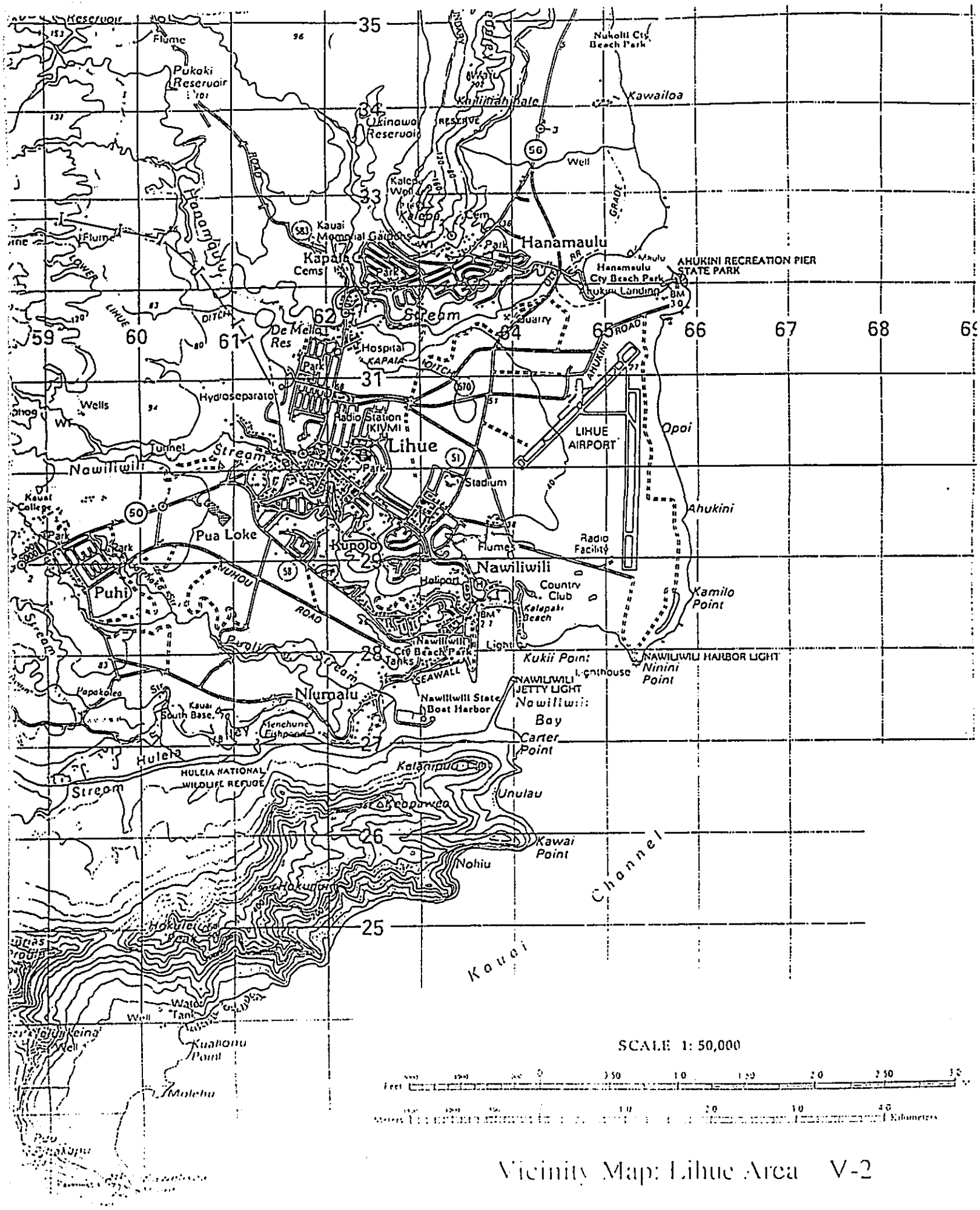
TITLE PAGE







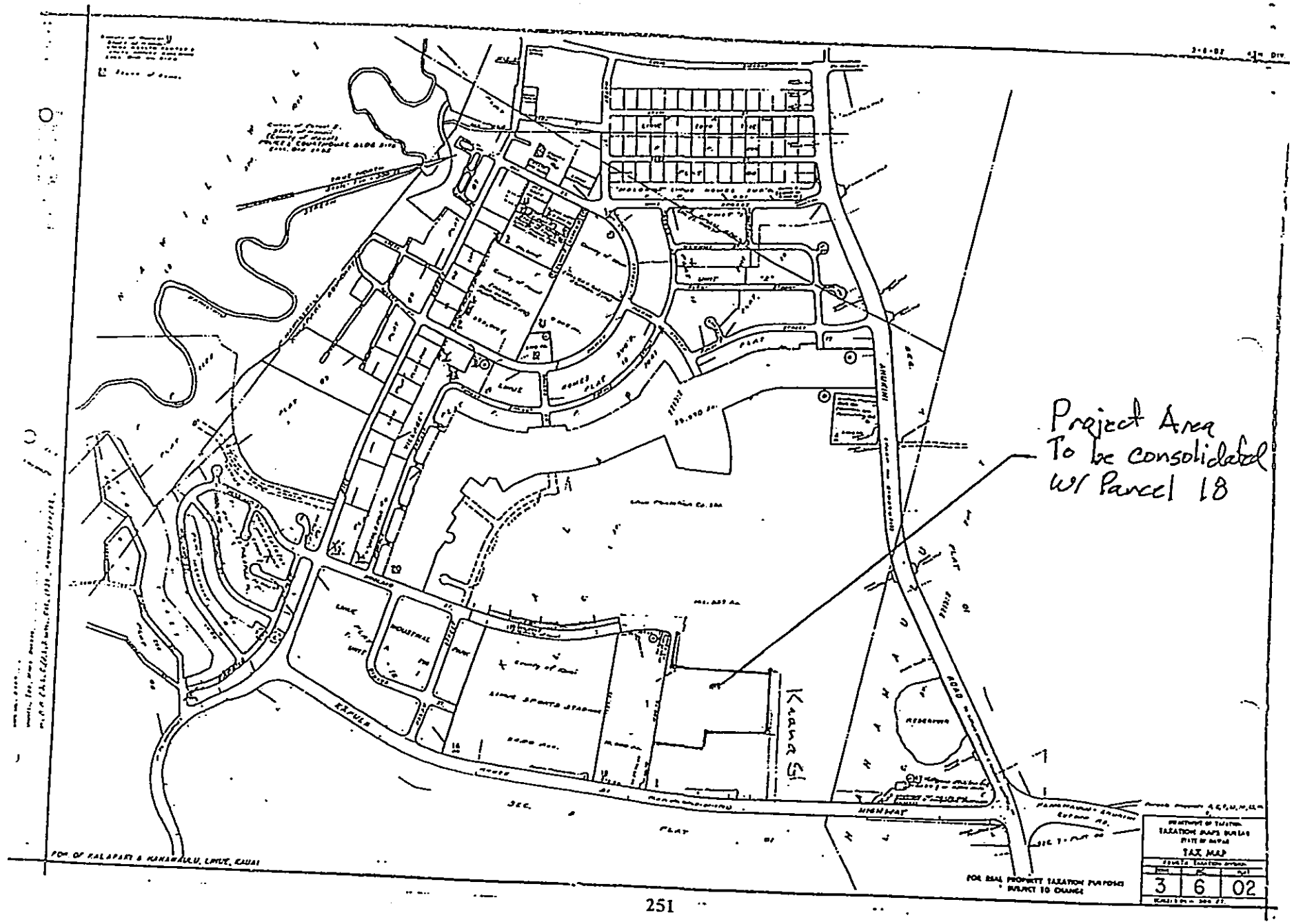
Map Of Kauai V-1

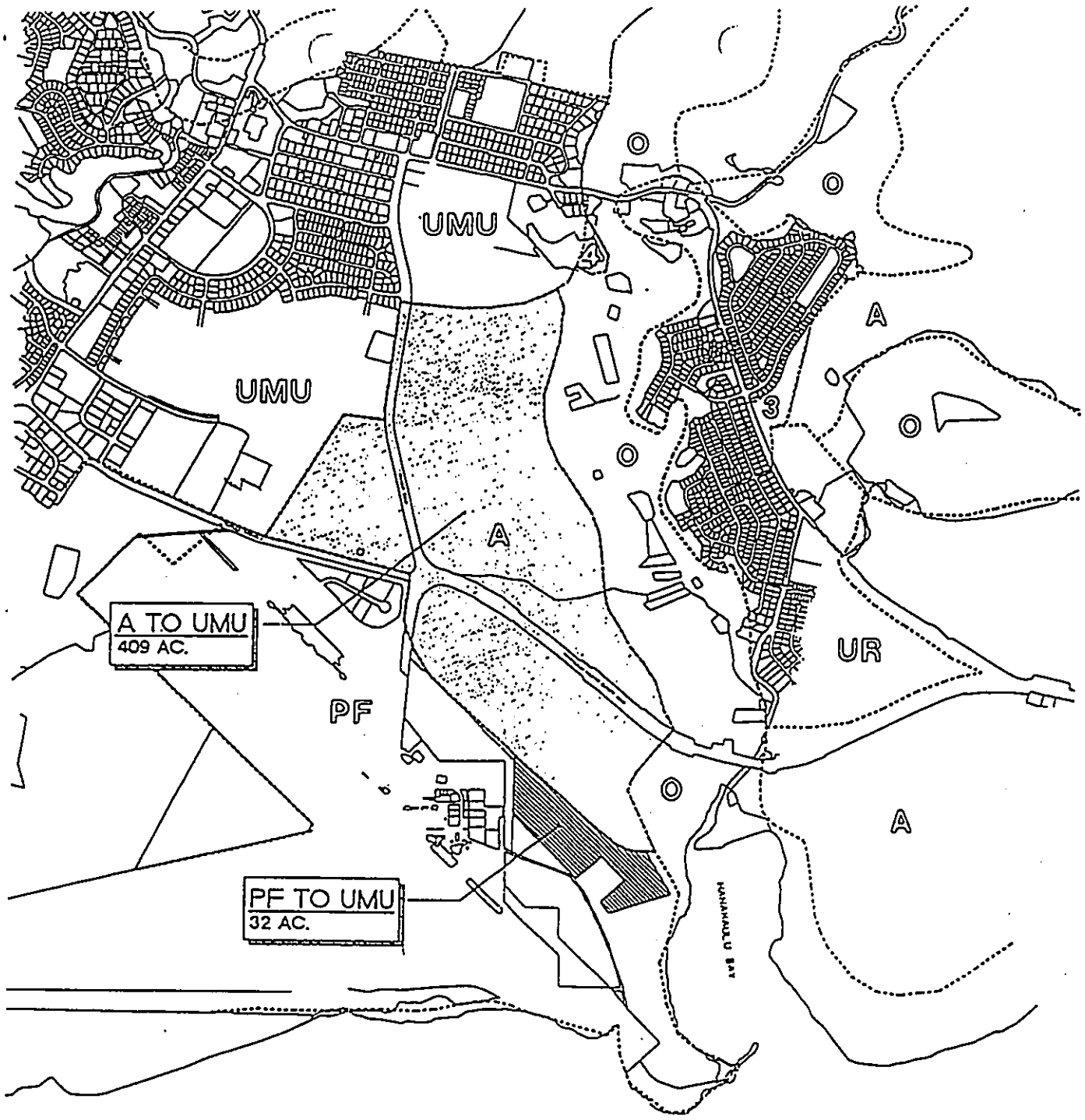


SCALE 1: 50,000

Vicinity Map: Lihue Area V-2

Tax Map 4-3-06-02





LEGEND

PF	EXISTING PUBLIC FACILITY (PF) DESIGNATION
A	EXISTING AGRICULTURAL (A) DESIGNATION
O	EXISTING OPEN (O) DESIGNATION
UMU	EXISTING URBAN MIXED USE (UMU) DESIGNATION
	EXISTING GENERAL PLAN BOUNDARY
	PROPOSED (A) TO (UMU) DESIGNATION
	PROPOSED (PF) TO (UMU) DESIGNATION

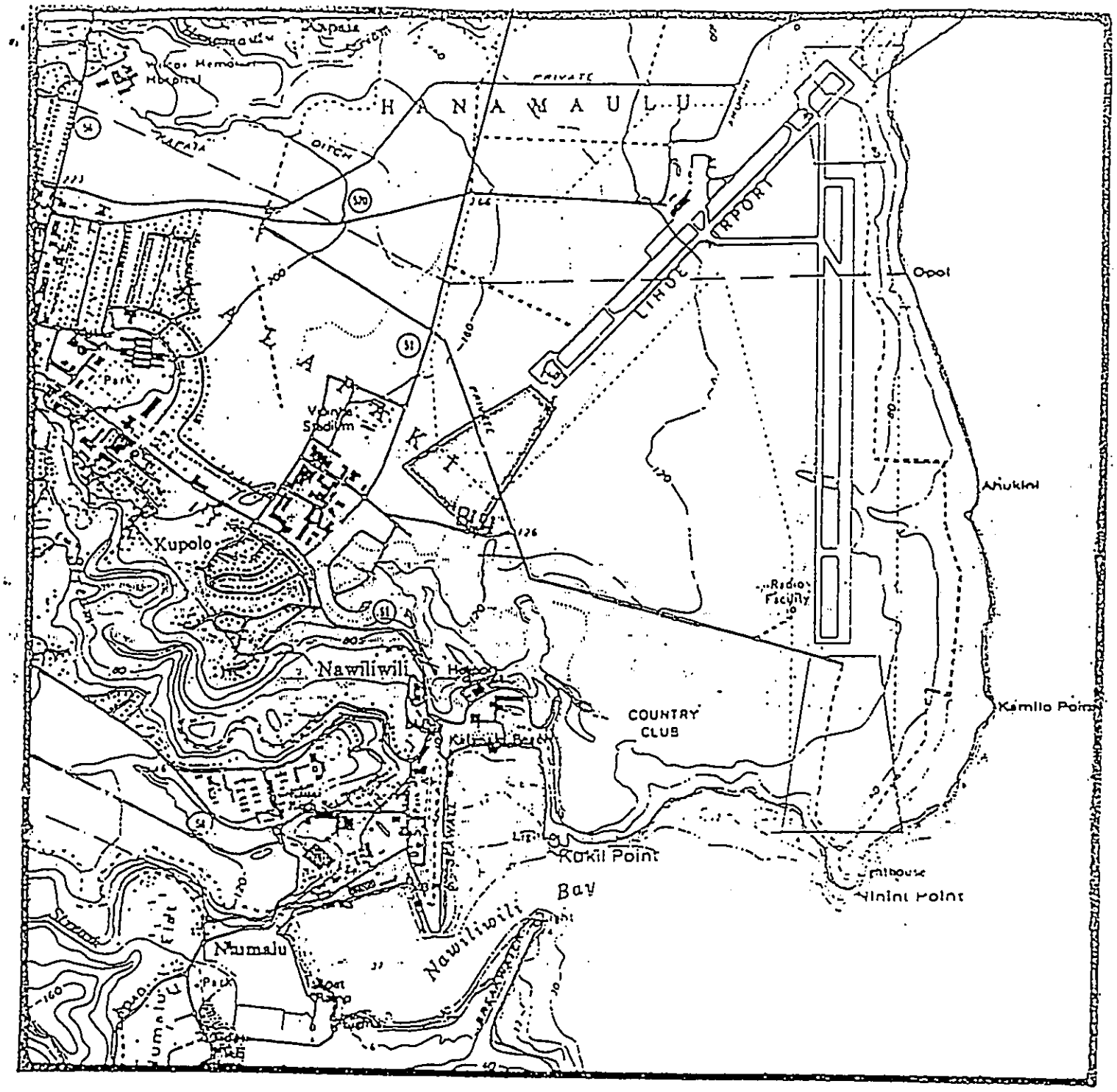
Zoning Map V-4

LIHUE-HANAMAULU

ISLAND OF KAUAI, HAWAII

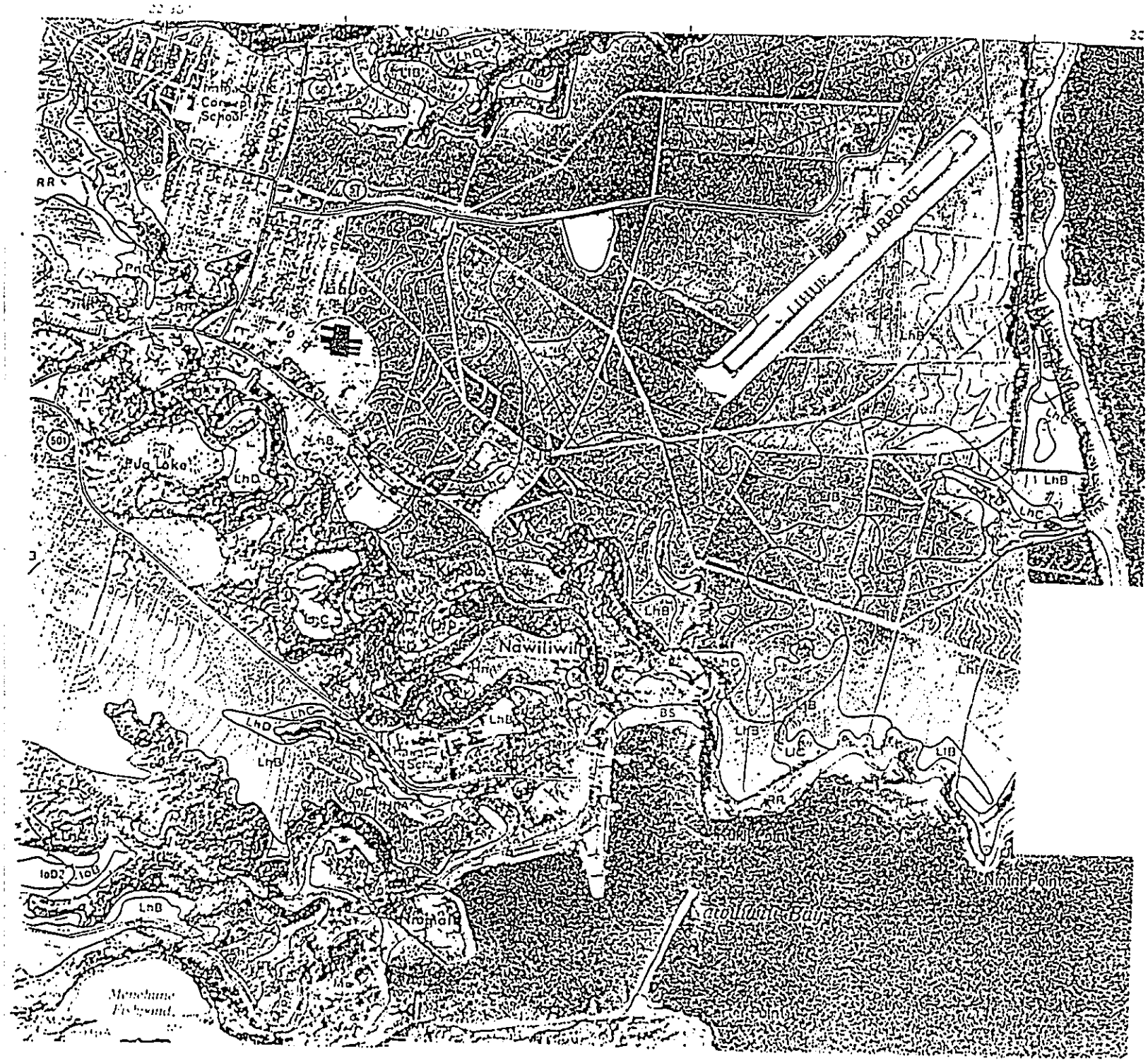
LIHUE DISTRICT, ISLAND OF KAUAI

PBR HAWAII



preliminary screening map
for
CLEAR ZONES
at
LIHUI AIRPORT
Kauai

SCALE 1:24 000



Soil Survey Map of Kauai ... No. 6

Lihue Series

This series consists of well-drained soils on uplands on the island of Kauai. These soils developed in material weathered from basic igneous rock. They are gently sloping to steep. Elevations range from nearly sea level to 800 feet. The annual rainfall amounts to 40 to 60 inches. The mean annual soil temperature is 73° F. Lihue soils are geographically associated with Ioleau and Puhi soils.

These soils are used for irrigated sugarcane, pineapple, pasture, truck crops, orchards, wildlife habitat, woodland, and homesites. The natural vegetation consists of lantana, guava, koa haole, joee, kikuyugrass, molassesgrass, guineagrass, bermudagrass, and Java plum.

Lihue silty clay, 0 to 8 percent slopes (lhB).—This soil is on the tops of broad interfluves in the uplands. Included in mapping were small areas of a soil that has a very dark grayish-brown surface layer and a mottled subsoil.

In a representative profile the surface layer is dusky-red silty clay about 12 inches thick. The subsoil, more than 48 inches thick, is dark-red and dark reddish-brown, compact silty clay that has subangular blocky structure. The substratum is soft, weathered rock. The surface layer is strongly acid. The subsoil is slightly acid to neutral.

Permeability is moderately rapid. Runoff is slow, and the erosion hazard is no more than slight. The available water capacity is about 1.5 inches per foot of soil. In places roots penetrate to a depth of 5 feet or more.

Representative profile: Island of Kauai, lat. 21°59′06.7″ N. and long. 159°21′50″ W.

Ap1—0 to 6 inches, dusky-red (2.5YR 3/2) silty clay, yellowish red (5YR 4/8) when dry; cloddy breaking to weak, fine and medium, subangular blocky structure; very hard, firm, sticky and plastic; abundant roots; common very fine and fine pores; many black concretions; strong effervescence with hydrogen peroxide; strongly acid; abrupt, smooth boundary. 4 to 8 inches thick.

Ap2—6 to 12 inches, dusky-red (2.5YR 3/2) silty clay, yellowish red (5YR 4/6) when dry; massive; very hard, friable, sticky and plastic; many roots; many very fine and fine pores; many, very fine, black concretions; strong effervescence with hydrogen peroxide; strongly acid; abrupt, smooth boundary. 4 to 8 inches thick.

B21—12 to 21 inches, dark reddish-brown (2.5YR 3/4) silty clay, red (2.5YR 4/6) when dry; moderate, medium to very fine, subangular blocky structure; hard, friable, sticky and plastic; abundant roots; many very fine and fine pores; many, fine, black concretions; moderate effervescence with hydrogen peroxide; nearly continuous glaze on ped surfaces, glaze looks like clay films; slightly acid; clear, broken boundary. 7 to 10 inches thick.

B22—21 to 27 inches, dark reddish-brown (2.5YR 3/4) silty clay, red (2.5YR 4/6) when dry; strong, very fine, subangular blocky structure; very hard, friable, sticky and plastic; many roots; many very fine and fine pores; nearly continuous glaze on ped faces; common, black concretions; weak effervescence with hydrogen peroxide; few, fine, black, manganese dioxide stains on ped faces; neutral; clear, smooth boundary. 5 to 8 inches thick.

B23—27 to 48 inches, dark reddish-brown (2.5YR 3/4) silty clay, red (2.5YR 4/6) when dry; strong, very fine, subangular and angular blocky structure; hard, firm, sticky and plastic; few roots; many very fine and fine pores; continuous glaze on ped faces, glaze looks like thick clay films; superimposed on the glaze is dark-red (10R 3/6) material that looks like pseudosand under magnification; large, black coatings on primary structural units; neutral; gradual, smooth boundary. 15 to 30 inches thick.

B24—48 to 60 inches, dark-red (2.5YR 3/6) silty clay, red (2.5YR 4/6) when dry; strong, very fine, subangular and angular blocky structure; hard, firm, slightly sticky and plastic; no roots; many very fine and fine pores; thin, patchy coatings that look like clay films; many distinct pressure cutans; ped surfaces have superimposed on them stringy, dark-red (10R 3/6) pseudosand or frostlike coatings; this condition is more prevalent than in the B23 horizon; neutral.

The A horizon ranges from 10R to 5YR in hue, from 2 to 3 in chroma, and from 2 to 3 in value. The B horizon ranges from 10R to 2.5YR in hue and from 4 to 6 in chroma.

This soil is used for sugarcane, pineapple, pasture, truck crops, orchards, wildlife habitat, and homesites. (Capability classification IIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 5; pasture group 5; woodland group 5)

Lihue silty clay, 8 to 15 percent slopes (lhC).—On this soil, runoff is slow and the erosion hazard is slight.

This soil is used for sugarcane, pineapple, pasture, truck crops, orchards, wildlife habitat, and homesites. (Capability classification IIIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 6; pasture group 5; woodland group 5)

Lihue silty clay, 15 to 25 percent slopes (lhD).—On this soil, runoff is medium and the erosion hazard is moderate.

This soil is used for sugarcane, pineapple, pasture, wildlife habitat, and woodland. (Capability classification IVe, irrigated or nonirrigated; sugarcane group 1; pineapple group 6; pasture group 5; woodland group 5)

Lihue silty clay, 25 to 40 percent slopes, eroded (lhE2).—This soil is similar to Lihue silty clay, 0 to 8 percent slopes, except that the surface layer is thin. Runoff is rapid, and the erosion hazard is severe.

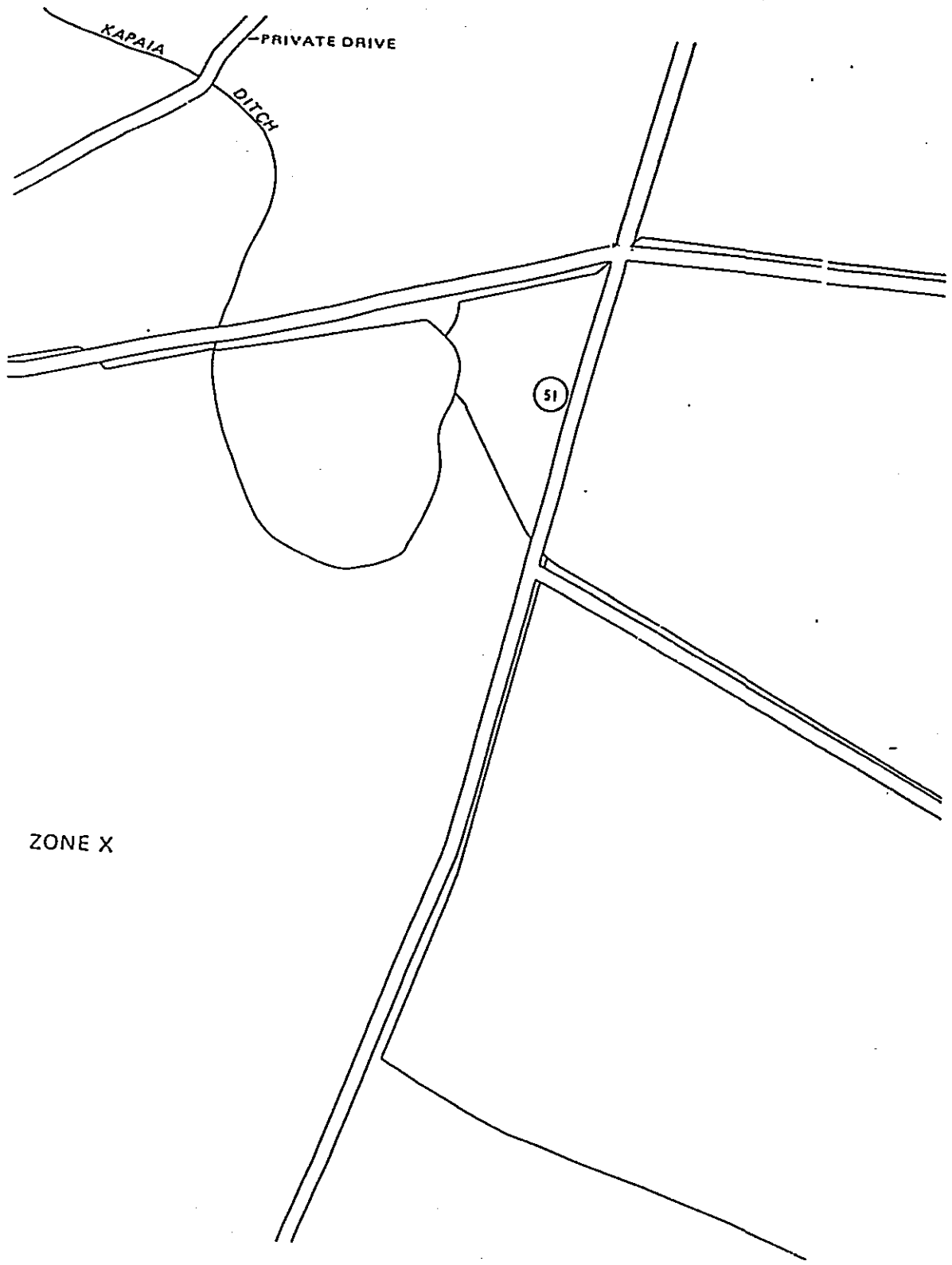
This soil is used for pasture, woodland, and wildlife habitat. Small areas are used for pineapple and sugarcane. (Capability classification VIe, nonirrigated; pasture group 5; woodland group 5)

Lihue gravelly silty clay, 0 to 8 percent slopes (lIB).—This soil is similar to Lihue silty clay, 0 to 8 percent slopes, except that it contains ironstone-gibbsite pebbles and has brighter colors in the B horizon. Included in mapping in the Eleele area and north of the town of Hanamaulu were small areas of soils that have a dark yellowish-brown, friable subsoil.

This soil is used for sugarcane, pasture, and homesites. (Capability classification IIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 5; pasture group 5; woodland group 5)

Lihue gravelly silty clay, 8 to 15 percent slopes (lIC).—On this soil, runoff is slow and the erosion hazard is slight. Included in mapping were areas where the slope is as much as 25 percent.

This soil is used for sugarcane, pasture, wildlife habitat, and homesites. (Capability classification IIIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 6; pasture group 5; woodland group 5)



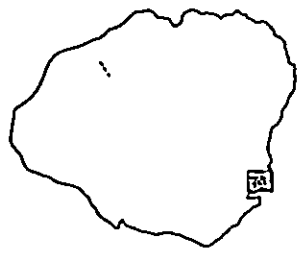
NATIONAL FLOOD INSURANCE PROGRA

FIRM

FLOOD INSURANCE RATE MAP

KAUAI COUNTY,
HAWAII

PANEL 202 OF 225
(SEE MAP INDEX FOR PANELS NOT PRINTED)



PANEL LOCATION

COMMUNITY-PANEL NUMBER
150002 0202 C

MAP REVISED:
MARCH 4, 1987

Federal Emergency Management Agency

Federal Emergency Management Agency FIRM Map V-7

CHAPTER VI

SUMMARY OF MAJOR IMPACTS

A. SHORT-TERM IMPACTS

1. CONSTRUCTION: On-site grading and infrastructure improvements, and off-site work required for the project, will result in an increase of dust and noise. The prevailing tradewind patterns carry airborne matter over the Veterans Center and 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. The closest school is about 3000 feet away, and would not be impacted during construction.

2. TRAFFIC: Required improvements and extensions to the roads in the area of the governmental center 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 the period of the road crossing improvements, policemen / flagmen will assist with traffic to maintain acceptable flow. The extensions of Kaana road and Hoolako Street will improve the traffic flow in this area. EXHIBIT B.

3. EMPLOYMENT: The construction will have a very positive impact on the Island economy, which has been badly impacted by the hurricane. This will improve Kauai's unemployment rate. The phasing of the various construction portions of the project should provide extra opportunities for local contractors to be part of the construction. Phasing should allow for local participation.

A. LONG-TERM IMPACTS

1. TRAFFIC: The Traffic Impact Assessment for Charles River done by Gray, Hong, Bills & Assoc. was based on an analysis of the entire site. Their conclusion and recommendation based on their analysis "...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 E.

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 small buildings, designed to be harmonious with one another, with an emphasis on pedestrian access. The maximum height per county ordinance of any structure may not exceed 40 feet, (the height of a coconut palm). In this way 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 Aukini road. 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.

CHAPTER VII

ALTERNATIVES TO THE PROPOSED ACTION

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 center. The land is too valuable, and the demand for Hawaiian 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 will have purchased a good site for a governmental center that would otherwise go unused.

B. ALTERNATIVE DEVELOPMENT OPTION:

Alternatives to the proposed development plan could include the following:

1. Other uses. Some of the adjacent uses that could be considered include housing, light industrial and functions related to the airport or to the post office distribution facility. With regards to housing, there is currently excess housing stock on Kauai, both in the affordable and market-rate units for sale or rentals. 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 near future to expand the post office distribution facility.

CHAPTER VIII

DETERMINATION, FINDINGS & REASONS FOR SUPPORTING DETERMINATION

A. SIGNIFICANCE CRITERIA

According 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. View planes 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 constructions 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 an improved main Police Facility and a more capable Emergency Operating Center. 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.

   Impacts on public facilities will not be a factor. It is unlikely that the project will have any impact on population.

7. Involves a substantial degradation of environmental quality;

   The new facility will be friendlier environmentally than the existing facilities, as it will be designed to be in compliance will all current county, state and federal regulations.

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

The KMP/EOC/OPA is being planned to be adequate for at least the next twenty years of service and we do not anticipate any increased impact to the environment.

9. Substantially affects a rare, threatened or endangered species or it 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 concerning KMP/EOC/OPA operations. 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 vehicles on-site. 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.

13. Requires substantial energy consumption.

The size and scope of the project will not have a measurable impact on energy supplies. In fact, the new facility will be more energy efficient than current facilities, thereby reducing our dependence on fossil fuels.

CHAPTER IX

MITIGATION 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.

The Kauai economy will be favorably impacted during construction. Note that the project construction will be phased. This is for two principal reasons. The first is to allow for flexibility in timing the project, and the second reason is to break up the project into smaller sizes that could be done by our local contractors. The dollars we spend for local labor will have a very positive impact on the economy on Kauai.

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 the past several 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 long-term impact will be the improved efficiencies of the Police and Emergency Operating Center operations.

Chapter X

Required Permits

The following permits will be required to complete the proposed project:

1. Use Permit
2. Zoning Permit
3. Building Permit

REFERENCES

Federal Emergency Management Agency: FIRM Flood Insurance Rate Maps, Kauai County, Hawaii, Panel 202 of 225, dated March 4, 1987.

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

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.

TABLE OF EXHIBITS

PROPOSED KAUAI MAIN POLICE STATION/EOC/OPA FACILITY
PROJECT DESCRIPTION
January 20, 1999

BACKGROUND

The County of Kauai retained Urban Works, Inc. and its consultants in April 1998 to provide planning and design services for a new public safety facility in the Lihue-Hanamaulu area, just outside of Lihue Town. The proposed facility will house the Kauai Police Department (KPD), Kauai Civil Defense Agency (KCDA), including an Emergency Operations Center (EOC), and the Office of the Prosecuting Attorney (OPA). Professional services include program evaluation, a telecommunications user needs assessment, master site planning, conceptual building/site design and preliminary building/site design. The documents produced by the Urban Works design team will form the Program Definition Documents for the County's Design-Build Request For Proposal (RFP) for the new public safety facility.

The three agencies, KPD, KCDA and OPA, are presently located in various buildings and temporary structures throughout Lihue. With the exception of the Police Dispatch Center, these facilities are functionally and operationally outmoded. As a result, the overall situation may hinder these agencies from adequately meeting their respective missions. While previous renovations and temporary measures have tried to accommodate growth and changing technologies, the physical limitations of the existing facilities, including inadequate mechanical, electrical and telecommunications systems, have resulted in a decision by the County to develop a new facility combining all three services.

LOCATION

The proposed site for the Kauai Main Police Station, Emergency Operations Center (EOC) and Office of the Prosecuting Attorney (OPA) occupies approximately 10 acres, 500 feet west of Kapule Highway behind the existing Veteran's Council building. The site, which consists of retired cane land, is bounded by former sugar cane fields on the west and north side, the Veteran's Council building and the future State judiciary facility on the east, and the County's recreational complex on the south side. The proposed Kaana Street Extension, which is to serve as the main access road to the site via Kapule Highway, is yet unbuilt. A secondary access via Hoolako Street is also undeveloped at this time. A County bus maintenance facility will be located on the 10-acre site.

The proposed site for the Kauai Main Police Station, Emergency Operations Center and Office of the Prosecuting Attorney is situated within the Moloko Planning Area identified in the Lihue-Hanamaulu Master Plan. According to the Lihue-Hanamaulu Master Plan, a village mixed-use concept is proposed for this area. The village core includes public facilities, including the State judiciary facility and Kauai public safety facility.

Exhibit "A"

SITE PLAN

Site Features

- The Main Police Station/EOC building fronts Kaana Street in a manner that would be compatible with its neighbors and proposed village mixed use concept.
- The main entrance to the building is along the main road, Kaana Street, and would be visually prominent. The public lobby is also accessible from the south side of the building facing the main employee parking lot. The public entrance from Kaana Street is on axis with the pedestrian walkway serving the employee parking.
- The building complex is composed of two buildings, the L-shaped Main Police Station/EOC building and the Office of the Prosecuting Attorney building. The buildings would be articulated into different parts, expressing different functions and roles. The main site planning concept is to create a sense of a *campus of buildings,* with pedestrian-oriented open spaces between them.
- A common north-south roadway will connect Kaana Street with the proposed County recreation complex. Located along the east property line, it will serve the Police/EOC employee and State judiciary facility parking lots, and County bus facility. The roadway will help to relate the adjacent lots to one another and allow for the area to be perceived as a new governmental center.
- The internal public roadway will also connect Kaana Street to the County sports complex to the south and future Hoolako Street Extension to the southwest. This roadway will be connected to the Veterans Expansion Lot and Veterans Council building fronting Kapule Highway, allowing these lots to have another means of egress.
- Separate access to secure police parking from Kaana Street will occur at the northwest corner of the site. This police service road would extend to the internal roadway serving the future Hoolako Street Extension, allowing Kauai Police Department vehicles to have a secondary means of egress.

Site Concepts

- The site plan focuses on the connections to the County sports site and other neighboring lots and gives order to the overall site plan by establishing two basic grids.
- A major north-south public, tree-lined pedestrian promenade between the County recreation complex and Kaana Street is defined, parallel to the eastern public roadway. The promenade would be different from the more private, employee-oriented pedestrian link running through the employee parking.
- The site plan suggests the possible modification of the proposed County sports complex, with the gymnasium and swimming pool fronting Kapule Highway, and the sports complex parking lots located in the middle of the site. The recreational parking area would be served by our project's internal roadway running along the east property line.
- The County bus maintenance facility is located next to the Veterans Expansion lot, near the gymnasium and swimming pool complex. Bus patrons would be able to park in the recreational parking lot nearby to pick up their bus passes.
- There is a strong pedestrian connection between the Police/EOC building and the State Judiciary facility. This E-W pedestrian mall or "street" would occur between

the police building and OPA building, connecting the main public lobby of the Main Police Station/EOC building and the Judiciary building "across the street."

- Public/employee vehicular access and circulation are separated from the police/EOC vehicular access and circulation. The two vehicular circulation systems are manifested in parallel north-south access roads. The eastern roadway serves the public and employee parking, while the western roadway is dedicated to secure police/EOC functions. The introduction of streets along the west and east sides of the building urbanizes the site, creating the look of a "city block" and allows the Main Police Station/EOC building to have street frontages on three sides.
- The Office of Prosecuting Attorney building is situated to complement the concept of the campus plan. The two-story OPA building helps to define courtyards and usable outdoor areas around the police building.
- A pedestrian circulation path starts at the public drop-off/turnaround area in front of the entrance along Kaana Street. The drop-off/turnaround is on axis with the main entrance, continuing through the employee parking and terminating at a public open space at far south end of the site.
- Secure parking in dedicated zone to west of building. This allows for a complete separation of various parking functions.

Parking and Vehicular Circulation

- A clear separation exists between the public parking in front of the Main Police Station/EOC building, and secure/semi-secure parking in the rear and west side.
- A clear separation occurs between secure police parking on the west side of the building and semi-secure (employee) parking.
- The secure police-related roadway serves the Sally Port, Holding & Booking, and Property & Evidence sections directly. Other Patrol functions are located in close proximity to the secure parking and roadway.
- Semi-secure employee parking is located close to the Public Lobby and future OPA building.
- Parking Spaces:

a.	Public Parking (Kaana Street)	44 spaces
b.	Employee Parking	220 spaces
c.	Police Secure Parking	119 spaces
d.	Bus Facility Parking (buses)	68 spaces

PREFERRED BUILDING PLAN

Main Characteristics

- L-shaped plan configuration
- EOC and Dispatch/Communications Center are located on the second floor of the west wing.
- Patrol Bureau, including Sally Port, Booking & Holding, and Property & Evidence areas are grouped together on the ground level of the west wing.
- Office of the Chief of Police and Investigations are located on the second level of the east wing fronting Kaana Street.

Program Adjacencies

- Records front desk is located next to the Public Lobby

- Records Front Desk in close proximity to Patrol and Property & Evidence.
- Investigation and Office of the Chief of Police are located on the second floor, accessible from the Public Lobby. These spaces would have view opportunities, mauka and makai.
- Property & Evidence is located in a secure location, easily accessible by the public for weapons registration and return of personal property.
- Property & Evidence is located next to secure parking.
- Patrol, Booking and Holding and Property & Evidence are adjacent to one another, accessible to secure parking.
- The EOC and Dispatch are adjacent to each other and located on the second floor, directly accessible from the Public Lobby. The physical location of Dispatch/Communications Center can be totally independent of other police functions.

Building Circulation

- The centralized location of the Public Lobby allows for good overall circulation within the building.
- All functions that need to be accessed by the public are immediately adjacent to the Public Lobby limiting public circulation in one space and ensuring an easy and efficient separation between public and secure circulation within the building.
- The Public Lobby is the main entrance to all major police components and EOC.

Natural Lighting

- Many parts of the building would receive natural lighting.
- The Public Lobby could be two stories in height, allowing generous natural lighting within the lobby and adjacent functions.

Construction

- The footprint is compact due to efficient stacking of functions on two levels.
- The construction of the future OPA would cause minimal disruption to the Main Police Station building.

EXTERIOR DESIGN

The architectural expression of the proposed Kauai Main Police Station/EOC/OPA facility should be consistent with the urban design goals of the County's Draft Urban Design Plan and sensitive to the cultural fabric of the Island of Kauai. Because it is a public facility, it should convey a sense of durability, permanence and civic importance. Its presence should contribute, and even influence, the future overall development of the area. A major challenge will be to design a modern, highly functional building that appears unique natural to Lihue that does not overtly try to replicate the past.

The architecture of the Kauai Main Police Station/EOC/OPA facility should be appropriate to the unique characteristics of the site, building program and the environmental factors such as sun, rain, and prevailing trades. While it is important to respect existing historical precedents, the architectural design response should straightforward, honest and appropriate. The design should resist replicating any particular architectural style or period of time. As it is a large building, the design of the exterior should seek strategies to break down the scale and mass of the building. The L-shaped configuration and predominantly two story height already helps to create a more slender building mass. Varying the expression of different major functional

components such as the EOC is also an effective strategy. The L-shaped plan configuration of the main building and the secondary OPA building help to enclose and form room-like open spaces.

The proposed public safety building will house many diverse functional components. The facility will need to include an "essential services" facility which must be durable enough to survive a natural disaster such as a Hurricane Iniki. It will be a hybrid building, with functions and associated building systems, ranging from highly technological spaces (the EOC and Dispatch/Communications Center), functional police-related spaces (Sally Port, Holding & Booking, Property & Evidence), public spaces (Main Public Lobby), and administrative offices and open work areas.

The facility should also be a good neighbor to adjacent developments, particularly the State judiciary facility. The creation of meaningful, pedestrian-oriented open spaces and circulation between the buildings and parking area will greatly enhance the usefulness and attractiveness of the facility. These spaces should be landscaped in a sensitive manner, utilizing lush ground cover, flowering vines, loggia, water, public artwork, security and safety lighting, and signage. A program for public art and signage should be incorporated into the RFP if funds will allow it.

ZONING CODE

- Project Site Use: Special Treatment - Public Facilities (ST-P)
- Adjacent Use: General Commercial (CG)

Draft Urban Design Plan for Lihue-Hanamaulu Master Plan (August 1995)
The intent is to provide generalized guidance regarding land development concepts, standards and guidelines to direct the Lihue-Hanamaulu as a mixed-used community.

The Urban Design Plan will supplement and is subject to existing regulatory controls, including zoning standards of the County of Kauai.

Community Design Character

- The character of all buildings and the open spaces within a single development should maintain a consistent design concept and material palette.
- The overall configuration of buildings and landscaped open spaces should capitalize on the site's natural amenities, preserve views, ensure privacy and safety, and encourage social interaction.
- Project design should maintain design continuity with adjacent projects through use of complementary materials and for transitions that avoid disruptive visual contrast.
- Provide for a pedestrian friendly streetscape to encourage walking to nearby community parks and village commercial centers.

Off-street Parking

- Parking should be clustered and placed toward the rear of the buildings or interior of a block whenever possible.
- Parking should be visually screened from adjoining properties and common areas by walls, berms or landscaping.

- Parking lots should not dominate the frontages of pedestrian-oriented streets, interrupt pedestrian routes, or impact surrounding neighborhoods.

Loading

- All loading and service areas should be screened with visual barriers.

Pedestrian Access

- Pedestrian and vehicular circulation shall be clearly defined. Highlight crossings with use of special paving, etc.
- Use of same or compatible materials should be encourages for all pedestrian walkways within a development parcel.

Drainage

- Grading and finished elevations should reflect the natural conditions and slopes of the site.
- Grading of a development parcel should not adversely affect adjacent sites. Site drainage shall not be directed to adjacent parcels but to street drainage systems via pipe culvert or approve drainageways.

Utilities

- All required utility lines shall be underground and located in designated utility easements.

Roadway Design and Setbacks

Kapule Highway

- 20-foot landscape setback on each side of the right-of-way shall be created to create a uniform and attractive treatment along the highway.
- Access from the highway will be prohibited.
- Additional 10-foot building setback and envelope restrictions and landscape requirements shall be provided for commercial uses to mitigate visual impacts.
- State bikeway

Hoolako Street Extension

- 9-foot wide sidewalk (with 5-foot clear pedestrian corridor) with tree wells for street trees.
- Setback of 5 feet adjacent to right-of-way should be paved and incorporated into the sidewalk pattern to increase width to a 10-foot clear corridor.
- Street trees not more than 50 feet apart to reinforce urban character of the commercial center.
- State bikeway

Kaana Street

- One moving lane in each direction with on-street parking controlled during peak hours.
- 5-foot wide sidewalk on both sides of roadway
- For commercial uses, provide 5-foot wide building setback, 10-feet for residential uses.
- Road R.O.W. delineated by outside edge of sidewalk.
- State bikeway

Architectural Character

The intent of developing an architectural character for the Lihue-Hanamaulu area is to promote a local identity, which does not impose one style or a single design theme. The architectural character should emphasize local design traditions that create a unique sense of place and a harmonious and inviting environment.

The design should take into account Kauai's climate and history. The subject area shall be an urban environment, which should contribute to the creation of distinctive public and quasi-public spaces.

- Major development should not be oriented away from the street or result in left over or underutilized open spaces.
- Respond to considerations such as sun, temperature, wind, rainfall, topography and views.

Building Setbacks

Special consideration should be given to the design of spaces between the buildings and street.

Building Heights

Buildings should be sensitive to views from surrounding developments as well as view opportunities within a specific parcel. (County zoninh height for ST-P zoning: 50')

Building Materials and Colors

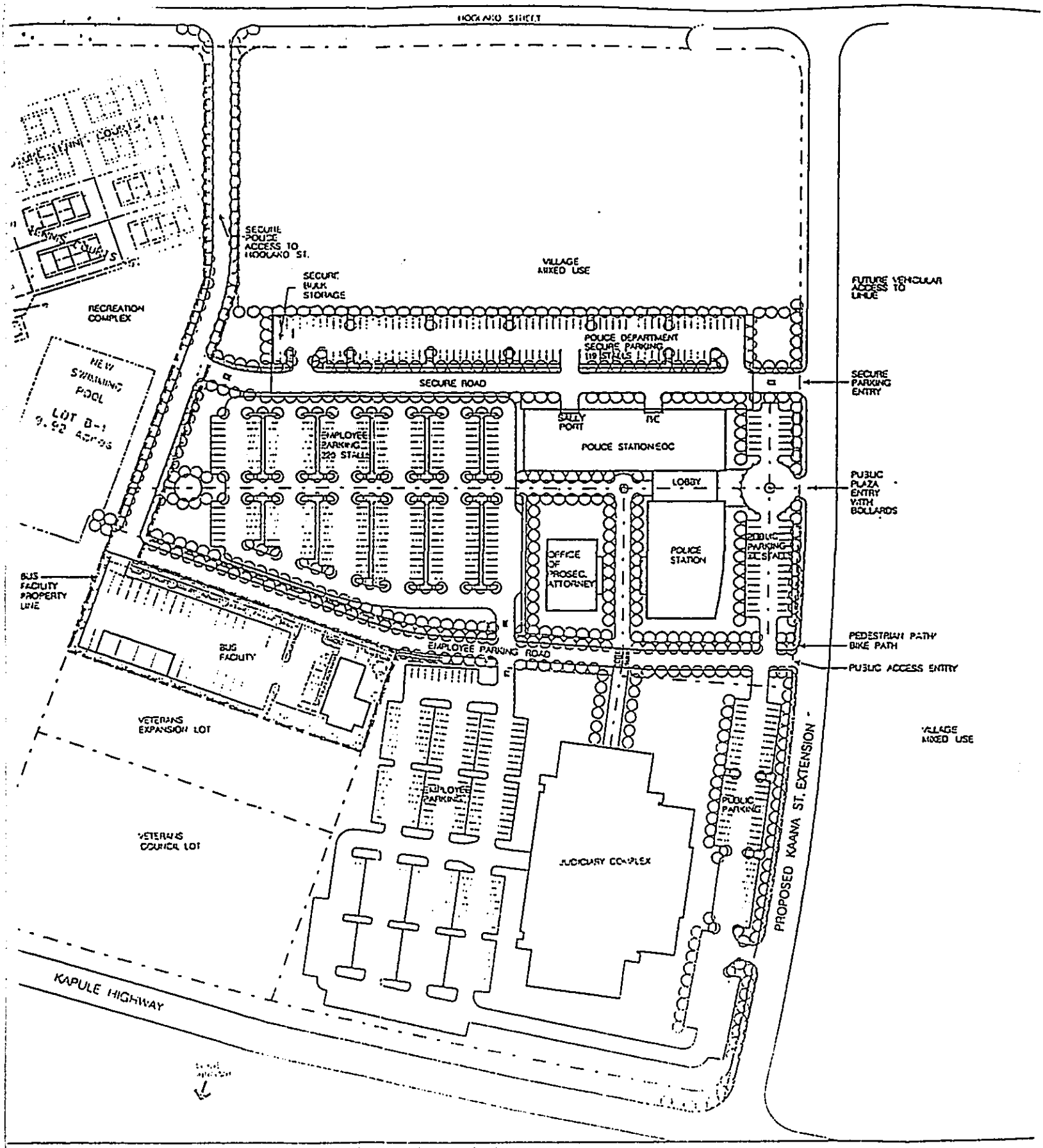
Building materials must be permanent in nature to ensure quality and permanence. Earth tone colors and tile roofing are encouraged. Excessively bright or garish colors should be avoided.

Roofs

Roofs should be designed to add articulation and lessen the building mass and visual impact of structures. Articulation may be achieved by a change in roof plane, and/or use of transitional roof forms. Roof materials and colors shall blend with colors and materials of the structure. Roof shapes should generally be sloped and roof planes varied. Ship and gable roofs should be the predominant roof type. Roof overhangs and eaves shall be encouraged for visual and climatic relief.

Lighting

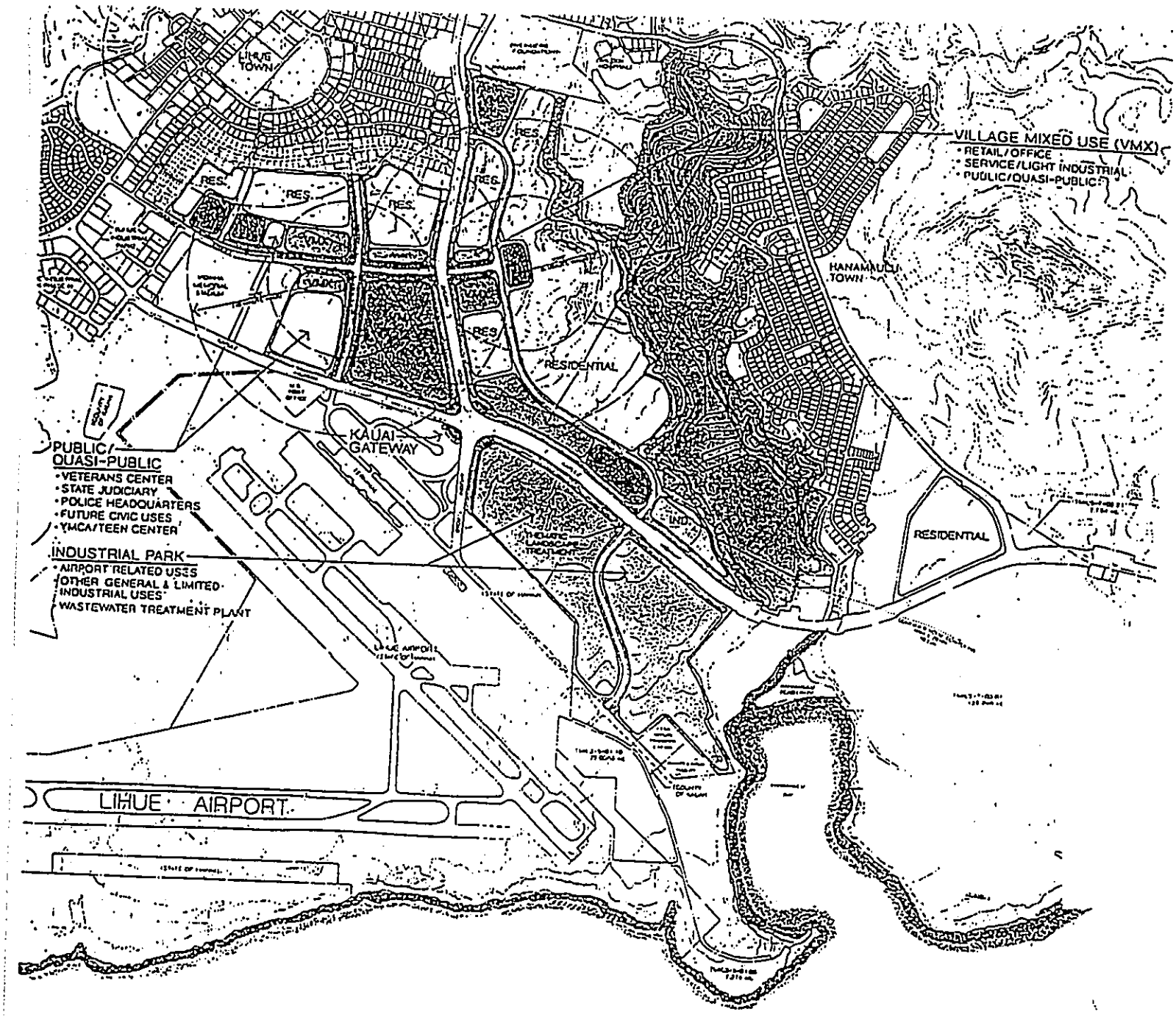
- Illumination levels in parking areas should be within accepted safety standards.
- Special lighting to enhance water features, landscaping, architectural details and to encourage evening pedestrian activities are encouraged.



KAPOLEI POLICE FACILITY
POLICE OPERATIONS CENTER
CITY OF THE FUTURE AWARDS

MASTER SITE PLAN

Exhibit "B"



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	81
	550

Exhibit "C"

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

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 rehabitable, 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

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 Kaumualii 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 "E"

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.

- 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.

- 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.

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 "F"

BENJAMIN J. CAYETANO
GOVERNOR

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

July 8, 1999

Mr. Cesar C. Portugal
County Engineer
County of Kauai
Department of Public Works
4444 Rice Street, Suite 275
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Draft EA for the Police/EOC/Prosecuting Attorney Office Project, Lihue, Kauai

Thank you for the opportunity to review the subject project. We have the following comments and questions.

1. Please consult with the following State agencies:

   a) Judiciary and Department of Accounting and General Services concerning the proposed Judiciary complex which will be located adjacent to the subject project.

   b) State Department of Transportation, Airports Division concerning the proposed expansion of the nearby Lihue Airport.

2. Please consider applying sustainable building techniques as presented in the enclosed draft "Guidelines for Sustainable Building Design in Hawaii." In the final EA include a description of any of the techniques you will implement.

3. What is the status of water supply for the project? Has the Department of Water "reserved" water for this project?

Should you have any questions, please call Jeyan Thirugnanam at 586-4185.

Sincerely,

Genevieve Salmonson
Director

Enclosure

BENJAMIN J. CAYETANO
GOVERNOR

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

IN REPLY REFER TO:
AIR-P
99.0533

August 26, 1999

Mr. Douglas Haigh, Project Manager
Department of Public Works
County of Kauai
4444 Rice Street
Lihue, Hawaii 96766

Dear Mr. Haigh:

Subject: Draft Environmental Assessment (EA)
Kauai Main Police Facility/Emergency Operating Center/Offices of Prosecuting Attorney

We have reviewed the subject draft EA and have the following comments:

1. The traffic report assumptions regarding internal trips seem high. Trip generation calculations and other data are needed to validate the assumptions.

2. The traffic report for the subject draft EA states that signalization of the following intersections are necessary even without the project development:

   a. Kapule Highway/Rice Street
   b. Hoolako Street/Rice Street
   c. Kapule Highway/Postal Service Driveway
   d. Kuhio Highway/Road "X"

Again, the traffic report for the subject draft EA identifies mitigation measures assuming that the above intersections are signalized. Projected traffic volumes at the intersections are necessary to validate traffic signal warrants.

Should you have any questions, please call Stephen Takashima, Senior Planner, at 838-8810.

Sincerely,

JERRY M. MATSUDA, P.E.
Airports Administrator

Maryanne W. Kusaka
Mayor

Cesar C. Portugal
County Engineer

Ian K. Costa
Deputy County Engineer

DEPARTMENT OF PUBLIC WORKS
BUILDING DIVISION
4444 Rice Street
Mo'ikeha Building, Suite 175
Lihue, Hawaii 96766

May 10, 2000

Jerry Matsuda, Airports Administrator
Department of Transportation, Airports
State of Hawaii
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Subject: Environmental Assessment for the Police/Emergency Operating Center / Prosecuting Attorney Offices Project

Thank you for your August 26, 1999 comments concerning the subject project. The traffic issued discussed in your letter have been addressed by Amfac Land Company in their design submittals for the extension of Kaana Street, which serves the subject project.

Sincerely,

CESAR C. PORTUGAL
County Engineer

DH
cc: DCE
Police
Civil Defense
Transportation

Urban Works

Memorandum

Date:	April 11, 2000	Job Number:	9805
To:	County of Kauai Department of Public Works	Job Name:	Lihue Police Department/EOC/OPA Final Preliminary Design
		Subject:	**Sustainability Building Design Check List**
Attention:	Mr. Douglas Haigh	Distribution:	

The following are responses to the State QEQC "Planner's Checklist"/Guidelines for Sustainable Design in Hawaii" document for the subject project.

RESPONSES

I. PRE-DESIGN

1. Yes, project and sustainability goals were discussed in the development of the Telecommunications User Needs Assessment and the Program Evaluation Report.

2. No. However, the Hawaii Sustainable Guidelines could be made a part of the RFP requirements, *Volume 1.*

3. No, Cost-Benefit Method of economic analysis of sustainability were outside the scope of the Pre Design effort.

4. Yes, Commisioning is a requirement in the RFP documents (Technical Specifications).

II. SITE SELECTION AND SITE DESIGN

A. Site Selection

1. Yes, site characteristics mentioned in the Guidelines were considered in the development of the master plan and building site plan design effort.

2. Yes, the project site was selected by the County with the intent of having a positive social, economic and/or environmental impact.

3. Yes, the facilities on the site will seek efficient connections to existing County infrastructure. Potential connection to public transportation and to adjacent recreation facilities were considered in the Master Site Plan. Efficient site access for a variety of users was considered in the master site plan.

B. Site Preparation and Design

1. Yes, civil and architectural design considered working with natural grades as much as possible. Surface water runoff. The existing vegetation on the site is cane land; this will be totally redeveloped. Site drainage will be directed to adjacent parcels, but peak flows over and above pre-existing natural flows will be detained.

2. Yes, the building design sought to maximize daylighting and views. the main police facility is two stories in height and L-shaped as a result. The main lobby was kept open to utilize natural cooling instead of air conditioning.

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

3. Yes, the siting of the facility offers a number of pedestrian access from different directions. The master site plan provides for a major pedestrian and bicycle path through the heart of the site, connecting the north side (Kaana Street) with the County recreation area.

4. The project will be phased. Future phases include landscaped land banks.

5. Yes, the site grades will be less than 1:2. The site will be designed for balanced cut and fill.

6. Yes, site drainage will consider existing drainage patterns in the design of surface and storm drainage lines. Minimum disruption to existing properties will be considered.

7. Yes, the building footprint was minimized by developing a two-story L-shaped main police and EOC building and a separate OPA building.

8. This will be a standard requirement per code for the Design Build Contractor.

III. BUILDING DESIGN

1. N.A. The project site is existing retired cane land.

2. Yes, this was a requirement by the County and users of the facility.

3. Yes, recyclable materials will be specified whenever possible. However, the facility is a highly specialized building (County Police and Civil Defense agencies will be occupants), and the east wing will be designed as an Essential Structure.

4. No, spaces for recycling and waste diversion opportunities were not specifically requested by the County. Recycling facility is understood to be located nearby.

5. Yes, showers and lockers are programmed spaces. Bike racks are FF+E items which are excluded from the RFP.

6. Yes, the work environment will be comfortable and healthy, and the building systems (artificial and natural lighting, HVAC, security, and so forth) will be designed per code and County input.

7. No, this is not a requirement of the RFP as far as we know. An integrated pest management approach could be made a requirement if desired by the County.

8. Yes, the building will be energy and resource efficient, designed to meet the Hawaii of Hawaii Model Energy Code.

9. Yes, natural cooling concepts such as use of reflective or light colored roofing material, roof and wall insulation, roof vents, etc. has been specified. Trees and shrubs are design requirements of the RFP. Building orientation considers trades wherever possible. The building is air conditioned, but the siting, building materials and landscaping will help to lower A/C costs.

IV. ENERGY USE

1. The Design Build Contractor will be required to meet all requirements of The State of Hawaii Model Energy Code, and to provide calculations of annual energy consumption to the County for

831 POHUKAINA STREET, SUITE E-1 • HONOLULU, HAWAII 96813 • (808) 597-1155

evaluation. The Design Build proposers may exceed the State of Hawaii Model Energy Code if they wish, at their option.

2. Yes, the buildings utilize site shading (roof eaves, fixed window awnings and shade trees) and east-west orientation whenever possible. The buildings are air conditioned but main public lobby is open to trade winds, yet protected from inclement weather by a large roof structure. Daylighting for interior offices and rooms is maximized by the two story scheme and extended L-shaped double wings.

3. Yes, shading devices are utilized on the south, east and west sides of the Police/EIOC and OPA buildings.

4. Yes, low emission glazing will be specified in the RFP.

5. Yes, this will be specified in the RFP.

6. Yes, lighting and HVAC systems will be designed for efficiencies in accordance with the State of Hawaii Model Energy Code.

7. Hot water in restrooms are eliminated except in the shower rooms.

8. The Police/EOC/OPA facility serves three agencies, the Kauai Police Department, Kauai Civil Defense Agency and Office of the Prosecuting Attorney. A sub-meter will be required in the EOC to serve the Kauai Civil Defense Agency staff. The future OPA building would have its own meter.

9. Renewable energy alternatives, such as solar water heaters, photovoltaics and BIPV were not considered.

10. Yes, available energy resources will be utilized whenever possible.

A. Lighting

1. The Design Build Contractor will be required to meet the minimum power requirements of The State of Hawaii Model Energy Code. The Design Build proposers may exceed the State of Hawaii Model Energy Code power allowances if they wish, at their option.

2. Yes, lamps and ballast with high efficiency will be specified whenever possible.

3. Yes, light fixtures with high system efficiency and with heat removal capabilities will be specified.

4. Building wall and built-up roofing surfaces with high reflectivity/low glare will be specified whenever possible or appropriate.

5. Task lighting requirements were specified by the electrical engineer to meet national illumination standards.

6. Daylighting will be considered as part of the preliminary design. Integration of daylighting and artificial lighting coordination and design will be required in the RFP.

7. Yes, these measures have been specified.

8. Yes, whenever it is appropriate.

9. Yes, spacing of exterior lights will consider efficient placement of light fixtures and standard.

10. Yes.

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

B. Mechanical Systems

1. The RFP design specs will require the Design Build Contractor to comply with the Energy Code.
2. Yes, this has been specified.
3. N.A.
4. Yes, this has been specified.
5. N.A.; the pumping system is small and variable speed feature is not cost effective.
6. Yes, the cooling tower has been specified.
7. Yes, these have been specified.
8. Yes, will comply.
9. Yes, will comply.
10. Yes, will comply.
11. Input from the County is required.
12. Will leave this option for the Design Build Contractor to provide, if feasible.
13. Input from the County is required.
14. Solar heating not provided. Reheat will be provided if the users request it as the option will increase cost.
15. a. N.A.; these are FF+E items
    b. Lab areas only.
    c. N.A.
16. Yes, Commissioning has been made a requirement for this project.

V. WATER

A. Building Water

1. Yes, this is specified in the RFP mechanical specifications.
2. Yes, this is noted in the RFP mechanical specifications.
3. Not provided; cost prohibitive. Input from the County is required.
4. Not provided; cost prohibitive. Input from the County is required.

B. Landscaping and Irrigation

(See Section VI.)

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

VI. LANDSCAPE AND IRRIGATION

1. No, full-on xeriscaping principles will not be incorporated in the landscape design. The landscape design concept is to provide for an appropriate planting and hardscape design representing the culture and mission of the County and the Kauai Police Department, Kauai Civil Defense and OPA agencies. However, efficient landscaping and irrigation practices will be specified.

2. There are no existing trees to save. However, proper soil erosion practices will be specified in the RFP document.

3. Yes, this requirement will be incorporated into the RFP documents.

4. Proper procedures for the stockpiling of topsoil material will be specified in the RFP documents and shall meet County standards and requirements.

5. Irrigation with non-potable or reclaimed water has not been specified.

6. The irrigation system shall be submetered.

7. All Phase I parking and the internal roadway system are asphalt, for durability and economy, to conform with County standards. The hardscape adjacent to the Police/EOC facility will be mostly poured-in-place concrete. Landscape planting areas and a variety of trees and shrubs shall be part of the RFP. Where the site awaits future development, irrigated grass fields will be provided by the Design Build Contractor.

8. Disposal of solvents and other hazardous materials by the Design Build Contractor must comply with Federal and State laws.

9. Managed use of pest control tactics shall be specified in the RFP; conformance is the responsibility of the Design Build Contractor.

10. N.A.

11. Recycled landscape materials may be considered by the items are not a part of the RFP.

VII. BUILDING MATERIALS & SOLID WASTE MANAGEMENT

A. Material Selection and Design

1. Yes; the facility is a public safety facility housing the Kauai Police Department, the Kauai Civil Defense Agency and the Kauai Office of the Prosecuting Attorney.

2. Natural products or products with low embodied energy and/or high recycled content will be specified whenever possible. The County needs to endorse this requirement for the RFP if it considers this to be important.

3. Yes, low toxic or non-toxic materials will be specified in the RFP, whenever possible.

4. Locally produced products will be required whenever possible, in accordance with State law.

5. Advanced framing systems that reduce waste, encourage the use of engineered structural products will be considered whenever possible.

6. Materials which require limited or no application of finishing or surface preparation will be considered highly appropriate for this project.

7. N.A., given the type of construction (Type II-required by the County building code.

8. N.A., given the type of construction required by the County building code.

9. A material Selection Program that emphasizes efficient and environmentally sensitive use of building materials, and that uses local building products is a good idea, but this option should be determined by the County.

B. Solid Waste Management, Recycling and Diversion Plan

1. Input from County required.

2. Input from County required.

3. Input from County required.

4. Input from County required.

5. Input from County required.

6. Input from County required.

7. Input from County required.

8. Input from County required.

9. Input from County required.

10. Input from County required.

C. Indoor Air Quality

1. Yes, these HVAC design requirements will be specified in the RFP documents. Will follow ASHRAE 62-89.

2. Will follow ASHRAE requirements.

3. N.A. Input from County required.

4. N.A.

5. N.A.

6. HVAC design criteria and specifications will be a part of the RFP documents. Execution is the responsibility of the Design Build Contractor.

7. Yes, HVAC design criteria and specifications s will be a part of the RFP documents.

8. Input from County required.

9. Yes, will comply in RFP technical specifications.

10. Yes, will comply in RFP technical specifications.

11. Yes, this requirement has been included in the RFP technical specifications.

IX. COMMISIONING & CONSTRUCTION PROJECT CLOSEOUT

1. Input from County required.
2. Yes, this requirement has been included in the RFP technical specifications.
3. Yes, this requirement has been included in the RFP technical specifications.
4. Yes, this requirement has been included in the RFP technical specifications.

X. OCCUPANCY AND OPERATION

A. General Objectives

1. Input from County required.
2. Input from County required.

B. Energy

1. Input from County required. *These items are* FF+E items, not in the scope of the Design Build RFP.
2. Input from County required.
3. Input from County required.

C. Water

1. Input from County required.
2. Input from County required.

D. Air

1. Input from County required.
2. Input from County required.
3. Input from County required.

Please call me if you have any questions regarding our responses to the Sustainability Building Design Check List.

Lorrin Matsunaga, AIA

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

DEPARTMENT OF WATER
County of Kauai

"Water has no Substitute – Conserve It!"

February 3, 2000

Mr. Douglas Haigh
Chief, Building Division
County of Kauai
Lihue, Hawaii, 96766

Dear Mr. Haigh:

Subject: Water availability for the Police-EOC-OPA-Transportation facilities, Off of Kapule Highway, TMK: 3-6-02:001, Lihue, Kauai

This is in regards to you verbal request for water service for the above subject. Per phone conversation with Edward Doi of my staff sometime during the week of January 17, 2000 the following were conveyed. The Police/EOC facility would require a peak demand of 92 gpm, the OPA would require a peak demand of 53.5 gpm, the transportation facility would require a 5/8-inch (as previously requested) and the irrigation demand would require some quantity of water which has not been determined to date.

The Department has approved a 5/8-inch water meter to service the Bus Transportation facility. There is a one inch water meter that was allotted to this development through Amfac's down sizing of a three inch water meter which was serving as a back up water source for Lihue Plantation's mill. You were also conceptually allotted 165 gpm flow of water for the subject development through the down sizing of the existing water meter serving the Moikeha building, as stated in our September 23, 1999 letter to you. Please keep in mind that prior to the 165-gpm flow of water being physically approved to this project, the construction to downsize the existing 3-inch water meter for the Moikeha building must be completed.

--- 4398 Pua Loke Street, Lihue, Kauai, Hawaii or P. O. Box 1706, Lihue, HI 96766-5706 ---
Phone No. (808) 245-5400 -- Administration FAX No. (808) 246-8628 -- Engineering/Fiscal/Shop FAX No. (808) 245-5813

In accordance with the information you provided and the quantity of water that our meters are rated to deliver the following is suggested. A 1-1/2-inch water meter (max rating 100 gpm) can accommodate the peak demand of 92 gpm for the Police/EOC facility. The Department will allow a 1-inch water meter (max rating 50 gpm) to service the OPA peak demand of 53.5 gpm. A 5/8-inch water meter was previously approved for the Bus Transportation facility. Service for the Bus Transportation facility will be off of Kapule Highway and the applicant will be required to construct said service connection. This leaves approximately 50 gpm (1-inch water meter) to accommodate you irrigation demand.

It will be your responsibility to finalize the water meter size that will adequately serve a particular demand.

If you have any questions, please call Edward Doi at 245-5417.

Sincerely,

Edward Tsuchiyama

for/ Ernest Y.W. Lau
Manager and Chief Engineer

ED/san
A:\HaighWSIPolice-EOC-OPA-Trans\eddie\2

JUN - 8 2000

FILE COPY

2000-06-08-KA-FEA—

FINAL ENVIRONMENTAL ASSESSMENT

KAUAI MAIN POLICE FACILITY / EMERGENCY OPERATING CENTER / OFFICES OF PROSECUTING ATTORNEY (KMPF/EOC/OPA)

OWNED BY THE COUNTY OF KAUAI

DEPARTMENT OF PUBLIC WORKS
LIHUE, KAUAI, HAWAII

Prepared by

Douglas Haigh, Project Manager
Kauai County Department of Public Works
Telephone 241-6650
FAX 241-6806

~~June 1, 1999~~

MAY 10 2000

TABLE OF CONTENTS

CHAPTER I

PROJECT SUMMARY

PROJECT NAME:	Kauai Main Police Facility / Emergency Operating Center / Offices Of Prosecuting Attorney (KMPF/EOC/OPA)
PROPOSING AGENCY:	Kauai County Department of Public Works 4444 Rice Street, Suite 175 Lihue Kauai, Hawaii 96766
APPROVING AGENCY:	N/A
PROJECT LOCATION:	Lihue, Kauai, Hawaii
TAX MAP KEY:	4:3-06-02-18 (Project site is being consolidated with Parcel 18)
TOTAL LAND AREA:	8.0 Acres
ANTICIPATED DETERMINATION:	It is anticipated that a finding of no significant impact (FONSI) will be made for this project. The project was clearly identified in the Lihue-Hanamaulu Master Site Plan Environmental Impact Statement and the County rezoning of the site specifically identifies the Kauai Main Police Facility and Emergency Operating Center uses.
Project Description:	The project is the development of an 8 acre site for the Kauai Main Police Station / Emergency Operating Center / Offices of the Prosecuting Attorney. Improvements include site grading, landscaping, employee access road and parking, one two story 58,000 SF building and one two story 10,000 SF building. The site is located near Lihue Airport and adjacent to the planned State Judiciary Complex.

CHAPTER II

PRE-ASSESSMENT CONSULTATION LIST

The following organizations have been consulted in order to prepare this Final Environmental Assessment. Consultation with community or interest groups was primarily done during the EIS for the Lihue-Hanamaulu Master Plan and relevant comments are available in the EIS. Some sections of the EIS are included in this DRAFT Environmental Assessment.

AGENCY:	DATE:
STATE	
FINAL Environment Impact Statement Lihue-Hanamaulu Master Plan Prepared for AMFAC/JMB Submitted to the Land Use Commission	January 1995
COUNTY OF KAUAI	
Kauai County Council	January 1999
Department of Water	May 1998
Task Force: Police, OEC & Transportation	Meetings
Planning Department	Meetings
PRIVATE CONSULTANT REPORTS	
Wilson Okamoto Engineers	April 1999
Urban Works Architects and Planners	Sept. 1999

CHAPTER III

GENERAL DESCRIPTION OF PROPOSED ACTION

A. TECHNICAL CHARACTERISTICS

In January 1999, the County of Kauai completed negotiations to purchase a 10.0 acre parcel in Lihue, Kauai, Hawaii. The seller is AMFAC/JMB Hawaii, Inc. The parcel will be used for the purpose of developing a governmental center for the Island of Kauai. See Map V-1. The site is located on the east side of the island in Lihue, the major center of commerce and government. The east side is the most populated part of the island. See Map V-2. Proposed uses on the 10.0 acre site include a new Transportation Facility and the new KMPF/EOC/OPA. This Environmental Assessment will address the KMPF/EOC/OPA only.

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 road from the west side of the site. See Map V-3. 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, consultants and the county task force are formulating project guidelines. The site will be landscaped.

B. ECONOMIC CHARACTERISTICS

The estimated project costs are:

Site acquisition	$650,000
Design and Engineering	$500,000
Road Construction	$1,200,000
Design/Build Construction	$15,000,000

C. SOCIAL CHARACTERISTICS

The proposed KMPF/EOC/OPA is located within the Lihue community. The new facility will directly benefit both the citizens of Kauai and State agencies. With new facilities all three agencies will provide better service to the public. Locating the Police Headquarters adjacent to the proposed State Judiciary complex will benefit Judiciary operations. The Kauai Emergency Operating Center (EOC) is a designated alternate for the State EOC and the proposed facility would be more capable of supporting such an operation.

The Kauai Police Headquarters needs to relocate since both the land and building where the current Headquarters is situated were sold and transferred to the State of Hawaii effective August 1, 1991. The State has repeatedly encouraged the County to vacate the premises, but is allowing the Department to occupy the site on a limited month-to-month basis. Even if the County still owned the Police Headquarters, the building, which was constructed in 1953, is inadequate. It lacks room and/or space for necessary activities of police work such as interrogation rooms, conference rooms, office space, classrooms, briefing rooms, physical training area, etc. The efficiencies and moral of the Police Department will improve when they move into the new facility.

One of the major lessons learned during the two hurricanes and one major flood event is that our current EOC, designed and built in the World Was II era, is inadequate for County needs, let alone the State's if it needed to be used as an alternate. The dire need of an adequate EOC to effectively respond to the critical needs of the public are obvious after the three noted disasters which resulted in six deaths and hundreds of millions of dollars of property and economic loss.

During a major disaster more than one hundred active personnel from the military, Federal, state and local government, and the private sector operate in the EOC. The current facility grossly lacks the space, rooms, and adequate health, sanitary, sleeping and feeding facilities to care for the emergency response and recovery personnel in the EOC. Also lacking is the physical security to assure uninterrupted operation and protection of sensitive communications and data equipment that provides critical service to all levels of government.

The new EOC will be an extraordinary and fail-safe facility that supports continuity of government during disasters. In addition to meeting county needs it will be an alternate for the State EOC by being an adequately sized facility and designed to provide current technology to maintain

operations with counter agencies throughout the state and Pacific Rim nations.

The Offices of Prosecuting Attorney are currently located in portable offices that are inadequate for their needs. The buildings were constructed for temporary use and have served their useful life.

CHAPTER IV

ENVIRONMENTAL CHARACTERISTICS

A. PROPERTY DESCRIPTION

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 KMPF/EOC/OPA is 8.0 acres. The current zoning Urban Mixed Use (UMU) and the current use is the growing of sugar cane. See Map V-4. The county is in the process of purchasing the parcel from AMFAC/JMB Hawaii. There are no structures on the property and the entire parcel is presently in use as agricultural land.

The surrounding property has varied use patterns. To the south and west are the Kauai Veterans Center and a vacant parcel of about 1-acre. Further to the west, across Kapule Highway are the post office distribution center and the airport. To the north and east 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 east, and north to the Hanamaulu Valley. This development will be approximately 550 acres. The General Plan has been amended. See Map V-4. See Map V-5 for identification of the clear zones at the Lihue airport.

B. GEOLOGICAL CHARACTERISTICS

1. TOPOGRAPHY: The site slopes gradually from east to west, 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 west side of the site that parallels the highway is approximately level with 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, gravely 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 V-6.

C. 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 V-7.

D. FLORA AND FAUNA

No rare or endangered species of plant has been identified on the site.

E. INFRASTRUCTURE AND UTILITIES

1. VEHICULAR ACCESS: The State Department of Transportation has reviewed the proposal submitted by AMFAC/JMB and determined that access / egress will be from the Kaana Street Extension. Hoolako Street, which runs behind (east) of Vidihna Stadium will also be extended and connected to Akuhini Road. Traffic signalization may be required when the entire area is built out, but will not be necessary for the KMPF/EOC/OPA.

2. WATER: The county Department of Water has "reserved" adequate water supply to accommodate the bus project. It is estimated that a 3 inch meter will be adequate for the entire ten acre facility.

3. WASTEWATER: The Wastewater will be piped to the Lihue Sewage Treatment Plant. This STP has recently undergone expansion, and does have an additional 1.5 million gallons of capacity. This will be more than sufficient for our project.

4. POWER AND COMMUNICATIONS: There is electrical power, telephone and cable TV in the Kapule Highway right-of-way. This will be continued up the Kaana Street extension. The existing capacity is adequate to serve the project.

F. PUBLIC FACILITIES

1. SCHOOLS: Less than one mile away on Hardy Street is Wilcox Grade School, serving children in K through 6 grades. Kauai High School is about three miles away.

2. PARKS: On the south side of the project are several major parks and sports facilities. Vidinha Stadium is used for football and community events. There is a large open field set up with soccer fields, and there is a baseball field with bleachers.

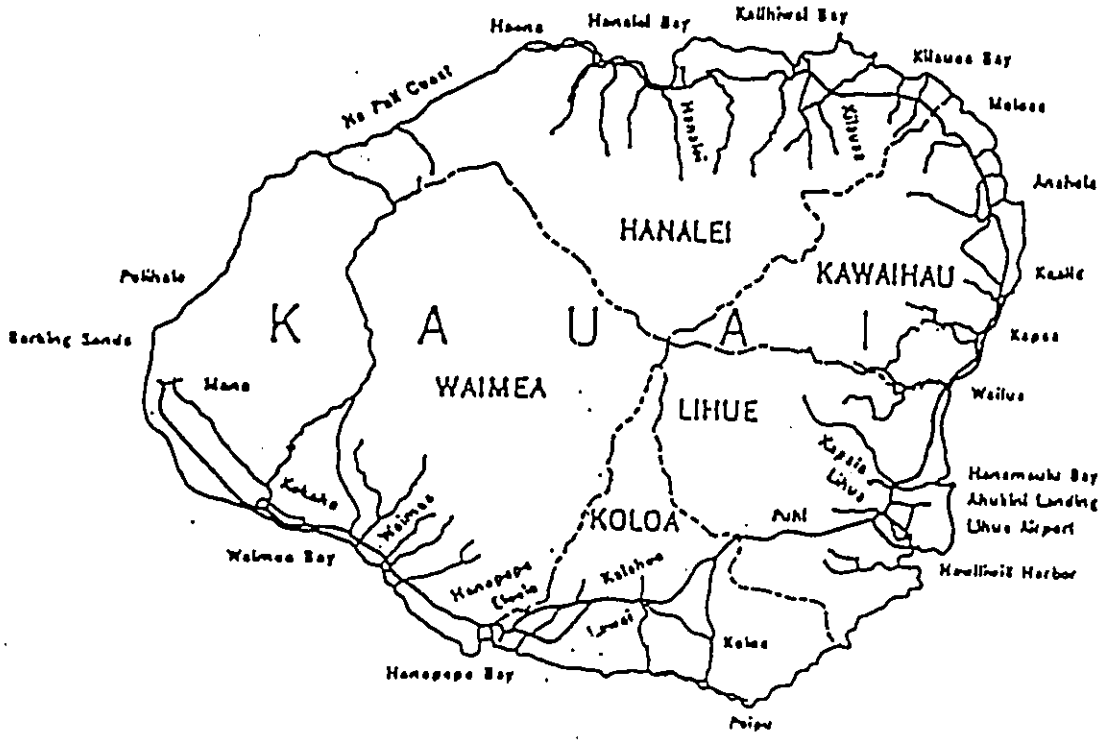
3. FIRE: Services will be from Lihue. The fire station is on Rice Street, less than one mile away.

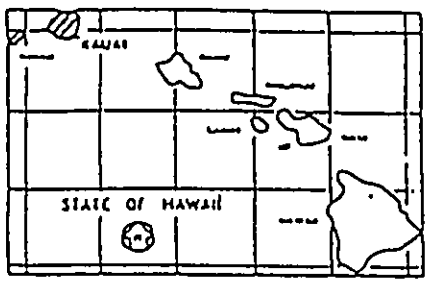
4. HOSPITAL AND EMERGENCY SERVICES: The nearest hospital and emergency service room is Wilcox Hospital in Lihue, is about one and one half miles from the site. The hospital is directly accessed from Kuhio Highway.

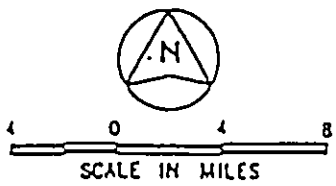
CHAPTER V

SUMMARY DESCRIPTION OF AFFECTED ENVIRONMENT

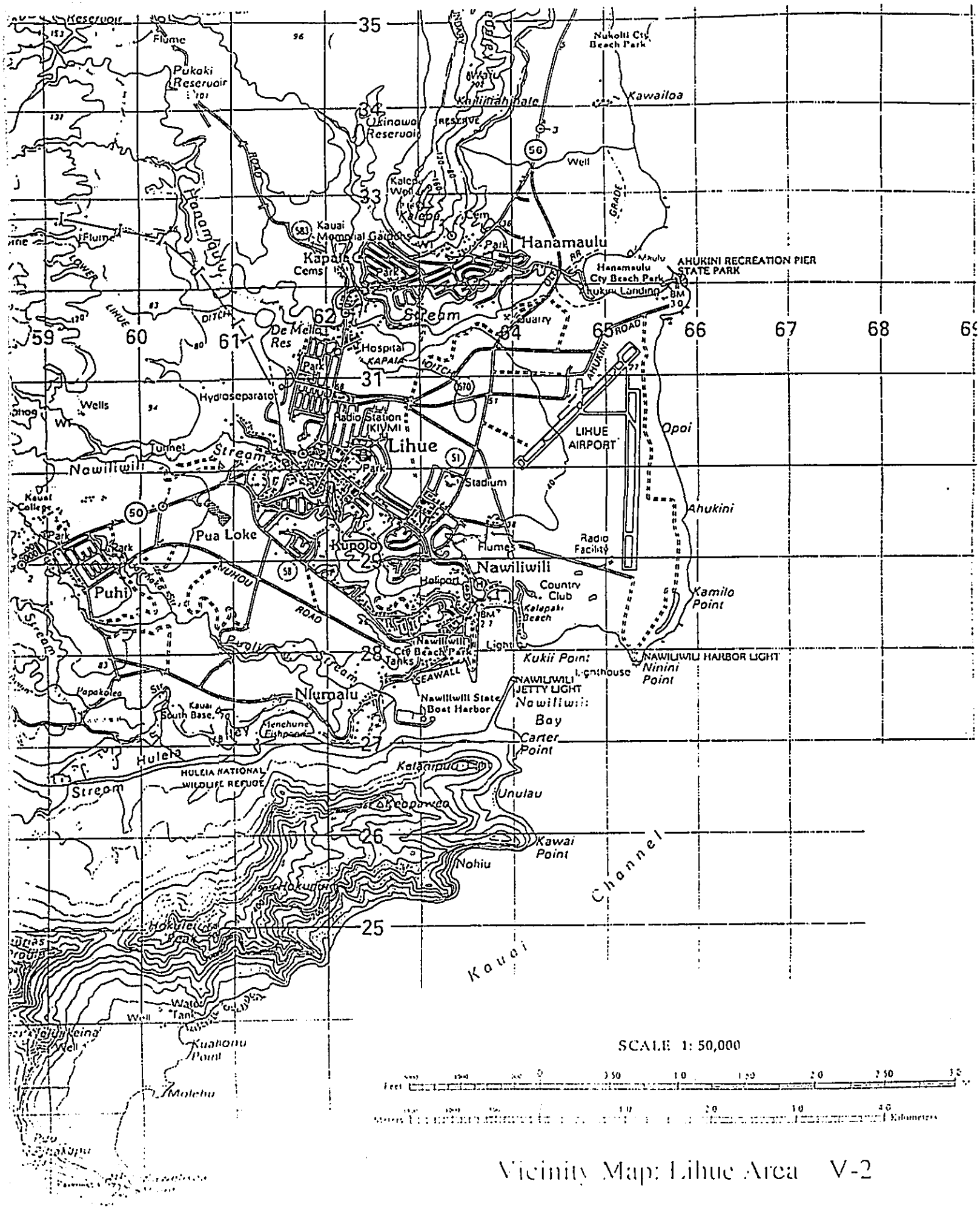
TITLE PAGE







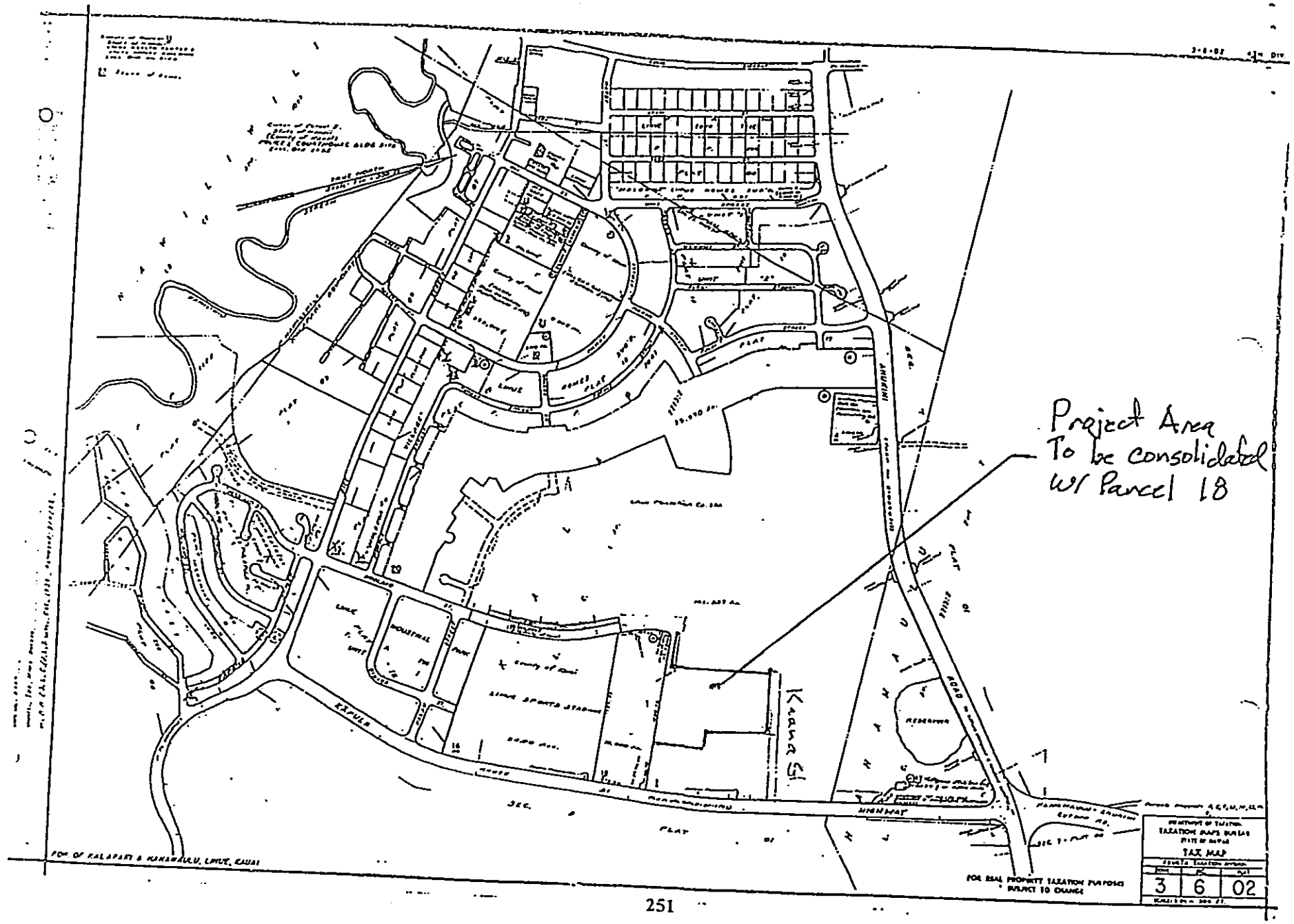
Map Of Kauai V-1

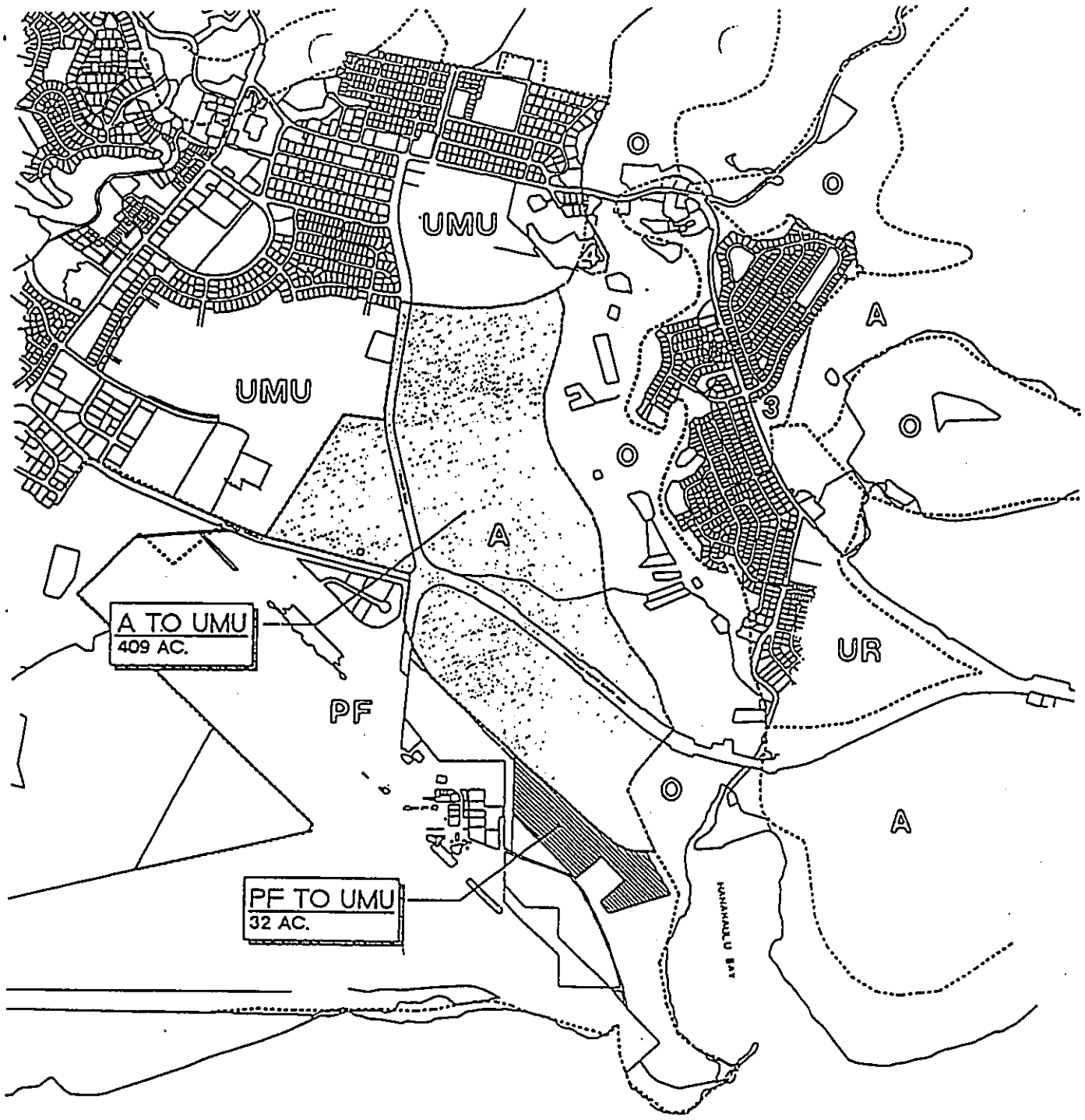


SCALE 1: 50,000

Vicinity Map: Lihue Area V-2

Tax Map 4-3-06-02





LEGEND

PF	EXISTING PUBLIC FACILITY (PF) DESIGNATION
A	EXISTING AGRICULTURAL (A) DESIGNATION
O	EXISTING OPEN (O) DESIGNATION
UMU	EXISTING URBAN MIXED USE (UMU) DESIGNATION
	EXISTING GENERAL PLAN BOUNDARY
	PROPOSED (A) TO (UMU) DESIGNATION
	PROPOSED (PF) TO (UMU) DESIGNATION

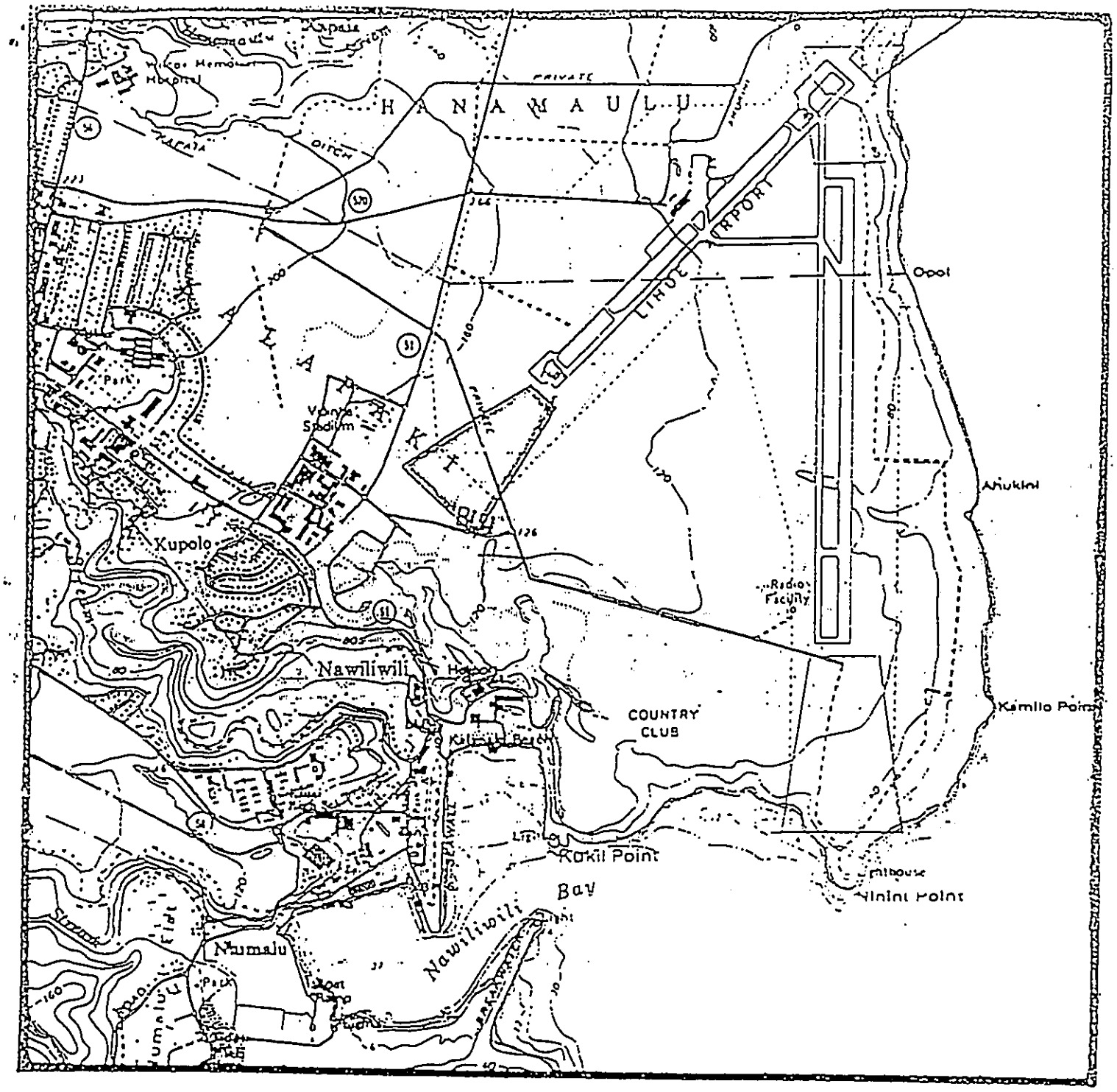
Zoning Map V-4

LIHUE-HANAMAULU

ISLAND OF KAUAI, HAWAII

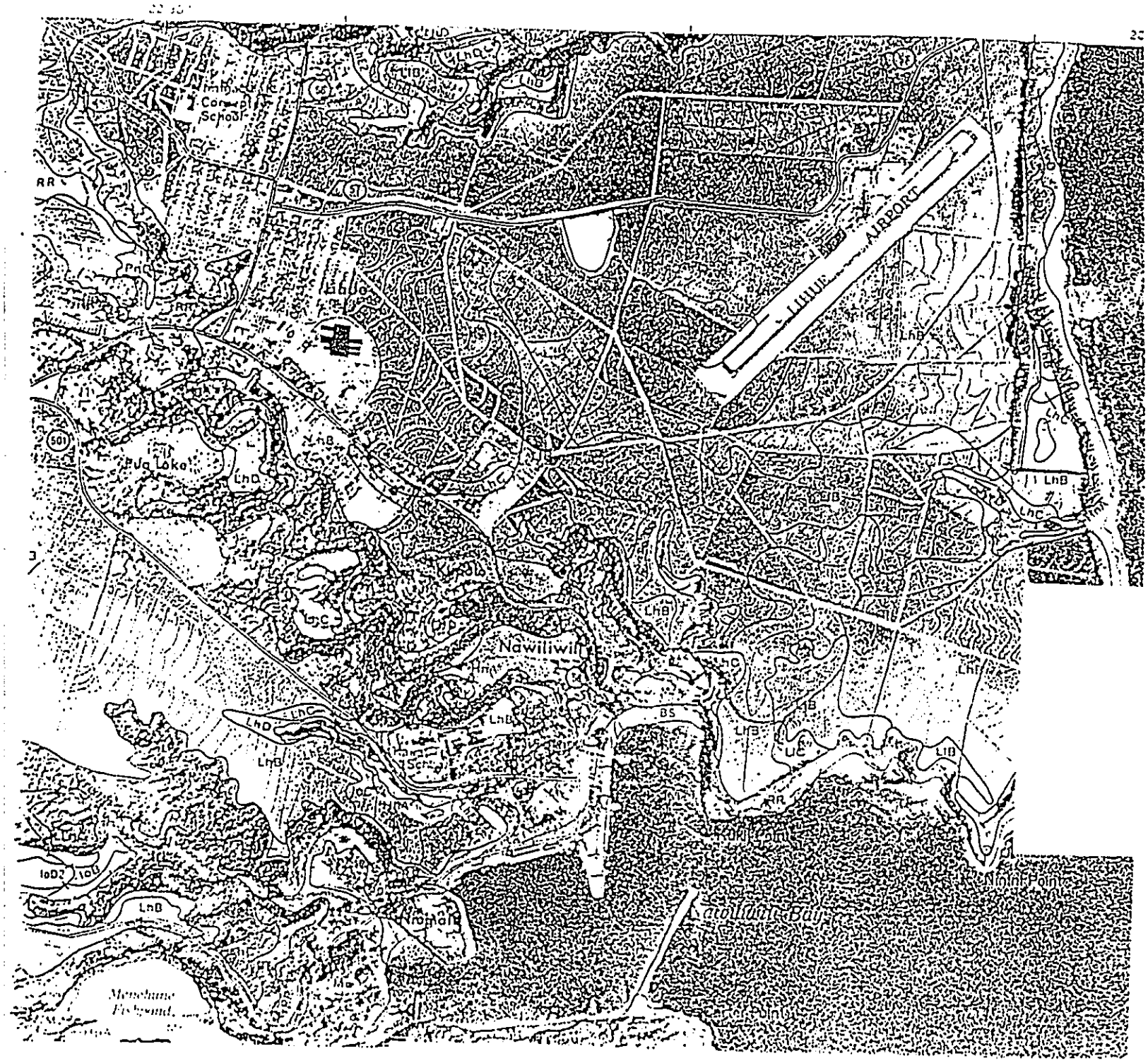
LIHUE DISTRICT, ISLAND OF KAUAI

PBR HAWAII



preliminary screening map
for
CLEAR ZONES
at
LIHUI AIRPORT
Kauai

SCALE 1:24 000



Soil Survey Map of Kauai ... No. 6

Lihue Series

This series consists of well-drained soils on uplands on the island of Kauai. These soils developed in material weathered from basic igneous rock. They are gently sloping to steep. Elevations range from nearly sea level to 800 feet. The annual rainfall amounts to 40 to 60 inches. The mean annual soil temperature is 73° F. Lihue soils are geographically associated with Ioleau and Puhi soils.

These soils are used for irrigated sugarcane, pineapple, pasture, truck crops, orchards, wildlife habitat, woodland, and homesites. The natural vegetation consists of lantana, guava, koa haole, joee, kikuyugrass, molassesgrass, guineagrass, bermudagrass, and Java plum.

Lihue silty clay, 0 to 8 percent slopes (lhB).—This soil is on the tops of broad interfluves in the uplands. Included in mapping were small areas of a soil that has a very dark grayish-brown surface layer and a mottled subsoil.

In a representative profile the surface layer is dusky-red silty clay about 12 inches thick. The subsoil, more than 48 inches thick, is dark-red and dark reddish-brown, compact silty clay that has subangular blocky structure. The substratum is soft, weathered rock. The surface layer is strongly acid. The subsoil is slightly acid to neutral.

Permeability is moderately rapid. Runoff is slow, and the erosion hazard is no more than slight. The available water capacity is about 1.5 inches per foot of soil. In places roots penetrate to a depth of 5 feet or more.

Representative profile: Island of Kauai, lat. 21°59′06.7″ N. and long. 159°21′50″ W.

Ap1—0 to 6 inches, dusky-red (2.5YR 3/2) silty clay, yellowish red (5YR 4/8) when dry; cloddy breaking to weak, fine and medium, subangular blocky structure; very hard, firm, sticky and plastic; abundant roots; common very fine and fine pores; many black concretions; strong effervescence with hydrogen peroxide; strongly acid; abrupt, smooth boundary. 4 to 8 inches thick.

Ap2—6 to 12 inches, dusky-red (2.5YR 3/2) silty clay, yellowish red (5YR 4/6) when dry; massive; very hard, friable, sticky and plastic; many roots; many very fine and fine pores; many, very fine, black concretions; strong effervescence with hydrogen peroxide; strongly acid; abrupt, smooth boundary. 4 to 8 inches thick.

B21—12 to 21 inches, dark reddish-brown (2.5YR 3/4) silty clay, red (2.5YR 4/6) when dry; moderate, medium to very fine, subangular blocky structure; hard, friable, sticky and plastic; abundant roots; many very fine and fine pores; many, fine, black concretions; moderate effervescence with hydrogen peroxide; nearly continuous glaze on ped surfaces, glaze looks like clay films; slightly acid; clear, broken boundary. 7 to 10 inches thick.

B22—21 to 27 inches, dark reddish-brown (2.5YR 3/4) silty clay, red (2.5YR 4/6) when dry; strong, very fine, subangular blocky structure; very hard, friable, sticky and plastic; many roots; many very fine and fine pores; nearly continuous glaze on ped faces; common, black concretions; weak effervescence with hydrogen peroxide; few, fine, black, manganese dioxide stains on ped faces; neutral; clear, smooth boundary. 5 to 8 inches thick.

B23—27 to 48 inches, dark reddish-brown (2.5YR 3/4) silty clay, red (2.5YR 4/6) when dry; strong, very fine, subangular and angular blocky structure; hard, firm, sticky and plastic; few roots; many very fine and fine pores; continuous glaze on ped faces, glaze looks like thick clay films; superimposed on the glaze is dark-red (10R 3/6) material that looks like pseudosand under magnification; large, black coatings on primary structural units; neutral; gradual, smooth boundary. 15 to 30 inches thick.

B24—48 to 60 inches, dark-red (2.5YR 3/6) silty clay, red (2.5YR 4/6) when dry; strong, very fine, subangular and angular blocky structure; hard, firm, slightly sticky and plastic; no roots; many very fine and fine pores; thin, patchy coatings that look like clay films; many distinct pressure cutans; ped surfaces have superimposed on them stringy, dark-red (10R 3/6) pseudosand or frostlike coatings; this condition is more prevalent than in the B23 horizon; neutral.

The A horizon ranges from 10R to 5YR in hue, from 2 to 3 in chroma, and from 2 to 3 in value. The B horizon ranges from 10R to 2.5YR in hue and from 4 to 6 in chroma.

This soil is used for sugarcane, pineapple, pasture, truck crops, orchards, wildlife habitat, and homesites. (Capability classification IIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 5; pasture group 5; woodland group 5)

Lihue silty clay, 8 to 15 percent slopes (lhC).—On this soil, runoff is slow and the erosion hazard is slight.

This soil is used for sugarcane, pineapple, pasture, truck crops, orchards, wildlife habitat, and homesites. (Capability classification IIIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 6; pasture group 5; woodland group 5)

Lihue silty clay, 15 to 25 percent slopes (lhD).—On this soil, runoff is medium and the erosion hazard is moderate.

This soil is used for sugarcane, pineapple, pasture, wildlife habitat, and woodland. (Capability classification IVe, irrigated or nonirrigated; sugarcane group 1; pineapple group 6; pasture group 5; woodland group 5)

Lihue silty clay, 25 to 40 percent slopes, eroded (lhE2).—This soil is similar to Lihue silty clay, 0 to 8 percent slopes, except that the surface layer is thin. Runoff is rapid, and the erosion hazard is severe.

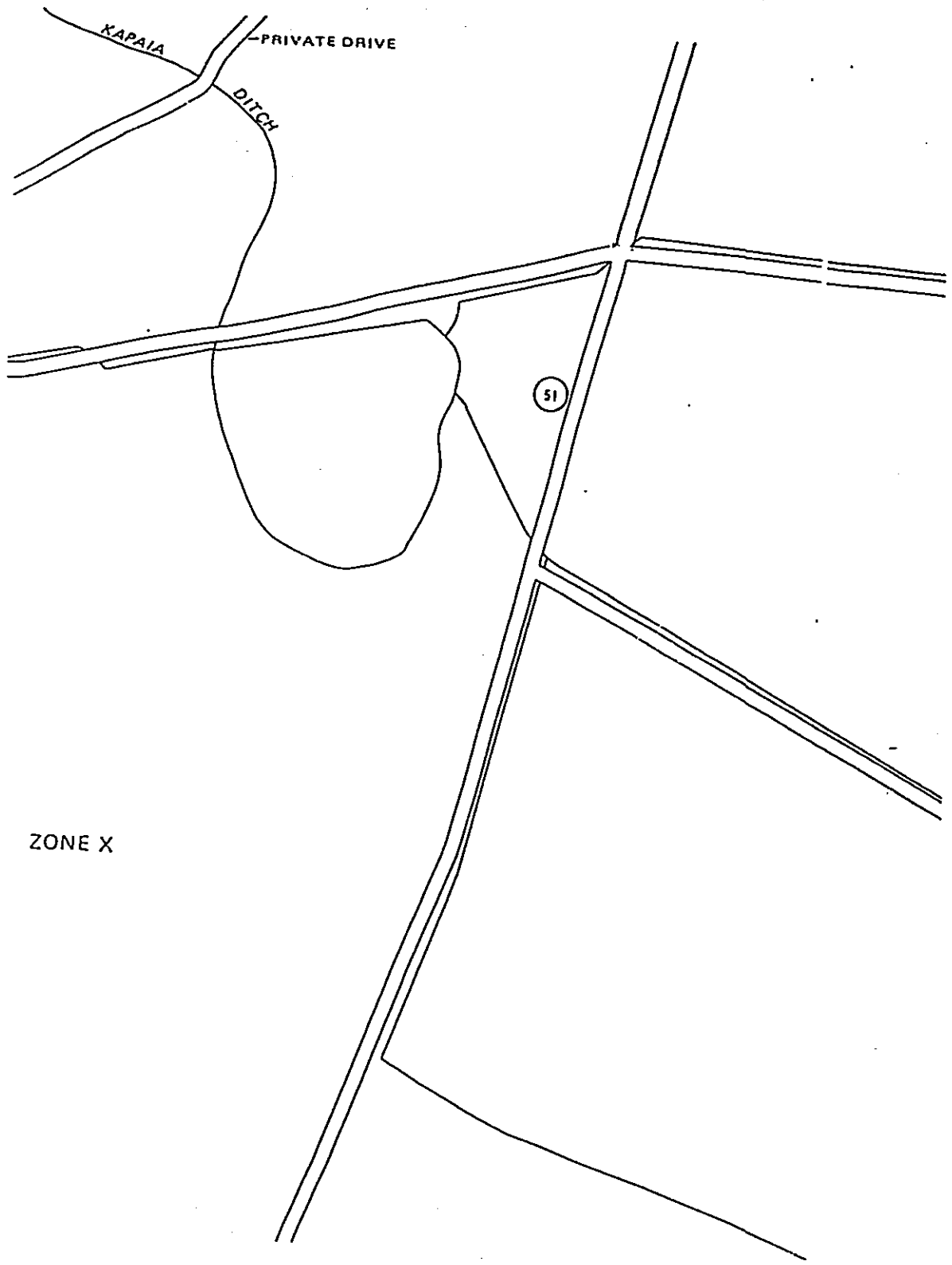
This soil is used for pasture, woodland, and wildlife habitat. Small areas are used for pineapple and sugarcane. (Capability classification VIe, nonirrigated; pasture group 5; woodland group 5)

Lihue gravelly silty clay, 0 to 8 percent slopes (lIB).—This soil is similar to Lihue silty clay, 0 to 8 percent slopes, except that it contains ironstone-gibbsite pebbles and has brighter colors in the B horizon. Included in mapping in the Eleele area and north of the town of Hanamaulu were small areas of soils that have a dark yellowish-brown, friable subsoil.

This soil is used for sugarcane, pasture, and homesites. (Capability classification IIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 5; pasture group 5; woodland group 5)

Lihue gravelly silty clay, 8 to 15 percent slopes (lIC).—On this soil, runoff is slow and the erosion hazard is slight. Included in mapping were areas where the slope is as much as 25 percent.

This soil is used for sugarcane, pasture, wildlife habitat, and homesites. (Capability classification IIIe, irrigated or nonirrigated; sugarcane group 1; pineapple group 6; pasture group 5; woodland group 5)



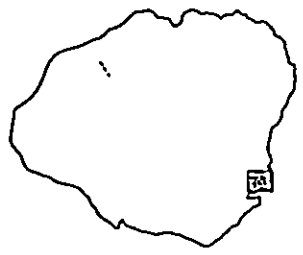
NATIONAL FLOOD INSURANCE PROGRA

FIRM

FLOOD INSURANCE RATE MAP

KAUAI COUNTY,
HAWAII

PANEL 202 OF 225
(SEE MAP INDEX FOR PANELS NOT PRINTED)



PANEL LOCATION

COMMUNITY-PANEL NUMBER
150002 0202 C

MAP REVISED:
MARCH 4, 1987

Federal Emergency Management Agency

Federal Emergency Management Agency FIRM Map V-7

CHAPTER VI

SUMMARY OF MAJOR IMPACTS

A. SHORT-TERM IMPACTS

1. CONSTRUCTION: On-site grading and infrastructure improvements, and off-site work required for the project, will result in an increase of dust and noise. The prevailing tradewind patterns carry airborne matter over the Veterans Center and 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. The closest school is about 3000 feet away, and would not be impacted during construction.

2. TRAFFIC: Required improvements and extensions to the roads in the area of the governmental center 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 the period of the road crossing improvements, policemen / flagmen will assist with traffic to maintain acceptable flow. The extensions of Kaana road and Hoolako Street will improve the traffic flow in this area. EXHIBIT B.

3. EMPLOYMENT: The construction will have a very positive impact on the Island economy, which has been badly impacted by the hurricane. This will improve Kauai's unemployment rate. The phasing of the various construction portions of the project should provide extra opportunities for local contractors to be part of the construction. Phasing should allow for local participation.

A. LONG-TERM IMPACTS

1. TRAFFIC: The Traffic Impact Assessment for Charles River done by Gray, Hong, Bills & Assoc. was based on an analysis of the entire site. Their conclusion and recommendation based on their analysis "...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 E.

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 small buildings, designed to be harmonious with one another, with an emphasis on pedestrian access. The maximum height per county ordinance of any structure may not exceed 40 feet, (the height of a coconut palm). In this way 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 Aukini road. 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.

CHAPTER VII

ALTERNATIVES TO THE PROPOSED ACTION

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 center. The land is too valuable, and the demand for Hawaiian 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 will have purchased a good site for a governmental center that would otherwise go unused.

B. ALTERNATIVE DEVELOPMENT OPTION:

Alternatives to the proposed development plan could include the following:

1. Other uses. Some of the adjacent uses that could be considered include housing, light industrial and functions related to the airport or to the post office distribution facility. With regards to housing, there is currently excess housing stock on Kauai, both in the affordable and market-rate units for sale or rentals. 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 near future to expand the post office distribution facility.

CHAPTER VIII

DETERMINATION, FINDINGS & REASONS FOR SUPPORTING DETERMINATION

A. SIGNIFICANCE CRITERIA

According 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. View planes 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 constructions 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 an improved main Police Facility and a more capable Emergency Operating Center. 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.

   Impacts on public facilities will not be a factor. It is unlikely that the project will have any impact on population.

7. Involves a substantial degradation of environmental quality;

   The new facility will be friendlier environmentally than the existing facilities, as it will be designed to be in compliance will all current county, state and federal regulations.

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

The KMP/EOC/OPA is being planned to be adequate for at least the next twenty years of service and we do not anticipate any increased impact to the environment.

9. Substantially affects a rare, threatened or endangered species or it 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 concerning KMP/EOC/OPA operations. 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 vehicles on-site. 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.

13. Requires substantial energy consumption.

The size and scope of the project will not have a measurable impact on energy supplies. In fact, the new facility will be more energy efficient than current facilities, thereby reducing our dependence on fossil fuels.

CHAPTER IX

MITIGATION 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.

The Kauai economy will be favorably impacted during construction. Note that the project construction will be phased. This is for two principal reasons. The first is to allow for flexibility in timing the project, and the second reason is to break up the project into smaller sizes that could be done by our local contractors. The dollars we spend for local labor will have a very positive impact on the economy on Kauai.

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 the past several 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 long-term impact will be the improved efficiencies of the Police and Emergency Operating Center operations.

Chapter X

Required Permits

The following permits will be required to complete the proposed project:

1. Use Permit
2. Zoning Permit
3. Building Permit

REFERENCES

Federal Emergency Management Agency: FIRM Flood Insurance Rate Maps, Kauai County, Hawaii, Panel 202 of 225, dated March 4, 1987.

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

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.

TABLE OF EXHIBITS

PROPOSED KAUAI MAIN POLICE STATION/EOC/OPA FACILITY
PROJECT DESCRIPTION
January 20, 1999

BACKGROUND

The County of Kauai retained Urban Works, Inc. and its consultants in April 1998 to provide planning and design services for a new public safety facility in the Lihue-Hanamaulu area, just outside of Lihue Town. The proposed facility will house the Kauai Police Department (KPD), Kauai Civil Defense Agency (KCDA), including an Emergency Operations Center (EOC), and the Office of the Prosecuting Attorney (OPA). Professional services include program evaluation, a telecommunications user needs assessment, master site planning, conceptual building/site design and preliminary building/site design. The documents produced by the Urban Works design team will form the Program Definition Documents for the County's Design-Build Request For Proposal (RFP) for the new public safety facility.

The three agencies, KPD, KCDA and OPA, are presently located in various buildings and temporary structures throughout Lihue. With the exception of the Police Dispatch Center, these facilities are functionally and operationally outmoded. As a result, the overall situation may hinder these agencies from adequately meeting their respective missions. While previous renovations and temporary measures have tried to accommodate growth and changing technologies, the physical limitations of the existing facilities, including inadequate mechanical, electrical and telecommunications systems, have resulted in a decision by the County to develop a new facility combining all three services.

LOCATION

The proposed site for the Kauai Main Police Station, Emergency Operations Center (EOC) and Office of the Prosecuting Attorney (OPA) occupies approximately 10 acres, 500 feet west of Kapule Highway behind the existing Veteran's Council building. The site, which consists of retired cane land, is bounded by former sugar cane fields on the west and north side, the Veteran's Council building and the future State judiciary facility on the east, and the County's recreational complex on the south side. The proposed Kaana Street Extension, which is to serve as the main access road to the site via Kapule Highway, is yet unbuilt. A secondary access via Hoolako Street is also undeveloped at this time. A County bus maintenance facility will be located on the 10-acre site.

The proposed site for the Kauai Main Police Station, Emergency Operations Center and Office of the Prosecuting Attorney is situated within the Moloko Planning Area identified in the Lihue-Hanamaulu Master Plan. According to the Lihue-Hanamaulu Master Plan, a village mixed-use concept is proposed for this area. The village core includes public facilities, including the State judiciary facility and Kauai public safety facility.

Exhibit "A"

SITE PLAN

Site Features

- The Main Police Station/EOC building fronts Kaana Street in a manner that would be compatible with its neighbors and proposed village mixed use concept.
- The main entrance to the building is along the main road, Kaana Street, and would be visually prominent. The public lobby is also accessible from the south side of the building facing the main employee parking lot. The public entrance from Kaana Street is on axis with the pedestrian walkway serving the employee parking.
- The building complex is composed of two buildings, the L-shaped Main Police Station/EOC building and the Office of the Prosecuting Attorney building. The buildings would be articulated into different parts, expressing different functions and roles. The main site planning concept is to create a sense of a *campus of buildings,* with pedestrian-oriented open spaces between them.
- A common north-south roadway will connect Kaana Street with the proposed County recreation complex. Located along the east property line, it will serve the Police/EOC employee and State judiciary facility parking lots, and County bus facility. The roadway will help to relate the adjacent lots to one another and allow for the area to be perceived as a new governmental center.
- The internal public roadway will also connect Kaana Street to the County sports complex to the south and future Hoolako Street Extension to the southwest. This roadway will be connected to the Veterans Expansion Lot and Veterans Council building fronting Kapule Highway, allowing these lots to have another means of egress.
- Separate access to secure police parking from Kaana Street will occur at the northwest corner of the site. This police service road would extend to the internal roadway serving the future Hoolako Street Extension, allowing Kauai Police Department vehicles to have a secondary means of egress.

Site Concepts

- The site plan focuses on the connections to the County sports site and other neighboring lots and gives order to the overall site plan by establishing two basic grids.
- A major north-south public, tree-lined pedestrian promenade between the County recreation complex and Kaana Street is defined, parallel to the eastern public roadway. The promenade would be different from the more private, employee-oriented pedestrian link running through the employee parking.
- The site plan suggests the possible modification of the proposed County sports complex, with the gymnasium and swimming pool fronting Kapule Highway, and the sports complex parking lots located in the middle of the site. The recreational parking area would be served by our project's internal roadway running along the east property line.
- The County bus maintenance facility is located next to the Veterans Expansion lot, near the gymnasium and swimming pool complex. Bus patrons would be able to park in the recreational parking lot nearby to pick up their bus passes.
- There is a strong pedestrian connection between the Police/EOC building and the State Judiciary facility. This E-W pedestrian mall or "street" would occur between

the police building and OPA building, connecting the main public lobby of the Main Police Station/EOC building and the Judiciary building "across the street."

- Public/employee vehicular access and circulation are separated from the police/EOC vehicular access and circulation. The two vehicular circulation systems are manifested in parallel north-south access roads. The eastern roadway serves the public and employee parking, while the western roadway is dedicated to secure police/EOC functions. The introduction of streets along the west and east sides of the building urbanizes the site, creating the look of a "city block" and allows the Main Police Station/EOC building to have street frontages on three sides.
- The Office of Prosecuting Attorney building is situated to complement the concept of the campus plan. The two-story OPA building helps to define courtyards and usable outdoor areas around the police building.
- A pedestrian circulation path starts at the public drop-off/turnaround area in front of the entrance along Kaana Street. The drop-off/turnaround is on axis with the main entrance, continuing through the employee parking and terminating at a public open space at far south end of the site.
- Secure parking in dedicated zone to west of building. This allows for a complete separation of various parking functions.

Parking and Vehicular Circulation

- A clear separation exists between the public parking in front of the Main Police Station/EOC building, and secure/semi-secure parking in the rear and west side.
- A clear separation occurs between secure police parking on the west side of the building and semi-secure (employee) parking.
- The secure police-related roadway serves the Sally Port, Holding & Booking, and Property & Evidence sections directly. Other Patrol functions are located in close proximity to the secure parking and roadway.
- Semi-secure employee parking is located close to the Public Lobby and future OPA building.
- Parking Spaces:

a.	Public Parking (Kaana Street)	44 spaces
b.	Employee Parking	220 spaces
c.	Police Secure Parking	119 spaces
d.	Bus Facility Parking (buses)	68 spaces

PREFERRED BUILDING PLAN

Main Characteristics

- L-shaped plan configuration
- EOC and Dispatch/Communications Center are located on the second floor of the west wing.
- Patrol Bureau, including Sally Port, Booking & Holding, and Property & Evidence areas are grouped together on the ground level of the west wing.
- Office of the Chief of Police and Investigations are located on the second level of the east wing fronting Kaana Street.

Program Adjacencies

- Records front desk is located next to the Public Lobby

- Records Front Desk in close proximity to Patrol and Property & Evidence.
- Investigation and Office of the Chief of Police are located on the second floor, accessible from the Public Lobby. These spaces would have view opportunities, mauka and makai.
- Property & Evidence is located in a secure location, easily accessible by the public for weapons registration and return of personal property.
- Property & Evidence is located next to secure parking.
- Patrol, Booking and Holding and Property & Evidence are adjacent to one another, accessible to secure parking.
- The EOC and Dispatch are adjacent to each other and located on the second floor, directly accessible from the Public Lobby. The physical location of Dispatch/Communications Center can be totally independent of other police functions.

Building Circulation

- The centralized location of the Public Lobby allows for good overall circulation within the building.
- All functions that need to be accessed by the public are immediately adjacent to the Public Lobby limiting public circulation in one space and ensuring an easy and efficient separation between public and secure circulation within the building.
- The Public Lobby is the main entrance to all major police components and EOC.

Natural Lighting

- Many parts of the building would receive natural lighting.
- The Public Lobby could be two stories in height, allowing generous natural lighting within the lobby and adjacent functions.

Construction

- The footprint is compact due to efficient stacking of functions on two levels.
- The construction of the future OPA would cause minimal disruption to the Main Police Station building.

EXTERIOR DESIGN

The architectural expression of the proposed Kauai Main Police Station/EOC/OPA facility should be consistent with the urban design goals of the County's Draft Urban Design Plan and sensitive to the cultural fabric of the Island of Kauai. Because it is a public facility, it should convey a sense of durability, permanence and civic importance. Its presence should contribute, and even influence, the future overall development of the area. A major challenge will be to design a modern, highly functional building that appears unique natural to Lihue that does not overtly try to replicate the past.

The architecture of the Kauai Main Police Station/EOC/OPA facility should be appropriate to the unique characteristics of the site, building program and the environmental factors such as sun, rain, and prevailing trades. While it is important to respect existing historical precedents, the architectural design response should straightforward, honest and appropriate. The design should resist replicating any particular architectural style or period of time. As it is a large building, the design of the exterior should seek strategies to break down the scale and mass of the building. The L-shaped configuration and predominantly two story height already helps to create a more slender building mass. Varying the expression of different major functional

components such as the EOC is also an effective strategy. The L-shaped plan configuration of the main building and the secondary OPA building help to enclose and form room-like open spaces.

The proposed public safety building will house many diverse functional components. The facility will need to include an "essential services" facility which must be durable enough to survive a natural disaster such as a Hurricane Iniki. It will be a hybrid building, with functions and associated building systems, ranging from highly technological spaces (the EOC and Dispatch/Communications Center), functional police-related spaces (Sally Port, Holding & Booking, Property & Evidence), public spaces (Main Public Lobby), and administrative offices and open work areas.

The facility should also be a good neighbor to adjacent developments, particularly the State judiciary facility. The creation of meaningful, pedestrian-oriented open spaces and circulation between the buildings and parking area will greatly enhance the usefulness and attractiveness of the facility. These spaces should be landscaped in a sensitive manner, utilizing lush ground cover, flowering vines, loggia, water, public artwork, security and safety lighting, and signage. A program for public art and signage should be incorporated into the RFP if funds will allow it.

ZONING CODE

- Project Site Use: Special Treatment - Public Facilities (ST-P)
- Adjacent Use: General Commercial (CG)

Draft Urban Design Plan for Lihue-Hanamaulu Master Plan (August 1995)
The intent is to provide generalized guidance regarding land development concepts, standards and guidelines to direct the Lihue-Hanamaulu as a mixed-used community.

The Urban Design Plan will supplement and is subject to existing regulatory controls, including zoning standards of the County of Kauai.

Community Design Character

- The character of all buildings and the open spaces within a single development should maintain a consistent design concept and material palette.
- The overall configuration of buildings and landscaped open spaces should capitalize on the site's natural amenities, preserve views, ensure privacy and safety, and encourage social interaction.
- Project design should maintain design continuity with adjacent projects through use of complementary materials and for transitions that avoid disruptive visual contrast.
- Provide for a pedestrian friendly streetscape to encourage walking to nearby community parks and village commercial centers.

Off-street Parking

- Parking should be clustered and placed toward the rear of the buildings or interior of a block whenever possible.
- Parking should be visually screened from adjoining properties and common areas by walls, berms or landscaping.

- Parking lots should not dominate the frontages of pedestrian-oriented streets, interrupt pedestrian routes, or impact surrounding neighborhoods.

Loading

- All loading and service areas should be screened with visual barriers.

Pedestrian Access

- Pedestrian and vehicular circulation shall be clearly defined. Highlight crossings with use of special paving, etc.
- Use of same or compatible materials should be encourages for all pedestrian walkways within a development parcel.

Drainage

- Grading and finished elevations should reflect the natural conditions and slopes of the site.
- Grading of a development parcel should not adversely affect adjacent sites. Site drainage shall not be directed to adjacent parcels but to street drainage systems via pipe culvert or approve drainageways.

Utilities

- All required utility lines shall be underground and located in designated utility easements.

Roadway Design and Setbacks

Kapule Highway

- 20-foot landscape setback on each side of the right-of-way shall be created to create a uniform and attractive treatment along the highway.
- Access from the highway will be prohibited.
- Additional 10-foot building setback and envelope restrictions and landscape requirements shall be provided for commercial uses to mitigate visual impacts.
- State bikeway

Hoolako Street Extension

- 9-foot wide sidewalk (with 5-foot clear pedestrian corridor) with tree wells for street trees.
- Setback of 5 feet adjacent to right-of-way should be paved and incorporated into the sidewalk pattern to increase width to a 10-foot clear corridor.
- Street trees not more than 50 feet apart to reinforce urban character of the commercial center.
- State bikeway

Kaana Street

- One moving lane in each direction with on-street parking controlled during peak hours.
- 5-foot wide sidewalk on both sides of roadway
- For commercial uses, provide 5-foot wide building setback, 10-feet for residential uses.
- Road R.O.W. delineated by outside edge of sidewalk.
- State bikeway

Architectural Character

The intent of developing an architectural character for the Lihue-Hanamaulu area is to promote a local identity, which does not impose one style or a single design theme. The architectural character should emphasize local design traditions that create a unique sense of place and a harmonious and inviting environment.

The design should take into account Kauai's climate and history. The subject area shall be an urban environment, which should contribute to the creation of distinctive public and quasi-public spaces.

- Major development should not be oriented away from the street or result in left over or underutilized open spaces.
- Respond to considerations such as sun, temperature, wind, rainfall, topography and views.

Building Setbacks

Special consideration should be given to the design of spaces between the buildings and street.

Building Heights

Buildings should be sensitive to views from surrounding developments as well as view opportunities within a specific parcel. (County zoninh height for ST-P zoning: 50')

Building Materials and Colors

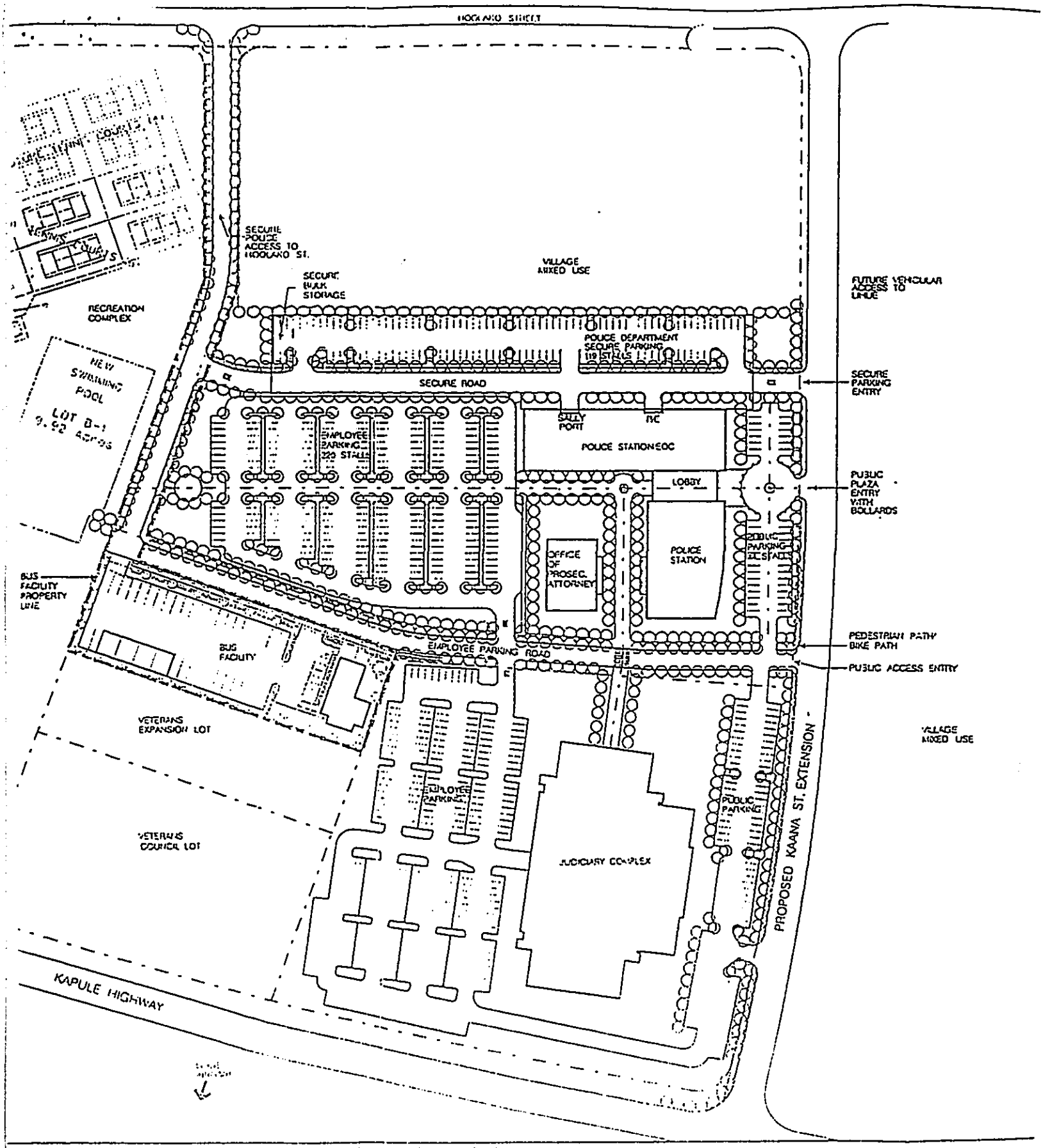
Building materials must be permanent in nature to ensure quality and permanence. Earth tone colors and tile roofing are encouraged. Excessively bright or garish colors should be avoided.

Roofs

Roofs should be designed to add articulation and lessen the building mass and visual impact of structures. Articulation may be achieved by a change in roof plane, and/or use of transitional roof forms. Roof materials and colors shall blend with colors and materials of the structure. Roof shapes should generally be sloped and roof planes varied. Ship and gable roofs should be the predominant roof type. Roof overhangs and eaves shall be encouraged for visual and climatic relief.

Lighting

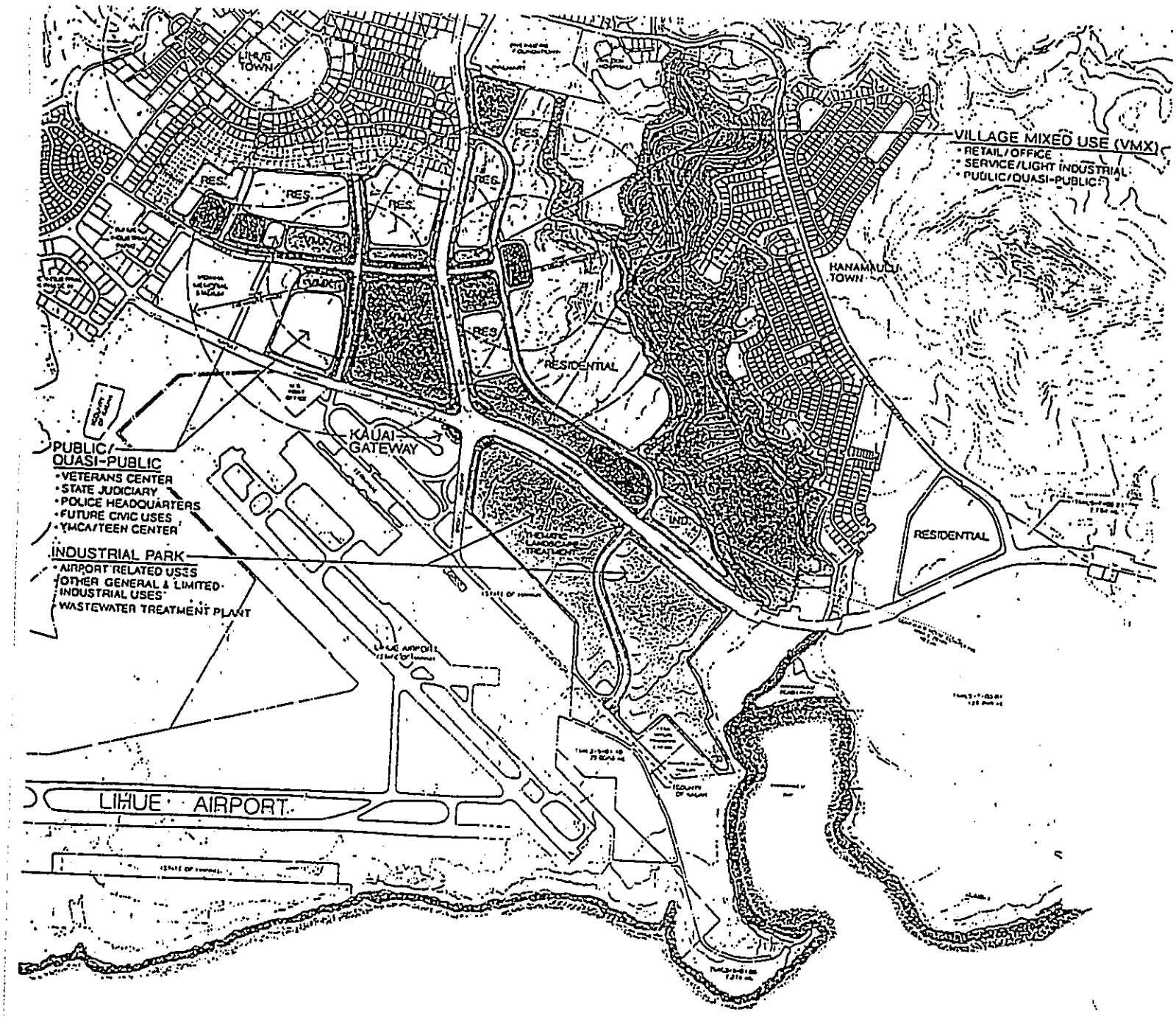
- Illumination levels in parking areas should be within accepted safety standards.
- Special lighting to enhance water features, landscaping, architectural details and to encourage evening pedestrian activities are encouraged.



KAPOLEI POLICE FACILITY
POLICE OPERATIONS CENTER
CITY OF THE FUTURE AWARDS

MASTER SITE PLAN

Exhibit "B"



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	81
	550

Exhibit "C"

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

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 rehabitable, 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

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 Kaumualii 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 "E"

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.

- 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.

- 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.

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 "F"

BENJAMIN J. CAYETANO
GOVERNOR

GENEVIEVE SALMONSON
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
235 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4185
FACSIMILE (808) 586-4186

July 8, 1999

Mr. Cesar C. Portugal
County Engineer
County of Kauai
Department of Public Works
4444 Rice Street, Suite 275
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Draft EA for the Police/EOC/Prosecuting Attorney Office Project, Lihue, Kauai

Thank you for the opportunity to review the subject project. We have the following comments and questions.

1. Please consult with the following State agencies:

   a) Judiciary and Department of Accounting and General Services concerning the proposed Judiciary complex which will be located adjacent to the subject project.

   b) State Department of Transportation, Airports Division concerning the proposed expansion of the nearby Lihue Airport.

2. Please consider applying sustainable building techniques as presented in the enclosed draft "Guidelines for Sustainable Building Design in Hawaii." In the final EA include a description of any of the techniques you will implement.

3. What is the status of water supply for the project? Has the Department of Water "reserved" water for this project?

Should you have any questions, please call Jeyan Thirugnanam at 586-4185.

Sincerely,

Genevieve Salmonson
Director

Enclosure

BENJAMIN J. CAYETANO
GOVERNOR

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

IN REPLY REFER TO:
AIR-P
99.0533

August 26, 1999

Mr. Douglas Haigh, Project Manager
Department of Public Works
County of Kauai
4444 Rice Street
Lihue, Hawaii 96766

Dear Mr. Haigh:

Subject: Draft Environmental Assessment (EA)
Kauai Main Police Facility/Emergency Operating Center/Offices of Prosecuting Attorney

We have reviewed the subject draft EA and have the following comments:

1. The traffic report assumptions regarding internal trips seem high. Trip generation calculations and other data are needed to validate the assumptions.

2. The traffic report for the subject draft EA states that signalization of the following intersections are necessary even without the project development:

   a. Kapule Highway/Rice Street
   b. Hoolako Street/Rice Street
   c. Kapule Highway/Postal Service Driveway
   d. Kuhio Highway/Road "X"

Again, the traffic report for the subject draft EA identifies mitigation measures assuming that the above intersections are signalized. Projected traffic volumes at the intersections are necessary to validate traffic signal warrants.

Should you have any questions, please call Stephen Takashima, Senior Planner, at 838-8810.

Sincerely,

JERRY M. MATSUDA, P.E.
Airports Administrator

Maryanne W. Kusaka
Mayor

Cesar C. Portugal
County Engineer

Ian K. Costa
Deputy County Engineer

DEPARTMENT OF PUBLIC WORKS
BUILDING DIVISION
4444 Rice Street
Mo'ikeha Building, Suite 175
Lihue, Hawaii 96766

May 10, 2000

Jerry Matsuda, Airports Administrator
Department of Transportation, Airports
State of Hawaii
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Subject: Environmental Assessment for the Police/Emergency Operating Center / Prosecuting Attorney Offices Project

Thank you for your August 26, 1999 comments concerning the subject project. The traffic issued discussed in your letter have been addressed by Amfac Land Company in their design submittals for the extension of Kaana Street, which serves the subject project.

Sincerely,

CESAR C. PORTUGAL
County Engineer

DH
cc: DCE
Police
Civil Defense
Transportation

Urban Works

Memorandum

Date:	April 11, 2000	Job Number:	9805
To:	County of Kauai Department of Public Works	Job Name:	Lihue Police Department/EOC/OPA Final Preliminary Design
		Subject:	**Sustainability Building Design Check List**
Attention:	Mr. Douglas Haigh	Distribution:	

The following are responses to the State QEQC "Planner's Checklist"/Guidelines for Sustainable Design in Hawaii" document for the subject project.

RESPONSES

I. PRE-DESIGN

1. Yes, project and sustainability goals were discussed in the development of the Telecommunications User Needs Assessment and the Program Evaluation Report.

2. No. However, the Hawaii Sustainable Guidelines could be made a part of the RFP requirements, *Volume 1.*

3. No, Cost-Benefit Method of economic analysis of sustainability were outside the scope of the Pre Design effort.

4. Yes, Commisioning is a requirement in the RFP documents (Technical Specifications).

II. SITE SELECTION AND SITE DESIGN

A. Site Selection

1. Yes, site characteristics mentioned in the Guidelines were considered in the development of the master plan and building site plan design effort.

2. Yes, the project site was selected by the County with the intent of having a positive social, economic and/or environmental impact.

3. Yes, the facilities on the site will seek efficient connections to existing County infrastructure. Potential connection to public transportation and to adjacent recreation facilities were considered in the Master Site Plan. Efficient site access for a variety of users was considered in the master site plan.

B. Site Preparation and Design

1. Yes, civil and architectural design considered working with natural grades as much as possible. Surface water runoff. The existing vegetation on the site is cane land; this will be totally redeveloped. Site drainage will be directed to adjacent parcels, but peak flows over and above pre-existing natural flows will be detained.

2. Yes, the building design sought to maximize daylighting and views. the main police facility is two stories in height and L-shaped as a result. The main lobby was kept open to utilize natural cooling instead of air conditioning.

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

3. Yes, the siting of the facility offers a number of pedestrian access from different directions. The master site plan provides for a major pedestrian and bicycle path through the heart of the site, connecting the north side (Kaana Street) with the County recreation area.

4. The project will be phased. Future phases include landscaped land banks.

5. Yes, the site grades will be less than 1:2. The site will be designed for balanced cut and fill.

6. Yes, site drainage will consider existing drainage patterns in the design of surface and storm drainage lines. Minimum disruption to existing properties will be considered.

7. Yes, the building footprint was minimized by developing a two-story L-shaped main police and EOC building and a separate OPA building.

8. This will be a standard requirement per code for the Design Build Contractor.

III. BUILDING DESIGN

1. N.A. The project site is existing retired cane land.

2. Yes, this was a requirement by the County and users of the facility.

3. Yes, recyclable materials will be specified whenever possible. However, the facility is a highly specialized building (County Police and Civil Defense agencies will be occupants), and the east wing will be designed as an Essential Structure.

4. No, spaces for recycling and waste diversion opportunities were not specifically requested by the County. Recycling facility is understood to be located nearby.

5. Yes, showers and lockers are programmed spaces. Bike racks are FF+E items which are excluded from the RFP.

6. Yes, the work environment will be comfortable and healthy, and the building systems (artificial and natural lighting, HVAC, security, and so forth) will be designed per code and County input.

7. No, this is not a requirement of the RFP as far as we know. An integrated pest management approach could be made a requirement if desired by the County.

8. Yes, the building will be energy and resource efficient, designed to meet the Hawaii of Hawaii Model Energy Code.

9. Yes, natural cooling concepts such as use of reflective or light colored roofing material, roof and wall insulation, roof vents, etc. has been specified. Trees and shrubs are design requirements of the RFP. Building orientation considers trades wherever possible. The building is air conditioned, but the siting, building materials and landscaping will help to lower A/C costs.

IV. ENERGY USE

1. The Design Build Contractor will be required to meet all requirements of The State of Hawaii Model Energy Code, and to provide calculations of annual energy consumption to the County for

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evaluation. The Design Build proposers may exceed the State of Hawaii Model Energy Code if they wish, at their option.

2. Yes, the buildings utilize site shading (roof eaves, fixed window awnings and shade trees) and east-west orientation whenever possible. The buildings are air conditioned but main public lobby is open to trade winds, yet protected from inclement weather by a large roof structure. Daylighting for interior offices and rooms is maximized by the two story scheme and extended L-shaped double wings.

3. Yes, shading devices are utilized on the south, east and west sides of the Police/EIOC and OPA buildings.

4. Yes, low emission glazing will be specified in the RFP.

5. Yes, this will be specified in the RFP.

6. Yes, lighting and HVAC systems will be designed for efficiencies in accordance with the State of Hawaii Model Energy Code.

7. Hot water in restrooms are eliminated except in the shower rooms.

8. The Police/EOC/OPA facility serves three agencies, the Kauai Police Department, Kauai Civil Defense Agency and Office of the Prosecuting Attorney. A sub-meter will be required in the EOC to serve the Kauai Civil Defense Agency staff. The future OPA building would have its own meter.

9. Renewable energy alternatives, such as solar water heaters, photovoltaics and BIPV were not considered.

10. Yes, available energy resources will be utilized whenever possible.

A. Lighting

1. The Design Build Contractor will be required to meet the minimum power requirements of The State of Hawaii Model Energy Code. The Design Build proposers may exceed the State of Hawaii Model Energy Code power allowances if they wish, at their option.

2. Yes, lamps and ballast with high efficiency will be specified whenever possible.

3. Yes, light fixtures with high system efficiency and with heat removal capabilities will be specified.

4. Building wall and built-up roofing surfaces with high reflectivity/low glare will be specified whenever possible or appropriate.

5. Task lighting requirements were specified by the electrical engineer to meet national illumination standards.

6. Daylighting will be considered as part of the preliminary design. Integration of daylighting and artificial lighting coordination and design will be required in the RFP.

7. Yes, these measures have been specified.

8. Yes, whenever it is appropriate.

9. Yes, spacing of exterior lights will consider efficient placement of light fixtures and standard.

10. Yes.

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B. Mechanical Systems

1. The RFP design specs will require the Design Build Contractor to comply with the Energy Code.
2. Yes, this has been specified.
3. N.A.
4. Yes, this has been specified.
5. N.A.; the pumping system is small and variable speed feature is not cost effective.
6. Yes, the cooling tower has been specified.
7. Yes, these have been specified.
8. Yes, will comply.
9. Yes, will comply.
10. Yes, will comply.
11. Input from the County is required.
12. Will leave this option for the Design Build Contractor to provide, if feasible.
13. Input from the County is required.
14. Solar heating not provided. Reheat will be provided if the users request it as the option will increase cost.
15. a. N.A.; these are FF+E items
    b. Lab areas only.
    c. N.A.
16. Yes, Commissioning has been made a requirement for this project.

V. WATER

A. Building Water

1. Yes, this is specified in the RFP mechanical specifications.
2. Yes, this is noted in the RFP mechanical specifications.
3. Not provided; cost prohibitive. Input from the County is required.
4. Not provided; cost prohibitive. Input from the County is required.

B. Landscaping and Irrigation

(See Section VI.)

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

VI. LANDSCAPE AND IRRIGATION

1. No, full-on xeriscaping principles will not be incorporated in the landscape design. The landscape design concept is to provide for an appropriate planting and hardscape design representing the culture and mission of the County and the Kauai Police Department, Kauai Civil Defense and OPA agencies. However, efficient landscaping and irrigation practices will be specified.

2. There are no existing trees to save. However, proper soil erosion practices will be specified in the RFP document.

3. Yes, this requirement will be incorporated into the RFP documents.

4. Proper procedures for the stockpiling of topsoil material will be specified in the RFP documents and shall meet County standards and requirements.

5. Irrigation with non-potable or reclaimed water has not been specified.

6. The irrigation system shall be submetered.

7. All Phase I parking and the internal roadway system are asphalt, for durability and economy, to conform with County standards. The hardscape adjacent to the Police/EOC facility will be mostly poured-in-place concrete. Landscape planting areas and a variety of trees and shrubs shall be part of the RFP. Where the site awaits future development, irrigated grass fields will be provided by the Design Build Contractor.

8. Disposal of solvents and other hazardous materials by the Design Build Contractor must comply with Federal and State laws.

9. Managed use of pest control tactics shall be specified in the RFP; conformance is the responsibility of the Design Build Contractor.

10. N.A.

11. Recycled landscape materials may be considered by the items are not a part of the RFP.

VII. BUILDING MATERIALS & SOLID WASTE MANAGEMENT

A. Material Selection and Design

1. Yes; the facility is a public safety facility housing the Kauai Police Department, the Kauai Civil Defense Agency and the Kauai Office of the Prosecuting Attorney.

2. Natural products or products with low embodied energy and/or high recycled content will be specified whenever possible. The County needs to endorse this requirement for the RFP if it considers this to be important.

3. Yes, low toxic or non-toxic materials will be specified in the RFP, whenever possible.

4. Locally produced products will be required whenever possible, in accordance with State law.

5. Advanced framing systems that reduce waste, encourage the use of engineered structural products will be considered whenever possible.

6. Materials which require limited or no application of finishing or surface preparation will be considered highly appropriate for this project.

7. N.A., given the type of construction (Type II-required by the County building code.

8. N.A., given the type of construction required by the County building code.

9. A material Selection Program that emphasizes efficient and environmentally sensitive use of building materials, and that uses local building products is a good idea, but this option should be determined by the County.

B. Solid Waste Management, Recycling and Diversion Plan

1. Input from County required.

2. Input from County required.

3. Input from County required.

4. Input from County required.

5. Input from County required.

6. Input from County required.

7. Input from County required.

8. Input from County required.

9. Input from County required.

10. Input from County required.

C. Indoor Air Quality

1. Yes, these HVAC design requirements will be specified in the RFP documents. Will follow ASHRAE 62-89.

2. Will follow ASHRAE requirements.

3. N.A. Input from County required.

4. N.A.

5. N.A.

6. HVAC design criteria and specifications will be a part of the RFP documents. Execution is the responsibility of the Design Build Contractor.

7. Yes, HVAC design criteria and specifications s will be a part of the RFP documents.

8. Input from County required.

9. Yes, will comply in RFP technical specifications.

10. Yes, will comply in RFP technical specifications.

11. Yes, this requirement has been included in the RFP technical specifications.

IX. COMMISIONING & CONSTRUCTION PROJECT CLOSEOUT

1. Input from County required.
2. Yes, this requirement has been included in the RFP technical specifications.
3. Yes, this requirement has been included in the RFP technical specifications.
4. Yes, this requirement has been included in the RFP technical specifications.

X. OCCUPANCY AND OPERATION

A. General Objectives

1. Input from County required.
2. Input from County required.

B. Energy

1. Input from County required. *These items are* FF+E items, not in the scope of the Design Build RFP.
2. Input from County required.
3. Input from County required.

C. Water

1. Input from County required.
2. Input from County required.

D. Air

1. Input from County required.
2. Input from County required.
3. Input from County required.

Please call me if you have any questions regarding our responses to the Sustainability Building Design Check List.

Lorrin Matsunaga, AIA

Unless written revisions are received within seven days, we shall assume the statements contained herein are accepted.

DEPARTMENT OF WATER
County of Kauai

"Water has no Substitute – Conserve It!"

February 3, 2000

Mr. Douglas Haigh
Chief, Building Division
County of Kauai
Lihue, Hawaii, 96766

Dear Mr. Haigh:

Subject: Water availability for the Police-EOC-OPA-Transportation facilities, Off of Kapule Highway, TMK: 3-6-02:001, Lihue, Kauai

This is in regards to you verbal request for water service for the above subject. Per phone conversation with Edward Doi of my staff sometime during the week of January 17, 2000 the following were conveyed. The Police/EOC facility would require a peak demand of 92 gpm, the OPA would require a peak demand of 53.5 gpm, the transportation facility would require a 5/8-inch (as previously requested) and the irrigation demand would require some quantity of water which has not been determined to date.

The Department has approved a 5/8-inch water meter to service the Bus Transportation facility. There is a one inch water meter that was allotted to this development through Amfac's down sizing of a three inch water meter which was serving as a back up water source for Lihue Plantation's mill. You were also conceptually allotted 165 gpm flow of water for the subject development through the down sizing of the existing water meter serving the Moikeha building, as stated in our September 23, 1999 letter to you. Please keep in mind that prior to the 165-gpm flow of water being physically approved to this project, the construction to downsize the existing 3-inch water meter for the Moikeha building must be completed.

--- 4398 Pua Loke Street, Lihue, Kauai, Hawaii or P. O. Box 1706, Lihue, HI 96766-5706 ---
Phone No. (808) 245-5400 -- Administration FAX No. (808) 246-8628 -- Engineering/Fiscal/Shop FAX No. (808) 245-5813

In accordance with the information you provided and the quantity of water that our meters are rated to deliver the following is suggested. A 1-1/2-inch water meter (max rating 100 gpm) can accommodate the peak demand of 92 gpm for the Police/EOC facility. The Department will allow a 1-inch water meter (max rating 50 gpm) to service the OPA peak demand of 53.5 gpm. A 5/8-inch water meter was previously approved for the Bus Transportation facility. Service for the Bus Transportation facility will be off of Kapule Highway and the applicant will be required to construct said service connection. This leaves approximately 50 gpm (1-inch water meter) to accommodate you irrigation demand.

It will be your responsibility to finalize the water meter size that will adequately serve a particular demand.

If you have any questions, please call Edward Doi at 245-5417.

Sincerely,

Edward Tsuchiyama

for/ Ernest Y.W. Lau
Manager and Chief Engineer

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