Mana Industrial Park

Environmental Impact Statement

Preparation Notice

TMKs: (3) 2-1-12:04, 05, 06, 24 (por.),
25, 26, 69 and 2-1-13:151
South Hilo, Hawai‘i

Prepared for:
State of Hawai‘i
Department of Land and Natural Resources

Prepared by:

PBR HAWAII

May 2006

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PROJECT OVERVIEW

This Environmental Impact Statement Preparation Notice is prepared pursuant to Chapter 343, Hawai‘i Revised Statutes, and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawai‘i. One of the nine “triggers” requiring the preparation of an Environmental Impact Statement is the use of State lands. The proposed project, which provides for the development of an industrial park on State lands and the subsequent issuance of ground leases within the industrial park, is an agency action by the State of Hawai‘i Department of Land and Natural Resources (DLNR), for the implementation of the Mana Industrial Park Master Plan (Figure 1).

The project site is located in an industrial area near the Hilo International Airport and occupies approximately 157 acres of land in South Hilo, Hawai‘i. The majority of the site is vacant, but the site also includes the Jas W. Glover Ltd. (Glover) construction base yard, aggregate sales, concrete and asphalt mixing/batching, and quarry operations; a Meadow Gold milk and juice processing plant; a County of Hawai‘i Department of Parks and Recreation base yard, a warehouse facility, and other mixed industrial uses and vacant lands. Some of the vacant lands were subject to previous quarry operations utilized for the construction of the Hilo International Airport runways.

The Master Plan guides the phased development of a 157-acre master planned industrial park, including the primary infrastructure (roads, water, grading and drainage, power, and telecommunication systems), and the subdivision of individual industrial lots, which will provide much needed industrial space in the Hilo area. The development of the industrial park will also mitigate impacts caused by more than 40 years of quarry operations on the project site.

The Master Plan also provides for a realigned and extended Leilani Street and an extended Lanikaula Street that will provide much needed access to areas beyond the industrial park, including the South Hilo Landfill and future Solid Waste Handling Facilities, the Hilo County Drag Strip, the Hilo County Skeet Range, and primary access to over 2,000 acres of currently inaccessible State and County owned lands.

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Relocated
Foreign Trade
Zone

PHASE II A
(± 37 acs.)

Hilo
International
Airport

Entrance

National Guard
Acquisition

National
Guard

Project Boundary

Armory

Department
of
Hawaiian
Home Lands

Alternate
Lotting Plan for
Lots 39 to 41
- 8 ±1/2 - 1 ac. Lots
- 2 +1 ac. Lots

PHASE II B
(± 20 acs.)

Kekuanaoa Street

Landscape Buffer
(50 ft wide)

New Industrial Park Road

100' Slope &
Drainage Easement

PHASE II C
(± 12 acs.)

Board
of
Water Supply

2-1-12:29
Department of Hawaiian
Home Lands

PHASE I B
(± 80 acs.)

Relocated
12" Waterline

Leilani Street Extension

PHASE I A
(± 8 acs.)

Existing Runway
Protection Zone

34:1
Approach
Surface

Jas Glover
± 41.3 ac

2-1-12:25
Southern Food
(Meadow Gold,
Owner
State)

2-1-12:05
County of Hawaii

2-1-12:26
Railroad
Partners
(Owner
State/DOT)

KANOELEHUA AVENUE

Lanikauila Street

Future Lanikauila Street Extension

Existing Quarry
To Be Expanded
(For Detention Pond)

200' Slope &
Drainage Easement

2-1-25:01
Yamada and Sons
(Owner DHHL)

Avenue

Railroad

L E G E N D

PHASES	APPROX. ACREAGE
I A (Leilani St. Extension)	± 8
I B (Existing Quarry Lots)	± 80
II A (Airport Access/Lots)	± 37
II B (Infill Lots)	± 20
II C (Infill Lots)	± 12

Disclaimer:
The plan has been prepared for general planning purposes only.
It should not be used for boundary interpretations or other spatial analysis beyond the limitations of the data.

Source:
Okahara & Associates, Inc.
State of Hawaii GIS
State Department of Transportation

Master Plan

Mana Industrial Park

Department of Land and Natural Resources — ISLAND OF HAWAII

NORTH — LINEAR SCALE (FEET) 0 100 200 400

PBR HAWAII

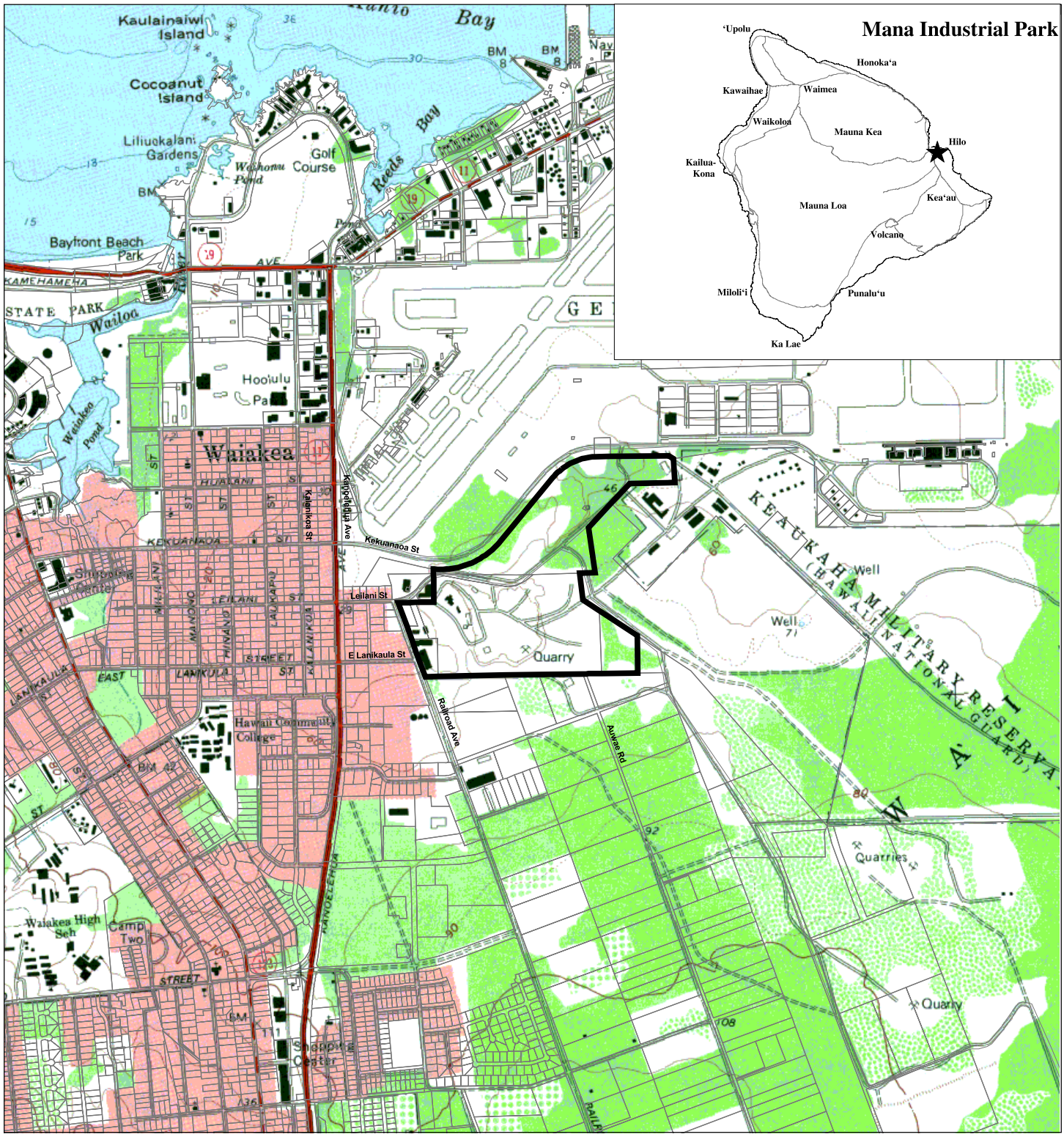
4-21-03

1.0 INTRODUCTION

This Environmental Impact Statement Preparation Notice (EISPN) is prepared pursuant to Chapter 343, Hawai'i Revised Statutes (HRS), and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawai'i. The State of Hawai'i Department of Land and Natural Resources (DLNR) proposes to develop an industrial park within and around the area formerly known as the Mana Quarry. As part of a preliminary feasibility study in 2003, DLNR previously prepared a conceptual master plan for the proposed development, known as the Mana Quarry Master Plan, herein referred to as the Master Plan. The Master Plan guides the phased development of a 157-acre master planned industrial park, including the primary infrastructure (roads, water, grading and drainage, power, and telecommunication systems), and the individual industrial lots.

1.1 SUMMARY

Project Name:	Mana Industrial Park
Location:	South Hilo, Hawai'i (Figure 2)
Judicial District:	South Hilo
Proposing Agency:	State of Hawai'i, Department of Land and Natural Resources
Recorded Fee Owner:	State of Hawai'i, Department of Land and Natural Resources
Tax Map Keys:	TMK (3) 2-1-12:04, 05, 06, 24 (por.), 25, 26, 69 and 2-1-13:151 (Figure 3)
Land Area:	Approximately 157 acres
Existing Use:	Jas W. Glover Ltd. (Glover) construction base yard, aggregate sales, concrete and asphalt mixing/batching, and quarry operations; a Meadow Gold milk and juice processing plant; a County of Hawai'i Department of Parks and Recreation base yard, a multi-tenant warehouse facility, and vacant lands
Proposed Action:	Implement the phased development of a 157-acre industrial park, including the primary infrastructure (roads, water, grading and drainage, power, and telecommunication systems), and the subdivision and leasing of individual industrial lots within the industrial park.
State Land Use District:	Urban (Figure 4)



Legend

Project Boundary

Source:
U.S. Geological Survey

Disclaimer:
This map has been prepared for general planning purposes only.

Figure 2
Regional Location

Mana Industrial Park

Department of Land and Natural Resources

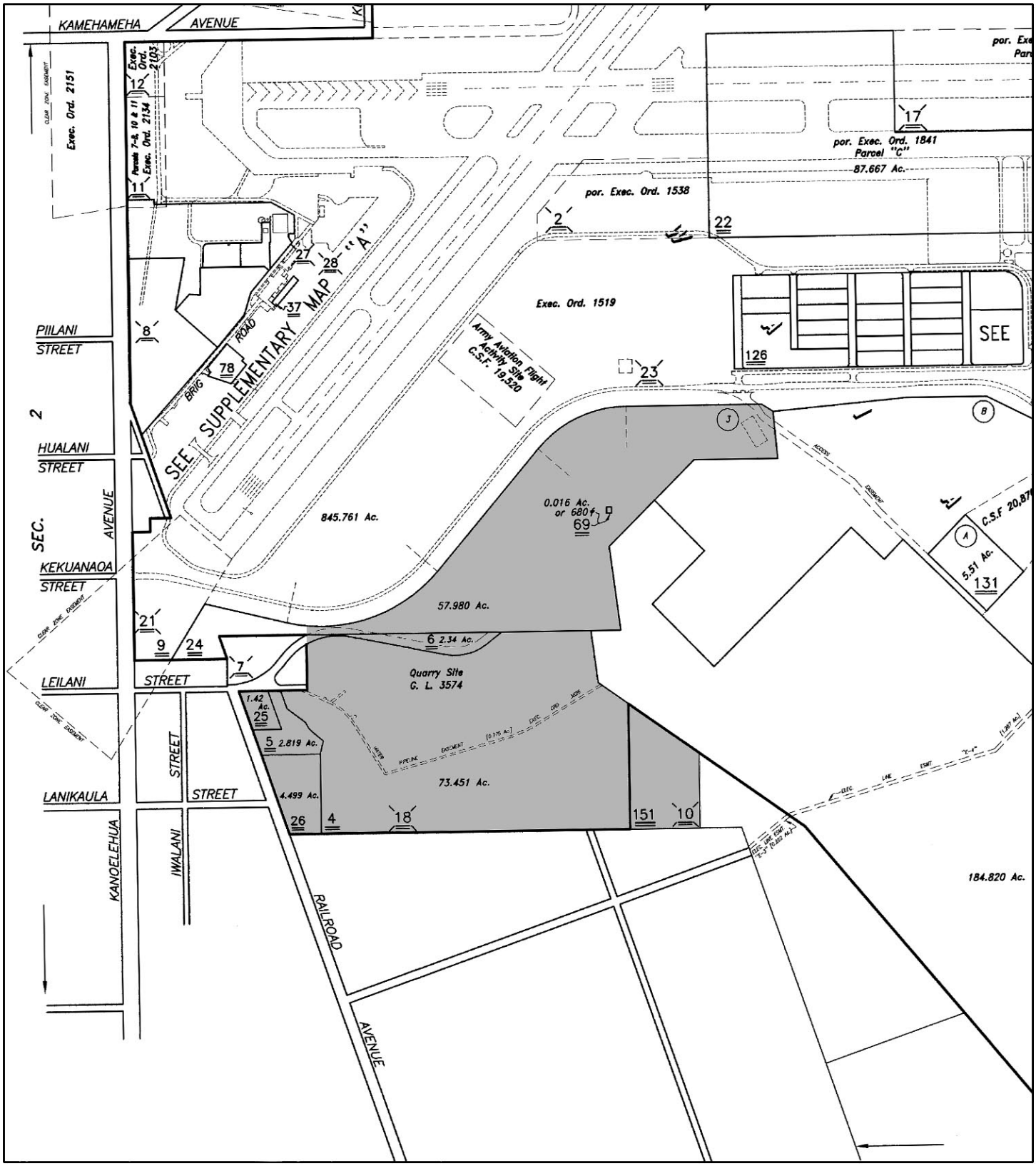
ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)
0 1,000 2,000 4,000

PBR HAWAII

February 2006



Legend

Project Site

Source: Tax Maps (Zone 2, Section 1, Plats 12 & 13)

Disclaimer: This map has been prepared for general planning purposes only.

Figure 3

Tax Map Key

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

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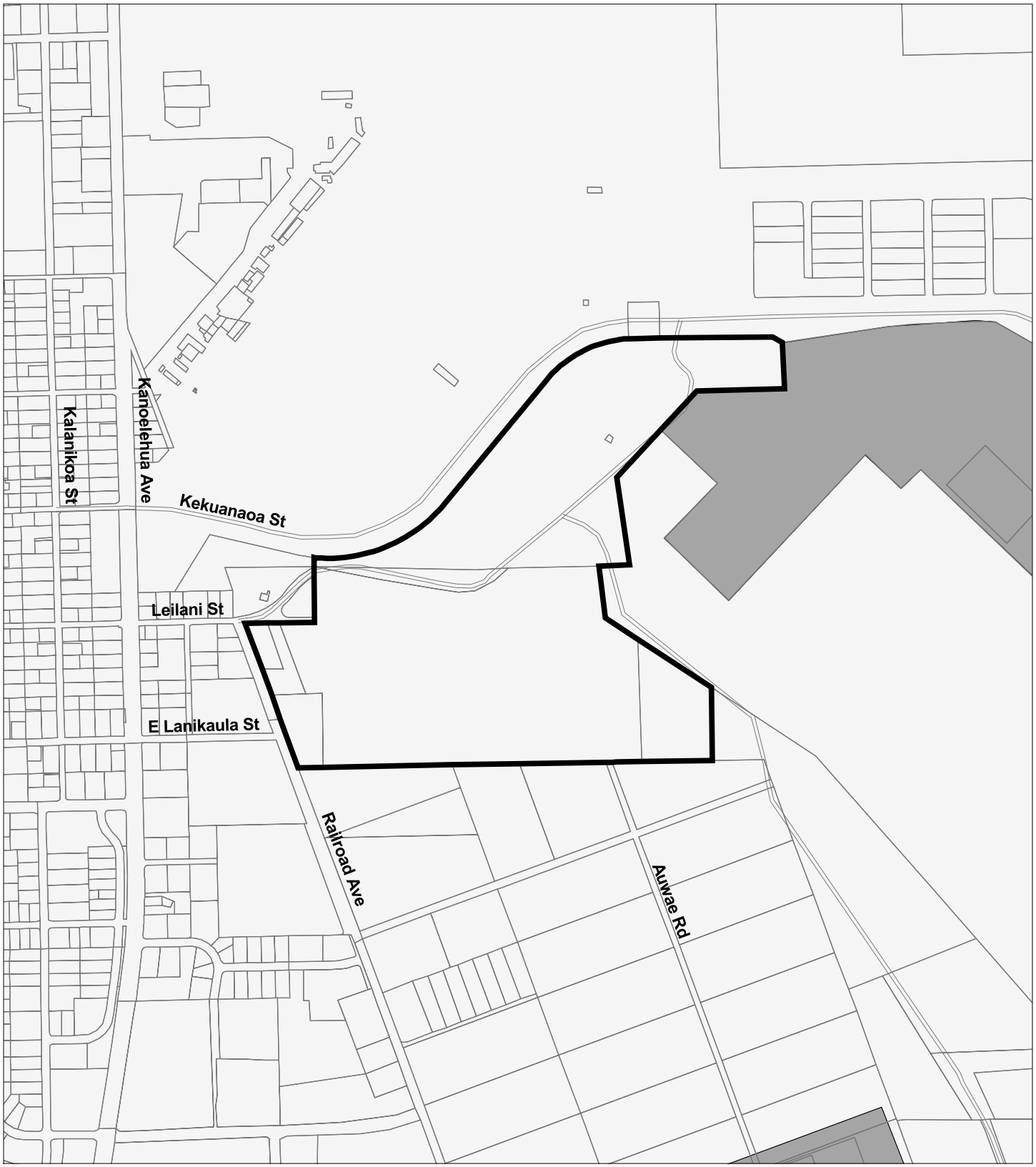

Legend

Project Boundary

Agricultural

Urban

Source: State Land Use Commission (2004)

Disclaimer: This map has been prepared for general planning purposes only.

Figure 4

State Land Use Districts

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

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February 2006

Special Management Area: Not within the SMA (Figure 5)

County Zoning: MG-1a (General Industrial);
ML-1a (Limited Industrial); and
ML-20 (Limited Industrial) (Figure 6).

Accepting Authority: State of Hawai‘i, Department of Land and Natural Resources

Anticipated Determination: The accepting authority has determined that the proposed action requires the preparation of an Environmental Impact Statement, based on the significance criteria set forth in Chapter 200, Title 11, State of Hawai‘i Department of Health.

1.2 IDENTIFICATION OF THE PROPOSING AGENCY

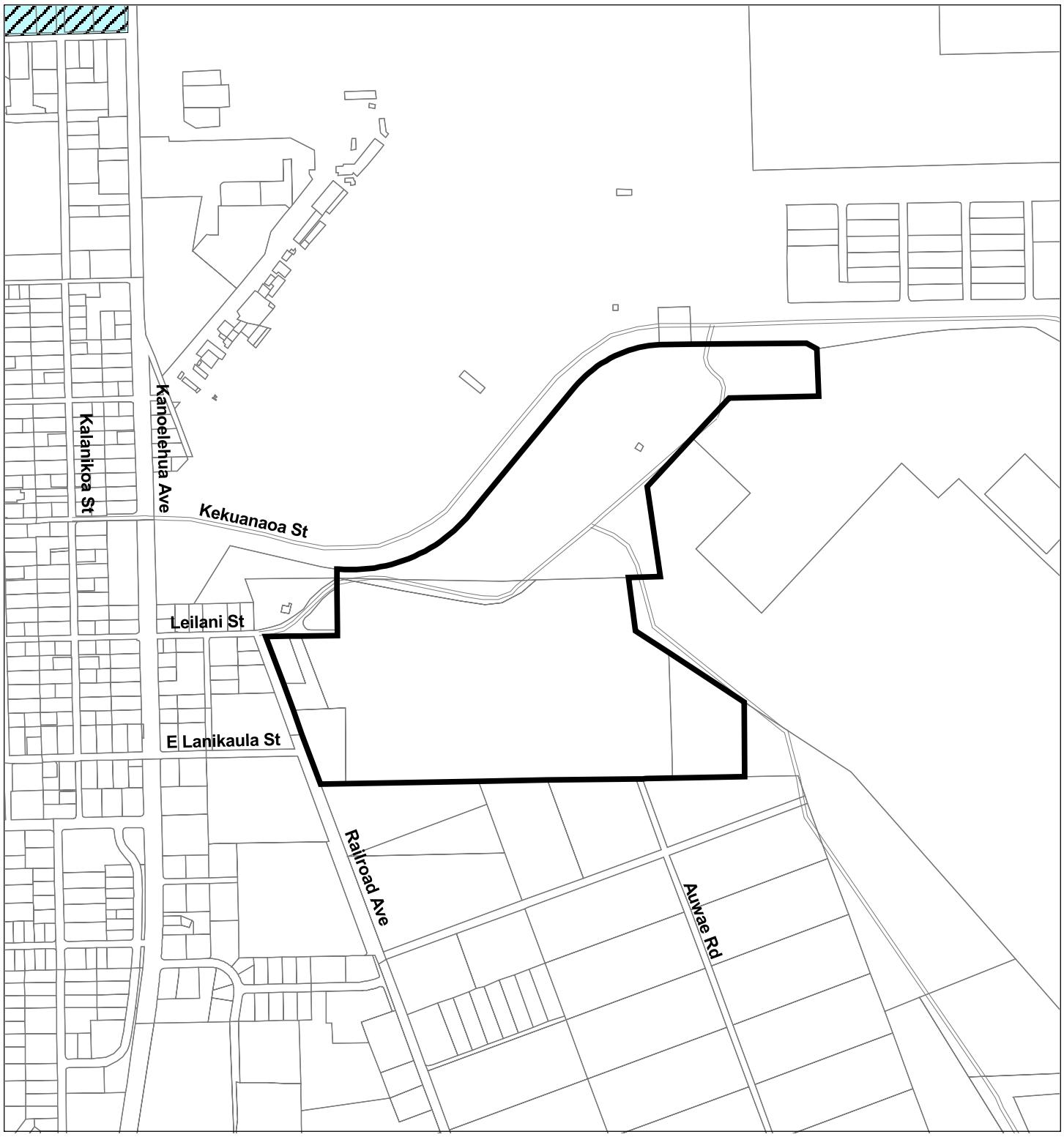
The proposing agency is State of Hawai‘i, Department of Land and Natural Resources (DLNR)

Contact: Keith Chun, Planning and Development Manager
State of Hawai‘i
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawai‘i 96809-0621
Telephone: (808) 587-0440
Fax: (808) 587-0455

1.3 IDENTIFICATION OF ENVIRONMENTAL CONSULTANT

The DLNR’s environmental planning consultant for the Mana Industrial Park is PBR HAWAII.

Contact: Marissa Furfaro
PBR HAWAII
101 Aupuni Street, Suite 310
Hilo, Hawai‘i 96720
Telephone: (808) 961-3333
Fax: (808) 961-4989



Legend

Project Boundary

Special Management Area

Source: County of Hawaii (1998)

Disclaimer: This map has been prepared for general planning purposes only.

Figure 5

Special Management Area

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

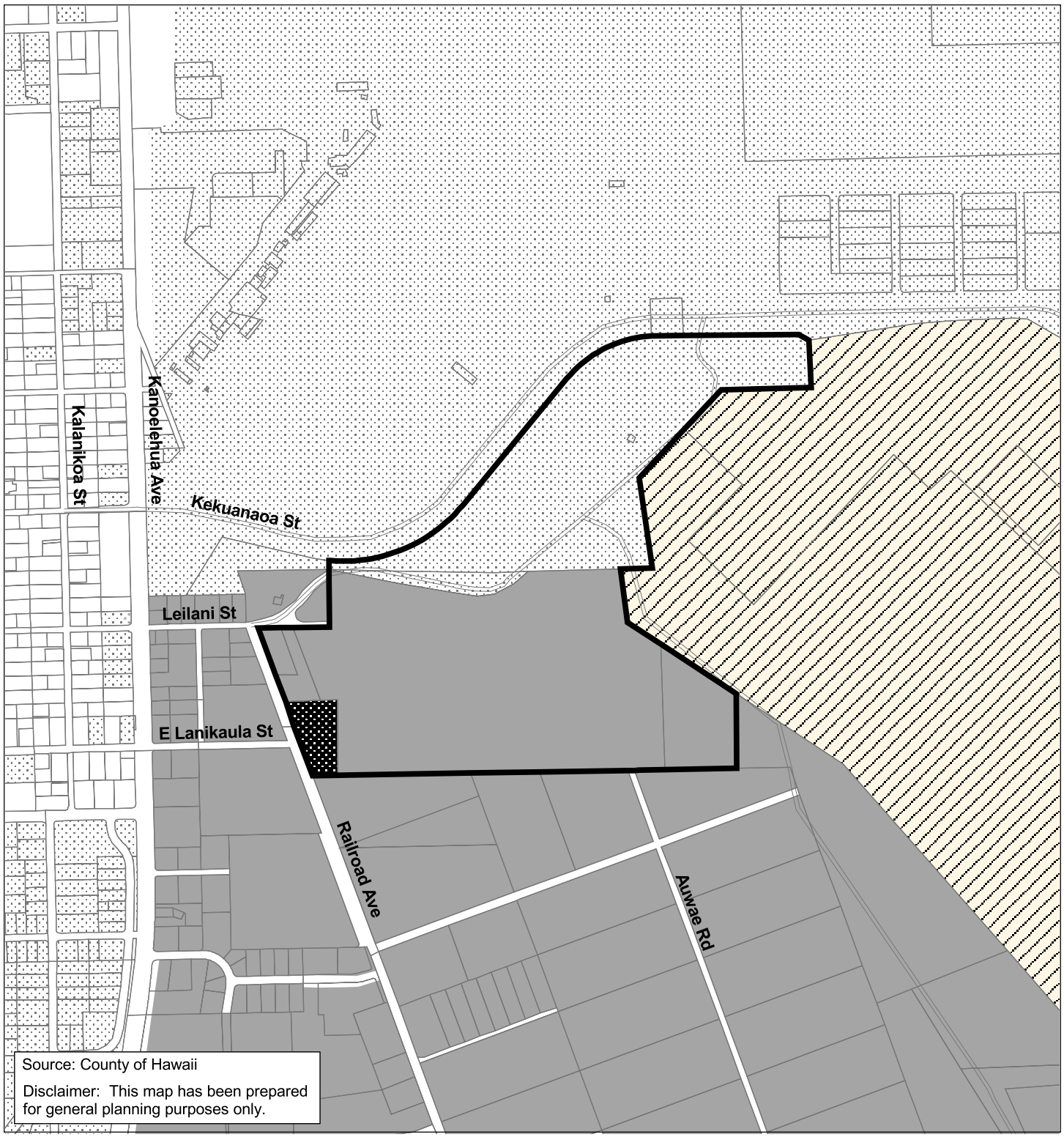
NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

PBR HAWAII

February 2006



Legend

- Project Boundary
- MG-1a General Industrial District
- ML-1a Limited Industrial District
- ML-20 Limited Industrial District
- A-5a Agricultural District

Figure 6
Hawaii County Zoning
Mana Industrial Park

Department of Land and Natural Resources
ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)
0 500 1,000 2,000

PBR HAWAII
February 2006

1.4 IDENTIFICATION OF ACCEPTING AUTHORITY

In accordance with Chapter 343, HRS, the agency proposing the action is responsible for preparing, reviewing, and submitting the EIS. In this instance, the State of Hawai'i Department of Land and Natural Resources is the accepting authority.

Contact: Keith K. Chun, Planning and Development Manager
State of Hawai'i
Department of Land and Natural Resources
Land Division
P.O. Box 621
Honolulu, Hawai'i 96809-0621
Telephone: (808) 587-0440
Fax: (808) 587-0455

1.5 COMPLIANCE WITH STATE OF HAWAI`I AND HAWAI`I COUNTY ENVIRONMENTAL LAWS

This Environmental Impact Statement Preparation Notice (EISPN) is prepared pursuant to Chapter 343, Hawai'i Revised Statutes, and Title 11, Chapter 200, Administrative Rules, Department of Health, State of Hawai'i, as the proposed project involves the use of State lands. The DLNR proposes to develop a 157-acre industrial park in South Hilo, Hawai'i. As part of a preliminary feasibility study in 2003, the DLNR previously prepared a conceptual master plan with a phased development schedule of the primary infrastructure and industrial lots (Figure 1).

1.6 STUDIES TO BE CONDUCTED AND INCLUDED IN THE EIS

A preliminary description of the environment, alternatives considered, potential project impacts, and proposed mitigation measures are provided in this EISPN. The information contained in this report has been developed from master planning efforts, site visits, and technical studies of the property and surrounding area. The following technical studies have been or are currently being prepared and will be included in the Draft EIS: a Botanical Survey, a Faunal Survey, a Cultural Impact Assessment, an Archaeological Inventory Survey, a Traffic Impact Assessment, and Civil Engineering studies.

1.7 IDENTIFICATION OF AGENCIES CONSULTED

In the course of planning for this EISPN, the following agencies (or agency documents) were consulted and/or provided information and comments.

Federal
Federal Emergency Management Agency
U.S. Army Corps of Engineers
U.S. Department of Agriculture, Natural Resources Conservation Service
U.S. Department of Defense, U.S. National Guard
U.S. Geological Survey

State of Hawai‘i
Department of Agriculture
Department of Business Economic Development & Tourism (DBEDT)
    Land Use Commission
    Office of Planning
Department of Hawaiian Home Lands
Department of Health
Department of Transportation
Land Study Bureau

Hawai‘i County
Department of Environmental Management, Wastewater Division
Department of Parks and Recreation
Department of Public Works
Department of Water Supply
Fire Department
Planning Department
Police Department

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2.0 PROJECT DESCRIPTION

This section provides background information and a general description of the proposed Mana Industrial Park and discusses the development timetable and preliminary development costs.

2.1 PROJECT LOCATION

The project site is located in Hilo on the east side of Hawai'i Island (Figure 2). It encompasses approximately 157 acres of land and is bordered by the access road to the Hilo International Airport (Kekūanaō'a Street) to the north, Railroad Avenue with other mixed industrial uses to the west, the South Hilo Landfill, transfer station, and other solid waste handling operations to the southeast, vacant land under the DHHL to the east, and another aggregate sales, concrete and asphalt mixing/batching operations and other mixed industrial uses to the south.

Figure 3 contains a map of the Tax Map Key (TMK) parcels that comprise the project site. The site consists of eight parcels identified by the following Tax Map Key Numbers:

TMK (3) 2-1-12:04, 05, 06, 24 (por.), 25, 26, 69 and
TMK (3) 2-1-13:151

2.2 EXISTING USES

Approximately 40 acres of the 157-acre property are currently under month-to-month a revocable permit to Jas W. Glover Ltd for its construction base yard, aggregate sales, concrete and asphalt mixing/batching and quarry operations. A base yard and facilities for ready mix concrete are located within this area, where crushed aggregate products and asphalt batching operations occur. Other uses on site include the County of Hawai'i Department of Parks and Recreation's 2.8-acre base yard; a road right-of-way to the landfill; a 2-acre deep drilling project site managed by the University of Hawai'i at Hilo Geology Department; a Meadow Gold juice and milk processing plant; mixed industrial uses and vacant land. There are no natural wetland habitats on site although some low spots hold rain water for a short time after significant storms. There is an existing man made drainage retention pond area that was created as a result of quarry excavation below the water table. Photograph 1 is an aerial photo which depicts the existing quarry and some of the surrounding uses.

2.3 SURROUNDING USES

The Yamada & Sons, Inc. aggregate sales, rock crushing, and concrete and asphalt batching operations occur along the southern boundary of the project site. These operations take place on approximately 38 acres of land leased from the DHHL. The County's South Hilo Landfill, transfer station, and other solid waste handling operations are located to the southeast of the project site. Also located nearby are approximately 442 acres of State land that are leased or set

Aerial Photograph

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)

0 200 400 800

PBR HAWAII

February 2006

Source: Air Survey Hawaii

Disclaimer: This map has been prepared for general planning purposes only.

aside to the Hawai‘i Army and Air National Guard that are slated for future expansion. The Hilo International Airport is located to the northeast and other mixed industrial uses are located to the west of the project site.

2.4 PROJECT NEED

According to the *County of Hawaii General Plan* (February 2005), the district of South Hilo has approximately 2,185 acres of industrial zoned lands, which constitutes approximately 36 percent of the island's industrial-zoned lands. Hilo has become the major industrial center on the island because of its proximity to transportation facilities (such as the harbor and airport) and distribution facilities, and its large population.

However, the lack of new industrial areas and the increasing demand over the last 30 years has created a shortage of traditional industrial space in Hilo.

The Kanoelehua Industrial Area (KIA) is adjacent to the project site and is the largest existing concentration of industrial space in Hilo. The KIA was developed by the State of Hawai‘i after the 1960 tidal wave as a relocation area for businesses away from the Hilo Bayfront area. The majority of the industrial lots in the KIA are under leases from the DHHL and DLNR. A number of these leases from DLNR are due to expire in January 2016. However, Chapter 171 of the *Hawaii Revised Statutes* (HRS) restricts any extension of State leases beyond 55 years, thus preventing the extension of any of these leases. In addition, the development of retail and commercial uses such as Prince Kuhio Plaza, Waiākea Center with Wal-Mart, and the recent development of The Home Depot has led to increasing pressure to shift the KIA towards greater retail/commercial oriented uses, further reducing the availability of space for traditional industrial users, including existing industrial tenants facing expiration of their leases.

The Mana Industrial Park would provide much needed new industrial space in Hilo and also address the following industrial needs:[1]

- Serve as a relocation area for existing lessees in the KIA as part of a comprehensive redevelopment program.

- Mitigate the disruption to existing businesses in the KIA upon lease expiration, and provide expansion for new business opportunities.

- Provide new industrial lots served by new roads and utility infrastructure built to current County standards. By comparison, the existing KIA suffers from aging buildings and lack of infrastructure as it is not totally serviced by a wastewater system, and the pavement widths are substandard for trucks and industrial traffic.

[1] The main source of new industrial-zoned properties developed within the limits of the City of Hilo has come in the form of privately-owned, industrial-zoned properties that are typically one (1) acre or less (primarily within an area known as Waiākea House Lots, which is bounded by Kanoelehua Avenue, Kekūanaō‘a Avenue, Lanikaula Street, and Manono Street).

- Provide industrial lots with adequate parking. By comparison, the KIA suffers from severe on-street parking problems since it was developed prior to the County's adoption of current onsite parking requirements

- Provide industrial lots of various sizes to accommodate the needs of a wide range of industrial users. The sizes of the lots in the KIA are typically one (1) acre or less, which does not provide the variety of product for the market, or for the increased demand for larger lots as businesses grow out of their spaces. In addition, current development standards require larger lots due to landscaping, onsite parking requirements and truck maneuvering space.

The Mana Industrial Park will also provide a much needed public road right-of-way that provides direct access to areas beyond the proposed Mana Industrial Park. Currently, the official termination of Leilani Street is near Railroad Avenue; from that point forward, an unofficial, substandard roadway allows continued access beyond Leilani Street across lands that are owned by the State and the County. While this unofficial roadway currently provides access to the County landfill, drag strip facilities, and skeet range, it is inadequate for handling the amount and type of traffic it currently receives, or will receive in the future, with the County's proposed expansion of solid waste handling operations. The proposed project will upgrade and improve access, and accommodate future traffic volumes.

Finally, the mass grading of the site for the proposed industrial park will help to mitigate the potential hazards posed by existing sheer cliffs created by over 40 years of quarry operations on the project site. To avoid the high cost of mass grading for the development of the industrial lots, the DLNR plans to issue a quarry land license for the area between the sheer cliff face of the area previously quarried by Glover and the Hilo International Airport access road. The land license will require the licensee to limit the quarrying activity to a specified post-quarrying grading plan, which will result in a mitigation of the existing sheer cliff faces and a topography suitable for the development of subsequent phases of the Mana Industrial Park. The State will also benefit from possible royalties from the removal of rock instead of mitigating the sheer cliff faces by mass grading at a very high cost.

2.5 DEVELOPMENT TIMETABLE AND PRELIMINARY COSTS

The development of the industrial park will commence following final subdivision approval by the County of Hawai‘i (anticipated in March 2008). The project consists of two phases, each with increments. Figure 1, the Master Plan, depicts the various phases of development.

Proposed Phasing Plan

Phase I will be developed first, covering the realignment and construction of the new Leilani Street Extension together with approximately 88 acres of industrial lots, at which point the existing road to the landfill would be abandoned. Phase I construction will be subject to funding, but should commence by 2008 with completion slated for 2010. Upon completion of the new Leilani Street Extension, a quarry license will be issued for the land between the area formerly quarried by Glover and the Hilo International Airport.

Phase II will develop approximately 69 acres of industrial lots near the Airport Access Road and also see the construction of the New Industrial Park Road connecting the project with the existing Airport Access Road. This portion of Phase II will commence in 2016, following the final stages of quarry operations by Glover at which time Glover will also prepare the land for return to DLNR according to a final grading plan. This phase is estimated to have a 10 to 12 year build-out period.

The timetable, phasing, and number/configuration/size of lots within the total development and foregoing phasing plan may vary due to funding, market conditions and the ultimate final grading plan. DLNR foresees the possibility of the development of lots immediately along the Hilo International Airport access road earlier than stated since the grades in this area will remain fairly consistent with the access road. If available infrastructure allows, these lots immediately adjacent to the airport access road may be developed prior the completion of the quarrying operations of the Phase II areas.

Potential funding for the development of the project and project infrastructure include various federal, state and county sources. DLNR may also seek to develop the infrastructure or various portions of the infrastructure by incorporating improvement requirements as part of new industrial leases or other types of joint venture/development agreements with private developers as may be allowed by Chapter 171, HRS.

Cost Estimates

The cost for Phase I is estimated at $6 million and the cost for Phase II is estimated at $4.5 million. These general cost estimates are based upon preliminary designs and planning conducted in 2003 and are intended for planning purposes only. The costs for installing a 16-inch waterline along Kekūanaō‘a Street and grading the existing quarry are not included in these construction cost estimates. Engineering services for the preparation of plans and specifications are estimated at $650,000. These estimates are subject to change based on final designs and the ultimate phasing or timing of development. The Order-of-Magnitude Cost Estimates will be provided in the Draft EIS.

2.6 SUSTAINABLE BUILDING DESIGN

The Office of Environmental Quality Control (OEQC) issued “Guidelines for Sustainable Building Design in Hawai‘i: A Planner’s Checklist” (OEQC May 1999) and has requested that consideration be made in applying sustainable building techniques to projects. The OEQC Guidelines state, “[a] sustainable building is built to minimize energy use, expense, waste and impact on the environment. It seeks to improve the region’s sustainability by meeting the needs of Hawai‘i’s residents and visitors today without compromising the needs of future generations.”

Techniques from “Guidelines for Sustainable Building Design in Hawai‘i: A Planner’s Checklist” considered in the Master Plan include:

Site Selection:

1. Analyze and assess site characteristics such as vegetation, topography, geology, climate, natural access, solar orientation patterns, water and drainage, and existing utility and transportation infrastructure to determine the appropriate use of the site.

   Discussion: The project site is conveniently located near an industrial area and existing transportation infrastructure (harbor and airport) necessary and desirable for industrial activity. Existing drainage patterns will be incorporated into the design of the industrial park's drainage system.

3. Select a site with short connections to existing municipal infrastructure (sewer lines, water, waste water treatment plant, roads, gas, electricity, telephone, data communication lines and services). Select a site close to mass transportation, bicycle routes and pedestrian access.

   Discussion: Existing sewer lines, water lines and power distribution are located in close proximity to the project site. Some of these lines would be reconfigured to work with the proposed roadway construction and realignment.

Site Preparation and Design:

6. Minimize the disruption of site drainage patterns. Provide erosion and dust controls, positive site drainage, and siltation basins as required to protect the site during and after construction, especially, in the event of a major storm.

   Discussion: In order to maintain the current site drainage patterns, a series of drywells, culverts, ditches, and swales will be utilized.

3.0 LAND USE CONFORMANCE

The processing of various permits and approvals are prerequisites to the implementation of the Master Plan. Relevant State of Hawai‘i and Hawai‘i County land use plans, policies, and ordinances are described below.

3.1 STATE OF HAWAI‘I

3.1.1 Chapter 343, Hawai‘i Revised Statutes

Compliance with Chapter 343, HRS is required as described earlier in Section 1.6.

3.1.2 State Land Use Law, Chapter 205, Hawai‘i Revised Statutes

The State Land Use Law (Chapter 205, HRS), establishes the State Land Use Commission (LUC) and provides this body the authority to designate all lands in the State into one of four districts: Urban, Rural, Agricultural, or Conservation. These districts are defined and mapped by the State Land Use Commission in order to ensure compatibility with neighboring land uses and protection of public health.

The existing State Land Use District for the project site is Urban (Figure 4). Industrial activity is a permitted use within the State Land Use Urban District.

3.1.3 Coastal Zone Management Act, Chapter 205A, Hawai‘i Revised Statutes

The Coastal Zone Management Area as defined in Chapter 205A, HRS, includes all the lands of the State. As such, the proposed industrial park is within the Coastal Zone Management Area, however, it is not located along a shoreline.

The project site is located outside the Special Management Area (SMA) (Figure 5). The SMA is the area extending inland from the shoreline that has been designated for special protection to help preserve coastal resources. The County must approve any development within the SMA and a permit issued depending upon the type of development. The proposed industrial park is outside of the SMA and thus, will not require a SMA Permit.

The relevant objectives and policies of the Hawai‘i Coastal Zone Management (CZM) Program pertaining to the proposed Mana Industrial Park along with a more detailed discussion of how the project conforms to these objectives and policies, will be included in the Draft EIS.

3.1.4 Hawai‘i State Plan, Chapter 226, Hawai‘i Revised Statues

The Hawai‘i State Plan (Chapter 226, HRS) establishes a set of goals, objectives and policies that serve as long-range guidelines for the growth and development of the State. The State Plan is divided into three parts: Part I (Overall Theme, Goals, Objectives and Policies); Part II (Planning, Coordination and Implementation); and Part III (Priority Guidelines). Part II elements pertain primarily to the administrative structure and implementation process of the State Plan. As such, comments regarding the applicability of Part II to the proposed industrial park are not appropriate. The sections of the State Plan directly applicable to the proposed industrial park, along with a discussion of how the project conforms to the State Plan, will be included in the Draft EIS.

3.1.5 State Functional Plans

The Hawai‘i State Plan directs State agencies to prepare functional plans for their respective program areas. There are 13 State functional plans that serve as the primary implementing vehicle for the goals, objectives, and policies of the Hawai‘i State Plan. The functional plans applicable to the proposed industrial park, along with each plan’s applicable objectives, policies, and actions will be discussed in the Draft EIS.

3.2 COUNTY OF HAWAI`I

3.2.1 County of Hawai‘i General Plan

The County of Hawai‘i General Plan is a policy document that is intended to help guide development for the enhancement and improvement of life on Hawai‘i Island. The document provides the County’s vision for Hawai‘i Island and establishes the strategies to help achieve that vision.

According to the *County of Hawaii General Plan* (February 2005), the entire project area is designated as “Industrial.” The land uses proposed in the Master Plan and EIS are consistent with this designation. Goals, objectives, and policies from the general plan relevant to the proposed industrial park will be discussed in the Draft EIS.

3.2.2 Hawai‘i County Zoning

Similar to the State Land Use Districts, the Hawai‘i County Code (County Code) regulates the type and location of development permitted on the island. The County Code provides more detailed land use classifications than the State Land Use Districts and County designations are more specific in terms of describing permitted land uses. For example, there are residential, resort, agricultural, commercial, industrial, open, planned unit development, cluster plan development, ‘ohana dwellings, project districts, agricultural project districts, and special

districts, many of which have subcategories based on a variety of development standards such as permitted lot size or structures.

The existing Hawai‘i County zoning for the proposed industrial park all falls under Industrial (Figure 6); Industrial zones have the following subcategories:

- **General Industrial (MG-1a)**
  Areas designated for uses that are generally considered to be offensive and noxious, making it necessary to separate these uses from residential and other incompatible uses. Minimum lot size is one (1) acre.

- **Limited Industrial (ML-1a and ML-20)**
  Areas for business and industrial uses that are generally in support of, but not necessarily too compatible with those permissible activities and uses in other commercial districts. Minimum lot sizes for ML-1a and ML-20 are one (1) acre and 20,000 square feet, respectively.

3.3 APPROVALS AND PERMITS

A listing of anticipated permits and approvals required for the proposed project is presented below.

Permit/Approval	**Responsible Agency**
Chapter 343, HRS compliance	State DLNR
National Pollutant Discharge Elimination System (NPDES)	State Department of Health
Grading/Building Permits	County Department of Public Works
Subdivision Approval	County Planning Department

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4.0 DESCRIPTION OF THE AFFECTED NATURAL ENVIRONMENT, POTENTIAL IMPACTS OF THE PROPOSED ACTION, AND MITIGATION MEASURES

This section describes the existing conditions of the physical or natural environment, potential impacts of the proposed industrial park on the environment, and mitigation measures to minimize any impacts.

4.1 CLIMATE

Existing Conditions

The climate of Hawai‘i Island is influenced by its geologic features; the island is dominated by Mauna Loa (13,653 foot summit elevation) and Mauna Kea (13,796 foot summit elevation). The annual rainfall in Hilo averages 128 inches with an average high temperature of 81 degrees Fahrenheit and an average low temperature of 66 degrees Fahrenheit (NOAA, 2005).

The tradewinds near the project site are generally more persistent during the summer than in the winter, with stronger winds in the afternoon. The wind pattern for all Hawaiian Islands generally blows in a northeasterly direction. The wind pattern for Hawai‘i Island is further influenced by the local mountains, namely Mauna Loa volcano. In the early morning, the prevailing wind pattern pushes out towards the ocean, and in the afternoon, the winds blow from the ocean towards the island (Juvick, 1998).

Potential Impacts and Mitigation Measures

The proposed industrial park is not expected to have an impact on climatic conditions and no mitigation measures are planned.

4.2 GEOLOGY AND TOPOGRAPHY

The project site is located on lava flows of Mauna Loa Volcano, part of the youngest flows that were present when Polynesian voyagers discovered Hawai‘i at about A.D. 400. These types of flows are often discontinuous ash deposits (USGS, 1996). The subject area ranges in elevation from approximately 8 feet to 78 feet, with variable slopes resulting from the quarry operations.

Potential Impacts and Mitigation Measures

The proposed industrial park is not expected to have an effect on geologic conditions; therefore no mitigation measures are planned.

The proposed improvements will involve grading and excavation activities to stabilize the steep slopes caused by quarry operations. When the industrial lots are eventually developed, there is a potential for increased erosion and runoff due to the increase in impervious surface area. Cumulative impacts are anticipated as a result of increased runoff from the proposed industrial lots; these impacts will be addressed in the Draft EIS. All earthwork will be conducted in accordance with Chapter 10 of the Hawai'i County Code, relating to erosion and sedimentation control.

4.3 SOILS

There are three soil suitability studies prepared for lands in Hawai'i whose principal focus has been to describe the physical attributes of land and the relative productivity of different land types for agricultural production. These are: 1) the U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Soil Survey; 2) the University of Hawai'i Land Study Bureau (LSB) Detailed Land Classification; and 3) the State Department of Agriculture's Agricultural Lands of Importance to the State of Hawai'i (ALISH).

NRCS Soil Survey

The NRCS Soil Survey shows that a very small portion of the project site contains Keaukaha extremely rocky muck (rKFD), while Papai extremely stony muck (rPAE) dominates the project site (Figure 7). Approximately four acres of the site are characterized by the Keaukaha soils and approximately 140.5 acres are characterized by the Papai soils.

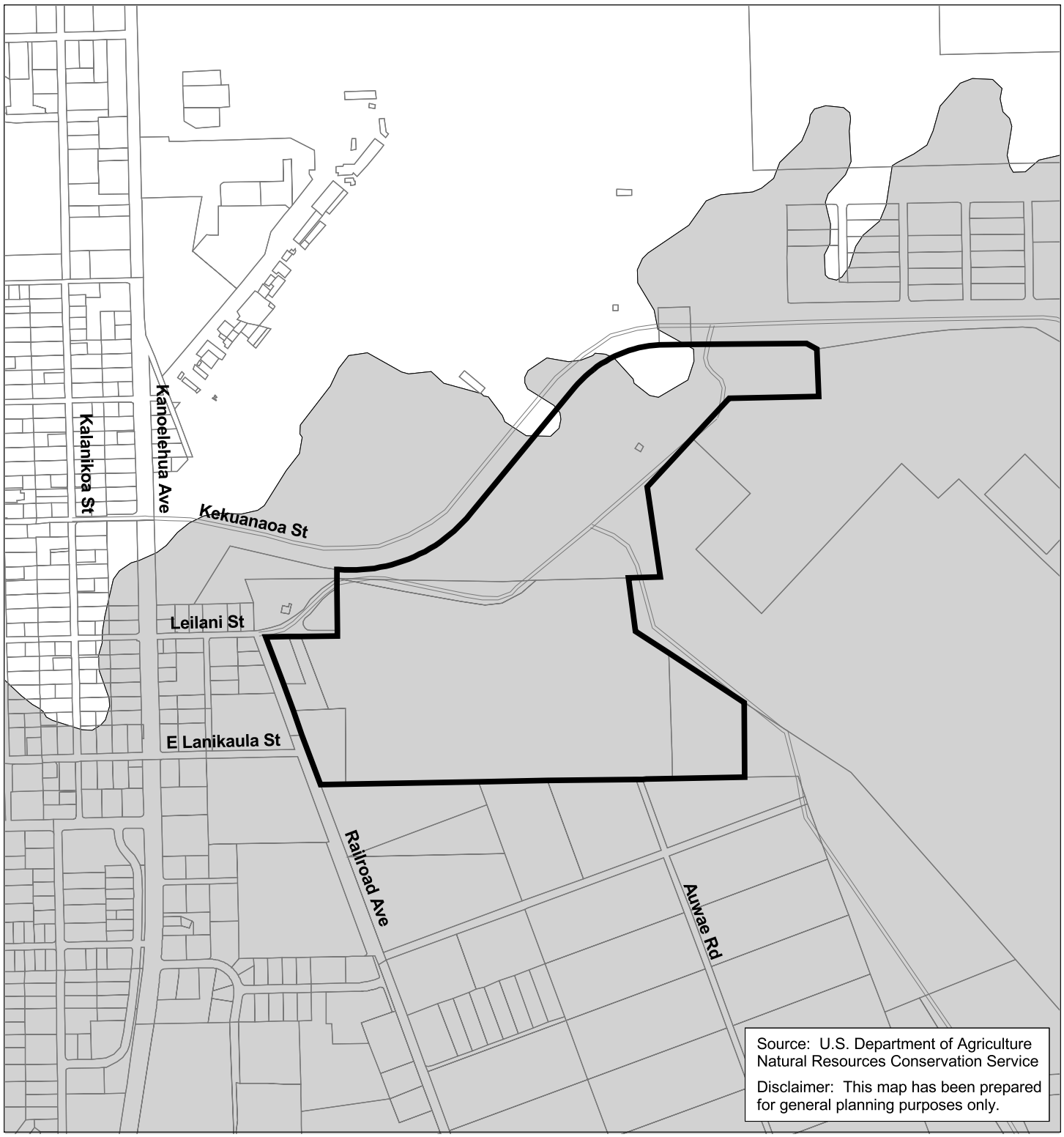
The NRCS Land Capability Grouping, rates soil types according to eight levels, ranging from the highest classification level, I, to the lowest level, VIII. The majority of the site's soils are considered Class VII. These soils have severe limitations that make them unsuitable for cultivation and restrict their use largely to pasture or range, woodland, or wildlife habitat.

Land Study Bureau Detailed Land Classification

The University of Hawai'i Land Study Bureau document titled *Detailed Land Classification, Island of Hawai'i* does not classify the land of the proposed industrial park because it falls within an urban area (Figure 8). Urban zones are not rated for agricultural productivity. Further, the project site is not used for agricultural production.

Agricultural Lands of Importance to the State of Hawai'i

The State of Hawai'i Department of Agriculture's Agricultural Lands of Importance to the State of Hawai'i (ALISH) system of defining agricultural suitability classifies 44.7 acres of the proposed industrial park as "Other Agricultural Land" and 99.9 acres as "Unclassified" (Figure 9).



Legend

- Project Boundary
- rKFD: Keaukaha Extremely Rocky Muck, 6-20% Slopes
- rPAE: Papai Extremely Stony Muck, 3-25% Slopes

Figure 7

Natural Resources Conservation Service
Soil Survey Map

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

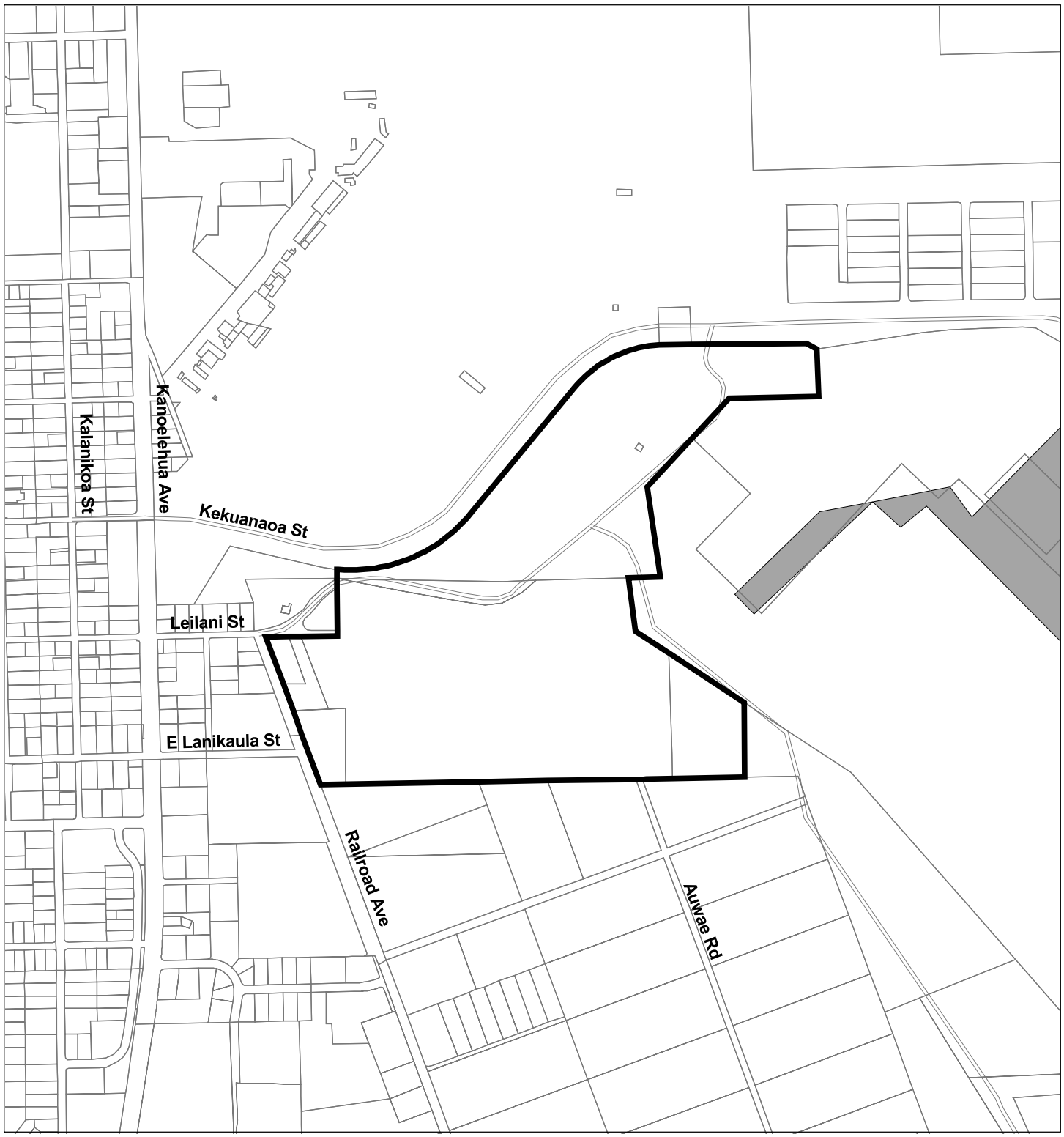
NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

PBR HAWAII

February 2006



Legend

Project Boundary

E (Very Poor)

Unclassified Land

Source: Land Study Bureau (1967)

Disclaimer: This map has been prepared for general planning purposes only.

Figure 8

Land Study Bureau
Agricultural Classifications

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

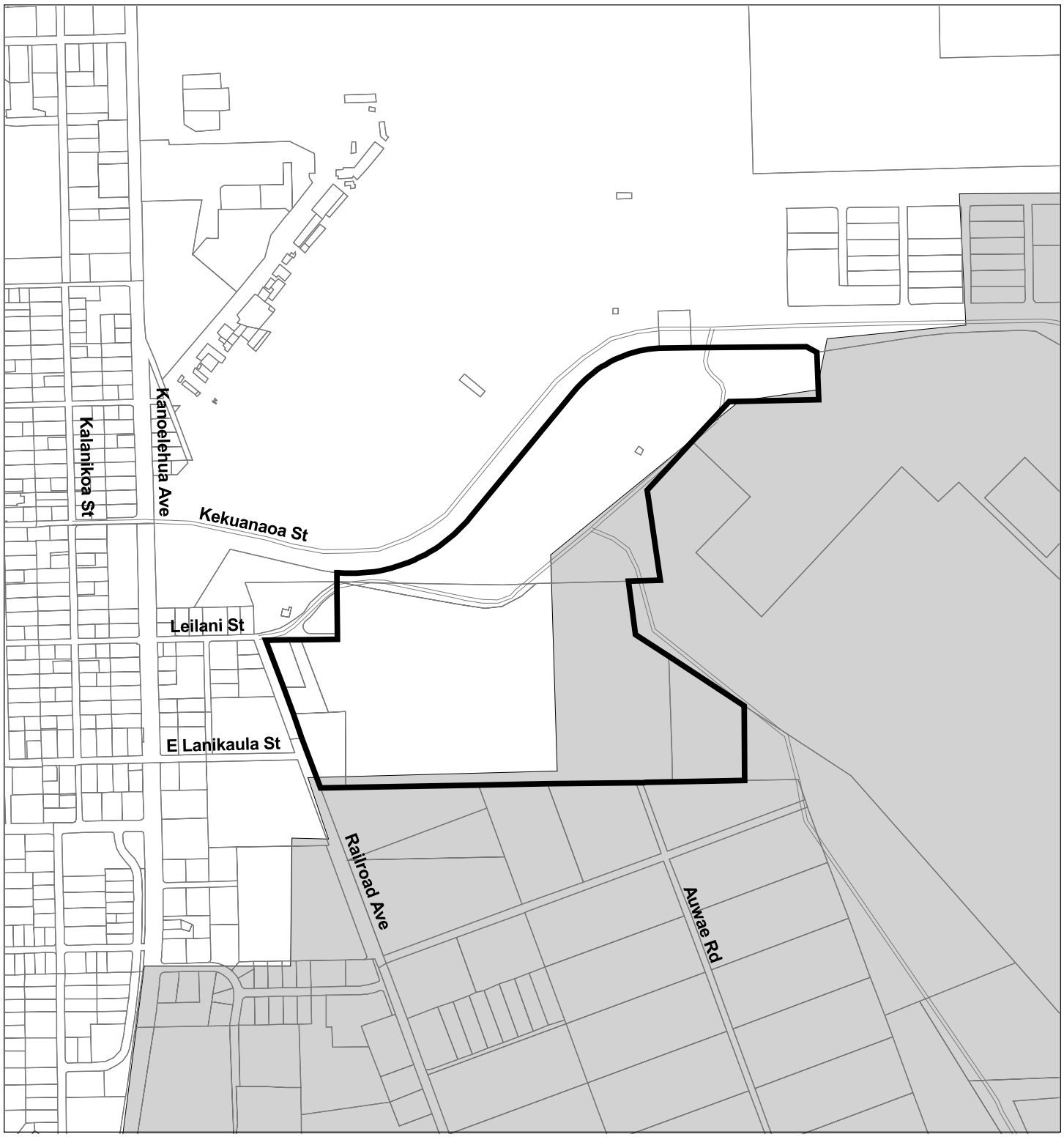
NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

PBR HAWAII

February 2006



Legend

- Project Boundary
- Other Agricultural Land
- Unclassified Land

Source: State of Hawaii Department of Agriculture

Disclaimer: This map has been prepared for general planning purposes only.

Figure 9

Agricultural Lands of Importance to the State of Hawaii (ALISH)

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

PBR HAWAII

February 2006

Potential Impacts and Mitigation Measures

Impacts to the soils of the site include the potential for soil erosion and the generation of dust during construction. A more detailed discussion of the three soil suitability studies will be included in the Draft EIS.

Land-disturbing activities include removal of existing vegetation (clearing and grubbing) and grading. The project's grading plan will try to achieve a balanced cut and fill situation in order to minimize the disturbances to the project site's topography and soils as much as practicable. As typically required by the grading and construction work of projects greater than one (1) acre in size, a National Pollutant Discharge Elimination System (NPDES) Notice of General Permit Coverage (NGPC) for Storm Water Associated with Construction Activity will be required.

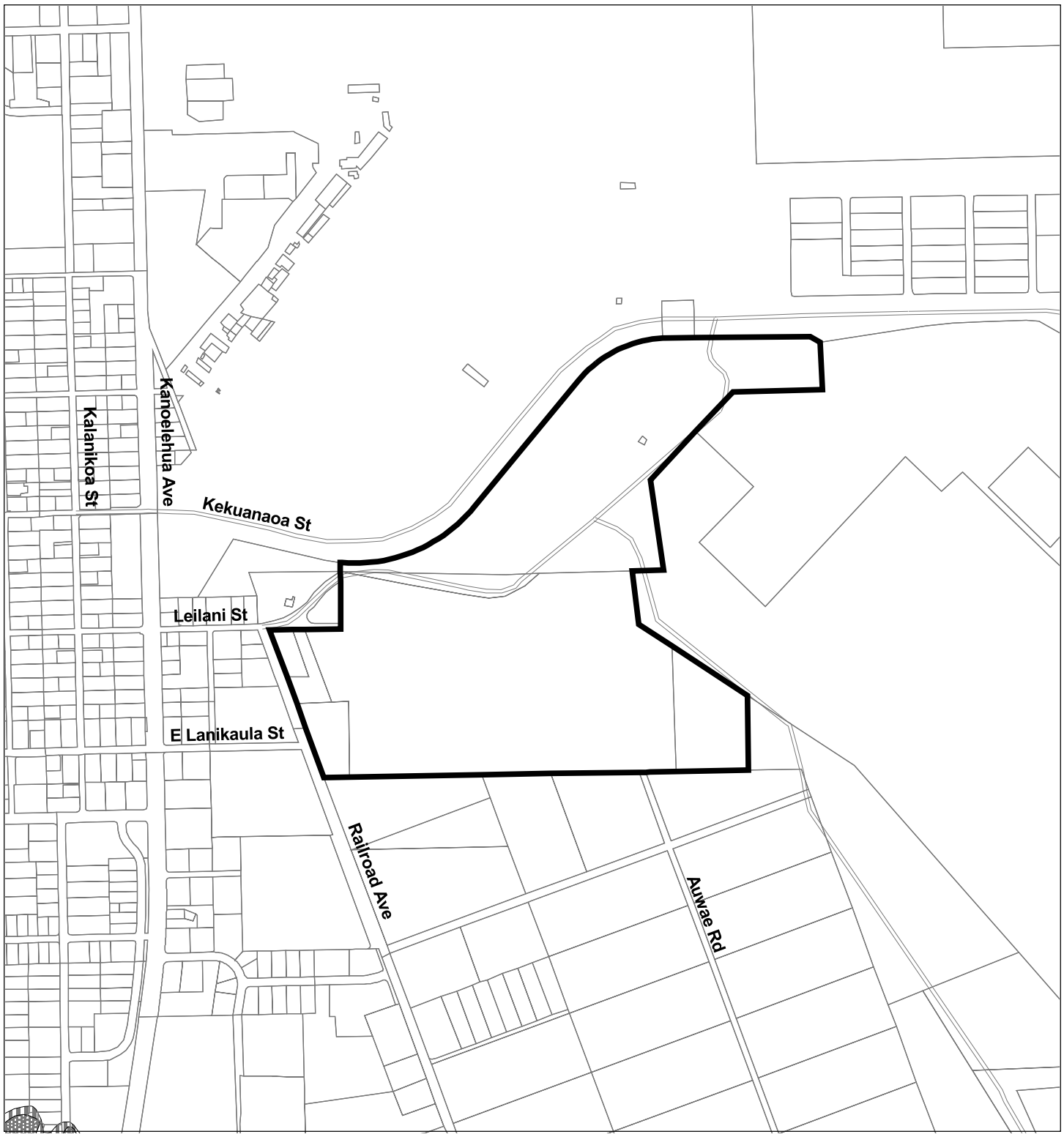
During grading work and all other construction activities involving soil disturbance, best management practices will be followed to minimize erosion of soil and the discharge of other pollutants from the proposed industrial park. Short- and long-term impacts from construction activities will unavoidably occur and will be addressed in the forthcoming Draft EIS.

4.4 NATURAL HAZARDS

Potential natural hazards to which the property could be subjected to are earthquakes, volcanic eruptions, and flooding. The volcanic hazard zone map for Hawai'i Island divides the island into zones ranked from 1 through 9 (with 1 being the area of greatest hazard and 9 being the area of least hazard) based on probability of coverage by lava flows. According to this map, all of Hilo, including the project site, is within Zone 3. The project site is relatively free from flood hazards and coastal restrictions. It is located outside the 100-year floodplain (Zone X) according to the Flood Insurance Rate Map (FIRM) (Figure 10). The project site is also outside of the tsunami evacuation zone, although there is an emergency evacuation route that runs through the adjacent airport property. The proposed industrial park is also located *mauka* of the Special Management Area (SMA) (Figure 5) and therefore will not require an SMA permit for development. The project site is not located in an environmentally sensitive zone.

Potential Impacts and Mitigation Measures

The proposed industrial park will not exacerbate any natural hazard conditions, therefore no mitigation measures are proposed.



Legend

- Project Boundary
- Floodway in Zone A
- Zone A: 100-Year Floodplain
- Zone X: 500-Year Floodplain
- Outside Floodplain

Source: Federal Emergency Management Agency

Disclaimer: This map has been prepared for general planning purposes only.

Figure 10

Flood Insurance Rate Map (FIRM)

Mana Industrial Park

Department of Land and Natural Resources

ISLAND OF HAWAI'I

NORTH

LINEAR SCALE (FEET)

0 500 1,000 2,000

PBR HAWAII

February 2006

4.5 FLORA AND FAUNA

A flora and fauna survey was conducted by Geometrician & Associates and Rana Productions during February and March of 2006. The vegetation can be described as a mixture of post-agricultural fallow vegetation (mixed alien shrubland and grassland and alien-dominated forest with relatively few native plants) with remnant lowland *ʻōhiʻa* forest (Gagne and Cuddihy 1990). The specific subject property appears to have a history of extensive surface disturbance. Highly invasive alien trees such as melochia (*Melochia umbellata*), bingabing (*Macaranga mappa*), gunpowder tree (*Trema orientalis*) and melastoma (*Melastoma candidum*) dominate the property. Some remnant individual plants of the dominant species in the former native forest are still present, including *ʻōhiʻa* (*Metrosideros polymorpha*) and *hala* (*Pandanus odoratissimus*). Due to the highly disturbed nature of the vegetation and the industrial activities, substantial populations of native forest birds are not expected. Fauna present in the area appear to consist of alien birds and feral mammals.

Potential Impacts and Mitigation Measures

The Draft EIS will include the findings of a biological survey of the property, including impacts and mitigation measures, if any are necessary.

5.0 ASSESSMENT OF EXISTING HUMAN ENVIRONMENT, POTENTIAL IMPACTS AND MITIGATION MEASURES

This section describes the existing conditions of the human environment, potential impacts of the proposed industrial park on it, and mitigation measures to minimize any impacts.

5.1 CULTURAL, ARCHAEOLOGICAL, AND HISTORIC RESOURCES

Cultural Resources

The project is situated in the Pana‘ewa forest, a place of legend associated with Pele and Hi‘iaka. After establishing her home in Halema‘uma‘u Crater, Pele planted her *pāoa* (divining rod) in Waiākea, and it grew into the Pana‘ewa forest. Hi‘iaka chose to take the inland route through Pana‘ewa on her epic journey to Kaua‘i, taking the trail that leads through the forest instead of around it. There Hi‘iaka met, fought, and defeated the *mo‘o* (lizard) Pana‘ewa. That trail is nearby, but does not cross, the project area. The portion of the Pana‘ewa forest in the project area is cut off entirely from the rest of the forest by the quarry, the airport, and the Keaukaha Military Reservation. There are no land alterations associated with pre-military activity in the project area.

Archaeological and Historic Resources

A field survey of the 157-acre project area has been completed. Approximately 110 acres (70%) of surface area has been modified. Military activity associated with the development, use, and abandonment of the Naval Air Station at General Lyman Field, and subsequent expansion of the Glover quarry and industrial and scientific research applications, account for all land modifications within the project area. Military activity specific to the project area includes: a cesspool, a road network, a runway, a warehouse and other “warehouse area” related functions.

Potential Impacts and Mitigation Measures

Scientific Consultant Services, Inc. is compiling a Cultural Impact Assessment and an Archaeological Inventory Survey of the project. Investigations continue with analysis of the physical remains of the military features. Upcoming investigations will also include discussions with military personnel, and community members to assess the current understanding and concerns for cultural resources. The Draft EIS will include the findings, impacts and mitigation measures of these reports, if any are necessary.

5.2 ROADWAYS AND TRAFFIC

Existing Conditions

The existing primary access to the site is via Leilani Street. As stated in Section 2.4, Leilani Street east of Railroad Avenue is not an official roadway; it is not claimed by either the State or the County although it passes through lands owned by the State and County. The *Construction and Operation of the East Hawaii Regional Sort Station Final EIS* (February 2004) stated that this section of the roadway (east of Railroad Avenue) is currently inadequate to handle the type and amount of existing traffic.

Potential Impacts and Mitigation Measures

After completion of all phases of development, the proposed industrial park will have three main access points via the Leilani Street Realignment and Extension, the Lanikaula Street Extension and the New Industrial Park Road that will connect with the existing Airport Access Road (Figure 1).

Access to Kanoelehua Avenue via Leilani Street may be impacted as a result of the proposed industrial park. However, it is anticipated that the traffic load from Phase I of the industrial park can be handled without improvements to Leilani Street. Upon development of Phase II of the industrial park, additional connections to the Airport Access Road via the New Industrial Park Road and the Lanikaula Street Extension should provide adequate relief to ambient traffic. It is anticipated that the future connection to the Airport Access Road will alleviate congestion at the intersection of Leilani Street and Kanoelehua Avenue.

The Traffic Management Consultant was contracted to prepare a Traffic Impact Analysis Report (TIAR) for the project. A detailed discussion of the traffic analysis and recommendations regarding the future conditions of within and around the proposed industrial park will be included in the Draft EIS.

5.3 NOISE

Noise levels on and around the project site are currently high, with daytime noise levels especially higher due to machinery and vehicles, associated quarrying operations and the neighboring landfill. The adjacent Hilo International Airport also contributes to noise levels, as do the existing industrial uses adjacent to the project site as well as a skeet range and the Hawai‘i Air and Army National Guard site. The traffic along the intersections of Leilani Street/Railroad Avenue and Leilani Street/Kanoelehua Avenue also contributes to the high noise levels in the project area.

Potential Impacts and Mitigation Measures

Resultant noise from the proposed industrial park will be similar to the noise generated by existing uses in the project area. The area has a long history of industrial activity, and the proposed industrial park is not expected to have a negative impact on noise levels in the area.

5.4 AIR QUALITY

Air quality in the project area is currently impacted by fugitive dust and carbon monoxide generated by existing quarry and landfill operations, including heavy truck traffic. The air quality is also affected by ambient vehicular traffic, aircraft traffic associated with the Hilo International Airport, and occasional volcanic eruptions of Kīlauea Volcano. There is limited air quality data available for the area from the State Department of Health (DOH); however, such data indicates that pollutant concentrations are well within the State and Federal air quality standards.

Potential Impacts and Mitigation Measures

Short-term impacts from fugitive dust will likely occur during the construction phase of the project. Exhaust emissions from stationary and mobile construction equipment as well as vehicular traffic may occur to a lesser extent. Proposed grading activities will occur in proximity to existing industrial businesses and major thoroughfares, posing potential impacts from dust. Dust and debris control measures will be implemented during all phases of development, especially during construction.

Long-term impacts from increased motor vehicle traffic on project roadways may potentially cause long-term impacts on ambient air quality in the project vicinity. Motor vehicles with gasoline-powered engines are significant sources of carbon monoxide that emit nitrogen oxides and other contaminants. However, federal air pollution control requirements regulate and restrict the emissions from vehicles, therefore additional traffic generated by the project is not expected to significantly impact the ambient air quality. A more detailed discussion of short- and long-term impacts to air quality will be addressed in the forthcoming Draft EIS.

5.5 VISUAL RESOURCES

As the project site is located in a major industrial area, there are no significant visual resources within the site. Roads, quarries, base yards, other industrial facilities, and the Hilo International Airport currently surround the site.

Potential Impacts and Mitigation Measures

The proposed industrial park will be compatible with the industrial nature of the project area. Industrial facilities similar to those currently existing near the project site will be developed as part of a master planned industrial park.

5.6 SOCIAL CHARACTERISTICS AND ECONOMIC CHARACTERISTICS

The economy of East Hawai‘i is dominated by the educational, healthcare, and social service sectors (25.7%); other significant segments include retail trade (12.7%), arts, entertainment, recreation, accommodation and food services (10.6%), and public administration (9.1%) (U.S. Census, 2000).

The 2000 Census reported the population of Hawai‘i County at 148,677. According to the data for the Hilo Census Designated Place (CDP), the population for that region was 40,759, making Hilo home to the largest resident population on the island (27.4%). Table 1 compares the population of Hawai‘i County as a whole to the Hilo CDP. In general, the Hilo CDP population has a slightly larger group of residents who are aged 65 or older, has a racial mix with proportionately more Asians and Native Hawaiians and Other Pacific Islanders, a fairly even proportion of household types, and a slightly lower housing vacancy rate (see Table 2).

According to the 2000 Census data, median household income for the Hilo CDP was $39,139, which is comparable to the median household income of $39,805 for Hawai‘i County.

Potential Impacts and Mitigation Measures

No impacts on the population and the housing inventory in Hilo are anticipated as the proposed project is not a residential construction project. The proposed project will add approximately 105 acres of *new* industrial lots to the inventory of industrial property in Hilo (this number excludes the existing industrial acreage of lots 23, 24, 25 on the Master Plan and the final acreage that Glover will maintain for their operations). This will increase the number of workers in the wholesale, trade, and service industries.

Table 1: Demographic Characteristics: 2000

Subject	Hilo CDP		Hawai'i County	
	Number	Percent	Number	Percent
Total Population	40,759	100.00	148,677	100.00
AGE				
Under 5 years	2,301	5.6	9,130	6.1
5 – 19 years	9,143	22.4	33,690	22.7
20 – 64 years	22,492	55.2	85,738	57.6
65 years and over	6,823	16.8	20,119	13.5
Median Age (years)	38.6		38.6	
RACE (alone or in combination with one or more races)				
White	15,764	38.7	77,477	52.1
Black or African American	471	1.2	1,789	1.2
American Indian and Alaska Native	1,078	2.6	4,847	3.3
Asian	25,172	61.8	70,921	47.7
Native Hawaiian and other Pacific Islander	13,922	34.2	46,111	31.0
Other	1,769	4.3	7,271	4.9
HOUSEHOLD (By type)				
Total Households			52,985	100.0
Family Households (families)	10,105	69.3	36,903	69.6
With own children under 18 years	4,462	30.6	17,072	32.2
Married-couple family	7,073	48.5	26,828	50.6
With own children under 18 years	2,846	19.5	11,302	21.3
Female householder, no husband present	2,216	15.2	7,000	13.2
With own children under 18 years	1,228	8.4	4,095	7.7
Non-families	4,472	30.7	16,082	30.4
Living alone	3,510	24.1	12,240	23.1
65 years and over	1,540	10.6	4,214	8.0
Average persons per household	2.7		2.75	
HOUSING OCCUPANCY AND TENURE				
Total Housing Units	16,026	100.0	62,674	100.0
Occupied units	14,577	91.0	52,985	84.5
By owner	8,873	60.9	34,175	64.5
By renter	5,704	39.1	18,810	35.5
Vacant units	1,449	9.0	9,689	15.5
INCOME IN 1999				
Median household income	$39,139		$39,805	

Source: U.S. Census Bureau, Census 2000.

5.7 INFRASTRUCTURE AND UTILITIES

A utilities master plan will be prepared for the proposed industrial park. The following sections include information from the *Proposed Civil Engineering and Utilities Master Plan for Mana Quarry* (Okahara, 2003).

5.7.1 Water System

Currently, a 12-inch water line crosses over the project site. The County Department of Water Supply (DWS) would like to see this line removed or abandoned and a new 12-inch line installed. The new 12-inch line would be installed along the Leilani Street Extension and would connect to the existing 12-inch line near the Railroad Avenue/Leilani Street intersection. The DWS would also like to see included in the utility master plan, a 16-inch line along Kekūanaō'a Street, connected from the Kanoelehua Avenue/ Kekūanaō'a Street intersection. This 16-inch line will loop with the new 12-inch line along the Leilani Street Extension and the New Industrial Park Roadway; additionally, the new 12-inch line will extend to the end of the proposed industrial park. Although DLNR anticipates that the project will have to cover costs associated with infrastructure necessary to service the industrial lots, other improvements outside the scope of the industrial park project will have to be funded by the County Department of Water Supply.;

Potential Impacts and Mitigation Measures

Further details of the water system will be included in the Draft EIS.

5.7.2 Wastewater System

The wastewater generated by the proposed industrial park would be collected at the low point of the project site, and then conveyed to the Hilo Wastewater Treatment Plant (WWTP) via a new pump station located east of the intersection of the new Leilani Street Extension/Future Lanikaula Street Extension. The new pump station would pump wastewater through a new force main that will connect to an existing 36-inch sewer line stub out at the west side of the intersection of Kanoelehua Avenue and Leilani Street.

The Hilo WWTP is southeast of the Hilo International Airport and is owned, operated and maintained by the County of Hawai'i, Department of Environmental Management. This system is a 5.0 million gallons per day (mgd) secondary sewage treatment plant with an ocean outfall effluent disposal and a collection system of sewage pump stations, force mains, and gravity lines (County, 2005).

Potential Impacts and Mitigation Measures

Further details of the proposed sewer pump station and sewer lines will be included in the Draft EIS.

5.7.3 Drainage System

The subject property will act as a collection-basin and has major drainage concerns both on- and off-site. The University of Hawai'i Center for Studies of Active Volcanoes is currently conducting a deep-drilling project on the project site. The deep-drilling project collects geological borings and has determined that the water table is high, possibly at elevations of five or seven feet.

A site reconnaissance was conducted, and it was determined that the level of flooding during the most severe storms raises the water levels in the existing retention pond to an elevation of approximately 20 feet. Therefore, the project roadways will be set at a minimum elevation of not less than 20 feet.

The drainage system will be designed in relation to the proposed project roadways. Drywells will be constructed and used in conjunction with drainage channels and ponds to improve percolation rates. The existing retention pond will not receive any additional flows except for what it is already accepting. All graded areas from the proposed industrial park will flow into new retention ponds, away from the existing retention pond, in order to percolate these new flows into the ground. Percolation testing will be necessary to ensure drywells are constructed in areas with the highest percolation rates.

Potential Impacts and Mitigation Measures

Water table elevations will be determined through further studies and the potential impacts to the water table discussed in the forthcoming Draft EIS. A detailed discussion of drainage flows and mitigation measures will also be included in the Draft EIS.

5.7.4 Electrical and Communications Systems

At present, a 13.8 k.v. line runs along Leilani Street and follows the roadway toward the National Guard Facility. This 13.8 k.v. line must be relocated along the new Leilani Street Extension and the New Industrial Park Roadway to fit the typical roadway section for an industrial park type roadway.

Telephone and cable television systems will be extended to the proposed industrial park from existing systems.

Potential Impacts and Mitigation Measures

The estimated electrical demand as well as potential impacts and mitigation measures will be discussed in the forthcoming Draft EIS.

The communication systems will be designed to current standards.

5.7.5 Solid Waste

The County of Hawai‘i currently maintains two landfill sites on the island. The South Hilo Landfill for East Hawai‘i is located just south of the project site. It is an unlined landfill that is close to reaching its capacity. The County of Hawai‘i is currently pursuing a plan with multiple phases that aims to keep the landfill open for up to four more years. Aspects of this plan include an application to the State Department of Health to increase the height of the landfill, County funding for an East Hawai‘i Regional Sort Station to reduce the amount of waste entering the landfill, and a long-term solution of a waste-reduction technology facility to replace the landfill (Armstrong, 2006). The proposed industrial park will use the existing landfill for its solid waste disposal needs.

Potential Impacts and Mitigation Measures

The Draft EIS will include information on solid waste disposal facilities, and the impact, if any, of the project on landfill capacity and future solid waste solutions being pursued by the County.

5.8 PUBLIC SERVICES AND FACILITIES

Police Protection:
The County of Hawai‘i Police Department Headquarters is located in Hilo at 349 Kapi‘olani Street, approximately 2.2 miles northwest of the project site.

Fire Protection:
The Central Fire Station is located at 466 Kino‘ole Street, approximately 2.3 miles northwest of the project site; it is a 24-hour full time substation with fire/EMS operations.

Health Care Services:
The health care facility nearest to the project site is the Hilo Medical Center located at 1190 Waiānuenue Avenue, approximately 4.5 miles west of the project site. Hilo Medical Center is a full service hospital providing emergency care and medivac transport capabilities.

Potential Impacts and Mitigation Measures

No significant impacts to the provision of public services are anticipated as a result of the proposed industrial park.

6.0 ALTERNATIVES TO THE PROPOSED ACTION

In compliance with the provisions of Title 11, Department of Health, Chapter 200, Environmental Impact Statement Rules, Section 11-200-17(f), the following is a discussion of the alternatives to the use of the site for the proposed industrial park. The possible alternatives to the proposed plan, including the "no-action" alternative, will be investigated to identify other potential land uses which might be appropriate on the property relative to existing environmental and social/economic conditions.

6.1 NO ACTION ALTERNATIVE

Under the No Action alternative, the project area would remain in its current state. This alternative would not be consistent with the *County of Hawaii General Plan* (February 2005, which designates the entire project site as "Industrial." The land uses proposed in the master plan and this EISPN are consistent with this designation.

The No Action Alternative would provide no mitigation measures for the potential hazard that exists as a result of the sheer cliff faces created from years of quarry operations.

Additionally, the No Action Alternative would not be consistent with the DLNR's strategic plan to identify public lands with development and revenue-generating potential and put such lands to their highest and best use.

6.2 ADDITIONAL ALTERNATIVES

The Draft EIS will contain a discussion of additional project alternatives.

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7.0 FINDINGS AND DETERMINATION

While this EISPN is preliminary to the Draft EIS, the currently known information presented here has been evaluated according to the significance criteria as set forth in Section 200, Title 11, State of Hawai'i Department of Health Rules. As a result of this preliminary information it is anticipated that the proposed industrial park:

(1) Is not likely to involve an irrevocable commitment to loss or destruction of any natural or cultural resource;

(2) Will increase the range of beneficial uses of the environment;

(3) Will not conflict with the State's long-term environmental policies or goals and guidelines as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;

(4) May substantially and positively affect the economic or social welfare of the community or state;

(5) Will not substantially affect public health;

(6) Will not involve secondary impacts, such as population changes or effects on public facilities;

(7) Is not likely to involve a substantial degradation of environmental quality;

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

(9) Is not anticipated to substantially affect a rare, threatened, or endangered species, or its habitat;

(10) Will not detrimentally affect air or water quality or ambient noise levels;

(11) Will not affect, or be likely to suffer damage, by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;

(12) Will not substantially affect scenic vistas and viewplanes identified in county or state plans or studies; or,

(13) Will result in additional energy consumption.

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8.0 CONSULTATION

8.1 PRE-ASSESSMENT CONSULTATION

In the course of planning for this project, the following agencies (or agency documents) were consulted and/or provided information and comments.

Federal

- Federal Emergency Management Agency
- Natural Resources Conservation Service
- U.S. Geological Survey

State of Hawai‘i

- Department of Agriculture
- Department of Business Economic Development & Tourism (DBEDT)
  - Land Use Commission
  - Office of Planning
- Department of Hawaiian Home Lands
- Department of Transportation
- Land Study Bureau
- University of Hawai‘i at Hilo, Hawai‘i Scientific Drilling Project Professor Don Thomas

Hawai‘i County

- Department of Environmental Management
  - Wastewater Division
- Department of Public Works
- Department of Water Supply

8.2 EIS CONSULTATION

The EISPN will be distributed to the following agencies, organizations and elected officials in the preparation of the Draft EIS.

Federal

- U.S. Army Engineer Division
- U.S. Fish and Wildlife Service

State of Hawai‘i

- Department of Business Economic Development & Tourism (DBEDT)
- DBEDT Office of Planning
- DBEDT Energy, Resources & Technology Division
- Department of Land and Natural Resources (DLNR) Land Division
- DLNR Historic Preservation Division
- Department of Health (DOH) Office of Environmental Quality Control
- DOH Environmental Planning Office
- Department of Transportation
- Office of Hawaiian Affairs
- Department of Hawaiian Home Lands
- University of Hawai‘i at Hilo, Hawai‘i Scientific Drilling Project Professor Don Thomas
- University of Hawai‘i at Mānoa (UHM) Environmental Center

County of Hawai‘i

- Mass Transit Agency
- Planning Department
- Department of Water Supply
- Department of Public Works
- Department of Environmental Management

Utilities

- Hawaii Electric Light Company (HELCO)
- Hawaiian Telcom
- Oceanic Time Warner Cable

Individuals

- Mayor Harry Kim
- Hawai‘i County Council
- Kanoelehua Industrial Area Association
- Hawai‘i Island Chamber of Commerce

9.0 REFERENCES

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