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July 14, 1989

OFC. OF ENVIRONMENTAL
QUALITY CONTROL

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Mr. David K. Trask, Jr.
Vice President
Circle K Hawaii, Inc.
1602 Nuuanu Street, Suite 201
Honolulu, HI 96817

Dear Mr. Trask:

Final Environmental Impact Statement Proposed Circle K Convenience Store Project

We have reviewed the Final EIS for the proposed Circle K Convenience Store project to determine its acceptability as required by Chapter 343, Hawaii Revised Statutes (HRS) and Chapter 200 of Title 11, Environmental Impact Statement (EIS) Rules of the State Department of Health.

BACKGROUND

Chapter 343, HRS, procedures were initiated by the filing of a Special Management Area (SMA) Use Permit application to allow the subject proposed development within the Kahalu'u Historic District, which is listed on the National Register of Historic Places.

In addition to satisfying the submittal requirements of the SMA application, the purpose of the EIS is also intended as an information supplement for a change of zone petition.

REVIEW CRITERIA

Our review of the Final EIS was based on the definitions and criteria as set forth in the adopted rules for environmental impact statements (Chapter 200 of Title 11). With regard to the acceptance determination, the rules state that acceptance means "...a formal determination that the document required to be filed pursuant to Chapter 343, Hawaii Revised Statutes, fulfills the definitions and requirements of an environmental impact statement, adequately describes identifiable environmental impacts, and satisfactorily responds to comments received during the review of the statement. Acceptance does not mean that the action is environmentally sound or unsound, but only that the document complies with Chapter 343, Hawaii Revised Statutes, and this chapter."

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In summary, the evaluation criteria for the acceptability of a Final EIS are as follows:

- A. Satisfies procedural requirements for assessment, consultation process, a review responsive to comments, and the preparation and submission of the statement.
- B. Satisfies a Final EIS content requirement, these being:
 - 1) the draft EIS or a revision of the draft,
 - 2) comments and recommendations received on the draft EIS either verbatim or in summary,
 - 3) a list of persons, organizations and public agencies commenting on the draft EIS, and
 - 4) responses to comments raised in the review and consultation process which may take the form of a revision of the draft EIS or may be an attachment of the draft EIS.
- C. Comments submitted have received responses satisfactory to the accepting authority, and have been incorporated or appended at the discretion of the applicant.

FINDINGS

Based on our review of the Final EIS document, the following are our findings:

- A. The procedural requirements have been satisfied.
- B. While the major sections of the content requirements have been satisfied, the Final EIS discloses a change in the description of the proposed project. The Draft EIS and the review and comments submitted on the Draft EIS were evaluated on the proposed fuel storage system consisting of three 6,000 gallon tanks, having a total storage capacity of 18,000 gallons of fuel. Further, the responses to the comments were also based on the 18,000 gallon storage. However, the Final EIS now discloses a proposal for a near doubling of the storage capacity from 18,000 gallons to 30,000 gallons, consisting of three 10,000 gallon storage tanks. This increase of fuel storage capacity and possible impacts were not adequately described in the Final EIS.

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- C. The EIS has not responded satisfactorily to comments submitted during the draft EIS review period, these being:
1. The revision to the purpose section of the EIS with regards to the triggering mechanism for compliance with Chapter 343, HRS, was not adequate.
 2. The Final EIS has not discussed the Kona Field System. No response was made to this comment which was submitted during the draft EIS review period.
 3. Sections dealing with the conclusions of the archaeological survey and possible mitigative measures were not adequately discussed or included in the Final EIS. The archaeologist noted that the evaluations and recommendations were based on a surface reconnaissance survey and that the possibility, however remote, of unidentified subsurface cultural features or deposits of potential significance might be encountered during subsequent groundwork modifications.

Response was inadequate to comments concerning subsurface possibilities.

Based on the foregoing findings, we have determined that the Final EIS for the proposed Circle K Convenience Store project is non-acceptable. We look forward to discussing these concerns with you and your consultant.

Should you have any questions, please feel free to contact our office.

Sincerely,

DUANE KANUHA
Planning Director

AK:aeb

cc: Marvin T. Miura, OEQC
James H. Pedersen
Sidney M. Fuke

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**CIRCLE K CONVENIENCE STORE PROJECT
FINAL ENVIRONMENTAL IMPACT STATEMENT**

Prepared for

**CIRCLE K HAWAII, INC.
1602 Nuuanu Avenue, Suite 201
Honolulu, Hawaii 96817**

by

**JAMES H. PEDERSEN
PLANNING CONSULTANT
P. O. Box 22
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May, 1989

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May, 1989

**FINAL ENVIRONMENTAL IMPACT STATEMENT
CIRCLE K CONVENIENCE STORE PROJECT
PROJECT SUMMARY**

Prepared by:

**JAMES H. PEDERSEN
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ABSTRACT:

Circle K Hawaii, Inc. proposes to develop a convenience store on a 17,000 square foot land parcel located in Kahaluu, Kona, Hawaii. The Circle K store would consist of a one-story commercial facility containing approximately 2,720 square feet of floor space, as well as a restroom, office, and general storage area. Adjacent to the store will be two gasoline pump islands where gasoline will be distributed on a self-serve basis. However, no automotive services will be performed or marketed by Circle K Hawaii. Gasoline will be stored in three underground fuel storage tanks having a total storage capacity of 30,000 gallons.

Project alternatives included consideration of a convenience store development in other more urbanized areas of Hawaii, e.g. North Kona, Hilo, or Waimea; convenience store development in Kahaluu, North Kona; as well as the "no project" option.

The Circle K project will generate some new vehicular traffic along Alii Drive which will not significantly impact the level of service along this roadway. However, some drivers may experience longer waits for vehicular turns onto Alii Drive. Completion of the planned Alii Highway will significantly reduce future traffic volumes along Alii Drive.

Construction of the Circle K project will generate some \$921,000 of direct, indirect, and induced sales (or income) in the State economy and employ some 30 workers, on a part-time basis, over a three to four month period. In the long term, the store will employ eight to ten employees. Most prospective employees will be younger persons within the labor force of West Hawaii.

Resources of the Kahaluu Historic District will not be affected by the proposed project since no historic or archaeological sites, features, or artifacts are on the property. Viewplanes of the Kahaluu shoreline from mauka transportation corridors will not be impaired by the convenience store development. Recreational users at Kahaluu Beach Park will be able to purchase soft drinks, snacks, and sundry items without having to drive vehicles out of the park area.

The project is consistent with the Hawaii County General Plan and the Hawaii State Plan.

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CHAPTER ONE
INTRODUCTION

CHAPTER 1.0 INTRODUCTION

1.1 PURPOSE OF THE REPORT

The purpose of this environmental impact statement is to:

1. identify, evaluate and compare reasonable project alternatives for providing a second convenience store on the Island of Hawaii's North Kona district;
2. evaluate selected characteristics and trends of the project site and surrounding North Kona community which influence local physical, biological, and cultural resources, and the related built environment;
3. determine and analyze significant environmental consequences which are expected to result from the development of the selected project alternative; and
4. identify practical mitigative measures which can reduce the impact of the proposed convenience store development.

This information is being provided as part of two related applications by Circle K Hawaii (a wholly-owned subsidiary of Circle K Corporation) concerning the use of a 16,983 square-foot land parcel (TMK: 7-8-14:86) in Kahaluu, North Kona:

- a Special Management Area permit application to the Hawaii County Planning Commission; and
- a related rezoning application to the Hawaii County Council that proposes to change existing resort zoning on the Kahaluu land parcel to a neighborhood commercial designation.

The EIS will also be circulated to all appropriate County, State and federal agencies; private organizations; and concerned individuals identified by the State Office of Environmental Quality Control. Consequently, this document will serve as a central source of information for reviewing agencies and organizations which have responsibility and/or interest in 1) the management of statewide resources, and 2) the evaluation of development actions that may affect Hawaii's natural and man-made resources.

Preparation of the EIS was prompted by Hawaii County's initial environmental assessment and preparation notice (Appendix A) which suggested that the proposed Circle K convenience store might have a substantial impact upon the environment. In its response to the draft EIS, the Hawaii County Planning Department has indicated that its determination was prompted primarily by the Department's concern for the resources of the Kahaluu Historic District.

The determination by the Hawaii County Planning Department was based upon Section 11:200:12 of the State Environmental Quality Commission's (EQC) Regulations. This section of the EQC regulations indicates that an EIS may be required for a project having limited impact, but considerable cumulative effect upon the environment.

1.2 SCOPE OF THE EIS

This EIS contains a combination of quantitative and qualitative analyses which were made to meet the information objectives outlined in section 1.1. These objectives are consistent with the State of Hawaii requirements for the preparation of environmental impact statements. These requirements are identified in Chapter 343 of the Hawaii Revised Statutes, and the rules and regulations of the State Office of Environmental Quality Control.

Particular attention is given to the resources and potential impacts upon the Kahaluu Historic District, the surrounding neighborhood, and Keauhou Bay Shopping Center. The overall cumulative effect of the proposed project and adjacent multi-unit apartment complexes is also addressed in terms of anticipated impacts upon the use of Kahaluu Beach Park, and related pedestrian and vehicular traffic along Alii Drive. These planning issues were identified in a January, 1988 determination by the Hawaii County Planning Department that the preparation of an EIS was warranted (Appendix A).

Other issues were also addressed in the EIS because of the nature and scope of the proposed Circle K project. The potential utility system requirements of the project upon local water and wastewater systems was evaluated. Shoreline views were also considered in terms of potential impacts upon general public views from Kuakini Highway.

1.3 REPORT ORGANIZATION

Chapter 1.0 outlines the general objectives of the EIS and the intended use of the information presented.

Chapter 2.0 identifies and compares different project alternatives to providing a convenience store in the Kahaluu area. The issues influencing the selection of the most desirable alternative by Circle K Hawaii, Inc. are also examined.

Chapter 3.0 assesses the significant characteristics and trends influencing the physical, biological, and cultural resources, and built environment, of the affected project site and the surrounding Kahaluu-Keauhou area.

Chapter 4.0 evaluates the anticipated environmental consequences of the selected project alternative. To the extent possible, significant impacts are quantified to facilitate the reviewers' assessment of project consequences. Feasible mitigation measures, which are expected to reduce anticipated project consequences, are also identified.

The relationship between the short-term use of the project area's natural and man-made resources is explored and contrasted with longer term resource management considerations. Anticipated project consequences which will require an irreversible or irretrievable commitment of natural resources are also identified.

1.4 METHODOLOGY

Preparation of the EIS and related evaluations involved the performance of both quantitative and qualitative analyses. These analyses relied primarily upon available information from public agencies and private organizations. Available information was obtained through the use of existing technical reports and supplemented by informal discussions with selected representatives of public agencies and private organizations.

An archaeological reconnaissance survey was made of the project site by Paul H. Rosendahl, Ph.D. in September 23, 1986 (Appendix B). This survey was made to identify and locate sites, or features, which have archaeological significance.

M&E Pacific, Inc. prepared an assessment of potential vehicular traffic impacts upon Alii Drive and the Alii Drive-Makolea Street Intersection that may result from development of the project (Appendix C). This analysis considered these potential impacts on the basis of anticipated traffic flows with and without the proposed Alii Highway project mauka of Makolea Street.

An evaluation of potential socio-economic impacts was completed by Community Resources, Inc. in January, 1988 (Appendix D). This analysis evaluated potential employment impacts, community issues relating to Kahaluu Beach Park use, and other general community concerns.

1.5 AGENCY AND PUBLIC CONSULTATION

Preparation and circulation of the initial environmental assessment and preparation notice provided the following agencies and individuals with appropriate project information and the opportunity to submit documented project concerns:

County of Hawaii

Board of Water Supply
Real Property Tax Division
Police Department
Department of Parks and Recreation

State of Hawaii

Department of Health
Department of Land and Natural Resources, Division of Parks,
Outdoor Recreation, and Historic Sites
Kona Soil and Water Conservation District
Department of Planning and Economic Development

Other Organizations

Hawaiian Electric Industries Company

Concerned Individuals

CHY, Kailua-Kona, Hawaii

B.P. Barker, Holualoa, Kona, Hawaii

Wayne and Carol Pickett, absentee Kona property owners, residents of
Barrow, Alaska

West Hawaii Committee, Kailua-Kona, Hawaii

Documented concerns and comments received from several of these agencies and individuals during the consultation process are presented in Appendix E.

Following preparation and circulation of the draft EIS, 17 governmental agencies, one community organization, and six West Hawaii residents reviewed the draft EIS and provided documented comments. These comments, combined with the responses from Circle K Hawaii, Inc., are presented in Appendix F.

1.6 RESPONSIBILITY FOR EIS PREPARATION

This environmental impact statement was prepared by James H. Pedersen, Planning Consultant, at the request of Circle K Hawaii, Inc., a reputable convenience store operator in Kailua-Kona, Honalo, and Hilo, Hawaii, as well as various other statewide locations. Circle K Hawaii, Inc. is a wholly-owned subsidiary of Circle K Corporation which is based in the continental United States.

Mr. Jim Pedersen is a planning consultant with 19 years of professional experience associated with the evaluation and master planning of regional, community and site specific development projects throughout the Pacific Basin. These projects involved his management and preparation of regional economic and infrastructure development plans; community development and redevelopment projects; economic and development feasibility studies; site and facility plans for specific residential, commercial and industrial development projects; and related environmental impact evaluations.

CHAPTER TWO
PROJECT ALTERNATIVES

CHAPTER 2.0

PROJECT ALTERNATIVES

2.1 SIGNIFICANT FACTORS INFLUENCING ALTERNATIVE SELECTION

2.1.1 Population Growth and Lifestyle Changes in West Hawaii

The population of West Hawaii has emerged from a small agricultural and service economy, remembered as recently as the late 1960's and early 1970's, to a well-known resort and residential community in late 1989. The population of the North Kona district (Figure 2-1), for example, has grown from over 4,800 persons in 1970 to an estimated 23,225 persons in 1989 (James H. Pedersen, Planning Consultant, 1989). During the 1970's, the North Kona district grew at a rate of 11 percent per year, faster than any other judicial district in the State of Hawaii. While the growth rate declined to an annual rate of 6.2 percent during the 1980-1986 period (Community Resources, Inc., 1988), this population was two to three times the average annual growth rate for the State of Hawaii.

As the population of West Hawaii has expanded, the lifestyle of Kona has changed significantly. During the past 20 years, the North Kona district, located in the center of this growth, has clearly become a new urban center for the Island of Hawaii. Former Mainland United States residents now dominate this community. Following the rapid development of Kona in the mid to late 1970s, and the subsequent economic slump during the 1980-1985 period, the West Hawaii population is now more actively involved in the pursuit of new investment, development, and professional service opportunities.

2.1.2 Prospects for Labor Force Growth in West Hawaii

West Hawaii (Figure 2-1) has rapidly grown in recent years due to a major expansion in the visitor industry which has focused primarily on attracting the upscale or higher income visitor. During the 1990-2005 period, it is expected that over 10,400 new jobs (combined direct and indirect employment) will be added to the Big Island economy (Table 2-1). These employment opportunities will be generated via the anticipated construction of roughly 4,800 hotel units and 6,000 condominium units during the same 15-year period (Belt, Collins & Associates, 1988).

The increase in West Hawaii employment will likely distribute new residents from other portions of the Island, as well as new in-migrating workers, throughout West Hawaii. However, the North Kona district is expected to remain as the primary population center because of its proximity to existing commercial and public services.

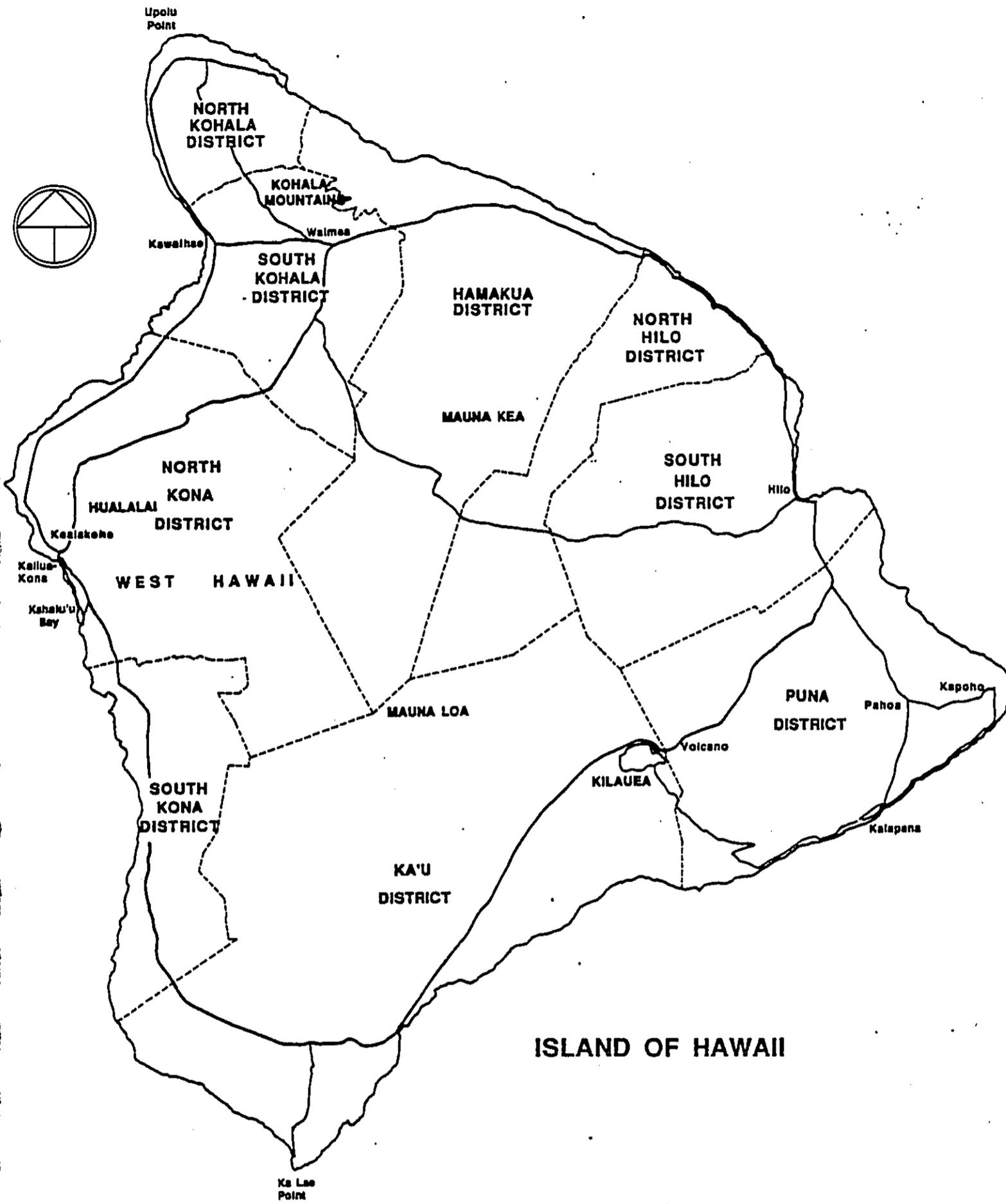


FIGURE 2-1
LOCATION OF PROJECT ALTERNATIVES
CIRCLE K HAWAII PROJECT

TABLE 2-1

PROJECTED ADDITIONAL EMPLOYMENT RESULTING FROM
ANTICIPATED VISITOR INDUSTRY DEVELOPMENT IN WEST HAWAII
1988 TO 2005

	1988- 1990	1990- 1995	1995- 2000	2000- 2005	Total
Statewide employment:					
Direct (1):					
Hotel	1,368	2,145	1,691	1,568	6,772
Condominium	60	345	415	456	1,276
Resort commercial	342	536	423	392	1,693
Resort administration	82	129	101	94	406
Subtotal	1,852	3,155	2,630	2,510	10,147
Indirect/Induced (2):					
Hotel and resort	1,359	2,357	1,987	1,905	7,608
Commercial	205	322	254	235	1,016
Subtotal	1,564	2,679	2,241	2,140	8,624
Total	3,416	5,834	4,871	4,650	18,771
Island of Hawaii employment:					
Direct (3)	1,700	2,800	2,400	2,300	9,200
Direct/induced (4)	600	1,100	900	900	3,500
Total	2,300	3,900	3,300	3,200	12,700

- Notes: 1) Direct employees equivalent to 1.1 per hotel unit, 0.2 per condominium unit, 0.25 resort commercial employees per direct hotel employee, 0.06 resort administration employees per direct hotel employee.
 2) Indirect/induced employees equivalent to 0.9 per direct hotel, condominium and resort administration employee, 0.6 per resort commercial employee.
 3) Approximately 90% of all direct jobs assumed to be located on Island of Hawaii.
 4) Approximately 40% of direct/induced jobs assumed to be located on Island of Hawaii.

Source: Belt Collins & Associates. 1988. Kealakehe Planned Community Feasibility Study.

2.1.3 The Demand for Greater Convenience

Kona residents are demanding more convenience items and services in their lifestyle as a result of changing consumer preferences, increased cost of living, and a growing number of two-income households.

Hawaii households, having less recreational time and/or less discretionary income, are believed to be seeking greater convenience services, foods, and household items in order to more aggressively pursue new employment and income opportunities, and attempt to keep up with the growing cost of living in West Hawaii. These households "treasure" available recreational time, and have less interest in cooking at home after a long day at work.

In contrast, persons enjoying greater household incomes, and/or homeowners not significantly affected by increasing home mortgage or rental rates, are primarily seeking greater conveniences to create more individual and family recreational time.

2.1.4 Investment and Entrepreneurial Actions Taken by Circle K Hawaii, Inc.

During the past three years, Circle K Hawaii, Inc. has responded to the demands for greater consumer convenience in West Hawaii, and other portions of East Hawaii, through the establishment of several small convenience stores on the Island of Hawaii. These stores typically contain a 2,200 to 2,800 square foot *commercial store* that offers ready-to-eat foods, soft drinks, packaged snack foods, alcoholic beverages, newspapers, and other convenience items. In addition, gasoline is distributed, on a self-serve basis, at one or two gasoline pump islands.

Two Circle K stores have been established within the North Kona district at Kailua-Kona (near Palani Road) and Honalo (along Kuakini Highway). Hilo contains one store in the Bayfront area along Kam Avenue, and another is under construction at the intersection of Kinoole and Kawailani Street in Hilo. A fifth store was recently opened in the Waimea area in March, 1989.

In late 1985, Circle K Hawaii, Inc. also executed a land lease agreement with MBI Venture I, a Hawaii general partnership, for the use and development of a 16,983 square-foot parcel (TMK: 7-8-14:86) in the North Kona District's Kahaluu area. This property is located on the Ka'u-mauka side of the Makolea Street-Alii Drive Intersection (Figure 2-2). The intention of Circle K Hawaii, Inc. is to construct and operate a convenience store that is comparable in size to others already developed on the Big Island.

2.2 METHOD OF EVALUATION

Three project alternatives are presented in Sections 2.3 through 2.5. Each alternative is presented in terms of general project scope, location, and significant project consequences. Subsequently, each development option is further evaluated on a comparative basis.

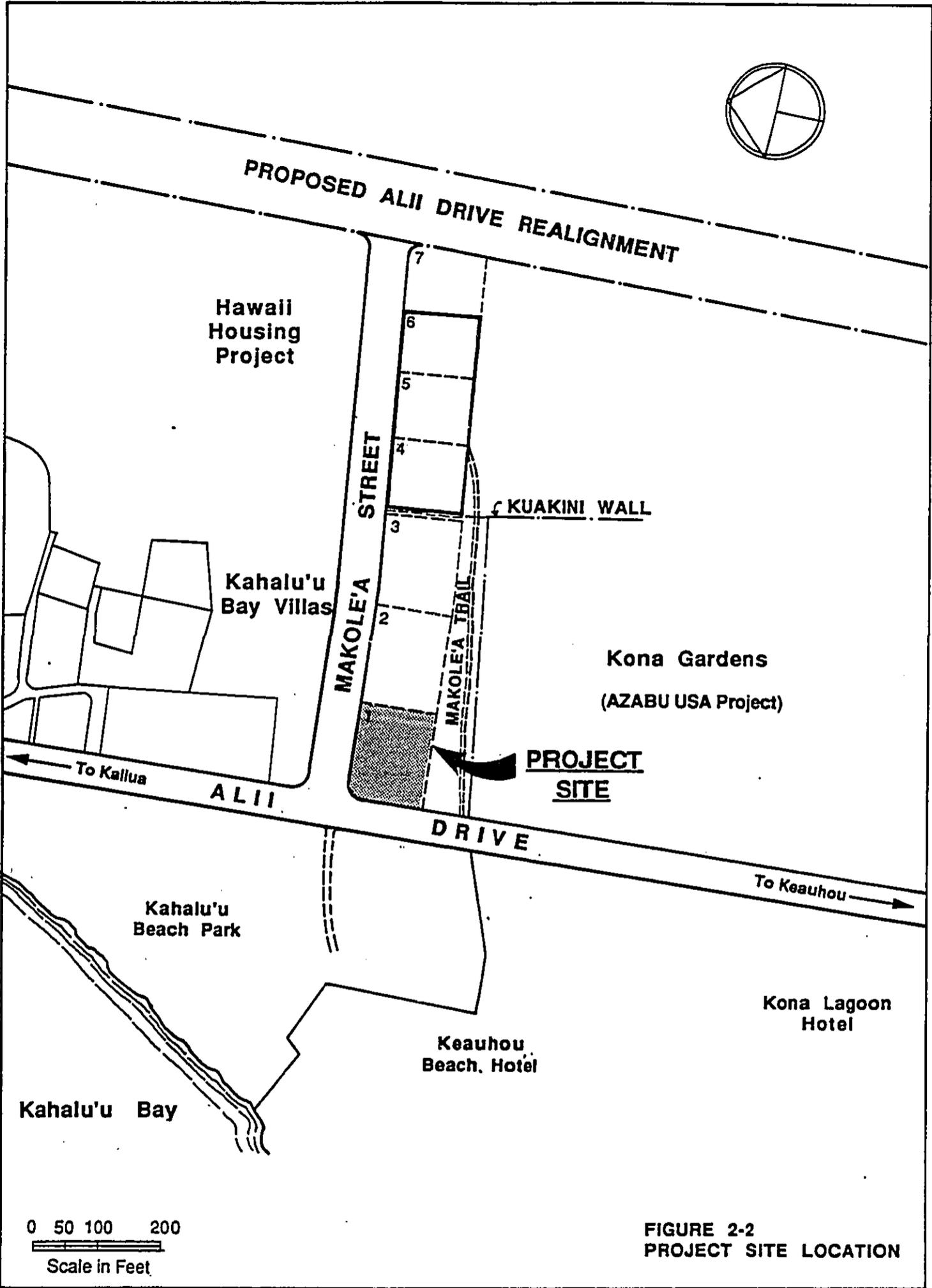


FIGURE 2-2
PROJECT SITE LOCATION

Arbitrary statistical ratings and related comparisons were also made to determine the desirability and undesirability of those potential impacts which 1) may be significant and/or 2) are of concern to public agencies and individuals responding to the initial environmental assessment, as well as those agencies consulted during the preparation of the EIS. Project evaluation criteria used for the comparison of alternatives included a combination of site specific, neighborhood, regional, and cumulative impact issues. Those issues included the following considerations:

- Expansion of public utility systems, facilities and services in the Kahaluu area or other Big Island communities;
- Increased vehicular traffic and traffic safety in the Kahaluu area or other Big Island communities;
- Compatibility with surrounding community land uses;
- Conservation of resources in the Kahaluu Historic District;
- Meeting increased Hawaii Island consumer demands for convenience;
- Providing more job opportunities to younger persons of working age;
- Improved visual quality of the Kahaluu area or other Big Island communities; and
- Maintenance of safe and desirable noise levels in Hawaii island communities.

The statistical rating of alternatives was made by assigning weighted values to each of the evaluation criteria and subsequently rating the potential impact of each alternative on each of the established evaluation criteria.

Weighted values ranged from 0.1 to 1.0. Higher weighted values indicated issues believed to be of greater importance to public agencies and the general public. The rating of individual criteria for each alternative involved the determination of numerical scores ranging from 1 to 10. Lower scores, e.g. 0 to 3, indicate a potential adverse impact which will not benefit the community or the general public. A score of 5 or 6 suggests that the implementation of the given alternative will not influence, or significantly affect, the criteria in question. Scores ranging from 7 to 10 represent potential impacts which are expected to benefit the community and/or general public. The alternative receiving the highest cumulative score is expected to represent the most desirable overall alternative.

2.3 ALTERNATIVE A: THE NO PROJECT ALTERNATIVE

Alternative A would be to rely upon existing Circle K stores and other convenience outlets, e.g. 7-Eleven, to service growing consumer demands for more convenient purchases of packaged foods, snacks, sundries, and gasoline. For example, a new convenience store was recently opened in the nearby Keauhou Shopping Village that provides both convenience foods and gasoline distribution.

2.4 ALTERNATIVE B: DEVELOPMENT OF CIRCLE K STORE IN THE KAHALUU AREA

A second approach to servicing growing consumer demands for more convenient purchases of these consumer products is the development of a Circle K store in Kahaluu on the undeveloped, property being leased by Circle K Hawaii, Inc.

This store would enjoy a diversified consumer market. Residents of nearby and proposed multi-unit apartment buildings would frequently walk to the store. Vehicular traffic along Alii Drive would stop at the store throughout the day for gasoline and the purchase of various snacks and sundry items. Residents and visitors using Kahaluu Beach Park would cross Alii Drive to buy sodas and snacks. Visitors staying at the Keauhou Beach and Kona Lagoon hotels may purchase sodas and alcoholic beverages.

2.5 ALTERNATIVE C: DEVELOPMENT OF CIRCLE K STORE IN ANOTHER URBAN LOCATION ON THE ISLAND OF HAWAII

A third development option is to establish a Circle K store in another urban location on the Big Island.

The availability of existing Circle K stores and other convenience outlets in Hilo and the North Kona district, and the scheduled opening of a new Circle K store in Waimea, suggest that a considerable portion of the consumer demands in other urban areas may be close to saturation. Further, the greatest consumer demands are expected to occur within the North Kona district. This area will likely continue to accommodate most of the residential and commercial needs of the growing West Hawaii population growth.

2.6 COMPARISON OF PROJECT ALTERNATIVES

2.6.1 Consumer Demands for Convenience Foods on Hawaii Island

No published statistics of consumer demands for convenience foods in West Hawaii are available at the time of this report. However, observed volumes of vehicular and pedestrian traffic patronizing Circle K and 7-Eleven stores in North Kona and Hilo suggests a substantive demand. As these and other Big Island communities become more populated and urbanized, and local employment opportunities continue, consumer demands for convenience foods and sundry items is expected to increase.

Alternative A does not address these trends by relying upon the use of existing convenience stores serving North Kona and Hilo. This option may, in the longer term, lead to increased patronage and unnecessary congestion at several stores which could be avoided by the establishment of other convenience stores in various urban locations (Alternatives B or C).

2.6.2 Location of Convenience Stores

Convenience stores are generally located along primary transportation corridors in both urban and rural areas of Hawaii. The more urbanized areas of North Kona and Hilo represent the most logical areas for these facilities because of the concentration of potential consumers and the availability of busier roadway corridors that can attract passing motorists.

The South Kohala area is also emerging as Hawaii Island's third urban area via the expansion of hotel accommodations and condominium units in this district. The potential for supporting commercial development has already been recognized as four potential commercial complexes in the South Kohala area are presently in the development planning or construction stage (Table 2-2). These projects include the expansion of the present Parker Ranch Center in Waimea, the Waimea Center and an unnamed neighborhood shopping project in Waimea, and a proposed Kawaihae Shopping Center (Belt Collins & Associates, 1988).

From both a business and land use planning perspective, Alternative B would achieve the greatest compatibility with existing and anticipated land uses as the urbanized North Kona district will continue as a primary residential and commercial center for West Hawaii. This continued growth is evidenced, in part, in the number of planned commercial shopping centers in the North Kona district (Table 2-3).

Alternative A (no project alternative) will, in the short-term, maintain the compatibility with existing land uses in the North Kona and Hilo communities. However, as consumer demands increase and available land area becomes more scarce, the no project option may encourage the establishment of future convenience store(s) in less desirable urban sites, or in the outlying, less-developed areas of Hilo and North Kona.

Rural and less-populated communities in the mainland United States have had considerable experience with single commercial enterprises, e.g. convenience stores, that have encouraged and generated the development of new commercial areas beyond the limits of present urbanization and available infrastructure. While in a different environment and land use setting, a similar potential exists for encouraging the development beyond the limits of existing urbanized areas on the Island of Hawaii. As a result, the no project option may eventually encourage urban expansion beyond the present limits of the North Kona and Hilo urban areas.

The selection of another alternate location in the urban areas of North Kona, Hilo, or Waimea (Alternative C) is feasible from both a business and land use planning perspective. Clearly, Circle K Hawaii, Inc. has investigated this option and believes from its research that Alternative B represents a more viable business opportunity. The land use compatibility of other alternative urban locations on Hawaii Island can only be addressed via the correlation of site specific examples and surrounding land uses. While other more desirable sites may exist, they are not necessarily available, e.g. for sale, or within an affordable price range that can be supported by a small convenience store enterprise.

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The selection of another alternate location in the urban areas of North Kona, Hilo, or Waimea (Alternative C) is feasible from both a business and land use planning perspective. Clearly, Circle K Hawaii, Inc. has investigated this option and believes from its research that Alternative B represents a more viable business opportunity. The land use compatibility of other alternative urban locations on Hawaii Island can only be addressed via the correlation of site specific examples and surrounding land uses. While other more desirable sites may exist, they are not necessarily available, e.g. for sale, or within an affordable price range that can be supported by a small convenience store enterprise.

TABLE 2-2
PLANNED COMMERCIAL SHOPPING CENTERS
IN SOUTH KOHALA

SHOPPING CENTER	GROSS LEASABLE (SQUARE FEET)	STATUS	DEVELOPER
K a w a i h a e Shopping Center	15,000	Planning	N/A
Parker Ranch Center Expansion (Waimea)	200,000-250,000	Planning	Parker Ranch
Waimea Center	75,000	Construction	Kurusu & Fergus/Cannon
Unnamed (Waimea)	N/A	Planning	Charles River Hawaii, Ltd.

Source: Belt Collins and Associates. 1988. Kealakehe Planned Community Concept Feasibility Study

TABLE 2-3

PLANNED COMMERCIAL SHOPPING CENTERS
IN NORTH KONA

SHOPPING CENTER	GROSS LEASABLE (SQUARE FEET)	STATUS	DEVELOPER
Lanihau Center Phase 2	260,000	Pending	Holomua Corporation & Graham, Russell & Murata
Keauhou Shopping Village Phase II Redevelopment	72,000	Approved	Kamehameha Investment
Kona Sunset Plaza	17,000	Approved	Naim Perry
Kailua Bay Village	50,370	SMA Permit Approved	Bryan Morris
Hopiko Plaza	33,604	Rezoning Approved	Elliot Megdal

Source: Hawaii County Planning Department, 1989. Belt Collins & Associates, 1988. Kealakehe Planned Community Concept Feasibility Study, 1988.

2.6.3 Vehicular Traffic Volumes and Roadway Capacity

A key component and orientation of most convenience stores is the attraction of passing motorists which, based upon national standards, comprise roughly 55 to 85 percent of a typical store's traffic (M&E Pacific, 1988). For this reason, Circle K Hawaii and other food convenience stores are usually located along primary roadways and/or roadway intersections to facilitate more vehicular traffic to the store.

A meaningful comparison of Alternatives B and C requires the identification of two specific alternate sites. The traffic impact assessment prepared for Alternative B indicates that the level of service along Alii Drive would not be adversely affected by traffic generated from the new Circle K store operation.

Alternative A (no project option) would not generate increased traffic volumes or influence existing roadway capacities.

2.6.4 Statistical Comparison Results

The statistical comparison of project alternatives (Tables 2-4 and 2-5) indicates the following preference in order of desirability:

Alternative B - DEVELOPMENT OF CIRCLE K STORE IN THE KAHALUU AREA

Alternative A - NO PROJECT ALTERNATIVE

Alternative C - DEVELOPMENT OF CIRCLE K STORE IN ANOTHER URBAN LOCATION ON THE ISLAND OF HAWAII

Alternative B was rated the most desirable project alternative despite lower ratings concerning increased vehicular traffic, visual quality, and desirable noise levels. However, this development option received considerably higher ratings for its compatibility with surrounding land uses, its conservation of historical resources, meeting consumer demands for greater convenience, and providing more job opportunities for younger persons entering the labor force.

Alternative B is believed to be a more compatible with existing and planned surrounding land uses which are and will be developed for both resort and residential use. Alternative B would provide a service that serves both resort and residential activities. The exotic vegetation of the site is also not believed to represent a significant visual resource along the Alii Drive corridor.

While the Alternative B would involve the clearing and development of this site, the planning and construction of this Alternative has already resulted in a reconnaissance of the project site that identified no significant archaeological features. Further, the proposed project includes construction of a basaltic rock wall around the perimeter of the site that will be compatible

TABLE 2-4

COMPARATIVE SCORING OF PROJECT ALTERNATIVES
CIRCLE K CONVENIENCE STORE PROJECT

Evaluation Criteria	Value	Raw Score Comparison (Scoring Range 0 - 10)		
		A	B	C
1. Expands public utility systems, facilities & services in the Kahaluu area or other Big Isle communities	1.00	10	09	09
2. Increases vehicular traffic and traffic safety in the Kahaluu area or other Big Island communities	1.00	10	04	04
3. Compatible with surrounding community land uses	0.70	04	10	05
4. Conserves resources in the Kahaluu District	0.85	05	10	05
5. Addresses increased Hawaii Island consumer demands for convenience	0.50	03	10	10
6. Provides more job opportunities to younger persons of working age	0.60	03	10	10
7. Improves visual quality of the Kahaluu area or other Big Island communities	0.65	05	03	03
8. Maintains safe and desirable noise levels in Hawaii Island communities	0.75	05	04	04

Note: Section 2.2 of the report summarizes the significance of weighted values and scoring range used in this matrix evaluation technique.

Source: James H. Pedersen, Planning Consultant, 1989.

**TABLE 2-5
COMPARISON OF FOUR PROJECT ALTERNATIVES
CIRCLE K CONVENIENCE STORE PROJECT
TOTAL WEIGHTED ALTERNATIVE SCORES**

Evaluation Criteria	Weighted Value	Project A	Alternative B	Alternative C
1. Expands public utility systems, facilities & services in the Kahaluu area or other Big Isle communities	1.00	10.00	9.00	9.00
2. Increases vehicular traffic and traffic safety in the Kahaluu area or other Big Island communities	1.00	10.00	4.00	4.00
3. Compatible with surrounding community land uses	0.70	4.00	10.00	5.00
4. Conserves resources in the Kahaluu District	0.85	5.00	10.00	5.00
5. Addresses increased Hawaii Island consumer demands for convenience	0.50	1.50	5.00	5.00
6. Provides more job opportunities to younger persons of working age	0.60	1.80	6.00	6.00
7. Improves visual quality of the Kahaluu area or other Big Island communities	0.65	3.25	1.95	1.95
8. Maintains safe and desirable noise levels in Hawaii Island communities	0.75	3.75	3.00	3.00
TOTAL SCORES		37.35	44.45	36.70

Notes: Total weighted score for each criteria was calculated by multiplying the comparative raw scores summarized in Table 2-4 by the weighted value for each criteria.

Source: James H. Pedersen, Planning Consultant, 1989.

with some of the features, e.g. Kuakini Wall, that still remain in other portions of the Kahaluu Historic District. Leaving the proposed project site in its natural state (Alternative A) does not, in itself, conserve the historic resources of the Kahaluu district.

The total scores made for Alternatives A and C were quite similar. However, some individual ratings for each criteria contrasted sharply. For example, the no project alternative received a higher rating for increased vehicular traffic since it would create no increased traffic or traffic safety problems. Alternative C was scored considerably lower since a convenience store at another urban location would likely generate some increased vehicular traffic or traffic that would be considered undesirable.

Conversely, Alternative C rated significantly higher concerning its meeting consumer demands for convenience and creating more job opportunities for younger persons in the labor force. Alternative A received lower scores for these considerations because this development option precluded these potential criteria.

The lack of more identifiable alternate site proposal somewhat hindered Alternative C from receiving higher scores as the availability of specific site conditions may have generated higher ratings for compatibility with surrounding community land uses, and possibly, improved visual quality.

2.7 PROJECT DESCRIPTION OF SELECTED PROJECT ALTERNATIVE B

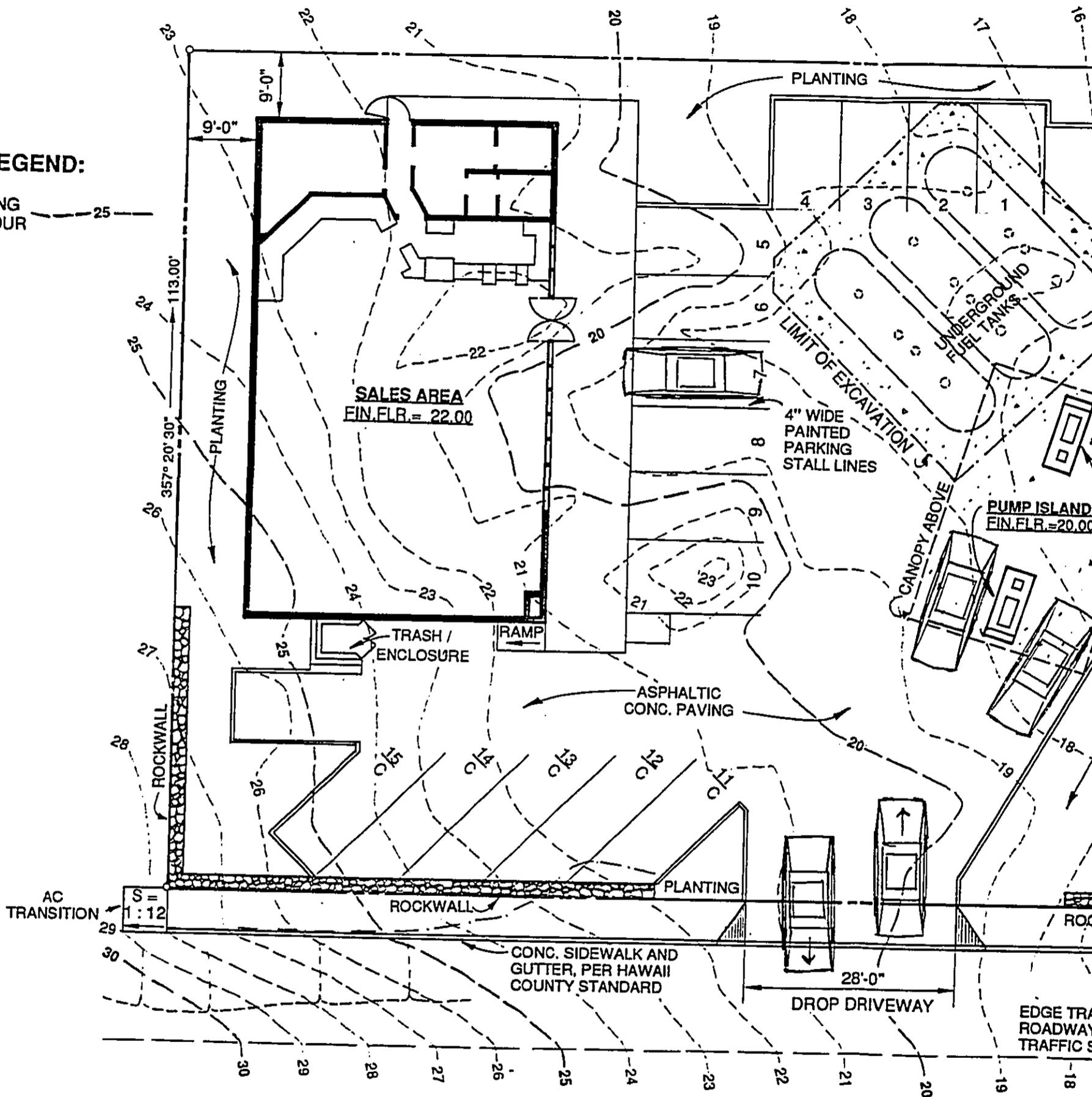
2.7.1 Project Objectives

The objective of Circle K Hawaii, Inc. is to develop a convenience store that will market convenience foods, sundry items and gasoline to West Hawaii residents and visitors.

2.7.2. General Project Scope and Location

This alternative would initially include the clearing and grading of a 17,000 square-foot site. Subsequently, the following facilities and site features would be developed (Figure 2-3): a one-story convenience store containing approximately 2,720 square feet retail floor space, as well as a restroom, office, and general storage area; and two gasoline pump islands and a related underground storage tank system capable of storing 30,000 gallons of regular, unleaded, and super unleaded fuel.

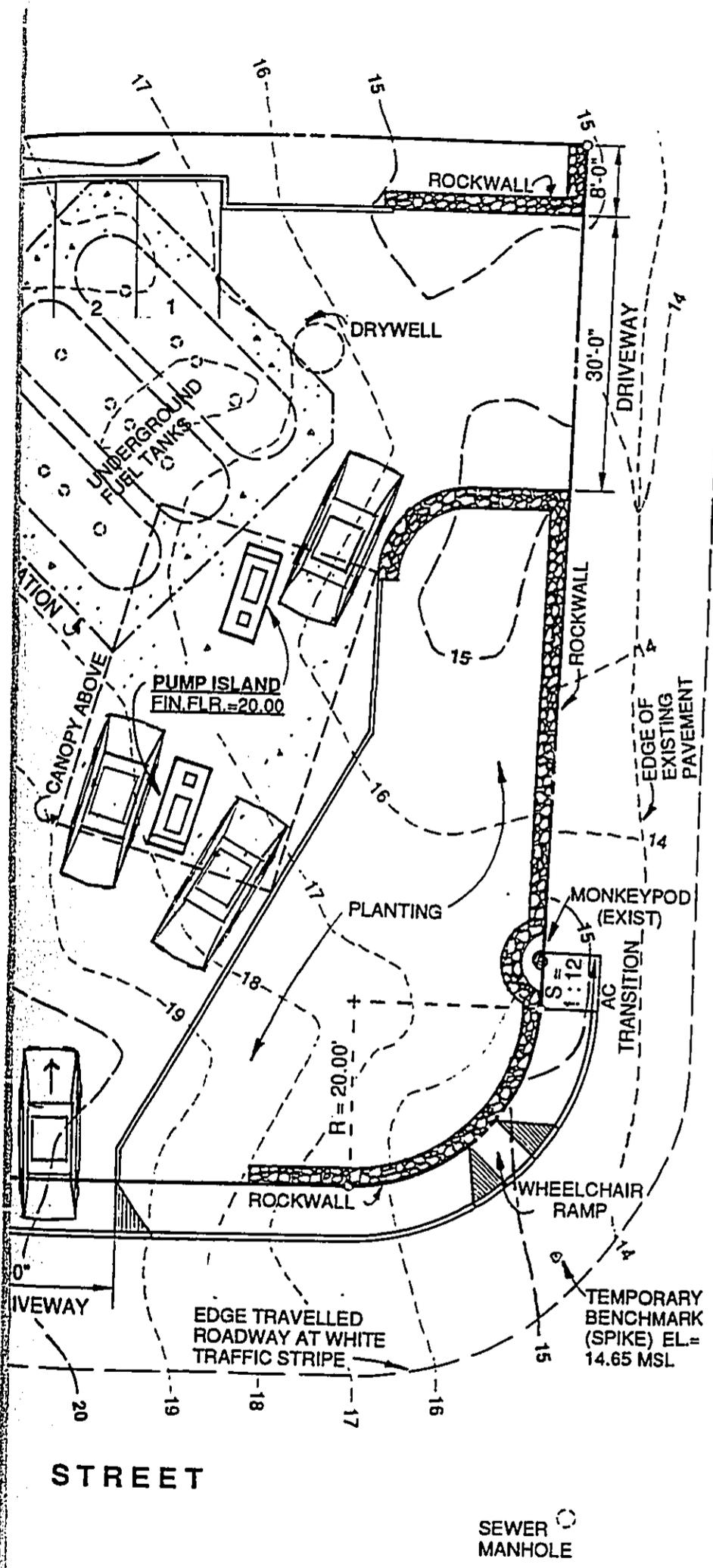
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SOURCE: KAUAHIKAUA & CHUN,
 ARCHITECTS; 1989

MAKOLEA

STREET



ALI'I DRIVE

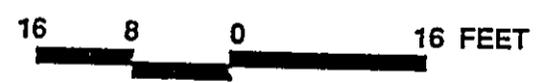


FIGURE 2-3
 SITE PLAN
 PROPOSED CIRCLE K PROJECT
 KAHALU'U, KONA, HAWAII

2.7.3 Site Development

2.7.3.1 Site Preparation and Development

Site preparation and development of the project site will require initial clearing and grubbing of the site which contains considerable exotic vegetation. Total clearing of the site will be necessary to expose existing land contours and facilitate the eventual landscaping of new understory and overstory shrubs and trees.

The building contractor will take advantage of the existing contours of the site during site preparation. The existing downward ground slope, from the mauka to the makai end of the property, will be generally maintained with the convenience store being constructed on a platform roughly two feet higher than the adjacent pump island area. During construction, a temporary dike will be constructed along the Alii Drive side of the project site to contain any potential erosion which might result from a sudden, intense rainfall.

Upon completion the building foundation and framing work, overstory and understory landscaping will be planted along portions of the site perimeter to improve the visual quality of the new facility, and increase its compatibility with surrounding land uses.

2.7.3.2 Supporting Onsite and Offsite Facilities

Circle Hawaii, Inc. will construct various onsite and offsite facilities that will support its convenience store operation in Kahaluu.

An underground storage tank system, having a capacity to store 30,000 gallons of fuel, will be constructed and installed from ground elevation to a depth of approximately four to seven feet above mean sea level. The fuel storage system will consist of three 10,000 gallon storage tanks and piping made from pre-manufactured fiberglass-reinforced plastic material. The excavated area will be backfilled with pea gravel and properly vented.

Each tank will be double-walled to provide protection from potential leakage. Interstitial monitoring devices, installed between the first and second wall of the tanks, will continuously monitor levels of moisture and hydrocarbons. Any undesirable levels of moisture or hydrocarbons detected by the automatic monitoring system will trigger an alarm within the convenience store that will alert store operators to the execution of other safety procedures. The use of this system enables detection of any potential leaks before they can escape into the environment.

Two-way site ingress and egress will be developed from both Alii Drive and Makolea Street. Adjacent to the convenience store building, 15 vehicular parking stalls will be provided for store patrons. A loading area will be situated on the north side of the store to facilitate the delivery of store products.

Pedestrian access will be encouraged through its construction of a sidewalk and wheelchair ramp along Makolea Street. These facilities will permit safer access to Alii Drive, Keauhou Beach Park, and nearby multi-unit apartment complexes.

Circle K Hawaii, Inc. will construct road curbs and gutters to collect and concentrate offsite surface drainage, from the mauka portions of Makolea Street, within the Makolea Street right-of-way. The existing roadways along Alii Drive and Makolea Street will be widened from the edge of the existing pavement to the new concrete gutter.

Surface drainage from the store roof and adjoining impermeable surface area, e.g. vehicular parking area, will be directed to one onsite drywell that will be situated as far as practical from the proposed underground fuel storage area. The bottom of the drywell will not be constructed below the watertable. Further, the drywell will be equipped with a separator system that will capture any petrochemical products, transported via draining surface water, before ultimate disposal.

Water laterals will be installed onsite, and be connected to an 8-inch water distribution line along Makolea Street. This system is owned by the County of Hawaii, and maintained by the Board of Water Supply.

In terms of sewage collection and disposal, an onsite sewer lateral would be connected to an existing 8-inch sewer collector along Makolea Street. An agreement, between Kamehameha Investment Corporation and Circle K Hawaii, is presently being negotiated to ensure that wastewater can be discharged into the Keauhou Wastewater Treatment Plan.

A pad-mounted transformer will be installed onsite to convert available electrical distribution to the designated operating voltage for the convenience store. Hawaii Electric Light Company any distribution along the south side of Makolea Street consists of 12.47-kilovolt overhead lines.

Telephone service to the project site will also be provided to the convenience store through appropriate service connections to Hawaiian Telephone Company distribution lines and transformers along Makolea Street. All service connections within the project site will be installed inside underground conduit.

A lava rock wall and selected vegetative plantings will also be placed along selected portions of the site perimeter.

2.7.4 Convenience Store

The convenience store will, as stated earlier, contain approximately 2,720 feet that will be devoted primarily to commercial floor space. Roughly 320 square feet of the total floor area will include space for a restroom, an office and general storage area.

The exposed building exterior will reflect the use of a stucco material. Wooden fascia will be used to highlight building and roof lines. The roof covering will consist of prefabricated metal roofing material.

The convenience store will be setback approximately 90 feet from Alii Drive and roughly 37 feet from Makolea Street (Figure 2-3). The store's gasoline pump islands will provide two separate, but adjoining gasoline distribution areas. Each of the pump islands will be covered by a canopy constructed of metal and plastic materials.

Gasoline will be distributed from the pump islands on a self-serve basis. In addition, no automotive service and repair work will be offered or performed on the project site.

2.7.5 Use of Public Funds

Public funds from the County of Hawaii, or the State of Hawaii, will not be used to support the development of the proposed Circle K convenience store project.

CHAPTER THREE
ENVIRONMENTAL SETTING

SECTION 3.0 ENVIRONMENTAL SETTING

3.1 PHYSICAL ENVIRONMENT

3.1.1 Geology, Soils and Drainage

Soils in the vicinity of the project site have been generally classified as Punalu'u Series by the U.S. Soil Conservation Service. This general soil classification is typically characterized by a thin organic layer of rocky, well-drained soils, as well as exposed pahoehoe bedrock, which are underlain by a thicker layer(s) of pahoehoe lava bedrock.

The thin surface soils are considered to be rapidly permeable. In contrast, the underlying pahoehoe is considerably less permeable. However, surface waters may percolate rapidly through fractured lava areas (U.S. Department of Agriculture, Soil Conservation Service, 1972; Kiiru, 1987).

These general soil and geologic characteristics suggest that the natural drainage of the site is generally capable of percolating through existing soils and bedrock. Site topography, however, suggests that more intense rainfall may create a small volume of surface runoff, downslope of the project site, onto Alii Drive and possibly Kahaluu Beach Park.

The existing Flood Insurance Rate Map for this area was prepared by the Federal Emergency Management Agency (FEMA) in September, 1988. The project site is situated in an area that has been designated as Zone X. This designation represents an area which was determined to be outside of the 500-year flood plain established by FEMA.

3.1.2 Site Topography

Elevations within the project site range from approximately 14 to 28 feet above sea level. The natural contours of the site generally slope from east to west. The upper half of the site contains 6 to 12 percent slopes, with a small hill being situated near the middle of the site. Eight to 12 percent slopes are more common in the makai half of the property.

3.1.3 Climate

Similar to much of the North Kona district shoreline, the project site annually receives approximately 20 to 30 inches of rainfall. Ambient temperatures average in the mid-70 degree Fahrenheit range. Since the project site is situated on the leeward side of Hualalai, surface winds are typically light throughout the year. Surface winds generally blow out to sea (easterly) during the early morning hours (midnight until sunrise). As the morning progresses, winds gradually shift to southeasterly, southerly, and southwesterly by early afternoon. Late afternoon and early evening periods are characterized predominantly by onshore westerly breezes.

3.1.4 Visual Quality

The topography and general low-rise (three stories or less) development pattern along the Kona coast continues to maintain unique coastal and ocean views from the old Mamalahoa Highway and Kuakini Highway. Shoreline views from Alii Drive have been reduced significantly during the past 20 years because of continued residential development makai of Alii Drive. Upon completion of the proposed Alii Highway project (Figure 3-1), shoreline views in this area will improve despite the presence of low-rise buildings.

The downsloping natural topography of the Kona coastline also has, for the most part, maintained northerly and southerly views. Steeper slopes along the coast have "dictated" the construction of terraced residential and resort development sites in order to reduce site preparation costs. This economic reality, combined with County restrictions upon allowable building heights, have conserved these viewplanes despite increased land development and the density of urbanization in Kona.

3.2 BIOLOGICAL RESOURCES

Vegetation within the project site consists primarily of koa-haole, kiawe and monkey pod trees (Paul Rosendahl, Inc., 1986). Various grasses and weeds are also present throughout the project site.

Although no terrestrial ecology studies were made of the flora and fauna of the project site, general onsite observations indicate the use of the project site by mongoose and various exotic species of birds, e.g. mynah.

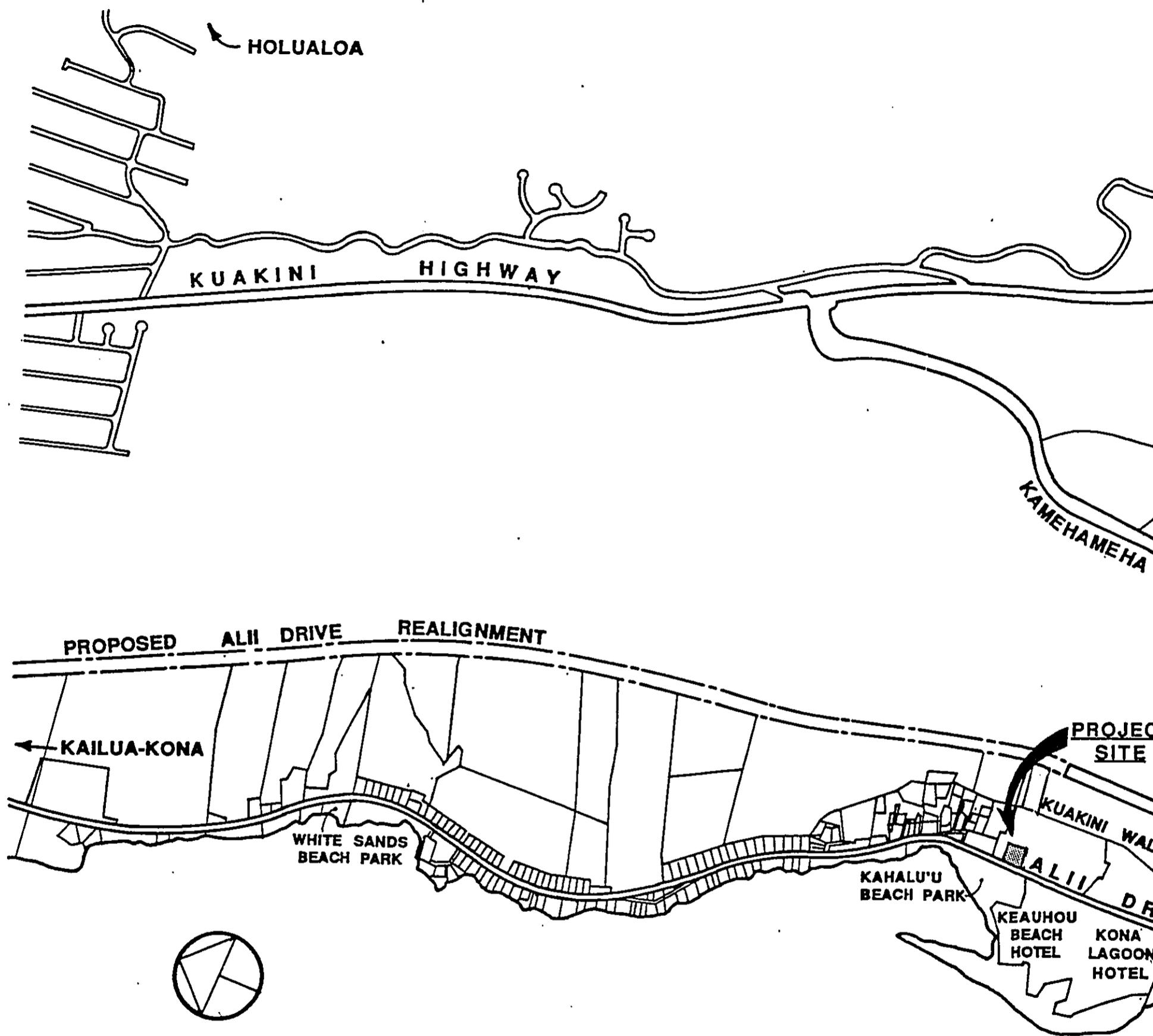
3.3 CULTURAL RESOURCES

3.3.1 Archaeological and Historical Resources

3.3.1.1 Significance of the Kahaluu Historical District

The project site is situated inside the Kahaluu Historical District which encompasses the makai half of the Kahaluu ahupua'a (ancient Hawaiian land division) and a portion of the neighboring Keauhou ahupua'a. Archaeologists in Hawaii recognize the significance of this district because of the concentration of some ten heiau (stone religious structures built by the ancient Hawaiians) and other important historic places and remains.

"... A number of heiaus within a relatively small geographical area ... indicates that the Kahaluu ahupua'a was one of major importance in Hawaiian culture and history during the times before European contact. ... heiaus are built only after careful consideration of all geographical, social, political, and supernatural factors" (Newman, 1974). Further, Kahaluu appears to have been a major seat of political power in ancient Hawaii since various important historical events are connected to the construction, dedication and use of these heiau (Newman, 1974).



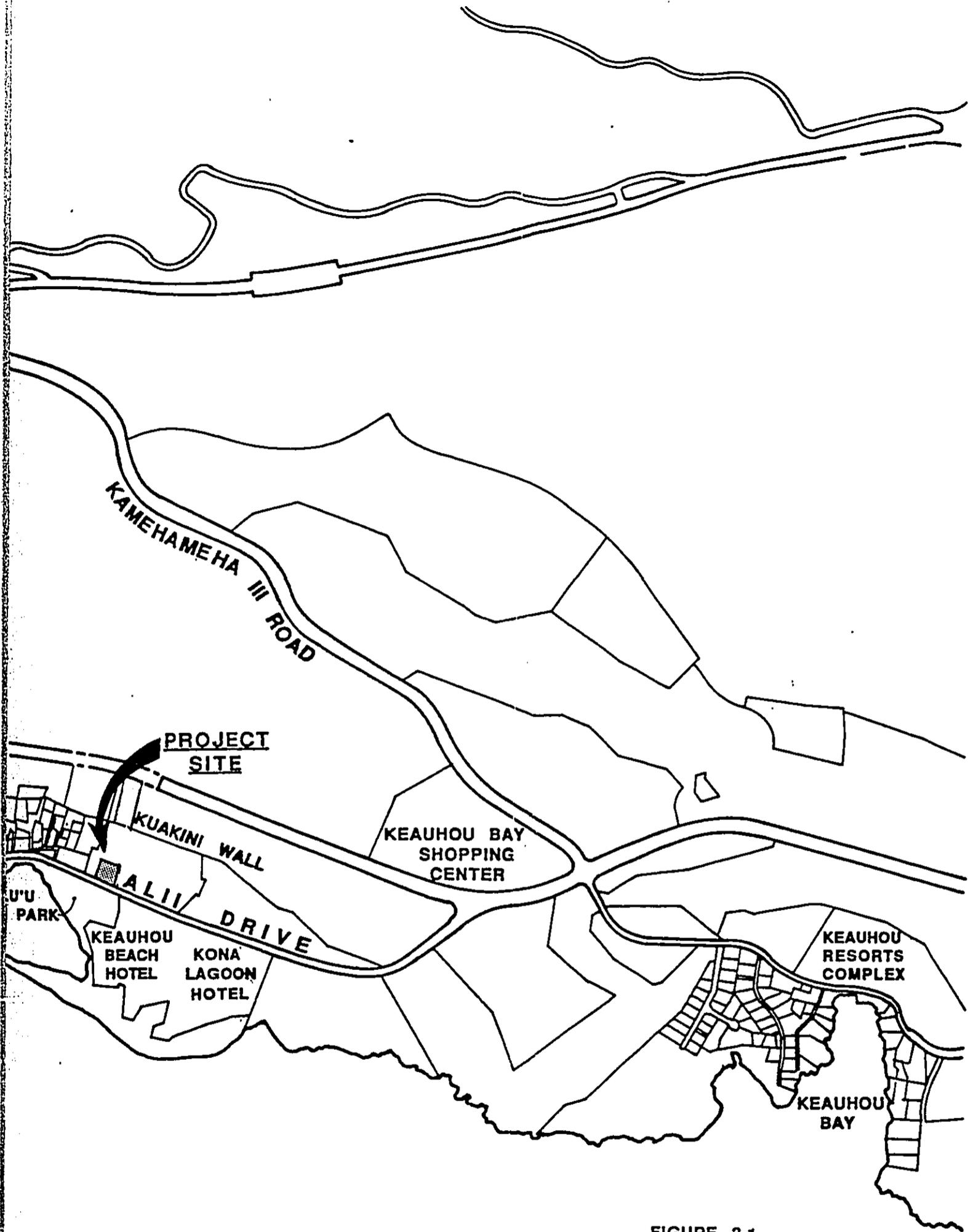


FIGURE 3-1
KAHALU'U-KEAUHOU AREA

3.3.1.2 Recent Reconnaissance of the Project Site

An archaeological reconnaissance survey was made of the project site on September 23, 1986 by Paul Rosendahl, Ph.D., Inc., Consulting Archaeologist. The objective of the reconnaissance survey was to 1) determine the presence or absence of previously unidentified sites; 2) evaluate the potential significance of all identified sites; and 3) identify any further archaeological studies that may be required for project mitigation purposes.

A reconnaissance survey report, published in October, 1986, indicated that "... the limited archaeological remains identified within the project site are of minimal significance in terms of potential scientific research, interpretative, and/or cultural value". It was also concluded by the archaeological consultant that the data recovered from the archaeological reconnaissance, and related literature survey, constitutes a sufficient recovery of archaeological data present. Consequently, no additional archaeological field work or research is believed to be necessary (Paul H. Rosendahl, 1986).

3.3.2 Socio-Economic Environment

Expansion of the West Hawaii economy (North Kona, South Kohala, and North Kohala districts) is presently being driven by increased resort hotel, resort condominium, and residential construction in North Kona and South Kohala. These economic development activities, combined with supporting retail and commercial services will continue to create significant direct and induced employment in West Hawaii. These trends are expected to continue for, at least, the next 16 years given the proposed investment plans of various resort development organizations (Table 3-1).

During its recent General Plan Revision program, the Hawaii County Planning Department estimated that the West Hawaii population is expected to grow to an estimated 98,700 residents by the year 2005. This estimate is derived from the County's Series B projections which are based upon potential employment growth rates, historical district growth trends, and related population distribution trends in Hawaii County.

3.3.3 Relationship to Plans, Policies and Regulatory Controls

3.3.3.1 Hawaii State Plan, Hawaii Revised Statutes, Chapter 226

The Hawaii State Plan provides a guide for the short and long-term development of Hawaii. These guidelines are presented in the context of regional goals, objectives, policies, and priorities concerning Hawaii's population, economy, environment, and man-made resources (Office of the Governor, Office of State Planning, 1988).

**TABLE 3-1
PROJECTED EMPLOYMENT GROWTH BY INDUSTRY
IN WEST HAWAII
1988 TO 2005**

	1988- 1990	1990- 1995	1995- 2000	2000- 2005	Total
Visitor Industry:					
Direct (1)	1,700	2,800	2,400	2,300	9,200
Indirect (2)	400	700	600	600	2,300
Diversified farming (3)	100	300	1,200	(700)	900
New industries (4)	200	100	-	-	300
Nonvisitor secondary (5)	1,800	3,200	3,300	4,700	13,000
Total	4,200	7,100	7,500	6,900	25,700

- Notes: (1) West Hawaii assumed to account for 100% of island total.
 (2) West Hawaii assumed to account for 70% of island total.
 (3) West Hawaii assumed to account for 50% of island total.
 (4) West Hawaii assumed to account for 75% of island total.
 (5) West Hawaii assumed to account for 40% of island total.

Source: Belt Collins & Associates. 1988. Kealakehe Planned Community Feasibility Study.

In the following paragraphs, the guidelines considered relevant to the Circle K project are identified:

General Economy: Section 226-6

Item 12 of this section indicates that the State should provide equal employment opportunities for all segments of Hawaii's population. The Circle K project is consistent with this policy as the project will provide employment opportunities to younger, less-skilled members of the labor force.

Physical Environment: Section 226-13

The seventh policy outlined in this section encourages urban development in close proximity to existing services and facilities. The project site is situated within an urbanized portion of the North Kona district that already contains established support facilities and services.

The second policy of this section promotes the proper management of Hawaii's land and water resources. The safety precautions made in the design of the underground fuel storage system will maintain the quality of nearby waters in Kahaluu Bay.

Population Growth and Land Resources Priority Guidelines: Section 226-104

A priority guideline for regional growth distribution and land resource utilization calls for the State to seek participation from the private sector for the construction of public facilities and services, as well as the maintenance of open space areas. The interest of Circle K Hawaii, Inc. to pay for the cost of constructing a new restroom and new security gate at Kahaluu Beach Park exemplifies the State's priority to seek participation from the private sector to bear the cost of maintaining open space areas.

3.3.3.2 State Land Use Designations

The project site is located in an area designated for "urban" uses such as commercial, residential, resort and industrial activities.

Lands designated for urban uses in Hawaii County are administered by the Hawaii County Planning Commission and the Hawaii County Planning Department.

3.3.3.3 Hawaii County General Plan

Goals, policies and standards identified in the Hawaii County General Plan indicate that commercial development projects should:

1. maximize convenience to users;
2. complement the overall pattern of transportation and land uses within the island's communities and neighborhoods;
3. be developed in areas already served by necessary support facilities and services;
4. meet neighborhood, community and regional needs;
5. be designed to be compatible with surrounding land uses; and
6. include provisions for onsite vehicular parking.

The General Plan also includes a strategy for commercial development in the North Kona district which suggests a policy to centralize commercial activities in existing urban and rural centers.

3.3.3.4 Kona Regional Plan

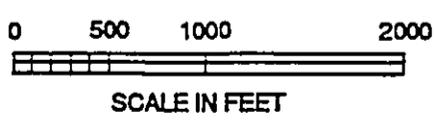
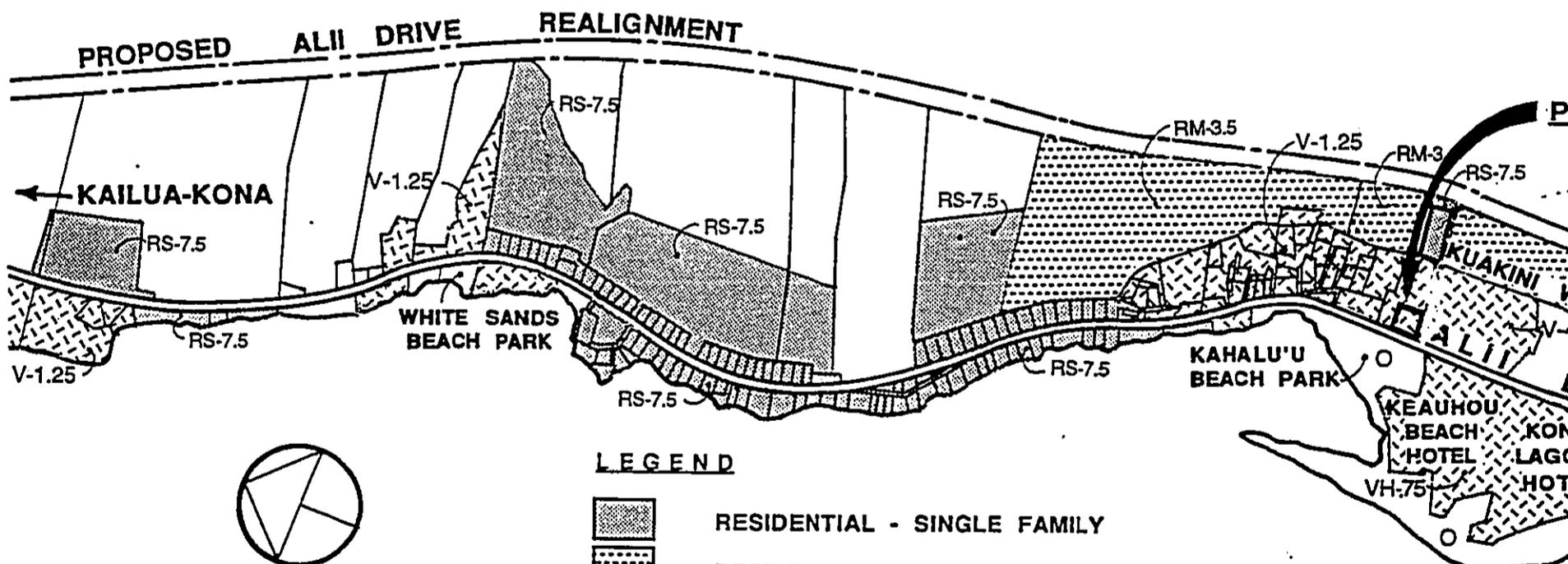
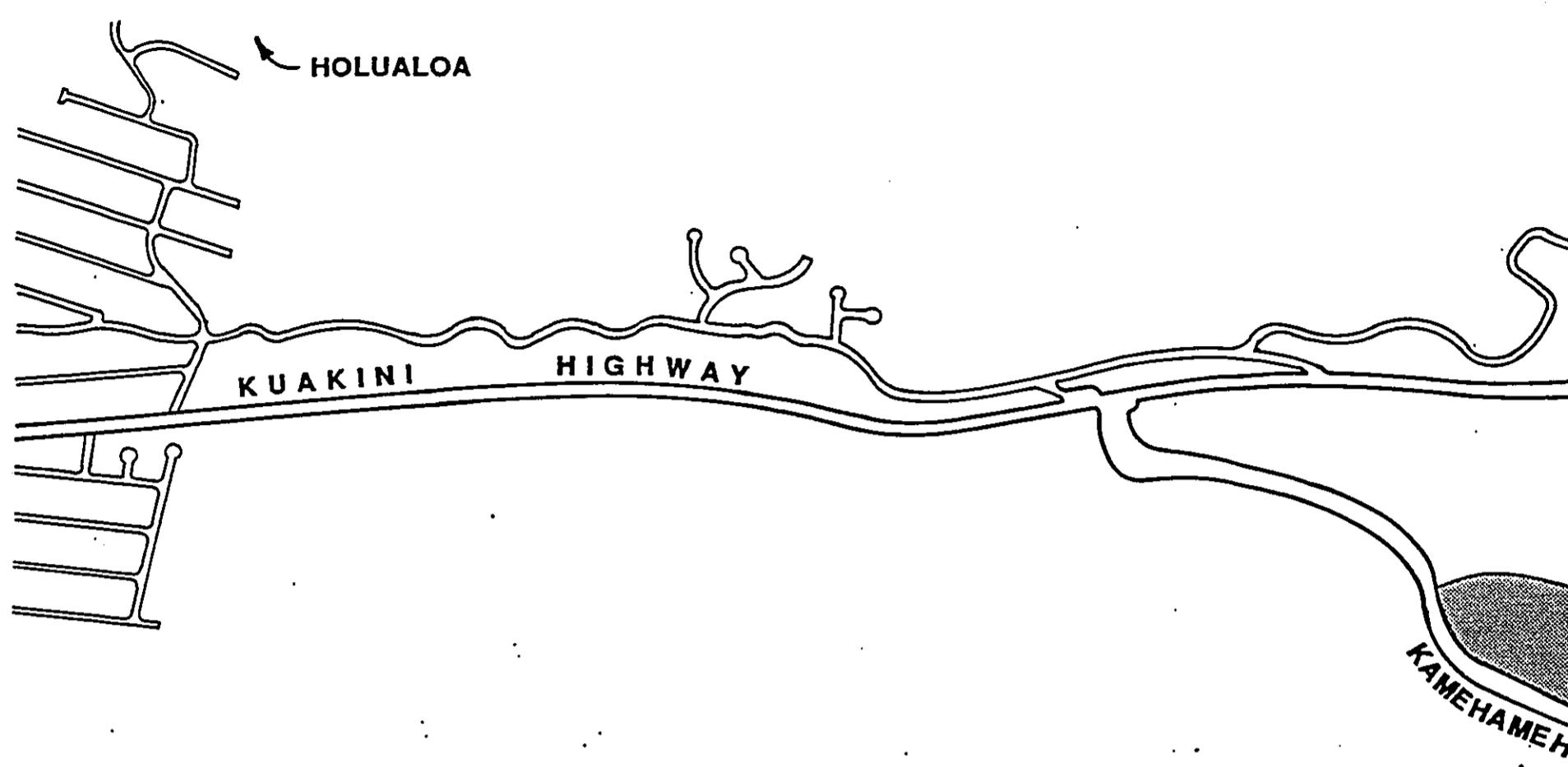
Some lands in the vicinity of the project site are designated for open space. However, representatives of the Hawaii County Department of Parks and Recreation indicate that there are no plans to expand Kahaluu Beach Park.

3.3.3.5 Hawaii County Zoning

Hawaii County zoning designates the project site and surrounding neighborhood for resort uses (Figure 3-2). Multi-family apartment designations and single-family residential designations are present on properties situated at the mauka end of Makolea Street and nearby areas along Alii Drive.

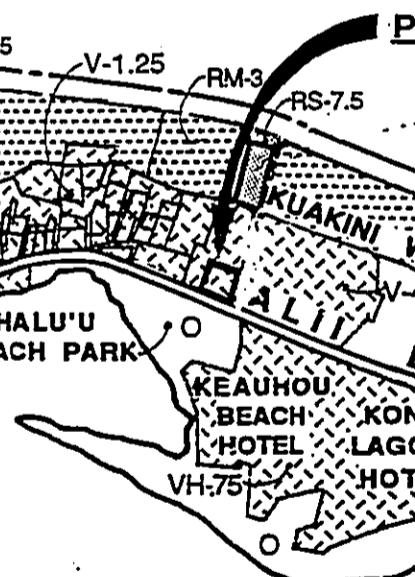
The proposed project involves a potential rezoning of the project site from a resort to commercial neighborhood designation. The commercial neighborhood district designation applies to strategically located centers, suitable for commercial activities, that are of adequate size and configuration to accommodate a compact shopping center.

The commercial neighborhood designation differs considerably from a general commercial district that may provide a broad range of commercial activities, or a commercial office district that permit the development of professional and administrative activities. Village commercial districts also permit a wide range of commercial activities; however, they are intended to serve more isolated residential and working areas where a central commercial district is not readily available.



LEGEND

-  RESIDENTIAL - SINGLE FAMILY
-  RESIDENTIAL - MULTIPLE FAMILY
-  COMMERCIAL
-  RESORT-HOTEL
-  OPEN
-  UNDEVELOPED



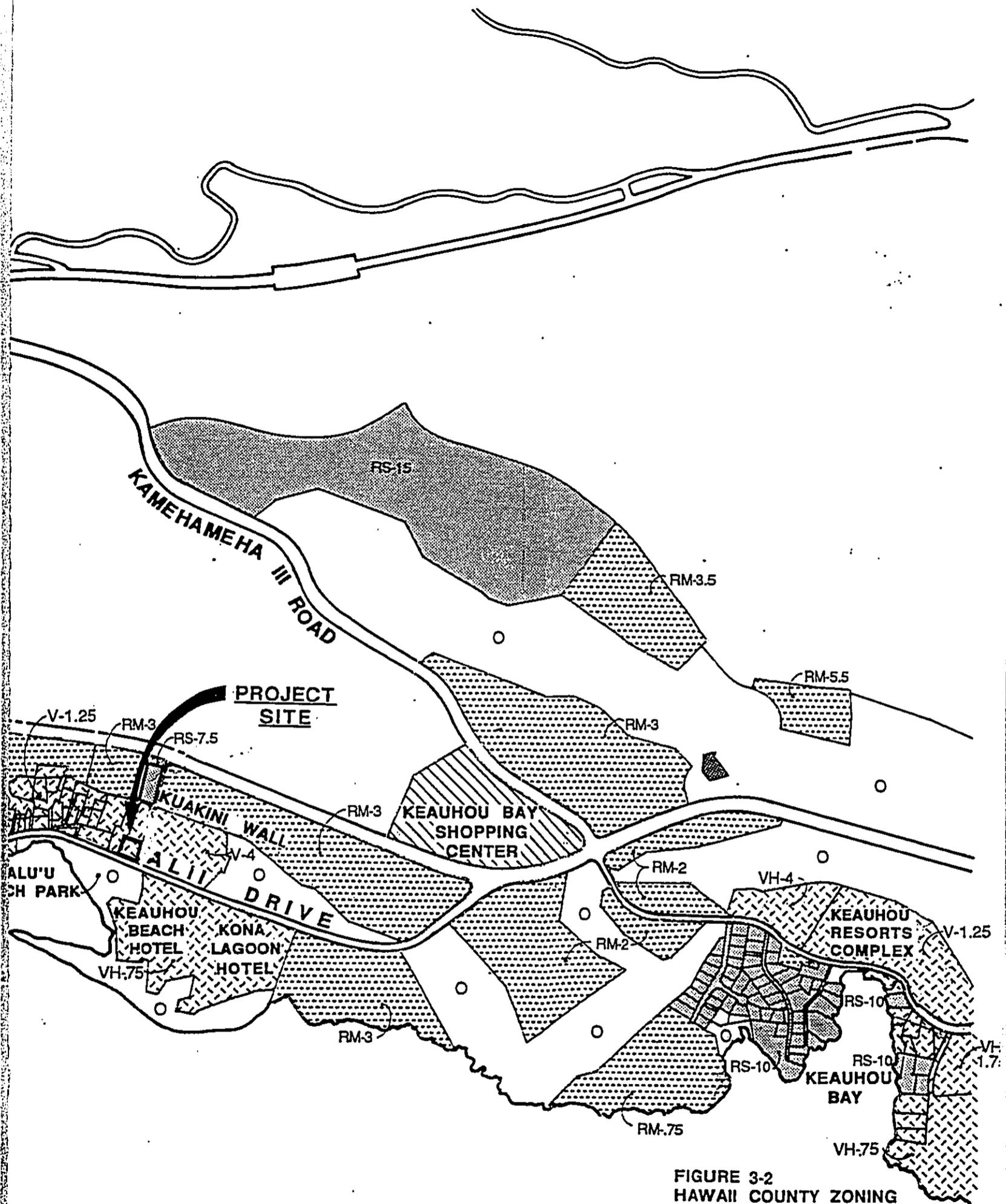


FIGURE 3-2
HAWAII COUNTY ZONING
IN THE VICINITY
OF THE PROJECT SITE

3.4 BUILT ENVIRONMENT

3.4.1 Commercial Areas in West Hawaii

West Hawaii is presently served by 13 commercial shopping centers containing approximately 548,500 square feet of leasable floor space (Belt Collins & Associates, 1988). Parker Ranch Center and Parker Square are two existing shopping centers located outside of the North Kona district. A third shopping complex outside of the North Kona district will soon include the new Waimea Center in Waimea that is presently under construction. Upon completion, this facility will provide approximately 75,000 square feet of commercial floor space.

As indicated in Table 2-3, plans for the development of, at least, 432,000 square feet of additional commercial floor space are presently being pursued by various West Hawaii developers.

The project site is situated within one mile of the Keauhou Shopping Village in Keauhou which currently provides over 64,000 square feet of leasable floor area to a variety of retail shops and stores. Kamehameha Investment is developing a second phase expansion of this commercial area, containing 72,000 square feet of commercial floor space, that will be available for occupancy by 1990.

3.4.2 Recreational Areas in the Vicinity of the Project Site

Recreational opportunities in the vicinity of the project site are Kahaluu Beach Park and White ("Magic") Sands Beach Park. Both of these parks are operated and maintained by the Hawaii County Department of Parks and Recreation.

Kahaluu Beach Park is directly makai of the project site on the makai side of Alii Drive. This park contains a popular inshore snorkeling and swimming area, two pavilions, outdoor showers, and vehicular parking for roughly 70 vehicles. A full-time lifeguard monitors all inshore recreational activities. In FY 1988, the Hawaii County Department of Parks and Recreation records indicate that over 28,000 persons used the two pavilions while approximately 475,500 residents and visitors participated in snorkeling, swimming and other inshore water activities.

White Sands Beach Park is located approximately one mile from the project site between Alii Drive and the Holualoa Bay shoreline. The primary recreational opportunities at the beach park include bodysurfing and swimming. Facilities include a limited vehicular access and parking, restrooms and outdoor showers. In FY 1988, approximately 117,250 residents and visitors participated in beach and inshore water activities.

3.4.3. Land Uses in the Project Site Vicinity

The project site is situated within a growing residential community (Figure 3-2) on the Kailua side of Kona Gardens Botanical and Cultural Park (Figure 2-2) which formerly was the site of the Kona Flea Market.

3.4.3.1 North of the Project Site

On the north side of Makolea Street and the project site is an undeveloped 4,500 square-foot parcel of land owned by Richard and Patricia Chun. An adjoining 0.7-acre parcel, which contains a small cemetery, is owned by Heilani Church.

One condominium complex and a State multi-unit apartment complex are located east and mauka of these properties. Kahaluu Bay Villas is a three-story condominium building that includes 15 condominium units which have been purchased by higher "market" income buyers. Most of these owners live in the building intermittently throughout the year, e.g. two to three months per year. Mauka of Kahaluu Bay Villas is the Kahale Kahaluu Project. This project is a 50-unit apartment complex that was built in 1981 by the West Hawaii Housing Foundation. The complex provides rental housing units to lower income residents.

3.4.3.2 East of the Project Site

East of the project site is a 17,000 square-foot parcel owned by John and Joyce Ling. No development plans are known to exist for this property.

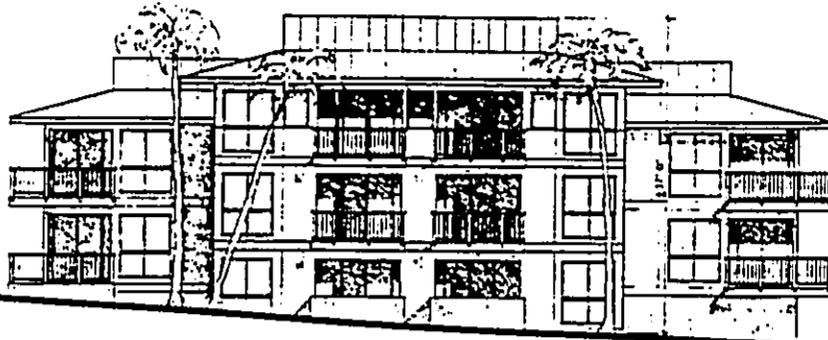
Mauka and east of this property is an undeveloped property owned by Kim Clark and Gilbert Ashikawa (Figure 2-2, Lot 3). These investors have secured approval for the development of a three-story, apartment complex that will include 13 apartment units (Figure 3-3). Detailed design plans for the complex are currently being reviewed by Hawaii County.

An adjoining parcel east of the Clark and Ashikawa property is a consolidated parcel (Figure 2-2, Lots 4,5 and 6) owned by Kamaaina Corporation. The Corporation has made application to Hawaii County for the rezoning of this property to multi-family use. If approved, Kamaaina Corporation intends to construct a three-story, apartment complex containing 32 units (Figure 3-4).

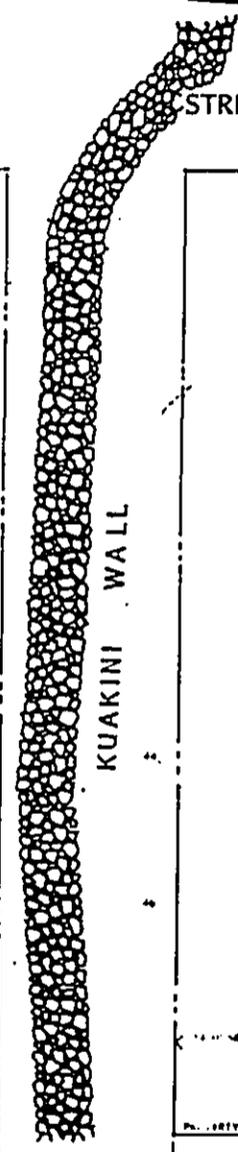
3.4.3.3 South of the Project Site

South of the project site is the Kona Gardens Botanical and Cultural Park which is presently owned by the Azabu USA (Kona) Company, Ltd. Hawaii County Planning Department representatives indicate that Azabu USA has submitted conceptual plans for the development of a resort complex. The complex will include use of the relatively undeveloped Kona Gardens area and the adjacent Kona Lagoon and Keauhou Beach Hotels (Figure 2-2).

Further south of the Kona Gardens property is the beginning of the Keauhou-Kona resort complex (Figure 3-2).

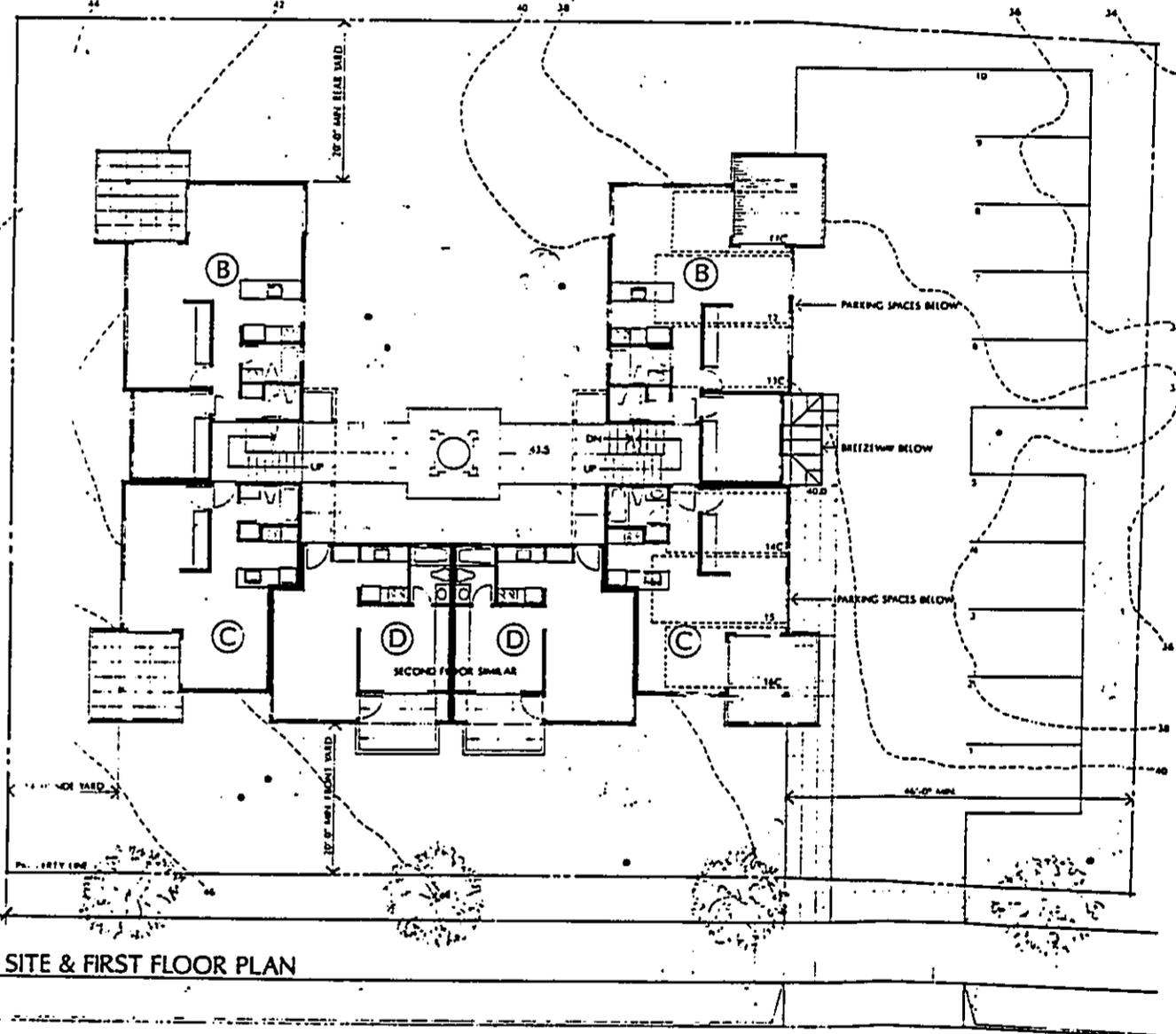


STREET ELEVATION



KUAKINI WALL

20' WIDE EASEMENT



SITE & FIRST FLOOR PLAN

MAKOLEA STREET

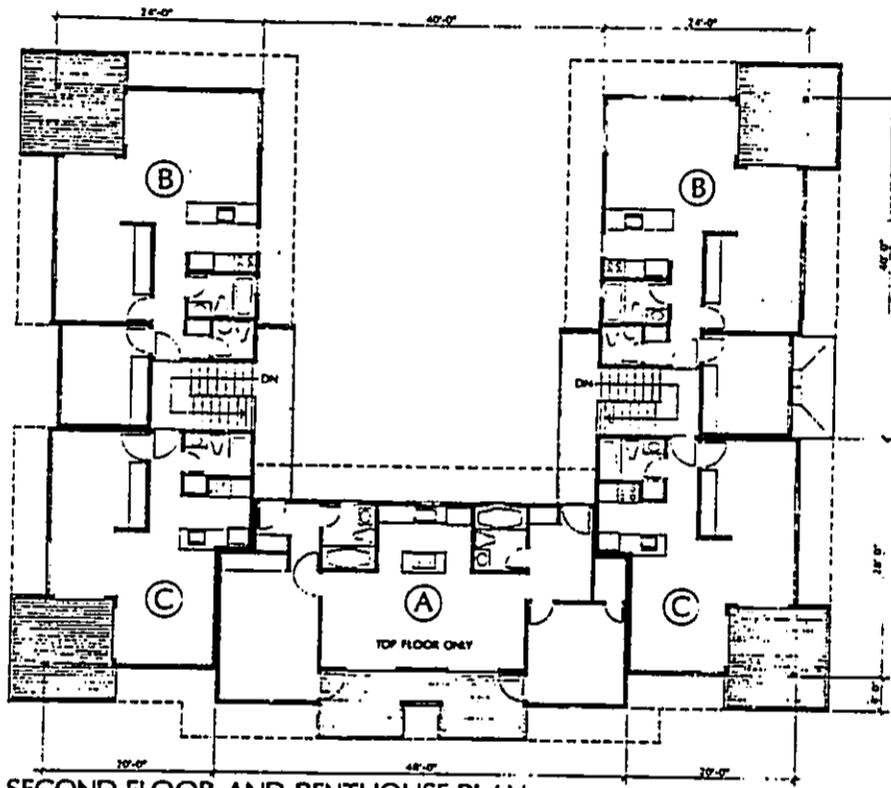
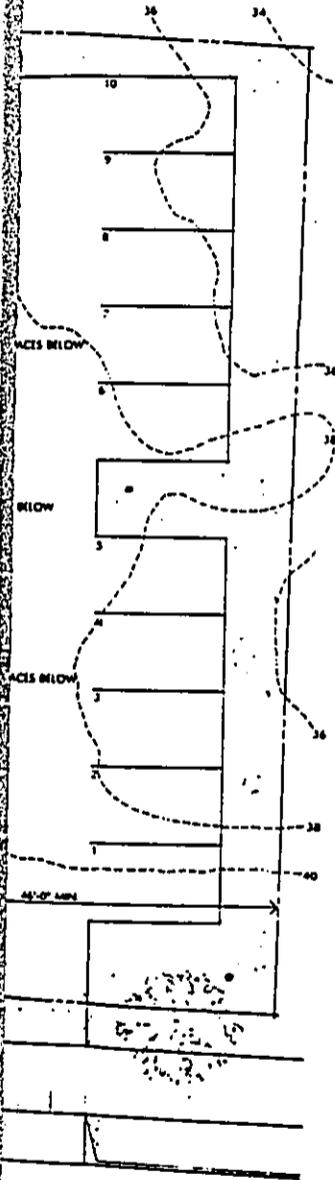
HANNUM
RICHARD HANNUM ASSOCIATES

ARCHITECTURE INTERIOR DESIGN SPACE PLANNING
144 SECOND STREET SAN FRANCISCO CA 94102
415.398.0888 FAX 415.398.0464





WEST ELEVATION



SECOND FLOOR AND PENTHOUSE PLAN

STATISTICS

BUILDING CODE:
 Multiple Building Code: 1982 Uniform as amended
 Division: 3
 Fire Code:
 Occupancy: 82 Apartments
 Building Type: Two and Three Story, Type V, 1-story

OTHER CODE:
 VMS: 1, 9, 16, 19
 Building Department: Lot 3
 Lot Size: 20,000 sq ft
 Building: 9-120 Permit

ALLOWABLE DENSITY:
 10,000/2700 sq ft = 3.70 units

PROPOSED DENSITY:
 3 Two Bedroom Units
 4 One Bedroom Units
 TOTAL = 7 Units

STY COVERAGE:
 Ground Cover: 4232/10,000 = 42.32%
 Parking: 7062/10,000 = 70.62%
 Open: 6066/10,000 = 60.66%

STY AREA DATA:

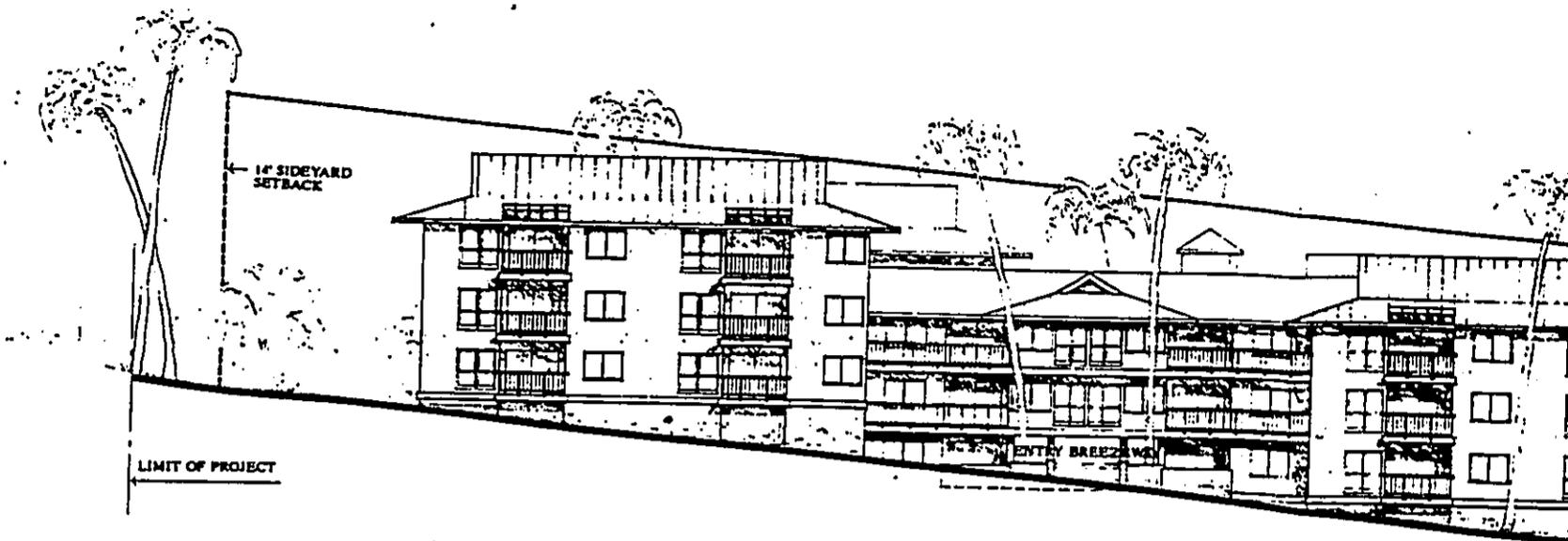
STY AREA DATA	COVERED	SQ. FT.	SQ. FT.
Type A: Two Bedroom	1024 sq ft	176 sq ft	
Type B: Two Bedroom	706 sq ft	106 sq ft	
Type C: One Bedroom	592 sq ft	146 sq ft	
Type D: One Bedroom	304 sq ft	66 sq ft	

PERCENT:
 Parking Required: 1.25 Spaces/Unit x 7 = 8.75

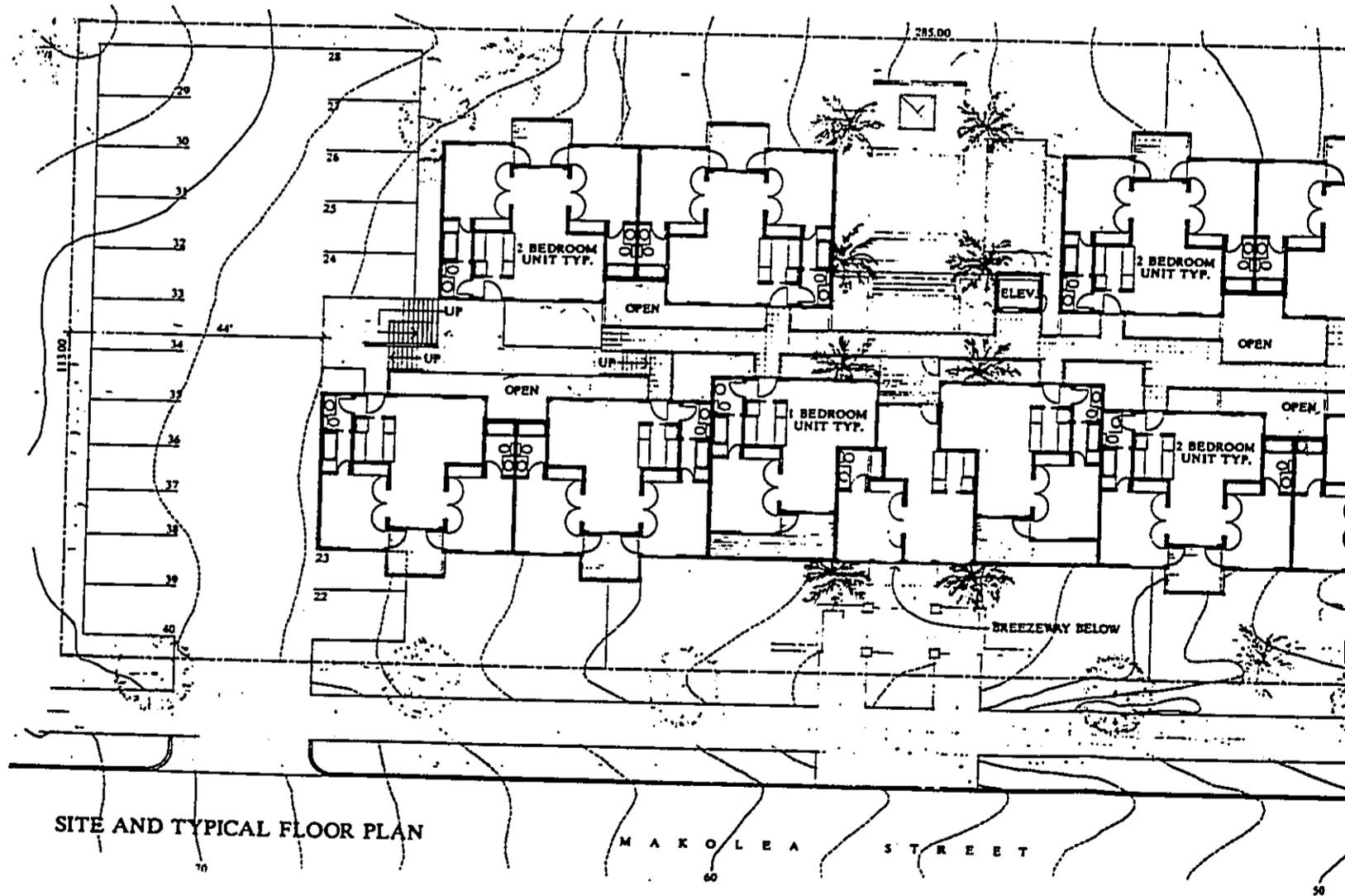
Parking Provided:
 12 Spaces @ 14
 4 Spaces @ 10 (Compact)



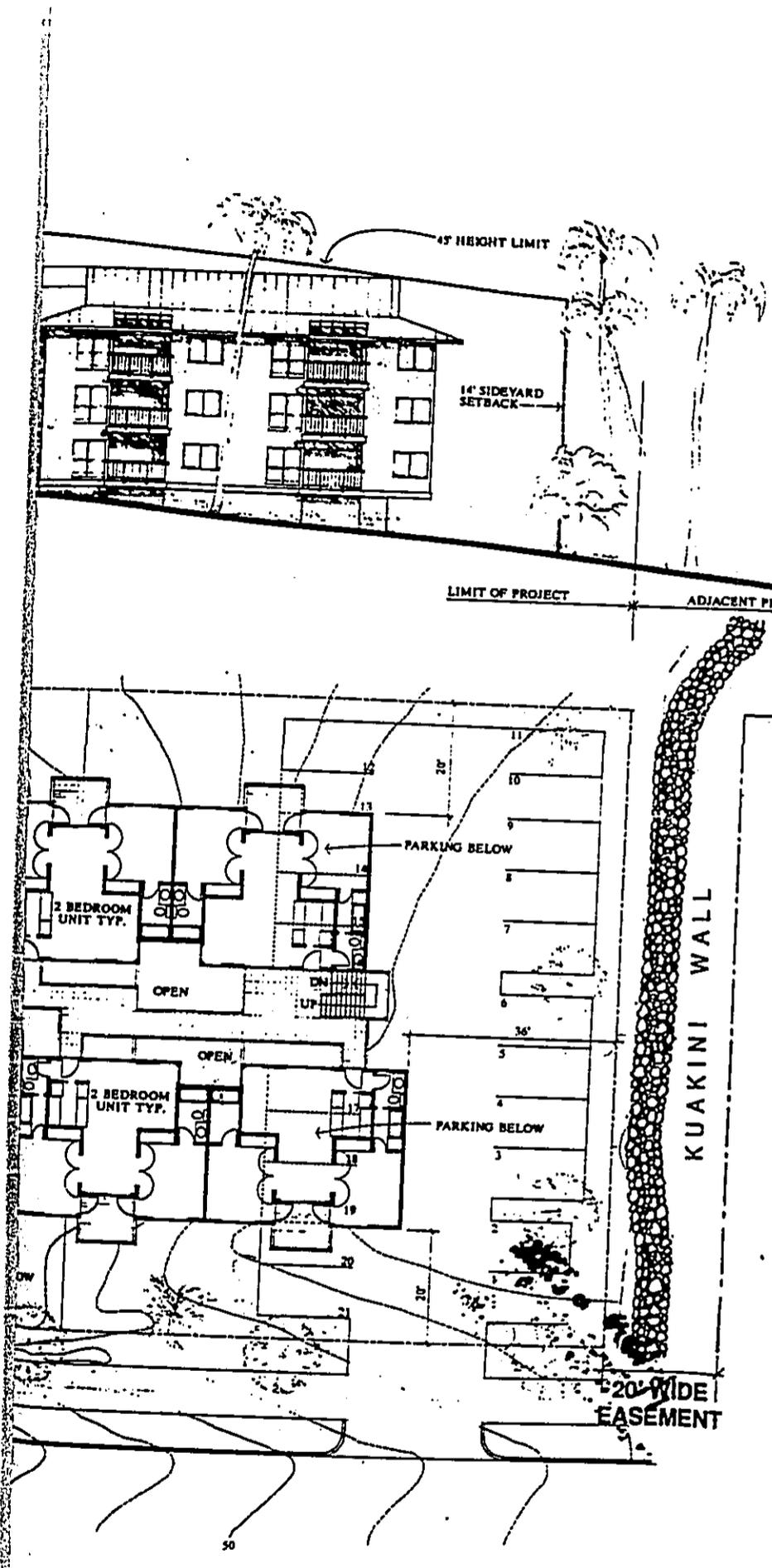
FIGURE 3-3
 KEAUHOU RESIDENTIAL PROPERTIES
 MAKOLE'A STREET, LOT 3
 KAHALU'U, KONA, HAWAII



STREET ELEVATION



SITE AND TYPICAL FLOOR PLAN



PROJECT DATA

TRK	:	131 7/8/14/79, 01, 02
PLANNED DEVELOPMENT	:	LOYS 4, 5, 6
LOT SIZE	:	32,306 SQ. FT.
FORMER-PROPOSED	:	MS-1
DENSITY	:	32 UNITS
PARKING	:	30 CAR @ 9'-0" x 18'-0" 13 CAR @ 8'-0" x 18'-0" 1.75 CAR PER UNIT
HEIGHT	:	3 STORY 65' MAXIMUM
SETBACK	:	30 FEET FRONT & BACK YARD 14 FEET SIDE YARD FRONTING 36 & 44 FEET ACTUAL SIDE YARDS
LOT COVERAGE	:	CITY 9,096 SQ. FT. 28% CONTR. ELEVATION 1,436 SQ. FT. 5% BALCONY 844 SQ. FT. 3% PARKING 9,920 SQ. FT. 31% TOTAL 21,096 SQ. FT. 67%
UNIT	:	24 TWO BEDROOM UNITS @ 708 SQ. FT. 6 ONE BEDROOM UNITS @ 640 SQ. FT. 3 ONE BEDROOM UNITS @ 570 SQ. FT.
BUILDING TYPE	:	3-STORY TYPE D-1 BL. F
CONTRACTOR GROUP	:	D-1 APARTMENT D-1 GARAGE
STREETING ROW	:	3
TYPE SIGN	:	3

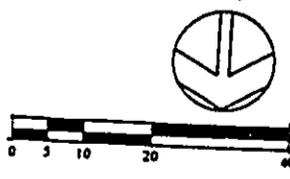


FIGURE 3-4
PROPOSED KAMA'AINA APARTMENTS PROJECT
KAMA'AINA CORPORATION
KAHALU'U, KONA, HAWAII
 Source: Richard Hannum Associates

3.4.3.4 West of the Project Site

Immediately west of the project site is the two-lane Alii Drive and the Kahaluu Beach Park which fronts the shoreline of Kahaluu Bay. Immediately south of the Beach Park are two hotels, the Keauhou Beach and the Kona Lagoon. Conceptual plans of Azabu USA are to integrate these hotels with mauka properties to establish one larger resort complex.

3.4.5 Public Facilities and Services in the Project Site Vicinity

3.4.5.1 Roads

Alii Drive is the primary two-lane roadway which provides vehicular access to Makolea Street and the project site. This transportation corridor is also one of two vehicular routes to the Keauhou-Kona resort. Random vehicular traffic counts along Alii Drive provide inconclusive information concerning the volume of traffic presently using Alii Drive.

In January, 1986, the County of Hawaii took a one-day count of vehicles approaching Kamehameha III Road from Alii Drive. The southbound count along Alii Drive was 2,917 vehicles for one 24-hour period. The previous traffic count on Alii Drive before January, 1986 was July, 1984 at Waiaha Bridge (approximately one mile south of Hualalai Road). Northbound counts from this location indicated traffic volumes along Alii Drive of 4,889 vehicles southbound and 4,884 northbound.

Given the lack of substantive vehicular traffic information, it can only be grossly estimated that the total average daily traffic along Alii Drive, near the Makolea Street intersection, may range from 5,000 to 7,000 vehicles per day. In general, historical traffic counts suggest that there is only one daily traffic peak on Alii Drive in the vicinity of the project site. This peak typically occurs in the afternoon hours between 3:00 and 5:00 p.m. (M&E Pacific, 1988).

The proposed Alii Highway project will generally parallel Kuakini Highway and provide a more efficient and safe roadway corridor between Kuakini Highway and Alii Drive (Figure 3-2). Conceptual development plans for the project indicate a Makolea Street intersection with the proposed Alii Highway. Hawaii County Department of Public Works representatives indicate that construction of this project will begin by 1993, and be completed with a 1.5 year construction period.

3.4.5.2 Public School Transportation

Some 40 school-aged children, residing in the neighborhood surrounding the project site, are provided bus transportation to and from Kahakai Elementary, Kealakehe Intermediate, and Konawaena High School. The bus stop for elementary and intermediate school buses is on the Kailua (mauka) side of the Makolea Street-Alii Drive intersection. The bus stop for Konawaena High School students is on the makai side of the Makolea Street-Alii Drive intersection. A van transporting several handicapped students provides curb-to-curb service to and from the Kahale Kahaluu Housing Project.

The departure and arrival times of school bus traffic, in the vicinity of the Makolea Street-Alii Drive intersection, is as follows:

School Bus	Departure/Arrival Time Periods	
	Morning	Afternoon
Konawaena High School	7:20-7:25 a.m.	3:15 p.m.
Kahakai Elementary	7:30 a.m.	2:20-2:25 p.m.
Kealakehe Intermediate	7:40-7:45 a.m.	3:15 p.m.

The State school transportation representative for West Hawaii indicates that elementary and intermediate school children tend to move back and forth across Makolea Street while waiting for the early morning school bus. Some children wait for the bus as early as 30 minutes prior to the arrival of their respective bus. Because of parental concern and guidance, as well as the recognition of potential traffic hazards by older high school students, the amount of children crossings between the mauka and makai side of Alii Drive are not significant (Higashi, 1989).

3.4.5.3 Water, Wastewater, Power and Solid Waste Systems

The project site is already served by these systems via the presence of an 8-inch water transmission line, an 8-inch sewage collection line, and a 12.5-kilovolt electrical power distribution line along Makolea Street.

Connection to the existing County water and private wastewater systems will require the construction of separate water and sewer laterals from the convenience store to Makolea Street.

The electrical power connection would require the installation of an onsite pad transformer to convert direct line voltage to the desired operating voltage of the convenience store.

The County of Hawaii does not provide solid waste collection service in the vicinity of the project site. However, such services can be obtained from a number of private refuse haulers serving the West Hawaii area.

3.4.5.4 Police and Fire Protection

Police protection in the vicinity of the project site is served by the Hawaii County Police Department district office in Captain Cook. However, a satellite office of the Department is also located in Kailua-Kona, approximately seven miles north of the project site (Fuke, 1988).

The Hawaii County Fire Department provides fire suppression and emergency medical services to the Kahaluu area. Nearby existing fire stations are situated in Kailua-Kona along Palani Road, as well as at a substation in Captain Cook. A proposed fire station has also been proposed by Hawaii County on a site located at the Alii Highway and Kaluna Street intersection, approximately one-half mile south of the project site (Fuke, 1988).

CHAPTER FOUR

**ANTICIPATED ENVIRONMENTAL CONSEQUENCES
AND PROPOSED MITIGATIVE MEASURES**

CHAPTER 4.0

ANTICIPATED ENVIRONMENTAL CONSEQUENCES AND PROPOSED MITIGATIVE MEASURES

4.1 PHYSICAL IMPACTS

4.1.1 Alteration of Topography and Drainage

Existing land contours of the project site will be significantly changed through the excavation, grading and fill of lands within the 17,000 square foot project site. Circle K Hawaii intends to clear and grub the entire site and subsequently develop the site into two terraced areas which will follow the general downward slope (east to west) of the project site (Figure 2-3).

The foundations of each successive terrace will drop approximately 1.5 to 2 feet in elevation. The finished floor of the convenience store will be approximately 22 feet above sea level while the adjoining parking and gasoline distribution areas will be at about the 20-foot elevation.

Drainage flows will also be altered through the development of new impermeable surfaces, e.g. building roofs, vehicular parking areas, which will reduce the former natural percolation of rainfall into the substratum. Consequently, new impermeable surfaces will increase the volume of drainage flows.

Drainage flows from the developed project site and the roofs of the apartment complex will be redirected to one onsite drywell. The drywell will be generally located as far as practical from the underground storage tank area, and will be designed to accommodate a 10-year storm design flow. The drywell will permit the recharge of normal drainage and storm flows into the local substratum and, possibly the fringe of the Big Island's basal lens.

4.1.2 Increased Residential Noise Levels

No baseline background noise levels were sampled for the purposes of this environmental impact statement. However, general environmental observations made by James Pedersen, Planning Consultant, during a field trip to the project area in June, 1988 suggest that the project site is presently subjected to a "minimal exposure" to noise. Federal noise guidelines and standards define "minimal exposure" as an average day-night sound level of 55 Ldn or less (Table 4-1).

During construction, the average day-night sound level may increase to 60 to 65 Ldn during construction activities. Such an increase would be the result of a greater presence of heavy equipment, e.g. concrete trucks, building framing activities, and other construction-related operations. Following the construction period, it is expected that typical day-night sound levels may remain near the 65 Ldn level due to the presence of frequent vehicular traffic during operating hours.

Table 4-1
SUMMARY OF FEDERAL NOISE GUIDELINES AND STANDARDS

NOISE ZONE CLASSIFICATION

Noise Exposure Class	Noise Descriptor			HUD Noise Standards For New Residential Development
	DNL ¹ Day-Night Average Sound Level	L _{eq} (hour) ³ Equivalent Sound Level	NEF ⁴ Noise exposure Forecast	
Minimal Exposure	Not Exceeding 55	Not Exceeding 55	Not Exceeding 20	"Acceptable"
Moderate Exposure	Above 55 ² But Not Exceeding 65	Above 55 But Not Exceeding 65	Above 25 But Not Exceeding 30	
Significant Exposure	Above 65 Not Exceeding 70	Above 65 Not Exceeding 70	Above 30 Not Exceeding 35	"Normally Unacceptable"
	Above 70 But Not Exceeding 75	Above 70 But Not Exceeding 75	Above 35 But Not Exceeding 40	
Severe Exposure	Above 75 But Not Exceeding 80	Above 75 But Not Exceeding 80	Not Exceeding 45	"Unacceptable"
	Above 80 But Not Exceeding 85	Above 80 But Not Exceeding 85	Above 45 But Not Exceeding 50	
	Above 85	Above 85	Above 50	

¹ CNEL - Community Noise Equivalent Level (California only) uses the same values.

² HUD, DOT, and EPA recognize L_{eq} = 55 dB as a goal for outdoors in residential areas in protecting the public health and welfare with an adequate margin of safety (Reference: EPA "Levels" Document.) However, it is not a regulatory goal. It is a level defined by a negotiated scientific consensus without concern for economic and technological feasibility or the needs and desires of any particular community.

³ The Federal Highway Administration (FHWA) noise policy uses this descriptor as an alternative to L₁₀ (noise level exceeded ten percent of the time) in connection with its policy for highway noise mitigation. The L_{eq}(design hour) is equivalent to DNL hours; 2) traffic between 10 p.m. and 7 a.m. does not exceed fifteen percent of the average daily traffic flow in vehicles per 24 hours. Under these conditions DNL equals L₁₀ - 3 decibels.

⁴ For use in airport environs only; is now being superceded by DNL.

Source: Federal Interagency Committee on Urban Noise - "Guidelines for Considering Noise in Land Use Planning and Control" - NTIS PB81-214124, June 1981.

This range is considered to be "moderate exposure" to noise by the Federal Interagency Committee on Urban Noise and is defined as an "acceptable" noise range under the U.S. Department of Housing and Urban Development standards for new residential development (Table 4- 1). Consequently, increased noise generated from the convenience store operation would not constitute a health hazard to existing and future residents along Makolea Street.

4.1.3 Potential Fuel Discharge

A potential fuel discharge may occur via potential leaks in both the proposed tank and piping systems. Tanks and piping may leak if they are not properly installed. Improper installation, for example, might include the use of poorly selected, or compacted backfill material, for the covering of the proposed underground storage tanks. Pipe fittings may be improperly attached to the underground storage tanks.

While these and other examples of potential leaks may occur, they are believed to be highly unlikely given the design, construction and operational experience of Circle K Hawaii, and its parent company Circle K Corporation. Each underground storage tank installation is carefully monitored by personnel experienced with fuel storage tank installation and operations. Further, the proposed "...double-walled tanks provide the greatest protection against leakage and can be easily combined with an automatic monitoring system to provide continuing early leak detection" (New England Interstate Water Pollution Control Commission, 1985).

Four other precautionary safety features are also incorporated into the system to prevent fuel or contain any fuel spillage from above ground resupply operations, a potential vehicular accident into the fuel dispensers, or a customer departing the gas distribution area without removing the tank hose and nozzle from his or her gas tank. These features include, at least, the following:

1. A small drainage system will be located the point of connection where fuel trucks will pump fuel into the storage tanks via a "quick-disconnect" hose. This system ensures that minor spillage that may occur around the point of connection will be returned to the underground storage tank during any resupply operation.
2. One of two valves (driven by loss of pressure) will automatically discontinue the flow of fuel from the underground storage tanks to the gasoline dispensers once a loss of pressure occurs anywhere within the pumping or distribution system, e.g. gasoline dispenser is damaged or destroyed by automobile, or gas dispenser hose is cut.
3. The gasoline dispensers will contain a "break-away" hose and nozzle component that will release from the dispenser if forcibly pulled away by a departing vehicle. The flow of fuel will also automatically be discontinued.
4. The onsite drywell will also be equipped with a separator system that will capture any petrochemical products, draining to the drywell via rainwater, before ultimate disposal.

4.2 BIOLOGICAL IMPACTS

4.2.1 Flora

The clearing and grubbing of the 17,000 square-foot project site will result in almost a total loss of all vegetation on the project site. Since much, if not all, of the project site is characterized by exotic overstory vegetation, it is doubtful that the proposed project will result in the loss of any endangered plant communities or species. However, this has not been confirmed by any vegetative survey of the project site.

One larger monkeypod tree along the makai boundary of the project site will be integrated into the landscaping for the project. All other vegetative planting will be imported to the site and established following site development.

4.2.2 Fauna

The loss of all site vegetation will force the relocation of mongoose and birds presently frequenting the site. The proportion of site vegetation which represents significant habitat for the mongoose and the local bird population is not known since no survey of the faunal resources on the project site was made.

4.3 CULTURAL RESOURCES

4.3.1 Potential Employment and Income Generation

4.3.1.1 Construction-Related Income

The Circle K project will be constructed over a one-year period and will involve the part-time direct labor of approximately 30 construction tradesman and laborers in the West Hawaii area over a three to four month period.

In order to derive estimates of potential construction-related income and its impact upon the State economy, use was made of the Type II input-output multipliers which were developed by the State Department of Business and Economic Development in 1977. The application of the Type II output multipliers to estimated total construction costs provides a convenient statistical method for estimating the amount of direct, indirect and induced sales (or income) which will be derived via construction activities required to develop the Circle K project (Mapes, 1988).

Based on estimated 1989 construction costs, the total construction value of the project is estimated to be roughly \$450,000. Application of the appropriate multiplier to this value indicates that the Circle K project can be expected to generate potential direct, indirect, and induced sales (or income) of approximately \$921,600 in Hawaii. This estimated income represents a modest contribution of potential income to the West Hawaii and State economies.

4.3.1.2 Store Operations Employment

Following construction of the Circle K convenience store facility, store operations will create eight to ten full-time jobs. Most of the store employees will be younger workers who may be obtaining their first job with Circle K Hawaii. The proximity of younger potential wage-earners in the nearby Kahale Kahaluu Project may generate local employment opportunities for some neighborhood residents.

The store manager will be paid on a commission basis and may earn as much as \$1,500 per month. The manager's assistant will likely work for a starting wage of roughly \$5.00 per hour. Wages for store clerks will begin at about \$4.00 per hour. Consequently, store operations will annually generate approximately \$95,000 in wages and salaries (Community Resources, 1988).

4.4 BUILT ENVIRONMENT

4.4.1 Viewplanes

Despite the addition to Kahaluu's built environment, public viewplanes of the Kahaluu Bay shoreline, from Kuakini Highway and the old Mamalahoa Highway, will not be significantly altered. The steeper downsloping topography of the North Kona coastline will continue to maintain a clear visual view of the scenic Kahaluu shoreline. Similar to other development projects in this area, Circle K Hawaii is proposing to terrace the convenience store, as well as the paved area for vehicular parking and gasoline distribution. While somewhat economizing its site development costs, this construction technique will more significantly help conserve public views of the shoreline.

4.4.2 Public Facilities and Services

4.4.2.1 Recreational Facilities

The proximity of the project site to Kahaluu Beach Park will not affect the level of use of this recreational area. However, the Circle Store will likely attract a sizeable number of customers visiting the Beach Park. Such traffic will be pedestrian in nature and will encourage greater pedestrian traffic across Alii Drive and may pose some traffic safety hazards unless a designated crosswalk is established. A pedestrian crosswalk, and the existing 25 mile per hour speed limit, are expected to mitigate potential pedestrian hazards that may be generated by the convenience store operation.

Given the closeness of Kahaluu Beach Park to the store, the presence of the store may somewhat decrease outgoing vehicular traffic (from the park) along Alii Drive that is related to shopping for convenience foods and snacks during a visit to Kahaluu Beach Park. This benefit may occasionally reduce traffic congestion along Alii Drive in the vicinity of Kahaluu Beach Park.

Since alcoholic beverages will be available from the Circle K store, it is possible that some alcohol abuse may occur in the Kahaluu Beach Park area. Alcohol abuse is more likely among younger persons who, by law, are not permitted to consume alcoholic beverages. Typically younger persons might encourage or ask a friend of legal drinking age to purchase alcoholic beverages for them. Subsequently, one or more younger persons would either walk or drive to the Kahaluu Beach Park area to consume the beverages.

While all abuse cannot be realistically curtailed, it is recommended that the installation and closing of a gate across the Beach Park driveway entrance, during nighttime hours, would eliminate a sizeable number of potential alcohol abusers from the Park area. Circle K Hawaii has already expressed its willingness and commitment to construct such a gate. The gate would be constructed according to the design and specifications provided by the Hawaii County Department of Parks and Recreation.

The informal monitoring of pedestrian traffic coming to the store would also be useful to ascertain any potential abuse that may be occurring. It is recommended that any observations of potential abuse should be coordinated with the Hawaii County Police Department. Further, a sign posted inside the store, that indicates local park regulations, would also be useful to inform all customers of County regulations, State laws, and related penalties.

4.4.2.2 Vehicular Traffic Along Alii Drive

An Institute of Transportation Engineers (ITE) trip generation report indicates that a typical 24-hour convenience store will generate an afternoon peak hour rate of roughly 48 vehicle trips per hour for every 1,000 square feet of retail floor space. Consequently, the Circle K store, containing approximately 2,400 square feet of retail floor space, will generate roughly 115 vehicle trips during a weekday afternoon peak hour (M&E Pacific, 1988).

The ITE report also suggests that roughly 45 percent of the traffic coming to a convenience store comes from vehicular traffic normally, or already, passing by the site. As a result, 55 percent of a store's traffic is typically from newly-generated traffic attracted by the presence of the store. M&E Pacific engineers conservatively assumed that only 40 percent of the vehicular traffic coming to the store would represent existing traffic and that newly-generated traffic would include 60 percent of the store's total customers.

However, a second ITE journal article, which was obtained shortly after the traffic impact analysis was made by M&E Pacific, Inc., indicates that 55 to 85 percent of convenience store traffic is generated by existing traffic from adjacent roadways. Consequently, new vehicular trip generated by the project would more likely range from 15 to 45 percent. The M&E Pacific, Inc. traffic study, presented in Appendix C, made a considerably more conservative assumption that 60 percent of the traffic generated by the Circle K project would be new traffic.

The M&E Pacific traffic assessment applied the preceding factors, and other related assumptions, to estimated existing traffic volumes along Alii Drive (Appendix C). Based upon these analyses, M&E Pacific concluded that the convenience store will not, in itself, generate

any significant traffic impacts along Alii Drive or at the Makolea Street-Alii Drive intersection. However, a reduced level of service will be noticeable to some motorists who will experience slightly longer waits as they turn onto Alii Drive from Makolea Street or the Kahaluu Beach Park access road.

The slight reduction in the level of service from these secondary streets will be improved once the proposed Alii Highway is completed. Hawaii County Department of Public Works representatives have indicated that construction of the Alii Highway is expected to begin in 1993 and be completed within a 1.5 year period. Once operational, M&E Pacific engineers estimate that traffic volumes on Alii Drive will decrease about 30 percent with the availability of the new highway.

4.4.2.3 Pedestrian Traffic Associated with School Transportation

The presence of a convenience store is likely to attract students before and after school. It is believed that elementary and intermediate school students will continue to cross Makolea Street to the Ka'u side of the Makolea Street-Alii Drive intersection. Some children may choose to sit on the proposed rock wall along the perimeter of the project site. Those students patronizing the store will enter via a proposed sidewalk and one of two vehicular ingress and egress points.

In order to maintain pedestrian safety at these locations, it is recommended that Circle K install traffic signage at both vehicular access points that would require incoming and outgoing vehicular traffic to yield to all pedestrian crossings. Circle K Hawaii has indicated it willingness to provide such signage if deemed appropriate by the Hawaii County Department of Public Works.

4.4.2.4 Potable Water Consumption

The proposed project is expected to consume approximately 400 gallons of water per day based upon the availability and use of the store restroom facility by 10 employees and 30 customers, as well as general indoor store maintenance requirements.

4.4.2.5 Wastewater Generation

Future wastewater flows from the Circle K project will be transported to the nearby Keauhou Treatment Plant. If sewer rights are not obtained from Kamehameha Investment Corporation, these flows will be treated via an onsite treatment and disposal system.

Assuming a per capital flow rate of 25 gallons per employee per day, 10 employees will generate anticipated daily wastewater flows of approximately 250 gallons per day. Customer usage of the available restroom facility would be approximately 195 gallons if 30 customers used this facility during a typical day. Store maintenance activities may require the use of an additional 50 gallons per day. Consequently, total wastewater volumes would be approximately 500 gallons per day.

4.4.2.6 Solid Waste Generation

The convenience store is expected to generate approximately 10 pounds per day of solid waste material. This material will be obtained via the opening of packaged food cartons and boxes, aluminum soda containers, as well as other trash disposed of by employees and customers.

4.4.2.7 Energy Consumption

Hawaii Electric Light Company representatives in Kona indicate that existing Circle K stores in Kona have a connected electrical power requirement for approximately 75 kilowatts (Baltero, 1989). The size of the connected load is significantly influenced by the use of various chiller units in the stores; air-conditioning; and the pumping system used for gasoline distribution.

4.5 KAHALUU HISTORIC DISTRICT RESOURCES

As indicated in Chapter Three, the archaeological reconnaissance made of the project site, and related report by Dr. Paul Rosendahl, identified limited archaeological remains that are of minimal significance of potential research, interpretative, and/or cultural value. Consequently, the proposed project will not impact any significant archaeological or historical resources of the site. This conclusion was also confirmed by the State Historic Preservation Office in early 1987.

4.6 RELATIONSHIP TO PLANS, POLICIES AND REGULATORY CONTROLS

4.6.1 County of Hawaii Zoning

As stated earlier, the project site is situated within a Hawaii County Special Management Area and is presently zoned for resort (V-1.25) use. Consequently, Circle K Hawaii, Inc. must receive approval from the Hawaii County Council for a change in zone from V-1.25 to Commercial Neighborhood (CN-10).

4.6.2 Hawaii County General Plan

The land use element of the Hawaii County General Plan, pertaining to commercial land uses, recognizes the need for developing commercial facilities in areas that are adequately served by required support facilities and services, e.g. water supply. Where such systems are not available, the Plan recommends that commercial development projects should concurrently develop required support facilities and services.

"Commercial facilities shall be developed in areas adequately served by necessary services, such as water, utilities, sewers, and transportation systems. Should such services not be available, the development of more intensive uses should be in concert with a localized program of public and private capital improvements to meet the expected increased needs."

A second tenet of commercial development that is recognized by the General Plan is to provide convenience to the consumer and distribute commercial areas and facilities where consumer demands can be met. A related policy involves the development of commercial areas and facilities in locations that are compatible with surrounding land uses and Hawaii Island's overall transportation corridors.

"Provide for commercial developments that maximize convenience to users.

"Provide commercial developments that complement the overall pattern of transportation and land usage within the Island's regions, communities, and neighborhoods."

"Distribution of commercial areas shall be such as to best meet the demands of neighborhood, community and regional needs."

The land use element of the General Plan also provides a recommended course of action to centralize commercial activities in existing urban centers. The project site is clearly located in the rapidly growing, Kailua-Keauhou area which continues to serve as West Hawaii's central residential and commercial area.

A second relevant aspect of the General Plan is the General Land Use Pattern Allocation Guide Map (LUPAG) for the North Kona area. Similar to other districts of the Big Island, the LUPAG map for the North Kona district provides general land use allocations, e.g., resort, that are graphic expressions of the General Plan policies, particularly those relating to land use (Hawaii County Planning Department, 1987).

The project site is situated in an area designated for medium density urban development. The General Plan defines this designation as follows:

Medium Density: *"Village and neighborhood commercial and residential and related functions (3-story commercial; residential -- up to 35 units per acre)."*

Using this definition, it can be concluded that the proposed project is consistent with the "medium density" definition. Circle K Hawaii desires to construct a one-story commercial building containing roughly 2,700 feet that provides a neighborhood commercial function. However, Hawaii County Planning Department representatives point out that consistency with the LUPAG designations does not necessarily mean that a proposed project is consistent with a requested change in zoning.

4.6.3 State Land Use Designations

The project site is located within a larger area designated by the State Land Use Commission for "urban" use. Neighborhood commercial operations are consistent with the types of land uses permissible within a designated "urban" district.

4.7 RELATIONSHIP BETWEEN SHORT AND LONG TERM USES OF THE PROJECT SITE AND THE MAINTENANCE OF ITS RESOURCES

The Circle K convenience store project will, during the next 20 years, make a contribution toward servicing a small portion of West Hawaii consumer demands for convenience foods, sundry items, and gasoline distribution for private vehicles. The store will be centrally and conveniently located in the Kahaluu community which will facilitate its capability to serve the consumer needs of the surrounding neighborhoods.

The development of a permanent structures, impermeable surfaces, and support facilities on the project site will eliminate or discourage the use of the site for other land uses unless the store operation becomes unprofitable, or is destroyed by fire or other causes. At the same time, the thin rocky soils present on the site do not prompt the use of the project site for more productive purposes.

From a natural resources perspective, the loss of existing vegetation will not result in any loss of significant habitat or fauna. The development of impermeable surfaces, e.g., vehicular parking areas and building roofs will greatly reduce natural percolation of drainage and storm flows into the local substratum. However, the use of roof drainage systems and a drywell may actually increase the amount of freshwater recharge into the local substratum.

Increased sound or noise levels will increase as the surrounding neighborhood continues to urbanize and the Alii Drive realignment is completed.

4.8 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS

The most significant commitment of natural resources includes 1) the development of permanent impermeable surfaces over lands having reasonably good drainage; and 2) the loss of all existing vegetation on the project site. Despite the present values of these resources, the proposed project will not adversely impact local ground water recharge volumes, or the quality of nearby inshore waters. Further, proposed landscaping may actually increase the amount of bird habitat opportunities for resident and migratory birds.

4.9 UNRESOLVED ISSUES

The Circle K convenience store project is presently in the early stages of project development. Consequently, a number of outstanding or pending planning issues will require continued project coordination with various agencies of Hawaii County. A brief summary of these issues are presented in the following paragraphs.

The submittal of this EIS represents a portion of the Circle K Hawaii, Inc. application for a change of zone and a Special Management Area Use Permit. The concurrent applications are under the present review of the Hawaii County Planning Department. Upon completion of a staff background report and recommendations, the SMA permit application will be forwarded to the Hawaii County Planning Commission for review and approval. The related

rezoning application will also be reviewed by the Hawaii County Planning Commission which will make recommendation to the Hawaii County Council. Rezoning applications, however, ultimately require an approval by the Hawaii County Council.

While adequate public water supplies are available to meet the potable needs of the convenience store, Circle K Hawaii will need to submit a water commitment deposit to Hawaii County's Department of Water Supply before the Department will determine the availability of public potable water for this project.

A similar request for the availability of electrical power will need to be made to Hawaii Electric Light Company. The request will need to be accompanied with a full set of electrical engineering drawings that will depict and describe desired operating voltage, circuit diagrams, the siting and type of desired service connection, and other related information.

Circle K Hawaii has reached an tentative agreement with Kamehameha Investment Corporation for the transmission of project wastewater flows to the Keauhou Wastewater Treatment Plant. However, a formal agreement has not been obtained at the time of this report. This commitment is required since the State Department of Health has indicated that an onsite wastewater disposal system will not be permitted for this project.

CHAPTER 5.0

REFERENCES

CHAPTER 5.0 REFERENCES

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APPENDIX A
ENVIRONMENTAL ASSESSMENT
AND
PREPARATION NOTICE

Prepared by:

Hawaii County Planning Department

ENVIRONMENTAL ASSESSMENT AND PREPARATION NOTICE

APPLICANT: Circle K Hawaii, Inc.
2153 North King Street, Suite 327
Honolulu, Hawaii 96819

APPROVING AGENCY: County of Hawaii Planning Commission
through the Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

PROPOSED PROJECT: Construction of a 2,200 square foot
convenience store, service station, and
related improvements in Kahalu'u, North
Kona, Hawaii, Tax Map Key 7-8-14:86.

CLASS OF ACTION: Development within the Kahalu'u Historic
District, which is listed on the National
Register of Historic Places.

-

CONSULTING AGENCIES:

County - Department of Water Supply
Real Property Tax Division
Police Department
Department of Parks and Recreation

State - Department of Health
Kona Soil and Water Conservation District
Department of Land and Natural Resources

Other - Hawaiian Electric Industries Company

PROPOSAL

The applicant proposes to construct a 2,200 square foot convenience store/gas pump station and related improvements on a 16,983 square-foot parcel of land situated mauka of Ali'i Drive on the southern corner of the Ali'i Drive-Makole'a Street intersection within the ahupua'a of Kahalu'u, North Kona, Hawaii, Tax Map Key 7-8-14:86.

CLASS OF ACTION

The proposed development is located within the Kahalu'u Historic District (Site No. 10-37-4150), which is on the National Register of Historic Places.

PROJECT DESCRIPTION

The convenience store will consist of approximately 2,200 square feet of retail space. An additional 320 square feet of space will be set aside for a restroom, office and storage space. The one-story structure will be less than 25 feet in height. The building exterior will be of stucco, while the corrugated metal roof will be lined with wooden fascia.

According to the site plan submittal, the building would be setback 37'-0" from Makole'a Street and over 90'-0" from Ali'i Drive. An 8'-0" sideyard setback would be maintained on the remaining two sides.

The gas pump station would consist of one pumping area with service from both sides of the pumps. No more than four cars are expected to be serviced at a time. No automobile service or repair work is proposed on the subject property. A metal and plastic canopy, which is less than 20 feet in height, covers the pumping area. The pumping area would maintain a setback of 24'-0" from both Makole'a Street and Ali'i Drive.

A low CRM wall is proposed within the subject property along the street frontages. Landscaping is proposed along the south and east boundaries as well as the northwest corner of the lot adjacent to the intersection.

Two accesses are proposed to the site. One access would be from Ali'i Drive about 75 feet from the intersection. The second access would be from Makole'a Street about 40 feet from the intersection.

The applicant intends to construct curbs, gutters and a sidewalk within the Ali'i Drive and Makolea Street rights-of-way.

The project will hook up to the existing sewage treatment plant at Keauhou. Water will be provided through the county waterline fronting the parcel.

The total cost of the improvements is estimated to be \$400,000 (1986 dollars). Construction is expected to begin immediately after securing all necessary governmental approvals.

ENVIRONMENTAL SETTING

The U.S. Department of Agriculture, Soil Conservation Service, Soil Survey Report classifies the soil of the area as Punalu'u Series. This series is typified by well drained, thin organic soils

over pahoehoe bedrock. The peat layer is rapidly permeable. The pahoehoe is very slowly permeable, although water moves rapidly through the cracks..

The property has a gradual slope towards the south and west and ranges from 14 to 30 feet in elevation.

The parcel is currently vacant but contains various species of vegetation such as ekoa (*Leucaena glauca*), guinea grass (*Panicum sp.*), kiawe, and a monkey pod tree. None of these are listed on the rare or endangered plant species list.

Similarly, the area is not known to be a habitat for any endangered fauna.

The Flood Insurance Rate Map (FIRM) prepared by the U.S. Army Corps of Engineers, depicts the property to be in a zone of minimal flooding (Zone C).

A 100% archaeological field survey of the parcel was conducted by Dr. Paul Rosendahl. In a report dated October 6, 1986, Dr. Rosendahl noted:

"[T]he archaeological reconnaissance survey revealed the project area had been entirely bulldozed, as evidenced by large uprooted tree trunks and scraped and scarred basalt boulders mounded together. A sparse surface scatter of weathered marine shell midden was present, but this material was in a disturbed, or secondary, context as a result of the bulldozing activity.

"Based on the findings of the reconnaissance survey, it is our opinion that the limited archaeological remains identified within the Keauhou Circle K Project site are of minimal significance in terms of potential scientific research,

interpretive, and/or cultural values. We believe that the data recovered constitutes adequate and sufficient recovery of archaeological data present, and that no additional archaeological field work is necessary or justified."

The parcel lies within an area which receives approximately twenty to thirty inches of rainfall annually. Like much of North Kona lying on the leeward side of Hualalai, the area is shielded from the prevailing tradewinds. Air movement is usually limited to diurnal shifts of seaward/landward breezes generated by surface temperature differentials.

SOCIAL AND INSTITUTIONAL SETTING

The subject property is classified Urban by the State Land Use Commission.

The County General Plan designates the area for Medium Density Urban Development. Additionally, the General Plan document describes the Keauhou area as a tourist destination point for major resort development.

The Hawaii County Code zones the parcel as Resort (V-1.25). The establishment of a convenience store/service station is not a permitted use in the Resort zoned district; therefore, the applicant has submitted a change of zone request from Resort to Neighborhood Commercial-10,000 square feet (CN-10).

Kuleana parcels to the north, which are zoned for resort uses, are either vacant or contain a mixture of residential uses. The Helani Church Lot and ruins are situated less than 130 feet to the north of the subject parcel. The County's Kahaluu Beach Park is

located to the west of the subject parcel and makai of Ali'i Drive. The resort-zoned parcel to the south contains the Kona Gardens Botanical/Cultural Park. Two parcels to the east, also fronted by Makole'a Street, are vacant and similarly zoned resort. Five remaining parcels fronting Makole'a Street on the same side as the subject property are vacant and zoned for single family uses. The Kahalu'u Bay Villas fronting Makole'a Street to the north carry a resort zoning designation.

The property is situated within the Special Management Area (SMA), but over 400 feet from the shoreline. As such, the applicant has submitted a Special Management Area Use Permit Petition to the Planning Commission to allow for the proposed improvements.

The parcel is bounded on the north by Makole'a Street, which has a road right-of-way of sixty feet and a pavement width of approximately twenty feet; and to the west by Ali'i Drive, which has a road right-of-way of fifty feet and a pavement width of twenty feet.

Ali'i Drive has been proposed to be realigned. The final alignment would be located at the end of Makole'a Street approximately 1000 feet to the east of the subject parcel.

An eight-inch water line services the lot. According to the Department of Water Supply, "based on the demand computations submitted by Benjamin S. Notkin/Hi, the existing service will be adequate to serve the development."

There is a ten-inch sewer main along Ali'i Drive which feeds into the sewage treatment plant at Keauhou.

Telephone and electric service are available to the project site.

In the past and through the 1960's, Kona's economic base has been primarily supported by agriculture as a coffee producing and ranching area. Although resort related developments occurred in Kona as early as the 1930's, the expansion of the tourism industry as a secondary economic base for the area did not begin until the 1960's. Shifts in the population have been related to these economic factors.

The County General Plan, in noting an increase in population from 4,451 in 1960 to 4,832 in 1970 states that:

"Spurred primarily by the employment opportunities created by the expanding visitor industry, population has increased in North Kona in the last ten years."

"Since 1970, increases in tourism and tourism related facilities and services have grown dramatically. Reflective of this increase and increases in agricultural activities, the 1980 census estimates indicate a 171% increase in population for the North Kona area from 4,832 in 1970 to 13,096 in 1980".

ENVIRONMENTAL IMPACTS

The proposed construction of a convenience store and gas station is individually limited to a 16,983 square-foot lot, but cumulatively may have considerable effect upon the environment.

The subject property is located approximately 3,000 feet within the northern limits of the Keauhou-Kona Resort Area. This portion of the resort is characterized by single- and multiple-family residential dwellings. The social setting of this area should be evaluated for the affects of the commercial proposal upon the

surrounding residential community. Potential nuisance factors such as air, noise and visual pollutants should be included in the evaluation.

On a broader perspective, the Keauhou Resort Area contains an existing central commercial core. The project site is located some 3,500 feet to the northwest of this core area. The potential decentralization of this commercial core within the context of the Keauhou Resort needs further study.

The proposed site is located across from the County's Kahalu'u Beach Park. The construction of a convenience store/gas pump station will generate secondary impacts to this recreational facility. These would include, but not be limited to, increased pedestrian and vehicular traffic between the two sites.

The project will impact Makole'a Street and Ali'i Drive by the intensity of the commercial use and the proposed accesses from both roadways. In addition, the Ali'i Highway realignment could generate an increase in traffic at the Makole'a Street/Ali'i Drive intersection. Thus, a traffic study should include the impacts of the future Ali'i Highway upon the traffic volumes and circulation patterns in this area.

While a 100% reconnaissance survey revealed no notable historic features or archaeological sites present on the subject parcel, the project has not been assessed in the context of its impact to the overall Kahalu'u Historic District. According to the Nomination Form submitted to the National Register of Historic Places Inventory:

"[T]he Kahalu'u Historical District draws much of its significance from the rare occurrence of a number of major heiau

within a relatively small geographical area. This indicates that the Kahalu'u ahupua'a was one of major importance in Hawaiian culture and history during the times before European contact, for heiau are built only after careful consideration of all geographical, social, political, and supernatural factors. Important historical events in ancient Hawaii are closely associated with the construction, dedication, or use of these heiau, for Kahalu'u appears to have been a major seat of political power; perhaps a place where ruling chiefs held their courts. Many of the heiau are hundreds of years old, to judge from traditional history and legends, yet stand grandly above the now desolate terrain in fine condition. The mere fact that so many heiau exist in this district shows the complexity of Hawaiian society, for it must have taken literally thousands and thousands of man days to build them, since all are massive engineering feats of mortarless stonework.

"It is especially significant that associated with the many heiau are the other types of ancient Hawaiian sites, such as petroglyphs, walls, enclosures, habitation areas, caves, and so forth.

"The high density of culturally interrelated ancient Hawaiian remains and the concentration of major religious structures combine to make the Kahalu'u Historical District an area of great historical significance. . ."

The significance of this District is evidenced by the numerous archaeological sites identified on the adjacent property to the south known as the Kona Botanical/Cultural Gardens. A preliminary

archaeological reconnaissance survey conducted by Lloyd Soehren in 1978 identified three major sites and a number of features. The sites included a platform complex, petroglyphs, and the Papakoholua Heiau. Additionally, the Helani Church ruins are visible from Ali'i Drive and Makole'a Street. Cognizant of these factors, the proposed project should be examined within the functional, cultural, and visual framework of the Kahalu'u Historic District.

DETERMINATION

Based upon the above considerations, the proposed construction of a convenience store and gas pump station within the Kahalu'u Historic District may have a substantial impact upon the environment. Therefore, it is determined that the preparation of an Environmental Impact Statement is warranted. The following significance criteria set forth in Section 11:200:12 of the Environmental Quality Commission EIS Regulations was used in making the determination:

"Is individually limited but cumulatively has considerable effect upon the environment . . . "

APPENDIX B

**ARCHAEOLOGICAL SURVEY REPORTS
FOR THE PROJECT SITE**

Prepared by: Paul Rosendahl, Ph.D., Inc.

PAUL H. ROSENDAHL, Ph.D., Inc.
Consulting Archaeologist

Letter Report 272-100386

October 6, 1986

Circle K
c/o Mr. Sidney Fuke, Planning Consultant
100 Pauahi Street, Suite 212
Hilo, Hawaii 96720

Subject: Archaeological Reconnaissance Survey
Keauhou Circle K Project Site
Land of Kahaluu, North Kona District
Island of Hawaii (TMK:3-7-8-14:86)

Dear Mr. Fuke:

On Tuesday, September 23, 1986, an archaeological reconnaissance survey of the above subject parcel was conducted at your request. The basic purpose of a reconnaissance survey is to identify—to discover and locate on available maps—sites or features of possible archaeological significance. A reconnaissance survey is simply a pedestrian, or walk-through, survey—extensive rather than intensive in scope—conducted to determine the presence or absence of archaeological resources within a specified project area. Reconnaissance survey indicates both the general nature and variety of archaeological remains present, and the general distribution and density of such remains. A reconnaissance survey permits a preliminary evaluation of the archaeological resources, and facilitates formulation of realistic recommendations and estimates for such further archaeological work as might be necessary or appropriate. Such further work could include intensive survey—detailed recording of sites and features, and selected test excavations; and possibly subsequent mitigation—research excavations, interpretive planning and development, and/or preservation of sites and features with significant scientific research, interpretive, and/or cultural values.

The specific objectives of the Keauhou Circle K Project Site reconnaissance survey were three-fold: (a) to determine the presence or absence of any previously unidentified sites; (b) to assess the potential significance of all identified sites; and (c) to recommend any further archaeological work that might be necessary or appropriate. The archaeological reconnaissance survey was carried out in anticipation of a Special Management Area (SMA) Use Permit application to be made to the Hawaii County Planning Department. Reconnaissance field work was conducted on September 23, 1986 by PHRI Archaeologists Alan T. Walker and Victoria K. Kai. Approximately one man-hour of labor was expended in carrying out the field work. Subsequent to the field work, an oral preliminary report on findings and tentative recommendations was made to you on September 29, 1986. The present letter report constitutes the final report on the archaeological reconnaissance field work.

The project area consists of approximately 16,983 square feet in the Land of Kahaluu, North Kona District, Island of Hawaii (TMK:3-7-8-14:86) (Figure 1, at end). The Land of Kahaluu was claimed and awarded (LCA

7713:6, Royal Patent 6856) in the mid-1800s to Victoria Kamamalu, sister of Kamehameha IV and Kamehameha V. The project site parcel is situated within the Kahaluu Historic District (Hawaii Register of Historic Places Site 50-10-37-4150), which is an extremely important historical district that was placed on the National Register of Historic Places in 1974. In addition, the project area is situated within the four-corner locational boundaries of the larger Kona Field System (HRHP Site 50-10-37-6601), a very large complex (c. 3 by 18 miles in extent) of aboriginal Hawaiian dryland cultivation and habitation features previously declared eligible for inclusion in the National Register of Historic Places (January 1977). A second National Register eligible site, Kuakini Wall (two HRHP site designations, HRHP Site 50-10-37-6302 or -7276), is situated approximately 90.0 m (300 ft) east of the project area.

The project area is bounded by Makolea Street on the north, an adjacent private parcel (TMK:3-7-8-14:87) to the east, Kamehameha Investment Corporation land to the south, and Alii Drive to the west. The project area ranges in elevation from approximately 16 to 30 ft above sea level. The terrain is an undulating surface, with pahoehoe bedrock exposures and a soil mantle of Punalu'u Series extremely rocky peat (Sato et al. 1973). Average annual rainfall is c. 30-40 inches (Armstrong 1983). Present vegetation cover varies from moderate to heavy, and consists primarily of the introduced exotics koa-haole (Leucaena leucocephala [Lam.] de Wit), scattered kiawe (Prosopis pallida [Humb. and Bonpl. ex Willd.] HBK), monkey pod (Samanea saman [Jacq.] Merr.), and various grasses and weeds.

Based on a review of previous archaeological work within the general Kahaluu area, it is believed the present reconnaissance project comprised the first on-site archaeological inspection of the specific project area. Archaeological work conducted previously within the immediate general vicinity of the present project area includes Allen (1984), Ching et al. (1973), Hammatt and Folk (1980), Hammatt, Folk, and Ida (1981), Kaschko (1985), Rosendahl (1981a,b; 1986a,b), Hommon and Rosendahl (1983), Landrum and Rosendahl (1985), and Walker and Rosendahl (1985), in addition to preliminary historical documentary research done by Carol L. Silva (1985) in connection with Kaschko (1985).

The present PHRI reconnaissance survey consisted of 100% coverage ground reconnaissance of the entire project area. The project area was covered by a series of north-south pedestrian sweeps with distances between crew members varying from 5.0-10.0 meters, depending upon density of vegetation cover and local terrain.

The archaeological reconnaissance survey revealed the project area had previously been entirely bulldozed, as evidenced by large uprooted tree trunks and scraped and scarred basalt boulders mounded together. A sparse surface scatter of weathered marine shell midden was present, but this material was in a disturbed, or secondary, context as a result of the bulldozing activity.

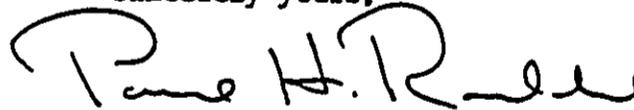
The significance of archaeological remains can be defined in terms of potential scientific research, interpretive, and/or cultural values. Research value refers to the potential of archaeological resources for producing information useful in the understanding of culture history, past lifeways, and cultural processes at the local, regional, and interregional levels of organization. Interpretive value refers to the potential of archaeological resources for public education and recreation. Cultural value, within the framework for significance evaluation used here, refers to the potential of archaeological resources for the preservation and promotion of cultural identity and values. To attempt definitive evaluation of the significance of archaeological resources on the basis of a preliminary assessment such as a reconnaissance survey is generally premature. Occasionally it is possible at even a preliminary level of study, such as that of a reconnaissance survey, to evaluate the significance of specific sites or features when their scientific research, interpretive, and/or cultural values are obvious.

Based on the findings of the reconnaissance survey, it is our opinion that the limited archaeological remains identified within the Keauhou Circle K Project Site are of minimal significance in terms of potential scientific research, interpretive, and/or cultural values. We believe that the data recovered constitutes adequate and sufficient recovery of archaeological data present, and that no additional archaeological field work is necessary or justified.

It should be noted that the evaluations and recommendations given here have been made on the basis of the surface reconnaissance survey. There is always the possibility, however remote, that previously unidentified surface structural remains or subsurface cultural features or deposits of potential significance might be encountered in the course of subsequent development activities involving the modification of the ground surface. In such a situation, archaeological consultation should be sought immediately.

If you have any questions concerning our reconnaissance survey, or if we can be of any further service, please contact me at our Hilo office (808)969-1763.

Sincerely yours,



Paul H. Rosendahl, Ph.D.
President and Principal
Archaeologist

ATW/PHR:yks

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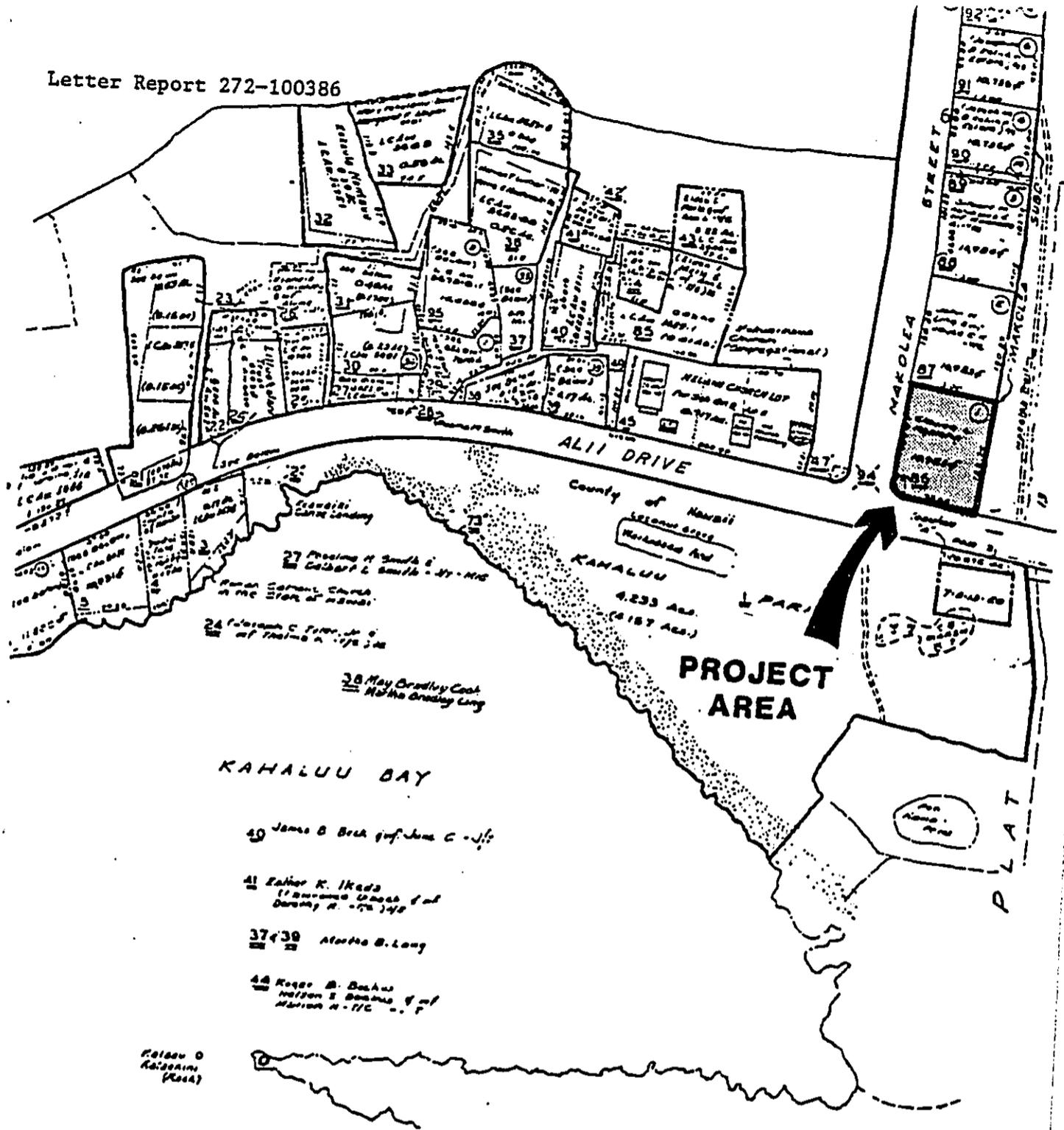


Figure 1. PROJECT AREA LOCATION MAP

Keauhou Circle K Project Site
 Land of Kahaluu, North Kona
 Island of Hawaii (TMK:3-7-8-14:86)

PHRI Project 86-272 October 1986

Dropped 3/16/87
 ADVANCE SHEET
 SUBJECT TO CHANGE

THIRD	DIVISION	
ZONE	SEC	PLAT
7	8	14
CONTAINING PARCELS		
SCALE: 1" = 100 FT		
PRINTED		

APPENDIX C

TRAFFIC IMPACT ASSESSMENT REPORT

By: M&E Pacific, Inc.

TRAFFIC IMPACT ASSESSMENT REPORT

CIRCLE K STORE

Kahalu'u, Kona

by

M&E Pacific, Inc.
100 Pauahi St., Suite 212
Hilo, Hawaii 96720

TRAFFIC IMPACT ASSESSMENT REPORT

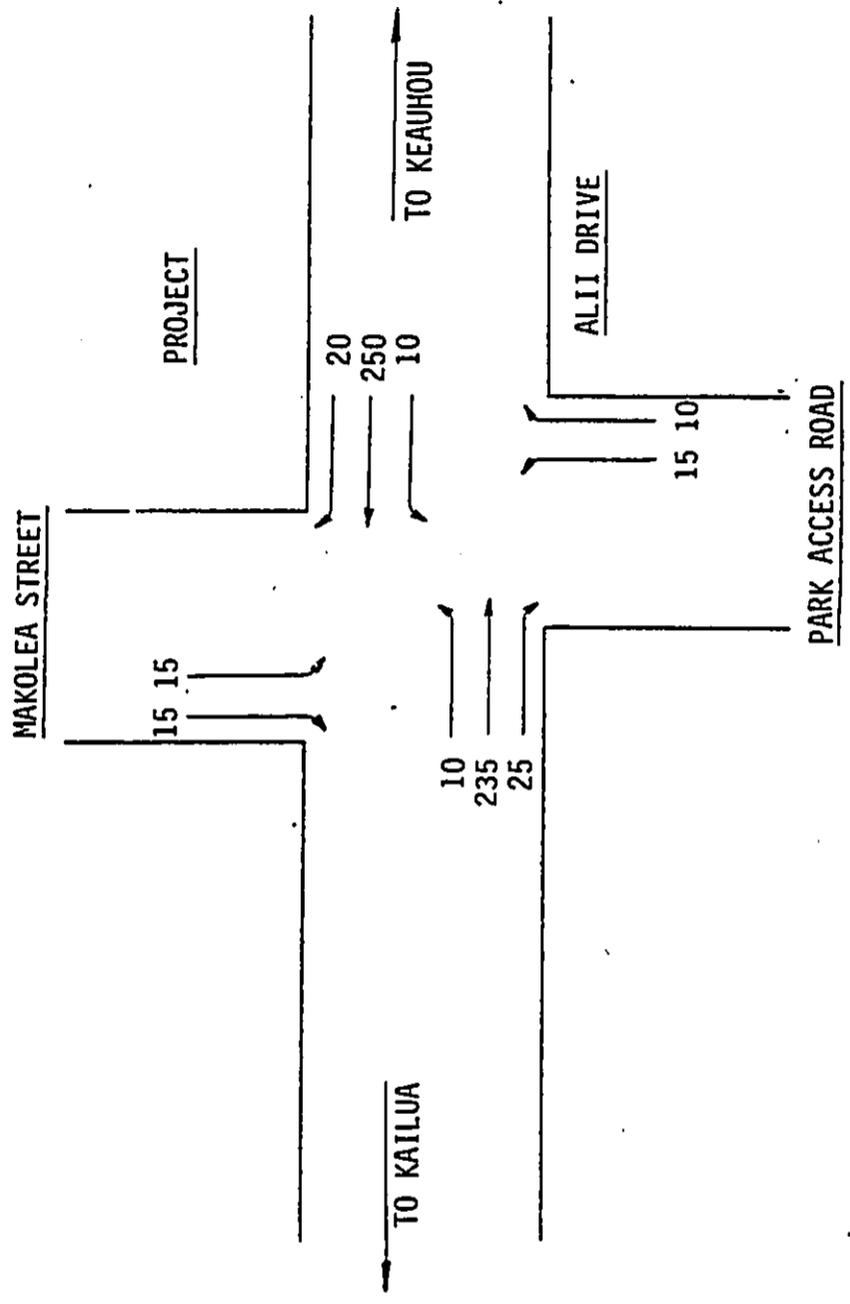
CIRCLE K STORE AT KAHALU'U, KONA

A Circle K convenience store is proposed at the corner of Ali'i Drive and Makole'a Street in Kahalu'u, Kona. The store will contain approximately 2,200 square feet of retail space and include a gas pump station for gasoline service only. The Makole'a Street and Ali'i Drive accesses will be situated about 40 feet and 75 feet from the intersection, respectively. This report documents the results of a study conducted to determine the traffic impacts of the proposed project.

EXISTING CONDITIONS

The proposed project will be built at the southeast corner of a full (four approach) intersection. Ali'i Drive is a two lane arterial providing north-south access along the coast. Makole'a Street is a two-lane roadway providing local access to residential units mauka of Ali'i Drive. The access road to the Kahalu'u Beach Park is across Ali'i Drive from Makole'a Street and slightly offset to the south. The offset is not severe enough to affect the operations of the intersection.

Existing traffic counts indicate that there is only one traffic peak on Ali'i Drive in the vicinity of the project site, and this peak occurs in the afternoon between 3:00 and 5:00. Traffic counts taken for this study at the Ali'i Drive-Makole'a Street intersection on July 28, 1987 are shown on Figure 1.



2.

FIGURE 1

EXISTING TRAFFIC VOLUMES-PM

PROPOSED CONDITIONS

Construction is expected to begin soon after project approvals are obtained; hence, the traffic which would be generated by the project was added to the existing traffic volumes. The traditional three step procedure of trip generation, distribution, and assignment was used to forecast future traffic volumes.

The trip generation step estimates the total number of vehicle trips which would be generated by the proposed project. The Institute of Transportation Engineers (ITE) Trip Generation Report (Third Edition, as revised) shows an afternoon peak hour rate of 47.6 vehicle trips per hour per 1,000 square feet of retail area for a 24 hour convenience store. Therefore, the proposed project will generate about 100 vehicle trips in the weekday afternoon peak hour. The ITE rate assumes an even split between inbound and outbound traffic.

The report further states that about 45 percent of a convenience store's traffic comes from traffic normally passing the site. Hence, on the average, only 55 percent of a store's traffic is newly generated traffic. This study assumed conservatively that only 40 percent of the proposed store's traffic would be diverted from the adjacent traffic flow and that 60 percent would be newly generated traffic. The percentage of new trips is high considering that Ali'i Drive is the only north-south route along the Kona coast in this area.

The trip distribution step allocates the project generated trips by their direction of travel. The distribution of generated trips was assumed to be proportional to the existing traffic volumes as follows:

- 40 trips from Ali'i Drive (north of project)
- 40 trips from Ali'i Drive (south of project)
- 10 trips from Makole'a Street
- 10 trips from Park Access Road.

The trip assignment step assigns traffic volumes to specific traffic movements based on their generation (inbound or outbound, directed or newly generated) and distribution characteristics. Because some "existing" trips are diverted into the proposed project, several through volumes had negative values. Also, some trips using the primary Ali'i Drive access were transferred to the minor access on Makole'a Street, reflecting what would occur in actual practice. The results of this trip assignment step is shown on Figure 2.

The project generated traffic volumes (Figure 2) were added to the existing traffic volumes (Figure 1) and the results are shown on Figure 3.

Another future consideration is the proposed opening of the Ali'i Highway mauka of Ali'i Drive and the project site. Afternoon peak hour traffic forecasts for Ali'i Drive with Alii Highway operational were interpolated from the Draft Environmental Impact Statement (DEIS) for the proposed Ali'i Highway. The results indicate that traffic volumes on Ali'i Drive would decrease about 30 percent with the opening of Ali'i Highway. Hence, through traffic volumes on Ali'i Drive can be expected to decrease and traffic operations at the subject intersection can be expected to improve despite the addition of the proposed project.

14 13 12 11 10 9 8 7 6 5 4 3 2 1

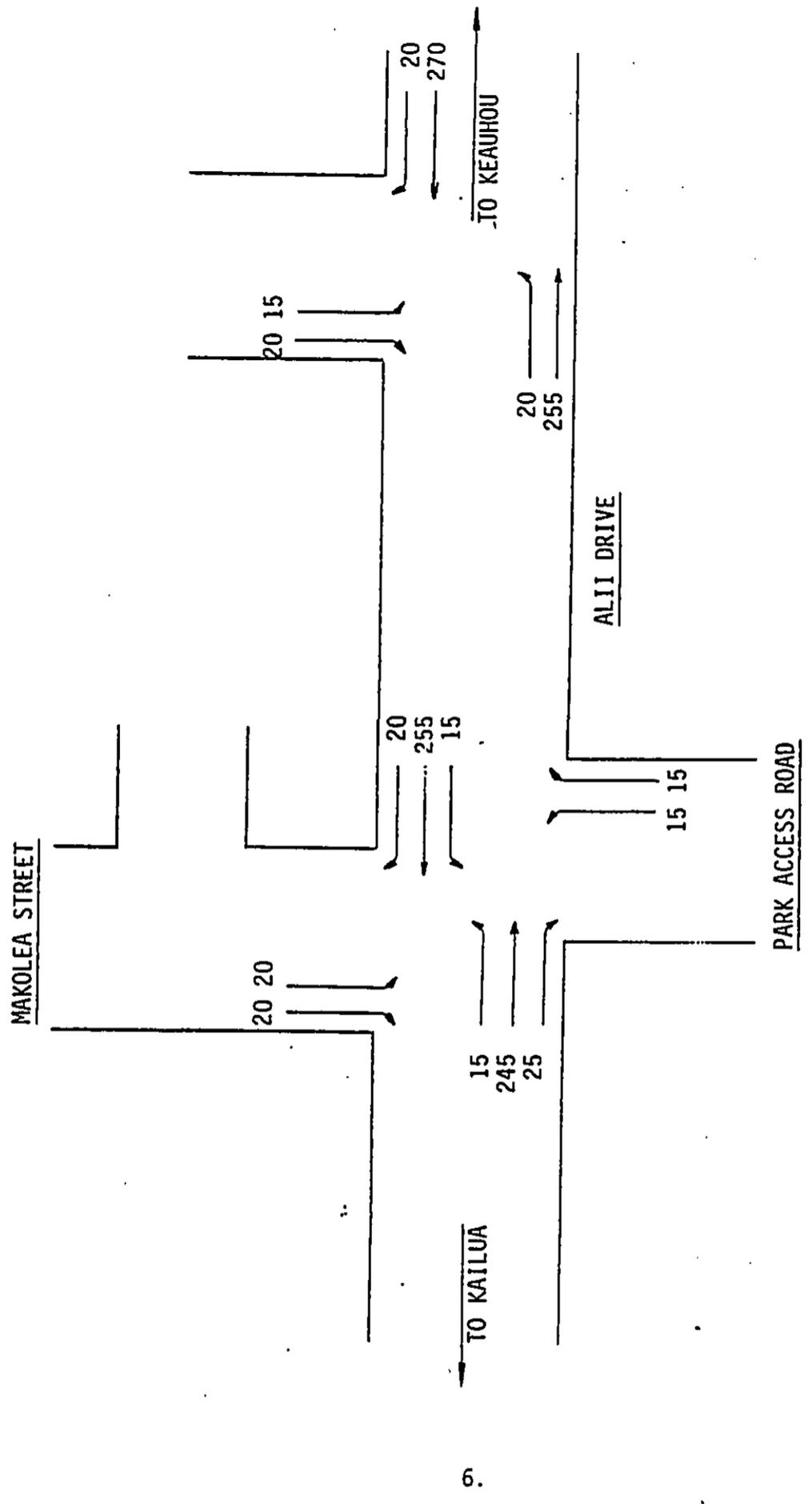


FIGURE 3

PM-PROJECTED TRAFFIC VOLUMES WITH PROJECT

Traffic volumes on Makole'a Street may increase with the opening of Ali'i Highway. Ali'i Highway will be a restricted access highway with a limited number of connections to Ali'i Drive. Makole'a Street is proposed as an east-west connector for the Kahalu'u/Keauhou area. The DEIS does not address future traffic volumes on Makole'a Street. For this reason, a separate analysis on the impact of higher traffic volumes on Makole'a Street is contained in Appendix A.

TRAFFIC IMPACT ANALYSIS

The traffic volumes shown on Figure 1 and 3 were analyzed to determine the relative traffic impact of the proposed project. The methodology to analyze unsignalized intersections contained in the Highway Capacity Manual (1985) was used. Since the project would add a new access on Ali'i Drive, the access was analyzed as a separate intersection. The new access on Makole'a Street was not analyzed since the volumes are very low.

The results of the analysis are shown on Table 1. The left turn movements into Makole'a Street and the park access road would continue to operate at level of service A. The turning movements at the new Ali'i Drive access are expected to operate at level of service A. Traffic from Makole'a Street and the Park Access Road can be expected to experience slightly longer waits, as evidenced by the levels of service for these movements going from B to C with the project. This indicated that the delay for these movements would go from "short traffic delays" to "average traffic delays" which are considered acceptable. Again, the level of service for side street traffic can be expected to improve when Ali'i Highway becomes operational and through traffic volumes on Ali'i Drive decline.

TABLE 1
TRAFFIC IMPACT ANALYSIS SUMMARY

<u>Movement/Approach</u>	<u>Existing LOS (w/o project)</u>	<u>Existing LOS (w/project)</u>
From Park Access Road	B	C
From Makole'a Street	B	C
Left turn into Makole'a Street	A	A
Left turn into Park Access Road	A	A
From Project Access	---	---
Left turn into Project Access	---	A

There may be increased pedestrian traffic between the beach park and the convenience store. However, the traffic volumes on Figure 3 are sufficiently low and do not indicate greater traffic hazards than at present.

CONCLUSION

The proposed Circle K convenience store at Kahalu'u, Kona is not expected to have an adverse traffic impact. Turning movements at the Makole'a Street intersection and the Ali'i Drive access are expected to operate at acceptable levels of service. The traffic volumes at the intersection are not sufficiently high enough to pose a significant pedestrian hazard.

APPENDIX A

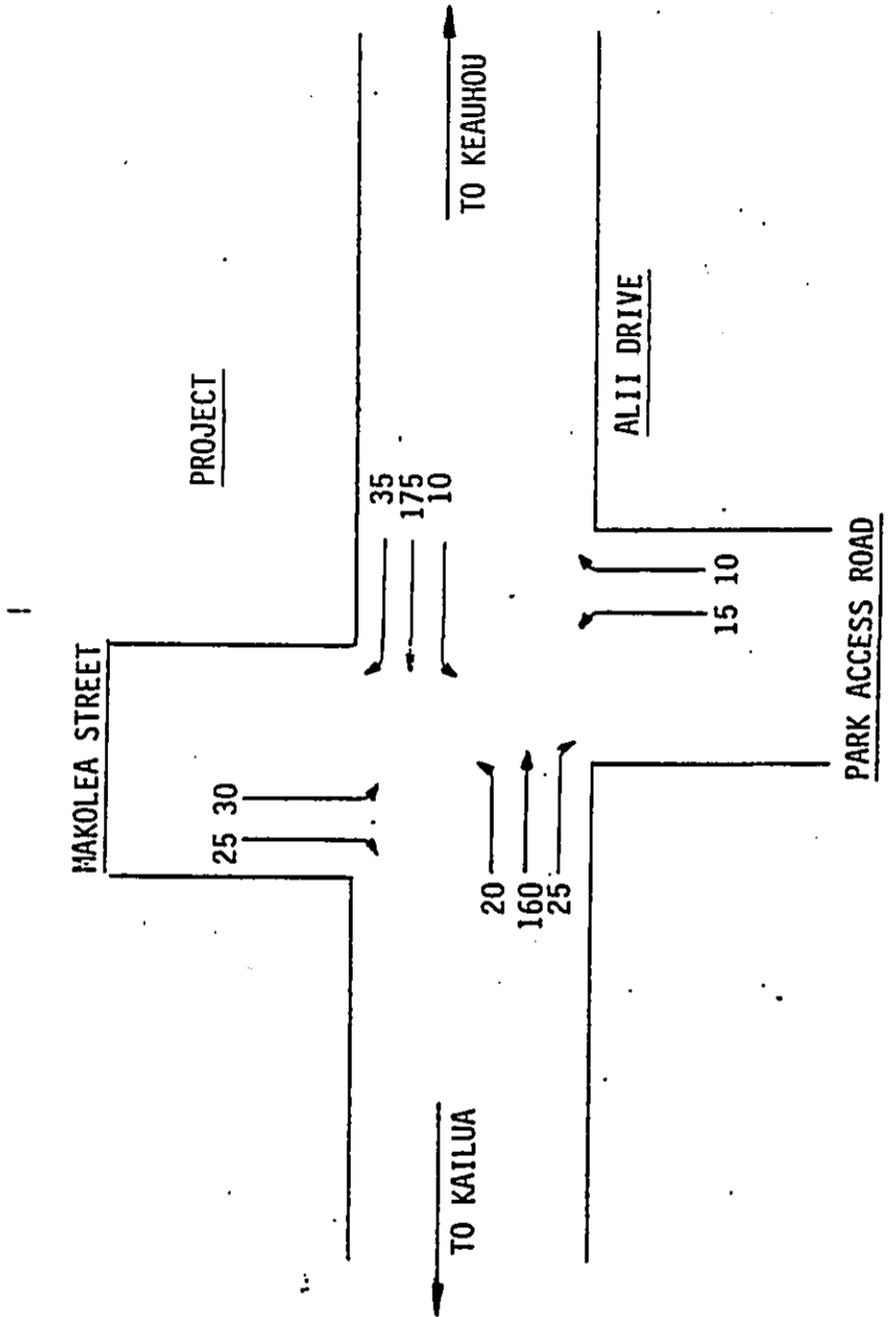
IMPACT OF THE OPENING
OF ALI'I HIGHWAY ON
THE ALI'I DRIVE-MAKOLE'A STREET INTERSECTION

Makole'a Street may serve as a connector to Ali'i Highway when the latter roadway facility is opened. Concern has been expressed for the adverse traffic impacts which may result from the increased volumes on Makole'a Street conflicting with the traffic generated by the proposed project. This analysis evaluates this concern.

Traffic forecasts in the Draft Environmental Impact Statement for the Ali'i Highway project imply that through traffic volumes on Ali'i Drive will decrease about 30 percent with the advent of the highway. Traffic forecasts for Makole'a Street were not provided. Therefore, a reasonable PM peak forecast was developed based on the existing traffic data. Through volumes on Ali'i Drive were assumed to decrease 30 percent, or 75 vehicles per hour in each direction of travel. Turning movements from and into Makole'a Street were assumed to increase by 25 vehicles per hour in each direction of travel, with 40 percent of the trips to the north (Kailua) and 60 percent to the south (Keauhou). The results are shown on Figure 4.

The net number of trips which would be generated by the proposed convenience store (Figure 2) were then added to the values on Figure 4 to obtain Figure 5, the total forecast trips.

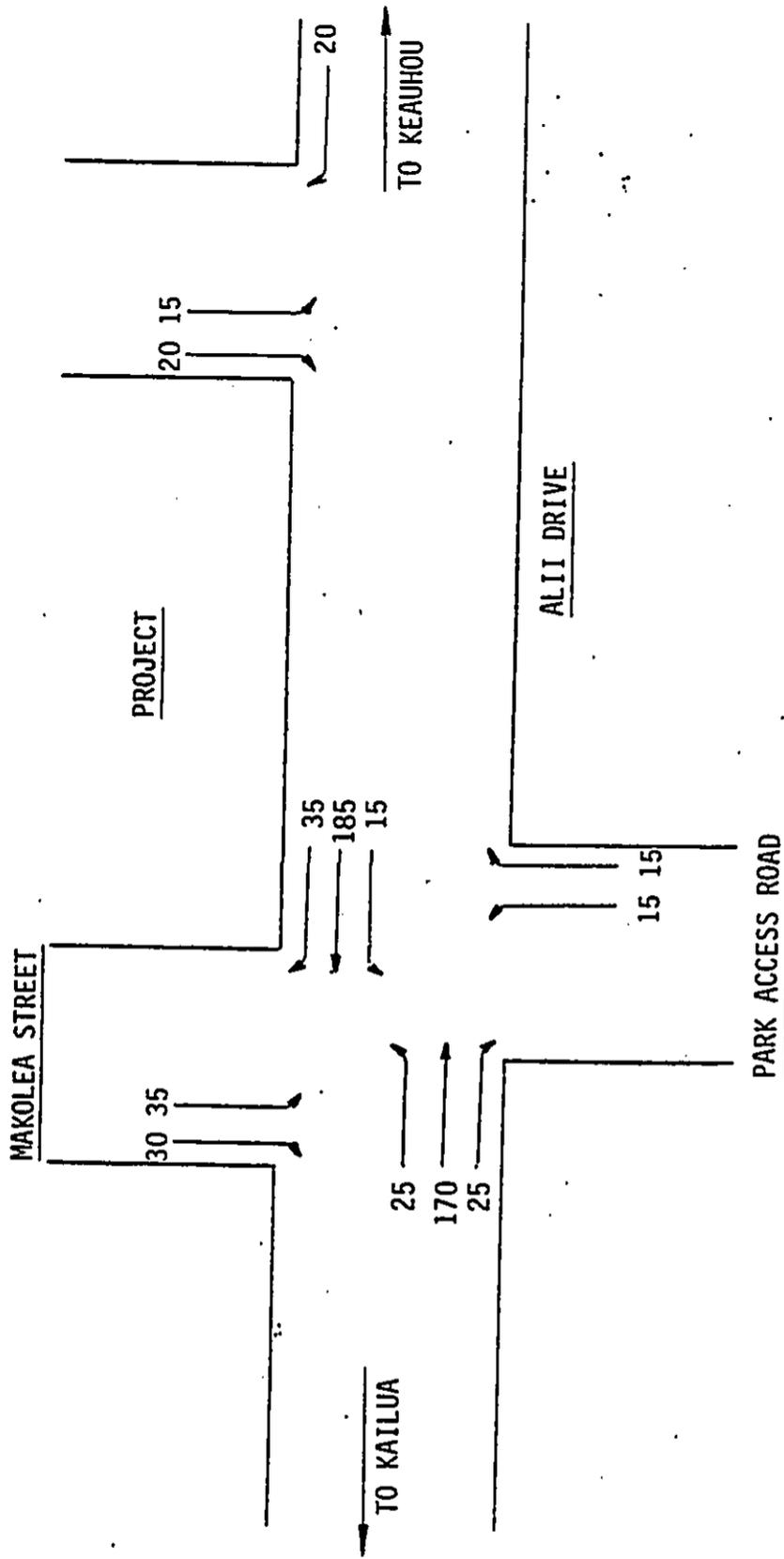
The methodology to analyze unsignalized intersections contained in the Highway Capacity Manual (1985) was used to analyze the traffic volumes in Figures 4 and 5. The results shown in Table 2 indicate that the proposed project is not expected to have any adverse impact on the local roadway system. With the opening of Ali'i Highway, all turning movements at the



2.

FIGURE 4

PM PEAK TRAFFIC VOLUMES WITH OPENING OF ALII HIGHWAY
AND WITHOUT PROPOSED PROJECT



3.

FIGURE 5

PM PEAK TRAFFIC VOLUMES WITH OPENING OF ALII HIGHWAY
AND PROPOSED PROJECT

TABLE 2
SUPPLEMENTAL TRAFFIC IMPACT SUMMARY
WITH THE OPENING OF ALI'I HIGHWAY

	<u>Level of Service Without Project</u>	<u>Level of Service With Project</u>
From Makole'a Street	A	B
From Kahalu'u Beach Park Access Road	A	A
Left turn into Makole'a Street	A	A
Left turn into Park Access Road	A	A

intersection can be expected to operate at level of service A. Presently, the side streets operate at level of service B. With the addition of the store, the Makole'a Street approach would operate at level of service B, indicating "short traffic delays" which are very acceptable.

In conclusion, the opening of Ali'i Highway will cause traffic conditions on Ali'i Drive to improve. Even with the addition of the proposed store, the traffic operations at the subject intersection will be better than present.

APPENDIX D

SOCIO-ECONOMIC REPORT

Prepared by: Community Resources, Inc.

FEB 24 1988

SECTIONS OF THE CIRCLE K CONVENIENCE STORE
SOCIO-ECONOMIC REPORT FOR EIS

-- January 1988

The following sections were submitted by Community Resources, Inc. to Sidney Fuke for insertion in the Circle K EIS:

1.0 DEFINITION OF STUDY AREA

2.0 EXISTING CHARACTERISTICS

2.1 GEOGRAPHIC AND HISTORICAL BACKGROUND

- 2.1.1 Kailua and Ali'i Drive
- 2.1.2 Kahalu'u
- 2.1.3 Keauhou

2.2. SOCIAL AND ECONOMIC CHARACTERISTICS

- 2.2.1 Economic Activities
- 2.2.2 Population and Family Composition
- 2.2.3 Housing

3.0 SOCIO-ECONOMIC IMPACTS

3.1 EMPLOYMENT IMPACTS

3.2 COMMUNITY ISSUES AND CONCERNS

- 3.2.1 Description of the Information-Gathering Process
- 3.2.2 Overview of Community Issues
- 3.2.3 Issues Related to Park Usage
 - 3.2.3.1 Convenience for Park Users
 - 3.2.3.2 Problems Associated with Liquor Sales and a 24-Hour Operation
 - 3.2.3.3 Trash
- 3.2.4 General Community Issues
 - 3.2.4.1 Traffic
 - 3.2.4.2 Need for More Than One Convenience Store/Gas Pump
 - 3.2.4.3 Compatibility with Region's Resort and Residential Uses
 - 3.2.4.4 Relationship with Small Local Businesses
 - 3.2.4.5 Ecological Impacts

4.0 POSSIBLE MITIGATIONS

4.1 DESIGN MITIGATIONS

4.2 OPERATIONS-RELATED MITIGATIONS

- 4.2.1 On-Site
- 4.2.2 Off-Site

1.0 DEFINITION OF STUDY AREA

1

The proposed development is located at the intersection of Ali'i Drive and Makole'a Street in North Kona District, Island of Hawaii. The development is slated for the southeast (mauka) corner of the intersection.

Kahalu'u Beach Park is on Ali'i Drive, across from the project site. The beach park is used by both Kona residents and visitors. Residents and visitors staying in Keauhou pass by the site of the proposed development often, while many other visitors drive past at some point in their stay in Kona.

Neighbors on Ali'i Drive and Makole'a Street are most immediately affected by the proposed development, but all the people of North Kona must be considered as potentially affected. Two study areas are discussed here:

(1) North Kona District. Quantitative data concerning the district are gathered by the State and by the U.S. Census. The district includes all of Census Tracts 215 and 216.

(2) The seaward portions of Kahalu'u and Keauhou near or along Ali'i Drive.

For 1980, quantitative data are available for Enumeration District 324 (E.D. 324) in Census Tract 215. The boundary of E.D. 324 runs inland from Kamoia Point, two miles north of the project site, to Kuakini Highway. The mauka border of E.D. 324 extends along Kuakini Highway, until it intersects Kamehameha III road. It then follows Kamehameha III road until that road meets Ali'i Drive in Keauhou. The E.D.'s southern boundary is beyond Keauhou Bay. E.D. 324 includes nearly all the residential housing of Keauhou.

2.0 EXISTING CHARACTERISTICS

2.1 GEOGRAPHIC AND HISTORICAL BACKGROUND

Kona District was the scene of major events in Hawaii's history. In recent years, it has undergone rapid economic and demographic changes. This is equally true of the Kahalu'u-Keauhou area. These lands have a dense concentration of historic sites. Today, a resort development, park facilities used by residents and tourists, and housing for all income levels can be found near those sites.

2.1.1 Kailua and Ali'i Drive

Kailua, once the home of Kamehameha I, is now a center of tourism. The town contains both hotels and condominiums. Shopping areas catering mainly to visitors are near the shore, while shopping centers for residents are upland.

The major roads of Kona and nearby districts run well inland from the shore. As a shore road, Ali'i Drive, which begins in Kailua and ends in the Keauhou resort area, is a scenic attraction in its own right.

Development on Ali'i Drive is particularly dense in and near Kailua. Condominiums line both sides of the road.

Commercial areas are located at several points in the three miles between Kailua and the Banyan area. White Sands Beach Park and Kahalu'u Beach Park are further south. Between them and across the road from them are small multi-unit buildings and some single-family housing.

South of Kahalu'u Beach Park and the project site are properties -- two hotels and Kona Gardens, an area with botanical and historical exhibits -- now owned by Azabu Corporation. These mark the beginning of the land now designated as Keauhou Resort.

2.1.2 Kahalu'u

Kahalu'u Bay is partially enclosed by a breakwater extending from the headland to the south. This is believed to have been larger in past times, forming an enclosure that presumably served as a fishpond (Clark, 1985). The shore is rocky, with pockets of sand at the sea's edge and a wider expanse of sand just upland from the sea. Much of its shore area is within a County park.

Kahalu'u Beach Park has a lifeguard tower, two sets of restrooms, pavilions with picnic tables, and a large parking area. Some 200 cars can fit in the parking areas, which are full occasionally in winter and in the best summer conditions (personal communication, Ron Borkowski, Kona District Recreation Supervisor, Hawaii County Department of Parks and Recreation, December 30, 1987).

The park users are mainly Kona residents in the summer months; in the winter, visitors and part-time residents predominate. Within the bay, many swim and snorkel. The offshore water is also used for scuba diving and, at times, surfing.

The park's pavilions can be reserved for parties. Up to 500 people use the park as members of a single group (personal communication, Ron Borkowski, December 30, 1987). At Kahalu'u Beach Park, persons may consume alcohol without a special permit (unlike some other County Parks).

Two concessionaires are licensed to operate in the beach park. One sells food, while the other rents recreational equipment and sells such items as suntan lotion.

Makole'a Street runs uphill a short distance from Ali'i Drive, near the entrance to the main parking area at Kahalu'u Beach Park. On its north side, about a hundred feet uphill, is a small condominium, Kahaluu Bay Villas. Further uphill is Ka Hale Kahaluu, a public housing project with 50 rental units, built by the Hawaii Housing Authority in 1981-82. At present, Makole'a

Street is a dead end. Plans for a future Ali'i Highway, to run upland of Ali'i Drive, show Makole'a Street as connecting the future road with the shoreline.

2.1.3 Keauhou

The traditional boundary between Kahalu'u and Keauhou runs well south of the Beach Park. Today, however, the Keauhou Resort begins at Kahalu'u Beach Park and extends beyond Keauhou Bay. It includes three hotels, with over 1200 rooms, and eight condominium complexes, with over 800 units. The condominium units are used by a mix of permanent residents, part-time residents, and visitors.

The three Keauhou hotels (Keauhou Beach, Kona Lagoon, Kona Surf) have recently changed owners, after a period of low occupancy rates. The new owners are developing plans for their properties. Kamehameha Investment Corporation is developing a new master plan for the entire Keauhou resort. With the creation of a small shopping center, the recent opening of medical facilities, and the sale of single-family houselots, the developer is already creating a more complex community than existed earlier.

2.2 SOCIAL AND ECONOMIC CHARACTERISTICS

2.2.1 Economic Activities

Until the 1960's, agricultural activities, based in upland areas, were the mainstay of the North Kona economy. By 1970, agricultural employment had declined, while the visitor industry provided new jobs. Growth occurred first in and around Kailua Village, then at Keauhou. New resort construction has been focused in South Kohala in recent years. Resorts are also planned for sites in North Kona, mainly north of Ke-ahole airport.

West Hawaii's visitor industry has met with mixed results. The continuing investment in resorts indicates prosperity, but occupancy rates on the island of Hawaii have been lower than on the other islands. Also, visitor arrivals have not increased for Hawaii Island as consistently as elsewhere in the State (Hawaii State Department of Planning and Economic Development, 1986; Department of Business and Economic Development, 1987a).

The visitor units in the Keauhou area have in recent years had the lowest occupancy rates of any major destination area in Hawaii. This situation is thought to stem from a failure to communicate a distinctive identity for the resort (personal communication, Vonnie Lyons, Managing Director, Keauhou Visitors Association, December 30, 1987).

The Kona Gardens park, just south of the project site, originally displayed historical sites and plants for an admission fee. Next, its parking lot was the site of a flea market. The current owners closed the grounds in 1987, explaining that

insurance costs made the continuing presence of the flea market unprofitable (personal communication, Matthew M. Bailey, Manager, Keauhou Beach Hotel and Kona Lagoon Hotel, December 30, 1987).

Little economic activity has occurred in the seaward Kahalu'u area in recent years. Some houses and apartments in the area are rented to visitors. Until the Keauhou Shopping Village was opened, the closest retail outlet was two miles away, north of White Sands Beach.

2.2.2 Population and Family Composition

The estimated 1986 North Kona population was 19,700, up from 4,832 in 1970 and 13,748 in 1980 (Hawaii State Department of Business and Economic Development, 1987b). North Kona's population grew faster in the 1970's than that of all other districts in the state, at an average annual rate of increase of 11.0 percent. From 1980 to 1986, the population grew more slowly, at an average annual rate of 6.2 percent.

The composition of the North Kona population changed notably during the 1970's (see Table 1). Caucasians had formed the largest population group in the district; by 1980, they were the majority. The proportion of persons of Japanese ethnicity in the population dropped sharply. At the same time, the percentage of residents who had lived in the same house for the five previous years dropped. Mainland immigrants came to form a high proportion of the population. The 1980 population of the area near the project site (Enumeration District 324 of Census Tract 215) exhibits these trends clearly.

The median age of North Kona residents in 1980 (28.9 years) resembled the Hawaii County median (see Table 1). The median of 33.4 years for E.D. 324 is, however, markedly higher.

In 1980, North Kona's people were relatively prosperous (see Table 2). The proportion of families below the poverty level had fallen since 1970, and the median income rose above the County average. The median income for E.D. 324 was appreciably higher in 1980 than the County and State norms.

In 1980, unemployment was relatively low in North Kona (see Table 3). The 1986 rate is estimated at 5.5 percent, compared to an islandwide rate of 7.6 percent (unpublished data provided by Francisco Corpuz, Research Statistician, Department of Labor and Industrial Relations, January 7, 1988). Employment has long been a high priority in Hawaii County. Yet, it is now thought possible that the West Hawaii labor force will not be able to fill available jobs in the coming years (Reed, 1987).

Labor force participation is high in North Kona (see Table 3). This is true also for E.D. 324. The retail trade and service industries grew more than other industries in North Kona by 1980. In the area nearest the project, residents are even more markedly concentrated in the sales and service industries.

Table 1:
Total Population and Demographic Breakdowns: County of Hawaii and Parts of Study Area, 1970 and 1980

	COUNTY OF HAWAII		NORTH KOHA (C.T. 215-216)		Enumeration District 324 (Portion C.T. 213-214)	
	1970	1980	1970	1980	1970	1980
TOTAL POPULATION	63,468	92,053	4,832	13,748	N/A	970
	%	%	%	%	%	%
ETHNICITY						
Caucasian	28.8	35.0	24.7	27.0	N/A	77.2
Japanese	37.5	26.6	25.9	18.3	N/A	6.3
Chinese	2.9	1.7	2.5	1.4	N/A	0.4
Filipino	16.5	13.9	32.3	28.3	N/A	1.8
Hawaiian	12.3	18.8	13.3	20.5	N/A	10.6
Other	2.0	4.1	1.2	4.5	N/A	3.7
AGE						
Less than 5 yr.	8.6	9.1	9.2	9.1	N/A	5.0
5 - 17 yr.	27.8	21.5	30.7	20.3	N/A	15.7
18 - 64 yr.	54.4	59.2	51.7	63.9	N/A	69.8
65 or more yr.	9.2	10.2	8.4	5.7	N/A	9.5
Median age	28.9 yr	29.4 yr	27.5 yr	29.8 yr	N/A	33.4 yr
PLACE OF BIRTH*						
Hawaii	NC	70.5	NC	54.4	N/A	36.2
Other U.S.**	NC	20.0	NC	39.9	N/A	58.9
Foreign country	NC	9.4	NC	5.7	N/A	4.9
RESIDENCE 5 YRS. PREVIOUS* (people aged 5+)						
Same house	62.5	52.9	63.9	63.0	N/A	22.5
Same island	NC	24.9	NC	14.6	N/A	16.3
Different island	NC	8.1	NC	4.6	N/A	3.5
Different state	NC	11.1	NC	10.4	N/A	57.7
Different country	NC	3.1	NC	7.4	N/A	0.0
EDUCATION* (people aged 25+)						
0 - 8 yrs. only	53.2	20.1	54.1	7.9	N/A	5.9
High school only	31.6	46.5	20.8	50.6	N/A	44.8
Some post H.S.	7.6	18.2	17.8	22.7	N/A	21.9
College, 4+ yr.	7.5	15.2	7.3	18.8	N/A	24.4

Notes: *Figures based on 15% sample; hence, numbers represent estimate.
 **Including persons born in U.S. territories, and persons born abroad or at sea to American parent/s.
 "NC" = 1970 categories or bases "Not Comparable" to 1980 Census.
 "N/A" = "Not Available" in published form.

Sources: U.S. Bureau of the Census, 1970 Census of Population and Housing--Census Tracts--Honolulu, Hawaii, PHC(1)-88; 1980 Summary Tape Files 1-A and 3-A; State of Hawaii, 1973, Community Profiles for Hawaii.

Table 2:
Family Characteristics and Income Levels: County of Hawaii and Parts of Study Area, 1970 and 1980

	COUNTY OF HAWAII		NORTH KONA (C.T. 215-216)		Enumeration District 324 (Portion C.T. 213-214)	
	1970	1980	1970	1980	1970	1980
<u>POPULATION IN FAMILIES</u>	N/A	81,728	N/A	3,373	N/A	813
as percentage of total population	N/A	88.8%	N/A	91.2%	N/A	83.8%
<u>NUMBER OF FAMILIES</u>	14,533	22,825	720	865	N/A	282
<u>HEAD</u>						
Husband/wife	87.1	82.1	89.4	87.4	N/A	84.8
Male only	5.2	5.2	6.1	4.8	N/A	3.9
Female only	7.7	12.7	4.4	7.7	N/A	11.3
<u>WITH OWN CHILDREN UNDER 18</u>						
Female head	54.4	52.7	62.5	51.3	N/A	34.4
	7.7	7.4	2.6	3.9	N/A	3.5
<u>BELOW POVERTY LEVEL</u>	9.7	10.3	10.7	7.7	N/A	7.4
<u>MEDIAN FAMILY INCOME</u>	\$9,750	\$19,132	\$8,500	\$17,555	N/A	\$26,818
<u>NON-FAMILY HOUSEHOLDS</u>	N/A	6,432	N/A	222	N/A	120
percentage below poverty level	N/A	27.8%	N/A	15.0%	N/A	15.0%

Notes: *All figures based on 15% sample; hence, numbers represent estimates.
"N/A" = "Not Available."

Sources: U.S. Bureau of the Census, 1970 Census of Population and Housing--Census Tracts--Honolulu, Hawaii, PHC(1)-88;
1980 Summary Tape File 3-A; State of Hawaii, 1973, Community Profiles for Hawaii.

Table 3:
Labor Force Size and Characteristics: County of Hawaii and Parts of Study Area, 1970 and 1980

	COUNTY OF HAWAII		NORTH KONA (C.T. 215-216)		Enumeration District 324 (Portion C.T. 213-214)	
	1970	1980	1970	1980	1970	1980
<u>POTENTIAL LABOR FORCE</u> (aged 16+)						
not in labor force	43,075	67,205	2,210	2,646	N/A	778
armed forces	39.5%	38.7%	45.6%	45.9%	N/A	69.2%
civil. labor force	0.4%	0.3%	2.8%	1.5%	N/A	0.0%
	60.1%	61.0%	51.6%	52.6%	N/A	30.8%
<u>CIVILIAN LABOR FORCE</u>						
unemployed	25,889	41,006	1,140	1,391	N/A	538
	2.7%	7.0%	2.1%	10.8%	N/A	7.1%
<u>TOTAL EMPLOYED</u>						
<u>CIVIL. LABOR FORCE</u>	25,180	38,150	1,116	1,240	N/A	500
<u>OCCUPATION</u>						
service manager./profes. technical, sales & adminis. farm/fish/forest precision, craft, repair operators, fabri-cators, laborers	16.3% NC NC NC NC NC	16.5% 20.0% 26.1% 10.3% 12.7% 14.4%	12.5% NC NC NC NC NC	14.7% 17.4% 11.3% 30.2% 10.0% 16.4%	N/A N/A N/A N/A N/A N/A	11.8% 22.4% 36.4% 9.0% 9.0% 11.4%
<u>INDUSTRY (selected)</u>						
agric., forest, fish, mining construction manufacturing retail trade financial, insur., real estate personal, entertain. & recreat. services health, educ, & professional public adminis.	12.5% 10.6% 15.0% 14.8% 2.8% 11.2%	11.2% 9.1% 8.3% 17.5% 5.7% 10.9%	NC 36.3% 2.8% 6.8% 1.0% N/A	32.6% 6.4% 18.8% 9.8% 2.0% 7.5%	N/A N/A N/A N/A N/A N/A	6.0% 15.8% 4.4% 24.0% 6.4% 13.6%
<u>COMMUTE TO WORK</u>						
45 minutes or more mean travel (min.)	N/A N/A	6.0% 16.5 m	N/A N/A	6.1% 12.4 m	N/A N/A	9.4% 19.8 m

Notes: All figures based on 15% sample; hence, numbers represent estimates. "N/A" = "Not Available" in published form. "NC" = "Not Comparable" to 1980 Census.

Sources: U.S. Bureau of the Census, 1970 Census of Population and Housing--Census Tracts--Honolulu, Hawaii, PHC(1)-88; 1980 Summary Tape File 3-A; State of Hawaii, 1973, Community Profiles for Hawaii.

Table 4:
Housing Stock and Characteristics: County of Hawaii and Parts of Study Area, 1970 and 1980

	COUNTY OF HAWAII		NORTH KONA (C.T. 215-216)		Enumeration District 324 (Portion C.T. 213-214)	
	1970	1980	1970	1980	1970	1980
<u>TOTAL YEAR-ROUND HOUSING UNITS</u>	18,972	33,854	984	1,362	N/A	1,004
vacant (total)	9.0%	13.9%	9.4%	18.6%	N/A	62.7%
vacant for sale	N/A	1.3%	N/A	1.2%	N/A	1.7%
vacant for rent	N/A	5.6%	N/A	5.0%	N/A	34.7%
held for occas'l use	N/A	2.5%	N/A	1.4%	N/A	10.2%
other	N/A	4.5%	N/A	11.0%	N/A	16.0%
<u>TOTAL YEAR-ROUND OCCUPIED UNITS</u>	17,260	29,237	900	1,108	N/A	374
<u>TENURE</u>						
owner-occupied	56.9%	60.6%	41.4%	66.8%	N/A	51.9%
renter-occupied	43.1%	39.4%	58.6%	33.2%	N/A	48.1%
<u>SELECTED CONDITIONS</u>						
lacking some or all plumbing	17.2%	8.1%	20.3%	12.3%	N/A	4.3%
1.51 or more persons/room	6.5%	5.0%	8.7%	8.0%	N/A	4.8%
<u>PERSONS PER HOUSEHOLD</u>	3.61	3.09	3.70	3.30	N/A	2.59
<u>MEDIAN CASH RENT</u> (renter-occupied)	\$54	\$223	\$33	\$95	N/A	\$500+
as % of median family income	6.6%	14.0%	0.4%	6.5%	N/A	22.4%
<u>MEDIAN VALUE*</u> (owner-occupied)	\$24,800	\$70,300	\$15,200	\$42,500	N/A	\$187,100
<u>MEDIAN MONTHLY MORTGAGE*</u> (owner-occupied)**	N/A	\$371	N/A	\$204	N/A	\$616
as % of median family income	N/A	23.3%	N/A	13.9%	N/A	27.6%

Notes: * For 1980, median values are for non-condominium housing units.

** Figures based on 15% sample; hence, numbers represent estimates.

"N/A" = "Not Available" in published form.

Sources: U.S. Bureau of the Census, 1970 Census of Population and Housing--Census Tracts--Honolulu, Hawaii, PHC(1)-88; 1980 Summary Tape Files 1-A and 3-A; State of Hawaii, 1973, Community Profiles for Hawaii.

2.2.3 Housing

North Kona's housing stock increased greatly during the 1970's (see Table 4). By 1980, the number of occupied units had tripled, and the substandard units formed a much smaller proportion of the total.

North Kona housing values increased by 1980 to a level well above the County average. In the area nearest the project site (E.D. 324), housing values were even higher. Housing prices and rents exceeded State as well as County averages.

Hawaii's housing boom ended soon after 1980. While prices have begun to rise again, this pattern cannot be automatically extrapolated to the area nearest the project site. The condominium units in the area were nearly all built by 1980. (Units in one new and relatively expensive development are now on the market.) Also, the area now includes State-funded low-income units as well as privately built units for middle- or higher-income residents.

3.0 SOCIO-ECONOMIC IMPACTS

This section addresses the socio-economic impacts that can be foreseen for the proposed Circle K store at Kahaluu. Subsections deal with employment and with issues and concerns of residents and resident groups.

3.1 EMPLOYMENT IMPACTS

Employment impacts at the project site will be primarily due to on-site employment. Construction will involve relatively few workers for a period of 120 days or less.

The store will provide jobs for a total of eight to ten persons. One position, for a manager, will be paid on a commission basis. Clerks and an assistant manager will be paid on an hourly basis. If the volume of business warrants additional employment, up to two part-time employees could be hired.

Clerks will be paid at starting wages of about \$4.00 per hour (estimate based on 1987 dollars). The assistant manager would be paid at a somewhat higher rate (starting at \$5.00 per hour). The manager's commission should total approximately \$1,500 monthly.

Convenience stores are, in the present-day American economy, often first employers of young workers. Young people who could soon enter the work force live nearby, in the Ka Hale Kahaluu project and in the condominiums of Keauhou Resort.

3.2 COMMUNITY ISSUES AND CONCERNS

This section identifies and analyzes community issues and concerns about the proposed Circle K store.

3.2.1 Description of the Information-Gathering Process

The information in this section is based on interviews with 26 representatives of immediately-surrounding and regional residential, resort, and business interests (see Table 5).

Comments from individuals, rather than organizational positions, were solicited. Organizational affiliations are provided only to indicate networks and interests of those interviewed.

The interviews were held to identify potential issues related to the project. No attempt was made to assess the extent of project support or opposition.

Each person was informed that input would be summarized in the Social Impact Assessment and that individual conversations would remain confidential. The basic information presented to informants was the "Environmental Assessment and Preparation Notice."

3.2.2 Overview of Community Issues

The issues identified in this section are preliminary -- they indicate community reactions at a very early stage in the planning and design stage. Changes in attitude and issues may occur in time, given possible project modifications and other events or influences in the community.

Very few of those interviewed knew of the specific components of the proposed Circle K store. Most of the input was therefore based on people's initial reactions to information presented to them during the interviews.

The following is a summary of the range of input from those interviewed:

- (1) All those interviewed saw some need for a gasoline station -- or pump -- in the Keauhou region, since most people currently must travel to Kailua-Kona for gas.

Further, some felt that a convenience store at the proposed site would be helpful for immediate park users, visitor, and residential needs.

- (2) Many people were aware of another proposed convenience store and gasoline pump mauka of the Keauhou Shopping Village. These people felt that the project's potential impacts on the community were not worth

TABLE 5:

LIST OF PEOPLE INTERVIEWED

(Note that those interviewed provided their comments as individuals and not as representatives of their organizations. Organizational affiliations are provided only to indicate some of the networks and interests of those interviewed.)

<u>Name</u>	<u>Organization/Affiliation</u>
David Angel	Nearby resident Frequent user of Kahalu'u Beach Park
Matthew Bailey	Manager, Keauhou Beach Hotel and Kona Lagoon Hotel
Gavino Bakulpo	Resident, Ke Hale Kahaluu
Marion Bockus	Nearby landowner and resident Frequent user of Kahalu'u Beach Park
Adam (Ron) Borkowski	District Recreation Supervisor, County Parks and Recreation Department
Keith Burley	Managing Agent, Keauhou-Kona Surf and Racquet Club and Keauhou Palena
Lorrin Ching	Resident manager, Keauhou Kona Surf and Racquet Club
Jeanne Comer	Member, West Hawaii Parks and Recreation Advisory Council
Ruby McDonald	Community Resource Specialist, Kona Office, Office of Hawaiian Affairs
Bob Fewell	Photographer, <u>West Hawaii Today</u> Nearby resident on Ali'i Drive Frequent user of Kahalu'u Beach Park
Reed Flickinger	Reporter, <u>West Hawaii Today</u> Frequent user of Kahalu'u Beach Park
Rose Fujimori	President, Kona Hawaiian Civic Club
Alfreda Fujita	Member, Kona Business and Professional Women Resident on Ali'i Drive
Sherwood Greenwell	Member, Hawaii County Council

TABLE 5:
LIST OF PEOPLE INTERVIEWED
(cont'd)

<u>Name</u>	<u>Organization/Affiliation</u>
Janie Haase	Clerk, Pu Pu Pantry at Bali Kai Hotel
Ted Hardie	President, Keauhou Visitors Association General Manager, Kanaloa at Keauhou Director of Operations, Hawaii Island office, Colony Hotels and Resort
Dan Kailiwai	Caretaker, Kahalu'u Beach Park
Lorraine Kaono	Owner/operator of Lorraine's Snackmobile at Kahalu'u Beach Park
Tandy Kualii	President, Keauhou Canoe Club
Etua Lopez	Kona Gardens School of Hawaiian Arts
Vonnie Lyons	Managing Director, Keauhou Visitors Association
Dave Miller	Resident Manager, Keauhou Palena
Marjorie Mulhall	Member, Kona Business and Professional Women Member, League of Women Voters Member, Kona Crime Prevention
Felix Niihau	Gardener, Keauhou Palena
John Pierce	Vice President, Board of Directors, Keauhou Palena
Gregory K. Sano	District Maintenance Supervisor, County Parks and Recreation Department
Clinton Taylor	Executive Director, Hawaii Economic Development Council
Doug Victorino	Manager, Keauhou Shopping Village

having two convenience stores/gas pump facilities in the Keauhou region.

- (3) A major focus of concern was the compatibility of the proposed Circle K store with economic and planning objectives of nearby single-family homeowners and of the Keauhou resort region.

In this view, the project would not be consistent with achieving and retaining the upscale quality of the neighborhood because the proposed store could generate additional traffic along Ali'i Drive, and create an undesired precedent for commercial development along Ali'i Drive. Further, people felt that the project may not blend in with the master planning efforts of nearby landowners and hotel operators.

During the interviews, there was an attempt to solicit input from a cross-section of residential, resort, and business interests, as well as regional organizations. The following is a highly-generalized summary of how people from the various interest groups reacted to the proposed Circle K convenience store on Ali'i Drive:

Park users -- This group includes people who frequent or work at the park and beach, but live outside of the immediate area. For the purposes of this report, this does not include nearby residents since they are discussed below.

Park users generally favored the project. They felt that the project would be a convenience for people who currently must use a car to purchase refreshments and supplies not available at the concessions.

Nearby residents of single-family units along Ali'i Drive -- Residing north of the project area and often frequent Kahalu'u Beach Park users, these people tended to oppose the project. They did not want to see further commercial development along Ali'i Drive and expressed dissatisfaction with the existing commercial operations. Some expressed opposition to any gas facilities along Ali'i Drive. Further, they were apprehensive of the potential problems associated with liquor sales, and did not want to see traffic congestion near the Kahalu'u Beach Park.

Residents and managers of nearby multi-family units -- These included residents of Ke Hale Kahuluu, as well as the Keauhou resort condominiums. They were generally more open to the project than the residents of single-family units, citing convenience as the major advantage of this project. They felt that they would have occasion to use the facility, as would nearby park users and visitors. Some preferred only the convenience store because they thought no gas pump should be located on Ali'i Drive.

Resort and business operators -- These include those involved in the hotels, the shopping center, and park concessions. Those closely associated with the Kamehameha Investment Company and the nearest hotel were concerned about this project being an inappropriate "gateway" to the Keauhou resort region. Some concern over competition with existing small businesses -- particularly the park concessions -- was expressed; thus, people discouraged duplication of certain foods and products. Traffic along Ali'i Drive was also a concern.

Regional organizations which may have an interest in the proposed development -- These were primarily oriented to the visitor industry, economic development, and recreation. These people felt that the proposed project would be an asset to the Keauhou region, particularly for the park users. Some concern was expressed, however, over traffic and over the project's compatibility with the upscale Keauhou hotels and condominiums.

Further discussion of community issues and concerns follow in Section 3.2.3 and 3.2.4.

3.2.3 Issues Related to Park Usage

This section discusses those issues relating to usage of the Kahalu'u Beach Park, which is located across from the project site on Ali'i Drive.

3.2.3.1 Convenience for Park Users

Most of those interviewed felt that the project would benefit park users, regardless of other impacts. They indicated that park users currently must drive their cars to the Keauhou Shopping Village for supplies and refreshments not available from the park concessions.

People who frequented or worked at the park and beach, but live outside of the immediate area, generally saw this as a benefit, as they felt they would probably use the proposed Circle K store themselves. Nearby residents of single-family dwellings indicated they would probably not use the facility, since they would be near their homes anyway.

Comment and analysis: The proposed convenience store would probably draw much of its business from park users and nearby visitors and residents in need of a few items. Thus, the project would benefit these people.

Weekly grocery shoppers would most likely not use the facility for this purpose, since they would more likely travel to the larger establishments at Keauhou Shopping Village or to Kailua-Kona.

3.2.3.2 Problems Associated With Liquor Sales and a 24-Hour Operation

Some of those interviewed -- particularly nearby residents of single-family dwellings -- were concerned about liquor consumption at the park. One person living directly across from the park indicated that he currently has occasion to call the police because of loud noises and drinking at the park. Some others felt that such activity will inevitably increase because liquor will be more accessible.

Further, if the Circle K store is open 24 hours, people felt that all-night activity at the park would be encouraged.

It is noted, however, that others interviewed indicated that the over-the-counter liquor sales did not necessarily encourage loiterers and public drinking. They felt that effective management of the store will discourage such activity.

Comment and analysis: Hawaii County law limits the hours in which liquor can be sold. Under the current law, the proposed store could not sell alcoholic beverages after 11 P.M. Still, the proposed store may impact on drinking in public areas nearby. An indirect impact of the project may then be to stimulate additional police supervision of the area.

3.2.3.3 Trash

A few of the persons interviewed mentioned that the amount of trash on the road or scattered in the park by park users would probably increase when the proposed store is in operation. This did not seem to be a major concern for informants.

3.2.4 General Community Issues

This section discusses those issues having neighborhood or regional implications.

3.2.4.1 Traffic

Those interviewed were concerned that the Ali'i Drive - Makole'a Street intersection would be further congested because of the increase in traffic. This was a predominant issue, particularly because informants felt that certain existing factors already strain the traffic situation. These existing factors cited are:

- o The only ingress/egress to Kahalu'u Beach Park is across from the project site. Currently, this is a steep driveway with heavy pedestrian traffic.
- o North of the intersection is a stopping point for school buses.

- o A number of vendors situate their booths starting from a few feet from the project's southern boundary (about 500 feet from the intersection of concern in the last paragraphs). Currently, traffic is slowed by sightseers, people parking their vehicles, and pedestrian traffic within the roadway.

A few people suggested roadway improvements to accommodate the project. These suggestions included putting in a right-turn lane and left-turn lane on Ali'i Drive and having a store employee monitor traffic at the gas pump during peak hours.

Comment and analysis: The community perception of this project as worsening traffic conditions is probably due to expectations and apprehensions about further regional growth. Those interviewed generally saw the proposed Circle K store as an addition to the developments already proposed and were concerned about the cumulative effect of current land use designations and proposed developments in Keauhou. The Circle K store was therefore "one more project" with which they needed to contend.

3.2.4.2. Need For More Than One Convenience Store/Gas Pump

Most of those interviewed wanted to see a gas pump in the Keauhou region. They felt this need will most likely be met, however, if a similar facility near the Keauhou Shopping Village is built. The proposed Circle K was therefore "too much" and could potentially set an undesired precedent for more such facilities in the Keauhou region.

Some people were very open to the convenience store component, however, providing the gas pump were eliminated. They felt the convenience store would still serve a necessary function for park and beach users.

Comment and analysis: A gasoline station/convenience store is currently proposed for a site above the Keauhou Shopping Village on Kamehameha III Road. An application for building permits is being submitted, and the facility is targeted to open in early summer 1988 (personal communication with Doug Victorino, Manager, Keauhou Shopping Village, January 14, 1988).

Many of those interviewed for this study knew of the Kamehameha III Road proposal, but most were unclear on the project's current status. They felt that, if the Kamehameha III Road proposal were implemented, however, it was preferred over the proposed Circle K because (1) the other proposal would be off the main highway, and (2) would be contiguous with other commercial development.

3.2.4.3 Compatibility with Region's Resort and Residential Uses

The land use context for the proposed Circle K store -- as described by some of those interviewed -- was that the project site is in a predominantly residential area and is the "gateway" for the Keauhou resort community.

As such, they felt the project was incompatible because it would (1) set a precedent for more commercial uses along Ali'i Drive, and (2) be inconsistent with the upscale objectives of the Keauhou hotels and resort community.

Some did feel, however, that the project would be a convenience for nearby residents and resort visitors who choose to not travel to the busier and larger Keauhou Shopping Village.

Comment and analysis: This concern was most strongly expressed by residents of single-family homes along Ali'i Drive and business/land interests involved in long-range planning for the Keauhou resort community.

Those currently involved in facility and community long-range planning -- primarily the major landowner and nearby hotel operator -- suggested that the applicant work with these other master planning teams to ensure design compatibility.

3.2.4.4 Relationship with Small Local Businesses

Locally-based businesses along Ali'i Drive and closest to the project site include:

- (1) Two park concessions across the street -- one sells food and soft drinks; the other rents beach equipment and sells clothes and suntan lotion.
- (2) Street vendors just south of the site -- between five and ten vendors (depending on peak hours) sell flowers, coffee, arts and crafts, and fresh fruit.

In addition, three small convenience-type stores are located within a three-mile driving distance north on Ali'i Drive. The three are located in close proximity to each other, the nearest being over two miles away from the project site. Two of these stores primarily serve nearby surfers at White Sands Beach Park. The other -- and the farthest away from the project site -- is part of an office complex and residential condominium, and its entrance is off the main highway. All serve food and soft drinks, liquor, and beach supplies; one also offers fishing supplies.

Some of those interviewed were concerned that the proposed Circle K store would compete with the park concessions. These people expressed a desire to see these park concessions continue their operations, primarily because they have grown accustomed to the operators and they support locally-based business.

Reactions to the street vendors differed. Most of those interviewed did not like the visual and traffic impacts of this situation and felt that any action to minimize or remove these vendors would be helpful.

Some of those interviewed used the existing convenience stores as examples of what they did not want to see. They felt that these stores represented spot zoning, and that they encouraged loitering and drinking because of the sale of liquor. (Note: a few informants did not believe that such activities occur at these other stores).

Comment and analysis: The proposed convenience store will duplicate some of the park concession products to the extent that the store will offer deli products (sandwiches, hot dogs, and so on), soft drinks, cigarettes, and beach equipment.

The likelihood of the Circle K store causing the demise of these concessions, however, is low. Many people go to these concessions because they are unique and immediately accessible. According to the informants, many park users must still walk or drive to stores for supplies not available -- such as picnic supplies and bulk soft drinks. Circle K will offer a convenience with regard latter items and will not compete with the "unique local flavor" of the park concessions.

The impact of the proposed Circle K store on the street vendors may also be low, since these vendors offer a unique style of marketing and products not typical of a national chain.

Operational and management mechanisms can minimize potential loitering and public drinking.

3.2.4.5 Ecological Impacts

A few of those interviewed expressed strong concerns about ecological impacts of the project and suggested ways to mitigate these impacts.

Several people were afraid of possible leaching of gasoline into the soil and, more importantly, underground runoff of gasoline into the ocean. They suggested that extra precautions be taken by lining the gas storage tank.

One nearby resident indicated that, currently, Kahalu'u Beach Park floods after heavy rains. He was wary of above-ground water runoff into the park because of the addition of more paved surfaces mauka of the park. He suggested drainage improvements be made accordingly.

4.0 POSSIBLE MITIGATIONS

A wide range of issues and potential impacts have been identified above. Responses to some potential impacts or concerns of some members of the community can be identified.

Some of those interviewed made suggestions, about topics such as traffic, not considered here (see above, Sections 3.2.4.1 and 3.2.4.2).

4.1 DESIGN MITIGATIONS

In response to the idea that the development is at the "gateway" to Keauhou Resort, the developer can seek to co-ordinate the property's design with design features found or planned for the Resort. To do this, the developer might consult with or employ architects and planners now involved in design studies for the resort and its hotel operators.

In response to concerns that Ali'i Drive not seem or become a commercial "strip," the developer can adapt the architecture, landscaping and signage to minimize the visual impact of the storefront, gas pumps, and parking area.

In response to concerns with both Ali'i Drive traffic and potential ecological hazards, Circle K could consider eliminating the gas pumps from the design. Some informants had commented that a convenience store without gasoline facilities would be acceptable to them.

4.2 OPERATIONS-RELATED MITIGATIONS

4.2.1 On-Site

At the Circle K store site, several steps can be taken in response to citizens' concerns. Some opposition was tied to expected impacts during the evening or night. In response:

- o The hours of store operations could be limited, perhaps to coincide with the hours the park is open.
- o The hours of liquor sales could be limited to a period shorter than that permitted by standard liquor licenses, in order to minimize the chance that beverages bought at the store would be consumed illegally at the park or along the road.
- o The store might not sell alcoholic beverages.

Other concerns could be addressed by policies regarding the parking area:

- o Assigning an employee to handle gas operations outside at times of peak use.

- o Policing the parking lot to discourage loitering and to pick up trash.

4.2.2 Off-Site

Relatively little was said during the interviewing process about trash at Kahalu'u Beach Park. This issue could take on increased prominence during the EIS process. In response, Circle K could take some responsibility for cleaning up the park. Possible commitments include:

- o Providing extra trash cans in the park.
- o Emptying some trash cans in the park and arranging for trash disposal.
- o Removing trash from a part of the park, such as the parking area across Ali'i Drive from the project site, regularly.

Circle K's role in relation to Kahalu'u Beach Park could amount to "adopting" the park. This notion has had considerable publicity on Oahu, but was not well known to Kona residents. The "adoption" would hence expectably be newsworthy. On the other hand, it may be necessary to draft an agreement specifying the precise extent of the adopter's responsibility.

REFERENCES

- Clark, J. R. K. Beaches of the Big Island. University of Hawaii Press. Honolulu, Hawaii: 1985.
- Hawaii State Department of Business and Economic Development. "Quarterly Statistical and Economic Report, 2nd and 3rd Quarters, 1987." Honolulu, Hawaii: 1987a.
- Hawaii State Department of Business and Economic Development. "Statistics by Districts, 1987." Statistical Report No. 200. Honolulu, Hawaii: July, 30, 1987b.
- Hawaii State Department of Planning and Economic Development. State of Hawaii Data Book, 1986. Honolulu, Hawaii: 1986.
- Reed, Chris. "New Problem for Big Island: Too Many Jobs?" Hawaii Tribune-Herald, September 30, 1987, p. 1.

APPENDIX E

**DOCUMENTED COMMENTS RECEIVED FROM
AGENCIES AND INDIVIDUALS
CONCERNING
THE ENVIRONMENTAL ASSESSMENT
AND PREPARATION NOTICE**

2—West Hawaii Today, Tuesday, July 7, 1987

HAWAII

Proposed Aiihi Drive business triggers EIS process

By REED FLICKINGER

West Hawaii Today

Circle K Hawaii has proposed construction of a convenience store/gas station on Aiihi Drive, in the Kahaluu Historic District, an action triggering the environmental impact statement process.

The \$400,000 project proposed by Circle K Hawaii Inc. of Honolulu is a 2,200-square-foot store with gas pumps and related improvements on the southern corner of the Aiihi Drive-Makolea Street intersection. Along with this will be

about 520 square feet of office, restroom and storage space.

Proposed plans call for a single-story stucco building with a corrugated metal roof lined with a wooden fascia. The building would be set back 90 feet from

Aiihi Drive, and 37 feet from Makolea Street, with an eight-foot setback on the two remaining sides, including that bordering Kona Gardens Botanical-Cultural Park. A single gas pumping area with a canopy overhead would be 24 feet from Aiihi Drive and Makolea Street and access would be provided from both streets

Although the site is within the Kahaluu Historic District and is listed on the National Register of Historic Places, a preliminary archaeological survey report indicates limited remains. A complete archaeological survey conducted by Paul Rosendahl indicated the project area had been entirely bulldozed, as evidenced by large uprooted tree trunks and scraped and scarred basalt boulders mounded together.

Based on the findings of the reconnaissance survey, it is our opinion that the limited archaeological remains identified within the Keaouhou Circle K Project site are of minimal significance in terms of potential scientific research, interpretive and/or cultural values.

Rosendahl also reported his opinion there was no need for further archaeological work.

The site is classified urban by the state Land Use Commission and is zoned resort use within resort zoning and will therefore require a change of zone.

Noted in the environmental assessment and notice of preparation for the developer is the potential nuisance factor such as air, noise and visual pollutants, which should be addressed in the EIS.

Noting the historic nature of the Kahaluu area, the assessment stated "cognizant of these factors, the proposed project should be examined within the functional, cultural, and visual framework of the Kahaluu Historic District."

Comments on the EIS preparation notice should be addressed to the developer's consultant, Sidney Fuke, 100 Paiahi Street, Suite 212, Hilo, 96720.

SEP 3 1987

WEST HAWAII COMMITTEE
Post Office Box 5066
Kailua-Kona, Hawaii 96745
August 31, 1987

Mr. David Trask
Circle K Hawaii Inc.,
2153 North King Street, Suite 327
Honolulu, Hawaii 96819

Dear Mr. Trask:

The West Hawaii Committee is an organization founded in 1970 by a group of West Hawaii residents who share a common desire to help make West Hawaii a better place in which to live and work. To that end we participate individually and collectively in civic affairs with emphasis on planning and development programs.

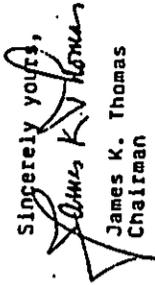
We have been following with considerable interest your Circle K plans for providing convenience stores in Kailua-Kona. We feel these can offer a beneficial service to the area, still we do have very serious reservations with regard to your proposal to place a convenience store and gas station at the corner of Alii Drive and Makolea Street.

First and foremost, we do not believe that such a commercial establishment should be located in that area within the Kailua-Kona District on Kailua's only scenic seaside drive. Alii Drive retains its pleasant residential atmosphere until one reaches very near the village center and commercial development can only serve to detract from what it offers our residents and visitors alike.

And from Circle K's economic viewpoint, we do not believe it is a good location. Only a short distance away, at the Keauhou Shopping Village, ground will be broken shortly for a major convenience store and gas station being realized now after more than two years spent in satisfying all the requirements necessary to proceed.

The combination of that competition and what, at this time, appears to be strong public opposition to your proposed location certainly should call for a reappraisal particularly since you are going ahead with at least one other store which will depend on the people of Kailua for support and success.

We strongly recommend that Circle K seek another more suitable location, of which there must be a number, and give up the Alii Drive site,

Sincerely yours,

James K. Thomas
Chairman

cc: Mr. Sidney Fuke
Mr. Herb Kane
Mr. Albert Lyman

July 31, 1987

Sidney Fuke
100 Paahi St., Suite 212
Hilo, HA 96720

Dear Mr. Fuke:

In reference to the article run in the July 7th issue of West Hawaii Today regarding the construction of a convenience store and gas station on the corner of Alii Drive and Makolea Street in Kona. We feel that this historical area should be preserved as such; it is a unique and beautiful spot along Alii Drive and the risk of spoiling it with additional noise and hazardous petroleum products is very unreasonable.

We are real estate owners in the area and eventually plan on moving to Kailua-Kona and would hate to see the beauty of Alii Drive and its history marred anymore than it already is by a convenience store that could be located in any of dozens of other locations.

Sincerely,


Wayne & Carol Pickett
P.O. Box 254
Barrow, Alaska 99723
(907)852-4718

Box 305
HOLUALOA, 96725
JUL 16 1987

Mr. Sidney Fuke:

This letter is a statement in opposition to construction of a Circle K facilities. This is totally out of character with the area, and the construction should be withdrawn. Commercialism should not intrude into this significant neighborhood.

Besides beauty, this area was once a canoe build site. At Kahala beach, three perfect adz blades were discovered, buried in the sand -- replacements for dulled blades.

Please do reconsider and relocate.
B.P. Barker

BOX 305
HOLUALOA, HI 96725

Received July 16, 1987

Circle K Hawaii

Sidney Fuke

100 Paauhau St St. 212

Hilo HI 96720

July 7, 1987

Dear Circle K Hawaii,

I oppose the development of the proposed convenience store/gas station at the Ali Drive-Makalea St intersection as described in West Hawaii Today, Tue, July 7, 1987. This is a residential area with lots of children, and one of the finest snorkeling beaches on the island. Besides the potential air, noise and visual pollution, the ocean and fish are endangered, as well as the birders and fisher-people. Also, traffic congestion could easily develop. If there is to be a gas station built in this area, the Keachow Shopping Center seems the most logical site. I live on Makalea St. and wish to keep it the sweet-smelling safe area it is.

Mohalo,

CAF

PO Box 390415

Kulua-Honolulu HI 96739

APPENDIX F

RESPONSES TO THE DRAFT EIS

**LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS
COMMENTING ON THE DRAFT EIS**

United States of America

Department of Agriculture, Soil Conservation Service
Department of the Army, Corps of Engineers
Department of the Interior
Department of the Navy

State of Hawaii

Department of Accounting and General Services
Department of Agriculture
Department of Business and Economic Development
Department of Defense
Department of Health
Department of Land and Natural Resources
Department of Transportation
Office of Hawaiian Affairs
University of Hawaii, Environmental Center

County of Hawaii

Board of Water Supply
Department of Parks and Recreation
Department of Planning
Department of Public Works

Community Organizations

Friends of Kahaluu Beach Park

Individuals

Mr. Tom Allen, Kailua-Kona, Hawaii
Mr. John D. Don, Kailua-Kona, Hawaii
Mr. Jay Hanson, Kailua-Kona, Hawaii
Ms. Phyllis Henning, Kailua-Kona, Hawaii
Mr. Jerry Rothstein, Kailua-Kona, Hawaii
Mr. and Mrs. Les Miller, Kailua-Kona, Hawaii

UNITED STATES
DEPARTMENT OF
AGRICULTURE

SOIL
CONSERVATION
SERVICE

P. O. BOX 50004
HONOLULU, HAWAII
96850

April 27, 1989

Dr. Marvin Miura, Director
Office of Environmental Quality Control
465 S. King St., Rm. 104
Honolulu, HI 96813

Dear Dr. Miura:

Subject: Draft Environmental Impact Statement (DEIS)
Circle K Convenience Store Project, Kahaluu,
North Kona, HI

We have no comments to offer at this time; however, we would appreciate the
opportunity to review the final EIS.

Sincerely,

Warren M. Lee

WARREN M. LEE
State Conservationist

cc: Gary Mizuno, Chairperson, Planning Commission, Planning Department, County
of Hawaii, 25 Aupuni Street, Hilo, HI 96720
Circle K Hawaii, Inc., 2153 H. King Street, Ste. 327, Honolulu, HI 96813
James H. Pedersen, Planning Consultant, P.O. Box 22, Volcano, HI 96785

JAMES H. PEDERSEN
PLANNING CONSULTANT

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

May 3, 1989

Mr. Warren Lee
State Conservationist
P.O. Box 50004
Honolulu, Hawaii 96850

Dear Mr. Lee:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your taking the time to review the draft EIS for this project.

Should you desire to any further information, please contact us at your convenience.

Regards,

Jim Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

**JAMES H. PEDERSEN
PLANNING CONSULTANT**

P.O. Box 22

Volcano, Hawaii 96785

Telephone and Fax: (808) 967 - 7619

May 3, 1989

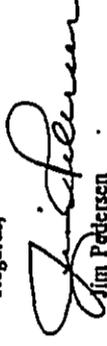
Mr. Warren Lee
State Conservationist
P.O. Box 50004
Honolulu, Hawaii 96850

Dear Mr. Lee:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your taking the time to review the draft EIS for this project.
Should you desire to any further information, please contact us at your convenience.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
BUILDING 230
FT. SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF:
Planning Branch

April 10, 1989

Dr. Marvin Miura
Office of Environmental Quality Control
465 South King Street, Room 104
Honolulu, Hawaii 96813

Dear Dr. Miura:

Thank you for the opportunity to review the Draft Environmental Impact Statement (DEIS) for the proposed Circle K Convenience Store Project, Kahaluu, North Kona, Hawaii. The following comments are offered:

a. A Department of the Army permit will not be required for this project.

b. According to the Flood Insurance Study for Hawaii County, the project parcel is located in Zone X. "Other Areas" determined to be outside of the 500-year flood plain as designated by the Federal Emergency Management Agency (FEMA) in September, 1988. The Zone C designation by FEMA referenced in section 3.1.1.1 (page 3-1) of the DEIS is no longer current.

Sincerely,

C. J. Cheung
Kisuk Cheung
Chief, Engineering Division

Copies furnished:

County of Hawaii
Planning Commission through
the Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 19, 1989

Mr. Kisuk Cheung
Chief, Engineering Division
Department of the Army
U.S. Army Engineer District, Honolulu
Building 230
Fort Shafter, Hawaii 96858-5440

Dear Mr. Cheung:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your review of the draft EIS for this project.

We will be revising Section 3.1.1 to include your more current flood plain designation "other areas" (zone x) for the project area.

We appreciate your providing this information which will be incorporated into the final EIS.

Sincerely,

Jim Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



United States Department of the Interior
FISH AND WILDLIFE SERVICE
 PACIFIC ISLANDS OFFICE

P.O. BOX 50167
 HONOLULU, HAWAII 96850

ES Room 6307

MAR 14 1989

Dr. Marvin Miura, Director
 Office of Environmental Quality Control
 465 South King Street, Room 104
 Honolulu, Hawaii 96813

Re: Draft Environmental Impact Statement (EIS), Circle K
 Convenience Store Project, Kahaluu, North Kona, Hawaii

Dear Dr. Miura:

We have reviewed the referenced EIS dated February 1989. To the best of our knowledge, no listed or proposed endangered species, migratory birds, or anadromous fishes within our jurisdiction occur in the proposed project area(s). However, due to current manpower and budget restrictions, the Office of Environmental Services cannot devote the time necessary to conduct a thorough review of fish and wildlife concerns associated with the referenced action at this time. We strongly recommend that you consult directly with the Department of Land and Natural Resources.

Please be advised that this notification does not represent Service approval of, or support for, the proposed activity. The Service may review future actions related to this proposal should administrative constraints be alleviated or if adverse impacts to significant fish and wildlife resources are identified. Please continue to keep this office apprised of the project's status.

Sincerely yours,

Ernest Kosaka

Ernest Kosaka
 Field Office Supervisor
 Environmental Services

cc: DLNR
 County of Hawaii
 Circle K, Hawaii, Inc.
 James H. Pedersen

JAMES H. PEDERSEN
 PLANNING CONSULTANT
 P.O. Box 22
 Volcano, Hawaii 96785
 Telephone and Fax: (808) 967 - 7619

April 4, 1989

Mr. Ernest Kosaka
 Field Office Supervisor
 Environmental Services
 U.S. Fish and Wildlife Service
 P.O. Box 50167
 Honolulu, Hawaii 96850

Dear Mr. Kosaka:

Subject: Circle K Convenience Store Project
 Kahaluu, North Kona, Hawaii

We appreciate your review of the draft EIS and your referral to consultation with the State Department of Land and Natural Resources.

Sincerely,

Jim Pedersen

Jim Pedersen
 Principal Planner

cc: State Office of Environmental Quality Control



DEPARTMENT OF THE NAVY
 COMMANDER
 NAVAL BASE PEARL HARBOR
 BOX 110
 PEARL HARBOR, HAWAII 96860-5020

IN REPLY REFER TO

5090 (1268)
 Ser 032/634
 10 Mar 1989

County of Hawaii Planning Commission
 Planning Department
 25 Aupuni Street
 Hilo, HI 96720

Gentlemen:

CIRCLE K CONVENIENCE STORE PROJECT

The Draft Environmental Impact Statement (DEIS) for Circle K Convenience Store Project, Kahaluu, North Kona, Hawaii TRK:7-8-14-86, has been reviewed, and we have no comments to offer. Since we have no further use for the DEIS, it is being returned to the Office of Environmental Quality Control.

Thank you for the opportunity to review the draft.

Sincerely,

W. K. Liu
 Assistant Base Civil Engineer
 By direction of
 the Commandant

Copy to:
 ✓ Circle K, Hawaii, Inc.
 James H. Pedersen, Planning
 Consultant
 OEQC (W/DEIS)

JAMES H. PEDERSEN
 PLANNING CONSULTANT
 P.O. Box 22
 Volcano, Hawaii 96785
 Telephone and Fax: (808) 967 - 7619

April 21, 1989

U.S. Department of the Navy
 Commander
 Naval Base Pearl Harbor
 Box 110
 Pearl Harbor, Hawaii 96860-5020

Attention: Mr. W.K. Liu
 Assistant Base Civil Engineer

Dear Mr. Liu:

Subject: Circle K Convenience Store Project
 Kahaluu, Kona, Hawaii

We appreciate your taking the time to review the draft EIS and your letter dated 10 March 1989.

Should you have any further questions concerning this project, please contact our office at your convenience.

Sincerely,

James H. Pedersen
 Principal Planner

cc: State Office of Environmental Quality Control

JAMES H. PEDERSEN
PLANNING CONSULTANT

P.O. Box 22

Volcano, Hawaii 96785

Telephone and Fax: (808) 967 - 7619

(P)1213.9

MAR 10 1989

April 21, 1989

Planning Commission through
the Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Office of Environmental Quality Control
465 South King Street, Room 104
Honolulu, Hawaii 96813

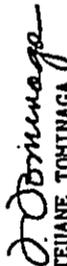
Gentlemen:

Subject: Circle K Convenience Store Project
Draft Environmental Impact Statement

Thank you for the opportunity to review the subject document. We have no comments to offer.

Should there be any questions, please contact Mr. Cedric Takamoto of the Planning Branch at 548-5742.

Very truly yours,


TEUANE TOMINAGA
State Public Works Engineer

CT:jnt
cc: Circle K Hawaii, Inc.
Mr. James H. Pedersen

Mr. Stanley Shin
Chief Planning Branch
State Division of Public Works
State Department of Accounting and General Services
1151 Punchbowl, Room 430
Honolulu, Hawaii 96813

Attention: Mr. Cedric Takamoto

Gentlemen:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We are in receipt of a letter dated March 10, 1989 from Mr. Teuane Tominaga, State Public Works Engineer, of the Division of Public Works.

We thank you and your staff for your review of the draft EIS for this project. Should you have any questions, please contact us at your convenience.

Very truly yours,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

APR-27-89 THU 16:25

P. 04

JOHN WAHNE
GOVERNOR



State of Hawaii
DEPARTMENT OF AGRICULTURE
1428 So. King Street
Honolulu, Hawaii 96814-2512

April 21, 1989

YUKIO KITAGAWA
CHAIRPERSON, BOARD OF AGRICULTURE
SUZANNE O. PETERSON
DEPUTY TO THE CHAIRPERSON

Mailing Address:
P. O. Box 22159
Honolulu, Hawaii 96822-0159

MEMORANDUM

To: Mr. Duane Kanuha, Director
Planning Department
County of Hawaii

Subject: Draft Environmental Impact Statement (DEIS) for
Circle K Convenience Store
Circle K Hawaii, Inc.
TK#: 7-8-14; 86, Kahaluu, North Kona, Hawaii
Area: 17,000 square feet

The Department of Agriculture has reviewed the subject
document and has no comments to offer.

Thank you for the opportunity to comment.

Yukio Kitagawa
YUKIO KITAGAWA
Chairperson, Board of Agriculture

cc: OEQC
Circle K Hawaii, Inc.
James H. Pedersen



JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 25, 1989

Mr. Yukio Kitagawa
Chairperson, Board of Agriculture
State of Hawaii
Department of Agriculture
P.O. Box 22159
Honolulu, Hawaii 96822-0159

Dear Mr. Kitagawa:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for taking the time to review the draft environmental impact statement for this
project.

Should you have further questions, please contact us at your convenience.

Sincerely,

Jim Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT

ENERGY DIVISION, 222 MERCHANT STREET, 11TH FLOOR, HONOLULU, HAWAII 96813

JOHN W. WEAVER
DIRECTOR
ROBERT A. HARRIS
DEPUTY DIRECTOR
BARBARA ANN SAUNDERS
DEPUTY DIRECTOR
LESLIE S. MANSFIELD
DEPUTY DIRECTOR

March 9, 1989

Dr. Marvin T. Miura
Office of Environmental Quality Control
650 South King Street
Honolulu, Hawaii 96813

Dear Dr. Miura:

Subject: Circle K Convenience Store Project, Kahaluu,
North Kona, Hawaii; TMK: 7-8-14: 86

We have no comments to offer at this time.

Sincerely,

Maurice H. Kaya
MAURICE H. KAYA
Energy Program Administrator

MHK/hk

cc: Circle K, Hawaii, Inc.
Mr. James Pedersen

April 4, 1989

Mr. Maurice H. Kaya
Energy Program Administrator
Energy Division
State Department of Business and Economic Development
335 Merchant Street, Room 110
Honolulu, Hawaii 96813

Dear Mr. Kaya:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your review of the draft EIS for this project.
Should you have any further questions, please contact us at your convenience.

Regards,

Jim Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



STATE OF HAWAII
DEPARTMENT OF BUSINESS AND ECONOMIC DEVELOPMENT
HOUSING FINANCE AND DEVELOPMENT CORPORATION

P. O. BOX 2008
HONOLULU, HAWAII 96820-1760

JOSEPH K. CONANT
EXECUTIVE DIRECTOR

MR. MARY MIURA
TO:

89:PLMIG/8838 JT

March 14, 1989

MEMORANDUM

TO: Dr. Harvin Miura
Office of Environmental Quality Control

FROM: Joseph K. Conant

SUBJECT: Draft EIS for the Proposed Circle K Convenience Store Project

The proposed project is located in close proximity to a 50-unit rental housing project administered by the Hawaii Housing Authority. We have therefore referred the draft EIS to the HHA for their review.

As a general comment, the draft EIS fails to evaluate the impact of the proposed project on ambient air quality. Assuming that 55 percent of the proposed store's traffic is newly generated, what is the impact on air quality?

Also, reference is made to the Construction-Related Income section on page 4-3 and the Wastewater Generation section on page 4-5 of the draft EIS. Analyses of the impacts of the Kamaaina Apartments project, instead of the proposed Circle K Store, have been included in the draft EIS.

Thank you for the opportunity to comment.


JOSEPH K. CONANT
Executive Director

cc: County of Hawaii Planning Commission
Circle K Hawaii, Inc.
James H. Pedersen
Department of Business and Economic Development
Hawaii Housing Authority

JAMES H. PEDERSEN
PLANNING CONSULTANT

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 4, 1989

Mr. Joseph K. Conant
Executive Director
Housing Finance and Development Corporation
P.O. Box 29360
Honolulu, Hawaii 96820-1760

Dear Mr. Conant:

Subject: Circle K Convenience Store Project
Kahalaui, North Kona, Hawaii

We appreciate your review of the draft EIS and referral of the draft EIS to the Hawaii Housing Authority.

The draft EIS includes no discussion of potential impacts upon air quality in view of the limited volume of vehicular traffic that will be arriving at the store. In Appendix C of the draft EIS, M&E Pacific, Inc. indicates that the convenience store will generate a maximum of 100 vehicles during a peak afternoon hour. This volume of traffic, and the background air quality characteristics of the North Kona area, suggest that the impact on local air quality, by development of the proposed project, will be insignificant.

References to Kamaaina Corporation on page 4-3, 4-4, and 4-5 are incorrect and will be deleted from the final EIS. However, the analyses of construction-related income and wastewater generation are correct and relate to the Circle K Convenience Store Project. Our firm earlier prepared an EIS for a nearby apartment development project. During preparation of the draft EIS for the Circle K project, we inadvertently included the reference to Kamaaina Corporation.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967-7619

ALLEN T. LUM
ADMINISTRATIVE
ASSISTANT

JERRY M. MATSUDA
CONSTRUCTION AND
ENGINEERING OFFICER



STATE OF HAWAII
DEPARTMENT OF DEFENSE
OFFICE OF THE ADJUTANT GENERAL
3949 DIAMOND HEAD ROAD, HONOLULU, HAWAII 96816-4495

JOHN WAINES
ADMINISTRATIVE
ASSISTANT

April 4, 1989

Major Jerry M. Matsuda
Construction and Engineering Officer
Hawaii Air National Guard
State of Hawaii
Department of Defense
Office of the Adjutant General
3949 Diamond Head Road
Honolulu, Hawaii 96816-4495

Dear Major Matsuda:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your taking the time to review the draft EIS for this project.
Should you have any further questions, please contact us at your convenience.

Sincerely

James H. Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

March 15, 1989

Engineering Office

County of Hawaii
Planning Commission through
the Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Dear Sir:

Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

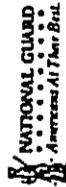
Thank you for providing us the opportunity to review the above subject project.

We have no comments to offer at this time regarding this project.

Sincerely,

Jerry M. Matsuda
Jerry M. Matsuda
Major, Hawaii Air
National Guard
Contr. & Engr Officer

cc:
State Office of Environmental Quality Control
Circle K, Hawaii, Inc.
Mr. James H. Pedersen



Mr. Duane Kanuha
May 3, 1989
Page 2

F. 01



STATE OF HAWAII
DEPARTMENT OF HEALTH
P. O. BOX 3218
HONOLULU, HAWAII 96811

May 3, 1989

In reply, please refer to:
EPHSO

When making
copies of this
document

JOHN C. LEWIS, M.D.
DIRECTOR OF HEALTH

MEMORANDUM

To: Mr. Duane Kanuha, Director
Planning Department, County of Hawaii

From: Deputy Director for Environmental Health

Subject: Draft Environmental Impact Statement (DEIS) for Circle K Convenience Store
Project, Kahaolu, North Kona, Hawaii, Tax Map Key 7-9-14, 86

Thank you for allowing us to review and comment on the subject DEIS. We provide the following comments:

Wastewater Disposal

We recommend that the project proceed on the basis that it connect to the nearby public sewer system.

No onsite wastewater system will be allowed by the Department of Health.

Hazardous Waste

The proposed project involves the installation of several underground storage tanks (UST's) to contain petroleum (total capacity of 18,000 gallons) for retail purposes at the site. The applicant should be aware that the U.S. Environmental Protection Agency's final technical rules and regulations on UST's became effective on December 22, 1988. These regulations include, among other things, specific requirements for the design, construction, installation and notification of UST's. We are sending a copy of these regulations to the applicant, Circle K Hawaii, Inc.

Also, the DEIS states (page 3-1) that the soils at the site have been generally classified as "Punaluu Series" (U.S.G.S.) which are characterized by a "thin organic layer of rocky, well drained soils" that are underlain by a thicker layer(s) of pahoehoe lava through fractured lava areas.

Therefore, due to the local soil type and subsoil characteristics and proximity to surface and groundwaters, the Hazardous Waste Program strongly recommends that the applicant provide secondary containment and appropriate release detection in accordance with the federal UST regulations for the proposed UST and associated piping.

Also, we feel that the applicant should address any possible environmental consequences due to a release of petroleum from the UST in the final EIS. This discussion should include all provisions which shall be undertaken by the applicant to prevent and abate any environmental contamination should such a release occur.

Drinking Water

The Department's Administrative Rules, Title 11, Chapter 29, "Potable Water Systems," Section 11-20-30 requires that new or substantially modified distribution systems for public water systems be approved by the Director. However, if the water system is under the jurisdiction of the County of Hawaii, the Department of Water Supply will be responsible for the review and approval of the plans.

Underground Injection Control (UIC)

1. The project site is located below the UIC line.
2. A drywell is proposed to dispose of rainfall runoff water generated from the paved areas of the facility. A UIC permit will be required for the facility to operate the drywell. The developer should be made acutely aware of the following Department's concerns towards the drywell.
 - a. The intent of a drywell is to dispose unadulterated rainfall runoff water. In reality many other compounds on the ground surface get washed down into the drywell with the rainwater. Because of the nature of this development and its proximity to Kahaolu Beach Park, the Department should request that the drywell be equipped with a separator system designed to capture any oil, grease or fuel mixed with rainwater before the ultimate disposal of the rainwater into the drywell. The separator system should be periodically inspected and maintained to insure proper performance.
 - b. Three (3) underground fuel tanks of total capacity of 18,000 gallons are proposed to provide gasoline pump service. The drywell should be situated as far away as practicable from the underground fuel tank excavation (pit).
 - c. In the unfortunate event that a fuel leak should occur and fuel collects on the water table, a drywell extending below the water table could become an open conduit to uncontained fuel and its vapors - a hazardous situation. Therefore, the depth of any drywell on the project site should not extend below the water table. The proposed finish floor elevation in the vicinity of the drywell is 20 feet. If the finish ground surface elevation at the drywell is similar, the depth of the drywell should not exceed 15 feet.

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22

Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

May 9, 1989

Bruce S. Anderson, Ph.D.
Deputy Director for Environmental Health
State Department of Health
P.O. Box 3378
Honolulu, Hawaii 96801

Dear Dr. Anderson:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your review of the draft EIS and your letter of May 3, 1989. In the following paragraphs, we are providing our responses to your documented comments and recommendations concerning wastewater disposal, hazardous waste, drinking water, and underground injection control.

WASTEWATER DISPOSAL

Circle K Hawaii has reached an agreement with Kamehameha Development Corporation that will permit a connection of the proposed convenience store operation to the public sewer system. Consequently, the project will have no requirements for an onsite wastewater system.

HAZARDOUS WASTES

We are familiar with the new USEPA technical regulations concerning underground storage tanks. These regulations, combined with Circle K Hawaii's continued concern for fuel spill prevention and safety, have led to our proposed use of three, double-wall storage tanks made of pre-manufactured fiberglass material. An electronic sensing device will be installed between the first and second walls of each storage tank to monitor moisture and hydrocarbons. The monitoring system will also include an alarm system that will be installed inside the store if undesirable levels of moisture or hydrocarbons are detected inside the double-wall of the tank(s). If an alarm were to sound within the store, Circle K personnel will, using pre-established procedures, contact local fuel distributors and Circle K management. As proposed, this system is believed to be in accordance with the federal regulations for underground storage tanks.

Section 2.7 of the final EIS will be expanded to include a more detailed description of Circle K Hawaii's proposed fuel storage and distribution system, as well as provisions that

Bruce S. Anderson, Ph.D.
May 9, 1989
Page 2

would be undertaken to prevent any potential fuel spill and abate any environmental contamination.

DRINKING WATER

The proposed project will involve only connection to an existing public water system that is operated and maintained by the Hawaii County Board of Water Supply. Circle K Hawaii has already obtained a water commitment for the project from the County Board of Water Supply and will later seek a plan approval from this agency.

UNDERGROUND INJECTION CONTROL

Circle K Hawaii shares the Department of Health's concern for the drainage of potential petrochemical compounds into the proposed drywell. The drywell will be equipped with a separator system that will capture any petrochemical products, draining to the drywell via rainwater, before ultimate disposal.

Every effort will also be made to locate the drywell as far as practical from the excavated fuel storage tank area. Further, the bottom of the drywell will not be constructed below the watertable.

The drywell will be sealed from sparks or flames with the presence of a typical concrete cover that will be required by the County of Hawaii. For this reason, no electronic monitoring system is believed to be necessary.

Should you have any further questions or concerns, please contact me at your convenience.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

JOHN W. PATY
Chairman of Board



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 211
HONOLULU, HAWAII 96809

REF: OCEA-501

WILLIAM W. PATY, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

MEMBERS
LESLIE S. LANGRISH
MARRIUS JACKSON
MURSELL N. FURUKOJI

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CONSERVATION AND
RECREATION DEVELOPMENT
COUNCILS
LAND MANAGEMENT
STATE PLANNING
WATER AND LAND DEVELOPMENT

APR 13 1989

FILE NO.: 89-490
DOC. NO.: 5493E

MEMORANDUM

TO: The Honorable Marvin T. Miura, Director
Office of Environmental Quality Control

FROM: William W. Paty, Chairperson
Board of Land and Natural Resources

SUBJECT: Draft EIS - Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii
TMK: 7-8-14: 86

Thank you for giving our Department the opportunity to comment on this matter. We have reviewed the materials you submitted and have the following comments.

Our Department's Historic Sites Section indicates that an historic preservation review for this project was concluded in 1987. Archaeological survey by PHRI found the parcel had been completely bulldozed, and no significant historic sites remained. Thus, the project will have "no effect" on significant historic sites.

In addition, the Draft EIS (p. 3-2) does not state these conclusions very clearly. The text could be revised to be clearer.

Please feel free to call me or Roy Schaefer of our Office of Conservation and Environmental Affairs, at 548-7837, if you have any questions.

WILLIAM W. PATY

WILLIAM W. PATY

cc: Circle K. Hawaii, Inc.
James H. Pedersen

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 20, 1989

Mr. William W. Paty
Chairman, Board of Land and Natural Resources
Department of Land and Natural Resources
P.O. Box 621
Honolulu, Hawaii 96809

Dear Mr. Paty:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii
(DLNR REF: OCEA-501)

Thank you for your careful review of the draft EIS for this project.

We also appreciate your confirmation of information provided in section 3.3.1.2 of the draft EIS that indicates that no significant historic sites remain on the project site. An additional section may be added to chapter 4 of the final EIS to reconfirm this information.

Regards,

Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

APR-27-89 THU 16:25

JOHN WILKINS
CONFIDENTIAL



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
805 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097
April 25, 1989

P.O. 03

EDWARD Y. HIRATA
DIRECTOR
COUNTY DIRECTOR
JOHN K. LUCASIA
ADAM L. PERANO
CLAYTON L. SHERMAN
JAMES K. SCHULTZ

IN REPLY REFER TO
BMX-PS
2.6158

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967-7619

April 27, 1989

Mr. Edward Y. Hirata
Director of Transportation
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813-5097

Dear Mr. Hirata:

Dr. Marvin T. Miura
Director
Office of Environmental Quality
Control
465 South King Street, Room 104
Honolulu, Hawaii 96813

Dear Dr. Miura:

Draft Environmental Impact Statement for
a Proposed Circle K Convenience Store in Kahaluu,
North Kona, Hawaii; THK: 7-8-14: 86

Thank you for the opportunity to comment on the subject Draft
EIS.

The proposed project is not anticipated to affect our State
highway facilities.

Very truly yours,

Edward Y. Hirata
Edward Y. Hirata
Director of Transportation

✓bcc: James H. Pedersen, Planning Consultant

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii
(HWY-PS 2.6158)

Thanks for your review of the draft EIS for this project. Should you have any further
questions concerning this project, please contact us at your convenience.

Regards,

James H. Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



STATE OF HAWAII
 OFFICE OF HAWAIIAN AFFAIRS
 1400 KAPOLUNA BLVD., SUITE 1400
 HONOLULU, HAWAII 96813
 (808) 540-3000
 FAX: (808) 540-3000

March 21, 1989

C-1289-0029

Dr. Marvin Miura, Director
 Office of Environmental Quality Control
 465 S. King St., Room 104
 Honolulu, HI. 96813

Subject: Draft EIS: Circle K Convenience Store, Kahala'u, Hawai'i.
 TRK: 7-8-14: 86

Dear Dr. Miura:

Thank you for sending our office a copy of the Draft EIS, and for the opportunity to comment.

Our office is concerned about the adverse effect this project may have on the preservation and interpretation of prehistoric Hawaiian sites and archaeological resources in the Kahala'u area. The evaluations and recommendations made in this project's archaeological report were based on a surface reconnaissance survey. Archaeological resources were noted on the surface, and it is possible that unidentified subsurface cultural features and deposits of significance will be encountered during the course of development activities. Consequently, the project work plans and scopes-of-work for the project should include provisions for contacting the State Historic Preservation Office whenever human bones, charcoal deposits, stone artifacts, old bottles, and other kinds of archaeological remains are unexpectedly discovered during construction.

Our office is concerned about the routine procedure of giving archaeological clearance to development projects in developed or bulldozed coastal areas of this kind without subsurface testing. Two important kinds of archaeological sites likely to be found in coastal areas that should survive land disturbing activities that destroy surface sites are human burials and the earliest, most ancient sites. And these kinds of sites generally cannot be seen during a surface survey. Another kind of archaeological resources that can be found in coastal areas, even bulldozed ones, is soil layers that provide a stratigraphic record of the environmental and cultural history of the parcel under investigation. Such remains may seem insignificant when compared with better preserved sites elsewhere, but they may also contain unusual artifacts and fragmentary clues to particular archaeological problems such as the early settlement in Hawaii.

Dr. Marvin Miura, Director
 March 21, 1989
 Page 2

The EIS should contain more information about the cultural and historical context of the project area. There should be a map showing the relationship between the project site and the heiau and other previously identified sites within the Kahala'u Historic District. The map should indicate which sites have been destroyed, and which are still intact. There should be a discussion of the County's overall plan for the preservation and public use of the sites in the area. Such an analysis might show that the project area is the best location for public facilities such as parking and visitor orientation for access to the historic-sites-in-Kahala'u.

There should be a map showing the relationship between the project site and heiau awards in the area. This would allow the reviewer to evaluate the significance of the disturbed midden deposit that can be seen on the surface of the ground at the project site.

This information about the cultural context should be provided because it is not reasonable to expect reviewers of the EIS to understand the impact of a project on cultural resources when only summary information is provided.

Sincerely,

 Richard K. Paganawan
 Administrator

RKP:EN:klr

cc: County of Hawaii
 Circle K Hawaii, Inc.
 James H. Pederson
 DLNH/Historic Sites
 U.H./Environmental Center
 U.H./Anthropology Dept.

**JAMES H. PEDERSEN
PLANNING CONSULTANT**

**P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619**

May 9, 1989

Mr. Richard K. Paginawan
Administrator
State Office of Hawaiian Affairs
1600 Kapiolani Blvd., Suite 1500
Honolulu, Hawaii 96814

Dear Mr. Paginawan:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for taking the time to review the draft EIS for this project. We appreciate your concern for the preservation and interpretation of prehistoric sites and archaeological resources in the Kahaluu area. We also have the following comments.

The archaeological survey report (Appendix B of the draft EIS) for this project was reviewed and found acceptable by the State Department of Land and Natural Resources, Historic Site Section, which is the designated State Historic Preservation Office. A memorandum from Mr. Ralston Nagata to Mr. Roger Evans, dated March 31, 1987, the Department of Land and Natural Resources concluded that the proposed project would have no effect on any significant historic resources, including those comprising the Kahaluu Historic District.

On March 28, 1989, Dr. Paul Rosendahl discussed the comments made by the Office of Hawaiian Affairs in its letter to Dr. Marvin Miura dated March 21, 1989. Dr. Cordy indicated that the Office of Hawaiian Affairs was recommending a scope of research activities that is beyond that appropriate for the Circle K project. On the basis of this direction from the State Historic Preservation Office, we will not be expanding section 3.3.1, concerning archaeological and historical resources, in the final EIS.

Should you have any further questions or concerns, please contact us at your convenience.

Sincerely,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



University of Hawaii at Manoa

Environmental Center
Crawford 317 • 2150 Campus Road
Honolulu, Hawaii 96822
Telephone (808) 948-7361

April 21, 1989
RE10526

Planning Commission through
the Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Office of Environmental Quality Control
465 South King Street, Room 104
Honolulu, Hawaii 96813

Dear Sirs:

Draft Environmental Impact Statement
Circle K Convenience Store Project
Kahalaui, North Kona, Hawaii

Circle K Hawaii, Inc. proposes to develop a convenience store on a 17,000 square foot land parcel located in Kahalaui, North Kona, Hawaii. The store would consist of a one-story commercial facility containing approximately 2,720 square feet of floor space, as well as a restroom, office, and a general storage area. Adjacent to the store will be two gasoline pump islands where gasoline will be distributed on a self-serve basis. Gasoline will be stored in three underground fuel storage tanks having a total storage capacity of 18,000 gallons.

The Environmental Center has reviewed the Draft Environmental Impact Statement (EIS) with the assistance of Blon Griffin, Anthropology, and Randall Rush, Environmental Center.

Methodology

We have serious reservations about the methodology used to assess the comparative alternatives (Section 2.6). On page 2-6, line 1, the Draft EIS states, "Arbitrary statistical ratings and related comparisons were also made to determine the desirability..." Statistical analysis intrinsically is not an arbitrary process. Relational assumptions may be made in a non-parametric analysis, such as in the Kruskal-Wallis test, or the Kendall

A Unit of Water Resources Research Center

AN EQUAL OPPORTUNITY EMPLOYER

County of Hawaii
and OEQC

-2-

April 21, 1989

rank correlation procedure, but these are based on solid numerical data, not arbitrarily assigned value judgements. In the "matrix evaluation technique" (Tables 2-3, 2-4), every element, including the evaluation criteria is arbitrary, subjective value with no substantive basis. Frankly, there is no way, short of a formal survey of the affected population (or an appropriately selected subset of the affected population) to achieve a meaningful comparison of the project alternatives based on a weighted value statistical analysis.

Appendix E

Beyond the statistical shortcomings, we are also unable to comprehend the rationale behind the presented alternatives. Appendix E contains four letters from concerned property owners in the area of the proposed development, three of which suggest that the store be located at a nearby, more appropriate place (Keauhou Shopping Village). While Alternative C could be construed to include this possibility, it is never specifically addressed as an option, despite its obvious advantages.

Furthermore, as noted in the letter from the Department of Business and Economic Development, a discussion of relevant objectives and policies of the Hawaii Coastal Zone Management Program (Chapter 205A, HRS) should have been included in the Draft EIS, yet such discussion is conspicuously absent. Section 205A-2 includes the following policies for economic uses in the coastal zone:

- A) Concentrate in appropriate areas the location of coastal dependent development necessary to the State's Economy;
- B) Insure that coastal-dependent developments... are located, to minimize adverse social, visual, and environmental impacts...

Clearly, the emphasis of Chapter 205A is to foster only that development in the Coastal Zone which is necessary to the State's economy, and to minimize adverse impacts. The proposed development does not appear necessary to the State's economy, and has elicited significant social concerns. In view of the nearby, more appropriate locations for this development, it would seem that the Draft EIS is seriously deficient in not discussing this issue.

Green Sea Turtles

We also have concerns that the location of this facility across from Kahalaui Beach Park may have serious secondary impacts on endangered green sea turtles (*Chelonia mydas*). These turtles have been observed frequently in the waters of Kahalaui Bay, and are known to be susceptible to injury from ingestion of plastic debris. With prevailing offshore winds, the probability that discarded plastic wrappers and other debris would end up in the waters of the bay appears significantly enhanced by choice of the proposed location of this development.

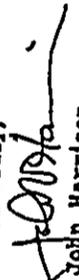
County of Hawaii
and OEQC

-3-

April 21, 1989

We thank you for the opportunity to comment on this Draft Environmental
Impact Statement.

Yours truly,


John Harrison
Environmental Coordinator

cc: Circle K, Hawaii, Inc.
James H. Pedersen
L. Stephen Lau
Bion Griffin
Randall Rush

JAMES H. PEDERSEN
PLANNING CONSULTANT

P.O. Box 22

Volcano, Hawaii 96785

Telephone and Fax: (808) 967 - 7619

April 27, 1989

Mr. John Harrison
Environmental Coordinator
Environmental Center
University of Hawaii at Manoa
Crawford 317
2550 Campus Road
Honolulu, Hawaii 96822

Dear Mr. Harrison:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your taking the time to carefully review the draft EIS.

The evaluation of alternative approaches to most proposed development projects is inherently subjective given the wide variety of values and concerns which confront most development projects. Anyone who prepares environmental impact statements deals with this reality. Consequently, those individuals reviewing draft EIS and environmental assessment documents frequently have to "wade" through numerous subjective evaluations that are based upon limited available information.

Our planning experience during the past 19 years suggests that a more desirable approach is to "expose" conclusions made by the preparer of the EIS which are usually based upon available technical information and the subjective values of the preparer. Using this approach, reviewers of the EIS can generally assess 1) what issues were actually considered; 2) what degree of importance was given to each planning issue considered; and 3) how "good or bad" did the preparer of the EIS feel that each alternative was in the context of each issue being considered. While openly subjective, the reviewer is enabled to make his or her own conclusion concerning the same evaluation criteria, or question why other evaluation criteria was not incorporated into the overall evaluation of project alternatives.

While this approach may not be the ultimate answer to evaluating project alternatives, it is an approach worthy of future consideration and use because it provides a useful basis for a substantive discussion between the EIS preparer and those responsible for reviewing

Mr. John Harrison
April 27, 1989
Page 2

EIS documents in the context of managing various physical, biological and cultural resources. Accomplishment of, at least, this objective of Chapter 343 and the National Environmental Policy Act would make a significant step toward a more meaningful use of environmental impact statements presently prepared and circulated within the State of Hawaii.

Alternative C is not easily comparable with Alternative B because Alternative C does not stipulate a specific site. However, other undeveloped sites within other urban locations are an option that should be included despite the difficulty in comparative analysis.

The convenience store and gas operation at Keauhou Shopping Village is already in operation. Consequently, this option should be considered in the context of Alternative A. For this reason, we will expand section 2.3 to reflect the presence of this operation.

The two coastal zone policies, which you cited from Section 205 A-2 of the Hawaii Revised Statutes do not relate to the proposed projects because the proposed convenience store and gas operation is not a "coastal dependent development". We will re-examine the objectives and policies of Section 205 A-2 to determine if any other relevant policies or objectives have been overlooked. If so, they will be identified in the final EIS.

The presence of a convenience store operation near Kahaluu Beach Park will likely increase the consumption of packaged foods and beverages along the shoreline. Since trash receptacles are conveniently located at various points within the Park and the Park is maintained on a regular basis, it is not believed that the public will discard a significant volume of plastic debris into the shoreline waters.

Regards,



Jim Petersen
Principal Planner

cc: State Office of Environmental Quality Control

Circle K. MAR 23 1989

COPY



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAII
25 AUPUNI STREET • HILO, HAWAII 96720

March 16, 1989

To: Planning Department
From: H. William Sewake, Manager
SUBJECT: ENVIRONMENTAL IMPACT STATEMENT
CIRCLE K CONVENIENCE STORE PROJECT
TAX MAP KEY 7-9-14:80
FILE: C02-7-099-0101

Please be informed that the subject parcel has an existing service which will accommodate a 5/8-inch meter. Based on demand computations submitted by Anthony S. Takko/Hawaii, the existing service will be adequate to serve the development. Therefore, we have no objections to the subject project.

H. William Sewake
Manager

QA

cc - Circle K, Hawaii, Inc.
Mr. James H. Pedersen

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

March 24, 1989

Mr. William Sewake
Manager
Department of Water Supply
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Sewake:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your review of the draft EIS for this project. We also appreciate your confirming that the service capacity of the existing public water distribution system is adequate to serve the proposed project.

Should you have any further questions, please contact us at your convenience.

Sincerely,

Jim Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

... Water brings progress...

Bernard K. Akana
Mayor

Susan Labrenz
Managing Director



DEPARTMENT OF PARKS & RECREATION
COUNTY OF HAWAII

Larry S. Tanimoto
Director

George Yoshida
Deputy Director

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22

Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 12, 1989

Planning Department
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Office of Environmental Quality Control
State of Hawaii
465 South King Street, Room 104
Honolulu, Hawaii 96813

Subject: Circle K Convenience Store Project - EIS
Kahaluu, North Kona, Hawaii
TNK: 7-8-14:86

The project's EIS has been reviewed and we have no adverse comments to offer.

We would welcome the opportunity to further discuss the possibility of Circle K assisting in the maintenance of the County's Kahaluu Beach Park. Such an 'adoption' procedure is being discussed for other parks throughout the County.

Thank you for the opportunity to participate in the review process of the project.

Sincerely,

Larry Tanimoto
Larry Tanimoto
Director

cc: Circle K Hawaii, Inc.
2153 North King Street, Suite 327
Honolulu, Hawaii 96813

James U. Pedersen
Planning Consultant
P. O. Box 22
Volcano, Hawaii 96785

April 17, 1989

Mr. Larry Tanimoto
Director
Department of Parks and Recreation
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Tanimoto:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your letter of April 12, 1989 concerning this project. We appreciate the opportunity to further discuss potential opportunities to participate in the maintenance of Kahaluu Beach Park and related "adoption" procedures.

You are in receipt of a letter, dated May 9, 1989, from Mr. David Trask, Jr., vice president of Circle K Hawaii, Inc. In his letter, he recognized your interest in constructing a new restroom facility within Kahaluu Beach Park, as well as a gate at the Beach Park's driveway that connects to Alii Drive. It is concurred that use of the gate in the nighttime hours will reduce the amount of loitering and potential illegal alcohol consumption at the Beach Park.

Should the proposed convenience store project proceed, Circle K Hawaii looks forward to working with you in the development of these park improvements.

Should you have any further questions or concerns, please contact me at your convenience.

Regards,

Jim Pedersen
Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control



PLANNING DEPARTMENT

28 AUFUNI STREET • HILO, HAWAII 96720
(808) 931-4346

BERNARD K. AKANA
Mayor
DUANE KAMUHA
Deputy Mayor
WILLIAM L. MOORE
Deputy Director

COUNTY OF
HAWAII

April 21, 1989

Mr. James H. Pedersen
Planning Consultant
P. O. Box 22
Volcano, HI 96785

Dear Mr. Pedersen:

Draft EIS - Circle K Convenience Store Project

We have reviewed the subject Draft EIS document and our comments are as follows:

1. The purpose section of the EIS needs to clarify that the Final EIS will be also used as a supporting document for the pending change of zone application as well as the SMA application.
2. While Circle K Hawaii, Inc. has filed an application for an SMA Use Permit, the triggering mechanism for compliance with Chapter 343, HRS, is that the project affects the Kahalu'u Historic District which is listed in the National Register of Historic Places. This information should be included in the purpose section of the EIS.
3. The EIS needs to clarify and justify the rationale that Alternative A (no project) would encourage urban expansion beyond the present limits of North Kona and the urban areas.
4. The EIS needs to disclose that the convenience store and gas station at the Keaouhou Shopping Center has been constructed and is open for business. Further, it should include the Keaouhou Convenience Store in its Project Alternative analysis.
5. The EIS should state a more precise distance (e.g., feet, minutes) between the Keaouhou Shopping Center and the project site in order to give its proper perspective. The EIS states that the Keaouhou Shopping Center is "within a mile" from the project site. This gives the impression that the shopping center is farther away than it really is.

Mr. James H. Pedersen
April 21, 1989
Page 2

6. Several tables make reference to Belt Collins & Associates. The study by which these figures were derived from should be noted in the EIS.
7. The EIS discusses data on planned commercial shopping centers in South Kohala. It should also include discussions on existing and/or planned commercial shopping centers in North Kona.
8. Table 2-3 shows that "no project" Alternative A is not compatible with surrounding land uses as the development of the Circle K would be on the project site. Based on the Socio-Economic Report, this is questionable. It further values the construction of Circle K at the subject site as being more desirable for conserving Kahalu'u Historic District resources than would the no project alternative. The EIS needs to set forth how the project will conserve historical resources.
9. With respect to the cultural resources section, there should be a description of the Kona Field System and the Kuakini Wall in relationship to the overall significance of the district.
10. The EIS needs to disclose that this portion of Alii Drive is at the northern entrance to the Keaouhou-Kona Major resort destination area. The document needs to address the impacts of the proposed project design as this Major Resort Destination area.
11. The EIS should include the description of the Zoning Codes definition of the "NEIGHBORHOOD-COMMERCIAL" and "VILLAGE COMMERCIAL" zone districts and state the differences between the two districts. More importantly, it should explain the four different commercial zone districts and the differences and reasons for these districts.
12. The EIS should disclose all of the General Plan's goals, policies, standards and courses of actions related to this proposed commercial use rather than just the supportive policies. For instance, it should also note the course of action in the North Kona commercial element which states "to centralize commercial activities in existing urban centers."

Mr. James H. Pedersen
April 21, 1989
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13. In section 4.5.2, it should be disclosed that even if the General Plan's Land Use Pattern Allocation Guide map designates an area for a particular designation, it does not automatically mean consistency with a requested zoning. The test for consistency is concluded only after a detailed and comprehensive analysis of the General Plan element policies is made in relationship to the proposed change of zone request. The LUPAG map is not designed to be specifically measurable, so in terms of conformance with the LUPAG map, the review would be to verify consistency with the general land use pattern. Only upon concluding that the consistency with the LUPAG map is found, would there be an evaluation of the applicable policies, objectives, and standards of the General Plan. In addition, a careful evaluation of all other planning documents, particularly the Community Development Plan, as well as a review by various government agencies would be made before a decision is finally rendered.
14. The EIS should discuss the relationship of the project to the goals, objectives, policies and priorities of the Hawaii State Plan.
15. The EIS should disclose that the Kona Regional Plan designates the subject area as Open for park and recreation purposes.
16. Confirmation of sewer hookup should be included as an unresolved issue. In addition, the owner/operator of the treatment plant should be verified.
17. In Appendix D, the EIS notes the former Kona Flea Market. It should be clarified that the Kona Flea Market was an illegal use established on the property in violation of the Zoning Code and the SMA rules. The reason for ceasing operation is because it was not a permitted use in that area and it also did not comply with the Building and Fire Code requirements.
18. The Traffic Study predicated the resolution of any traffic problems in this area with the proposed Aali Highway realignment project. Yet it also fails to disclose that this project does not have a predictable construction schedule. There is a possibility it may not be constructed within the next ten years. So the analysis may not be as conclusive as it indicates.

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19. Other comments:

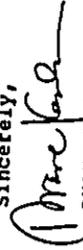
Page 2-14, please note that the water distribution line is maintained by the Department of Water Supply and not the Department of Public Works.

Page 4-8, it should be noted that only a change of zone requires an approval from the County Council. Further, SMA Use Permit is approved or denied by the Planning Commission, however, its approval would be effective upon zoning approval.

Page 2-12, 4-3 to 4-5, references to Kamaaina Corporation have been made rather than to Circle K Hawaii, Inc.

Thank you for the opportunity to comment on the draft EIS for the proposed Circle K project. Should you have any questions, please feel free to contact our office.

Sincerely,



DUANE KANUHA
Planning Director

AK:aeb

Mr. Duane Kanuha
April 26, 1989
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**JAMES H. PEDERSEN
PLANNING CONSULTANT**

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 26, 1989

Mr. Duane Kanuha
Planning Director
Hawaii County Planning Department
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Kanuha:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your comprehensive review of the draft EIS for this project. As a result of your comments, we will be incorporating various revisions in the final EIS. These revisions are summarized in the following paragraphs.

1. Section 1.1, Purpose of the Report, indicates that the EIS is being used as a supporting document for the pending change of zoning and SMA permit. This section will be revised to indicate that the location of the project site, within the Kahaluu Historic District, prompted the Hawaii County Planning Department's requirement for an environmental impact statement.

2. The final EIS will further clarify why Alternative A, the no project option, may encourage urban expansion beyond the present urban areas of North Kona and Hilo. This revision will be presented within section 2.6 of the final EIS.

3. The presence of a new convenience store and gas station within the Keaouhou Shopping Center, will be identified and evaluated in both Chapter Two and Section 4.4 of the Final EIS.

4. Tables 2-1, 2-2, and 3-1 will include a reference to the Kealakehe Planned Community Concept Feasibility Study that will accompany the existing reference to Belt Collins and Associates.

5. Table 2-2 will be expanded to include information regarding planned commercial shopping centers in North Kona.

6. The rating of Alternative A, presented in Table 2-3, will be further clarified in Section 2.6 of the final EIS.

7. The significance of the Kahaluu Historic District is summarized in Section 3.3.1.1 of the draft EIS. The request for additional information concerning the Kuakini Wall will not be provided in the final EIS because the proposed Circle K project will not impact, in any way, the character of this archaeological feature.

8. Section 3.4.5.1 will be expanded to indicate that Alii Drive is one of two entrances to the Keaouhou-Kona resort. Development of the project will create a change in aesthetics on the project site. The attractiveness of the change is entirely subjective.

Increased vehicular traffic along Alii Drive will generate the only impact upon this resort complex. M&E Pacific, Inc., which evaluated potential future traffic conditions, concluded that future vehicular traffic will not generate any significant impacts upon the level of service presently available along Alii Drive (Appendix C).

9. The discussion of County zoning designations will be expanded to include a discussion of permissible uses within a commercial neighborhood zone. The difference between this zoning designation and other commercial zoning designations will also be identified in Section 4.5.1 of the final EIS.

10. Section 4.5.2 discusses the relationship of the proposed project to the Hawaii County General Plan. This section of the draft EIS will be reviewed to ensure that all relevant goals, policies, and standards are reviewed in the final EIS.

Another paragraph in Section 4.5.2 addresses land use designations depicted in the General Plan's Land Use Pattern Allocation Guide map for the project area. A disclaimer will be added that indicates that the LUPAG designations do not necessarily mean consistency with the requested zoning.

11. Section 4.5.4 of the final EIS will discuss the relationship of the project to the Hawaii State Plan.

12. The Kona Regional Plan designates properties south of the project site as "Open" for park and recreation purposes. Representatives of the Hawaii County Department of Parks and Recreation indicate that no short or long-term plans are being contemplated for the development of any expanded park area or facilities in this area. Further, it is believed that this issue relates more specifically to the neighboring resort development project being proposed for this area.

Mr. Duane Kanuha
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This designation will be discussed in Section 4.5 of the final EIS.

13. Circle K Hawaii is working with Kamehameha Development Corporation to establish an agreement that would permit connection of the project to the Keaouhou Wastewater Treatment Plant. The treatment plant is owned by Kamehameha Development Corporation and operated by the County of Hawaii.

14. We are aware that the Kona Flea Market was an illegal use established on and adjacent to the project site, as well as the general reasons for discontinuing Market operations. Appendix D will not be revised in the final EIS. This information is not an issue associated with the proposed project.

15. The traffic impact analysis made in conjunction with the draft EIS (Appendix C) was prepared by M&E Pacific, Inc. This report addresses the uncertainty of the Alii Highway implementation date by analyzing ambient traffic conditions with and without the proposed highway. The initial portion of the report assumes no highway; the final section of Appendix C assumes that the Alii Highway project is implemented.

The timing of the Alii Highway project will be re-confirmed with the County Department of Public Works. Representatives of the Department of Public Works earlier indicated to M&E Pacific, Inc. representatives that construction of the Alii Highway project was expected to begin in 1993 and be completed within an 1.5 year period.

In response to other comments, a parametric analysis was conducted to obtain a range of results covering alternate possibilities of traffic growth and highway development. The existing weekday volumes on all approaches (see Figure 1-Appendix C) were increased 20 percent and 50 percent to account for a wide range of highway growth, or even weekend conditions. Further, for the ambient traffic forecasts with Alii Highway traffic volumes (see Figure 4-Appendix C), the four turning movements into and out of Makolea Street were increased by 50 vehicles per hour to account for more vehicles accessing the Alii Highway. The results indicated on the attached table indicate that the proposed project will not adversely affect traffic performance at the intersection.

In view of the many comments made, it is important to remember that a project of this type will not generate a large amount of new traffic. Rather, it attracts traffic already passing by on the adjacent roadway. For this study, we made a conservative assumption that 60 percent of the generated traffic would be new trips. An Institute of Transportation Engineers journal article, which appeared shortly after the traffic impact analysis was made, indicated that 55 to 85 percent of convenience store traffic is attracted from the adjacent roadway. Consequently, new vehicular trips generated by the project would more likely

Mr. Duane Kanuha
April 26, 1989
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range between 15 and 45 percent.

16. The water distribution line along Makolea Street is maintained by the Board of Water Supply and this information will be reflected in Section 2.7.3.2 of the final EIS.

17. Section 4.8 will be revised to clarify the approval process for a change of zone. However, it will also be pointed out that the planning director has discretion to permit commercial uses within a resort district without a formal change of zone.

18. References to Kamaaina Corporation on pages 2-12, 4-3 and 4-4 are incorrect and will be deleted from the text. Because of prior involvement in a neighboring project, this reference was accidentally incorporated within the text by our technical staff.

The calculations of total construction value, as well as direct, indirect, and induced income (page 4-4), represent those anticipated for the Circle K project. Appropriate references to Circle K Hawaii will be made in the final EIS.

Thanks again for your thorough review of the draft EIS.

Regards,



Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

DEPARTMENT OF PUBLIC WORKS
COUNTY OF HAWAII
HILO, HAWAII

Memorandum

TO : Planning Director
FROM : *David Muehlen*
Hugh Y. Ono, P. E., Chief Engineer
SUBJECT: DRAFT EIS - CIRCLE K CONVENIENCE STORE PROJECT
North Kona, Hawaii

DATE April 11, 1989

We have reviewed the subject document and our comments are as follows:

1. Traffic on Alii Drive may decrease with the opening of the Alii Highway but the traffic on Makolea Street will increase. Makolea Street is one of only two connectors between Alii Drive and Alii Highway that will be connected at the time Alii Highway is built. The other connector is at the Alii Kai Subdivision. The assumed increase of Makolea Street traffic seems low.
2. We feel that the left turn movements out of Makolea Street onto Alii Drive will be the critical movement. The level of service for this movement was not given.
3. Why are the turning movements at the driveway into the project much higher than at Makolea Street?
4. We take exception to the conclusion in Appendix A Page 5 that "Even with the addition of the proposed store, the traffic operations at the subject intersection will be better than present."
5. Provide sidewalk along entire frontage of Alii Drive.
6. Widen roadway along Alii Drive and Makolea Street from the edge of the existing pavement to the new concrete gutter.
7. Provide drainage facility as necessary to drain the gutter.
8. Keep height of rockwall at the intersection low.
9. Provide a sidewalk along the driveway to Kahaluu Park. At present, beachgoers patronize the wagons at the rear of the park. If the Circle K is constructed, beachgoers will walk to it, yet there are no pedestrian facilities along the driveway. The driveway may have to be widened to accommodate the sidewalk.
10. Makolea Street and the driveway are not directly across each other. What will be done to mitigate this?

DHM/acs
cc: Traffic
Engineering Div.

May 9, 1989

Mr. David Murakami, P.E.
Department of Public Works
County of Hawaii
25 Aupuni Street
Hilo, Hawaii 96720

Dear Mr. Murakami:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your taking the time to review the draft EIS. We have prepared the following responses in response to your comments.

1. The Traffic Impact Analysis Report (Appendix C), prepared by M&E Pacific, Inc. addresses the uncertainty of the Alii Highway implementation date by analyzing ambient traffic conditions with and without the proposed Alii Highway. The parametric analysis included adding 50 vehicles per hour to each of the four movements into and out of Makolea Street. Although the level of service for the Makolea Street approach reduces from A to B because of traffic generated by the project, level of service B is very acceptable.
2. In accordance with the Highway Capacity Manual, Makolea Street traffic was analyzed with all three movements on one lane. If a separate left turn lane were added to the existing roadway, the parametric analysis (previously discussed) indicated that it would operate a level of service C, with this being the "worst case scenario". The initial analysis, which assumes the presence of Alii Highway, indicates that a separate left turn lane would operate a level of service A.
3. M&E Pacific, Inc. shows more trips at the project driveway than at Makolea Street because it was assumed this would be the primary entry/exit. Transferring some of these trips to Makolea Street would not affect the level of service at the intersection. Observation of traffic at a convenience store located on a major/minor street intersection will confirm this assumption.
4. Since Alii Highway will decrease traffic volumes on Alii Drive, it is reasonable to assume that traffic operations at the Makolea Street-Alii Drive intersection will be better than present.

Mr. David Murakami, P. E.
May 9, 1989
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5-9. Your recommendations concerning sidewalk and drainage improvements are acceptable to Circle K Hawaii and will be incorporated into the final EIS.

10. The present non-alignment of Makolea Street and the Kahaluu Beach Park driveway is not desirable, but should be tolerable for the level of traffic volumes assumed in the original traffic impact analysis report (Appendix C). When Alii Highway is made operational and Makolea Street becomes an access route, a realignment at that time may be highly desirable. However, this should not be the responsibility of the developer.

Should you have any further questions, please contact us at your convenience.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

APRIL 24, 1989

CIRCLE K
C/O JIM PEDERSEN, PLANNING CONSULTANT
PO BOX 22
VOLCANO HAWAII 96785

RE: QUESTIONS REGARDING ENVIRONMENTAL IMPACTS OF THE PLANNED GASOLINE STATION/STORE AT THE KAHALUU BEACH PARK INTERSECTION ON ALII DRIVE IN KEAHOHU KONA.

THESE QUESTIONS ARE BROKEN DOWN INTO THE FOLLOWING CATEGORIES IN THE FOLLOWING ORDER: ALCOHOL CONSUMPTION, CHILDREN'S SAFETY /SCHOOL BUS STOP, TRAFFIC HAZARDS, GASOLINE STATION HAZARDS, ZONING, KAHALUU BEACH PARK, NEED, GAS PRICES, HISTORICAL, COMMUNITY OPPOSITION, MISCELLANEOUS.

- ALCOHOL
1. WILL CIRCLE K BE SEEKING A LICENSE TO SELL ALCOHOLIC BEVERAGES AS THEY GO IN THEIR OTHER GAS STATION/ STORES ?
 2. DO YOU KNOW THAT ALCOHOL IS THE LEADING CAUSE OF TRAFFIC INJURIES AND TRAFFIC DEATHS ?
 3. DO YOU KNOW THAT ALCOHOLIC BEVERAGES ARE ILLEGAL AT KAHALUU BEACH PARK EXCEPT WITH A PERMIT AT A PAVILION ?
 4. IS THE SALE OF LIQUOR BY A CIRCLE K LOCATED DIRECTLY ACROSS THE STREET FROM THE PARK LIKELY TO INCREASE THE ILLEGAL CONSUMPTION OF LIQUOR AT KAHALUU BEACH PARK DURING THE DAY AS WELL AS AT NIGHT ?
 5. WHAT STEPS WILL YOU TAKE TO PREVENT ITS ILLEGAL USE AND ABUSE AT KAHALUU BEACH PARK ?
 6. WILL THE SALE OF ALCOHOLIC BEVERAGES ENCOURAGE YOUNG PEOPLE TO DRINK AND HANG OUT AT NIGHT AT THE KAHALUU BEACH PARK PAVILION ?

CHILDREN'S SAFETY / SCHOOL BUS STOP

7. ARE YOU CONCERNED ABOUT THE SAFETY OF THE SCHOOL CHILDREN WHO CONGREGATE AT THE BUS STOP ON THE CORNER OF ALII AND MOKULE'A ?
8. WILL A CIRCLE K GAS STATION/STORE INCREASE THE RISK OF DANGER TO THE SCHOOL SOUND CHILDREN WHO WALK TO AND CONGREGATE AT THE CORNER OF ALII AND MOKULE'A ST. ?
9. HAVE YOU DONE A COMPREHENSIVE STUDY OF THE IMPACT OF A CIRCLE K GAS STATION/STORE ON THE SAFETY OF THE SCHOOL CHILDREN WHO CONGREGATE AT THE CORNER OF ALII DR AND MOKULE'A STREET ?
10. IF SO, WHAT CONCLUSION HAVE YOU REACHED IN REGARD TO THE ABOVE ?
11. HOW MANY MOTHERS HAVE YOUR CONSULTED WITH WHOSE CHILDREN USE THE BUS STOP AT THE INTERSECTION OF THE RESIDENTIAL /RESORT NEIGHBORHOOD WHERE CIRCLE K WANTS TO BUILD A GAS STATION/STORE ?
12. ARE THE MOTHERS OF THESE CHILDREN SATISFIED THAT A CIRCLE K GAS STATION/STORE AT THAT INTERSECTION WILL NOT ENDANGER THEIR CHILDREN ? WHAT TIME DO THE SCHOOL CHILDREN START ARRIVING AT THE CORNER TO WAIT FOR THEIR SCHOOL BUS ?

13. WILL YOU CONTACT THE MOTHERS OF ALL THE CHILDREN WHO WAIT AT THE SCHOOL BUS STOP, ADVISE THEM OF YOUR CIRCLE K GAS STATION/STORE PLAN SO THAT THEY MAY SUPPORT OR OPPOSE IT ?
 14. HOW WILL YOU ELIMINATE THE THREAT TO CHILDREN'S SAFETY CAUSED BY INCREASED VEHICULAR TRAFFIC AT THE SCHOOL BUS STOP INTERSECTION CREATED BY THE PRESENCE OF THE PLANNED CIRCLE K GAS STATION/STORE ?
 15. HOW MANY BUSES PICK UP SCHOOL CHILDREN AT THIS INTERSECTION ?
 16. WHAT TIME DO THESE BUSES COME ?
 17. WHAT TIME AND WHERE DO THE YOUNGER CHILDREN CONGREGATE ?
 18. WHAT TIME AND WHERE DO THE OLDER CHILDREN CONGREGATE ?
 19. HOW MANY BUSES RETURN THE KIDS IN THE AFTERNOON ?
 20. WHAT TIME DO THESE BUSES DROP OFF THE KIDS ?
 21. WHERE DO THE BUSES DROP OFF THE KIDS ?
 22. DURING THE 12 HOUR PERIOD FROM 6AM TO 6PM WHICH 6 HOURS ARE THE BUSIEST FOR CIRCLE K GAS STATION / STORES IN HAWAII COUNTY AND WHICH 6 HOURS ARE THE SLOWEST ?
 23. WHAT ARE THE NUMBER OF CARS EXPECTED TO BE PULLING IN AND OUT OF THE GAS STATION/STORE DURING EACH OF THESE 12 HOURS ?
 24. WILL YOU ABANDON THE CIRCLE K GAS STATION/STORE DEVELOPMENT IF IT IS SHOWN TO BE UNSAFE FOR THE SCHOOL CHILDREN ?
- GASOLINE STATION
25. HOW MANY FEET IS IT FROM THE PERIMETER OF KAHALUU BEACH PARK TO THE CLOSEST PERIMETER OF THE PROPOSED CIRCLE K DEVELOPMENT SITE ?
 26. HOW FAR IS IT FROM THE CLOSEST POINT OF THE CIRCLE K DEVELOPMENT TO THE BIG BARBEQUE AT MAUKA OF THE BIG PAVILION AT KAHALUU BEACHPARK ?
 27. WHERE ELSE IN THE STATE IS THERE A GAS STATION LOCATED AS CLOSE AS CLOSE TO THE SHORELINE AS THE PLANNED CIRCLE K IS TO KAHALUU BEACH PARK SHORELINE ?
 28. WHAT IS YOUR EMERGENCY PLAN IN THE EVENT A LEAK IS DETECTED ?
 29. IS EQUIPMENT AVAILABLE ON THE ISLAND TO DEAL WITH AN UNDERGROUND GASOLINE LEAK ?
 30. HOW MANY UNDERGROUND GASOLINE STORAGE TANKS WILL THERE BE AND WHAT SIZE WILL THEY BE ?
 31. HOW MANY FEET IN FROM THE CORNER OF ALII DR & MOKALOA IS THE CENTER OF THE GASOLINE STORAGE ?
 32. WILL YOU PUBLISH THE PLANS FOR THE UNDERGROUND GASOLINE STORAGE TANKS IN THE FINAL EIS ?
 33. HOW HIGH IS SEA LEVEL AT 2 FEET HIGH TIDE IN RELATION TO THE DEPTH OF THE GASOLINE STORAGE TANKS ?
 34. WHERE IS THE BOTTOM OF THE TANK IN RELATION TO SEA LEVEL AT THAT POINT?

51. WHAT NEED IS THERE FOR A GAS STATION/STORE IN THIS RESORT AND RESIDENTIAL AREA THAT JUSTIFIES A "SPOT" COMMERCIAL REZONING OF THAT INTERSECTION PARCEL?

52. REZONING IS PREDICATED ON THE NEED TO CHANGE LAND USE. WHAT IS THE OVERRIDING NEED THAT JUSTIFIES SPOT REZONING IN THIS RESIDENTIAL RESORT AREA WHERE ALL THE PRODUCTS AND SERVICES YOU SUPPLY ARE ALREADY SUPPLIED WITHIN A MILE OF YOUR PLANNED STORE?

53. NOW THAT A GASOLINE STATION HAS BEEN BUILT LESS THAN A MILE AWAY FROM THE PROPOSED CIRCLE K GAS STATION/STORE SITE WHY DO YOU THINK THAT A GAS STATION AT KAHALUU IS NEEDED?

54. THERE IS NO A GAS STATION ON ALII DR. HOULDN'T THE "SPOT REZONING" FOR A CIRCLE K GAS STATION CREATE AN UNDESIRABLE PRECEDENT FOR A COMMERCIAL DEVELOPMENT AS WELL AS OTHER GAS STATIONS ALONG ALII DR?

55. DOES "CONVENIENCE" JUSTIFY THE LIKELY ENVIRONMENTAL DEGRADATION OF A CIRCLE K GAS STATION STORE BY KAHALUU BEACH PARK?

KAHALUU BEACH PARK IMPACTS

57. WHAT CAN HAPPEN TO THE WATERS AND MARINE LIFE AT KAHALUU BEACH IF THE UNDERGROUND STORAGE TANK LEAKS?

58. IN ORDER TO DETERMINE A SAFE LINE FOR KAHALUU BEACH PARK NEARSHORE WATERS WILL YOU AGREE TO DO PAY FOR DAILY WATER MONITORING FOR A YEAR AND WEEKLY THEREAFTER?

59. WHAT IMPACTS WILL THE INCREASED TRAFFIC HAVE ON NIGHT TIME USE OF KAHALUU BEACH PARK?

60. WILL CIRCLE K PAY THESE COSTS?

61. WHY DON'T YOU LOCATE INLAND INSTEAD OF ON ALII DR AT THE INTERSECTION TO KAILUA-KONA'S FOREMOST BEACH PARK?

62. WHAT EFFECT WILL YOUR CIRCLE K GAS STATION/STORE HAVE ON THE FOOD CONCESSION AT KAHALUU BEACH PARK?

63. WILL YOU RENT SNORKELING EQUIPMENT?

64. WILL A CIRCLE K GAS STATION/STORE ENHANCE THE ENVIRONMENT OF THE AREA?

65. WILL A CIRCLE K GAS STATION/STORE ENHANCE THE AESTHETICS OF THE AREA?

NEED

66. WHAT PURPOSE WILL YOUR FACILITY SERVE SINCE EVERYTHING YOU SELL IS ALREADY LOCATED AT THE VERY CLOSE BY COMMERCIAL ZONED KEAUKOU SHOPPING CENTER?

67. HOW DO YOU JUSTIFY A GAS STATION WHEN THERE IS A NEW ONE LESS THAN A HALF MILE AWAY AND 5 MORE IN KAILUA WITH A 6TH NEW ONE COMING?

PRICE OF GAS

68. WHY IS THE PRICE OF GASOLINE SO HIGH IN HAWAII RELATIVE TO THE PRICE OF GASOLINE IN CALIFORNIA?

69. WHY IS THE PRICE OF GASOLINE SO HIGH IN KONA RELATIVE TO THE PRICE OF GASOLINE IN HILO?

35. IN HOW MANY INCHES OR FEET OF WATER WILL ANY PART OF THE UNDERGROUND GASOLINE STORAGE TANKS BE SUBMERGED?

36. THE AREA WITHIN WHICH YOU WANT TO BUILD A CIRCLE K GAS STATION/STORE IS IN THE OFFICIAL TSUNAMI INUNDATION AREA. WHAT DANGERS ARE IMPOSED WHEN A TSUNAMI INUNDATES THE GAS STATION/STORE.

37. WHAT WILL YOU DO ABOUT ANTI-LEAK PROTECTION?

38. HOW WILL YOU USE ELECTRONIC ANTI-CORROSION MEASURES IF TANKS HAVE TO SIT IN WATER?

TRAFFIC

39. A STORE ACROSS THE STREET FROM KBP IS LIKELY TO CAUSE PEDESTRIAN ACCIDENTS INVOLVING ADULTS AND CHILDREN CROSSING THE INTERSECTION FROM THE PARK TO THE STORE

40. AT ITS PROJECTED BUSIEST LEVEL WHAT WILL THE TOTAL NUMBER OF CARS ENTERING AND EXISTING THE PLANNED CIRCLE K BE DURING THE HOURS OF 6AM TO MIDNIGHT?

41. WHAT IS THE TRAFFIC COUNT ON WEEKENDS DURING DAYLIGHT HOURS FOR CARS GOING IN AND OUT OF KAHALUU BEACH PARK?

42. HOW MANY TRIPS A DAY WILL BE ADDED TO THE INTERSECTION ONCE ALL THE DEVELOPMENTS ALONG MOHALE'A ST ARE BUILT?

43. WHAT IS THE CUMULATIVE IMPACT ON TRAFFIC OF FULL BUILD OUT OF ALL ALII DR LAND ZONED RESORT OR RESIDENTIAL SITES INCLUDING DEVELOPMENT ON MOHALE'A ST. AND INCLUDING THE CIRCLE K STORE. GIVE FIGURES BASED ON ALII HWY BEING BUILT AND ALII HWY NOT BEING BUILT.

44. AREN'T YOU CONSIDERABLY INCREASING THE LIKELIHOOD OF A PEDSTRIAN/VEHICULAR ACCIDENT BY CREATING A DRAH TO CROSS THE STREET FROM A MOST POPULAR BEACH PARK.

45. ISN'T THE LIKELIHOOD OF SUCH AN ACCIDENT HAPPENING TO AN ADULT OR A CHILD INCREASED BY YOUR GAS STATION/STORE ACROSS THE STREET.

46. WHAT HAVE YOU TO SAY ABOUT THE SAFETY OF PEOPLE WHO MAY WALK ACROSS THE STREET FROM KAHALUU BEACH PARK TO BUY YOUR FOODS.

47. SINCE ALII DR IS A 2 LANE ROAD CARS GOING SOUTH INTO THE GAS STATION/STORE WILL JAM UP TRAFFIC ON ALII DRIVE AND CREATE A DANGER SHOULD CARS GOING SOUTH WITH NO ALTERNATIVE BYPASS. HOW WILL YOU PREVENT THIS FROM HAPPENING?

ZONING

48. IS THE PLANNED CIRCLE K INCONSISTENT WITH THE MASTER PLANS FOR RESORT AND RESIDENTIAL USE OF SURROUNDING AREA.

49. ISN'T A GAS STATION INCOMPATIBLE WITH AND DETRACT FROM THE UPSCALE QUALITY OF THE EXISTING AND PLANNED SINGLE FAMILY AND MULTI FAMILY NEIGHBORHOOD AND RESORT HOTELS?

50. DO YOU BELIEVE THAT CIRCLE K GAS STATION ADDS TO OR DETRACTS FROM THE EASTHETIC BEAUTY OF THE NEIGHBORHOOD, KONA GARDENS, THE ADJOINING KAHALUU BEACH PARK AN ADJACENT HOTELS?

70. WHAT ARE THE PRICES OF GASOLINE AT ALL GASOLINE FILLING STATIONS ON THE ISLAND ON ANY ONE DAY. LIST NAME OF STATION, LOCATION, BRAND OF GAS, AND PRICE PER GALLON OF ALL GRADES ?

71. WHAT WILL YOUR GASOLINE PRICES BE IN COMPARISON TO OTHER GAS STATIONS IN KONA?

72. DO YOU THINK A GAS STATION IS APPROPRIATE NEAR A SIGNIFICANT HISTORICAL COMPLEX.

HISTORICAL

73. DO YOU KNOW THAT THERE IS AN ANCIENT CHURCH WHICH IS AN UNREGISTERED HISTORICAL SITE ON THE GAS STATION/STORE SITE AND THAT FRIENDS OF KAHALUU BEACH PARK AND OTHERS WILL ATTEMPT TO HAVE IT REGISTERED AS AN HISTORICAL SITE

COMMUNITY OPPOSITION

74. YOU MENTION "DON'T BUILD" AS AN OPTION. WHAT WILL IT TAKE FOR CIRCLE K TO ACT UPON THAT OPTION AND WITHDRAW FROM KAHALUU?

75. DO YOU KNOW THAT FRIENDS OF KAHALUU BEACH PARK (FKBP) WILL VIGOROUSLY OPPOSE YOU BEFORE THE COUNTY COUNCIL FOR REZONING, BEFORE THE PLANNING COMMISSION FOR SMA PERMIT, BEFORE THE LIQUOR CONTROL BOARD FOR LIQUOR LICENSE AND BEFORE EVERY AVENUE OF APPROVAL INCLUDING PUBLIC OPINION.

76. WILL YOU WITHDRAW FROM THE ALII DR/KAHALUU SITE IF YOU ARE CONVINCED THAT MOST PEOPLE ARE OPPOSED TO A CIRCLE K GAS STATION/STORE AT THE KAHALUU SITE ?

77. DO YOU KNOW THAT FKBP IS PREPARED TO SEE THOUSANDS OF "GO AWAY CIRCLE K FROM KAHALUU BEACH PARK" MINI-POSTERS PUT UP ALL AROUND HAWAII COUNTY?

78. DO YOU KNOW THAT FKBP IS PREPARING TO SELL HUNDREDS OF T-SHIRTS THAT SAY "GO AWAY CIRCLE K"?

79. DO YOU KNOW THAT CIRCLE K STORES WILL BE PICKETED WITH SIGNS SAYING:

- GO AWAY CIRCLE K FROM KAHALUU BEACH PARK
- SAVE KAHALUU BEACH PARK FROM A CIRCLE K GAS STATION
- DON'T BUY GAS AT CIRCLE K
- SAVE KAHALUU BEACH PARK / BOYCOTT CIRCLE K
- CIRCLE K DON'T ABUSE OUR NEIGHBORHOOD
- DON'T SPOT ZONE HERE FOR A CIRCLE K GAS STATION
- SCHOOL BUS STOPS HERE / STAY AWAY CIRCLE K

80. WHAT WILL CIRCLE K DO WHEN DAILY PICKETING IS STARTED AT ALL CIRCLE K GAS STATIONS IN HAWAII COUNTY BY THOSE OPPOSED TO A GAS STATION AT KAHALUU ?

81. WHY DOESN'T CIRCLE K BUILD ITS GAS STATION ELSEWHERE THAN BY KAHALUU BEACH PARK ?

82. DOES CIRCLE K CARE THAT THE COMMUNITY IS OPPOSED TO YOUR INTENDED SPOT REZONING OF THE PARCEL ACROSS THE STREET FROM KAHALUU BEACH PARK IN ORDER TO BUILD A GAS STATION/STORE THERE ?

83. DOES CIRCLE K CARE THAT THE COMMUNITY IS OPPOSED TO BUILDING A GAS STATION/STORE BY KAHALUU BEACH PARK ?

84. WHAT WILL CIRCLE K DO IF A BOYCOTT CAMPAIGN IS INITIATED AS A MEANS OF LETTING CIRCLE K KNOW THE COMMUNITY'S OPPOSITION TO PUTTING A CIRCLE K GAS STATION BY KAHALUU BEACH PARK ?

85. WHAT WILL IT TAKE TO CONVINCIE CIRCLE K THAT THE COMMUNITY IS OPPOSED TO A GAS STATION/STORE BY KAHALUU BEACH PARK ?

MISCELLENEOUS

86. WHAT IS THE NAMES AND TELEPHONE NUMBERS OF THE PRINCIPAL PEOPLE WHO ARE INVOLVED IN OPENING A CIRCLE K GAS STATION STORE BY KAHALUU BEACH PARK ?

87. WHAT IS THE ADDRESS OF CIRCLE K'S HEADQUARTERS IN HAWAII COUNTY, THE STATE OF HAWAII, AND NATIONAL HEADQUARTERS ?

88. WHAT IS THE NAME OF THE CHIEF EXECUTIVE OFFICER OF THE CIRCLE K COMPANY ?

89. WHAT IS THE NAME AND ADDRESS OF THE OWNER OF THE PROPERTY WHERE THE KAHALUU CIRCLE K IS PROPOSED. ?

YOURS FOR A BETTER HAW.

Jerry Rothstein
JERRY ROTHSTEIN, CHAIRMAN PRO TEM
FRIENDS OF KAHALUU BEACH PARK
PO BOX 1544, KAILUA-KONA HAWAII 96745
329-1568

**JAMES H. PEDERSEN
PLANNING CONSULTANT**

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

Friends of Kahaluu Beach Park
Mr. Jerry Rothstein
May 5, 1989
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The sale of alcoholic beverages will not necessarily encourage young people to illegally consume alcohol at Kahaluu Beach Park.

If this impact does occur, Circle K Hawaii is prepared to participate in positive actions to address the situation.

CHILDREN'S SAFETY/SCHOOL BUS STOP

Circle K Hawaii shares your concern for maintaining the safety of some 40 children who ride on one of four school buses that transport children to and from Kahakai Elementary, Kealahoe Intermediate, and Konawaena High School.

The bus stop for elementary and intermediate school buses is on the Kailua side of the Makolea Street-Alii Drive intersection. The bus stop for Konawaena High school students is on the makai side of the Makolea Street-Alii Drive intersection. A van transporting several handicapped students provides curb-to curb service from the Kahale Kahaluu Housing Project.

The departure and arrival times of school bus traffic, in the vicinity of the Makolea Street-Alii Drive intersection, is as follows:

School Bus	Departure/Arrival Time Periods	
	Morning	Afternoon
Konawaena High School	7:20-7:25 a.m.	3:15 p.m.
Kahakai Elementary	7:30 a.m.	2:20-2:25 p.m.
Kealahoe Intermediate	7:40-7:45 a.m.	3:15 p.m.

The State school transportation representative for West Hawaii indicates that presently elementary and intermediate school children tend to move back and forth across Makolea Street while waiting for the early morning school bus. Some children wait for the bus as early as 30 minutes prior to the arrival of their respective bus. Given the level of morning commuter traffic along Alii Drive, the amount of children crossings between the mauka and makai side of Alii Drive are significantly less because of parental concern and direction to their children, as well as the recognition of potential traffic hazards by older high school students.

The presence of a convenience store is likely to attract students before and after school. It is believed that elementary and intermediate school students will continue to cross Makolea Street to the Ka'u side of the intersection. Some may choose to sit on the proposed rock wall along the perimeter of the project site (see Figure 2-3 of the draft EIS). Those students patronizing the store will enter via a proposed sidewalk and one of

May 5, 1989

Friends of Kahaluu Beach Park
c/o Mr. Jerry Rothstein
P.O. Box 1544
Kailua-Kona, Hawaii 96745

Dear Mr. Rothstein:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate you and other members of your organization taking the time to review the draft EIS and expressing your concerns regarding this project. We also appreciate your segregating your concerns in several topic areas in order that we might more conveniently respond to your concerns. Our comments to your letter, which are presented in the following paragraphs, have also been grouped under these same topic areas to facilitate your review.

ALCOHOL CONSUMPTION

We share your underlying concern for alcohol abuse on the Island of Hawaii. Circle K will be seeking a license to sell alcoholic beverages as they do in the other convenience stores on the Island of Hawaii. Following the opening of its store, Circle K Hawaii employees will informally monitor pedestrian traffic from the Kahaluu Beach Park during the nighttime hours. Should these observations suggest that Circle K customers are illegally consuming alcohol at the Beach Park, a written notice will be posted within the store to advise customers of local regulations. A copy of such a notice would also be forwarded to the Hawaii County Police Department in order that they would be aware of efforts by Circle K and of any illegal activities that might be occurring.

Circle K Hawaii will also be participating with the County of Hawaii to construct a gate that across the vehicular access into Kahaluu Beach Park. This gate will close the Beach Park to vehicles unless they have a valid County permit. The gate will help deter many who may choose to loiter in the Beach Park.

Friends of Kahaluu Beach Park
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two vehicular ingress/egress points. In order to maintain pedestrian safety at these locations, Circle K Hawaii is prepared to install signage at the both proposed vehicular ingress/egress points that would require incoming and outgoing vehicular traffic to yield to all pedestrian crossings.

GAS STATION

The project site will be less than one hundred feet from the mauka boundary (along Alii Drive) of Kahaluu Beach Park and probably less than another 50 to 75 feet to outdoor cooking area mauka of the largest pavilion in the Beach Park. The proximity of the proposed gasoline pump islands to the nearby Kahaluu Beach Park is not a significant factor to spill prevention or safety in view of the safety precautions that will be incorporated into the proposed fuel storage and distribution system.

Our review of historical tsunami data from 1837 to present indicates the maximum wave runup recorded in the vicinity of the project was 12 to 15 feet above mean sea level at Keauhou. The tsunami was the result of a locally-generated earthquake in the Hawaiian Islands which occurred on April 2, 1868; the epicenter of the earthquake was located in the southeastern portion of Hawaii Island (the Ka'u district). This information suggests that the project site has not been inundated by wave runup during, at least, the last 150 years.

The fuel storage system will contain three 6,000 gallon tanks, or store a total volume of 18,000 gallons of fuel. The double-wall tanks will be made of ribbed fiberglass; consequently, corrosion measures associated with the tank structure are not necessary. These tanks will be installed approximately 12 feet below ground elevation. Since ground elevation is ranges from roughly +16 to +19 feet above ground elevation, the storage tanks will be installed roughly 4 to 7 feet above mean sea level.

The likelihood of potential leaks from the fiberglass storage tanks is highly unlikely. The storage tanks will be tested for their capability to sustain pressure when they arrive at the dock, as well as onsite prior to installation. These tanks have a 30-year life. Circle K Hawaii is familiar with the use of this pre-manufactured product which is used at various other convenience stores in the State.

There are also other safety features incorporated into the fuel storage and distribution system which are important to the prevention of fuel spills and the detection of unlikely potential leaks before they become reality, or a serious environmental problem. These features include:

- a. one of two valves (driven by the loss of pressure) will discontinue the flow of fuel from the underground storage tanks to the gas pump dispensers once a loss of

Friends of Kahaluu Beach Park
Mr. Jerry Rothstein
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pressure occurs anywhere within the pumping or distribution system, e.g., gasoline dispenser is damaged by an automobile running into it, or a gas dispenser hose is cut open.

b. Two monitoring wells will be installed within the first and second wall of the storage tanks in order that Circle K personnel and local fuel distributors can monitor the amount of moisture and hydrocarbons inside the walls of the storage tanks. This information will be monitored continuously and provides Circle K with the ability to determine and isolate a potential fuel spill before it reaches the outer wall of the storage tank. If a potential leak is detected, a related alarm system will sound within the store. The alarm will prompt Circle K Hawaii personnel to proceed with pre-established procedures, e.g. ordering of an empty fuel truck, to further ensure that no fuel spill would occur. Subsequently, Circle K Hawaii would remove and replace, or repair, the storage tanks.

c. A small drainage system will be located below the point of connection where fuel trucks will pump fuel to the storage tanks via a "quick-disconnect" hose. This system ensures that minor spillage during a resupply will be returned to the underground storage tanks.

TRAFFIC

Since Alii Drive is a two-lane roadway with a 25 mile per hour speed limit, pedestrian warning signs and well-marked crosswalks are expected to be adequate for pedestrian safety despite increased pedestrian traffic.

Based upon average rates identified in the Institute of Transportation Engineers handbook, the peak level of vehicular traffic generated by this project is expected to be about the same level of traffic generated during the peak hour of roadway traffic. Peak hour traffic at the store will attract roughly 100 vehicles per hour. Appendix C of the draft EIS indicates that this increase in vehicular traffic will not significantly affect the level of service that presently characterizes the Alii Drive - Makolea Street intersection. One contributing factor is the future development and use of the proposed Alii Highway which will divert a significant portion of the present Alii Drive traffic flow.

ZONING

The Circle K project site is situated in an area designated for resort use (V-1.25). Circle K Hawaii is applying for a downzoning which represents a less intensive use of the property than is permitted under resort zoning.

Use of the project site for a convenience store would not be incompatible with adjacent residential, recreational, and resort uses because the facility would provide commercial

Friends of Kahaluu Beach Park
Mr. Jerry Rothstein
May 5, 1989
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services that can support the demands of both residents and visitors in the area. Despite the presence of similar services in Keauhou Shopping Village, Circle K Hawaii believes that there is sufficient demand for these services in the Kahaluu area and adjacent residential neighborhoods. Otherwise, it would not be making application for the proposed development.

Whether the proposed store "....detracts from the aesthetic beauty of the neighborhood...."; Kahaluu Beach Park, or the nearby resort area is a subjective question. Since other convenience stores are already present in Kona and Hilo areas, the quality of these facilities is already evident. Consequently, a basis for making this subjective evaluation is available to you.

The approval of the proposed rezoning application and special management area permit by Hawaii County would not necessarily establish any precedent for commercial development along Alii Drive. Rezoning applications are carefully reviewed by the Hawaii County Planning Department; the Planning Commission; and the Hawaii County Council.

KAHALUU BEACH PARK IMPACTS

The water quality and marine life of Kahaluu Bay could be significantly affected by a high volume, subsurface discharge of fuel. However, the potential of this occurrence is extremely unlikely in view of the safety precautions which have been incorporated into the project. These were previously discussed in our response to your concerns regarding the Gas Station and will also be included in the final EIS.

Circle K Hawaii will not participate in a monitoring program of the shoreline waters because this would be an extremely ineffective approach for monitoring potential fuel leaks. Circle K has chosen to monitor vapor pressure in the excavated area immediately adjacent to the storage tanks. This method permits the detection of fuel spills before they might occur, rather than after they occur.

Nighttime vehicular traffic to Kahaluu Beach Park will be reduced by the closing of a gate across the vehicular access to the Beach Park. If project approval is received, Circle K Hawaii is committed to constructing this gate for the County of Hawaii Department of Parks and Recreation. This information will be incorporated into Chapter 4 of the final EIS.

The Circle K convenience store may affect the food concession at Kahaluu Beach Park if the price of convenience foods at the Circle K store are considerably less. It is not envisioned that the Circle K store will rent snorkeling equipment.

Friends of Kahaluu Beach Park
Mr. Jerry Rothstein
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The questions of "aesthetics" and environmental enhancement are entirely subjective and related to the perceived compatibility of the convenience store appearance and use to the appearance and ongoing activities at Kahaluu Beach Park and the surrounding residential-resort community. As stated earlier, the presence of similarly-designed Circle K stores in Kailua and Honalo provides a basis for each person assessing the potential impact of the proposed store upon the aesthetics of the surrounding environment.

NEED

Despite the availability of a convenience store in the Keauhou Shopping Center, Circle K Hawaii believes that an adequate demand exists in Kahaluu and surrounding neighborhood area which is not being served by the Keauhou facility.

PRICE OF GAS

The anticipated price of gasoline at the Circle K store in Kahaluu will be competitive to other gasoline distributors in West Hawaii.

Your remaining questions concerning the price of gasoline are beyond the scope of the draft EIS. Further, they are not germane to the evaluation of the proposed project.

HISTORICAL

We believe that the Circle K convenience store is an appropriate use within the Kahaluu Historic District. Consulting archaeologist, Dr. Paul Rosendahl concluded that "....limited archaeological remains, identified within the project site, are of minimal significance in terms of potential scientific research, interpretative, and/or cultural value".

We appreciate your informing us that you will be attempting to have a nearby church site placed on the State register of historical places.

COMMUNITY OPPOSITION

We recognize your opposition to the proposed convenience store operation. We respect your opinion and your reasons for opposing the project. However, we do not share many of the conclusions that you have reached and believe that those impacts generated by the project can be constructively mitigated.

The remaining rhetorical questions are inappropriate to the EIS process. The EIS process was established in Hawaii in the early 1970's to encourage a constructive dialogue between public agencies, the general public, and private and public developers. We are committed to maintaining the integrity of that process.

Friends of Kahaluu Beach Park
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MISCELLANEOUS

The individual coordinating the development of the Circle K convenience store project at Kahaluu is Mr. David Trask, Jr., vice president of Circle K Hawaii. Mr. Trask can be contacted via mail or telephone as follows:

1602 Nuuanu Avenue, Suite 201
Honolulu, Hawaii 96817
Tel: (808) 531-6255

Mr. Trask's representative on the Island of Hawaii is Mr. Sidney Fuke, Planning Consultant, who can be contacted at 969-1522.

Circle K Hawaii, Inc. is a wholly-owned subsidiary of Circle K Corporation. The Chief Executive Officer of the Corporation is Mr. Karl Eller. The address of the Circle K Corporation is as follows:

Circle K International Headquarters
1601 North Seventh Street
Phoenix, Arizona 85006
Tel: (602) 253-9600

The project site is owned by MBI Venture I, a Hawaii General Partnership. The partnership is represented locally by Mr. Lawrence Cohn, partner, who can be contacted as follows:

Mr. Lawrence Cohn, Attorney-at-Law
75-5751 Kuakini Highway, Suite 104
Kailua-Kona, Hawaii 96740

Should you have any further questions, please contact us at your convenience.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

4/26

Leave Zoning and Natural Beauty

I am against the re-zoning of property across from Kahaluu Beach Park, to allow Circle K Gas/Mart for these reasons:

First, and foremost, the existing zoning is residential, this is consistent with the beauty of the area; slow-paced and definitely non-commercial.

Second, commercial gas/mart facilities are already available, only a few hundred yards south at Keaunou Shopping Mall. Two stations are unwarranted with the existing facilities recently in place.

3) The adjacent property is an historical Church site! A Circle K would be quite incompatible.

4) A hazardous traffic condition will be created for the beachgoers who might walk across Alii Drive from Kahaluu to the Gas/Mart; this is unwarranted liability.

5) Good-bye forever to the natural ambiance of Kahaluu, enjoyed by so many, including those driving by. (Hello) plastic and neon. I'd to re-zone, and lose the serene residential beauty, and allow a spot-zone variance to benefit a few people with windfall profits, certainly seems a travesty to our community.

7) Over the long term, the effects of sinking a huge gas storage tank into the saltwater table of Alii Drive; note, nothing now exists so close to the beach, are detrimental to the ocean ecology, and the local residents. The community should never be threatened with these unknown hazards.

Tom Allen 322-6601
KALUA-KONA

**JAMES H. PEDERSEN
PLANNING CONSULTANT**

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

May 2, 1989

Mr. Tom Allen
P.O. Box 4306
Kailua-Kona, Hawaii 96745

Dear Mr. Allen:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for providing your letter of April 26 and taking the time to review the draft EIS. Through your letter, we recognize your concern for the project. For your use, we are providing some information that may help clarify a number of the planning issues that you have identified.

1. Section 4.5.1 of the draft EIS indicates that the project site is presently zoned for resort use, i.e., V-1.25, rather than residential. The re-zoning request of Circle K Hawaii represents a request for down-zoning the uses permitted on the project site to neighborhood commercial use. Consequently, Circle K Hawaii is pursuing a zoning designation (CN-10) that will permit a less intensive use of the site than is presently zoned by the County of Hawaii.
2. Even though a similar type of convenience store and gas distribution operation is located at Keauhou Shopping Village, Circle K Hawaii believes that there is adequate consumer demand for these services. Otherwise, it would not pursue development of such an operation on its property.
3. Existing and anticipated traffic levels along Alii Drive are not expected to create additional hazards for pedestrians walking from the beach to the proposed convenience store. Adequate site distance is believed to exist on the both the north and south sides of a pedestrian crosswalk that may be situated near the Makolea Street - Alii Drive intersection.

Mr. Tom Allen
May 2, 1989
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4. The location of an underground storage tank beneath the project site will not affect the marine ecology of Kahaluu Bay since all fuel will be stored underground inside double wall fiberglass tanks and connected to typical above-ground gasoline pumps. An interstitial sensing system will be installed between the two outer walls of the storage tank in order to monitor any potential outflow of fuel from the first inner tank wall, as well as any moisture from the outside wall of the tank. This monitoring system, combined with defined emergency spill procedures, will ensure that no fuel will be discharged into Kahaluu Bay.

Should you have any further questions, please contact us at your convenience.

Regards,



Jim Pedersen

cc: State Office of Environmental Quality Control

John D. Don
77-287 Wilohia St.
Kailua-Kona, Hawaii 96740

April 22, 1989

James H. Pedersen, Planning Consultant
P.O. Box 22
Volcano, HI, 96785

Re: EIS for Circle K Convenience Store Project

Dear Sir,

We mentioned in a communication
you received in our EIS of comments for a Circle
K store at the site of the Circle K store. The
Board of Environmental Review has reviewed
and is preparing an impact statement of the EIS.
Please be aware that the comments of the
Board have been filed with the Board. It is our
hope that the Board will be able to review and
comment on the comments of the Board. The
Board is at Kailua-Kona, HI. The Board
will be reviewing the comments of the Board
of such a comment statement as of
the Board will be able to review and
comment on the comments of the Board.
The Board will be reviewing the comments of the Board
and will be able to review and comment on the
comments of the Board. The Board will be
reviewing the comments of the Board and will
be able to review and comment on the
comments of the Board.

Very truly yours,
John D. Don

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967-7619

April 28, 1989

Mr. John D. Don
77-287 Wilohia Street
Kailua-Kona, Hawaii 96740

Dear Mr. Don:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for documenting your concerns regarding the proposed Circle K project. Your
comments will be incorporated into Appendix F of the final EIS.

Sincerely,

Jim Pedersen
Principal Planner

74-5617 Pawai Place #102
Kailua-Kona, HI 96740
21 April 1989

James H. Pederson
Planning Consultant
POB 22
Volcano, HI 96785

Sir:

I have some questions about the EIS regarding the development of the Circle K convenience store at Kahaluu Beach.

Specifically, Chapter 2 . . .

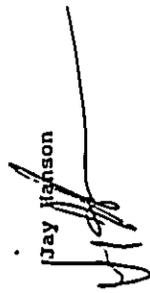
1. . . states that "former" mainlanders dominate the community. I request that you find out why these people came here. Was it because they were tired of the busyness of the mainland? Was it because they like the relaxed, quiet, peaceful, smalltown ambience or because of business opportunities. We believe a survey would show these former mainlanders would be against this blight on the idyllic neighborhood.
2. . . states that Hawaii households treasure available recreation time and we believe that is true. Please determine how increasing the traffic and noise levels could possibly enhance this aspect of Hawaii life.
3. . . states that the method of evaluation is "entirely arbitrary" and "selected by the developer". What would be the comparison ratings and values awarded by an environmental group and/or a group of property owners, living in the area, were they to select the method of evaluation.
4. . . states that there are no published statistics of consumer demands for convenience foods in West Hawaii. Please do a survey and find out how many people would be willing to give up quiet, peace, and ambience, in exchange for convenience foods.
5. . . states that convenience stores are generally located along primary transportation corridors? Who has determined that Alii Drive is a primary transportation corridor? Won't Alii Highway be the primary transportation corridor? Isn't Alii Drive a primary recreation corridor? (With many joggers, bicyclers, walkers, swimmers, etc.)
6. . . states that a key component is the attraction of passing motorists? What studies have been done within the last two years to assess accurately if the passing motorist would use the convenience store if it were there?

I also have some other questions I'd like you to answer.

- 7 How many of the neighbors, in a two mile radius of the store, would use it if it were there?
- 8 How many people would go out of their way to drive into the area and thus increase the traffic levels on Alii Drive?
- 9 What is the roadway capacity of Alii Drive before traffic cannot maintain posted speed limits, before traffic signals must be put in place (and at whose expense? the developer or the taxpayers), and before the road needs to be widened. What will be the contribution of this store to the possible congestion?
- 10 As there will be additional traffic turning in to and out of the store area, what will be the impact on pedestrians, especially children, joggers, walkers, bicyclers, etc. What is the increased likelihood of serious injury (or death) to this group of people?
11. What is the impact of the additional traffic on the levels of pollutants that are present on Alii Drive at various hours of the day. As Alii Drive is primarily "kona" (leeward) there is less air movement to cleanse the air.
12. What is the impact of the additional noise the traffic will generate? A very high percentage of autos in Kailua have "snow tires"; they are often not "standard" automobiles. There are also many motorcycles with little or no mufflers. What actual measurements of noise have been done, hour by hour, over a one week period (including, thus, a week-end when the traffic by the beach could be expected to be heavier)? What percentage is the sound level going to go up during evening and week-end hours, based upon actual measurements?

Thank you

Jay Hanson



Mr. Jay Hanson
April 27, 1989
Page 2

JAMES H. PEDERSEN
PLANNING CONSULTANT
P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 27, 1989

Mr. Jay Hanson
74-5617 Pawai Place #102
Kailua-Kona, Hawaii, Hawaii 96740

Dear Mr. Hanson:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your careful review of the draft EIS. In the following paragraphs, we have responded to several of your questions and comments in order to clarify the evaluations made in the draft EIS.

1. We concur that many former U.S. mainland residents came to Kona in search of a less, stressful residential environment. However, persons moving from urban areas to more rural communities frequently look for the availability of various conveniences that are common in more urbanized areas. The proposed Circle K Hawaii project is, in part, a response to a demand for the availability of the products available from its typical convenience store operations throughout Hawaii.

2. The primary generator of increased traffic and noise levels in Kona is due to a growing residential community and related resort development. The draft EIS for this project does not concern itself with the impact of increased traffic and noise levels upon recreation throughout Hawaii. The Circle K project will not significantly change existing traffic and noise levels along the Alii Drive corridor or the adjacent Kahaluu Beach Park.

3. The evaluation of alternate approaches to most proposed development projects is inherently subjective given the wide variety of values and concerns which confront most development projects. Anyone who prepares environmental impact statements deals with this reality. Consequently, individuals reviewing draft EIS documents frequently have to "wade" through numerous subjective evaluations that are sometimes based upon limited available information.

Our planning experience during the past 19 years suggests that a more desirable approach is to "expose" conclusions made by the preparer of the EIS. Using this approach, reviewers of the EIS can generally assess 1) what issues were actually considered; 2) what

degree of importance was given to each planning issue considered; and 3) how "good or bad" did the preparer of the EIS feel that each alternative was in the context of each criteria being evaluated.

While openly subjective, and perhaps 180 degrees of community attitudes, this approach provides a useful basis for establishing a substantive discussion between the EIS preparer and those reviewing the EIS. Accomplishment of, at least, this objective of Chapter 343 of the Hawaii Revised Statutes makes a more meaningful use of the environmental impact statement. A more substantive discussion between EIS preparer and reviewer can improve the quality of the proposed project.

4. We will not be undertaking a special survey to assess community attitudes regarding the desire for convenience foods and peaceful environment.

5. Prior to construction of Kuakini Highway, Alii highway served as the primary transportation corridor for most all vehicular traffic moving between Keauhou and Kailua-Kona. With the eventual construction of the proposed Alii Highway, a significant volume of traffic will be diverted to this new corridor. However, increasing population growth will necessitate the continued use of Alii Drive as one of three primary transportation corridors between Keauhou and Kailua-Kona.

Future traffic along Alii Drive will consist of a wide variety of users including persons commuting to and from work, bicycles, pedestrians, joggers. However, the primary transportation mode along Alii Drive will continue to be private automobiles.

6. The proposed project is expected to primarily attract existing traffic along Alii Highway. The traffic impact analysis report (Appendix C) made by M&E Pacific, in conjunction with the draft EIS, assumed that 60 percent of the traffic will be "new" vehicular traffic that normally does not travel along Alii Drive. However, an Institute of Transportation Engineers journal paper, dated July, 1987 ("Trip Characteristics of Convenience Markets with Gas Pumps"), indicates that convenience stores with gas pumps typically attract 55 to 85 percent of their business from vehicular traffic along adjacent roadways, e.g. Alii Drive. Consequently, "new" vehicular traffic is expected to range from 15 to 45 percent of the store's customers.

7. No survey was made to forecast patronage of the store by the surrounding community.

8. Roughly 15 to 45 percent of those driving to the store are expected to represent "new" traffic that would somewhat increase the amount of vehicular traffic along Alii Drive.

Mr. Jay Hanson
April 27, 1989
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9. The capacity of roadways is generally referred to as one of five levels of service (A, B, C, D, and E--A representing the most favorable condition, E the least). For example, level of service A "...represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream....". Level of service B is "...in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable...." (Highway Capacity Manual, 1985).

M&E Pacific indicates that the level of service in the vicinity of the project site is A or B with or without. The continuance of more acceptable levels of service are expected because: 1) the project will generate a limited volume of traffic, e.g. 100 vehicle trips during the peak hour; and 2) the proposed Alii Highway project will reduce the amount of vehicular traffic along Alii Drive.

10. The proposed project will not significantly increase the likelihood of pedestrian accidents along Alii Drive. On a two-lane roadway having a posted speed limit of 25 miles per hour, pedestrian warning signs and well-marked crosswalks are expected to be adequate to maintain adequate pedestrian safety.

11. No air or noise quality studies were conducted for the proposed project in light of the anticipated volume of vehicular traffic expected to patronize the store.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control.

78-6622 Alili Drive
Kailua, Kona HI 96740
22 April 1989

James H. Pederson
Planning Consultant
POB 22
Volcano, HI 96785

Sir:

I am a concerned neighbor and have some questions from the EIS on the Circle K convenience store at Kahaluu that I would like you to answer.

1. The EIS states the finished floor of the store will be approximately 22 feet above sea level. Has there ever been a storm or tsunami that caused water to reach that level? How will that effect the gasoline storage tanks if water is above the top of the buried tank.
2. What is the likelihood of a fire, earthquake or natural disaster destroying the integrity of the fuel tanks and allowing the fuel to pollute the Kaluhuu Bay?
3. What material will the tanks be made of and what is the likelihood of leaks, what is the "life" of a tank, and what are the drawbacks of whatever tanks are chosen? What arrangements will be made to replace the tanks before they are likely to spring a leak? What history is available on fuel tanks, in similar situations, exposed to salt water?
4. What is the level of the salt water table at the point that the tanks will be buried? What is the average level, as well as the highest level, of the salt water table over the last 20 years, and how does this change during the different (rainy/dry) seasons?
5. What is the impact of the nearby wave action and of the traffic on the breakdown and settling of the rock and lava in the area of the fuel tanks? How will this effect the life of the fuel tanks?
6. What is the likelihood of spill during filling operations, ruptured hoses, etc, that would cause fuel to escape and spill into Kahuluu Bay?
7. What is the likelihood of the truck/tanker having an accident either to or from fueling operations? And that fuel running into the ocean?
8. Can Circle K guarantee that no fuel will leak into the bay? If any fuel did leak in the bay, what is the effect of this contaminant on the bay, on the fish, and on the swimmers?
9. How will Circle K keep gasoline or other contaminants spilled on the pavement from washing into the bay after a rain or whenever the area is hosed down for cleaning?
10. What would be the cumulative effect of this run-off in 5 years? In 10 years? In 20 years?
11. What kind of "on-site treatment and disposal system" will be used if sewer rights are not obtained?
12. How will toxic wastes be disposed of?

Thank you.


Phyllis Henning

Ms. Phyllis Henning
April 27, 1989
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K Hawaii is familiar with the use of this pre-manufactured product which is used at various other convenience stores in the State. Further, there are other safety features incorporated into the fuel storage and distribution system which are important to the prevention of fuel spills and the detection of unlikely potential leaks before they become reality, or a serious environmental problem.

a. One of two valves (driven by loss of pressure) will discontinue the flow of fuel from the underground storage tanks to the gas pump dispensers once a loss of pressure occurs anywhere within the pumping or distribution system, e.g. gasoline dispenser is run into by an automobile, or gas dispenser hose is cut open.

b. Two monitoring wells will be installed between the first and second walls of the double-wall tank in order that Circle K personnel and local fuel distributors can monitor the level of moisture and hydrocarbons. This data, which will be monitored on a continuous basis, will indicate the presence of any fuel, between the inner walls of the tank, before the occurrence of any potential spillage outside of the storage tank. If an undesirable level of moisture or hydrocarbons are detected by the monitoring system, an alarm system will be sounded inside the store to advise Circle K personnel of this condition. Using a pre-established, posted procedure, Circle K personnel would contact local distributors for the immediate delivery of an empty truck. Fuel inside the tank would be pumped into the truck to permit the repair or replacement of the existing storage tank.

c. A small drainage system will be located below the point of connection where fuel trucks will pump fuel to the storage tanks via a "quick-disconnect" hose. This system ensures that minor spillage during a resupply will be returned to the underground storage tanks.

4. It is expected that the bottom of the fuel storage tanks will be approximately 4 to 7 feet above the salt water table as the tanks will, as proposed, be installed at the 16-19 foot elevation and the pre-fabricated tanks will be approximately 12 feet below ground elevation. Since sea level along the Kona Coast is rising approximately one foot every 100 years, the salt water table has risen less than 0.2 feet during the past 20 years. Annual variations in precipitation do not significantly change the elevation of where salt water occurs. Rather, greater precipitation along the Kahaluu shoreline, during certain times of the year, will more likely decrease the salinity levels of shoreline surface waters.

5. Coastal wave action will not impact the integrity or life of the fuel tanks since the project site is located 500-600 feet mauka of the shoreline. This represents a considerable distance from wave energy and erosion processes that influence the geology and soils of the shoreline.

JAMES H. PEDERSEN
PLANNING CONSULTANT

P.O. Box 22

Volcano, Hawaii 96785

Telephone and Fax: (808) 967 - 7619

April 27, 1989

Ms. Phyllis Henning
78-6622 Alii Drive
Kailua-Kona, Hawaii 96740

Dear Ms. Henning:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thanks for taking the time to review the draft EIS for this project. On the basis of your review, you submitted several questions. In the following paragraphs, we have documented our response to these questions.

1. Our review of historical tsunami data from 1837 to present indicates that the maximum wave runup recorded in the vicinity of the project site was 12 to 15 feet above mean sea level at Keauhou. The tsunami was the result of a locally-generated earthquake in the Hawaiian Islands which occurred on April 2, 1868; the epicenter of the earthquake was located in the southeastern portion of Hawaii Island (the Ka'u district). This information suggests that the project site has not been inundated by wave runup during, at least, the last 150 years.

If the project site were inundated by water, the underground tanks can be easily sealed by Circle K Hawaii, or local fuel distributors, on a temporary or permanent basis.

2. The likelihood of a natural disaster destroying the integrity of the fuel storage tanks is extremely unlikely since the underground storage tanks are made of a pre-manufactured ribbed fiberglass material that will be backfilled with 12-inch pea gravel material. An eight-inch concrete slab will cover the excavated area containing the storage tanks. The tanks will be approximately 3-feet below the concrete cover.

3. The likelihood of leaks from the ribbed fiberglass storage tanks is also highly unlikely. The storage tanks are tested for their capability to sustain pressure when they arrive at the dock, as well as onsite prior to installation. These tanks have a 30-year life. Circle

Ms. Phyllis Henning
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6. The likelihood of a fuel spill during the transfer of fuel from fuel trucks to storage tanks is extremely unlikely given the experience of local fuel distributors and their employees. However, oil sorbent pads and booms will be stored at the store as a "first line" of defense in the unlikely event of an oil spill. Fuel not absorbed by the onsite sorbent material could be re-pumped back into a fuel truck in an emergency as the fuel would likely pond in the paved downsloping drainage swales.

7. In the event of a vehicular accident involving a fuel truck, a related fuel discharge is possible. However, a potential explosion is of greater concern because of the potential damage to human life and property.

The potential flow of a fuel spill into the ocean is dependent upon where the accident occurs. However, the distance of the Big Island's circumferential highway from the highway, and the capacity of typical fuel truck used on the island, suggests an extremely low probability of a shoreline discharge of fuel.

8. No organization or individual can ensure any and all occurrences within our physical environment. Circle K Hawaii cannot envision, however, any realistic scenario that would generate any direct or indirect fuel discharge into Kahaluu Bay.

9. Sorbent material stored onsite will be used onsite to prevent minor fuel spillage from flowing beyond the drainage swales adjacent to the project site.

10. There will be no cumulative runoff since gas distribution operations and related maintenance activities will prevent fuel discharges beyond roadway the drainage swales.

11. An onsite treatment and disposal system has not yet been designed for the proposed project. However, any system would meet the requirements of the State Department of Health.

12. No toxic wastes will be used that cannot be disposed of via a typical solid waste collection organization.

Sincerely



Jim Pejtersen
Principal Planner

cc: State Office of Environmental Quality Control

APRIL 24, 1989

CIRCLE K
C/O JIM PEDERSEN, PLANNING CONSULTANT
PO Box 22
VOLCANO HAWAII 96785

DEAR CIRCLE K,

I BELIEVE THAT A GAS STATION AT KAHALUU BEACH PARK IS AN OUTRAGEOUS, UNWANTED AND DESPICABLE ASSAULT UPON THE RESIDENTIAL AND RESORT AREA OF KAHALUU AND UPON THE RECREATIONAL RESOURCE OF KAHALUU BEACH PARK AND SHOULD NOT BE SUELT AT THE PLANNED SITE AT THE ALII DRIVE/ MOKULEA STREET INTERSECTION ACROSS THE STREET FROM KAHALUU BEACH PARK FOR THE FOLLOWING REASONS:

- A CIRCLE K GAS STATION/STORE WILL GENERATE SUBSTANTIAL ADDITIONAL TRAFFIC ON THE ALREADY HEAVILY TRAFFICED ALII DRIVE AND CREATE TRAFFIC CONGESTION AND TRAFFIC HAZARDS AT THE KAHALUU BEACH PARK INTERSECTION THEREBY CAUSING ACCIDENTS AND INJURIES.
- A CIRCLE K GAS STATION/STORE WILL CREATE A HAZARD TO THE SAFETY OF THE MANY CHILDREN WITHIN THIS AREA AND BE A SOURCE OF ACCIDENT AND INJURY OF SCHOOL KIDS WHO GATHER DAILY AT THE SCHOOL BUS STOP AT THIS INTERSECTION. WE LOVE OUR CHILDREN. STAY AWAY CIRCLE K.
- A CIRCLE K GAS STATION/STORE WOULD REQUIRE "SPOT" ZONING WHICH IS OUT OF PLACE IN THIS RESIDENTIAL RESORT AREA. IT WOULD BE AN UGLY AND UNSAFE INTRUSION INTO THE KAHALUU NEIGHBORHOOD. CIRCLE K GAS STATIONS SHOULD STAY IN COMMERCIAL ZONED AREAS WHERE THEY BELONG INSTEAD OF INVADING A RESORT RESIDENTIAL AREA WHERE THEY ARE UNWANTED, UNWELCOMED, AND OPPOSED BY THE COMMUNITY.
- A CIRCLE K GAS STATION STORE WOULD PROMOTE ILLEGAL ALCOHOL CONSUMPTION AT KAHALUU BEACH COUNTY PARK DURING THE DAY AND PROMOTE ILLEGAL DRINKING AND CONCRETATING AT THE COUNTY PARK AT NIGHT.
- A CIRCLE K BEING SO CLOSE TO THE BEACH, UNDERGROUND LEAKS OR SPILLS OR THE USE OF CAUSTIC AGENTS COULD ENDANGER MARINE LIFE.
- A CIRCLE K WILL PROVIDE NO PRODUCT OR SERVICE THAT IS NOT ALREADY AVAILABLE AT KAHALUU BEACH PARK OR AT THE NEARBY KEAHOHU SHOPPING VILLAGE LESS THAN A MILE AWAY.
- A CIRCLE K ON ALII DR AT KAHALUU BEACH PARK WILL SET THE PRECEDENT FOR OTHER GAS STATIONS ON ALII DRIVE TURNING AN ALREADY OVERSANDENED YET STILL BEAUTIFUL ALII DR. INTO A COMMERCIAL AND TRAFFIC NIGHTMARE.
- GO AWAY CIRCLE K FROM KAHALUU. YOUR PLANNED KAHALUU GAS STATION/STORE IS MALIGNANT GROWTH AND MUST BE STOPPED BEFORE IT STARTS.

I URGE CIRCLE K TO WITHDRAW THEIR APPLICATION FOR A SPOT COMMERCIAL ZONING OF THE CORNER OF ALII DR AND MOKULEA ST ACROSS THE FROM KAHALUU BEACH PARK AND TO FIND A SITE BETTER SUITED FOR THEIR GAS STATION/STORE.

HAVING BEEN A CIRCLE K GAS BUYING CUSTOMER TILL NOW, I DO HEREBY PLEDGE NEVER TO BUY ANYTHING AT ANY CIRCLE K GAS STATION UNTIL SUCH TIME AS CIRCLE K WITHDRAWS IT APPLICATION FOR ZONING AND SMA PERMIT, OR THE PENDING ZONING IS REJECTED BY THE COUNTY COUNCIL OR THE PENDING SMA PERMIT IS DENIED BY THE PLANNING COMMISSION.

FURTHERMORE, I URGE OTHERS TO SIMILARLY BOYCOTT CIRCLE K GAS STATION/STORES ISLAND-WIDE UNTIL THE PLAN FOR A CIRCLE K GAS STATION/STORE BY KAHALUU BEACH PARK IS ABANDONED.

YOURS FOR A BETTER WAY,

Ken Kattste
KENNETH ROTHSTEIN,
PO Box 1544
KAILUA-KONA HAWAII 96745
329-1568

**JAMES H. PEDERSEN
PLANNING CONSULTANT**

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

May 9, 1989

Mr. Jerry Rothstein
P.O. Box 1544
Kailua-Kona, Hawaii 96745

Dear Mr. Rothstein:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

Thank you for your letter of April 24, 1989 that expresses your opposition and specific concerns regarding the proposed project. We respect your opinions and concerns. However, we also believe that the anticipated project impacts can be constructively mitigated.

While we have already transmitted our response to your concerns in our letter of May 5 to the Friends of Kahaluu Beach Park (to your attention and personal address), we will briefly reiterate our responses to you.

1. We do not concur that the proposed project will generate substantial additional traffic along Alii Drive. Further, we do not believe that greater traffic congestion and hazards will be result from the development and operation of a small convenience store operation. Analyses made by M&E Pacific, Inc. (Appendix C of the draft EIS) clearly indicate that the level of service will not be significantly affected by the project.
2. Circle K shares your concern for the children of Hawaii and of potential pedestrian-vehicle conflicts that might result from children walking to and from the store and vehicles entering and exiting the convenience store. We believe that this potential impact can be successfully mitigated by the installation of traffic signs within and/or outside the store's two ingress and egress points. These signs would require vehicle drivers to yield to pedestrian traffic. Circle K is prepared to bear the cost of these sign installations.
3. The Circle K rezoning application represents a request for downzoning a resort-zoned property to a less-intensive neighborhood commercial use. While adjoining parcels are not zoned for commercial use, the purpose of a commercial neighborhood district is to accommodate smaller commercial uses which supply goods and services to a residential or working population on a frequent need or convenience basis. Consequently, a neighborhood commercial district supports the needs and convenience of surrounding residential neighborhoods.

Mr. Jerry Rothstein
May 9, 1989
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4. Circle K also shares your concern for alcohol abuse at Kahaluu Beach Park. For this reason, Circle K has offered to construct a gate at the vehicular access to the Beach Park in order to discourage nighttime use of the park for the consumption of alcohol. Circle K is also committed to informally monitoring the patronage of its pedestrian traffic to determine whether or not its liquor sales are being consumed at the Beach Park. If this activity is evident, Circle K Hawaii will post signs outlining appropriate County rules. Further, store operators will work cooperatively with the Hawaii County Police Department.

5. The potential for the leaking of fuel from underground storage tanks or above ground distribution is extremely remote given the safety precautions being proposed for leak detection and spill prevention. Specific features of the fuel storage distribution and storage system will be presented in the final EIS.

6. Despite the similarity in the type of products and services offered at the nearby Keahou Shopping Village, the demands for these products and services is substantive enough to be able to support another convenience store. Otherwise, Circle K would not be pursuing its rezoning application for this project.

7. The review process for any rezoning application involves the careful and deliberate evaluation of the Hawaii County Planning Department; evaluations and recommendations by the Planning Commission; and the evaluations and approval/disapproval by the Hawaii County Council. The experience and past decisions of these agencies in the review of such applications does not suggest that the proposed project would set any precedent for land use along Alii Drive.

8. Circle K regrets to learn of your pledge not to be a customer of Circle K stores. However, Circle K Hawaii appreciates your past patronage and looks forward to serving you in the future.

Regards,



Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control

April 23, 1989

James H. Pederson
Planning Consultant
P O Box 22
Volcano HI 96785

Re: Circle K at Kahaluu

Dear Mr. Pederson

We are property owners on Alii Drive - "Kona Seaspray", mauka from St. Peter's Catholic (Little Blue) Church. We are OPPOSED to the Circle K project, and any other commercial development adjacent to Kahaluu Beach Park.

Not only is a Circle K aesthetically inappropriate, we have much deeper concerns.

As long as 'men are men', there is no guarantee that gasoline and oil products will not run off into Kahaluu Bay. We know that there are special requirements for gasoline and oil holding tanks; however, the Harbor at Valdez, Alaska was also considered a safe Harbor, and we all are aware of Exxon's position there.

To deny Circle K the right to build this close to the water would be the best guarantee of keeping these pollutants out of the Bay.

Gasoline and oil DO NOT mix with swimmers, clean water and tropical fish.

Sincerely,

Mr. and Mrs. Les Miller
78-6671 Alii Drive
Kailua, Kona HI 96740

TMK 7-8-014-016

JAMES H. PEDERSEN
PLANNING CONSULTANT

P.O. Box 22
Volcano, Hawaii 96785
Telephone and Fax: (808) 967 - 7619

April 29, 1989

Mr. and Mrs. Les Miller
78-6671 Alii Drive
Kailua-Kona, Hawaii 96740

Dear Mr. and Mrs. Miller:

Subject: Circle K Convenience Store Project
Kahaluu, North Kona, Hawaii

We appreciate your taking the time to document your concerns regarding the proposed project.

We also have noted your concern for the discharge of petrochemical products into Kahaluu Bay. However, the nature of the proposed project at Kahaluu is not comparable to the causes of the recent oil spill in Valdez, Alaska. A large floating vessel transporting millions of gallons of fuel is subject to considerable greater risk than a stationary underground fuel storage tank holding 18,000 gallons of fuel.

The fuel will be stored underground in a double-wall fiberglass storage tank. Between the two tank walls, an electronic sensing system will continually monitor moisture and hydrocarbon levels. A related alarm system will advise on-duty Circle K operators of any moisture or fuels present between the first and second walls of the storage tank. The use of this system allows Circle K to address any potential petrochemical discharge before occurring outside of the storage tank.

Regards,


Jim Pedersen
Principal Planner

cc: State Office of Environmental Quality Control