

FILE COPY

JUL 23 2017
Lyle Tabata
Acting County Engineer

Bernard P. Carvalho, Jr.
Mayor



Wallace G. Rezentes, Jr.
Managing Director

DEPARTMENT OF PUBLIC WORKS

County of Kaua'i, State of Hawai'i

4444 Rice Street, Suite 275, Lihue'e, Hawai'i 96766
TEL (808) 241-4992 FAX (808) 241-6604

March 8, 2017

RECEIVED
17 JUL 12 AM 07
OFFICE OF ENVIRONMENTAL
QUALITY CONTROL

Mr. Scott Glenn, Director
Office of Environmental Quality Control
Department of Health, State of Hawaii
235 South Beretania Street, Room 702
Honolulu, HI 96813

Dear Mr. Glenn:

The County of Kaua'i Department of Public Works hereby transmits this Draft Environmental Assessment and anticipated Finding of No Significant Impact (DEA-AFONSI) for the County of Kauai Emergency Services Helicopter Hangar in the Lihue District of Kaua'i. We request publication in the next available edition of the Environmental Notice.

Enclosed is a completed OEQC Publication Form, two hard copies of the DEA-AFONSI, and a CD with these documents in electronic form.

If you have any questions, please contact Mr. Douglas Haigh at (808) 241-4849.

Very truly yours,

LYLE TABATA
County Engineer

- cc: Purchasing
- Finance
- P.W. Fiscal
- Fire Department

18-014

AGENCY PUBLICATION FORM

Project Name:	COUNTY OF KAUAI EMERGENCY SERVICES HELICOPTER HANGAR
Project Short Name:	COK Helicopter Hangar
HRS §343-5 Trigger(s):	Use of County funds and State lands
Island(s):	Kauai
Judicial District(s):	Lihue
TMK(s):	4:3-05-01:08 DOT Lot 004124
Permit(s)/Approval(s):	COK Use, Zoning, and Building permits
Proposing/Determining Agency:	Kauai Fire Department
<i>Contact Name, Email, Telephone, Address</i>	Douglas Haigh, dhaigh@kauai.gov , 808-241-4849, 4444 Rice Street, Lihue, HI 96766
Accepting Authority:	(for EIS submittals only)
<i>Contact Name, Email, Telephone, Address</i>	
Consultant:	None
<i>Contact Name, Email, Telephone, Address</i>	

Status (select one) X DEA-AFNSI**Submittal Requirements**

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.

 FEA-FONSI

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.

 FEA-EISPN

Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.

 Act 172-12 EISPN
("Direct to EIS")

Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.

 DEIS

Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.

 FEIS

Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.

 FEIS Acceptance
Determination

The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.

FEIS Statutory
Acceptance

Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.

 Supplemental EIS
Determination

The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.

Withdrawal Identify the specific document(s) to withdraw and explain in the project summary section.

Other Contact the OEQC if your action is not one of the above items.

Project Summary

Provide a description of the proposed action and purpose and need in 200 words or less.

The project is the development of a 4,500 SF helicopter hanger, including office and restroom facilities. The site is located within the Lihue Airport Complex on a leased lot in the General Aviation Subdivision. County of Kauai's emergency services helicopter is to be stored within the hanger. No maintenance or fueling services will occur onsite.

DRAFT ENVIRONMENTAL ASSESSMENT

COUNTY OF KAUAI EMERGENCY SERVICES HELICOPTER HANGAR

**KAUAI FIRE DEPARTMENT
LIHUE, KAUAI, HAWAII**

Prepared by

County of Kauai
Department of Public Works
2017

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CHAPTER I

PROJECT SUMMARY

PROJECT NAME: County of Kauai Emergency Services Helicopter Hangar

PROPOSING AGENCY: Kauai Fire Department
4444 Rice Street, Suite 315
Lihue, Kauai, Hawaii 96766

APPROVING AGENCY: N/A

PROJECT LOCATION: Lihue Airport, Kauai, Hawaii

TAX MAP KEY: 4:3-05-01:08 DOT Lot 004124

TOTAL LAND AREA: 24,776 SF

PROJECT DESCRIPTION: The project is the development of a 4,500 SF helicopter hanger, including office and restroom facilities. The site is located within the Lihue Airport Complex on a leased lot in the General Aviation Subdivision. County of Kauai's emergency services helicopter is to be stored within the hanger. No maintenance or fueling services will occur onsite.

PURPOSE AND NEED OF PROJECT: The Kauai Fire Department needs a permanent, secure storage facility for the County of Kauai's emergency services helicopter.

PURPOSE OF THE ENVIRONMENTAL ASSESSMENT: The project will use County of Kauai funds to build the facility on State of Hawaii lands and therefor requires an environmental assessment in accordance with Hawaii Environmental Policy Act, Chapter 343 Hawaii Revised Statutes.

ANTICIPATED DETERMINATION: It is anticipated that a finding of no significant impact (FONSI) will be made for this project. The project is within a General Aviation Subdivision that was covered by the State of Hawaii Department of Transportation Airports Division's Lihue Airport Ahukini Road Realignment and General Aviation Subdivision Final Environmental Assessment and Finding of No Significant Impact 1997

CHAPTER II

PRE-ASSESSMENT CONSULTATION LIST

The following organizations have been consulted in order to prepare this Draft Environmental Assessment. Consultation with community or interest groups was primarily done during the State of Hawaii Department of Transportation Airports Division's Lihue Airport Ahukini Road Realignment and General Aviation Subdivision Final Environmental Assessment and Finding of No Significant Impact 1997 and relevant comments are available in the FEA/FONSI.

AGENCY:

DATE:

STATE

Lihue Airport Ahukini Road Realignment and General Aviation
Subdivision Final Environmental Assessment and Finding of No
Significant Impact
Published in the OEQC Environmental Notice

April 1997

COUNTY OF KAUAI

2016 Kauai County Council (Capital Improvement Budget)
Mayor, County of Kauai (Capital Improvement Budget)

March

June 2016

CHAPTER III

GENERAL DESCRIPTION OF PROPOSED ACTION

A. TECHNICAL CHARACTERISTICS

The County of Kauai is proposing to develop a helicopter hanger, including office and restroom facilities on Lot 004124 within the Lihue Airport General Aviation subdivision. See Figure 1 and Exhibit A. The site has vehicular access from Ahukini Road. The Lihue Airport will provide utility connections for water, power, communication, and sewage.

The helicopter hanger will be primarily used for storage of helicopters. Limited quantities (15 gallon maximum) hazardous materials, such as solvents, paints, oils, and grease will be stored in portable HAZMAT lockers. Helicopter fueling and maintenance will be done offsite.

Storage and staging of additional safety apparatus such as a rescue boat, vehicles for emergency medical services, an airport crash tender, fire engines, fire trucks, quints, hazmat apparatus, heavy rescue vehicles, light and air units, rehab units, water tenders, wildland fire engines, and wildland water tenders may also occur on the site.

B. ECONOMIC CHARACTERISTICS

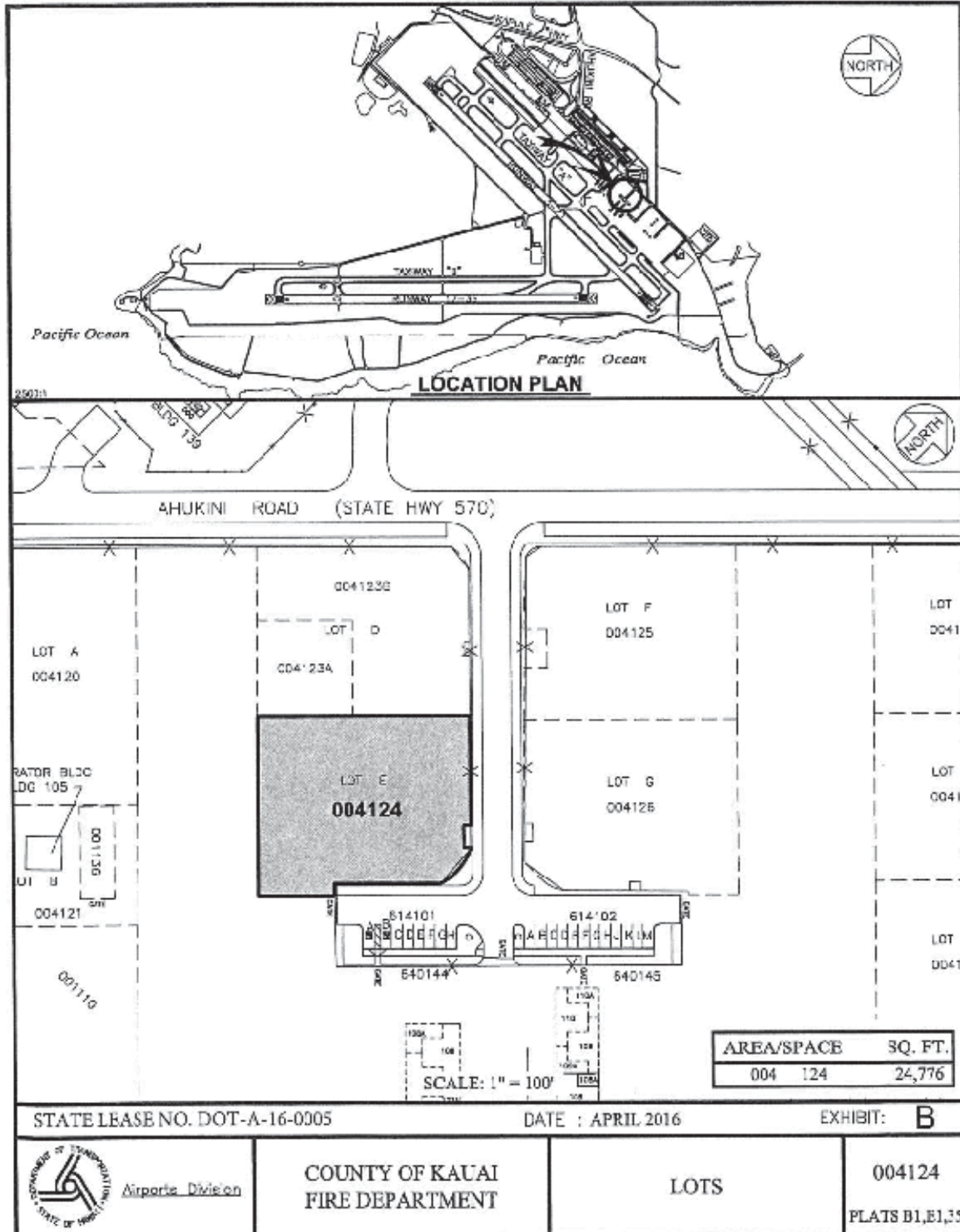
The estimated project costs are:

Site acquisition	\$15 per month, 35 year lease
Design and Engineering	\$120,000
Construction	\$500,000

C. SOCIAL CHARACTERISTICS

The proposed helicopter hanger will provide permanent home for the County of Kauai's emergency services helicopter. The emergency services helicopter provides unique support for the life and safety of Kauai residents and visitors.

The development of the helicopter in the Lihue Airports General Aviation Subdivision will no additional impact to the socio-economic environment discussed in the 1997 Lihue Airport Ahukini Road Realignment and General Aviation Subdivision Final Environmental Assessment and Finding of No Significant Impact.



LIHUE AIRPORT

K:\AIRPORTS\LIHUE\DOT\PA\PL_004124-01.dwg

Figure 1

CHAPTER IV

AFFECTED ENVIRONMENT

A. PROPERTY DESCRIPTION

The property is located at the Lihue Airport complex within the 61 acre General Aviation subdivision on Lot 004124 (24,776 SF). Lihue Airport occupies 878 acres about 1.5 miles east of Lihue, on the southeast coast of the island of Kauai. The property is serviced by Ahukini Road.

B. GEOLOGICAL CHARACTERISTICS

1. TOPOGRAPHY: The site slopes. There are no hills or valleys. There is no standing or running water.
2. CLIMATE: Climatic conditions in the area are known to have mean temperatures ranging from 70.3 degrees Fahrenheit in the winter to 78.4 degrees Fahrenheit in the summer. The relative humidity levels vary from 63 percent to 88 percent. The annual average rainfall is about 45 inches.
3. SOILS: The site is comprised of LhB soils, Lihue silty clay, which consists of well-drained soils upland on the Island of Kauai, silty clay, gravely in places. The loam is developed in material derived from basic igneous rock. Soil geology is stable and suitable for the construction of the building types proposed.

C. FLOOD HAZARD

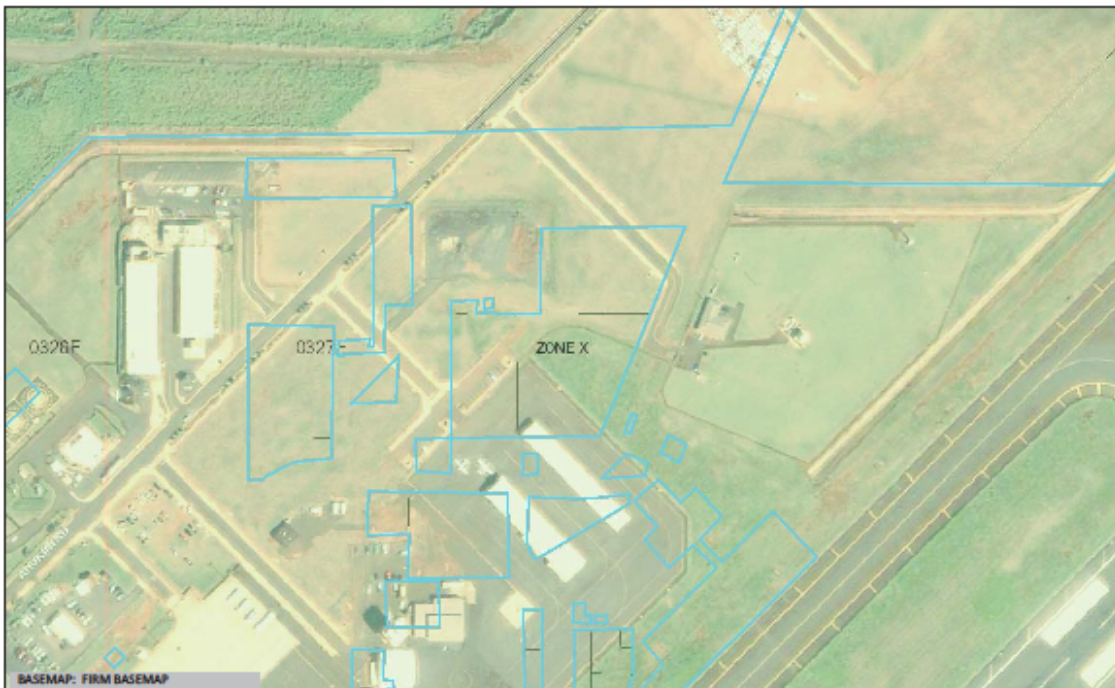
The Federal Emergency Management Agency Flood Insurance Rate Map (FIRM) for Kauai County, Hawaii, Community Panel Number 150002 0327F, November 26, 2010. The map shows the property in the X zone (unshaded). The property is outside of the 500 year flood plain. See Figure 2.

D. FLORA AND FAUNA

No rare or endangered species of plant species has been identified on the site. There are no known endangered or threatened species of fauna inhabiting the Lihue Airport project site.

E. INFRASTRUCTURE AND UTILITIES

1. VEHICULAR ACCESS: The site is serviced by Ahukini Road.
2. WATER: The county Department of Water has adequate water supply to accommodate the project.



Flood Hazard Assessment Report

www.hawaiiifip.org

Figure 2

Property Information

COUNTY: KAUAI
 TMK NO: (4) 3-5-001:008
 WATERSHED: HANAMAULU; LIHUE AIRPORT; NAWILWILI
 PARCEL ADDRESS: 3651 AHUKINI RD
 LIHUE, HI 96766

Notes:

Flood Hazard Information

FIRM INDEX DATE: NOVEMBER 26, 2010
 LETTER OF MAP CHANGE(S): NONE
 FEMA FIRM PANEL - EFFECTIVE DATE: 1500020326F - NOVEMBER 26, 2010
 1500020327F - NOVEMBER 26, 2010
 1500020329F - NOVEMBER 26, 2010

THIS PROPERTY IS WITHIN A TSUNAMI EVACUATION ZONE: YES
 FOR MORE INFO, VISIT: <http://www.scd.hawaii.gov/>

THIS PROPERTY IS WITHIN A DAM EVACUATION ZONE: NO
 FOR MORE INFO, VISIT: <http://dlrreng.hawaii.gov/dam/>



Disclaimer: The Hawaii Department of Land and Natural Resources (DLNR) assumes no responsibility arising from the use, accuracy, completeness, and timeliness of any information contained in this report. Viewers/Users are responsible for verifying the accuracy of the information and agree to indemnify the DLNR, its officers, and employees from any liability which may arise from its use of its data or information.

If this map has been identified as "PRELIMINARY", please note that it is being provided for informational purposes and is not to be used for flood insurance rating. Contact your county floodplain manager for flood zone determinations to be used for compliance with local floodplain management regulations.

FLOOD HAZARD ASSESSMENT TOOL LAYER LEGEND [Note: legend does not correspond with NFHL]

SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD - The 1% annual chance flood (100-year), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. SFHAs include Zone A, AE, AH, AD, V, and VE. The Base Flood Elevation (BFE) is the water surface elevation of the 1% annual chance flood. Mandatory flood insurance purchase applies in these zones:

	Zone A: No BFE determined.
	Zone AE: BFE determined.
	Zone AH: Flood depths of 1 to 3 feet (usually areas of ponding); BFE determined.
	Zone AD: Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined.
	Zone V: Coastal flood zone with velocity hazard (wave action); no BFE determined.
	Zone VE: Coastal flood zone with velocity hazard (wave action); BFE determined.
	Zone AEF: Floodway areas in Zone AE. The floodway is the channel of stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without increasing the BFE.

NON-SPECIAL FLOOD HAZARD AREA - An area in a low-to-moderate risk flood zone. No mandatory flood insurance purchase requirements apply, but coverage is available in participating communities.

	Zone XS (X shaded): Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
	Zone X: Areas determined to be outside the 0.2% annual chance floodplain.

OTHER FLOOD AREAS

	Zone D: Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase apply, but coverage is available in participating communities.
--	--

Figure 2

3. WASTEWATER: The Wastewater will be piped to the Lihue Sewage Treatment Plant which has adequate capacity project.
4. POWER AND COMMUNICATIONS: There are electrical power, telephone and cable TV available. The existing capacity is adequate to serve the project.

F. PUBLIC FACILITIES

1. SCHOOLS: About one mile away on Hardy Street is Wilcox Grade School, serving children in K through 6 grades. Kauai High School is about three miles away.
2. PARKS: At the end of Ahukini Road is the Ahukini Recreation Pier State Park. Undeveloped County of Kauai park land is east of the Lihue Airport runways.
3. FIRE: Services will be from Lihue. The fire station is on Rice Street, about one mile away.
4. HOSPITAL AND EMERGENCY SERVICES: The nearest hospital and emergency service room is Wilcox Hospital in Lihue, is about one and one half miles from the site. The hospital is directly accessed from Kuhio Highway.

CHAPTER V

SUMMARY OF MAJOR IMPACTS

A. SHORT-TERM IMPACTS

1. CONSTRUCTION: On-site grading and infrastructure improvements will result in an increase of dust and noise, but limited impact on water quality. The prevailing tradewind patterns carry airborne matter over Ahukini Road. The normal patterns will not impact the airport terminal. The increase in noise will be mitigated by the fact that the property is relatively isolated, with no houses nearby. Best management practices will be used during earthwork operations to assure minimum erosion and/or storm water runoff.
2. TRAFFIC: Required improvements will have minimum impact on Ahukini Road traffic.
3. EMPLOYMENT: The construction will have a positive impact on the Island economy.

B. LONG-TERM IMPACTS

1. TRAFFIC: The project will have minimum impact to Ahukini Road.
2. VISUAL: This project will have minimum visual impact to the Lihue General Aviation Subdivision. The design and colors of the building will be consistent with the Airport's policies.

CHAPTER VI

ALTERNATIVES TO THE PROPOSED ACTION

A. NO ACTION ALTERNATIVE:

The No Action alternative involves not building the County of Kauai's emergency services helicopter hanger on the site.

B. ALTERNATIVE DEVELOPMENT OPTION:

Alternatives to the proposed development plan could include the following:

1. Other uses. Some of the adjacent uses that could be considered include housing, light industrial and functions related to the airport or to the post office distribution facility. Future airport expansion plans are underway, with the facility growing to the north on the makai side of Kapule Highway. There is no need in the near future to expand the post office distribution facility.

CHAPTER VII

DETERMINATION, FINDINGS & REASONS FOR SUPPORTING DETERMINATION

A. SIGNIFICANCE CRITERIA

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

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

The proposed project will not cause any irrevocable loss of natural or cultural resources. The site has been extensively modified from light industrial use and sugar cane cultivation, and therefore it is unlikely that any historical or cultural significant sites remains undisturbed. View planes are not impacted and there will be no blockage of mauka or ocean views from the surrounding areas.

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

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

Although the subject property had been used for the cultivation of sugar cane in the past, that use is no longer viable. The site is within the Lihue Airport General Aviation Subdivision, and is well suited for a helicopter hanger.

3. Conflicts with the State's long-term environmental policies and guidelines as expressed in Chapter 344, HRS; and any revisions thereof and amendments thereto, court decisions, or executive orders;

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

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

The proposed project will provide a significant and positive impact on the Kauai community by providing a permanent for the County of Kauai's emergency services helicopter. The proposed project will not negatively or significantly alter existing residential areas, nor will it encourage unplanned population growth.

5. Substantially affects public health;

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

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

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

7. Involves a substantial degradation of environmental quality;

The new facility will be designed to be in compliance with all current county, state and federal regulations and will not involve a substantial degradation of environmental quality.

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

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

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

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

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

No air quality issues have surfaced concerning helicopter operations. We do not anticipate any change in that situation, as no expansion of the facility is planned. There will be no heavy maintenance or fueling of the vehicles on-site. Use of the helicopter within the General Aviation Subdivision will not detrimentally affect ambient noise levels.

11. Affects or is likely to suffer damage by being located in an environmentally sensitive area, such as a flood plain, tsunami zone, beach, erosion-prone areas, geologically hazardous land, estuary, freshwater, or coastal areas;

The proposed project site is not located in or near any environmentally sensitive or geologically hazardous area.

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

The property is essentially flat, surrounded by more flat land. On Kauai there are no tall buildings, so view planes to the mountains are unobstructed.

13. Requires substantial energy consumption.

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

CHAPTER VIII

MITIGATION MEASURES

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

The Kauai economy will be favorably impacted during construction. The dollars spent for local labor will have a very positive impact on the economy on Kauai.

The most important long-term impact will be providing a permanent home for the County of Kauai's emergency services helicopter.

Chapter X

Required Permits

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

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

REFERENCES

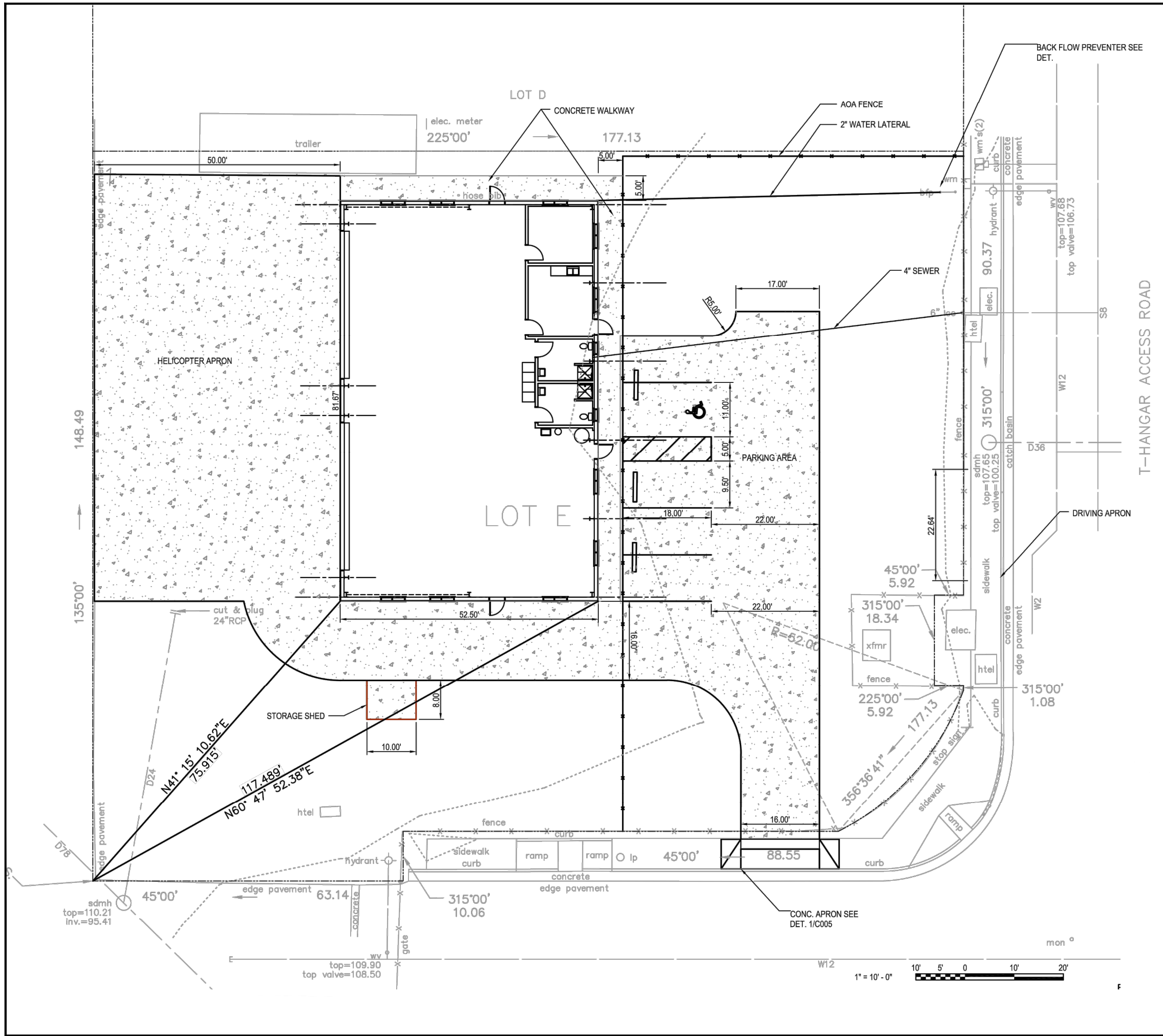
Federal Emergency Management Agency: FIRM Flood Insurance Rate Maps, Kauai County, Hawaii, Hawaii, Community Panel Number 150002 0327F, November 26, 2010

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

State of Hawaii Department of Transportation Airports Division's Lihue Airport Ahukini Road Realignment and General Aviation Subdivision Final Environmental Assessment and Finding of No Significant Impact 1997

TABLE OF EXHIBITS

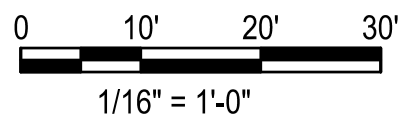
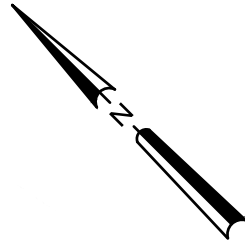
Exhibit A – Kauai Fire Department Helicopter Preliminary Plans



LEGEND

- PROPERTY LINE
- NEW FENCE
- WATER LINE
- SEWER LINE
- CONC. WALKWAY/PAVEMENT
- PAVEMENT
- ISA SYMBOL

T-HANGAR ACCESS ROAD



DEPARTMENT OF PUBLIC WORKS
COUNTY OF KAUAI

KAUAI FIRE DEPARTMENT - HELICOPTER HANGER
Job No. 2014-PROF-4, A.1
Lihule, Kauai, Hawaii

PARTIAL SITE PLAN

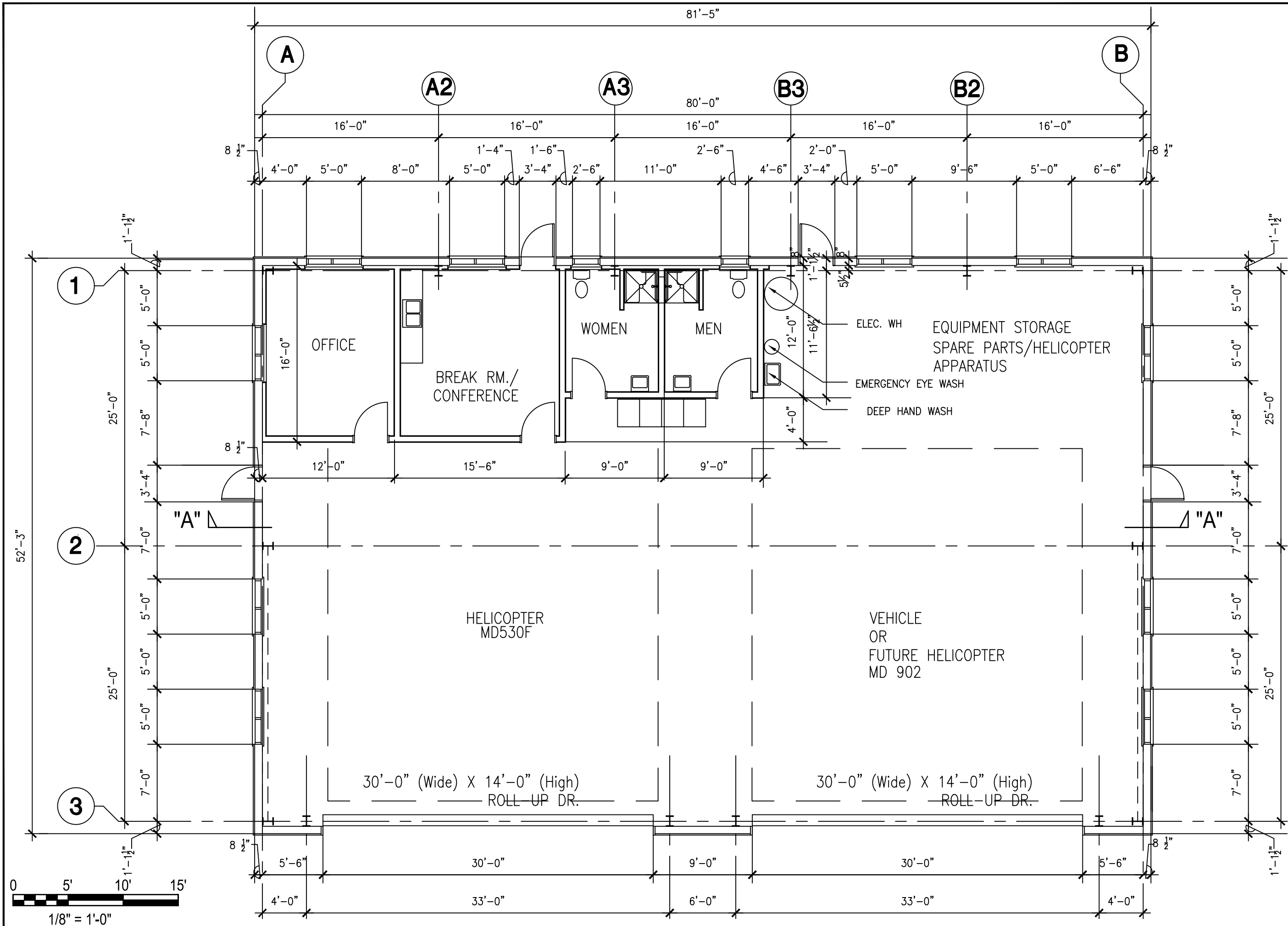
Date: 06/01/17

Sketch No.:

SKA 1



MITSUNAGA & ASSOCIATES, INC.
ARCHITECTURE ENGINEERING PLANNING CONSTRUCTION MANAGEMENT
747 AMANA STREET SUITE 216 HONOLULU, HI 96814
PH. (808) 945-7882 FAX. (808) 946-2563



MITSUNAGA & ASSOCIATES, INC.
 ARCHITECTURE ENGINEERING PLANNING CONSTRUCTION MANAGEMENT
 747 AMANA STREET SUITE 216 HONOLULU, HI 96814
 PH. (808) 945-7882 FAX. (808) 946-2563

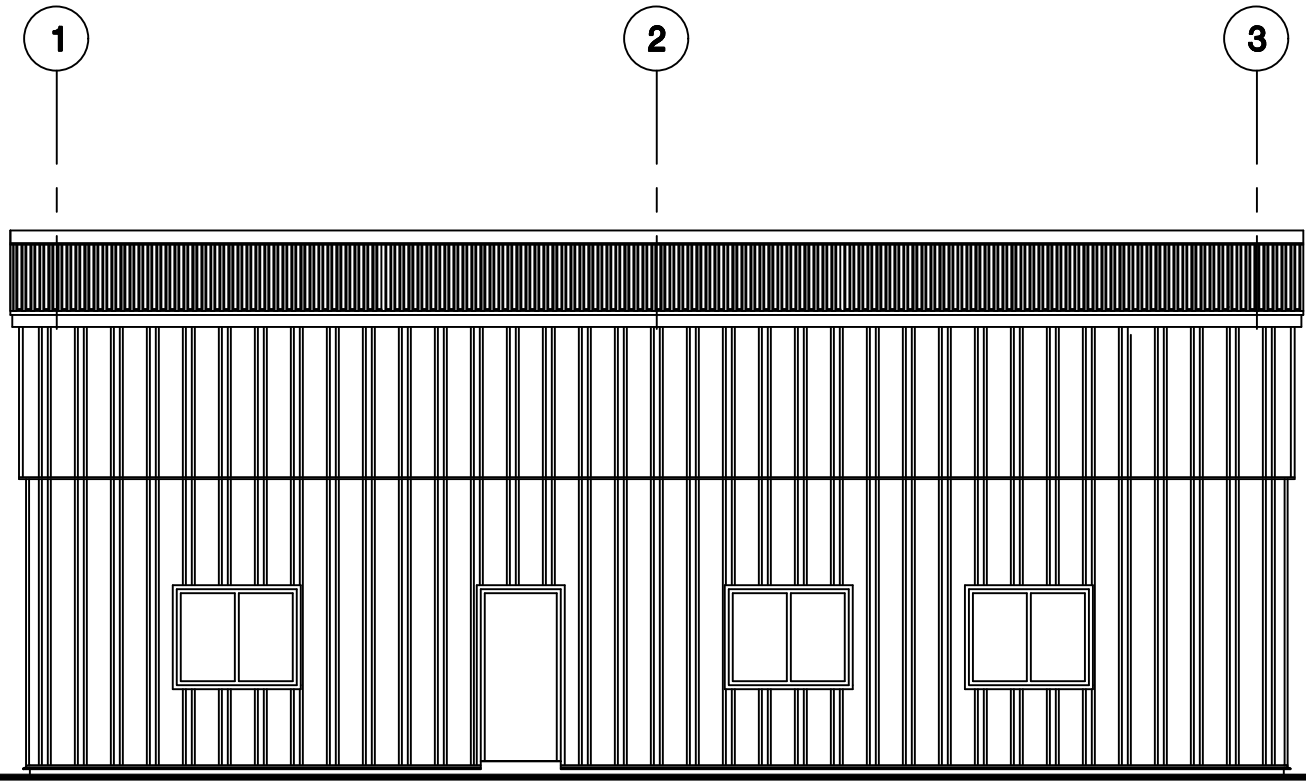
DEPARTMENT OF PUBLIC WORKS
 COUNTY OF KAUAI
 KAUAI FIRE DEPARTMENT - HELICOPTER HANGER
 Job No. 2014-PROF-4, A.1
 Lihule, Kauai, Hawaii

FLOOR PLAN

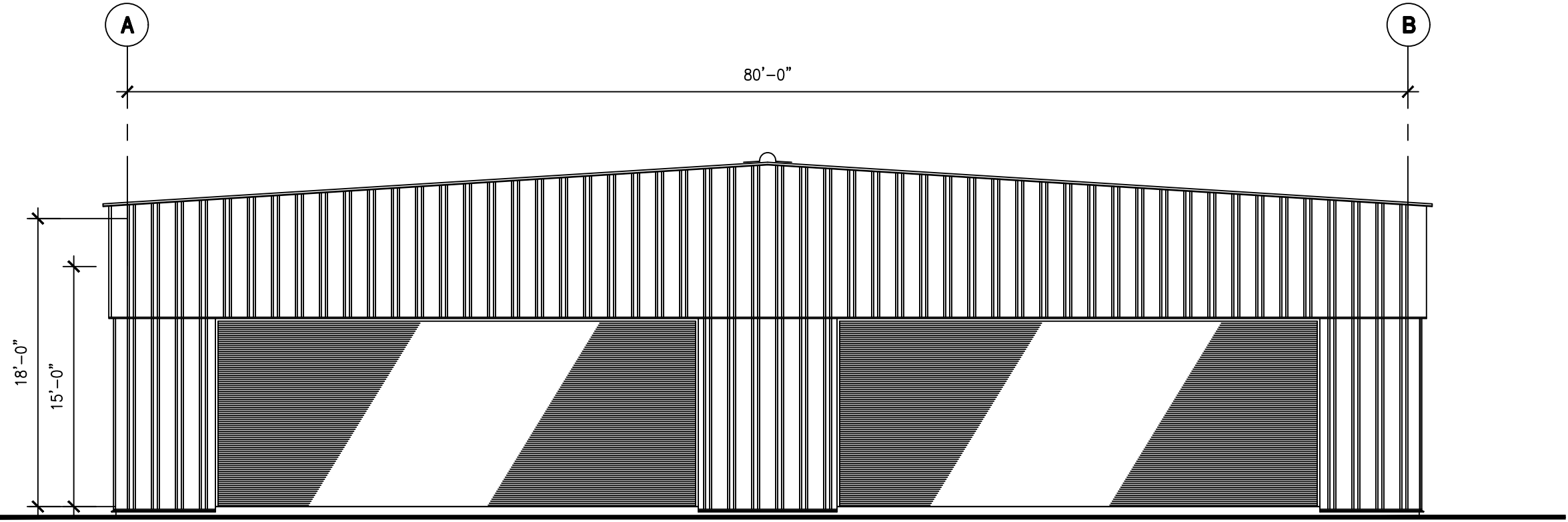
Date: 06/01/17

Sketch No.:

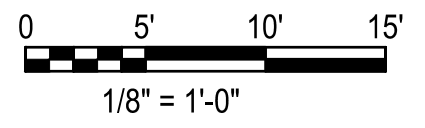
SKA 2




LEFT ELEVATION



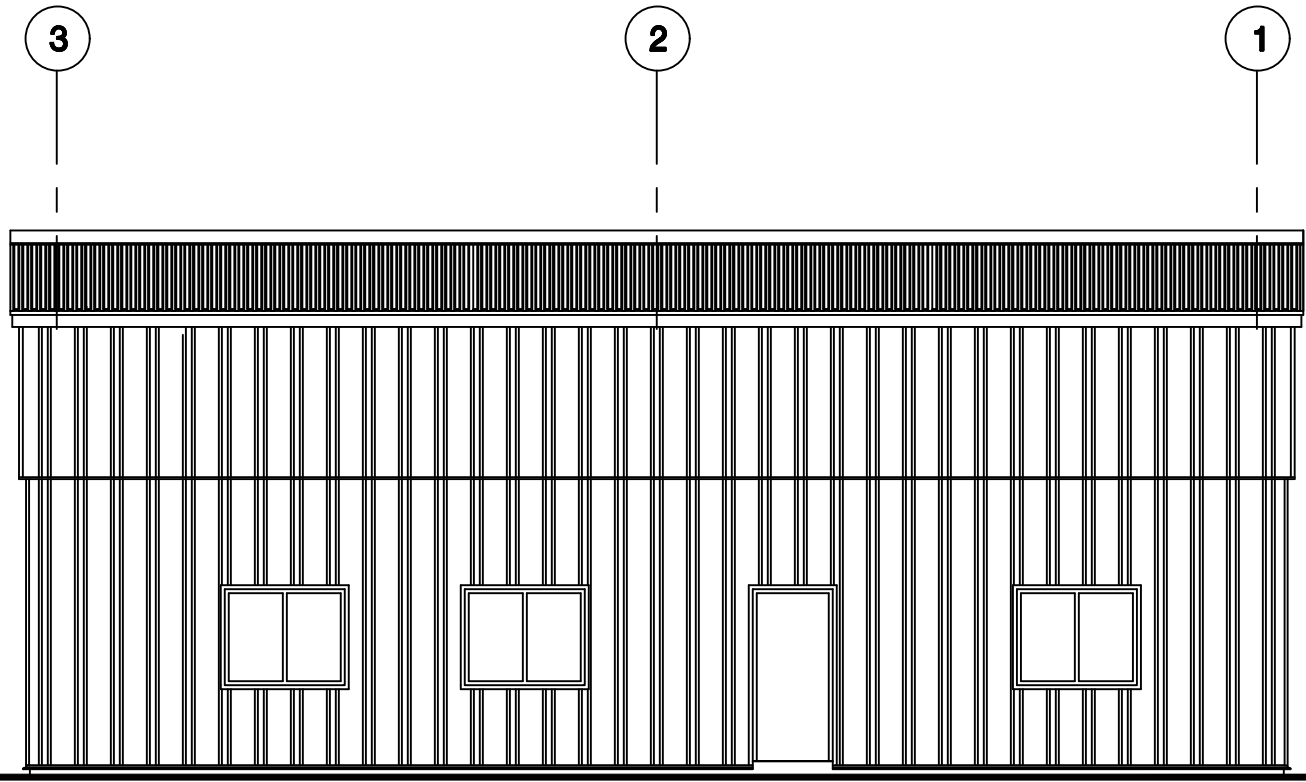
FRONT ELEVATION



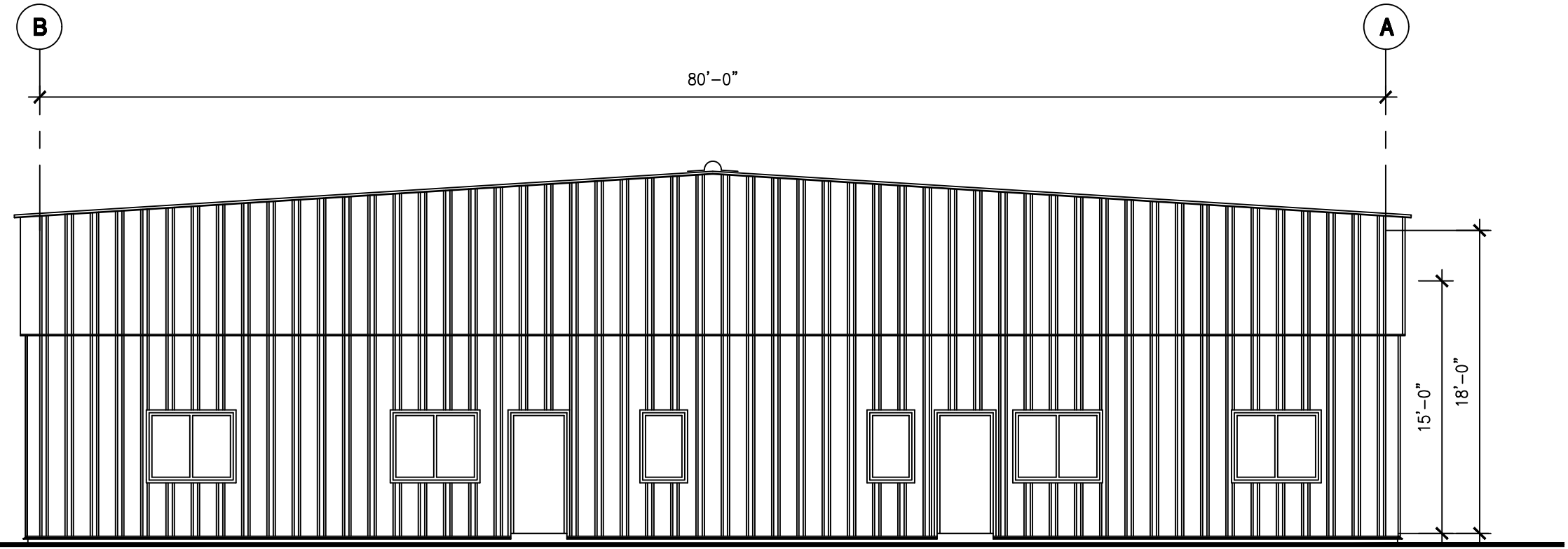

MITSUNAGA & ASSOCIATES, INC.
 ARCHITECTURE ENGINEERING PLANNING CONSTRUCTION MANAGEMENT
 747 AMANA STREET SUITE 216 HONOLULU, HI 96814
 PH. (808) 945-7882 FAX. (808) 946-2563

DEPARTMENT OF PUBLIC WORKS
 COUNTY OF KAUAI
 KAUAI FIRE DEPARTMENT - HELICOPTER HANGER
 Job No. 2014-PROF-4, A.1
 Lihue, Kauai, Hawaii
 EXTERIOR ELEVATION - FRONT AND LEFT

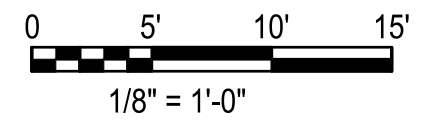
Date: 06/01/17
 Sketch No.:
SKA 3



RIGHT ELEVATION



REAR ELEVATION



DEPARTMENT OF PUBLIC WORKS
COUNTY OF KAUAI

KAUAI FIRE DEPARTMENT - HELICOPTER HANGER
Job No. 2014-PROF-4, A.1
Lihue, Kauai, Hawaii

EXTERIOR ELEVATION - REAR AND RIGHT

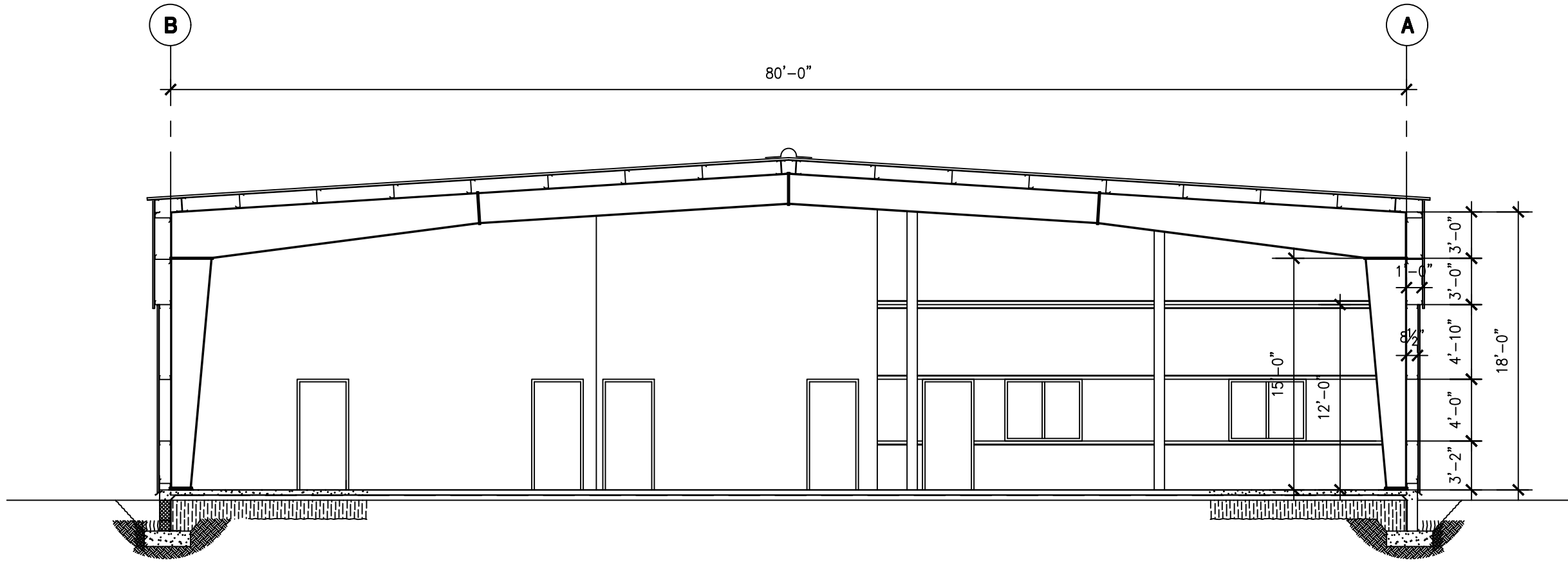
Date: 06/01/17

Sketch No.:

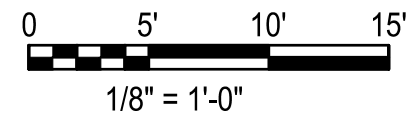
SKA 4



MITSunAGA & ASSOCIATES, INC.
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BUILDING CROSS SECTION "A-A"



DEPARTMENT OF PUBLIC WORKS
 COUNTY OF KAUAI
 KAUAI FIRE DEPARTMENT - HELICOPTER HANGER
 Job No. 2014-PROF-4, A.1
 Lihue, Kauai, Hawaii
 BUILDING CROSS SECTION

Date: 06/01/17

Sketch No.:
SKA 5



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