

DRAFT ENVIRONMENTAL ASSESSMENT

Pi'ilani Street Licensing and Motor Vehicle Registration Building and Puna and South Kohala Baseyard Improvements

TMKs: (3rd) 2-2-033:016, 1-7-003:019 and 6-6-001:056
South Hilo, Puna and South Kohala Districts, Hawai'i Island, State of Hawai'i

November 2008

Prepared for:
County of Hawai'i
Department of Public Works
101 Pauahi Street
Hilo, Hawai'i 96720

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PROPOSING/ APPROVING AGENCY:

County of Hawai'i
Department of Public Works
101 Pauahi Street
Hilo, Hawai'i 96720

CONSULTANTS:

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CLASS OF ACTION:

Use of County Land
Use of County Funds

This document is prepared pursuant to:

The Hawai'i Environmental Protection Act,
Chapter 343, Hawai'i Revised Statutes (HRS), and
Title 11, Chapter 200, Hawai'i Department of Health Administrative Rules (HAR).

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SUMMARY OF THE PROPOSED PROJECT, ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The Hawai'i County Department of Public Works (DPW) proposes to expand and improve facilities at several of its facility locations around the island of Hawai'i in order to better serve the public and improve the efficiency of operations. DPW will renovate and expand the former Real Property Tax Office building on Pi'ilani Street in Hilo, which will become Pi'ilani Street Licensing and Motor Vehicle Registration Building. DPW will also construct new 4,000-square-foot vehicle storage buildings at the Puna Baseyard in Kurtistown and the South Kohala baseyard in Waimea.

The new or expanded buildings are expected to have a minimal impact, as they are being built to augment existing County facilities currently involved in the same general type of activities. In all three cases the project sites have been entirely cleared in the past, and no valuable biological, scenic, historic or cultural resources are present. No sensitive water bodies are present and standard Best Management Practices during construction will avoid impacts to water quality.

PART 1: PROJECT DESCRIPTION, PURPOSE AND NEED AND ENVIRONMENTAL ASSESSMENT PROCESS

1.1 Project Locations and Descriptions

The Hawai'i County Department of Public Works (DPW) proposes to expand and improve facilities at several of its facility locations around the island of Hawai'i in order to better serve the public and improve the efficiency of operations.

One aspect of the project deals with the former Real Property Tax Office building on Pi'ilani Street in Hilo, which will become Pi'ilani Street Licensing and Motor Vehicle Registration Building. The project includes a 2,016-square-foot addition as well as renovations to an existing building. The building is presently used for the County's Retired & Senior Volunteer Program. The parcel is owned by the State of Hawai'i and was transferred to County control by Executive Order 2938.

At the existing DPW Puna Baseyard on Highway 11, also known as the Volcano Highway, just south of its intersection with Huina Road in Kurtistown, improvements would include a 4,000-square-foot vehicle storage building, a paved area fronting the building, a new drywell, and road connections to the baseyard's existing office building and to the Volcano Highway site entry. The baseyard is located on a County-owned, 6.84-acre parcel that is also home to the Kurtistown Park.

A new 4,000-square-foot vehicle storage building would also be built at the existing DPW South Kohala Baseyard, located west of Waimea off Highway 19, also called Kawaihae Road. The baseyard is located on South Kohala Distribution Road, which is roughly 1,000 feet east of Kawaihae Road's intersection with Kohala Mountain Road. The site is 1.848 acres in size and is flanked on the north side by a 2.41-acre County parcel under the control of DPW. On the south side is an 8.896-acre parcel which is the former Kamuela Rubbish Dump and Quarry site, which is also still under County control and currently used as a solid waste convenience center.

The Pi'ilani Street Licensing and Motor Vehicle Registration Building as well as the two new vehicle storage buildings at the Puna and South Kohala baseyards will be designed in accordance with the Americans with Disabilities Act Accessibility Guidelines (ADAAG). In addition, the Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities and the Architectural Barriers Act Accessibility Guidelines, which have not yet been adopted, will be consulted in anticipation of updated standards. Pedestrian walkways will be sloped at a maximum of 5% to meet ADA guidelines.

The estimated cost for the improvements at each baseyard is \$500,000, for a total of \$1.5 million. About 10-12 months would be required from the beginning of bidding to the completion of construction for Puna and South Kohala, with an additional two months necessary at the Pi'ilani Street site.

1.2 Purpose and Need

Hawai'i County is undertaking this project to improve the efficiency of its operations and to better serve the public. The expanded building on Pi'ilani Street will be the Hilo center for the County's combined driver's licensing and motor vehicle registration services, which are being consolidated from separate entities in the Police and Finance departments into a newly created Vehicle Registration and Licensing Division under the auspices of the Finance Department. The creation of the Pi'ilani Street Licensing and Motor Vehicle Registration Building is a step toward creating "one-stop shops" for the convenience of the public, who currently have to travel to various locations in East and West Hawai'i for those services. Such centers will also coordinate the issuing of the dog, bicycle and business licenses that are under the County's control. DPW is pursuing the construction at the Puna and South Kohala baseyards of additional vehicle storage buildings in order to store and protect County vehicles from the elements, extending their useful life and reducing the need to replace the vehicles at taxpayer expense.

Furthermore, the Highway Maintenance Division is charged with maintaining 879 miles of the 1,393 miles of public roads in the County of Hawai'i. The remainder is under State control. However, the impacts of a 1999 State Attorney General opinion that all public highways are County highways unless they are declared by HRS Chapter 264 to be State roadways are still to be determined, which leaves the status of other roads on the island unclear. According to the Hawai'i County General Plan, "additional resources are needed to fairly and adequately address the added responsibility of maintaining what DPW estimates to be anywhere from 500 to 800 miles of homestead roads, many of which are unpaved and have not been maintained for years." Improvement in DPW facilities will assist in integrating the maintenance of these homestead roads or "paper" roads into the DPW maintenance program as deemed necessary and appropriate.

1.3 Environmental Assessment Process

This Environmental Assessment (EA) process is being conducted in accordance with Chapter 343 of the Hawai'i Revised Statutes (HRS). This law, along with its implementing regulations, Title 11, Chapter 200, of the Hawai'i Administrative Rules (HAR), is the basis for the environmental impact process in the State of Hawai'i. According to Chapter 343, an EA is prepared to determine impacts associated with an action, to develop mitigation measures for adverse impacts, and to determine whether any of the impacts are significant according to thirteen specific criteria. Part 4 of this document states the finding (anticipated finding, in the Draft EA) that no significant impacts are expected to occur; Part 5 lists each criterion and presents the findings (preliminary, for the Draft EA) for each made by the Hawai'i County

Figure 2a
Pi'ilani Street (Hilo) Site Maps and Photos

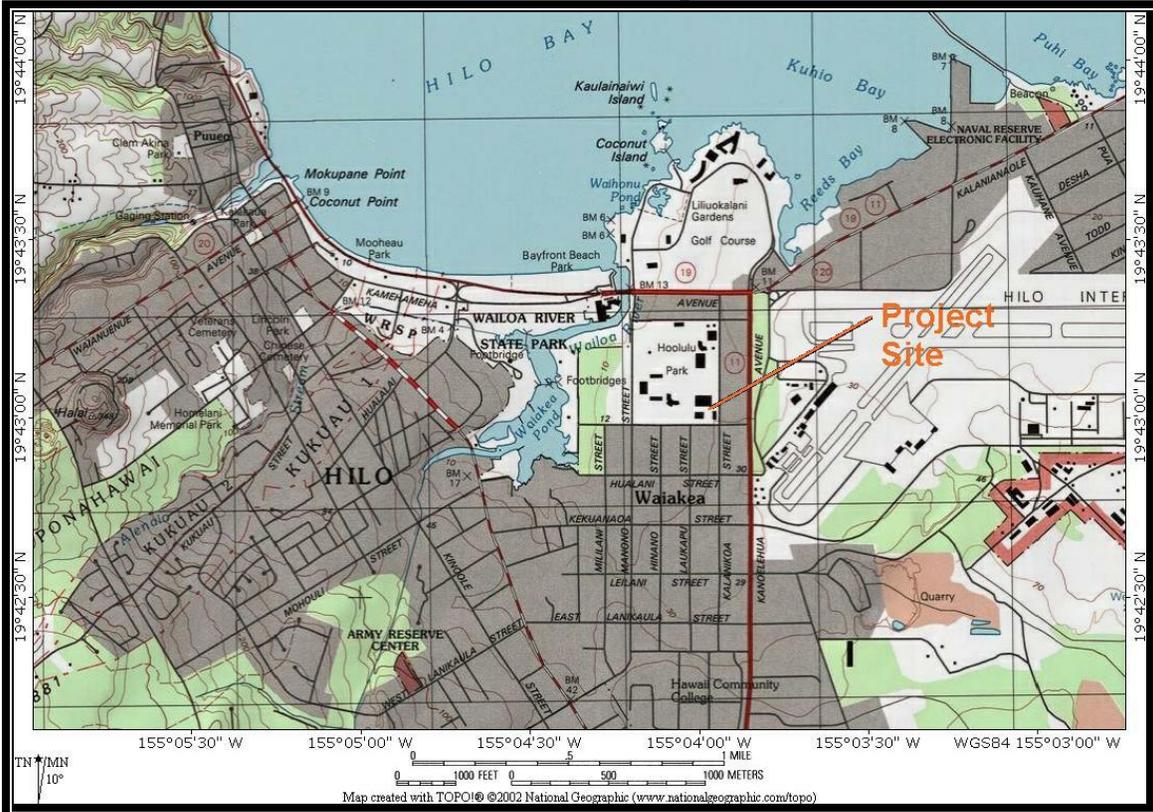


Figure 2a, continued

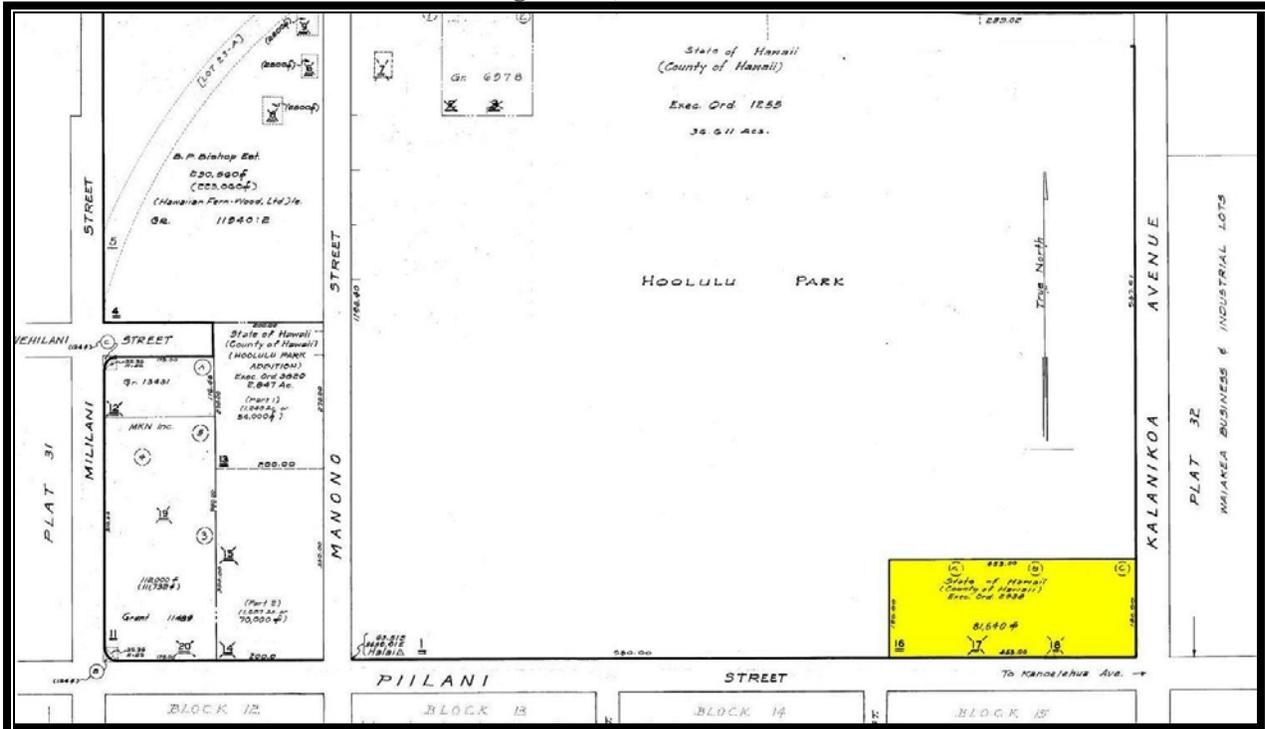


Figure 2b
Puna Baseyard Site Maps and Photos

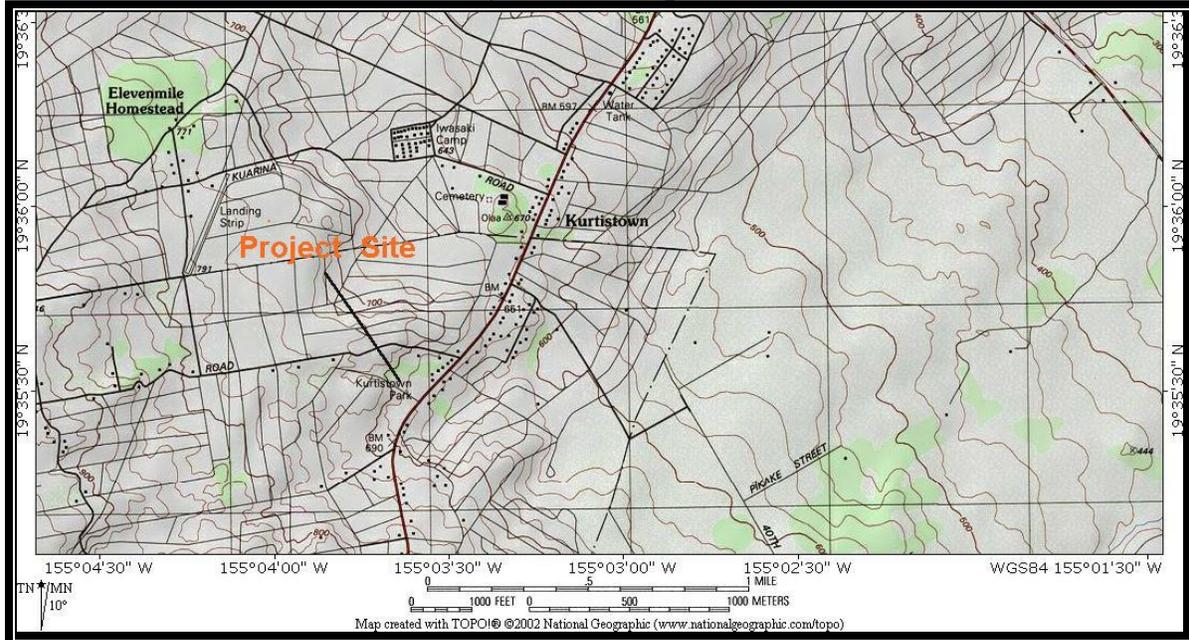


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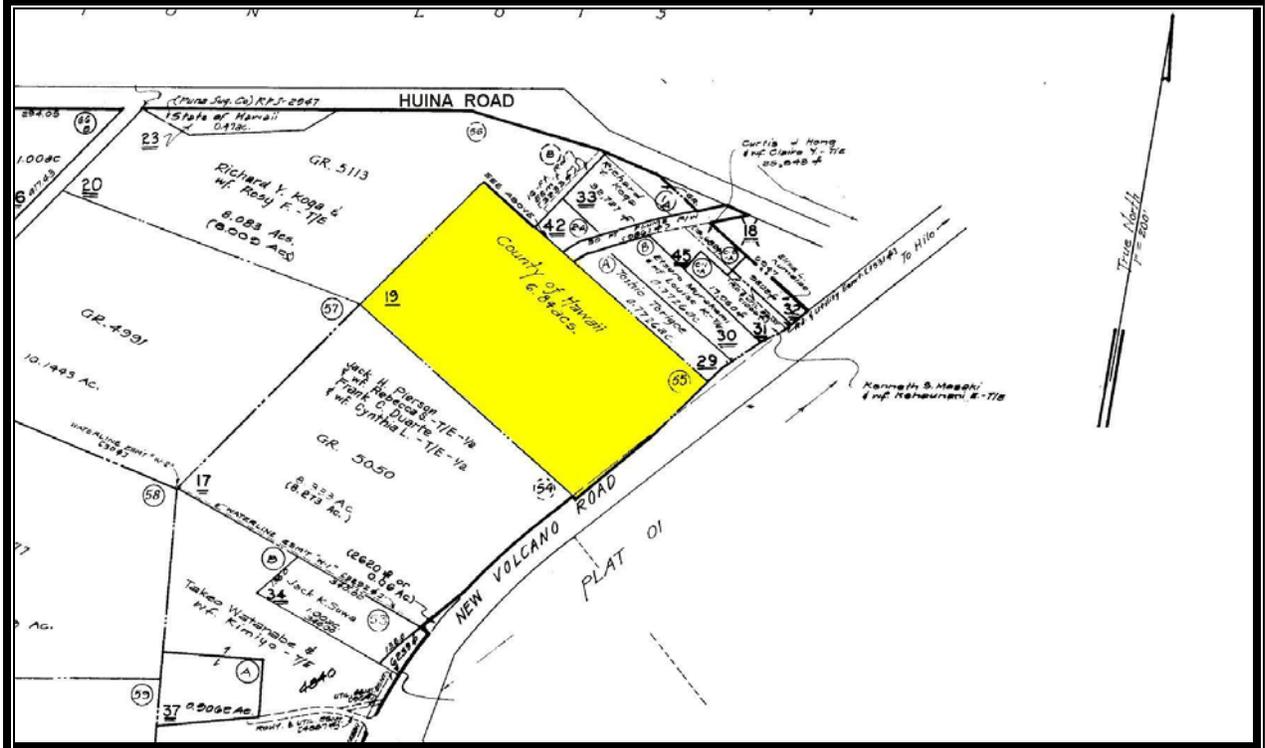
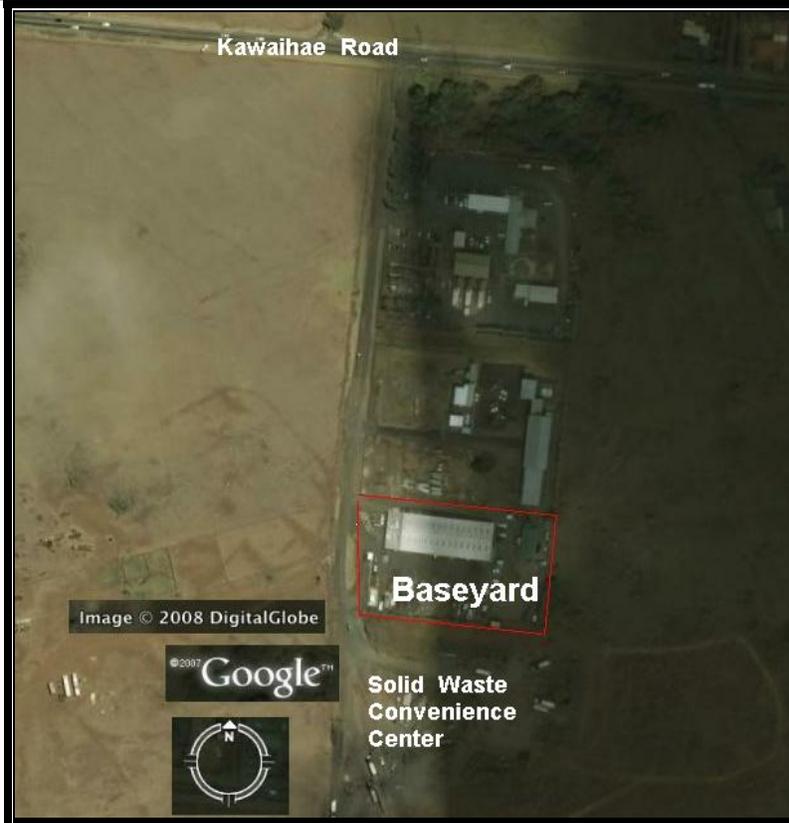
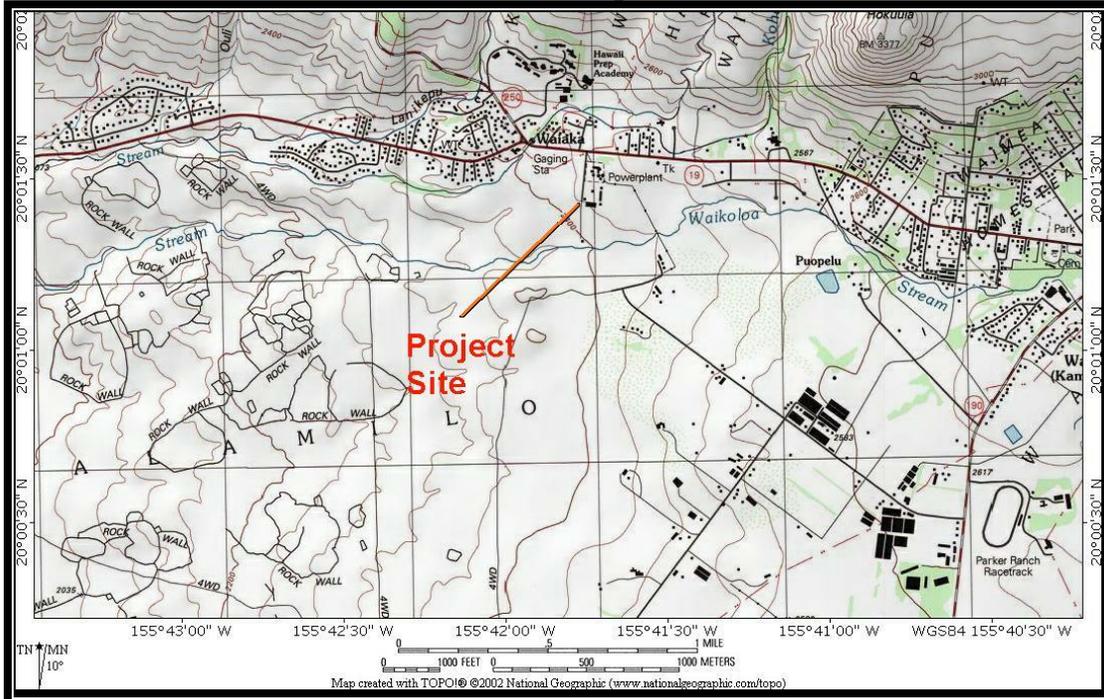


Figure 2c
South Kohala Site Maps and Photos



Department of Public Works, the proposing/approving agency. If, after considering comments to the Draft EA, the agency concludes that, as anticipated, no significant impacts would be expected to occur, then the agency issues a Finding of No Significant Impact (FONSI), and the action will be permitted to occur. If the agency concludes that significant impacts are expected to occur as a result of the proposed project, then an Environmental Impact Statement (EIS) is prepared.

1.4 Public Involvement and Agency Coordination

The following agencies and organizations were consulted in development of the environmental assessment:

State:

Health Department
Department of Land and Natural Resources, Director
State Historic Preservation Division (DLNR), Administrator and
Hawai'i Island Archaeologist
Office of Hawaiian Affairs, Administrator, and Hilo and Kona Offices
Department of Hawaiian Home Lands

County:

Planning Department
Parks and Recreation Department
Police Department
Fire Department
Water Supply Department
County Council
Environmental Management Department

Private:

Sierra Club
Hawai'i Electric Light Company
Waimea Community Association
Neighboring Property Owners

Copies of communications received during early consultation are contained in Appendix 1a.

PART 2: ALTERNATIVES

2.1 No Action

Under the No Action Alternative, the development of the new vehicle storage buildings and additions to the motor vehicle registration facilities would not be undertaken. Neither the public nor county employees would benefit from the consolidation of County drivers licensing and motor vehicle registration nor the expansion and increased efficiency of the workings of the Department of Public Works.

2.2 Alternative Locations or Strategies

The properties are already under County control and are not fully utilized. The drivers licensing and motor vehicle licensing functions are being moved to the Pi'ilani Street facilities because of its availability and advantages in consolidation of services into a "one-stop shop." For the baseyard projects, other County properties in the Puna and South Kohala areas with industrial zonings are very limited, and splitting baseyard functions among buildings located on non-adjacent properties would be inefficient. As there do not appear to be any environmental or other disadvantages associated with the particular proposed sites, and the properties are well suited to the proposed use and have been dedicated for this type of use, no alternative sites have been advanced in this Environmental Assessment.

PART 3: ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Basic Geographic Setting

The Hilo property upon which the addition to the motor vehicle registration building would be developed is referred to throughout this EA as the Pi'ilani Street (Hilo) Site. The Puna and South Kohala properties upon which new vehicle storage buildings would be developed are referred to throughout this EA as the Puna Baseyard and South Kohala Baseyard, respectively. In the context of the individual project sites, the term *project area* is used to describe the general environs surrounding each of these sites.

Pi'ilani Street (Hilo) Site

The climate in the area is mild and moist, with an average annual rainfall of about 130 inches (U.H. Hilo-Geography 1998:57). The project site is located on an 81,540-square-foot parcel located within the same block that makes up the county's 36.6-acre County Civic Center Complex (TMK 2-2-033:001, transferred to the county under Executive Order 1255) but is a separate parcel. The subject parcel contains the main office of the County Retired & Senior Volunteer Program (865 Pi'ilani Street), which is being converted into the Pi'ilani Street Licensing and Motor Vehicle Registration Building, as well as Auntie Sally Kaleohano's Lu'au Hale (799 Pi'ilani Street), which provides an office for managing Parks and Recreation Department facilities in the County Civic Center Complex (Ho'olulu Park) and is also used for public gatherings. The remainder of the project parcel located at the corner of Pi'ilani and Kalanikoa Streets consists of paved or gravel driveway and parking areas. Other land use outside the adjacent park complex includes a mix of residential, commercial and industrial activities.

Puna Baseyard

The climate in the area is mild and moist, with an annual rainfall of approximately 150 inches (U.H. Hilo-Geography 1998:57). This project site is a 6.84-acre parcel which already hosts mainly road maintenance baseyard activities for the Department of Public Works in Puna. The areas around the buildings in the baseyard area have been previously cleared and paved. The Baseyard contains buildings dating back to the 1960s, with a variety of additions and modifications carried out over the ensuing years. A new office and warehouse building was constructed in the mauka portion of the parcel in 2005.

On its south end, the parcel also contains the Kurtistown Park, which consists of a pavilion, parking area, ballfield and basketball court. Renovations and removal of architectural barriers

were done to the pavilion in the 1990s. A collection of water spigots that provide the public with potable water from the County water system is located between the ballfield and Highway 11, separated from the ballfield by a chain-link fence. Adjacent land use is primarily residential, commercial and agricultural.

South Kohala Baseyard

The climate in the project area is cool and dry, with average annual rainfall of about 30 inches (U.H. Hilo-Geography 1998:57). This project site is a 1.848-acre parcel with baseyard facilities for mainly road maintenance activities in the South Kohala district. Current activities onsite also include repair service of County vehicles at the County Automotive Division. Adjacent land use is mainly industrial, including a solid waste transfer station, with some commercial, institutional and agricultural activities in the project area.

3.1 Physical Environment

3.1.1 Geology, Soils and Geologic Hazards

Environmental Settings

Pi'ilani Street (Hilo) Site

Geologically, the site is located on the flanks of Mauna Loa volcano, and the surface consists of lava flows from 750 to 1,500 years before the present (Wolfe and Morris 1996). The project site soil is classified by the Natural Resources Conservation Service (NRCS; formerly Soil Conservation Service) as Keaukaha extremely rocky muck (rKFD) with 6 to 20 percent slopes. This soil is approximately 0 to 8 inches thick, with about 30 percent of the area occupied by lava outcrops. Runoff is slow and erosion hazard slight. Its Capability Subclass is VIIs. Such soils have very severe limitations that make them generally unsuited for cultivation and restrict their use to mainly pasture and woodland or wildlife (U.S. Soil Conservation Service 1973).

The entire Big Island is subject to geologic hazards, especially lava flows and earthquakes. Volcanic hazard as assessed by the United States Geological Survey in this area of Hilo is zone 3, on a scale of ascending risk from 9 to 1 (Heliker 1990:23). The high hazard risk is based on the fact that Mauna Loa is presently an active volcano. Volcanic hazard zone 3 areas have had 1-5% of their land area covered by lava or ash flows since the year 1800, but are at lower risk than zone 2 areas because of their greater distances from recently active vents and/or because the local topography makes it less likely that flows will cover these areas.

Puna Baseyard

Geologically, the site is located on the flanks of Mauna Loa volcano, and the surface consists of lava flows from 5,000 to 10,000 years before the present (Wolfe and Morris 1996). The project

site soil is classified by the NRCS as Keaukaha extremely rocky muck (rKFD) with 6 to 20 percent slopes. This soil is approximately 0 to 8 inches thick, with about 30 percent of the area occupied by lava outcrops. Runoff is slow and erosion hazard slight. Its Capability Subclass is VIIc. Such soils have very severe limitations that make them generally unsuited for cultivation and restrict their use to mainly pasture and woodland or wildlife (U.S. Soil Conservation Service 1973).

As with the Pi'ilani Street site, this site is also located in Lava Flow Hazard Zone 3. See discussion above for description of this hazard zone.

South Kohala Baseyard

Geologically, the site is located on the flanks of Mauna Kea volcano, and the surface consists of lava flows greater than 10,000 years before the present (Wolfe and Morris 1996). The project site soil is classified by the NRCS as Waimea very fine sandy loam (WMC) on 6 to 12 percent slopes. This ash-based, well-drained soil is approximately 0 to 17 inches thick. Its Capability Subclass is IIIe. Such soils have severe limitations that limit the type of suitable agriculture or require special conservation practices (U.S. Soil Conservation Service 1973).

The project site is rated Lava Flow Hazard Zone 8. Only a few percent of such areas have been covered by lava in the past 10,000 years and they are therefore considered among the least hazardous areas on the island. As such, there is negligible risk of lava inundation over relatively short time scales in the project area.

All Project Sites

In terms of seismic risk, the entire Island of Hawai'i is rated Zone 4 Seismic Hazard (*Uniform Building Code, 1997 Edition*, Figure 16-2). Zone 4 areas are at risk from major earthquake damage, especially to structures that are poorly designed or built, as the 6.7-magnitude tremor of October 15, 2006, demonstrated. The project site does not appear to be subject to subsidence, landslides or other forms of mass wasting.

Impacts and Mitigation Measures

In general, geologic conditions impose no constraints on the proposed project, and the proposed project is not imprudent to construct. All designs will take into account soil settings and slopes, and the facilities will be designed in accordance with regulations related to their seismic settings.

3.1.2 Drainage, Water Features and Water Quality

Existing Environment

Pi'ilani Street (Hilo) Site

The project area has no perennial surface water bodies and no known areas of local (non-stream related) flooding. The Federal Emergency Management Agency's Flood Insurance Rate Maps (FIRM) 1551660880C (9/16/1988) shows that the project site is in Flood Zone X, outside the 500-year flood plain. Maps printed by the Pacific Tsunami Warning Center and the Hawai'i County Civil Defense Agency (<http://www.co.hawaii.hi.us/cd/tsunami/Map1.pdf>) locate the parcel inside the area that should be evacuated during a tsunami warning (Hualani Street, located a block mauka of Pi'ilani Street, is the mauka boundary). Large extents of Hilo have been struck by several highly destructive tsunamis in historic times. The May 23, 1960 tsunami had a runup of 35 feet at Hilo Bay, killing 61 people and destroying about 540 homes and businesses while the April 1, 1946 tsunami had a runup at Hilo Bay of 25 feet (*Atlas of Hawai'i*, 3rd edition).

Puna Baseyard

The project area has no perennial surface water bodies and no known areas of local (non-stream related) flooding. The Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) 1551660164D (7/16/1990) shows that the project site is in Flood Zone X, outside the 100-year flood plain. As it is located more than five miles from the coastline and at an elevation of more than 600 feet, the project site is far removed from any potential tsunami inundation.

South Kohala Baseyard

The project area has no perennial surface water bodies and no known areas of local (non-stream related) flooding are present. The Federal Emergency Management Agency's Flood Insurance Rate Maps for the area are unprinted, which by default indicates that the project site is in Flood Zone X, outside the 100-year flood plain. The project site is located about nine miles from the coast, at an elevation of approximately 2,600 feet, and is therefore far outside any tsunami inundation zone.

Impacts and Mitigation Measure

Because of the limited scale of construction on properties already entirely cleared and paved, and because the properties are not within FIRM flood zones and no sensitive water resources are located nearby, additional risks for flooding or impacts to water quality associated with the proposed project are negligible. The project will be required to contain any increase in runoff

due to the construction of impermeable surfaces onsite, in conformance with Chapter 27 of the Hawai‘i County Code, by directing runoff toward existing or new collection points, including catch basins and drywells.

In the matter of the Pi‘ilani Street site in Hilo, the proposed improvements represent continued commitment to occupation and use of an area that must be evacuated during a tsunami (there is no evidence that a tsunami has ever come on or near this property). Although the return interval of high-damage tsunami cannot be calculated with the sparse data currently available, it is reasonable to expect one every twenty to thirty years. All facilities built in this area may be subject to ultimate damage and even destruction, but until such time as this occurs, they may provide significant benefit as well. In the case of this area, which is distant enough from the ocean to have received no known damage during either the 1946 and 1960 tsunami, the County of Hawai‘i has determined that the benefits of continuing to allow urban uses outweigh the risks of damage to property and threats to public safety, especially considering the effective warning service provided by the Pacific Tsunami Warning Center (PTWC).

3.1.3 Flora, Fauna and Ecosystems

Existing Environment, Impacts and Mitigation Measures

Pi‘ilani Street (Hilo) Site

The natural vegetation of this part of Hilo was most likely lowland rain forest dominated by ‘ohi‘a (*Metrosideros polymorpha*) and hala (*Pandanus tectorius*) before human alteration (Gagne and Cuddihy 1990). These original communities, however, have been destroyed by clearing for residential, industrial, commercial and military uses. No trace of the original vegetation remains at the project site, which has been cleared and almost entirely paved for activities related to public services. An inspection in June 2008 found the lot with virtually no vegetation other than triangle palms (*Dyopsis decaryi*) planted for landscaping and sparse amounts of grass and weeds. The nearly complete lack of vegetation precludes habitat for native animals other than urban pest species.

Puna Baseyard

The natural vegetation of this part of Puna was most likely lowland rain forest dominated by ‘ohi‘a (*Metrosideros polymorpha*) and koa (*Acacia koa*) before human alteration (Gagne and Cuddihy 1990). Clearing for agricultural, residential and industrial uses has eliminated the natural vegetation through the project area. An inspection in June 2008 found the lot with virtually no vegetation other than a few scattered weeds and grasses. The nearly complete lack of vegetation precludes habitat for native animals other than urban pest species.

South Kohala Baseyard

The natural vegetation of this part of Waimea was most likely lowland dry forest or shrubland prior to human alteration (Gagne and Cuddihy 1990). These original communities, however, have been destroyed by clearing for agricultural, residential, industrial and military uses, and few traces of the original vegetation remain at the project site, although common natives such as ‘uhaloa (*Waltheria indica*) and ilima (*Sida fallax*) are present outside the fence line. An inspection in July 2008 found the lot with little vegetation inside the fence. The nearly complete lack of vegetation precludes habitat for native animals other than urban pest species.

All Project Sites

Because of the lack of native ecosystems, or threatened or endangered plant species, no adverse impacts to biological resources would occur as a result of building or occupying the two new buildings.

3.1.4 Air Quality, Noise and Scenic Resources

Environmental Setting

Pi‘ilani Street (Hilo) Site and Puna Baseyard

Air pollution in East Hawai‘i is minimal, and is mainly derived from volcanic emissions of sulfur dioxide, which convert into particulate sulfate and produce a volcanic haze (vog) that occasionally blankets the district, particularly during instances of southerly or “kona” wind conditions. The persistent tradewinds keep the project area relatively free of vog for most of the year.

South Kohala Baseyard

The strong and steady winds of this part of Kohala contribute to excellent air quality by generally dispersing human-derived pollutants as well as vog. In areas with bare surfaces, however, the strong winds may also exacerbate dust problems.

All Project Sites

Noise on all project sites is moderate and derived mainly from nearby industrial activities and motor vehicles, with occasional noise from road use and maintenance activities.

The project areas do not contain any sites that are considered significant for their scenic character in the Hawai‘i County General Plan. Although the South Kohala baseyard and adjacent properties are not scenic, the surrounding landscape, including backdrops of the Kohala

Mountains, are noted as scenic, and it is important for development to minimize interference with views. A new storage building would benefit local viewplanes by providing a place to store vehicles that are now parked outside and are visually detracting.

Impacts and Mitigation Measures

The proposed project would not measurably affect air quality or noise levels except minimally during construction. In order to minimize impacts from dust, the contractor would prepare a dust control plan compliant with provisions of Hawai‘i Administrative Rules, Chapter 11-60.1, “Air Pollution Control,” Section 11-60.1-33, “Fugitive Dust.”

Development would entail limited grading, compressors, vehicle and equipment engine operation. These activities may generate noise exceeding 95 decibels at times, although there are few nearby sensitive noise receptors among the industrial and commercial activities in the project areas. In cases where construction noise is expected to exceed the Department of Health’s (DOH) “maximum permissible” property-line noise levels, contractors would obtain a permit per Title 11, Chapter 46, HAR (Community Noise Control) prior to construction. DOH would review the proposed activity, location, equipment, project purpose, and timetable in order to decide upon conditions and mitigation measures, such as restriction of equipment type, maintenance requirements, restricted hours, and portable noise barriers.

No important viewplanes or scenic sites recognized in the Hawai‘i County General Plan would be affected. All development would occur in existing urban lots or baseyards with similar structures, and the scale of the new structures plus their location minimize the potential for interference with scenic viewplanes.

3.1.5 Hazardous Substances, Toxic Waste and Hazardous Conditions

Environmental Setting, Impacts and Mitigation Measures

No professional evaluation such as a Phase I Environmental Site Assessment (ESA) was performed for the project sites. To DPW officials’ knowledge, there have been no spills or other incidents involving hazardous or toxic substances, and no such materials are stored on the sites of the proposed construction. On parts of the two baseyards, hazardous and toxic substances are utilized as part of various operations in conformance with all State laws and regulations. The South Kohala baseyard still contains material from the former Kamuela Rubbish Dump, including concrete rubble, large tree trunks and miscellaneous junk. Construction of the vehicle storage buildings at the baseyards does not pose any unreasonable risk in terms of worker or public exposure to such materials.

3.2 Socioeconomic and Cultural

3.2.1 Socioeconomic Characteristics

By improving government services of the Hawai'i County departments of Finance and Public Works, the proposed project would benefit public welfare in the areas of Hilo, Kurtistown and Waimea, as well as the entire County of Hawai'i. Table 1 provides information on the socioeconomic characteristics of those areas along with those of Hawai'i County as a whole for comparison, from the United States 2000 Census of Population. Hawai'i County has a diverse population and is among the 100 fastest-growing counties in the U.S.

Table 1
Selected Socioeconomic Characteristics

CHARACTERISTIC	HAWAI'I COUNTY	HILO	KURTISTOWN	WAIMEA
Total Population	148,677	40,759	1,157	7,028
Percent Caucasian	31.5	17.1	18.0	30.6
Percent Asian	26.7	38.3	40.8	20.3
Percent Hawaiian	9.7	13.1	6.7	15.6
Percent Two or More Races	28.4	29.7	32.8	32.3
Median Age (Years)	38.6	38.6	40.5	36.5
Percent Under 18 Years	26.1	24.7	25.6	29.7
Percent Over 65 Years	13.5	16.7	16.6	10.1
Percent Households with Children Under 18	37.5	36.1	36.3	44.3
Average Household Size	2.75	2.7	2.86	2.95
Median Household Income	\$39,805	\$39,139	\$46,012	\$51,150
Percentage of Population Below Federal Poverty Level	15.7	17.1	8.4	6.0
Percent Housing Vacant	15.5	9.0	10.4	8.4

Source: U.S. Bureau of the Census. May 2001. *Profiles of General Demographic Characteristics, 2000 Census of Population and Housing, Hawai'i*. (U.S. Census Bureau Web Page).

Impacts

The proposed project action at Pi'ilani Street in Hilo would facilitate additional development of the properties in conformance with its designated urban zoning and provide some level of benefit through consolidation of drivers licensing and motor vehicle registration. No relocation of businesses or homes, disruption of local traffic patterns, effects to neighborhood character or integrity, or any other social impacts would ensue from this action, which is entirely confined to an urban area. In addition to that building, the project parcel also contains Aunty Sally

Kaleohano's Lu'au Hale, previously known as the Seven Seas Lu'au House, which is discussed in the next section. The adjacent Ho'olulu Park complex contains a variety of recreational facilities, including the Edith Kanakaole Multi-Purpose Stadium, the Afook-Chinen Civic Auditorium, Walter Victor Baseball Complex, Dr. Francis F.C. Wong Stadium and Sparky Kawamoto Swim Stadium. None of these recreational facilities would be affected in any way.

At the baseyards, the proposed project action would facilitate additional development of the property in conformance with their designated industrial zoning and/or long-standing use and would provide some level of benefit through enhancement of County road maintenance. No relocation of businesses or homes, disruption of local traffic patterns, effects to neighborhood character or integrity, or any other social impacts are involved in the proposed project, which is entirely confined to industrial areas.

In response to early consultation, Clemson Lam of the Waimea Trails and Greenway project provided an email (see Appendix 1a) that explained that TMK 6-6-001:010, a 17-acre site directly adjacent to the Waimea baseyard on the mauka side, is planned as a future trailhead for the Waimea Trails and Greenways project. There will be parking for cars and possibly equestrian trailers and picnic area. The project improvements at the site, which include a vehicle storage building to cover existing vehicles within the fenced limits of the baseyard, should have no effect on access or use of this property for the trail project.

3.2.2 Cultural and Historic Resources

Existing Environment

Pi'ilani Street (Hilo) Site

County records indicate that the 81,540-square-foot urban property is owned by the State of Hawai'i and was transferred to County control via Executive Order 2938. The first building on the parcel was the privately owned Seven Seas Bar and Restaurant, which apparently was first constructed in 1961 and expanded later. The development followed the Sept. 28, 1960, submission to the County of a citizens' petition. Containing 815 signatures, the petition asked the Hawai'i County Planning and Traffic Commission to authorize new commercial locations for businesses in the area between Kalanikoa and Hinano streets following the May 23, 1960, tsunami, which the petition noted did not reach the project site. The petition stated that the Hilo Redevelopment Plan called for Pi'ilani Street to be an "important" road serving the airport from the downtown business district. Shortly thereafter, the County subdivided the property into three parcels designated as Ho'olulu Business Lots A, B and C, which varied from 25,769 to 30,000 square feet in size. In 1975, following a bank foreclosure action, the Seven Seas Restaurant came under County control. In 1977, the building was renovated for public recreational use and renamed the Seven Seas Luau House. A year later, the County completed the reconsolidation of the three lots into the parcel as it exists today. The building was again renamed in 2000, this time to Aunt Sally Kaleohano's Lu'au Hale in honor of a longtime County employee at the facility. The County's Real Property Tax Office, which is to be renovated and expanded under

the project, was built in 1981 and has undergone a variety of renovations in the years since, as has the lu'au house. The former tax office is presently the main office of the County Retired & Senior Volunteer Program.

The parcel is located within the same block that makes up the county's 36.6-acre County Civic Center Complex (TMK 2-2-033:001; transferred to county under Executive Order 1255) but is a separate parcel. The complex contains a variety of recreational facilities, including the Edith Kanakaole Multi-Purpose Stadium, which is located immediately adjacent to the subject parcel to the north, and the Afook-Chinen Civic Auditorium, Walter Victor Baseball Complex, Dr. Francis F.C. Wong Stadium and Sparky Kawamoto Swim Stadium.

In the broader cultural-historical context, the facility is part of the ahupua'a of Waiākea, now a part of the town of Hilo. The earliest historical knowledge of Hilo and Waiākea comes from legends written by Samuel Kamakau (1961) of 16th century chief 'Umi-a-Liloa (son of Liloa), who at that time ruled the entire island of Hawai'i. Descendants of Umi and his sister-wife were referred to as "Kona" chiefs, controlling Ka'ū, Kona, and Kohala, while descendants of Umi and his Maui wife were "Hilo" chiefs, controlling Hāmākua, Hilo, and Puna (Kelly 1981:1). According to Kamakau (1961), both sides fought over control of the island, desiring access to resources such as feathers, māmaki tapa, and canoes on the Hilo side, and wauke tapa and warm lands and waters on the Kona side (Kelly 1981:3).

Sometime near the end of the 16th century or early in the 17th century, the lands of Hilo were divided into ahupua'a, which till today retain their original names (Kelly 1981:3). These include the ahupua'a of Pu'u'eo, Pi'ihonua, Punahoa, Pōnohawai, Kūkūau and Waiākea. The design of these land divisions was such that residents could have access to all that they needed to live, with ocean resources at the coast, and agricultural and forest resources in the interior. However, only Pi'ihonua and Waiākea provided access to the full range of resources stretching from the sea up to 6,000 feet along the slopes of Mauna Kea (Kelly 1981:5).

Waiākea is a very large land division that includes most of the land in what is now Hilo. As part of an archaeological assessment study, Maly (1996) conducted historical research for the lands of Wainaku, Pōnohawai, Waiākea and Pi'ihonua. He discusses the significance of the use of the Hawaiian word wai in the place names: Waiākea, Pōnohawai, Wainaku, and Wailuku (River). According to Maly, the word wai (water) has strong metaphorical associations with the Hawaiian concept of wealth (waiwai), stressing its cultural importance (Maly 1996:A-2). In this context, the importance of Hilo can be better understood, with its copious streams that fed taro pondfields and its numerous fishponds.

Waiākea along with Punahoa and Pi'ihonua were held by Kamehameha I until the time of his death in 1819, at which time his holdings, including Waiākea, were passed down to his son, Liholiho. Following the Māhele, the population of Hilo grew and the scattered upland habitations gave way to sugar cultivation (McEldowney 1979:37).

By 1905, according to Thrum (1923), the Hawaii Mill Company had 10 miles of cane flumes and produced twenty-five tons of sugar per day. In 1920 Hawaii Mill Company was taken over by the Hilo Sugar Company (Kelly 1981). Commercial sugar production lasted in Waiākea until the mid twentieth century, at which time many of the fields were converted to pasturage associated with cattle ranching.

Following the 1848 Māhele, Kamehameha IV leased large portions of Waiākea to outside interests for pasture and sugarcane cultivation (Moniz n.d.). In 1861, S. Kipi leased the Crown Lands of Waiākea for the rate of \$600 dollars a year to be used as pasture land for five years (Kelly et al. 1981; Maly 1996). The first lease for sugarcane cultivation in Waiākea was granted in 1874 to Rufus A. Lyman for a term of 25 years. The lease granted him all the privileges of the land including the use of the fishponds and the cutting of firewood (Maly 1996). This lease was eventually transferred to the Waiākea Mill Company, founded by Alexander Young and Theo H. Davis, and the Waiākea sugar plantation was established.

The Pi‘ilani Street site does not appear to have any historical or cultural associations with pre-contact or later events or places. The only known use is its modern function as a tax office, with an adjacent recreational center (which will not be affected) that helps perpetuate the cultural traditions of all ethnic groups in Hilo through family celebrations. The site has been entirely disturbed by landclearing and construction during the 20th century and contains no archaeological resources. No caves, springs, pu‘u, native forest groves, gathering resources or other natural features are present on or near the project site. Vegetation is sparse and the site does not contain the quality and quantity of resources that would be important for native gathering. The project site does not support any traditional resource uses, nor are there any Hawaiian customary and traditional rights or practices known to be associated with the property. The Office of Hawaiian Affairs was consulted as part of early consultation and did not provide any information that indicated that cultural resources or practices might be present.

Puna Baseyard

The 6.84-acre Puna Baseyard parcel was in the area of Ola‘a Homesteads that was established in 1962, but was in use much earlier, as the first of the garages was constructed there in 1944, on land that probably had been farmed as part of the Puna Sugar Plantation. The baseyard facilities underwent various additions and renovations in the 1970s and 1980s, and new office and warehouse structures were added in the mauka portion of the property in 2005. The park pavilion appears to have been built in 1965, and its bathrooms were renovated in 1990. Architectural barriers for the park portion were removed in 1995.

From a cultural-historical perspective, Kurtistown is located in the ahupua‘a of Ola‘a, which in the 19th century and into the 20th century was also the name of the area which contained and surrounded the present-day town of Kea‘au. An early reference to events in the Ola‘a area are legends written by Samuel Kamakau (1961) of the time when ‘Umi-a-Liloa united the districts of the island of Hawai‘i in the mid-16th century. Kamakau reports that Hua‘a, ruler of Puna, was

killed in a battle at the place called Kuolo in Kea‘au. Another significant event in the history of Kea‘au involved the formation the mamala-hoa or law of the splintered paddle, which Kamehameha I instituted following an incident at the Kea‘au shoreline and which provided protection for non-combatants during times of battle. At the time of the Māhele in 1848, the entire ahupua‘a of Kea‘au was granted to William C. Lunalilo with the exception of one claim to Hewahewa, although other persons have at times been indentified with parts of Kea‘au.

Historical information on the project area is scant, as there have been very few archaeological studies of this part of Puna, with most of the emphasis of existing ones directed at coastal areas. It is known that the ahupua‘a of Kea‘au had a sizable population during the prehistoric and early-historic period, much of it centered at hubs of trails running between Hilo, Volcano and Puna. However, the neighboring ahupua‘a of Ola‘a was not as heavily populated. The Technical Reference Report for the 1995 Puna Community Development Plan (Community Management Associates 1992) is one of the few sources that provides historical and cultural information for most parts of Puna, and is the source of much of the information below. The Plan reported that according to the Rev. Titus Coan, who visited Ola‘a in the late 1800s, upper Puna did not have a permanent population in ancient times (Coan 1882). He said that apart from those traveling through the area on their way to view Kilauea volcano, the only visitors were those gathering cultural resources which included feathers as well as materials for cordage and kapa, and koa logs for canoes. In 1859, the first tax records for Ola‘a, which at the time extended up to Mountain View, showed 34 families living in the area. Nearly 30 years later, Puna mauka of Kea‘au was still considered “practically an unknown portion of the island” except for visitors passing through upper Puna to visit the volcano. A newspaper report of the day described Ola‘a as “one of the worthless districts,” noting “... what there was in the thick belt of woods ... only the Ola‘a bird catchers and olona fiber gatherers had any idea” (Hawaii Herald 1887). The missionary William Ellis also noted the collection of natural resources during his travels on the Big Island during the early part of the 19th century. While on a trip to the volcano in 1823, he observed between 300 and 400 people returning from the mountain slopes carrying pieces of sandalwood (Ellis 1963). At the time of the Māhele, there was only one land claim in the Kurtistown area, by Mehe‘ula, which contained a cultivated garden but no house.

Halfway houses providing respite or overnight stays for travelers to Kilauea volcano were among the first non-residential structures built in the Ola‘a area, including one built at Hawelu, roughly three miles further up the road from the project site, as shown on an old government map in the 1995 Puna CDP. By 1890, a carriage road to the volcano had been opened, which reduced the travel time to 6½ hours on the way up and five hours down, not including stops at halfway houses.

The Ola‘a Sugar Company was incorporated in 1899, and soon entered into a contract to grind the crop of Puna Sugar Company, another newly formed plantation. That same year, Ola‘a Sugar contracted with the newly founded Hilo Railroad Co., with the laying of tracks to Ola‘a and parts of lower Puna beginning that fall. Three years later, in 1902, the town of Kurtistown

was named after A.G. Curtis, one of the earliest executives at Ola‘a Sugar. Although contract laborers were being brought in to work at the two new Puna plantations, their numbers did not show up in 1899 statistics. That year it was variously reported that landowners at Ola‘a included 102 to 127 Caucasians, including seven Portuguese; 25 to 45 native planters; and 25 Japanese; a handful of the 94 Chinese also held land. At about that time it was noted that there were 50 coffee plantations in Ola‘a, although coffee proved difficult to grow in Puna and coffee farming on a large scale was eventually discontinued.

During the late 1930s workers began leaving sugar plantations, many going to Oahu to work in “Defense,” thus initiating a slow decline in Puna’s population that would last 30 years. After World War II, returning veterans joined labor leaders in an aggressive drive for better wages and working conditions. A strike in 1946 lasting 125 days idled many plantations, including Ola‘a. In 1960, Olaa Sugar changed its name to Puna Sugar Co. It sold much of its land, abandoned old labor camps, and tore up old railroad tracks, as trucks became the chosen form of transporting cane. The population of the area shrank, and the plantation closed in 1984.

The late 1950s and early 1960s was a time of major changes in Puna with the creation of large, substandard subdivisions, and the Ola‘a area was no exception. Hilo developer Robert Yamada created Hawaiian Acres directly west of Kurtistown in 1958. The 12,191-acre development, consisting of 3,944 lots, is the largest subdivision on the island. That same year, the 5,670-acre Orchid Land Estates subdivision containing 2,491 lots was created by Hilo Development, Inc. immediately to the north of Hawaiian Acres. Both adjoining subdivisions are located less than a mile east-southeast of the project site. Those and most of the other 45 Puna subdivisions lack many basic amenities such as paved roads throughout and centralized water systems, presenting challenges for residents and County planners, although in recent years most have seen the addition of electrical and telephone lines.

South Kohala Baseyard

County tax records indicate that the first structure on the site was a storage building built in 1977. An office was built on the site in 1994, with additional improvements put in place in 2007.

The land in many parts of Waimea, including much of the lower slopes of the Kohala Mountains, has a long history of exclusive dedication to ranching. The Waimea Baseyard is located in the Kohala moku (district) of Hawai‘i Island, within Waimea, usually considered an ahupua‘a (traditional Hawaiian land area). Pukui et al. (1974:226) indicate that the name Waimea refers to “reddish water.” According to an archaeological study by IARII (1997), there is little information on traditional Hawaiian settlement patterns and land use in Waimea prior to the major changes wrought by Western introduction of goods, diseases, animals and cultigens. Kamehameha I gave management rights of much of Waimea to Isaac Davis, who later passed it to his son Hueue Davis. Early historical sources chronicle scattered settlement along lower parts

of Waikoloa Stream, which passes about 1,000 feet south of the project site. Even as late as 1823, after disease had likely decimated the population, as many as 1,200 people lived in the three miles between ‘Ouli and Pu‘u Kapu, with perhaps 300 in Waimea town itself (Ibid: 11). With a network of irrigation canals (‘auwai) and relatively good soil, irrigated agriculture of taro, sweet potatoes and sugar cane was successfully practiced. Hundreds of parcels were claimed in Waimea as part of the Land Commission Awards (LCAs) associated with the Mahele in the mid-19th century, many near Waikoloa Stream.

Although there were evidently many Hawaiian residents of Waimea who possessed land capable of supporting traditional Hawaiian land use, the institution of a Western monetary system undermined the traditional economic basis and dramatically altered society. The harvest of wild sandalwood in the early 19th century and of pulu (the fluffy orange coating around tree fern shoots, which served as a stuffing for mattresses and pillows) later in the century were both economically and environmentally disastrous. Chinese immigrants began growing and milling sugar cane in Waimea in the early 1830s. This production tapped into the existing ‘auwai system. Plantation leases and mills were bought and sold, and the net result was to displace many Hawaiians who had lived in areas desired for fields. Cotton farming and ginning, sawmills, and various other economic ventures had their day on the landscape of Waimea, but the venture that brought lasting change was cattle.

The cattle brought by Captain Vancouver in 1793 and 1794, protected by a kapu placed on them by Kamehameha, multiplied rapidly. By the time the kapu was lifted a few years later, wild cattle had become rampant throughout the island, disturbing native gardens and damaging streams, grasslands and forests. Foreign bullock hunters were then employed to keep the herds under control. Although the meat was eaten, the main economic products were the hides. John Parker worked for Governor Kuakini as a bullock hunter in 1831, and before long had founded the famous ranch that still bears his name. By 1847, as Reverend Lorenzo Lyons noted, “two thirds of Waimea has been converted into a government pasture land” (quoted from Doyle 1945:48 in IARII 1997:19). Cattle ranching profoundly changed life in Waimea by displacing native agriculture, firmly establishing a monetary economy, altering the landscape and forests through direct and indirect means, and bringing in foreigners. During the 19th and 20th centuries, the baseyard area was likely used for cattle ranching and harvesting of wood for fuel.

Summary of Valued Natural, Cultural and Historical Resources

Visual inspection of all three properties, which are graded and partly paved and fenced and already utilized, revealed no evidence of structures, unique natural features or activities that would be valuable for gathering, ceremonial, or access purposes. As part of the early consultation process, the Honolulu, Hilo and West Hawai‘i offices of the Office of Hawaiian Affairs, the Department of Hawaiian Home Lands, and the Waimea Community Association were contacted about the project. The Office of Hawaiian Affairs did request an archaeological inventory survey of all properties (discussed below) and also requested consideration to all individuals accessing the project area for constitutionally protected traditional and cultural

purposes. Neither OHA nor any other agency or group identified any natural, cultural or historical resources of concern in the specific Pi'ilani Street site, the Puna or South Kohala baseyards, or areas adjacent.

Impacts to Cultural Resources and Mitigation Measures

It is reasonable to conclude that based upon the lack of resources and the completely developed state of the largely fenced properties that the exercise of native Hawaiian rights related to gathering, access or other customary activities will not be affected, and there will be no adverse effect upon cultural practices or beliefs. This conclusion will be reviewed based on additional input received during review of the Draft EA

Summary of Historic Properties

The State Historic Preservation Division (SHPD) in its letter of July 13, 2008 in response to early consultation (see Appendix 1a), stated that it would require more information to determine whether there would be an effect to historic properties. This EA, which will be reviewed by SHPD, is meant to supply that information.

Pi'ilani Street (Hilo) Site

The County's Real Property Tax Office, which is to be renovated and expanded under the project, was built in 1981 and has undergone a variety of renovations in the years since, as has the luau house. No historic properties appear to be present in the area in any way affected by the proposed project.

Puna Baseyard

As discussed above, the first of the garages at the Puna Baseyard was constructed there in 1944. The baseyard facilities underwent various additions and renovations in the 1970s and 1980s, and new office and warehouse structures were added in the mauka portion of the property in 2005. There may be structures older than 50 years old at the Puna Baseyard, although their historic value, if any, is unknown.

South Kohala Baseyard

County tax records indicate that the first structure on the site was a storage building built in 1977. An office was built on the site in 1994, with additional improvements put in place in 2007. No historic properties would appear to be present.

Impacts to Historic Properties and Resources

The initial conclusion of the DPW, which will be reviewed by the State Historic Preservation Division as part of its review of the Draft EA, is that no historic properties will be adversely affected and inventory survey is not necessary. On two of the sites (South Kohala and Pi'ilani Street), all structures are younger than 50 years old, and furthermore appear to lack any architectural or historical value. The project does not involve demolition of structures of any era at any of the sites, only the filling in spaces between buildings. Any value that structures older than 50 years old at the Puna Baseyard would have is for information content only. No information about the property or its structures will be lost by the proposed project.

As a further precaution, in the unlikely event that human skeletal remains, undocumented archaeological resources, or cultural or traditional remains are encountered during future development activities within the current study areas, work in the immediate area of the discovery shall be halted and the State Historic Preservation Division contacted as outlined in Hawai'i Administrative Rules 13§13-275-12.

3.3 Infrastructure

3.3.1 Utilities

Existing Facilities and Services, Impacts and Mitigation Measures

According to the Hawai'i County Department of Water Supply (DWS; see letter of July 7, 2008, in Appendix 1a), the following water supply facilities are present:

Pi'ilani Street (Hilo) Site

There is an existing 6-inch waterline within Pi'ilani Street fronting the parcel and an 8-inch waterline within Kalanikoa Street fronting the parcel. The parcel is currently served by an existing 2-inch meter.

Puna Baseyard

There are existing 8-inch and 12-inch waterlines within Volcano Highway fronting the parcel. The parcel is currently served by existing 1/2 inch and 5/8-inch meters. There is also an existing 8-inch detector check (fire service) meter fronting the property. A new waterline will be connected to the municipal water main within the County right-of-way.

South Kohala Baseyard

There are two existing 8-inch waterlines within Kawaihae Road fronting the parcel. The parcel does not currently have a service account with DWS.

All Project Sites

According to the Hawai‘i County Department of Environmental Management (see letter of June 23, 2008, in Appendix 1a), there are no sewers at the Puna and South Kohala baseyards (which do have individual wastewater systems), and the Pi‘ilani Street facility is connected to the County sewer system.

In general, the existing utility services at all sites are generally sufficient for the additional requirements, and the new buildings will tie into utility connections for existing buildings and will not require upgrades of utility lines. Any additional exterior lighting that would be required would consist of low-pressure sodium floodlights with horizontal shielding to adhere to Hawai‘i County’s lighting ordinance (Hawai‘i County Code, Article 9).

3.3.2 Roadways and Traffic

Existing Facilities and Impacts

Street access to the project sites will remain unchanged. The existing driveways are sufficient to handle the additional traffic expected from the renovations to the Pi‘ilani Street facility. Neither of the project components at the South Kohala or Puna baseyards will cause additional traffic.

It is recognized that traffic in Waimea is of critical concern, and that several projects in planning, including the Kawaihae Bypass, the so-called Lalamilo Connector Road, the Waiaka Bridge relocation project, the Hawaiian Home Lands Lalamilo project, the Waimea Trails and Greenway project, and the Hawai‘i Preparatory Academy driveway on Kawaihae Road, combine to add complexity to the traffic situation. The proposed project does not create additional traffic in Waimea and will not adversely affect traffic or have implications for these other projects.

The Hawai‘i County Police Department responded to early consultation stating that they did not anticipate traffic or public safety concerns at this time, based on the listed improvements (see letters of June 25 and 27, 2008, in Appendix 1a).

3.4 Secondary and Cumulative Impacts

Because it involves a minor expansion of an existing administrative office or a minor expansion of existing facilities, the proposed project would not produce major secondary or cumulative impacts, such as population changes or effects on public facilities. Although the project would provide a few short-term construction jobs, these would probably be filled by local residents and would not induce in-migration.

Cumulative impacts result when implementation of several projects that individually have limited impacts combine to produce more severe impacts or conflicts in mitigation measures. The adverse effects of the projects are very limited in severity, nature and geographic scale. At

the current time there do not appear to be any roadway, utility or development projects being undertaken in the areas that would combine in such a way as to produce adverse cumulative effects or involve a commitment for larger actions.

3.5 Required Permits and Approvals

The following permits and approvals would be required:

- County of Hawai‘i, Department of Public Works, Building Division Approval and Building Permit
- County of Hawai‘i, Planning Department Plan Approval

3.6 Consistency With Government Plans and Policies

3.6.1 Hawai‘i State Plan

Adopted in 1978 and last revised in 1991 (Hawai‘i Revised Statutes, Chapter 226, as amended), the Plan establishes a set of themes, goals, objectives and policies that are meant to guide the State’s long-run growth and development activities. The three themes that express the basic purpose of the *Hawai‘i State Plan* are individual and family self-sufficiency, social and economic mobility and community or social well-being. The proposed project would promote these goals by enhancing licensing services and road maintenance on the Island of Hawai‘i, thereby enhancing quality-of-life and community and social well-being.

3.6.2 Land Use Designations

Pi‘ilani Street (Hilo) Site

The State Land Use District for the site is Urban. County zoning is General Commercial (CG-7.5). The Hawai‘i County Code, Chapter 25, Section 25-5-112(a) (46) states, pursuant to Section 25-4-11, that “Public uses, structures and buildings and community buildings are permitted uses in any district, provided that the director has issued plan approval for such use.” Therefore, the proposed addition to the existing structure would be allowed. Furthermore, Hawai‘i County Code, Chapter 25, Section 25-5-112(a) (43) states that “Offices” are permitted uses. Therefore, the Pi‘ilani Street Licensing, Motor Vehicle Inspection and Motor Vehicle Registration Building would be allowed. According to Hawai‘i County Code, Chapter 25, Section 25-5-118(a), “Plan approval shall be required for all new structures and additions to existing structures in the CG district” The property is not situated within the County’s Special Management Area (SMA).

Puna Baseyard

The State Land Use District for the subject site is Urban. County zoning is Open (O). The Hawai‘i County Code, Chapter 25, Section 25-5-162(a) (46) states, pursuant to Section 25-4-11,

that “Public uses, structures and buildings and community buildings are permitted uses in any district, provided that the director has issued plan approval for such use.” Therefore, the proposed structure would be allowed. According to Hawai‘i County Code, Chapter 25, Section 25-5-167(a), “Plan approval shall be required for all new structures and additions to existing structures in the O district.” The property is not situated within the County’s Special Management Area (SMA).

South Kohala Baseyard

The State Land Use District for the subject site is Agricultural. County zoning is Agriculture (A-5a). The Hawai‘i County Code, Chapter 25, Section 25-5-72(c) (13) states that, “provided that a special permit is obtained,” and pursuant to Section 25-4-11, “Public uses, structures and buildings and community buildings are permitted uses in any district, provided that the director has issued plan approval for such use.” Special Permit 375 has been issued for the project site for establishment of a baseyard, and the proposed improvements would be permitted without an additional Special Permit. According to Chapter 25 of the Hawai‘i County Code, Plan Approval will be required for the new building. The property is not situated within the County’s Special Management Area (SMA).

3.6.3 Hawai‘i County General Plan

The *General Plan* for the County of Hawai‘i is a policy document expressing the broad goals and policies for the long-range development of the Island of Hawai‘i. The plan was adopted by ordinance in 1989 and revised in 2005 (Hawai‘i County Planning Department). The *General Plan* itself is organized into thirteen elements, with policies, objectives, standards, and principles for each. There are also discussions of the specific applicability of each element to the nine judicial districts comprising the County of Hawai‘i. Most relevant to the proposed project are the following Goal and Policies, and Courses of Action:

GOVERNMENT OPERATIONS – STANDARDS

- Public office center sites shall satisfy modern and reasonable requirements of accessibility and compatibility with the surrounding neighborhood.
- The multipurpose concept of flexibility to satisfy changing requirements should be part of the design for public buildings.

GOVERNMENT OPERATIONS – COURSES OF ACTION

- Improvements to County baseyard facilities shall be undertaken.

TRANSPORTATION – GOALS

- Provide a transportation system whereby people and goods can move efficiently, safely, comfortably and economically.
- Make available a variety of modes of transportation that best meets the needs of the County.

TRANSPORTATION – POLICIES

- A framework of transportation facilities that will promote and influence desired land use shall be established by concerned agencies.
- The agencies concerned with transportation systems shall provide for present traffic and future demands, including the programmed development of mass transit programs for high growth areas by both the private and public sectors.
The improvement of transportation service shall be encouraged.
- Consider the provision of adequate transportation systems to enhance the economic viability of a given area.
- Develop a comprehensive, islandwide multi-modal transportation plan that identifies the location and operation of automobile, mass transit, bicycle and pedestrian systems, in coordination with appropriate Federal and State agencies.

ROADWAYS – GOALS

- Provide a system of roadways for the safe, efficient and comfortable movement of people and goods.
- Provide an integrated State and County transportation system so that new major routes will complement and encourage proposed land policies.

ROADWAYS – POLICIES

- Encourage the programmed improvement of existing roadways by both public and private sectors.
- Investigate various methods of funding road improvements, including private sector participation, to meet the growing transportation needs of the island.
- Support the development of programs to identify and improve hazardous and substandard sections of roadway and drainage problems.
- Coordinate with appropriate Federal and State agencies for the funding of transportation projects for areas of anticipated growth.
- Work in conjunction with the State to establish a clear agreement of the ownership and maintenance of the old homestead roads.
- Develop short and long range capital improvement programs and plans for transportation that are consistent with the General Plan.

ROADWAYS – STANDARDS

- The County shall determine standards for the dedication and upgrade of existing roads.

PUBLIC LANDS – GOALS

- Utilize publicly owned lands in the best public interest and to the maximum benefit.

Discussion: The Hawai‘i County General Plan, adopted in 2005, notes that baseyards are the operational, storage and maintenance centers for public works services such as those provided by the road and water departments and also serve as agency field offices. The plan notes that improvements are required to the County Public Works baseyard facilities. It also emphasizes that consolidation or the “one stop” concept of housing governmental agencies centralizes services and maximizes the utilization of land and capital expenditures. The General Plan also notes that the mobility of today’s population is expected to increase along with population growth and car ownership, which underscores the need for continued improvement of the County’s roadway system. The proposed project satisfies relevant goals, policies, and courses of action related to governmental facilities in Hawai‘i County, including those dealing with government operations and transportation as well as its subcategory, roadways.

PART 4: DETERMINATION

The Hawai‘i County Department of Public Works has determined that the proposed project will not significantly alter the environment, as impacts will be minimal, and intends to issue a Finding of No Significant Impact (FONSI). This determination will be reviewed based on comments to the Draft EA, and the Final EA will present the final determination.

PART 5: FINDINGS AND REASONS

Chapter 11-200-12, Hawai‘i Administrative Rules, outlines those factors agencies must consider when determining whether an Action has significant effects:

1. *The proposed project will not involve an irrevocable commitment or loss or destruction of any natural or cultural resources.* No valuable natural or cultural resources would be committed or lost. The project sites involve small portions of existing government facilities already in use. The surrounding areas support mainly office, baseyard or industrial uses and will not be affected by the addition/renovation or additional buildings.
2. *The proposed project will not curtail the range of beneficial uses of the environment.* The proposed project expands and in no way curtails beneficial uses of the environment.
3. *The proposed project will not conflict with the State's long-term environmental policies.* The State’s long-term environmental policies are set forth in Chapter 344, HRS. The broad goals of this policy are to conserve natural resources and enhance the quality of life. The

project is minor and fulfills aspects of these policies calling for an improved social and economic environment. It is thus consistent with all elements of the State's long-term environmental policies.

4. *The proposed project will not substantially affect the economic or social welfare of the community or State.* The project will benefit the economic and social welfare of the community by enhancing the County's regulatory and Public Works operations.
5. *The proposed project does not substantially affect public health in any detrimental way.* The proposed project does not affect public health.
6. *The proposed project will not involve substantial secondary impacts, such as population changes or effects on public facilities.* No adverse secondary effects are expected to result from the proposed project. The project will not enable development, but will instead help assure improved, more efficient and safer public facilities.
7. *The proposed project will not involve a substantial degradation of environmental quality.* The implementation of best management practices for construction will ensure that the project will not degrade the environment in any substantial way.
8. *The proposed project will not substantially affect any rare, threatened or endangered species of flora or fauna or habitat.* No endangered species of flora or fauna are present on the project sites or would be affected in any way by the project.
9. *The proposed project is not one which is individually limited but cumulatively may have considerable effect upon the environment or involves a commitment for larger actions.* The project is not related to additional activities in the region in such a way as to produce adverse cumulative effects or involve a commitment for larger actions.
10. *The proposed project will not detrimentally affect air or water quality or ambient noise levels.* No adverse effects on these resources would occur. Mitigation of construction-phase impacts will preserve water quality. Ambient noise impacts due to construction will be temporary and restricted to reasonable daytime hours.
11. *The project does not affect nor would it likely to be damaged as a result of being located in environmentally sensitive area such as a flood plain, tsunami zone, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal area.* Although the project is located in areas with volcanic and seismic risk, the entire Island of Hawai'i shares this risk, and the project employs design and construction standards appropriate to the seismic zone and is not imprudent to construct.
12. *The project will not substantially affect scenic vistas and viewplanes identified in county or state plans or studies.* No scenic vistas or viewplanes identified in the Hawai'i County General Plan will be adversely affected by the project, and no other scenic impacts will occur. The buildings will be of low-profile, and among buildings of similar height.
13. *The project will not require substantial energy consumption.* The project involves only minor energy use and no adverse effects are expected.

For the reasons above, the proposed project is not expected to have any significant effect in the context of Chapter 343, Hawai'i Revised Statutes and section 11-200-12 of the State Administrative Rules, and it is anticipated that the Department of Public Works will issue a Finding of No Significant Impact for the project.

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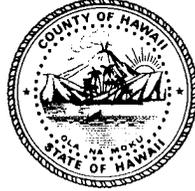
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ENVIRONMENTAL ASSESSMENT

Pi'ilani Street Licensing and Motor Vehicle Registration Building and Puna and South Kohala Baseyard Improvements

Appendix 1a Comments in Response to Early Consultation

Harry Kim
Mayor



Bobby Jean Leithead Todd
Director

Nelson Ho
Deputy Director

County of Hawaii

DEPARTMENT OF ENVIRONMENTAL MANAGEMENT

25 Aupuni Street • Hilo, Hawai'i 96720-4252

(808) 961-8083 • Fax (808) 961-8086

http://co.hawaii.hi.us/directory/dir_envmng.htm

June 23, 2008

Mr. Ron Terry
Principal
Geometrician Associates, LLC
P O Box 396
Hilo, HI 96721

Subject: Early Consultation for Environmental Assessment for Hawai'i County
Department of Public Works Facilities in Puna, South Kohala and South
Hilo Districts
Island of Hawai'i
Puna Baseyard Facility, TMK: 1-7-003:019
South Kohala Baseyard Facility, TMK: 6-6-001:056
Hawai'i Civic Center Complex, TMK: 2-2-033:016

Dear Mr. Terry,

We offer the following comments:

TMK: 1-7-003:019 and 6-6-001:056: There are no county sewers in Puna or South Kohala.

TMK: 2-2-033:016: This facility is connected to the County sewer.

Thank you for allowing us the opportunity to review and comment on this project.

Sincerely,

Bobby Jean Leithead Todd
DIRECTOR

cc: Dora Beck, WWD Chief

Harry Kim
Mayor



Lawrence K. Mahuna
Police Chief

Harry S. Kubojiri
Deputy Police Chief

County of Hawaii

POLICE DEPARTMENT

349 Kapiolani Street • Hilo, Hawaii 96720-3998
(808) 935-3311 • Fax (808) 961-2389

June 25, 2008

Mr. Ron Terry
Principal
Geometrician Associates
P.O. Box 396
Hilo, Hawaii 96721

Dear Mr. Terry:

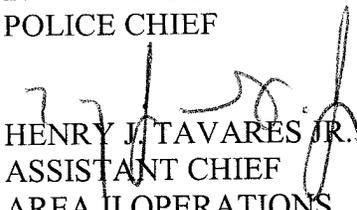
SUBJECT: Early Consultation for Environmental Assessment for Hawaii County
Department of Public Works Facilities in Puna, South Kohala, and South
Hilo Districts, Island of Hawaii

Staff has reviewed the above-referenced document, specifically the New Vehicle Storage
Shed Building at the South Kohala Baseyard Facility in Waimea, TMK: 6-6-001:056,
and has no comments to offer at this time.

Should you have any questions, please contact Captain James Sanborn, Commander of
the South Kohala District, at 887-3080.

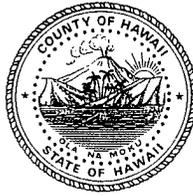
Sincerely,

LAWRENCE K. MAHUNA
POLICE CHIEF


HENRY J. TAVARES JR.
ASSISTANT CHIEF
AREA II OPERATIONS

JNS:dmv

Harry Kim
Mayor



Lawrence K. Mahuna
Police Chief

Harry S. Kubojiri
Deputy Police Chief

County of Hawaii

POLICE DEPARTMENT

349 Kapiolani Street • Hilo, Hawai'i 96720-3998
(808) 935-3311 • Fax (808) 961-8865

June 27, 2008

Mr. Ron Terry
Geometrician Associates, LLC
P. O. Box 396
Hilo, Hawaii 96721

Dear Mr. Terry:

Subject: Environmental Assessments (EA) for Hawaii County Department of Public Works Facilities in Puna (TMK; 1-7-003:019)

Staff, upon reviewing the provided documents associated with this request, anticipates no traffic and/or public safety concerns at this time.

If there are future improvements which may impact traffic and/or other public concerns, we would appreciate an opportunity to review and provide comments at that time.

Thank you for allowing us the opportunity to comment.

Sincerely,



DEREK D. PACHECO
ASSISTANT POLICE CHIEF
AREA I OPERATIONS

SG:lli



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII

345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAII 96720
TELEPHONE (808) 961-8050 • FAX (808) 961-8657

July 7, 2008

Mr. Ron Terry
Geometrician Associates, LLC
P.O. Box 396
Hilo, HI 96721

**PRE-ENVIRONMENTAL ASSESSMENT CONSULTATION
DEPARTMENT OF PUBLIC WORKS FACILITIES
TAX MAP KEY 1-7-003:019, 2-2-033:016, AND 6-6-001:056**

This is in response to your letter dated June 15, 2008.

Tax Map Key 1-7-003:019

There are existing 8-inch and 12-inch waterlines within Volcano Highway fronting the parcel. The parcel is currently served by existing 1 ½ inch and 5/8-inch meters. There is also an existing 8-inch detector check (fire service) meter fronting the property. We have no comments regarding any environmental issues within the parcel.

Tax Map Key 2-2-033:016

There is an existing 6-inch waterline within Piilani Street fronting the parcel and an 8-inch waterline within Kalanikoa Street fronting the parcel. The parcel is currently served by an existing 2-inch meter. We have no comments regarding any environmental issues within the parcel.

Tax Map Key 6-6-001:056

There are two existing 8-inch waterlines within Kawaihae Road fronting the parcel. The parcel does not currently have service. We have no comments regarding any environmental issues within the parcel.

If you have any questions, please contact Mr. Finn McCall of our Water Resources and Planning Branch at (808) 961-8070, extension 255.

Sincerely yours,

Milton D. Pavao, P.E.
Manager

FM:dfg

... Water brings progress...

Ron,

Thanks for your letter requesting input on the subject EA. I am forwarding your request to other interested parties.

Below are some issues I could think of:

The site is across the street from the future DHHL Lalamilo houselots project. The EA calls for a total of 440 residential units to be constructed. A first phase is under construction (but the contractor has gone bankrupt) and a preliminary plat has been submitted to the county for the second phase. A park is planned to the west the base yard and a commercial area was planned. This project will increase local traffic by about 4,000 vehicles per day. Some options call for an entrance to the development to be off the transfer station road.

The power company is installing new high voltage transmission lines from the adjacent power plant. At least one of the lines will extend through the Lalamilo farm lots. Such transmission lines may have health effects. I do not know whether the power station will be expanded.

The contents of the old dump are on fire and the county is investigating ways to deal with the problem. The fire produces smoke and odors. One option is to dig the contents up, extinguish the fire and haul off the contents.

The county has indicated that it is considering moving the transfer station, possible to the south side of town. But it might improve the existing facility.

The state has leased the parcel behind (east of) the baseyard to the county? for use as a trail head and parking lot for the Waimea Trails & Greenways project.

A future increment of Waimea Trails & Greenways will extend westward along the north bank of Waikoloa stream.

An organic farm is operating in the Waikoloa Stream in the Lalamilo Farm lots. Expansion of the farm lots to the west is under consideration.

Ancient Hawaiian terraces are visible in aerial photographs of the area. The Lalamilo Ranch and Kuleana Historic District is located to the west. Old maps of the area are available at www.uakoko.org

Some of the alignments being studied in the Mamalahoa Hwy-Kawaihae Rd Connector (Lalamilo Connector Rd) Environmental Assessment call for the proposed road to pass near the baseyard.

Hawaii Preparatory Academy is preparing an Environmental Assessment that calls for adding an entrance to the campus off Kawaihae Rd.

The state DOT is planning to replace the Waiaka bridge and intersection. Planning studies are underway.

The state DOT is also planning to resurface Kawaihae Rd and add a turn lane into the transfer station road.

Freddy Rice has leased the state land to the west of the transfer station.

Erosion into Waikoloa Stream is a concern.

The people that live in homes at the west end of Sandalwood would want impacts to be minimized. At least one active floodway extends westward from Sandalwood.

As you can see, you could not have picked a more complicated spot. Lots of information about the above projects is available at www.waimeaplan.org

Aloha,

Robert M. (Bob) Hunter, Ph.D., P.E.
65-1116 Hokuula Rd.
P.O. Box 2709
Kamuela, HI 96743
tel 808-885-4194
cel 406-581-2234
fax 866-740-4144 toll free
robert.m.hunter@hawaiiantel.net
www.webpatent.com

Dear Ron,

I would like to thank Bob Hunter for forwarding this to me. I would like to emphasize the use of parcel 10 (17 acre site) adjacent to the subject baseyard site as a future trail head for the Waimea Trails and Greenways which will be on the south side of the Waikoloa Stream to the east and west of the site. There will be parking for cars and possibly equestrian trailers and picnic area.

Clemson Lam
Waimea Trails and Greenways

Ron,

Mr. Terry,

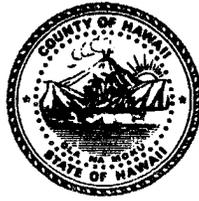
South Kohala Traffic Safety Committee is concerned about and constantly monitors changes to roads, their entry/exit connections and turn lanes in this complicated high use area. We do not want to see traffic safety compromised or congestion increased by new developments and projects. The State DOT has assured us that the new Waiaka Bridge Project will accommodate present entries and traffic numbers for the area. Impacts of increased traffic and development in the area need to be addressed in your project EA. Also enhancements and improvement to mitigate these impacts must be provided in a concurrent manner with planned development.

Our Committee wishes to be kept in the information loop and receive the final EA report.

Mike Price - Chair South Kohala Traffic Safety Committee

SKTSC
P.O. Box 383375
Waikoloa, HI 96738
883-2918

Harry Kim
Mayor



Christopher J. Yuen
Director

Brad Kurokawa, ASLA
LEED® AP
Deputy Director

County of Hawaii
PLANNING DEPARTMENT

101 Pauahi Street, Suite 3 • Hilo, Hawaii 96720-4224
(808) 961-8288 • FAX (808) 961-8742

July 8, 2008

Mr. Ron Terry
Geometrician Associates, LLC
P.O. Box 396
Hilo, HI 96721

Dear Mr. Terry:

Subject: Pre-consultation for Environmental Assessment (EA)
Project: Hawaii County Department of Public Works Facilities
Tax Map Key(s): (3) 1-7-003:019 in Puna;
(3) 6-6-001:056 in South Kohala; and
(3) 2-2-033:016 in South Hilo

This is in response to your letter dated June 15, 2008, in which you requested our comments on any special environmental conditions or impacts related to the proposed facilities improvements.

The Puna Baseyard Facility (TMK 1-7-003:019) is located in the State Land Use Urban district and is zoned Open by the County of Hawaii. Community buildings like the proposed vehicle storage shed are permitted uses provided that the Planning Director has issued plan approval.

The South Kohala Baseyard Facility (TMK 6-6-001:056) is located in the State Land Use Agricultural district and is zoned Agricultural (A-5a) by the County of Hawaii. Community buildings like the proposed vehicle storage shed are permitted uses provided that a Special Permit is obtained and the Planning Director has issued plan approval. Special Permit 375 to allow for the establishment of a baseyard at the site applies to the proposed improvements, so a new permit will not be required.

The Hawaii Civic Center Complex (TMK 2-2-033:016) is located in the State Land Use Urban district and is zoned General Commercial (CG-7.5) by the County of Hawaii. Community buildings like the Licensing, Inspection, and Registration building are permitted uses provided that the Planning Director has issued plan approval.

Mr. Ron Terry
Geometrician Associates, LLC
Page 2
July 8, 2008

Please provide this office with a copy of the draft EA upon its publication. Should you have questions, please contact Ron Whitmore of my staff at 961-8288, extension 206.

Sincerely,

A handwritten signature in cursive script that reads "Chris Yuen".

CHRISTOPHER J. YUEN
Planning Director

RW:cs
P:\wpwin60\RWhitmore\EA-EIS\DPW Baseyards Pre-cmnts.doc

----- Original Message -----

From: "Bets Lawrence" <lawrence@hawaiiantel.net>

To: <rterry@hawaii.rr.com>

Cc: "Hunter Bob" <robert.m.hunter@hawaiiantel.net>; "Price Mike" <whao@hawaii.rr.com>;

"Leslie Hall" <hallsfarm@gmail.com>; "Gunner Mench ((home))" <gunnr@hawaii.rr.com>;

"Ray John" <jr@kukuipahuenergy.com>

Sent: Saturday, July 12, 2008 2:58 PM

Subject: SK Baseyard EA

The Transfer Station access road may not be within the scope of your EA, but can you communicate with other entities that use it (HELCO, State) and with Hawaiian Homes, which I understand has the land west of the road?

There is a lot going on from Wai`aka Bridge eastward:

- The State will be repaving Kawaihae Road starting in mid-July, including adding a left turn lane into the Transfer Station.
- HPA is planning another entrance on Kawaihae Road, probably between the bridge and the TS road.
- The bridge will be rebuilt.
- Hawaiian Homes has 440 homes and other facilities planned for west of the TS, with access from Kawaihae Road.
- Waimea Trails and Greenways plans to use the 10 acres east of HELCO and the State and County Baseyards as an access to the trail.

The entire area desperately needs overall planning by all entities working together.

Thank you for whatever you can do!!

Bets Lawrence

lawrence@hawaiiantel.net

LINDA LINGLE
GOVERNOR OF HAWAII



LAURA H. THIELEN
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
601 KAMOKILA BOULEVARD, ROOM 555
KAPOLEI, HAWAII 96707

July 13, 2008

Ron Terry, Principal
Geometric Associates
P.O. Box 396
Hilo, Hawaii 96721

LOG NO: 2008.2388
DOC NO: 0806MD33
Archaeology

Dear Mr. Terry:

**SUBJECT: Chapter 6E-8 Historic Preservation Review –
Request for Comment on Early Consultation for an Environmental Assessment for
Hawaii County Department of Public Works Facilities in Puna, South Kohala, and
South Hilo Districts, Island of Hawaii**

Thank you for the opportunity to review the aforementioned project, which we received on June 17, 2008. We regret that we are unable to determine whether or not historic properties might be affected or not at this time.

In order to make a determination and any resulting recommendations, we will need more information from you. For each of the site locations you provided the TMKs and maps, which are welcome. However we also need site maps for these properties showing where the proposed improvements are intended to be constructed, as well as any landscaping plans. These items should appear in the draft EA; please send us a copy of the draft EA when it is available and we will comment at that time.

If you have any questions about this letter please contact Morgan Davis at our Hawaii Island office at (808) 981-2979.

Aloha,

Digitally signed by
Nancy A. McMahon
Date: 2008.07.13
13:44:41 -10'00'

Nancy McMahon, Deputy SHPO/State Archaeologist
and Historic Preservation Manager

Cc:

Bruce McClure, Director
County of Hawaii Department of Public Works
101 Pauahi Street, Suite 7
Hilo, Hawaii 96720



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813

HRD08/3719

July 28, 2008

Ron Terry, Principal
Geometrician Associates
P.O. Box 396
Hilo, Hawai'i 96721

RE: Early Consultation for Environmental Assessment for Hawai'i County Department of Public Works Facilities in Puna, South Kohala, and South Hilo Districts, Island of Hawai'i.

Aloha e Ron Terry,

The Office of Hawaiian Affairs (OHA) is in receipt of the above-mentioned letter dated June 15, 2008. The Hawai'i County Department of Public Works (DPW) is preparing an Environmental Assessment (EA), in compliance with Hawaii Revised Statutes (HRS) Chapter 343, concerning improvement to several DPW facilities on the Island of Hawai'i. OHA has reviewed the project and offers the following comments.

OHA has substantive obligations to protect the cultural and natural resources of Hawai'i for its beneficiaries, the people of this land. The HRS mandates that OHA "[s]erve as the principal public agency in the State of Hawaii responsible for the performance, development, and coordination of programs and activities relating to native Hawaiians and Hawaiians; . . . and [t]o assess the policies and practices of other agencies impacting on native Hawaiians and Hawaiians, and conducting advocacy efforts for native Hawaiians and Hawaiians." (HRS § 10-3)

The DEA, in accordance with Chapter 343 of the HRS, should include a Cultural Impact Assessment (CIA). In accordance with the requirement of Act 50, Session Laws of Hawaii 2000, a CIA shall include information relating to the practices and beliefs of the Native Hawaiians who once inhabited this area, and it is recommended that the community be involved in this assessment.

Ron Terry, Principal
July 28, 2008
Page 2

If the proposed project areas are undeveloped lands, OHA requests that a comprehensive archaeological inventory survey be conducted and submitted to the Department of Land and Natural Resources – Historic Preservation Division for review and approval. OHA should be allowed the opportunity to comment on the criteria assigned to any cultural or archaeological sites identified within the archaeological inventory survey. Consideration must also be afforded to any individuals accessing the project area for constitutionally protected traditional and customary purposes, in accordance with the Hawai‘i State Constitution, Article XII, section 7.

We request the applicant’s assurances that should iwi kūpuna or Native Hawaiian cultural or traditional deposits be found during the construction of the project, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

Thank you for the opportunity to comment. If you have further questions, please contact Jason Jeremiah by phone at (808) 594-1816 or e-mail him at jasonj@oha.org.

‘O wau iho nō me ka ‘oia‘i‘o,



Clyde W. Nāmu‘o
Administrator

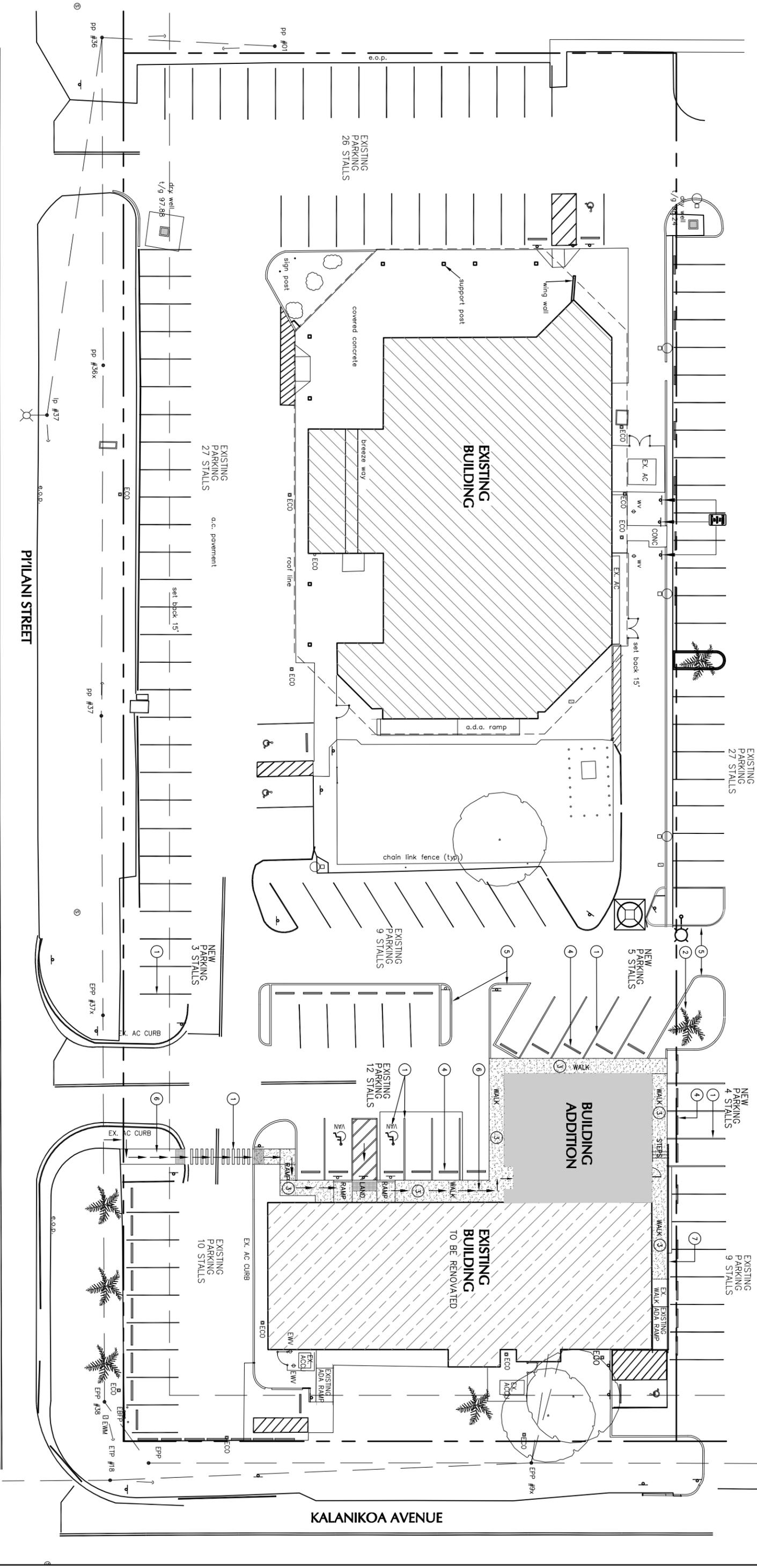
C: OHA Hilo CRC Office

Pua Aiu, Administrator
State Historic Preservation Office
Department of Land and Natural Resources
601 Kamokila Boulevard, Room 555
Kapolei, Hawai‘i 96707

ENVIRONMENTAL ASSESSMENT

Pi'ilani Street Licensing and Motor Vehicle Registration Building and Puna and South Kohala Baseyard Improvements

Appendix 2 Selected Schematic Design Figures



NOTES:
 1. ACCESSIBILITY TO BE ADAAG AS MEASUREMENT OF COMPLIANCE REQUIREMENTS

- KEYNOTES:**
- ① STRIPING (TYP), SEE CIVIL DWGS.
 - ② EXISTING TREE, SEE CIVIL DWGS.
 - ③ WALK, SEE CIVIL DWGS.
 - ④ WHEELSTOP (TYP), SEE CIVIL DWGS.
 - ⑤ AC CURB (TYP), SEE CIVIL DWGS.
 - ⑥ ACCESSIBLE ROUTE
 - ⑦ RAILING (TYP), SEE CIVIL DWGS.

SCALE IN FEET

SCOTT E. FLEMING
 LICENSED PROFESSIONAL ARCHITECT
 No. 11441
 HAWAII, U.S.A.

DURRANT®
 Media Five

COUNTY OF HAWAII
 DEPT. OF PUBLIC WORKS - BUILDING DIVISION
 SOUTH HILO MOTOR VEHICLE REGISTRATION & LICENSING RENOVATION AND ADDITION
 JOB NO. B-3876
 799 PILANI STREET
 HAWAII, HAWAII
 TEL: 23-033-016

REVISION:	DATE:	DESCRIPTION:	MADE BY:	APPROVER:

APPROVED BY: _____

DESIGNED BY: **SF**

DRAWN BY: **CK**

CHECKED BY: **SF**

DATE: **8-21-08**

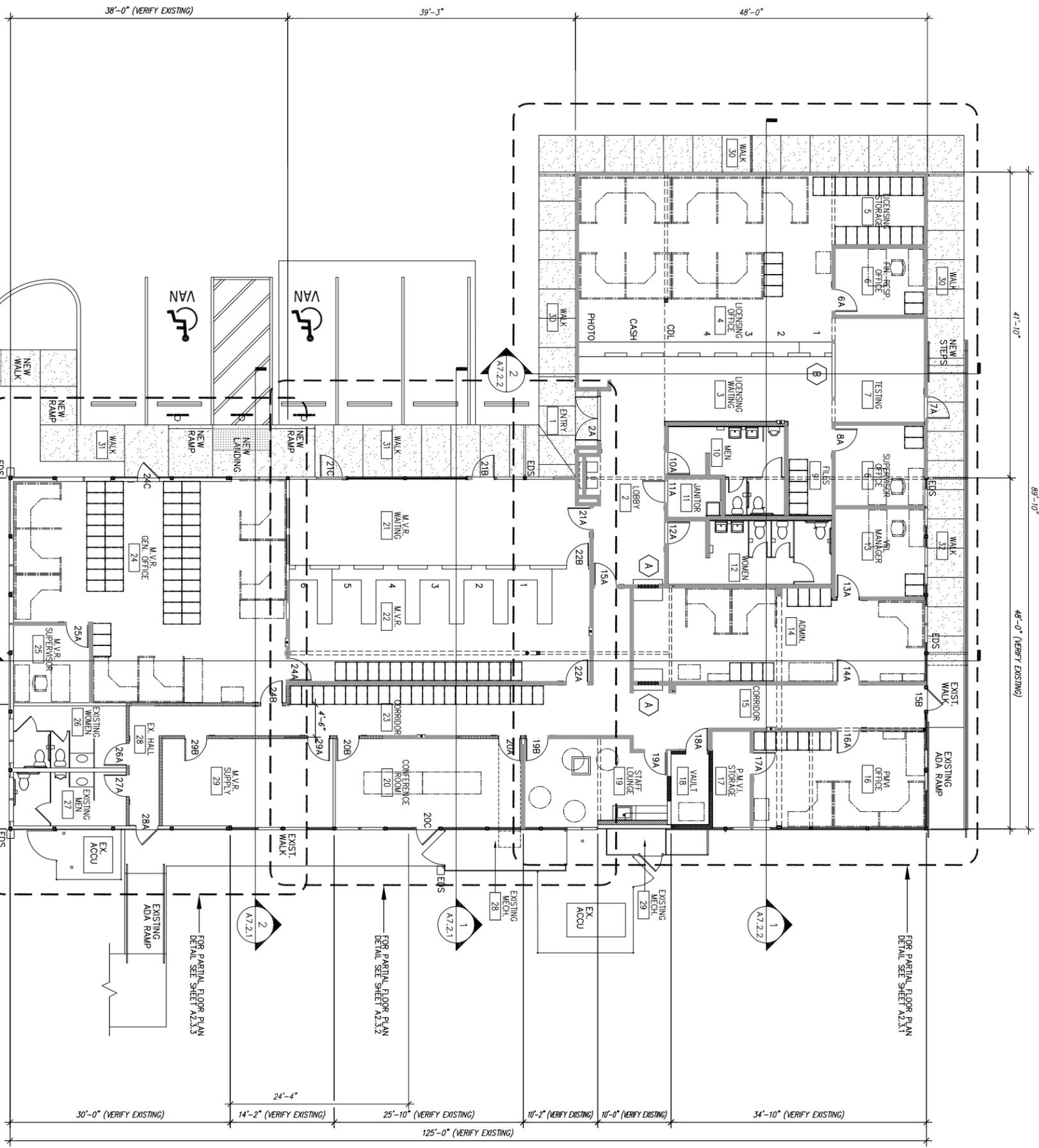
DIRECTOR: _____ DATE: _____

DEPT. OF PUBLIC WORKS

COUNTY OF HAWAII

SHEET NO. **A1.2**

OF SHEETS



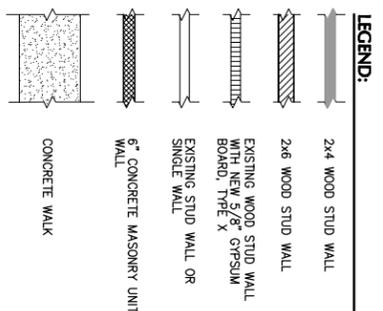
1 EXISTING/NEW FLOOR PLAN
SCALE 1/8"=1'



SCALE IN FEET

- NOTES:**
1. FOR FLOOR PLAN DETAILS, SEE SHEET A2.3.1, A2.3.2, A2.3.3
 2. FOR FINISH SCHEDULE, SEE SHEET A3.1, A3.2, A3.3
 3. FOR FINISH SCHEDULE, SEE SHEET A4.2
 4. FOR REFLECTED CEILING PLAN, SEE SHEET A5.2
 5. FOR ROOF SCHEDULE, SEE SHEET A6.2, A9.1
 6. FOR WINDOW SCHEDULE, SEE SHEET A9.2
 7. FOR INTERIOR ELEVATIONS, SEE SHEET A10.1 TO A10.5
 8. FOR CABINETS, SEE SHEET A11.1, A11.2
 9. A11.3 ACCESSIBLE ROUTE FLOOR PLAN, SEE SHEET A12.1
 10. A11.3 ACCESSIBLE ROUTE FLOOR PLAN, SEE SHEET A12.1

- AREA CALCULATIONS**
- | SPACE | REQUIRED SQUARE FEET | ACTUAL SQUARE FEET |
|-----------------------|----------------------|--------------------|
| 1 LOBBY | 241.15 | 309.58 |
| 2 LICENSING WAITING | 899.01 | 899.01 |
| 3 LICENSING OFFICE | 130.71 | 122.59 |
| 4 LICENSING STORAGE | 122.59 | 122.59 |
| 5 FIN. RESP. OFFICE | 145.87 | 145.87 |
| 6 SUPERVISOR OFFICE | 83.55 | 83.55 |
| 7 FILES | 169.45 | 169.45 |
| 8 JANITOR | 43.83 | 43.83 |
| 9 M.V.R. MANAGER | 158.05 | 158.05 |
| 10 ADMIN. | 510.96 | 510.96 |
| 11 ADMIN. | 399.72 | 399.72 |
| 12 P.M.V.L. OFFICE | 323.74 | 323.74 |
| 13 P.M.V.L. STORAGE | 59.79 | 240.00 |
| 14 STAFF LOUNGE | 240.00 | 240.00 |
| 15 CONFERENCE ROOM | 323.48 | 323.48 |
| 16 M.V.R. WAITING | 488.19 | 488.19 |
| 17 CORRIDOR | 351.89 | 351.89 |
| 18 M.V.R. GEN. OFFICE | 1050.27 | 1050.27 |
| 19 EXISTING MEN | 120.95 | 120.95 |
| 20 EXISTING WOMEN | 144.00 | 144.00 |
| 21 EXISTING MEN | 128.69 | 128.69 |
| 22 EXISTING WOMEN | 142.00 | 142.00 |
| 23 M.V.R. SUPPLY | 296.85 | 296.85 |



DURRANT
Media Five

SCOTT E. FLEMING
LICENSED PROFESSIONAL ARCHITECT
No. 11441
HAWAII, U.S.A.

DESIGNED BY: SF
DRAWN BY: CK
CHECKED BY: SF
DATE: 8-21-08

DESIGNED BY: SF
DRAWN BY: CK
CHECKED BY: SF
DATE: 8-21-08

REVISION	DATE	DESCRIPTION	MADE BY	APPROVED

COUNTY OF HAWAII
DEPT. OF PUBLIC WORKS - BUILDING DIVISION
SOUTH HILO MOTOR VEHICLE REGISTRATION & LICENSING RENOVATION AND LICENSING
JOB NO. B-3876
799 PIULANI STREET
TALAHUA, HAWAII 96761

EXISTING/NEW FLOOR PLAN

APPROVED BY: _____

DESIGNED BY: SF
DRAWN BY: CK
CHECKED BY: SF
DATE: 8-21-08

DIRECTOR
DEPT. OF PUBLIC WORKS
COUNTY OF HAWAII

DATE

SHEET NO. **A2.2.1**
OF SHEETS

KEYNOTES:

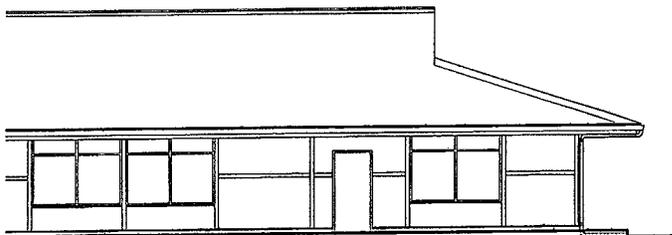
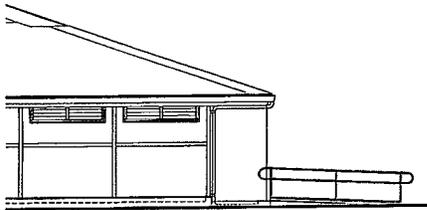
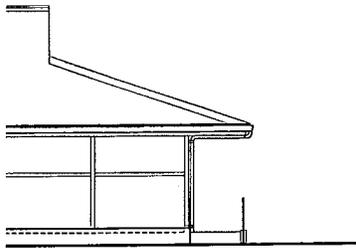
① x

SCALE IN FEET

SCALE IN FEET

SCALE IN FEET

SCALE IN FEET



REVISION:	DATE:	DESCRIPTION:	MADE BY:	APPROVED:

COUNTY OF HAWAII
DEPT. OF PUBLIC WORKS - BUILDING DIVISION
 RENOVATION AND ADDITION TO
 PI'ILANI STREET LICENCING, PMVI, AND
 MOTOR VEHICLE REGISTRATION BUILDING
 JOB NO. B-/////
 PI'ILANI STREET
 T.M.K.: 2-2-033: 016
 HILO, HAWAII

EXISTING EXTERIOR ELEVATIONS / DEMOLITION

APPROVED BY:	DESIGNED BY: SF
	DRAWN BY: GK
	CHECKED BY: SF
	DATE: 5-30-08
DIRECTOR, DEPT. OF PUBLIC WORKS COUNTY OF HAWAII	DATE
SHEET NO: A4.1 OF = SHEETS	

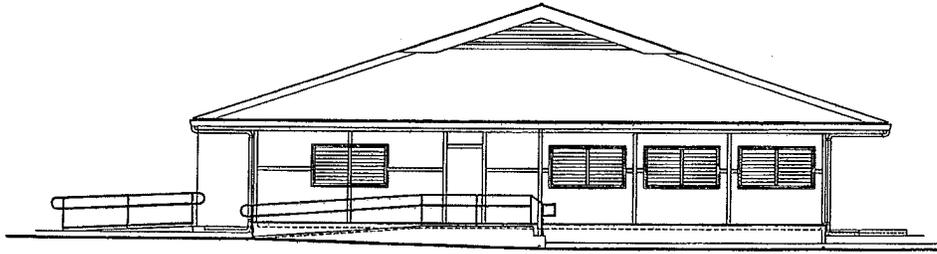


DURRANT^o
Media Five

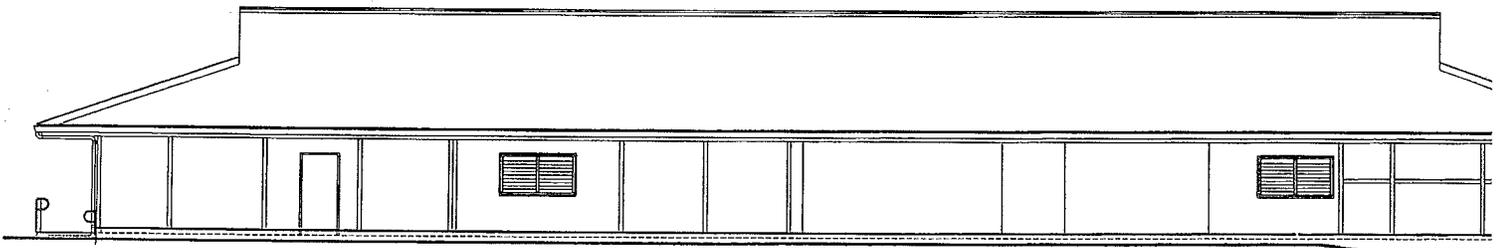


THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION IN ACCORDANCE WITH CHAPTER 10-115 OF THE HAWAII ADMINISTRATIVE RULES, DEPT. OF COMMERCE AND CONSUMER AFFAIRS, DUTIES OF PROFESSIONAL ARCHITECTS, ARCHITECTS, SURVEYORS, AND LANDSCAPE ARCHITECTS.

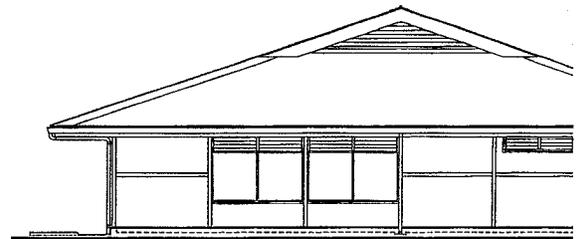
08243.02



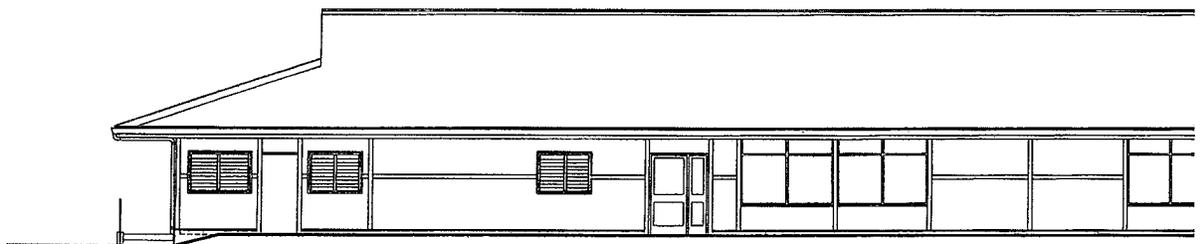
1 EXISTING EXTERIOR ELEVATION / DEMOLITION
SCALE 1/8"=1'



2 EXISTING EXTERIOR ELEVATION / DEMOLITION
SCALE 1/8"=1'



3 EXISTING EXTERIOR ELEVATION / DEMOLITION
SCALE 1/8"=1'

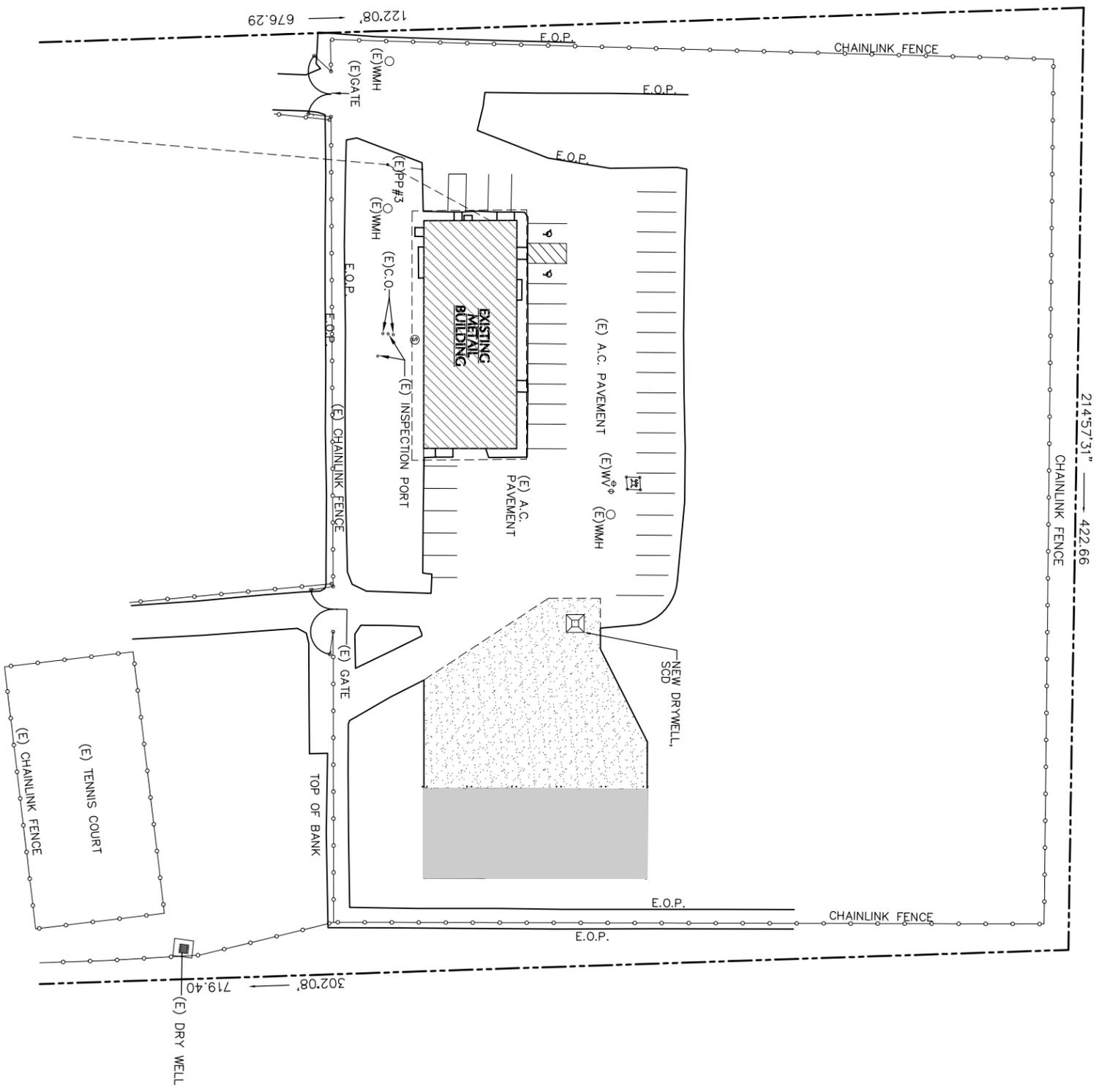


4 EXISTING EXTERIOR ELEVATION / DEMOLITION
SCALE 1/8"=1'



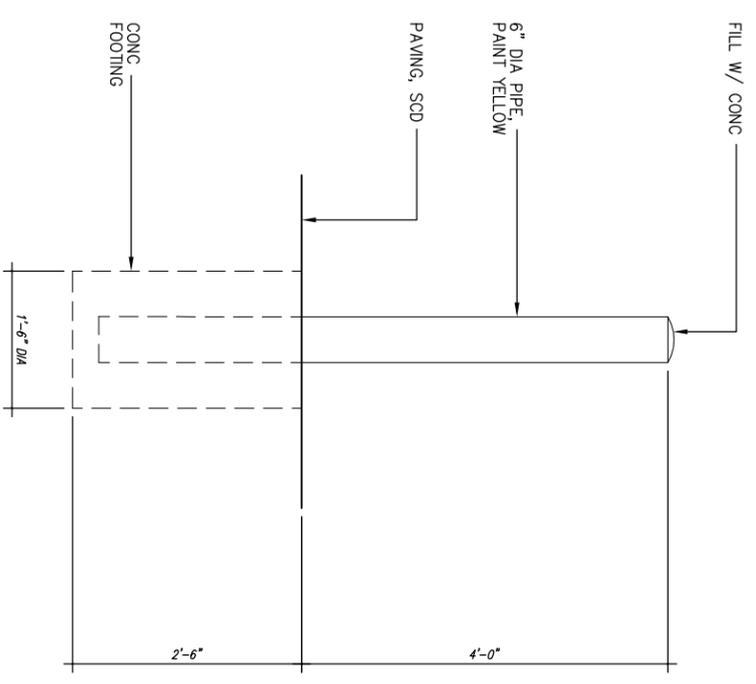
NORTH

1 EXISTING / NEW PARTIAL SITE PLAN
SCALE 1"=30'



SCALE IN FEET

- KEYNOTES:**
- ① 6" PIPE BOLLARDS (TYP), SEE FLR PLAN
 - ② FUTURE EXPANSION
 - ③ DOWNSPOUTS (TYP)
 - ④ EMERGENCY SHOWER & EYE WASH, SEE FLR PLAN
 - ⑤ ACCESSIBLE ROUTE



2 PIPE BOLLARD DETAIL
SCALE 1"=1'



SCALE IN FEET



DURRANT
Media Five

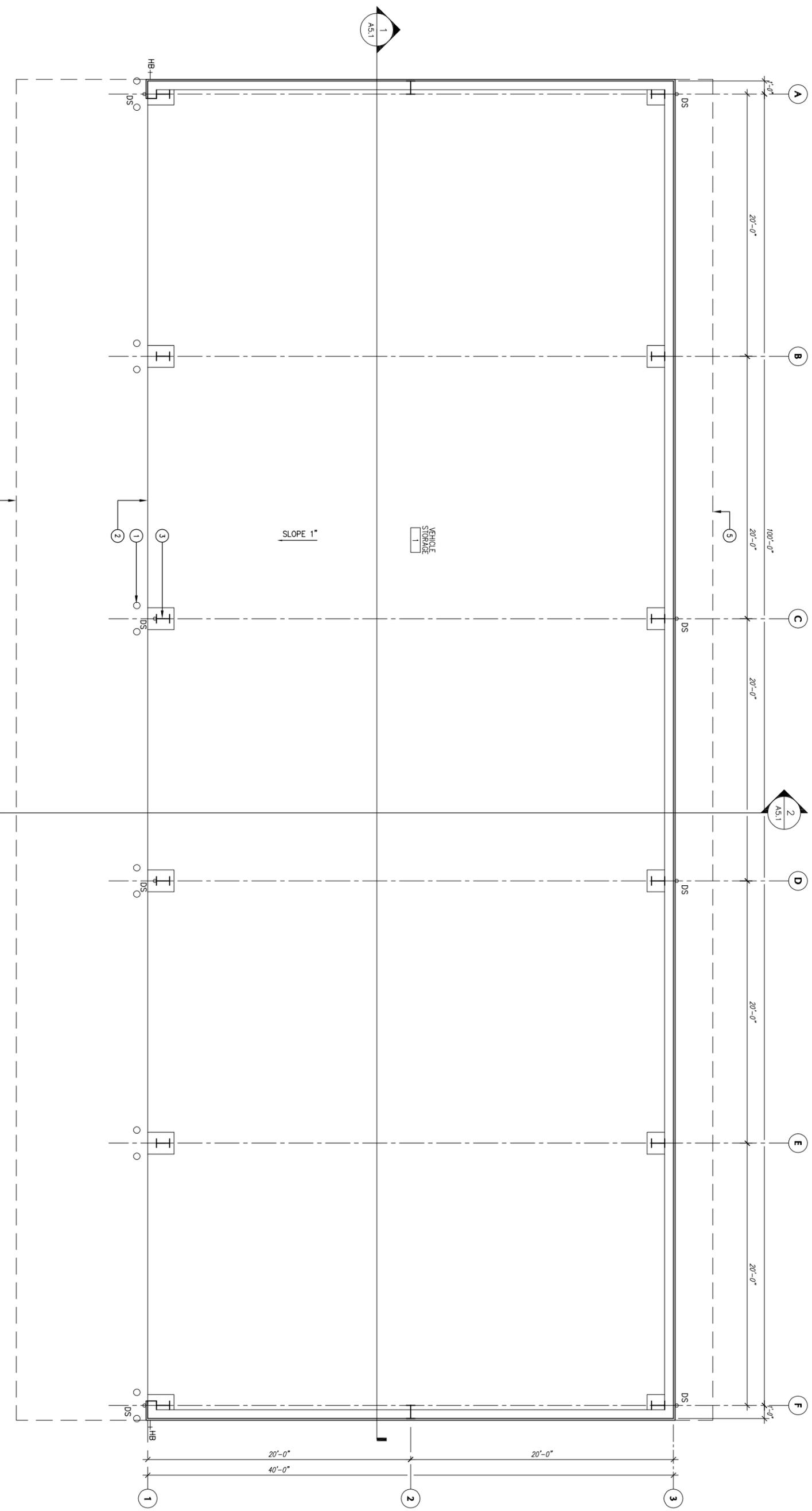
COUNTY OF HAWAII
DEPT. OF PUBLIC WORKS - BUILDING DIVISION
PUNA BASEYARD FACILITY
VEHICLE STORAGE BUILDING
JOB NO. B3823
1728A VOICANO ROAD
T.M.A. 172003-019
KIHEI/TOWNSHIP, HAWAII

APPROVED BY:	DESIGNED BY: SF
CHECKED BY: SF	DRAWN BY: CK
DATE: 8-28-08	DATE: 8-28-08
SHEET NO. 11.1	DATE: 8-28-08
DIRECTOR: DEPT. OF PUBLIC WORKS	DATE:
COUNTY OF HAWAII	DATE:

THIS PLAN WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND I AM A LICENSED PROFESSIONAL ARCHITECT IN THE STATE OF HAWAII. I AM NOT PROVIDING CONTRACT ADMINISTRATION SERVICES. I AM NOT PROVIDING ENGINEERING SERVICES. I AM NOT PROVIDING LANDSCAPE ARCHITECTURE SERVICES. I AM NOT PROVIDING SURVEYING SERVICES. I AM NOT PROVIDING ENVIRONMENTAL ENGINEERING SERVICES. I AM NOT PROVIDING GEOTECHNICAL ENGINEERING SERVICES. I AM NOT PROVIDING STRUCTURAL ENGINEERING SERVICES. I AM NOT PROVIDING ELECTRICAL ENGINEERING SERVICES. I AM NOT PROVIDING MECHANICAL ENGINEERING SERVICES. I AM NOT PROVIDING PLUMBING ENGINEERING SERVICES. I AM NOT PROVIDING CHEMICAL ENGINEERING SERVICES. I AM NOT PROVIDING NUCLEAR ENGINEERING SERVICES. I AM NOT PROVIDING AERONAUTICAL AND NAUTICAL ARCHITECTURE SERVICES. I AM NOT PROVIDING MARINE ENGINEERING SERVICES. I AM NOT PROVIDING AEROSPACE ENGINEERING SERVICES. I AM NOT PROVIDING AGRICULTURAL ENGINEERING SERVICES. I AM NOT PROVIDING FORESTRY ENGINEERING SERVICES. I AM NOT PROVIDING METALLURGICAL ENGINEERING SERVICES. I AM NOT PROVIDING INDUSTRIAL ENGINEERING SERVICES. I AM NOT PROVIDING TRANSPORTATION ENGINEERING SERVICES. I AM NOT PROVIDING ENVIRONMENTAL ENGINEERING SERVICES. I AM NOT PROVIDING CHEMICAL ENGINEERING SERVICES. I AM NOT PROVIDING NUCLEAR ENGINEERING SERVICES. I AM NOT PROVIDING AERONAUTICAL AND NAUTICAL ARCHITECTURE SERVICES. I AM NOT PROVIDING MARINE ENGINEERING SERVICES. I AM NOT PROVIDING AEROSPACE ENGINEERING SERVICES. I AM NOT PROVIDING AGRICULTURAL ENGINEERING SERVICES. I AM NOT PROVIDING FORESTRY ENGINEERING SERVICES. I AM NOT PROVIDING METALLURGICAL ENGINEERING SERVICES. I AM NOT PROVIDING INDUSTRIAL ENGINEERING SERVICES. I AM NOT PROVIDING TRANSPORTATION ENGINEERING SERVICES.

08243204

- KENNOTES:**
- 1 6" PIPE BOLLARDS (TYP)
 - 2 SEE DET 2/A1.2
 - 3 CONCRETE EDGE, FLUSH SMOOTH CONNECTION
 - 4 MBS RIGID COLUMN (TYP)
 - 5 EMERGENCY SLOWER & ETC. MASH; SEE DET 1/A3
 - 6 ROOF OVERHANG



1 FLOOR PLAN
SCALE 1/4"=1'

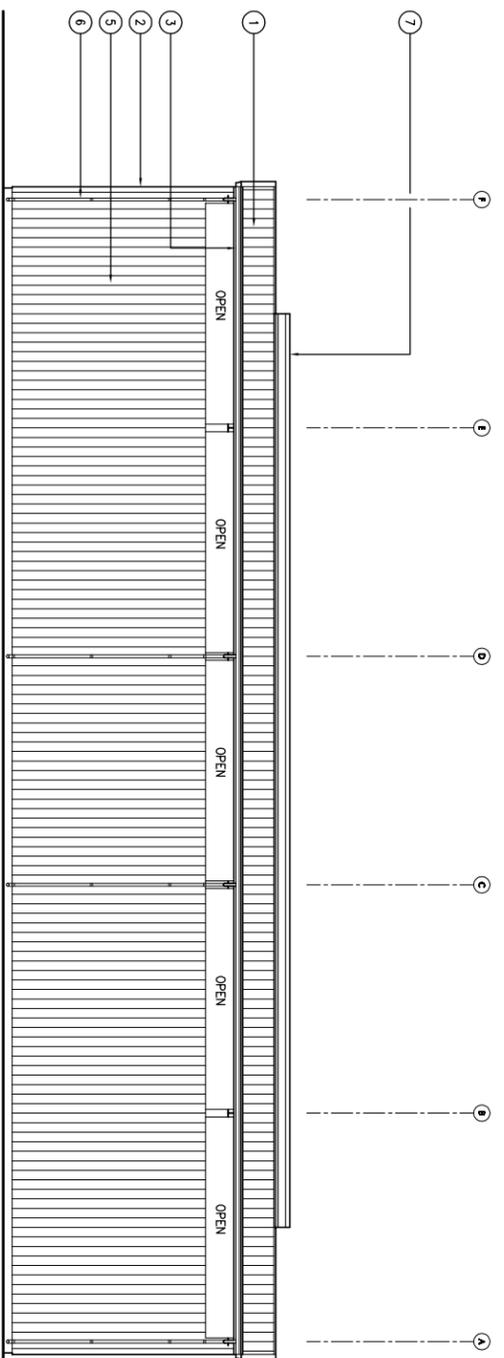


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Media Five

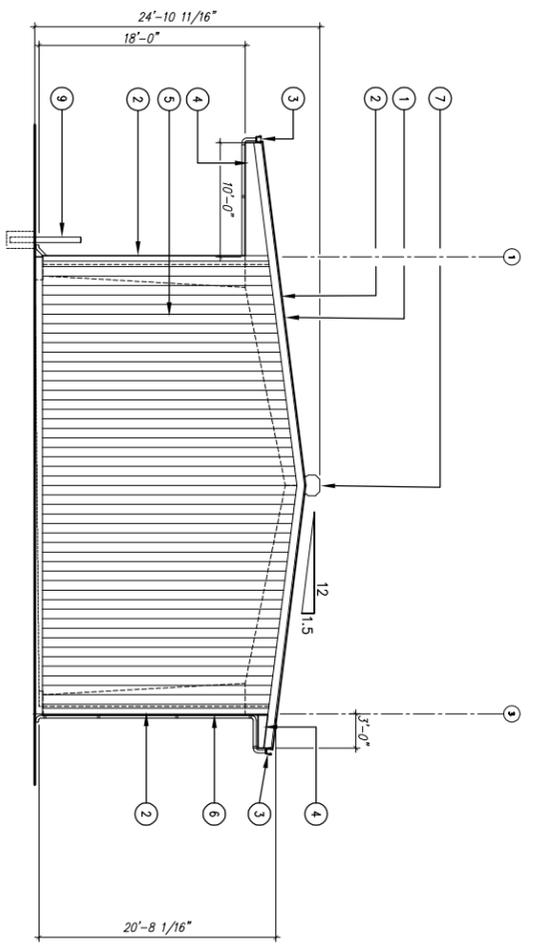
THE PERSON WHO PREPARES THIS PLAN, SPECIFICATION, CONTRACT DOCUMENTS, AND DRAWINGS IS A LICENSED PROFESSIONAL ARCHITECT IN THE STATE OF HAWAII. HE OR SHE HAS PREPARED THIS PLAN, SPECIFICATION, CONTRACT DOCUMENTS, AND DRAWINGS IN ACCORDANCE WITH THE HAWAIIAN ARCHITECTURE ACT, CHAPTER 91D, HRS, AND THE HAWAIIAN ARCHITECTS BOARD, 172003-019, KAILASHOWA, HAWAII.

0824304

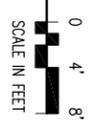
<p>COUNTY OF HAWAII DEPT. OF PUBLIC WORKS - BUILDING DIVISION PUNA BASEYARD FACILITY VEHICLE STORAGE BUILDING JOB NO. B3823 17284 VOICANO ROAD T.M.A.#. 172003-019 KAILASHOWA, HAWAII</p>	
DESIGNED BY: SF	APPROVED BY:
DRAWN BY: CK	DATE:
CHECKED BY: SF	DATE: 8-28-08
SHEET NO. A2	DATE:
OF SHEETS	



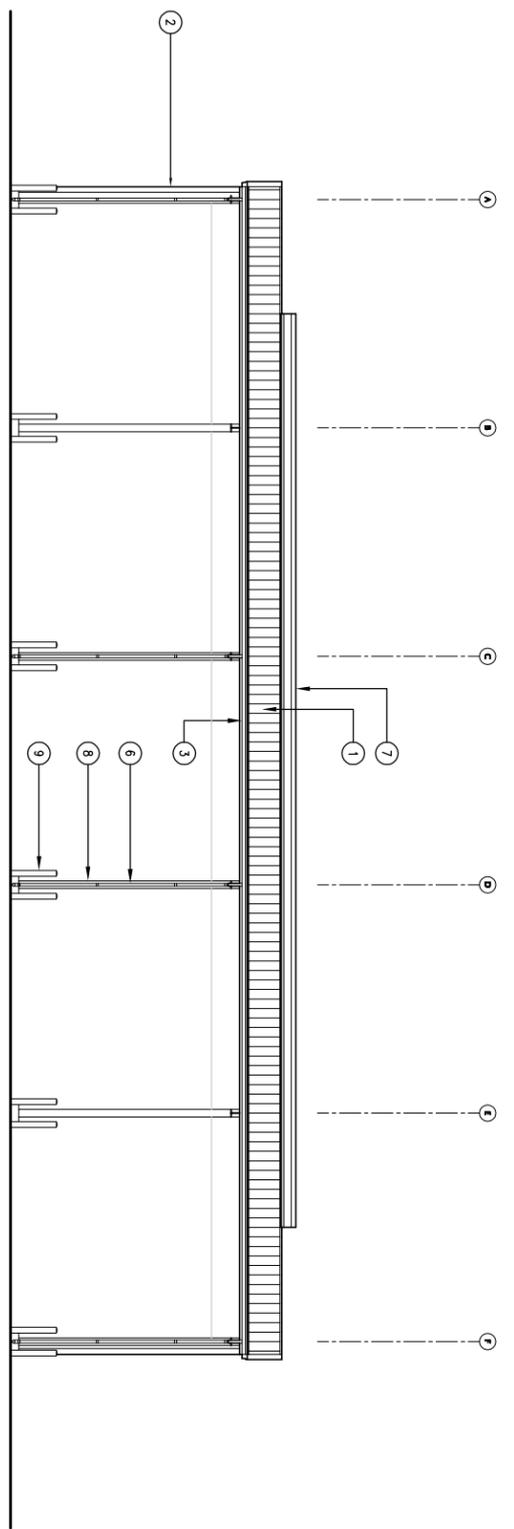
1 EXTERIOR ELEVATION
SCALE 1/8"=1'



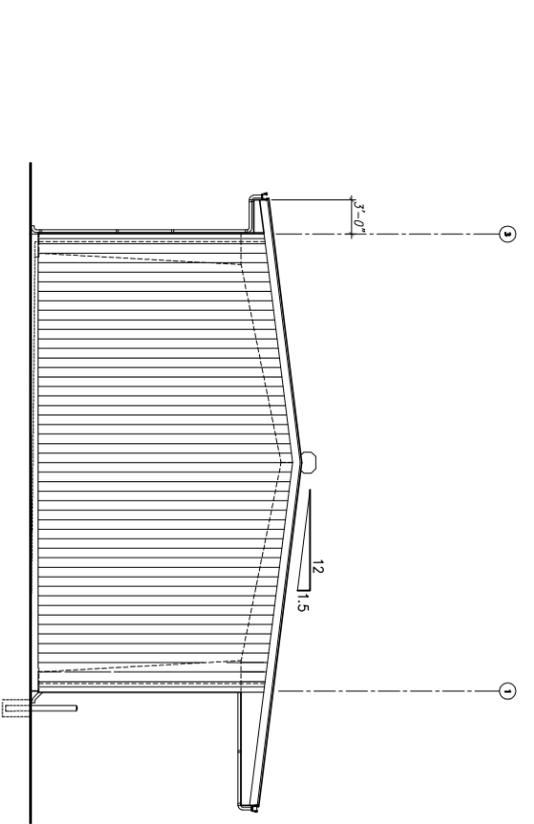
2 EXTERIOR ELEVATION
SCALE 1/8"=1'



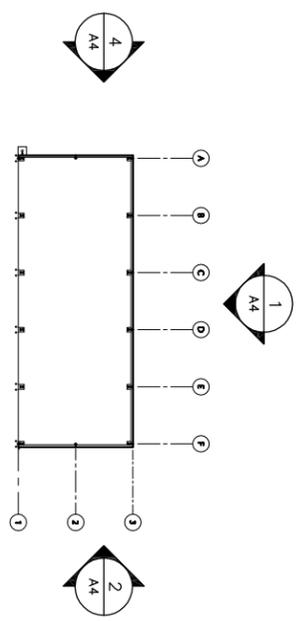
- KEYNOTES:**
- ① MBS METAL ROOFING
 - ② MBS METAL TRIM
 - ③ MBS METAL GUTTER
 - ④ MBS METAL BEAM
 - ⑤ MBS METAL SIDING
 - ⑥ 3" DIA. PVC DOWNSPOUT W/ STRAPS
 - ⑦ MBS METAL CONT VENT
 - ⑧ MBS LRF FRAME
 - ⑨ 6" PIPE BOLLARDS; SEE DET 2/A1.2



3 EXTERIOR ELEVATION
SCALE 1/8"=1'



4 EXTERIOR ELEVATION
SCALE 1/8"=1'



ELEVATION KEY



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COUNTY OF HAWAII
DEPT. OF PUBLIC WORKS - BUILDING DIVISION
PUNA BASEYARD FACILITY
VEHICLE STORAGE BUILDING
JOB NO. B3823
1728A VOICANO ROAD
T.M.A. 172003-019
KAIKISTOWN, HAWAII

THIS WORK WAS PREPARED BY ME OR UNDER MY CLOSE PERSONAL SUPERVISION AND I AM A LICENSED PROFESSIONAL ARCHITECT IN THE STATE OF HAWAII. I HEREBY CERTIFY THAT I AM THE ARCHITECT OF RECORD FOR THIS PROJECT AND I AM NOT PROVIDING ARCHITECTURAL SERVICES TO ANY OTHER PARTY FOR THIS PROJECT.

08/23/04

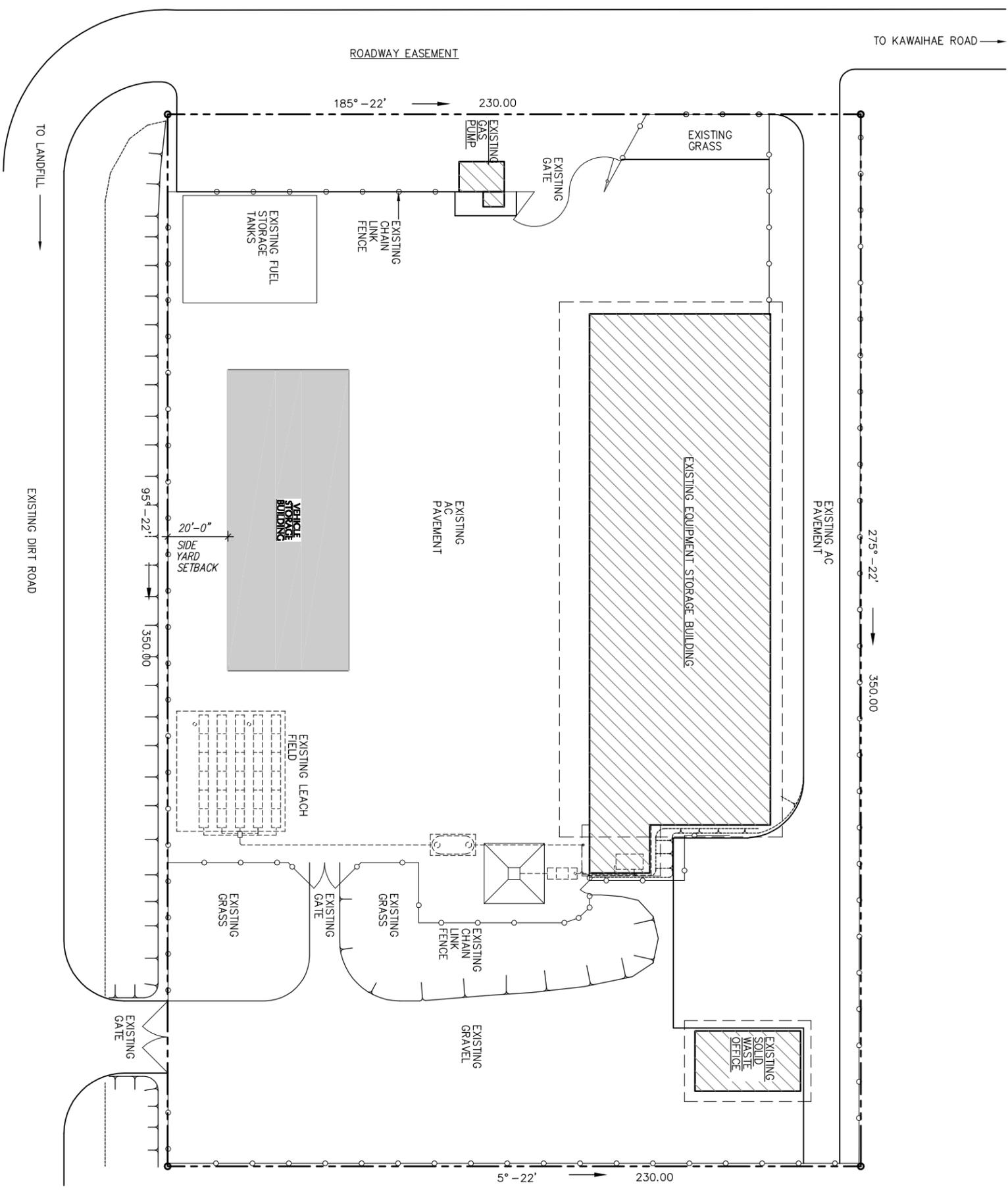
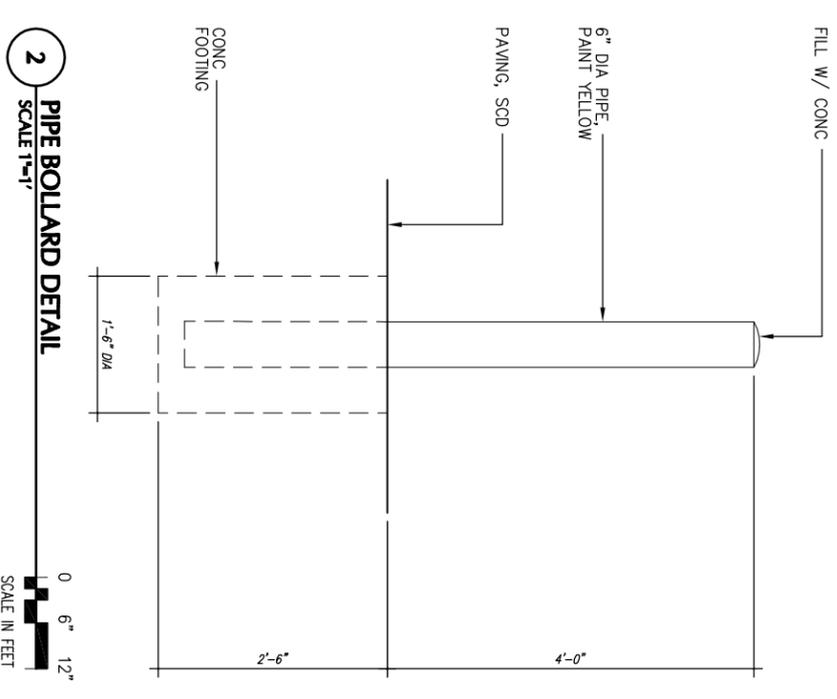
REVISION	DATE	DESCRIPTION	MADE BY	APPROVED

APPROVED BY: _____
DESIGNED BY: SF
DRAWN BY: CK
CHECKED BY: SF
DATE: 8-28-08

DIRECTOR: _____ DATE: _____
DEPT. OF PUBLIC WORKS
COUNTY OF HAWAII

SHEET NO. **A4**
OF SHEETS

- KEYNOTES:**
- ① 6" PIPE BOLLARDS (TYP), SEE FLR PLAN
 - ② FUTURE EXPANSION
 - ③ DOWNSPOUTS (TYP)
 - ④ EMERGENCY SHOWER & EYE WASH, SEE FLR PLAN
 - ⑤ ACCESSIBLE ROUTE



1
EXISTING/NEW SITE PLAN
SCALE 1"=20'

0 10' 20'
SCALE IN FEET

SCOTT E. FLEMING
LICENSED PROFESSIONAL ARCHITECT
No. 11441
HAWAII, U.S.A.

DURANT®
Media Five

COUNTY OF HAWAII
DEPT. OF PUBLIC WORKS - BUILDING DIVISION
SOUTH KOHALA BASEYARD FACILITY
VEHICLE STORAGE BUILDING
JOB NO. B-3824
664395 KAWAIHAE ROAD
T.M.A.C. 64-001:055
WAIKAEA, HAWAII

REVISION:	DATE:	DESCRIPTION:	MADE BY:	APPROVED:

APPROVED BY: _____

DESIGNED BY: **SE**

DRAWN BY: **CK**

CHECKED BY: **SE**

DATE: **8-4-08**

SHEET NO. **A1.1.**

DIRECTOR: _____ DATE: _____

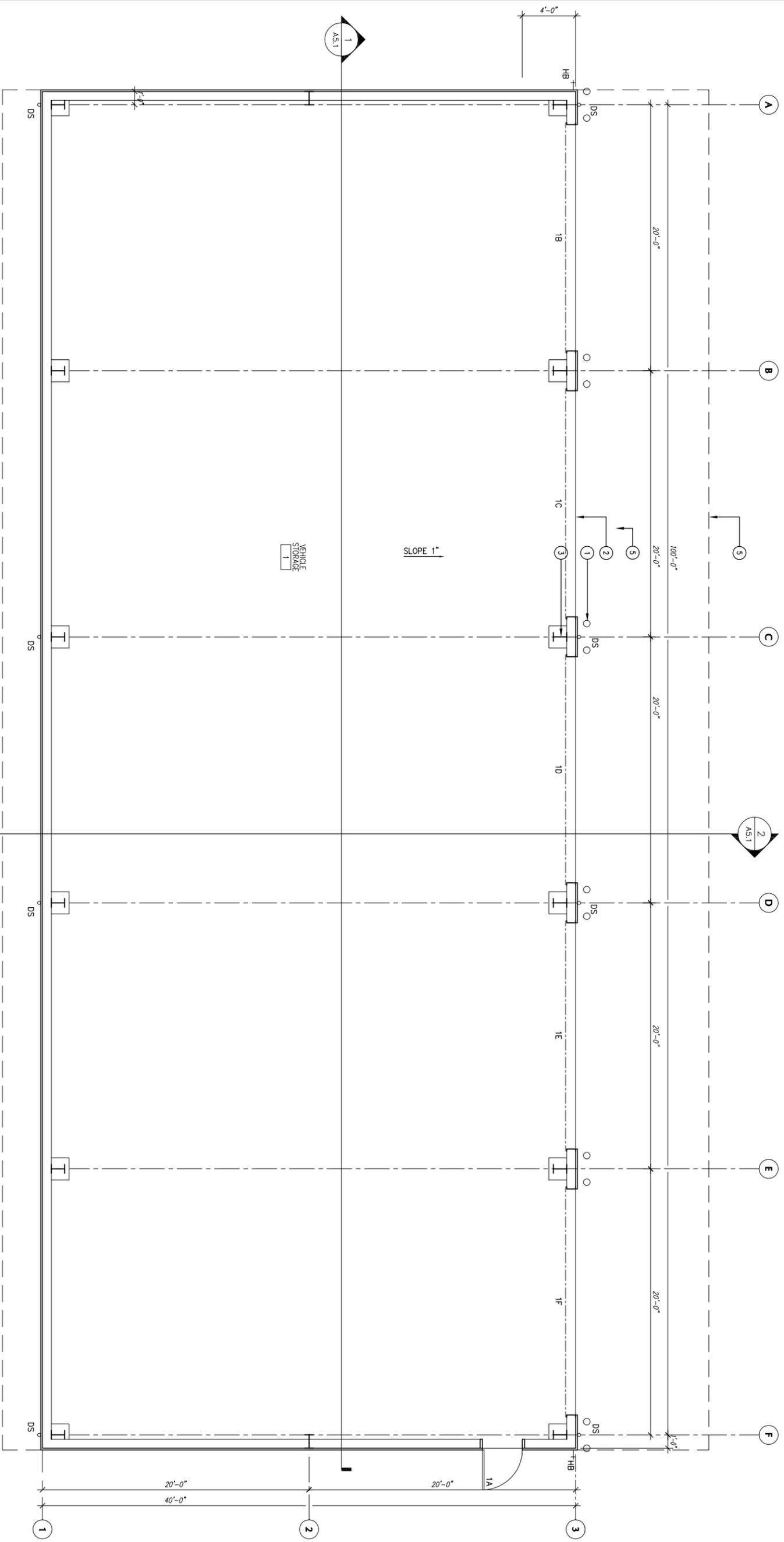
DEPT. OF PUBLIC WORKS

COUNTY OF HAWAII

06243305

..... OF SHEETS

- KENNOTES:**
- 1 6" PIPE BOLLARDS (TYP)
 - 2 SEE DET 2/A1.2
 - 3 CONCRETE EDGE FLUSH SMOOTH CONNECTION
 - 4 MBS RIGID COLUMN (TYP)
 - 5 NOT USED
 - 6 ROOF OVERHANG



1
FLOOR PLAN
SCALE 1/4"=1'



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Media Five

SCOTT E. FLEMING
LICENSED PROFESSIONAL ARCHITECT
No. 11441
HAWAII, U.S.A.

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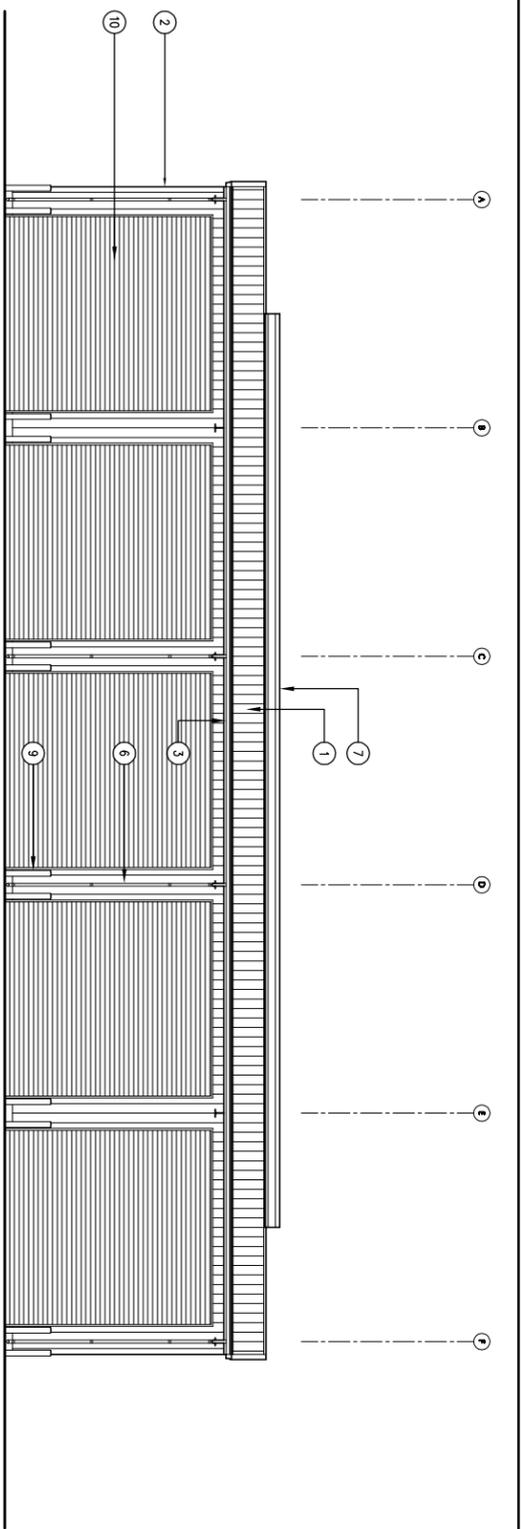
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DEPT. OF PUBLIC WORKS - BUILDING DIVISION
SOUTH KOHALA BASEYARD FACILITY
VEHICLE STORAGE BUILDING
JOB NO. B3824
66-1595 KAWAHAE ROAD
TALAHUA, HI 96761
WAIKAEA, HAWAII

REVISION	DATE	DESCRIPTION	MADE BY	APPROVED

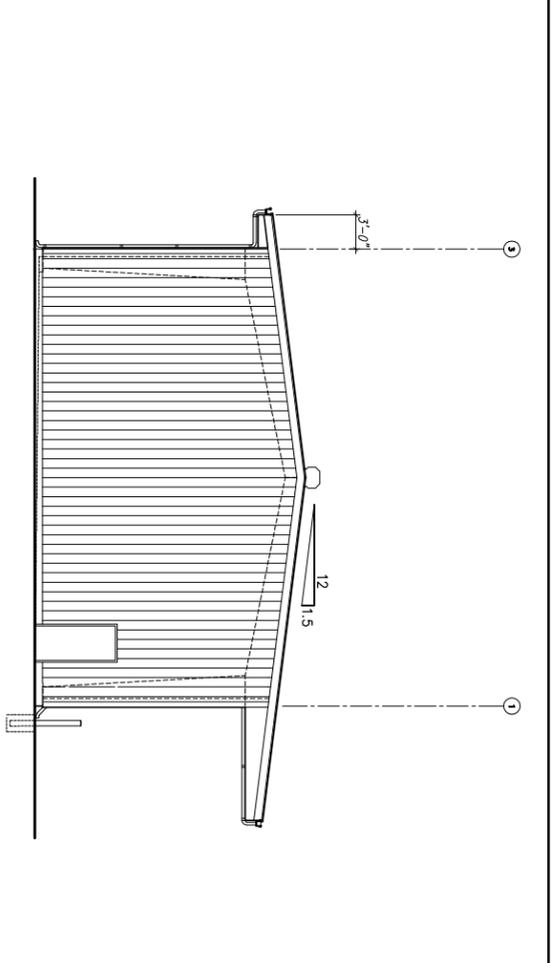
APPROVED BY: _____
DESIGNED BY: SF
DRAWN BY: CK
CHECKED BY: SF
DATE: 8/24/25

DIRECTOR: _____ DATE: _____
DEPT. OF PUBLIC WORKS
COUNTY OF HAWAII

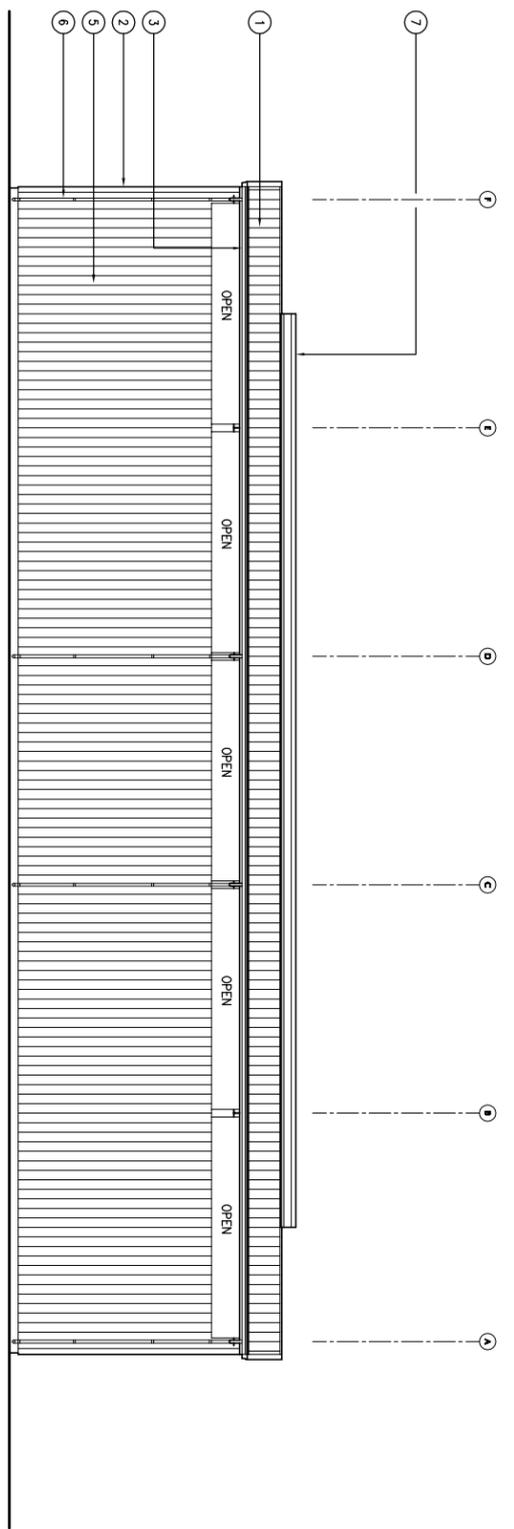
SHEET NO. **A2**
OF SHEETS



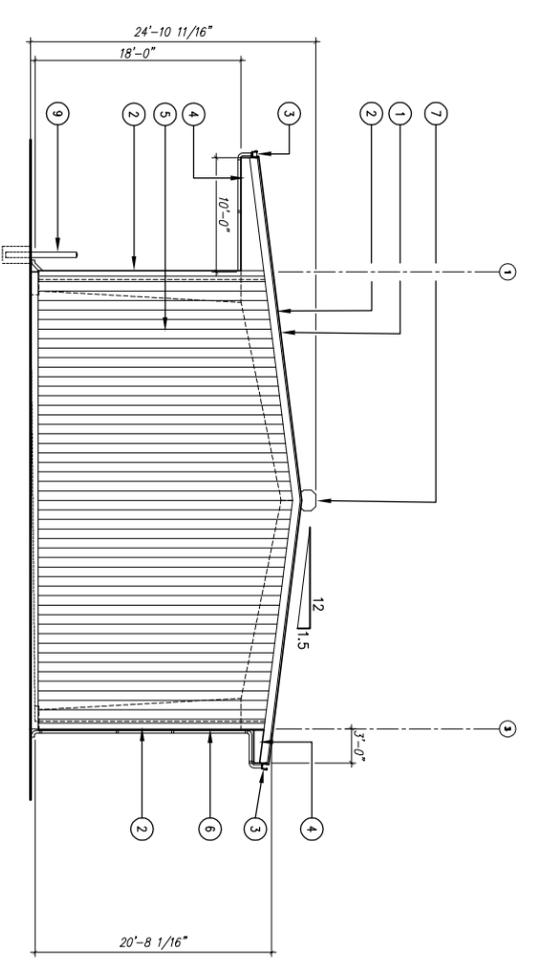
1 EXTERIOR ELEVATION
SCALE 1/8"=1'



2 EXTERIOR ELEVATION
SCALE 1/8"=1'



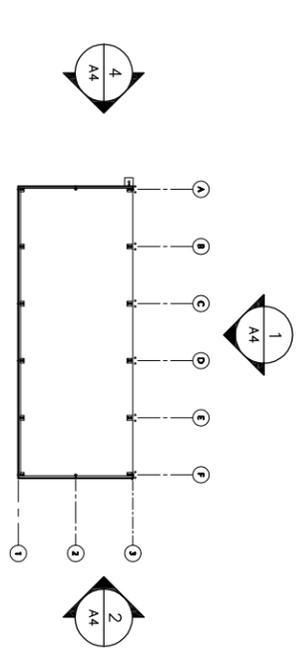
3 EXTERIOR ELEVATION
SCALE 1/8"=1'



4 EXTERIOR ELEVATION
SCALE 1/8"=1'



- KEYNOTES:**
- ① MBS METAL ROOFING
 - ② MBS METAL TRIM
 - ③ MBS METAL GUTTER
 - ④ MBS METAL BEAM
 - ⑤ MBS METAL SIDING
 - ⑥ 3" DIA. PVC DOWNSPOUT W/ STRAPS
 - ⑦ MBS METAL CONT VENT
 - ⑧ MBS LRF FRAME
 - ⑨ 6" PIPE BOLLARDS, SEE DET 2/A:1.2
 - ⑩ ROLL UP DOOR



ELEVATION KEY



DURRANT
Media Five

SCOTT E. FLEMING
LICENSED PROFESSIONAL ARCHITECT
No. 11441
HAWAII, U.S.A.

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08/24/2025

COUNTY OF HAWAII
DEPT. OF PUBLIC WORKS - BUILDING DIVISION
SOUTH KOHALA BASEYARD FACILITY
VEHICLE STORAGE BUILDING
JOB NO. B.3824
66-1595 KAWAHAE ROAD
TALUKA, HI 96701-056
WAIKAE, HAWAII

EXTERIOR ELEVATIONS

APPROVED BY: _____

DESIGNED BY: SF

DRAWN BY: CK

CHECKED BY: SF

DATE: 8-24-25

DIRECTOR: _____ DATE: _____

DEPT. OF PUBLIC WORKS

COUNTY OF HAWAII

SHEET NO. **A4**

..... OF SHEETS