



NEIL ABERCROMBIE  
Governor

EXECUTIVE CHAMBERS  
HONOLULU

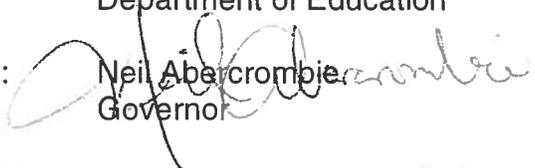
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OFFICE OF ENVIRONMENTAL  
QUALITY CONTROL

November 9, 2012

TO: Katherine S. Matayoshi, Superintendent  
Department of Education

FROM:   
Neil Abercrombie  
Governor

SUBJECT: Acceptance of the Kihei High School Final Environmental Impact  
Statement

I hereby accept the Final Environmental Impact Statement for the Kihei High School Project, as satisfactory fulfillment of the requirements of Chapter 343, Hawai'i Revised Statutes. The economic, social, and environmental impacts which will likely occur should this project be built, are adequately described in the statement. The analysis, together with the comments made by reviewers provides useful information to policy makers and the public.

My acceptance of the statement is an affirmation of the adequacy of that statement under the applicable laws. I find that the mitigation measures proposed in the environmental impact statement will minimize the negative impacts of the project.

In implementing this project, I direct the Hawai'i State Department of Education and/or its agent to perform these mitigation measures or comparable, equally effective alternatives at the discretion of the permitting agencies. The mitigation measures identified in the environmental impact statement are listed in the attached document.

Attachment

c: Ms. Christine Mendes Ruotola, Group 70  
Robert Purdie, DOE Facilities Development Branch  
Office of Environmental Quality Control

# **KIHEI HIGH SCHOOL FINAL ENVIRONMENTAL IMPACT STATEMENT**

## **MITIGATION MEASURES**

### **November 2012**

#### **TOPOGRAPHY AND SOILS**

- The project grading operations will be conducted in compliance with the dust and erosion control requirements of the County.
- A grading permit will be obtained from the County for all related construction activities.
- During construction, soils erosion control measures will follow NPDES permit requirements.
- Long-term soil erosion protection and Best Management Practices (BMPs) will be established at Kīhei High School with extensive planting and slope management measures.
- Specific attention will be made to avoid disturbance to steep slope areas.
- The existing topography will be altered only to the extent necessary for the construction of the proposed improvements.

#### **WATER RESOURCES**

- In order to mitigate impacts to the island's potable water supply, the school's non-potable water requirement of 185,000 GPD is proposed to be met by two new on-site brackish wells, which will provide a long-term basal groundwater source from the underlying Kama'ole Aquifer System.
- To further reduce impacts on potable water, the project will incorporate sustainable design and features for water efficiency throughout the facilities such as low-flow plumbing fixtures.
- Potable water is to be provided by the County of Maui Department of Water Supply.

#### **WASTEWATER**

- The Kīhei High School project area will be served by a new sewage collection system.
- Wastewater from the project areas will be conveyed to the Kīhei WWRF.
- The project will be responsible for its fair share of facilities improvements related to the additional wastewater flows of the new high school.

#### **DRAINAGE**

- There are no existing drainage improvements in the project area.
- Planned drainage improvements will manage storm water runoff on the project site.
- Planned improvements will include an on-site drainage system of grassed swales, roadway catch basins/manholes and pipe culverts.
- Off-site surface runoff will be conveyed to the gulches through a series of on-site drainage channels and detention features to avoid adverse off-site drainage conditions.

## ROADWAYS AND TRAFFIC

Construction and operation of Kihei High School will modify circulation patterns in the vicinity of the project. The actions proposed to mitigate project traffic impacts include the addition of a driveway off Pi'ilani Highway (extension of Kūlanihāko'i Street), internal campus circulation roadways, turning lanes and installation of a traffic signal at Pi'ilani Highway and Kūlanihāko'i Street.

- Maintain sufficient sight distances for motorists to safely enter and exit all project roadways.
- Provide adequate on-site loading and off-loading service areas and prohibit off-site loading operations.
- Provide adequate turn-around area for service, delivery, and refuse collection vehicles to maneuver on the project site and avoid vehicle-reversing maneuvers onto public roadways.
- Provide sufficient turning radii at all project roadways to avoid or minimize vehicle encroachments to oncoming traffic lanes.
- Provide an exclusive right-turn lane, shared left-turn lane and through lanes on the access road approach from the high school at the intersection with Pi'ilani Highway. The layout and dimension of these lanes should be determined during the design phase of the project.
- Provide a channelized northbound deceleration lane and acceleration lane along Pi'ilani Highway at the intersection with the access road for the high school. The layout and dimension of these lanes should be determined during the design phase of the project.
- Provide an exclusive southbound left-turn lane along Pi'ilani Highway at the intersection with the access road for the high school. The layout and dimension of these lanes should be determined during the design phase of the project.
- Provide two eastbound departure lanes along the access road for the high school from the intersection with Pi'ilani Highway. The layout and dimension of these lanes should be determined during the design phase of the project.
- Modify the eastbound approach of Kūlanihāko'i Street at the intersection with Pi'ilani Highway and the access road for the high school to provide an exclusive right-turn lane and a shared left- turn and through lane. The layout and dimension of these lanes should be determined during the design phase of the project.
- Install a traffic signal system at the intersection of Pi'ilani Highway and Kūlanihāko'i Street, and the access road for the high school. The layout and dimension of these lanes should be determined during the design phase of the project.
- Prepare a Traffic Management Plan for the high school to minimize the impact of school related vehicles on the surrounding roadways. This plan should address daily school and special event traffic.
- Consider preparing Traffic Assessment Reports periodically once the high school is opened to verify projected traffic conditions in the vicinity and assess the effectiveness of traffic management strategies implemented by the proposed high school.

- Plans to mitigate the construction period traffic impacts include scheduling off-peak movement of equipment and materials to minimize the disruption to traffic flow and inconvenience to the motoring public, bicyclists and pedestrians.
- Dust and noise pollution will be contained through job-site construction management practices and adherence to State and County laws which pertain to construction dust management and noise control.
- A Construction Traffic Management Plan will be prepared to minimize conflicts with traffic along roadways during construction.

## **PEDESTRIAN AND BICYCLE FACILITIES**

The school, the campus access roadway, and the intersection with Pi'ilani Highway should be planned and constructed to encourage bicycle traffic and desirable facilities should be provided for bicyclists and pedestrians. These include signal phasing, crosswalks, and channelization improvements. The Pedestrian and Bicycle Analysis recommends the following infrastructure improvements for the High School to mitigate potential impacts for pedestrians and bicyclists:

- Design features for the proposed intersection and traffic signal at Kūlanihāko'i Street and Pi'ilani Highway to provide optimum service and the highest level of protection for bicycles and pedestrians;
- High quality and direct access from the school to the pedestrians and bikeway networks; and
- Bicycle friendly improvements on the school campus

Recommended community-wide improvements that would provide community connectivity and continuity of pedestrian/bicycle infrastructure include:

- Bicycle lane or bicycle boulevard improvements for Kūlanihāko'i Street from Pi'ilani Highway to Kīhei Road;
- Construction of sidewalk on Kūlanihāko'i in the short gap east of the proposed Kīhei Greenway;
- Completion of the Kīhei Greenway from Kūlanihāko'i Street south to connect with the existing trail;
- Completion of the Kīhei Greenway from Kūlanihāko'i Street north to connect with the northern portions of the community;
- Provision of bicycle lanes continuously along Kīhei Road throughout the community;
- Preparation of a plan for pedestrian enhancements to encourage walking throughout Kīhei;
- Modification of bikeway plans to suggest facilities appropriate for planned communities east of Pi'ilani Highway; and
- Provision of sidewalks continuously along Kīhei Road throughout the community.

## **ARCHAEOLOGICAL RESOURCES**

The State Inventory of Historic Places (SIHP) No. 50-50-10-6393 will be adversely impacted through project construction. Although designated eligible under Criterion D for the National Register of Historic Places (NRHP), it is believed that the features have been adequately documented and additional research focused on the site would not contribute to the interpretation of the area, region or Hawaiian prehistory and/or history. The State Historic Preservation Division (SHPD) accepted the Archaeological Inventory Survey (AIS) in their letter dated February 12, 2010.

- The SHPD stated that while continuous monitoring did not appear to be necessary, a program of intermittent monitoring during the initial phases of ground preparation and build out should be implemented.
- The SHPD requested to reserve further recommendations and final comment pending review of project related permit applications and plans. Per the SHPD-approved AIS, SIHP No. 50-50-10-6393 has been documented to the fullest extent and no further mitigation for this site is recommended.
- Intermittent monitoring will be conducted during the initial phases of ground disturbing activities.
- Potential exists for inadvertent cultural or archaeological finds during the course of construction. Should significant cultural materials and/or burials be inadvertently discovered during construction, all work in the immediate area of the find must cease and the SHPD must be notified.
- Contractors working in the project area will be advised that, should any significant cultural deposits or human skeletal remains be encountered, work shall stop in the immediate vicinity and the SHPD shall be promptly contacted to determine the appropriate course of action.

## **VISUAL RESOURCES**

To mitigate adverse visual effects, the planning for Kihei High School considered the project area's topography and panoramic views.

- The project design will maintain visual standards of the area by meeting County height and design requirements.
- To mitigate potential visual impacts, the campus will include open space and landscaped areas throughout the development.
- Landscaping and playing fields are planned fronting Pi'ilani Highway to maintain a setback for reduction of visual and noise impacts and maintain a park-like open visual corridor.

## **AIR QUALITY**

Implementing any air quality mitigation measures for long-term traffic-related impacts is unnecessary and unwarranted since worst-case carbon monoxide concentrations are projected to remain well within air quality standards.

- The impact of construction activities on air quality will be mitigated by conforming to dust control measures which must be implemented to ensure compliance with State regulations.
- Fugitive dust emissions will be controlled by watering active work areas, using wind screens, keeping adjacent paved roads clean, and covering open-bodied trucks.
- Other dust control measures include limiting the area that can be disturbed at any given time and stabilizing inactive areas.
- Paving and landscaping of project areas will reduce dust emissions.
- Exhaust emissions will be mitigated by moving construction equipment and workers to and from the project site during off-peak traffic hours.

## **NOISE**

- Construction activities will meet State Department of Health (DOH) standards for noise.
- Equipment mufflers and construction curfew periods will mitigate noise impacts. Particular attention will be given to noise mitigation in areas closest to nearby existing residential areas.
- Construction activities will be limited to daytime hours.
- A Community Noise Permit will also be obtained for the project.

## **SOLID WASTE**

Waste reduction and recycling will be integrated into the construction and operation phases of the Kihei High School project.

- During the construction of the proposed project, cleared vegetation will be transported to the County's green waste recycling facility at the Central Maui Landfill for disposal. There will be no demolition waste, as the property is currently undeveloped.
- During school operation, recycling programs will be emphasized to reduce waste collected and disposed of in landfills. Additionally, in order to achieve LEED or similar certification, one of the requirements of the project will be to divert a certain percentage of construction waste.