

Draft Environmental Assessment

PROPOSED LAHAINA McDONALD'S RESTAURANT RECONSTRUCTION (TMK (2) 4-5-001:019)

Prepared for:

McDonald's Restaurants of Hawaii, Inc.

May 2009



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Executive Summary

Project Name: Lahaina McDonald's Restaurant Reconstruction

Type of Document: Draft Environmental Assessment

Legal Authority: Chapter 343, Hawai'i Revised Statutes

Agency Determination: Anticipated Finding of No Significant Impact

Applicable Environmental Assessment Review "Trigger": Use of lands within the Lahaina National Historic Landmark District

Location: TMK (2) 4-5-001:019
Lahaina, Maui, Hawai'i

Applicant: McDonald's Restaurants of Hawaii, Inc.
1132 Bishop Street, Suite 2000
Honolulu, Hawai'i 96813
Contact: Mike Yamamoto
Telephone: (808) 585-7173

Accepting Agency: Maui Planning Commission
250 South High Street
Wailuku, Hawai'i 96793

Consultant: Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawai'i 96793
Contact: Michael T. Munekiyo, A. I. C. P.
Telephone: (808) 244-2015

Project Summary: McDonald's Restaurants of Hawaii, Inc. proposes the demolition and reconstruction of the Lahaina McDonald's Restaurant to provide required facility upgrades which will meet current corporate design standards. A new 4,365-square foot restaurant will replace the existing 4,274-square foot establishment. Encompassing an area of approximately 0.51 acre, the project site is located on the corner of Papalaua Street and Waine'e Street in Lahaina, Maui.

The subject property is located within the Lahaina National Historic Landmark District. Work performed within the Lahaina National Historic Landmark District is a trigger for the preparation of an Environmental Assessment (EA), pursuant to Chapter 343, Hawai'i Revised Statutes (HRS). Accordingly, this EA is being prepared in order to document and review the project's technical characteristics, environmental impacts, and alternatives. Furthermore, the project site is located in the County of Maui's Special Management Area (SMA), requiring the preparation of a SMA Use permit application. It is noted that the Maui Planning Commission will serve as the approving agency for the EA and SMA permit application.

I. PROJECT OVERVIEW

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A. PROJECT LOCATION, EXISTING USE, AND OWNERSHIP

The applicant, McDonald's Restaurants of Hawaii, Inc., proposes the demolition and reconstruction of the Lahaina McDonald's Restaurant to provide required facility upgrades which will meet current corporate design standards. The site is identified by Tax Map Key (TMK) (2) 4-5-001:019. See **Figure 1** and **Figure 2**. Encompassing an area of approximately 0.51 acre, the project site is located on the corner of Papalaua Street and Waine'e Street in Lahaina, Maui. Access to the property is via Papalaua Street, a two-lane, improved County roadway which runs in an east-west direction.

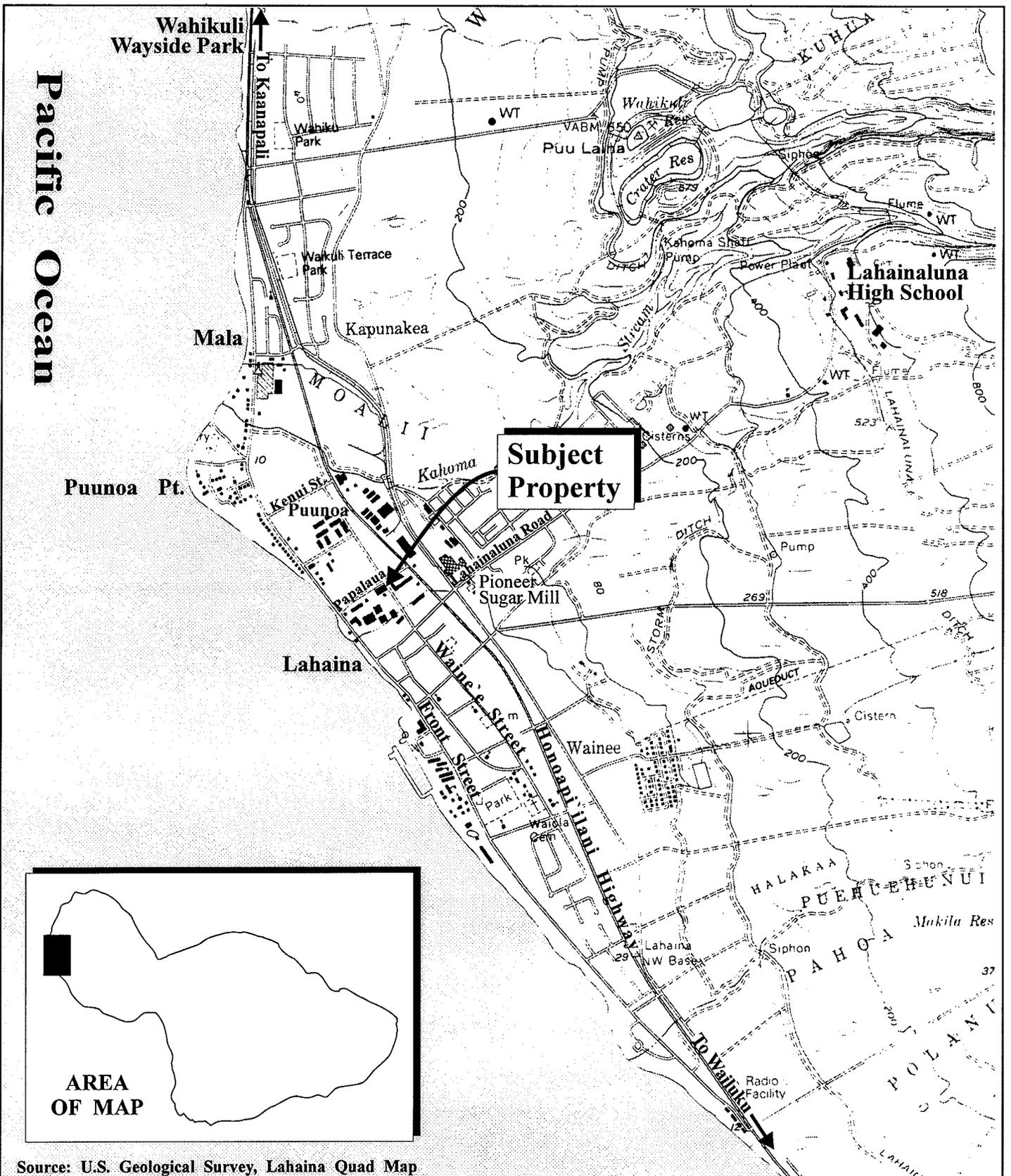
Surrounding land uses include the shops and restaurants associated with the Lahaina Shopping Center, Lahaina Square, Lahaina Center, Anchor Square, and the West Maui Center. The subject property is classified "Urban" by the State Land Use Commission; zoned "B-2, Community Business District" by the County of Maui zoning ordinance; and designated "Business/Commercial" by the West Maui Community Plan. Furthermore, the subject property is located within the Lahaina National Historic Landmark District, and in the County of Maui's Special Management Area (SMA).

The subject property is owned by McDonald's Corporation.

B. PROPOSED ACTION

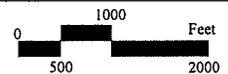
The proposed action involves the demolition of the existing 4,274-square foot Lahaina McDonald's Restaurant, and the subsequent reconstruction of an approximately 4,365-square foot McDonald's Restaurant. Similar to the existing restaurant, the reconstructed restaurant will be a one-story structure not exceeding 35 feet in height. Also involved in the proposed action are landscaping, parking, and related utilities improvements. See **Figure 3**, **Figure 4**, and **Figure 5**.

The restaurant opened for business in June 1983 and is now over 25 years old. The proposed project is intended to yield an updated and redesigned restaurant, incorporating facility upgrades required to meet current corporate design standards. The new restaurant will be serviced by a reconfigured parking lot and drive-thru lane, which have been designed to



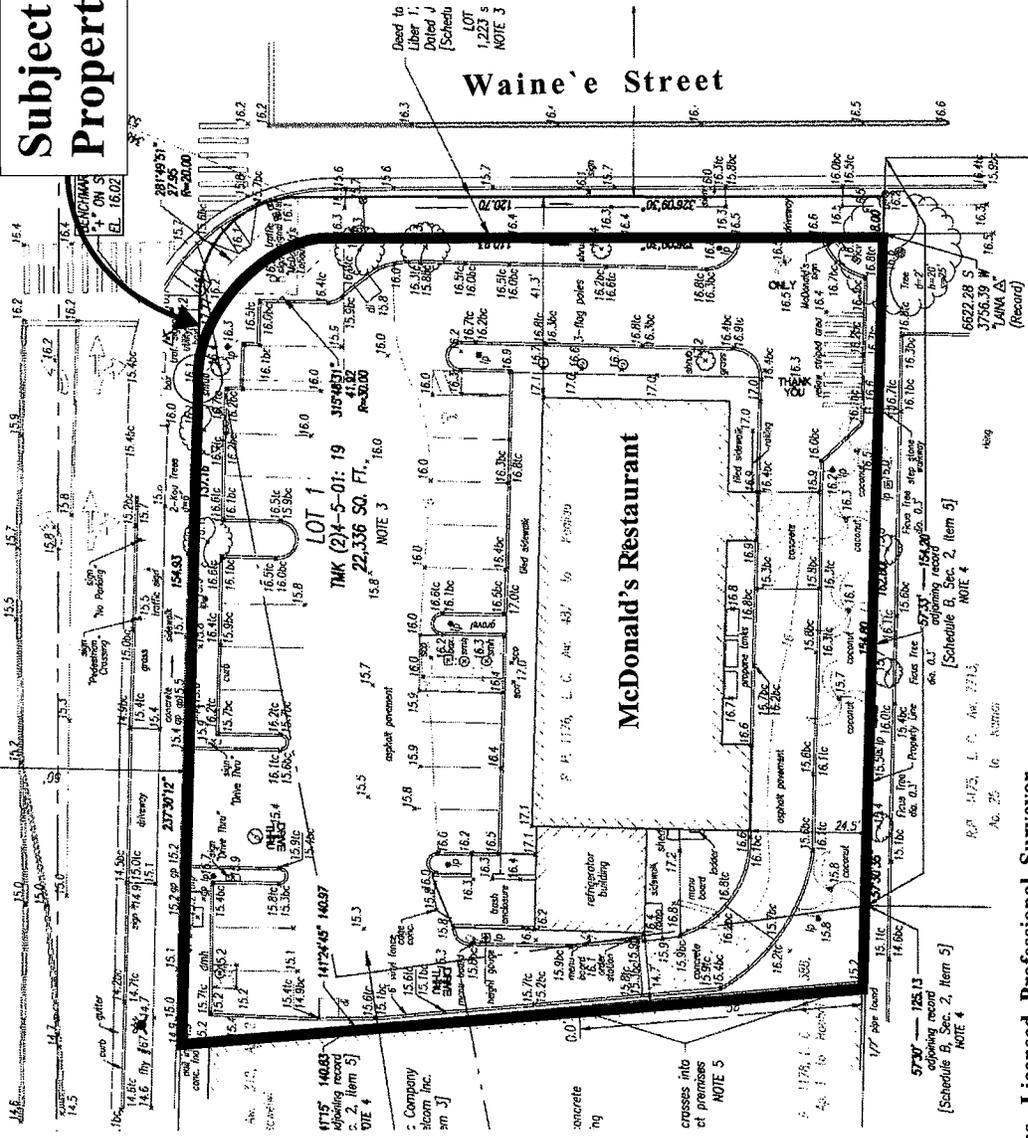
Source: U.S. Geological Survey, Lahaina Quad Map

Figure 1 Proposed Lahaina McDonald's Restaurant Reconstruction Regional Location Map



Papalaua Street

Subject Property



Source: Patrick M. Cummins, Licensed Professional Surveyor

Figure 3



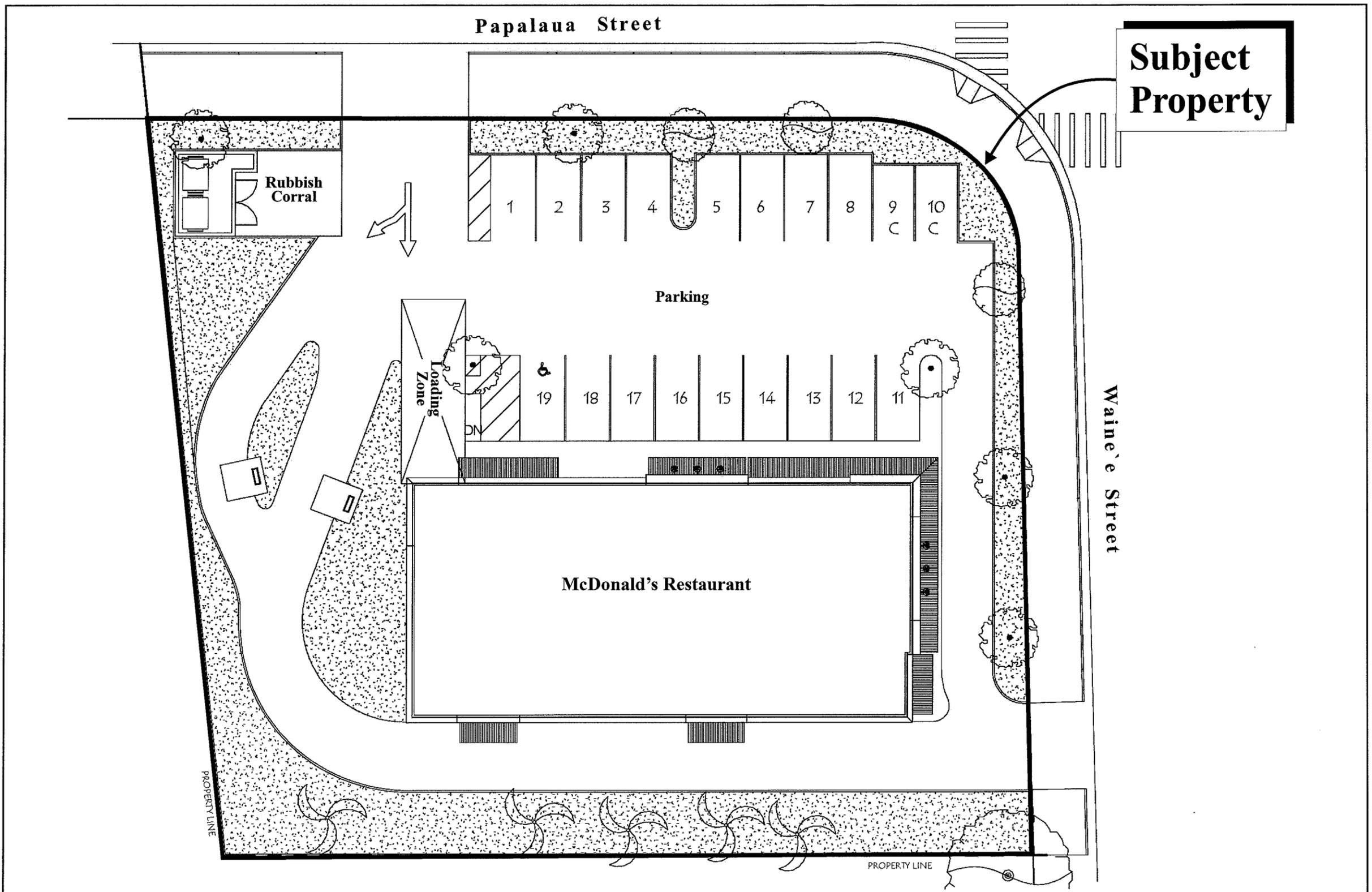
Proposed Lahaina McDonald's Restaurant Reconstruction Existing Site Plan

NOT TO SCALE

Prepared for: McDonald's Restaurants of Hawaii, Inc.



MUNEKIYO HIRAGA, INC.
McDonald's/Lahaina/ExistingSitePlan



Source: Maui Architectural Group, Inc.

Figure 4

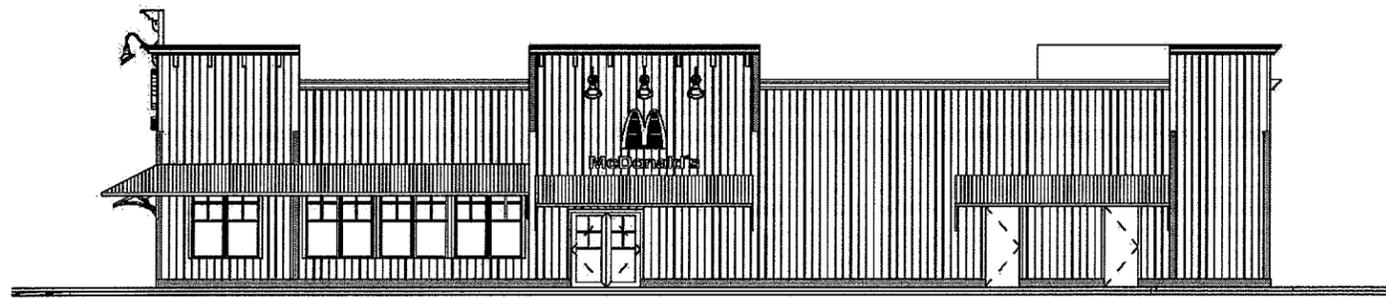
Proposed Lahaina McDonald's Restaurant Reconstruction
Future Site Plan



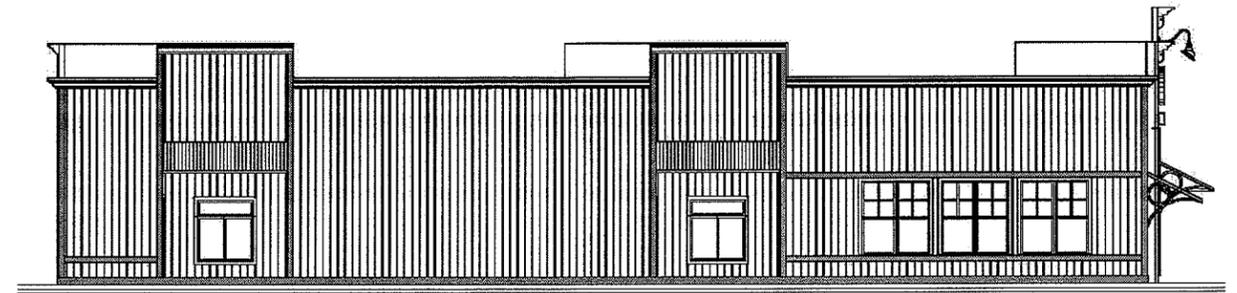
Prepared for: McDonald's Restaurants of Hawaii, Inc.

MUNEKIYO & HIRAGA, INC.

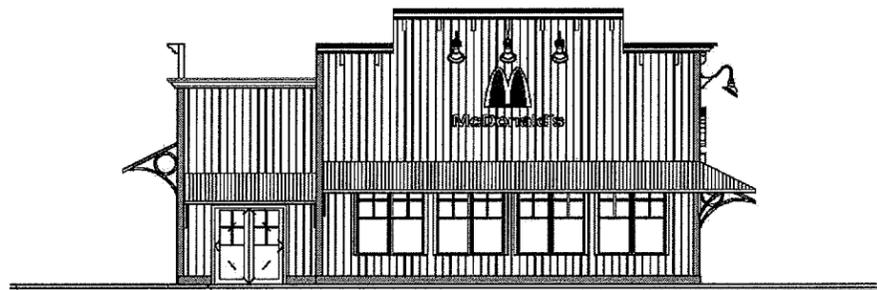
McDonalds/Lahaina/FutureSitePlan



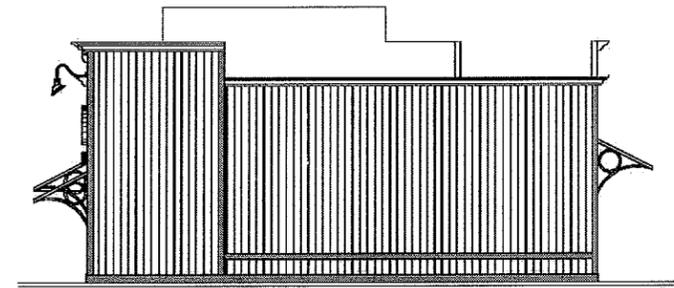
Right Elevation



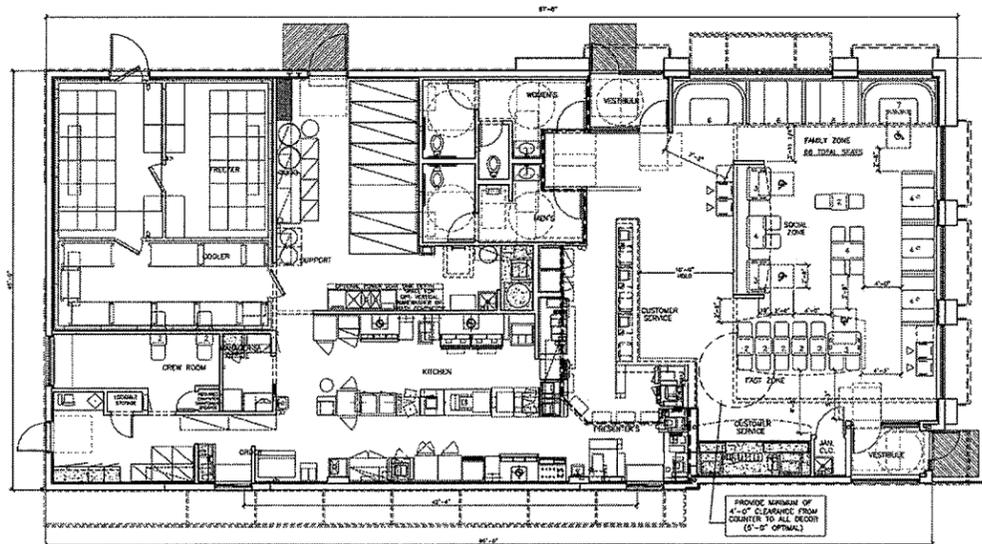
Left Elevation



Front Elevation



Rear Elevation



Floor Plan

Source: Maui Architectural Group, Inc.

Figure 5

**Proposed Lahaina McDonald's Restaurant Reconstruction
Floor Plan and Elevations**



minimize traffic congestion by accommodating more cars on site and processing orders at a faster rate. Meanwhile, the new restaurant's interior has been professionally designed to create a unique dining experience. The reconstructed restaurant will be one of the first McDonald's Restaurants worldwide to embody the new McDonald's theme of "Forever Young". The new design has been formulated to provide a delightful, contemporary experience for the restaurant's many customers. At the same time, the exterior design has been specially tailored by a local architect to complement and honor the historic architectural character of Lahaina Town.

C. CHAPTER 343, HAWAII REVISED STATUTES REQUIREMENT

The subject property is located within the Lahaina National Historic Landmark District. Work performed within the Lahaina National Historic Landmark District is a trigger for the preparation of an Environmental Assessment (EA), pursuant to Chapter 343, Hawaii Revised Statutes (HRS). Accordingly, this EA has been prepared in order to document and review the project's technical characteristics, environmental impacts, and alternatives.

D. IMPLEMENTATION CONSIDERATIONS

The project site is located in the County of Maui's SMA, requiring the preparation of an SMA Use Permit application. The SMA Use Permit application will be filed with the Maui County Planning Department for processing and action by the Maui Planning Commission.

The construction cost for the proposed project is approximately \$1.2 million. Pending the receipt of all necessary permits, construction is anticipated to last approximately five (5) to six (6) months.

**II. DESCRIPTION OF THE
EXISTING
ENVIRONMENT,
POTENTIAL IMPACTS,
AND PROPOSED
MITIGATION MEASURES**

II. DESCRIPTION OF THE EXISTING ENVIRONMENT, POTENTIAL IMPACTS, AND PROPOSED MITIGATION MEASURES

A. PHYSICAL SETTING

1. Surrounding Land Uses

a. Existing Conditions

The project site is situated in the midst of Lahaina's business/commercial district. A multitude of retail and office commercial complexes surround the subject property. Land uses to the immediate north of the property, across Papalaua Street, include Kaiser Permanente's Lahaina Clinic, First Hawaiian Bank's Lahaina Branch, and the restaurants and shops of the Lahaina Center. The State of Hawai'i's Pi'ilani Elderly Housing Project complex and Hale Mahaolu's Lahaina Surf apartment complex are located further north of the Lahaina Center. The Longhi Building and the shops and restaurants of Lahaina's Front Street are located to the southwest of the project site; Lahaina Square Shopping Center is to the south. To the east and northeast of the subject property are Honoapi'ilani Highway, the West Maui Center, and the Lahaina Ka'anapali & Pacific Railroad Station, as well as numerous commercial outlets fronting the highway north of Pioneer Mill Company Ltd.'s former sugar mill.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action involves the reconstruction of an existing food service establishment to improve service and effect a more efficient use of the subject property. The establishment is complementary to the surrounding land uses, and as such, the project is not anticipated to have an adverse impact on surrounding retail and commercial uses.

2. Climate

a. Existing Conditions

Like most areas of Hawai'i, Lahaina's climate is relatively uniform year-round. Lahaina's tropical latitude, its position relative to storm tracts and the Pacific anticyclone, and the surrounding ocean combine to produce this stable climate. Variations in climate among different regions on Maui are, therefore, dictated by the inherent characteristics of local terrain.

Average daily temperatures in Lahaina typically range between 66 degrees and 88 degrees Fahrenheit. September is historically the warmest month, while February is the coolest (County of Maui, OED 2007).

Rainfall in West Maui is highly seasonal in nature, with most precipitation occurring between the months of November and April when winter storms hit the area. Situated on the leeward side of the West Maui Mountains, this relatively dry region receives most of its rainfall in late afternoon and early evening, after seabreezes take moisture upslope during the day. Average annual rainfall amounts to just under 15 inches. Precipitation data collected at the Kapalua-West Maui Airport station show that on average, January is the wettest month with 3.15 inches of rain, while June is the driest, with just 0.08 inch (County of Maui, OED 2007).

The winds in the Lahaina area are also seasonal, although northeasterly tradewinds are predominant, occurring 90 percent of the time during winter and 50 percent of the time during summer. Wind patterns also vary on a daily basis, with tradewinds generally being stronger in the afternoon. During the day, winds blow onshore toward the warmer land mass. This process reverses in the evening when breezes blow toward the relatively warm ocean.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action will not have an adverse effect on the local climate. The proposed project will have a low profile and is not anticipated to alter wind patterns in the area.

3. Topography and Soil Characteristics

a. Existing Conditions

The existing ground elevations range from a low of 14.9 feet above mean sea level (amsl) at the western corner of the property on Papalaua Street, to 16.0 feet amsl at the eastern corner on Waine`e Street, to a high of 16.3 feet amsl at the intersection of Papalaua and Waine`e Streets. For reference, the existing restaurant floor elevation is 17.0 feet amsl. See **Appendix “A”**.

Soils at the project site belong to the Pulehu-Ewa-Jaucas association. See **Figure 6**. The specific soil type at the project site is Pulehu Silt Loam (PpA). See **Figure 7**. Soils of the Pulehu series are well-drained soils, found on alluvial fans and stream terraces and in basins. The Pulehu Silt Loam type is characterized by 0 to 3 percent slopes; permeability is moderate, runoff is slow, and the erosion hazard is no more than slight. This soil is often used for sugar cane, with small acreages used for homesites. Vegetation normally associated with the Pulehu series include Bermuda grass, bristly fogtail, finger grass, kiawe, klu, lantana, koa haole, and sandbur (USDA, 1972).

b. Potential Impacts and Proposed Mitigation Measures

With the exception of landscaped areas along the perimeter, the project site is currently completely paved. The proposed action involves the demolition and reconstruction of the existing building, with landscaping and minor improvements to the paved parking lot. Alterations to the general topographic conditions of the project site will not be required, and soil characteristics at the project site do not pose construction constraints for the proposed project. In sum, no adverse impacts to the topography or soil characteristics of the project site are anticipated.

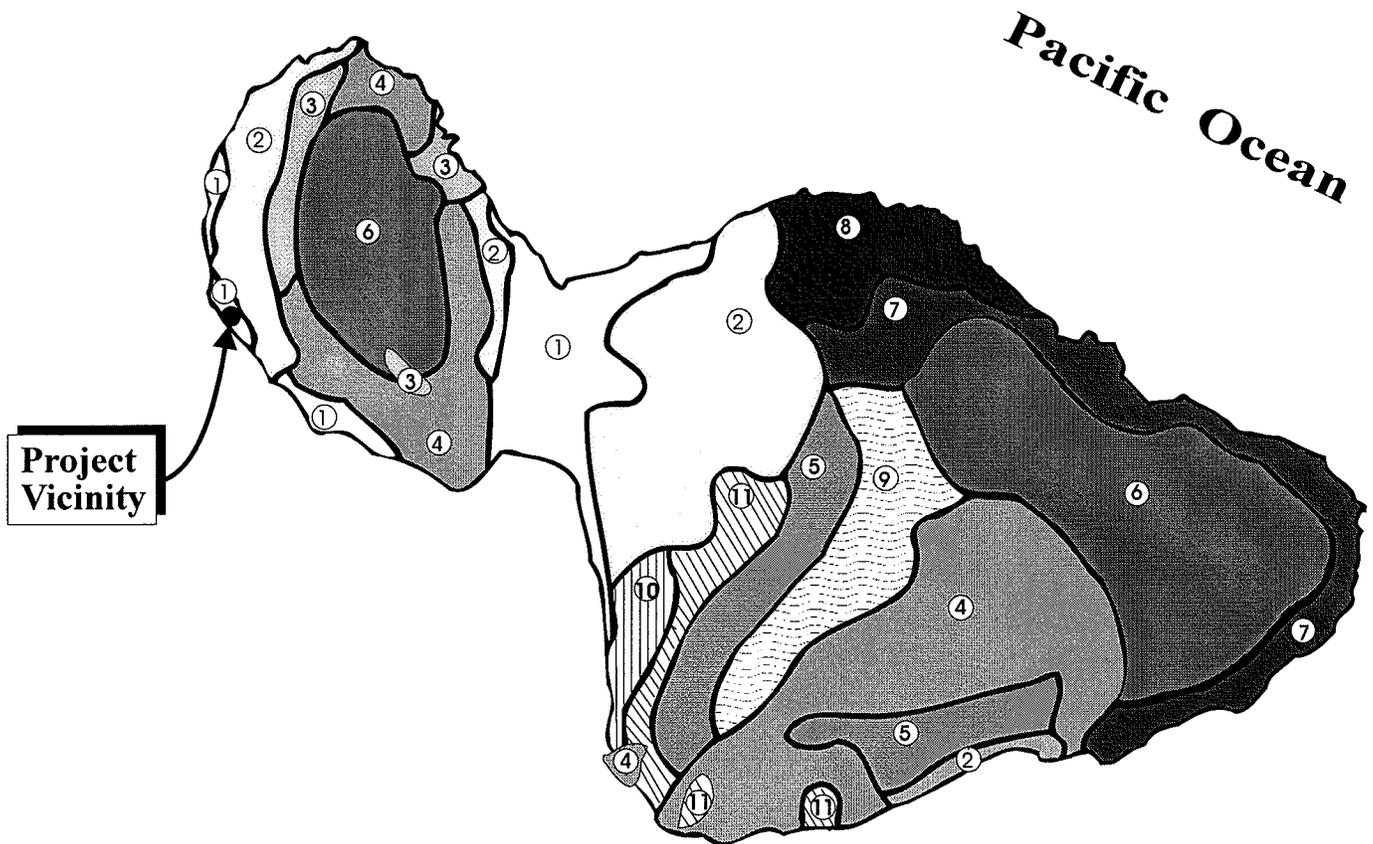
4. Agricultural Productivity Considerations

a. Existing Conditions

The lands underlying the subject property are located within the State “Urban” district, and as such they have supported business, commercial, and public/quasi-public activities for decades.

LEGEND

- | | |
|--|-------------------------------------|
| ① Pulehu-Ewa-Jaucas association | ⑦ Hana-Makaalae-Kailua association |
| ② Waiakoa-Keahua-Molokai association | ⑧ Pauwela-Haiku association |
| ③ Honolua-Olelo association | ⑨ Laumaia-Kaipoi-Olinda association |
| ④ Rock land-Rough mountainous land association | ⑩ Keawakapu-Makena association |
| ⑤ Puu Pa-Kula-Pane association | ⑪ Kamaole-Oanapuka association |
| ⑥ Hydrandepts-Tropaquods association | |



Source: U.S. Department of Agriculture, Soil Conservation Service

Figure 6

Proposed Lahaina McDonald's Restaurant Reconstruction Soil Association Map

NOT TO SCALE



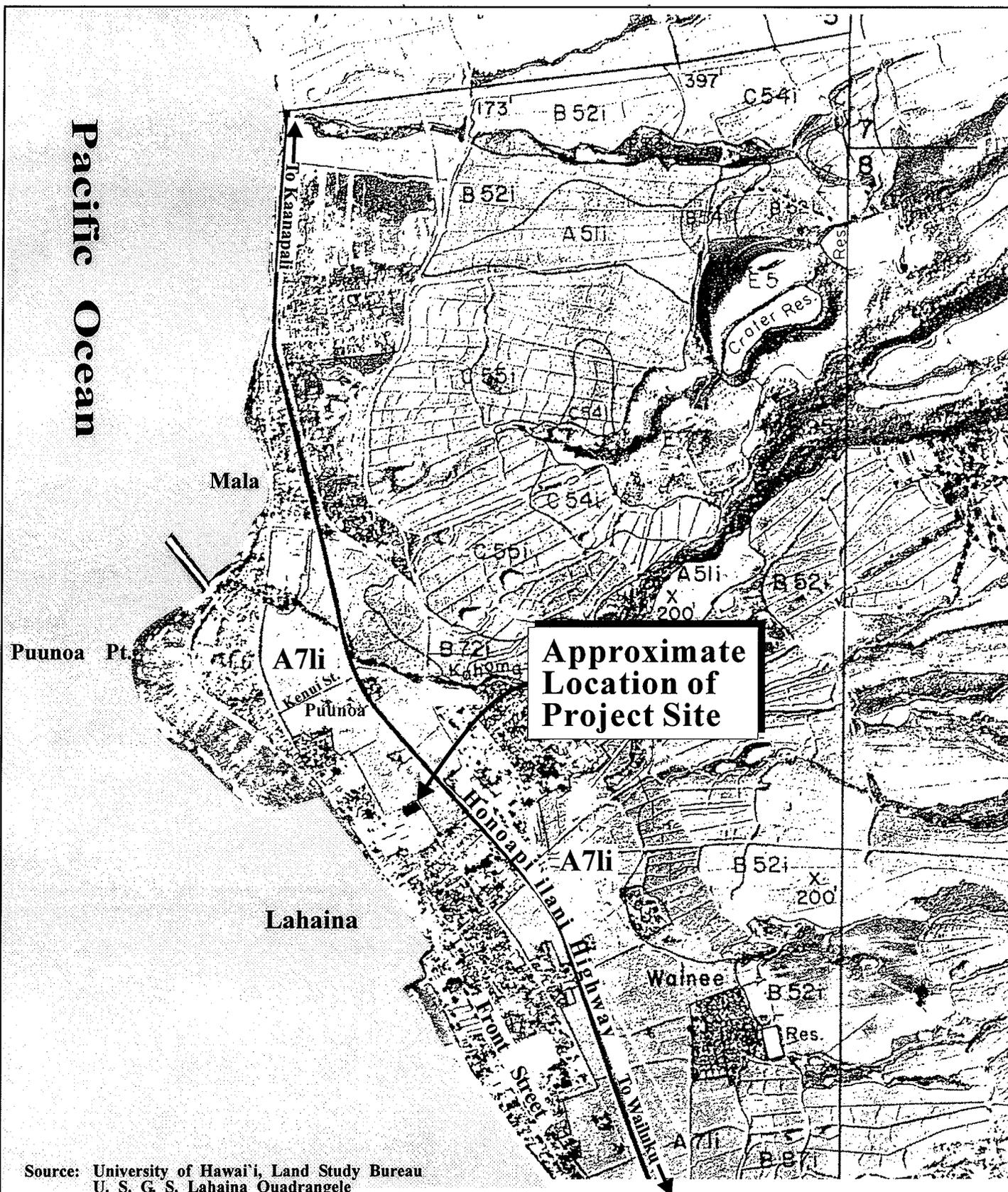
The coastal flatlands and plateaus of the West Maui Mountains are suitable for agricultural crop cultivation. Soils are dark reddish-brown, stony, well-drained, and deep in the areas north of Lahaina, but stony in the areas south of Lahaina. Slopes along the coastal flatlands are level, whereas slopes on the plateaus range from gentle to steeply sloping. These plateaus are typically separated by deep, steep-sided canyons.

With regard to agricultural productivity attributes, the Land Study Bureau classifies lands with a productivity rating of "A" through "E", with "A" reflecting lands with the highest productivity and "E" the lowest. The lands underlying the project site have an overall productivity rating of "A" and reflects land types which are well suited for agricultural uses. According to the Land Study Bureau's Detailed Land Classification Map, the project site has been rated A7li. The land type A7li represents deep, nonstony, well-drained, moderately fine-textured soils with slopes ranging from 0 to 10 percent and elevations ranging from sea level to 300 feet. See **Figure 8**.

Additionally, the State Department of Agriculture has established three (3) categories of Agricultural Lands of Importance to the State of Hawai'i (ALISH). "Prime" lands are those lands which possess the soil quality, growing season, and moisture supply needed to produce high yields of crops economically and when treated and managed according to modern farming techniques. "Unique" lands have similar crop specific characteristics, while lands rated "Other" are not classified as "Prime" or "Unique", but are of Statewide or local agricultural importance. Lands not rated "Prime", "Unique" or "Other", are "Unclassified". According to the ALISH map, the lands underlying the restaurant reconstruction site are "Unclassified". See **Figure 9**.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action is a continuation of the existing land use, involving land which is not utilized for agricultural purposes; therefore, the proposed project will not affect the inventory of lands available for agricultural cultivation, nor will the proposed project affect the inventory of land available for diversified agricultural use. In sum, the proposed project is not anticipated to have an adverse effect on agricultural productivity parameters for the island of Maui.



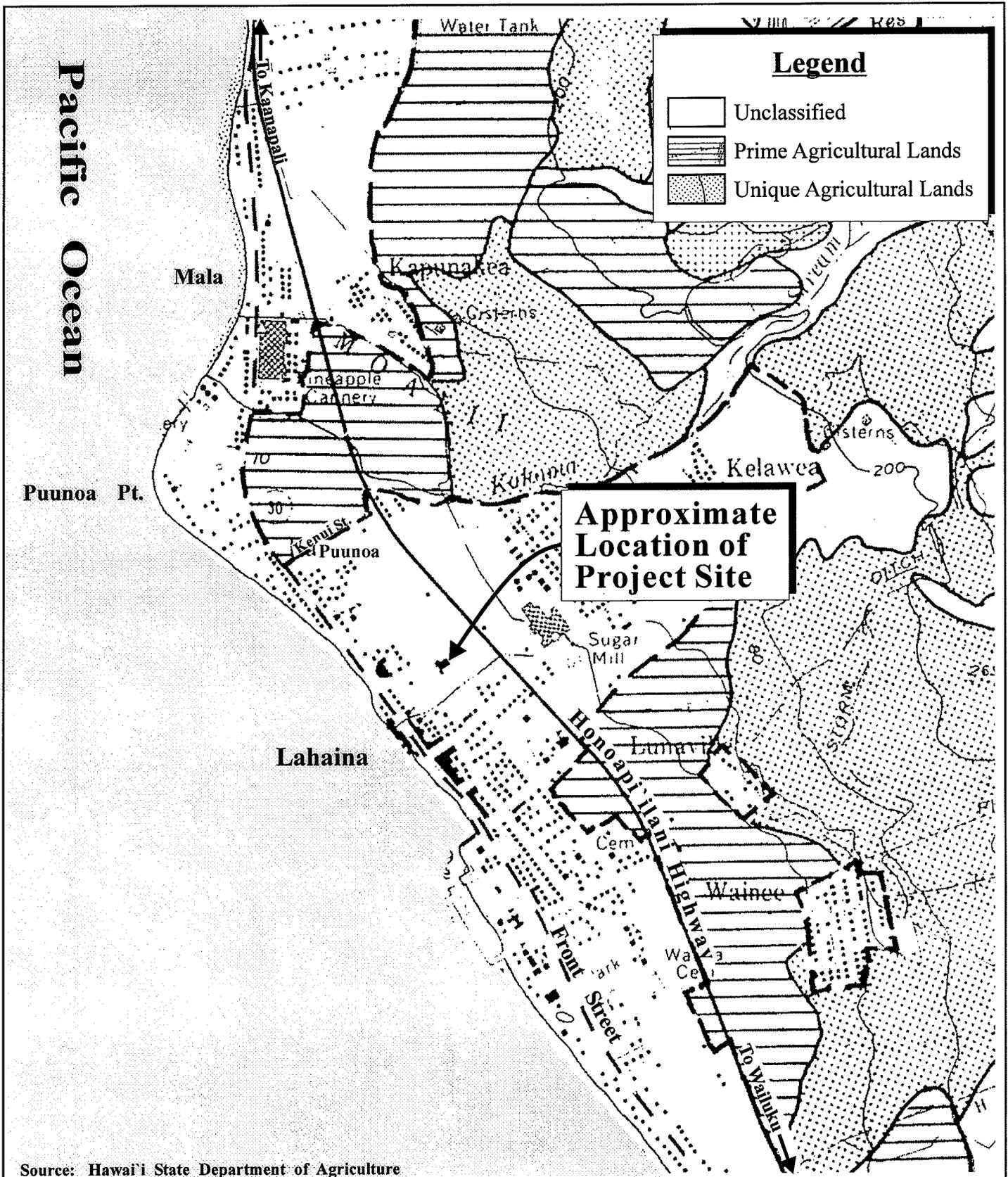
Source: University of Hawai'i, Land Study Bureau
U. S. G. S. Lahaina Quadrangle

Figure 8

Proposed Lahaina McDonald's
Restaurant Reconstruction
Land Study Bureau Classification Map

NOT TO SCALE





Source: Hawai'i State Department of Agriculture

Figure 9 Proposed Lahaina McDonald's Restaurant Reconstruction
 Agricultural Lands of Importance to the State of Hawai'i

NOT TO SCALE



Prepared for: McDonald's Restaurants of Hawaii, Inc.

MUNEKIYO & HIRAGA, INC.

5. **Flood and Tsunami Hazards**

a. **Existing Conditions**

The Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM) indicates that the project site is located in Zone C, identified as areas of low flood risk and minimal flooding with no development restrictions. See **Figure 10**. Specifically, the Federal Emergency Management Agency (FEMA) describes areas in Flood Zone C as follows:

Areas outside the 1-percent annual chance floodplain, areas of 1-percent annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1-percent annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1-percent annual chance flood by levees. No Base Flood Elevations or depths are shown within this zone. Insurance purchase is not required in these zones.

In addition, the project site is located outside of the tsunami inundation area.

b. **Potential Impacts and Proposed Mitigation Measures**

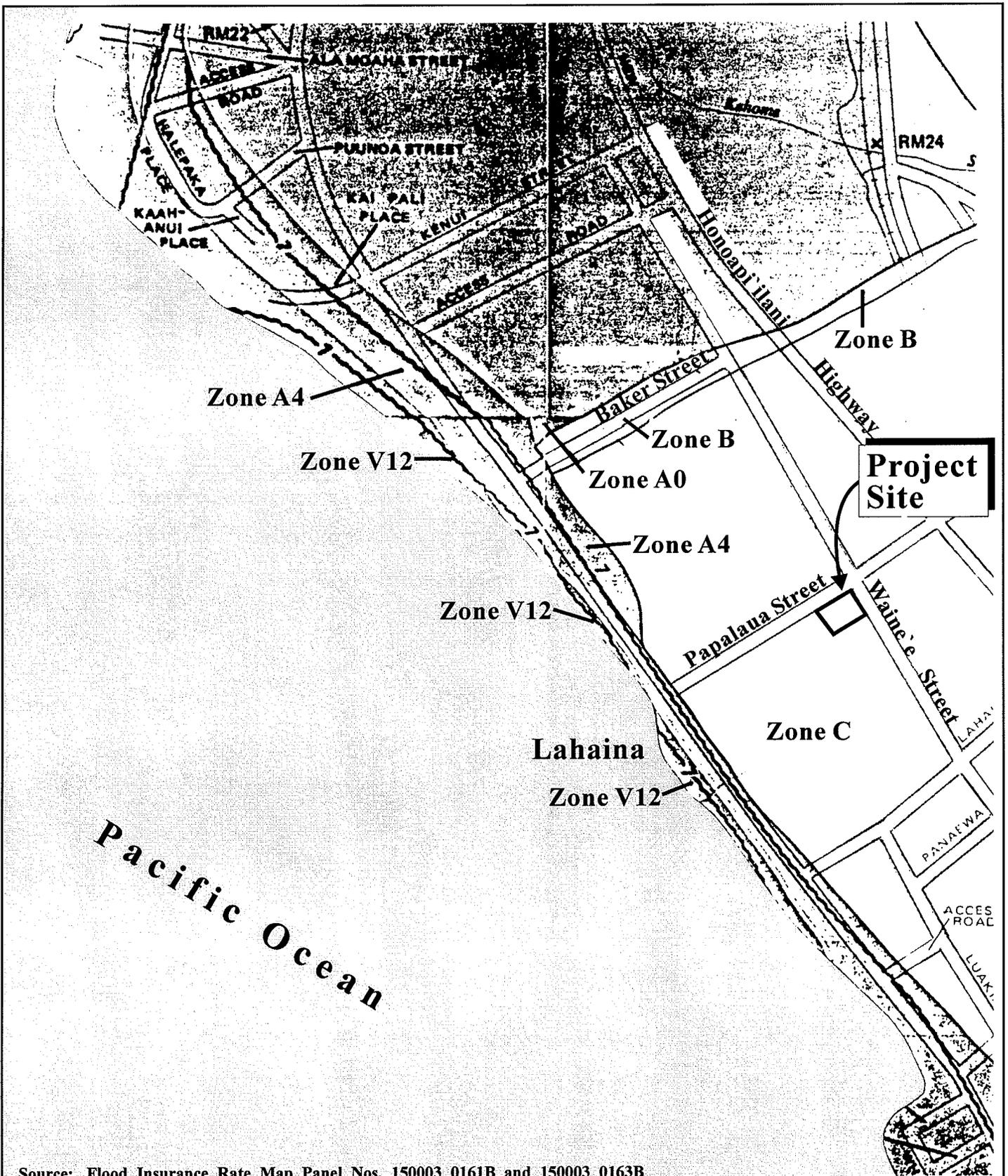
The proposed action is not located within a flood hazard district and there are no flood-related restrictions on development in Flood Zone C. Moreover, the project site is located outside of the tsunami inundation area and tsunami evacuation zone. Existing drainage conditions, which are in keeping with County of Maui design standards, will be maintained. No adverse impacts to flood conditions are anticipated as a result of the proposed project.

6. **Flora and Fauna**

a. **Existing Conditions**

The site has been previously developed and completely paved-over, with the exception of landscape buffers running along the perimeter of the subject property.

Fauna found in the surrounding area are typical of the urbanized regions of West Maui. Domestic mammals, such as dogs and cats, can be found in the



Source: Flood Insurance Rate Map Panel Nos. 150003 0161B and 150003 0163B

Figure 10 Proposed Lahaina McDonald's
Restaurant Reconstruction
Flood Insurance Rate Map

NOT TO SCALE



Prepared for: McDonald's Restaurants of Hawaii, Inc.


MUNEKIYO & HIRAGA, INC.

project vicinity. Avifauna commonly found in the area include the common mynah, Japanese white-eye, spotted dove, barred dove, and house finch. There are no known endangered or rare species found in the project vicinity (Munekiyo & Hiraga, Inc., 2005).

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to have a negative impact on flora, fauna, or avifauna of the area. There are no rare, threatened, or endangered species of flora or fauna found at or in the vicinity of the subject property. The preliminary landscaping plan prescribes the use of native and indigenous species of trees and plants to the extent practicable. See **Appendix “B”**. In addition, the total landscaped area will be increased by approximately 842 square feet. In this capacity, the proposed project will make a positive contribution to botanical resources in the area.

7. Streams, Wetlands, and Reservoirs

a. Existing Conditions

The project site is located within an existing developed area, and according to the United States Department of the Interior, Fish and Wildlife Service, National Wetland Inventory Map, there are no wetland features in close proximity to the project site. Furthermore, there are no streams or other inland water bodies in proximity to the project site.

b. Potential Impacts and Proposed Mitigation Measures

As stated above, there are no streams, wetlands, or reservoirs located in proximity to the project site; therefore, the proposed action is not anticipated to have any adverse effects on natural inland water features in the West Maui region.

8. Air Quality

a. Existing Conditions

There are no point sources of airborne emissions in the immediate vicinity of the project site. Although minimal, airborne pollutants are largely

attributable to vehicular exhaust from traffic along Honoapi`ilani Highway and nearby roadways. Windblown dust from fallow fields is another source of indirect emissions in the region. These sources, however, are intermittent and prevailing winds quickly disperse the particulates generated by these temporary sources. Overall, the air quality in the Lahaina region is considered good.

b. Potential Impacts and Proposed Mitigation Measures

In the short term, construction related activities for the proposed restaurant reconstruction will be the primary source of airborne pollutants affecting the surrounding area. Appropriate Best Management Practices (BMPs) will be utilized to minimize air quality impacts associated with project construction.

The proposed action is not anticipated to generate adverse long-term air quality impacts.

9. Noise Characteristics

a. Existing Conditions

There are no fixed noise generators in the vicinity of the project site. Existing background noise levels are primarily attributed to traffic from the nearby Honoapi`ilani Highway and other surrounding roadways.

b. Potential Impacts and Proposed Mitigation Measures

Ambient noise conditions may be temporarily affected by construction activities. Heavy construction machinery and demolition operations are anticipated to be the dominant noise-generative sources during the construction period. Appropriate BMPs will be employed to mitigate noise impacts generated by construction machinery and operations. Once completed, the proposed project itself is not anticipated to adversely alter noise conditions in the area.

10. Archaeological Resources

a. Existing Conditions

The project site has been historically and recently developed. With the exception of landscaping buffers around the perimeter, the site is now completely paved-over. It is noted that the project site is located within the boundaries of the Lahaina National Historic Landmark District, an area listed on the National Register of Historic Places. Given the extensive surface disturbance in the past, the property is not considered significant in terms of historic or archaeological resource value. There are no known archaeological or culturally significant features in the project vicinity.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action involves the demolition and reconstruction of the existing structure, along with minor parking and landscaping improvements. A new spread footing will be required, however, the new footprint will not detract considerably from the existing. The parking lot is completely on-grade; therefore, no grading or grubbing will be required.

Based on the scope of work and past surface modifications to the property, no adverse impacts to archaeological resources are anticipated. Nonetheless, in the event inadvertent archaeological finds are encountered during construction, work will be halted in the immediate vicinity of the find, and appropriate mitigation protocols will be implemented in coordination with the State Historic Preservation Division.

11. Cultural Resources

a. Existing Conditions

The Lahaina District was considered to be a favorable place by high chiefs because of its natural resource qualities and proximity to Lana`i and Moloka`i. Initial development of agricultural field systems likely occurred early in the Expansion Period, between AD 1200 and 1400. While onshore and offshore fishponds yielded abundant seafood, fertile alluvial terraces and dry land cultivation produced coconut, breadfruit, banana, taro, sweet potato, sugarcane, and other nutritious crops. Trails running mauka to makai

fortified both social and economic linkages between mountain and coastal villages. In addition, the *alanui* or “King’s trail” built by Kihapi`ilani stretched along the coast, connecting all major settlements between Lahaina and Makena (McGerty and Spear, 2008).

European explorers and traders began to frequent the Lahaina District in the late 1700s, spurring considerable transformations to the local landscape and economy. The islands of Maui, Moloka`i, and Lana`i encircle the `Au`au Channel, providing for relatively calm waters and safe anchorage. The ancient Hawaiian name for Lahaina was *Lele*, which means “to leap” or “to disembark” as from a canoe. In pre-contact times, Lahaina’s harbor was referred to as *Keawaiki*, “the small harbor” (Munekiyo & Hiraga, Inc., 2005). During the reign of Kamehameha I, Lahaina thrived as a center for the lucrative and prospering sandalwood trade (McGerty and Spear, 2008). The whaling industry then boomed in the 1800s, and Lahaina grew into a bustling port town, known worldwide as the whaling capital of the Pacific.

As the whaling industry began to decline, a new populace arrived, heralding the establishment of a new agriculturally-based economy. From the mid-1800s, traditional subsistence agriculture succumbed to commercial agricultural operations, namely sugar plantations. Over the years, a number of smaller mills coalesced into the hugely successful Pioneer Mill Company. By the early 1900s, Pioneer Mill cultivated an estimated 15,000 acres of sugar, blanketing the mountain slopes from Ukumehame to Honokowai (Rosendahl, 1989). During this time, pineapple was also established as a profitable crop, and the fruit was cultivated on lands stretching from Honokowai to Honokohau.

Lahaina has played a significant role in the historical and political evolution of Hawai`i. As the sandalwood trade flourished, Lahaina became an important commercial shipping port, establishing ties with China and Russia. Upon uniting the Hawaiian islands under his rule, Kamehameha I established Lahaina as his residence and seat of Hawaiian government. Lahaina would remain the capital of the Hawaiian Kingdom until 1843, meanwhile serving as a major hub for the prospering whaling industry.

Lahaina Town was designated a registered National Historic Landmark in 1962, under the provisions of the Historic Sites Act of August 21, 1935. In 1966, Lahaina Town was listed in the National Register of Historic Places. Notably, the project site is located within the limits of the Lahaina National Historic Landmark District.

b. Potential Impacts and Proposed Mitigation Measures

In order to obtain a depth in cultural perspectives of the proposed project area, an interview with two knowledgeable informants was conducted during the preparation of the Draft Environmental Assessment. See **Appendix “C”**.

A Cultural Interview was held with Mr. Howard Kihune and Mr. Harold Mizomi on Thursday, January 8, 2009, at Mr. Kihune’s office in Ka’anapali. Both Mr. Kihune and Mr. Mizomi are lifelong residents of Lahaina.

Mr. Kihune and Mr. Mizomi were respectively born in 1940 and 1935, and in the days of their youth, Lahaina Town was a bustling plantation town built up around the extensive sugar cane operation of Pioneer Mill Company. This was a time when paved streets were a luxury, and the main thoroughfares of Front Street and Honoapi’ilani Highway were humble dirt roads. A variety of mom-n-pop shops were nestled between Lahainaluna Road and Dickenson Street, lining Front and Waine`e Streets, and the lands surrounding this center of activity were green with pastures and fields of sugar cane. In recalling those days, Mr. Kihune and Mr. Mizomi illustrated a simple way of life, when trips to Central Maui, *the other side*, were seldom made, when neighbors passed the time *talking story* at the local butcher and fish market, and when kids climbed the mango trees beside the irrigation ditches.

Over time, however, Lahaina Town evolved from an agriculturally based plantation town to a tourism-based commercial center, while in the same way, the wetlands and pastures of Ka’anapali yielded to resorts and golf courses. Nevertheless, Mr. Kihune recognized that because of its deep and rich history, Lahaina is a great town; the “*old town*” that enhances the resort destinations of Ka’anapali and Kapalua. Although many of the quaint shops and plantation-era residences have been replaced, distinctive features of old Lahaina remain: Mr. Kihune maintains his childhood home; Mr. Mizomi

resides in the home his family moved to in 1950 after the Korean War; and on a walk down Front Street, some of the original storefronts still remain.

In sum, the men expressed support for the reconstruction of the restaurant, recognizing that the design of the new restaurant would be in keeping with the old-world or plantation era architectural character of the town. In closing, Mr. Kihune and Mr. Mizomi expressed simply that Lahaina is a small town with a significant history, and in this respect, sensitivity to what it is and what it is about is most important.

Based on State archaeological reviews, land use history, and information gained from the cultural interview, the proposed project is not anticipated to have an adverse impact on cultural resources in the area. The site is located in the midst of the urbanized area of Lahaina Town and has consistently been used for business and quasi-public activities. There are no cultural practices conducted on the property, and the site's limited size does not raise any adverse implications for cultural practices and resources in the surrounding area.

12. Scenic and Open Space Resources

a. Existing Conditions

The project site is located amidst the business and commercial center of Lahaina Town. While the project site is not part of a scenic corridor, scenic resources in the vicinity include the West Maui Mountains to the east, as well as the Pacific Ocean and the offshore islands of Kaho`olawe, Lana`i, and Moloka`i, all of which can be seen off to the west, beyond the Front Street coastal area. Other open space resources in the region include the vast expanse of former agricultural lands covering the mountain slopes above the existing urbanized areas.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action involves the demolition and reconstruction of an existing building, as well as minor landscaping and parking improvements. Although located within the National Historic Landmark District, the project site is located outside Maui County Historic Districts Nos. 1 and 2.

Nonetheless, to the extent practicable, the design of the proposed project has been developed in accordance with the Lahaina Historic District Design Guidelines. As such, the building and landscaping will be in keeping with and complementary to the existing townscape. Furthermore, the subject property is not part of a scenic corridor, and will not affect views from inland vantage points. The building height of the new restaurant will be similar to the existing, and accordingly, the proposed project is not anticipated to have an adverse impact on the visual character of the area.

B. SOCIO-ECONOMIC CONDITIONS

1. Land Use and Community Character

a. Existing Conditions

The majority of lands in West Maui are classified “Conservation” or “Agricultural” by the State Land Use Commission. Generally, higher elevations are deemed “Conservation” lands, while foothills of the middle elevations are designated “Agricultural”. Much of the lower elevations, lands running along the coast, are classified “Urban”.

Lahaina encompasses a diverse mix of land uses, including residential, business, light industrial, recreational, and agricultural uses. Lahaina Town is the commercial center of West Maui, and the former first capital of the State of Hawai`i. Moreover, as the former whaling capital of the Pacific, Lahaina Town has been designated a National Historic Landmark District. The town contains several shopping centers and business retail areas, serving as a core for the region’s residential communities.

With a consistently warm, dry climate, complemented by lengths of white sand beaches and scenic landscapes, West Maui is a popular visitor destination. A vast number of visitor accommodations are located in Lahaina Town, as well as in the resort communities of Ka’anapali, Kapalua, Kahana, and Napili. The Kapalua-West Maui Airport at Mahinahina, located approximately 6.9 miles north of the project site, provides commuter air services which conveniently link West Maui with Oahu and neighbor islands.

Pineapple fields and diversified agriculture, including corn, banana, melon, and papaya crops, compose the active agricultural cultivation of the West Maui region. Since the closure of its sugar cane operations in September 1999, Pioneer Mill Company has set aside approximately 1,200 acres of former agricultural lands in Ka'anapali to grow seed corn and coffee. Meanwhile, Maui Land & Pineapple Company fields span the mountain lowlands of Kapalua.

b. Potential Impacts and Proposed Mitigation Measures

The project site is situated within the business and commercial center of Lahaina Town. Residential neighborhoods are situated to the south, east, and north of the town center, while the master planned resort communities of Ka'anapali and Kapalua are located further north.

The proposed restaurant reconstruction will enable the applicant to provide a higher level of service to the multitudes of residents and visitors who frequent Lahaina Town's shops and attractions. The operation is complementary to the surrounding businesses, retail and commercial activities, and as such, is not anticipated to adversely alter the community character of West Maui.

2. Population and Demography

a. Existing Conditions

The project site is located makai of Honoapi'ilani Highway, near the western coast of Lahaina, Maui, within the West Maui Community Plan region.

The County of Maui, specifically the Island of Maui and the West Maui region, has exhibited relatively strong growth over the past decade. In 2000, the population of Maui County was 128,241, compared to a 1990 population of about 100,504. The resident population of the Maui County in 2005 was estimated to be 140,050 and is projected to increase to approximately 151,300 in 2010 (County of Maui, Department of Planning, 2006).

Just as the County's population has grown, the resident population of the Island of Maui has also increased. In 2000, the estimated population of the

Island of Maui was 117,644. It is projected that in 2010 the population will reach approximately 140,289 (County of Maui, Department of Planning, 2006).

West Maui's growth over the last three (3) decades has kept pace with that of Maui County. Since 1970, West Maui has seen an increase in resident population growing from about 5,500 persons in 1970, to approximately 10,300 persons in 1980, to about 14,600 in 1990. In 2000, the resident population of West Maui was approximately 17,967. Population forecasts for this region reflect a West Maui population of 21,577 persons in 2010. Accounting for visitors and workers, the day-time population increases to approximately 50,000 people in the West Maui region (County of Maui, Department of Planning, 2006).

Age and ethnicity attributes of the West Maui region for the year 2000 are reflected in **Table 1**.

Table 1. Age and Ethnicity

AGE AND ETHNICITY		
	Maui County	West Maui
Population	128,094	17,748
Age		
Under 5	7 percent	7 percent
5 to 19	21 percent	17 percent
20 to 44	37 percent	42 percent
45 to 64	24 percent	24 percent
65 and older	11 percent	10 percent
Median Age	36.8 years	39.3 years
Ethnicity		
Caucasian	34 percent	55 percent
Japanese	10 percent	5 percent
Hawaiian	9 percent	6 percent
Filipino	17 percent	13 percent
All Others	30 percent	21 percent
Source: U.S. Census Bureau, 2000.		

West Maui has a larger percentage of its population in the eligible labor force than the County as a whole. As noted in **Table 1**, in the year 2000, 66 percent of West Maui's population is in the labor force age bracket of 20 to 64 years, while Countywide, 61 percent of the population is in this age category. West Maui has a slightly higher median age of 39.3 years, when compared to the Countywide median of 36.8 years.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action involves the reconstruction of a food service establishment which is currently supported by a resident population of nearly 18,000 full-time residents, in addition to a constant stream of visitors. The proposed action is intended to produce an updated facility necessary to provide quality service for a growing population. The proposed project is not

a direct population generator, and as such, is not anticipated to adversely impact population or demographic trends of the West Maui region.

3. Labor Force

a. Existing Conditions

In 2000, there were a total of 21,148 civilian jobs in the Lahaina area, of which 4,703 were self-employed jobs. In March 2009, the non-seasonally adjusted unemployment rates for Maui County and the Island of Maui stood at 9.0 percent and 8.9 percent, respectively, increases of 5.7 percent and 5.7 percent, respectively, from the previous year (DLIR, 2009).

In terms of the profile of employed persons, West Maui generally follows the Countywide trends for the labor force characteristics shown in **Table 2**.

Table 2. Labor Force Characteristics

Occupational Category	Maui County	West Maui
Agriculture	3 percent	2 percent
Manufacturing	2 percent	1 percent
Construction	4 percent	2 percent
Transportation, Communication, and Utility	4 percent	2 percent
Trade	20 percent	22 percent
Banking & Finance	4 percent	4 percent
Service	31 percent	40 percent
Government	10 percent	4 percent
Self-employed	23 percent	23 percent

Source: County of Maui, Department of Planning, 2006.

Maui's economy is heavily reliant upon the visitor industry, and this dependency is especially evident in West Maui, a major resort destination area. In terms of employment distribution, more West Maui workers were employed in the service industry (40 percent) than the Countywide profile (31 percent). Because of West Maui's emphasis on service jobs, most other job sectors exhibited slightly lower distribution rates.

b. Potential Impacts and Proposed Mitigation Measures

As discussed above, the service industry employs 40 percent of the West Maui labor force. In keeping with this trend, the existing restaurant employs a staff of 60, including full-time, part-time, and seasonal personnel. During the construction period, these employers will be given the option of temporarily transferring to another store. In the short term, the project will also support construction and construction-related employment. This project, therefore, is anticipated to positively contribute to labor conditions in the West Maui region.

C. PUBLIC SERVICES AND FACILITIES

1. Police and Fire Protection Services

a. Existing Conditions

The project site is within the service area of the Maui Police Department's Lahaina patrol district, which services the West Maui region. Built in the early 1970's, the Lahaina Police Station is located in the Lahaina Civic Center (LCC) complex, approximately 2.2 miles north of the project site. The Lahaina patrol district includes management level officers, field police officers, and additional personnel, which consists of public safety aides and administrative support staff (MPD, 2008). In addition, there is also a police sub-station in Napili. This sub-station is used to allow officers assigned in the outskirts of Lahaina to write police reports without having to travel back into Lahaina Town.

Fire prevention, suppression, and protection services for the West Maui region are provided by the County Department of Fire and Public Safety's Lahaina and Napili Fire Stations. The Lahaina Fire Station is located approximately 2.2 miles north of the project site at the LCC, while the Napili Fire Station is located approximately 8.3 miles further north. The Lahaina Fire Station includes an engine and a ladder company, and is staffed by 30 full-time personnel. It also has a boat for ocean rescues. The Napili Fire Station consists of an engine company with 15 full-time firefighting personnel. All firefighting personnel are first-responder trained to provide emergency medical care.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action, involving the demolition and reconstruction of an existing restaurant, is not anticipated to affect the capabilities of police and fire services. The existing operational limits of these services will not be extended or affected. Furthermore, onsite fire protection will not be required, as there is an existing fire hydrant on Papalaua Street, fronting the makai boundary of the project site.

2. Medical Facilities

a. Existing Conditions

Maui Memorial Medical Center serves as the island's only major medical facility. Located in Wailuku, approximately 25.0 miles southeast of Lahaina, the 231-bed facility provides general, acute, and emergency care services for the island's residents and visitors. In addition, the Kaiser Permanente Medical Clinic, West Maui Healthcare Center, Maui Medical Group, Lahaina Physicians, and other private medical and dental offices provide health care services for the region's residents and visitors.

b. Potential Impacts and Proposed Mitigation Measures

Because the proposed action involves a reconstruction of and replacement improvements to an existing restaurant, medical and emergency response service limits will not be expanded. The proposed project, therefore, is not anticipated to affect medical services and delivery capacities in the area.

3. Recreational Facilities

a. Existing Conditions

West Maui has numerous recreational facilities offering diverse opportunities for the region's residents. These facilities include several County and State parks and beach parks in West Maui. Approximately one-third of the County parks are situated along the shoreline and offer excellent swimming, diving, and snorkeling areas. In addition, Ka'anapali and Kapalua Resorts operate world-class golf courses available for public use.

Recreational facilities in Lahaina Town include the Lahaina Aquatic Center, the West Maui Youth Center, the Lahaina Recreation Center, and the LCC. The Lahaina Aquatic Center contains an Olympic-size swimming pool, a children's wading pool, a paved parking lot and office and storage space, as well as shower, restroom, and changing room facilities. The 15-acre Waine'e Park expansion includes new fields, parking, and washroom facilities. The West Maui Youth Center has a building for youth activities, as well as paved parking, an outdoor playground, and a basketball court. The Lahaina Recreation Center includes baseball fields and playfields for soccer and football, as well as restrooms and paved parking facilities. The LCC includes a gymnasium, amphitheater, and tennis courts complex, as well as restrooms and paved parking facilities.

Additionally, the clear ocean waters and well-developed reef system along the Lahaina and Ka'anapali coastline offer many recreational opportunities for residents and visitors. Many tourism-based businesses also rely on the ocean and reef system for their operation. Fishing by shorecasting and netting is practiced in the ocean waters near Lahaina Town, Ka'anapali Beach, Hanakao'o Point, and Honokowai Point. Edible seaweed collecting, octopus fishing, and spearfishing occur on the adjacent reef flat fronting Ka'anapali. During periods of wave activity, the area is a good location for surfing.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not a direct population generator and, as such, is not anticipated to have an adverse impact on recreational facilities in the West Maui region.

4. Educational Facilities

a. Existing Conditions

The West Maui region is served by four (4) public schools (Lahainaluna High School, Lahaina Intermediate School, Princess Nahi'ena'ena Elementary School, and Kamehameha III Elementary School) operated by the State of Hawai'i, Department of Education (DOE) and two (2) smaller private schools (Sacred Hearts School and Maui Preparatory Academy). All four (4) of the public schools are located within Lahaina Town and three (3) of those

schools are located along Lahainaluna Road, mauka of Honoapiʻilani Highway. The enrollments in the four (4) schools have grown in concert with the growth of residential development in the area. See **Table 3**.

Table 3. Actual and Projected Enrollments at Department of Education Schools

School	Capacity	Actual Enrollment				Projected Enrollment			
	SY 05-06	SY 04-05	SY 05-06	SY 06-07	SY 07-08	SY 08-09	SY 09-10	SY 10-11	SY 11-12
Lahainaluna High School	969	1,038	1,033	984	996	810	765	762	796
Lahaina Intermediate	571	637	578	584	615	581	545	500	490
Kamehameha III Elementary	646	702	744	738	701	869	958	1,033	1,077
Princess Nahiʻenaʻena Elementary	612	664	649	625	624	617	636	651	653

Source: State of Hawaiʻi, Department of Education, 2008.

Maui Community College (MCC), which is located in Kahului, is a branch of the University of Hawaiʻi system, and the primary higher education institution serving Maui. An MCC-Lahaina Education Center opened in Fall 2007.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not a direct population generator and, as such, is not anticipated to impact educational facilities in the region.

5. Solid Waste Collection and Disposal Services

a. Existing Conditions

Residential refuse collection is provided by the County's Department of Environmental Management, Solid Waste Division. Private refuse collectors provide solid waste disposal services for commercial and institutional accounts. With the exception of the Hana region, residential and commercial solid waste from throughout the island is transported to the Central Maui Landfill at Puunene, about 28.0 miles to the southeast of the project site.

A refuse transfer station located at Olowalu, approximately 6.0 miles south of the project site, accepts household and green wastes, as well as used oil, for transport to the Central Maui Landfill in Puunene. The disposal of commercial and institutional refuse is not permitted at the Olowalu transfer station.

b. Potential Impacts and Proposed Mitigation Measures

As applicable, a solid waste management plan will be developed for the disposal of materials resulting from the demolition and construction activities. Once completed, solid waste disposal for the restaurant through a private waste collection service would continue. Currently, the County of Maui's Solid Waste Division is in the process of completing a landfill expansion project, estimated to provide the island with sufficient capacity for several years, which takes into account future growth of residential and non-residential uses. In addition, lands adjacent to the existing landfill are currently utilized for rock quarrying and will likely be available for County expansion of the landfill, further increasing available capacity.

Aside from the waste generated during the construction period, the proposed action is not anticipated to significantly alter solid waste collection and disposal capabilities and capacities.

D. INFRASTRUCTURE

1. Roadway Infrastructure

a. Existing Conditions

Access to Lahaina is provided by Honoapi`ilani Highway from Central and South Maui. Extending from Wailuku to Kapalua, Honoapi`ilani Highway is the only State highway serving the West Maui region. With the exception of a four-lane segment between Lahainaluna Road and Lower Honoapi`ilani Road, the typical highway section consists of two (2) lanes bordered by paved shoulders which also function as bike paths.

Vehicular access to the project site is currently provided via Papalaua Street. Vehicles currently exit the site onto both Waine`e Street and Papalaua Street.

b. Potential Impacts and Proposed Mitigation Measures

A traffic impact assessment report (TIAR) was prepared by Phillip Rowell and Associates. See **Appendix “D”**.

The study area was limited to Papalaua Street, between Waine`e Street and the project driveway along the south side of Papalaua Street, and the intersection of Waine`e and Papalaua Streets. Consistent with observations taken during the collection of traffic counts, the level-of-service (LOS) analysis indicates that all movements currently operate at LOS C or better during the morning peak hour, and at LOS D or better during the afternoon peak hour. The Institute of Traffic Engineers (ITE) considers LOS D to be the minimum acceptable peak hour LOS for urban intersections; therefore, it has been determined that the existing LOS is acceptable.

The proposed project involves the reconstruction of the existing Lahaina McDonald’s restaurant, and as such, the proposed action does not entail a change in use or a significant increase in the size of the building. In effect, the TIAR concludes that there will be no change in the amount of traffic into or out of the study area, and no mitigation will be required.

2. Water

a. Existing Conditions

The West Maui region is served by the County’s Department of Water Supply domestic water system. The County water system services the coastal areas from Launiupoko to Ka`anapali and from Honokowai to Napili. The County’s system includes two (2) surface and nine (9) groundwater sources.

The sources of water for Lahaina are five (5) deepwells located above Alaeloa and referred to as Napili Wells 1, 2, and 3, and Honokohau Well A and B; and four (4) wells above Lahaina Town, referred to as Kahana 1 and 2 and Waipuka 1 and 2. These wells are supplemented by water treatment plants above Honokowai and Lahainaluna High School that draw surface water from the Honolua Ditch and Kahana Valley. Several miles of 12- and 16-inch lines located in Lower Honoapi`ilani Road and two (2) in-line booster stations convey water from these sources to consumers in Lahaina.

Storage is provided by a 1.5 million gallon (MG) storage tank above Wahikuli and a 1.0 MG tank on Lahainaluna Road.

The County of Maui provides water service for the existing restaurant establishment. The project site is served by an 8-inch waterline and 1 ½ -inch water meter. Average water consumption is approximately 2,278 gallons per day.

b. Potential Impacts and Proposed Mitigation Measures

The proposed action is not anticipated to increase potable water usage over that which is currently used at the existing restaurant. Because the proposed action involves the reconstruction of an existing establishment, existing domestic and irrigation water service demands will not change. The existing 1 ½ -inch water meter is a standard size for McDonald's restaurants; therefore, a larger meter will not be required. An existing reduced pressure backflow preventer after the water meter will be reused.

3. Wastewater Systems

a. Existing Conditions

The County Department of Environmental Management's Wastewater Reclamation Division provides sanitary sewer service for the West Maui region.

Wastewater from the Ka'anapali and Lahaina areas is treated at the County's Lahaina Wastewater Reclamation Facility (WWRF). The WWRF's potential total treatment capacity is 9.0 million gallons per day (mgd), with 6.0 mgd for secondary treatment and 3.0 mgd for R-1 treatment. Presently, the facility treats about 5.4 mgd of wastewater. About 1.2 mgd of the R-1 treated effluent is used to irrigate the Royal Ka'anapali golf courses, the landscaped areas along Honoapi'ilani Highway, and the landscaped median of Ka'anapali Parkway. The remaining treated effluent (4.2 mgd) is disposed into four (4) injection wells located within the facility. Under the conditions of its Environmental Protection Agency (EPA) permit, the County is allowed to dispose a maximum flow of 6.7 mgd into the injection wells.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project is not anticipated to affect demands on wastewater infrastructure or service requirements. Because the proposed action involves the reconstruction of the existing restaurant, new wastewater fixtures will connect to the existing sewer lateral. While a property sewer manhole is not currently in existence, a manhole will be installed in order to bring the property into compliance with the requirements of Maui County Code, Section 14.25A.130. See **Appendix "E"**. In effect, no negative impacts to wastewater collection, treatment, or disposal capacities are anticipated as a result of the proposed action.

4. Drainage

a. Existing Conditions

The existing restaurant floor elevation is 17.0 feet above mean sea level, and surrounding grades slope away from the building. There are two (2) drain inlets onsite that receive storm runoff from the site. The existing landscaped areas along Papalaua and Waine`e Streets do not flow toward said drain inlets, but rather are directed towards the County roadways. Refer to **Appendix "A"**.

b. Potential Impacts and Proposed Mitigation Measures

The existing drainage patterns will be maintained with the design and construction of the new restaurants. Grades will slope away from the new restaurant and will not vary substantially from the existing. Overall, the landscaped area will increase by 842 square feet, and the hard surface area will decrease 842 square feet. In effect, storm water runoff will decrease by 0.07 cfs, from 1.93 cfs to 1.86 cfs. Refer to **Appendix "A"**.

5. Electrical, Telephone, and Cable Television Systems

a. Existing Conditions

Electrical, telephone, and cable television services for the West Maui region are provided by Maui Electric Company, Ltd., Hawaiian Telcom, and Oceanic Time Warner Cable Company, respectively. These distribution

systems, consisting of underground and overhead lines, are located along Honoapiʻilani Highway.

b. Potential Impacts and Proposed Mitigation Measures

The proposed project will not require capacity-related electrical system improvements, as electricity demands will not increase as a result of the proposed action. There are no improvements to telephone or cable television services involved in the proposed action. The proposed action is not anticipated to have a significant impact on existing electrical, telephone, or cable television systems, nor is it expected to extend existing service area limits.

E. CUMULATIVE AND SECONDARY IMPACTS

The entire action involves the demolition and reconstruction of an existing restaurant, along with landscaping, parking, and related utilities improvements. The new building footprint will not detract significantly from the existing, and the proposed action does not involve any offsite infrastructure or utilities improvements. In sum, this action is not anticipated to have significant adverse impacts, either cumulative or secondary.

III. RELATIONSHIP TO LAND USE PLANS, POLICIES, AND CONTROLS

III. RELATIONSHIP TO LAND USE PLANS, POLICIES, AND CONTROLS

A. STATE LAND USE DISTRICTS

Chapter 205, Hawai'i Revised Statutes (HRS), relating to the Land Use Commission, establishes four (4) major land use districts classifying all lands of the State of Hawai'i. These districts are designated as "Urban", "Rural", "Agricultural", and "Conservation". The subject property is located within the "Urban" district. See **Figure 11**. The proposed restaurant is a permitted use within the "Urban" district.

B. HAWAII STATE PLAN

Chapter 226, HRS, also known as the Hawai'i State Plan, is a long-range comprehensive plan which serves as a guide for the future long-term development of the State by identifying goals, objectives, policies, and priorities, as well as implementation mechanisms. Examples of state objectives relevant to the proposed project are as follows:

1. Section 226-5, Objective and policies for population

To achieve the population objective, it shall be the policy of this state to:

- a. Manage population growth statewide in a manner that provides increased opportunities for Hawaii's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.
- b. Encourage an increase in economic activities and employment opportunities on the neighbor islands consistent with community needs and desires.

2. Section 226-6, Objectives and policies for the economy--in general

Planning for the State's economy in general shall be directed toward achievement of the following objectives:

- a. Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawaii's people.

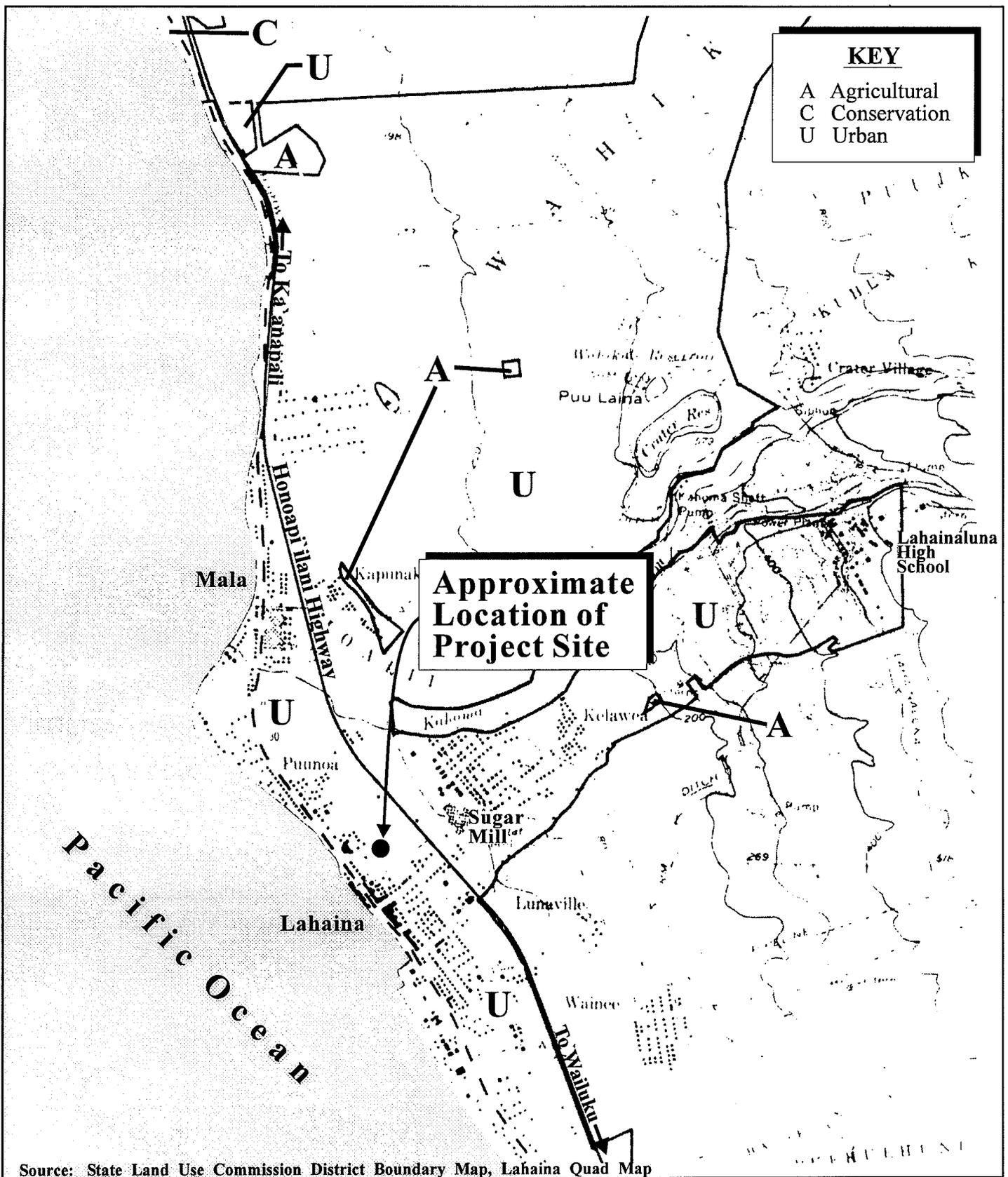


Figure 11

Proposed Lahaina McDonald's
Restaurant Reconstruction
State Land Use Classifications

NOT TO SCALE



- b. A steadily growing and diversified economic base that is not overly dependent on a few industries, and includes the development and expansion of industries on the neighbor islands.

To achieve the general economic objectives, it shall be the policy of this State to:

- a. Expand Hawaii's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.
- b. Maintain acceptable working conditions and standards for Hawaii's workers.
- c. Provide equal employment opportunities for all segments of Hawaii's population through affirmative action and nondiscrimination measures.

3. Section 226-13, Objectives and policies for the physical environment--land, air, and water quality

To achieve the land, air, and water quality objectives, it shall be the policy of this State to:

- a. Encourage urban developments in close proximity to existing services and facilities.

The objective of the proposed project is to demolish and reconstruct an existing McDonald's restaurant to meet current corporate design standards. The end result of the proposed action will be a newly outfitted establishment, furnished with updated equipment and facilities, which will enable employees to provide a higher quality of service for both residents and visitors of the area. As discussed previously, the restaurant employs a staff of 60 full-time, part-time, and seasonal employees, providing a steady source of income for many local families. In addition, the restaurant also employs a number of foreign exchange students for several months every year, fostering international economic ties. Meanwhile, the reconstruction of an existing restaurant within an urban area, situated in proximity to other business, commercial, and retail establishments, minimizes impacts to land, air, and water quality in the region. In summary, the proposed project is consistent with the goals, objectives, policies, and priorities of the Hawai'i State Plan.

C. MAUI COUNTY GENERAL PLAN

The Maui County General Plan, 1990 Update, sets forth broad objectives and policies to help guide the long-range development of the County. As stated in the Maui County Charter, the General Plan shall:

"The general plan shall indicate desired population and physical development patterns for each island and region within the county; shall address the unique problems and needs of each island and region; shall explain the opportunities and the social, economic, and environmental consequences related to potential developments; and shall set forth the desired sequence, patterns, and characteristics of future developments."

The proposed action is in keeping with the following General Plan objectives and policies.

POPULATION

Objective

- To plan the growth of resident and visitor population through a directed and managed growth plan so as to avoid social, economic and environmental disruptions.

Policies

- Manage population growth so that the County's economic growth will be stable and the development of public and private infrastructures will not expand beyond growth limits specified in the appropriate community plans or negatively impact our natural resources.
- Provide for population density and distribution patterns within the appropriate community plans which balance with the County's fiscal ability to provide necessary essential services.

LAND USE

Objective

- To preserve for present and future generations existing geographic, cultural, and traditional community lifestyles by limiting and managing growth through environmentally sensitive and effective use of land in accordance

with the individual character of the various communities and regions of the County.

Policies

- Provide and maintain a range of land use districts sufficient to meet the social, physical, environmental and economic needs of the community.
- Formulate a directed land use growth strategy which will encourage the redevelopment and infill of existing communities allowing for mixed land uses, where appropriate.

URBAN DESIGN

Objectives

- To see that all developments are well designed and are in harmony with their surroundings.
- To encourage developments which reflect the character and the culture of Maui County's people.

Policies

- Require that appropriate principles of urban design be observed in the planning of all new developments.
- Establish urban design guidelines and standards which will reflect the unique traditional and architectural values of each community plan area.
- Encourage community design which establishes a cohesive identity.

The proposed project involves the reconstruction of a food service establishment which provides reliable employment opportunities for residents of the West Maui region. The proposed action will provide an updated facility which will enable the restaurant to provide a higher quality of service to the growing West Maui population. The location of the subject project, within the business and commercial center of Lahaina Town, is consistent with the land use directives of the General Plan. In addition, the design of the reconstructed restaurant recognizes the key elements of the Architectural Style Book for Lahaina and the Lahaina Historic District Design Guidelines, thereby complementing surrounding buildings

and streetscapes. The proposed project, therefore, is in accordance with the objectives and policies of the Maui County General Plan.

D. WEST MAUI COMMUNITY PLAN

There are nine (9) community plan regions within Maui County. From a General Plan implementation standpoint, each region is governed by a community plan which sets forth desired land use patterns, as well as goals, objectives, policies, and implementing actions for a number of functional areas, including infrastructure-related parameters.

The project site, located within the West Maui Community Plan region, is designated “Business/Commercial”. See **Figure 12**. The proposed project is in keeping with, among others, the following goals, objectives, and policies of the West Maui Community Plan.

LAND USE

Objectives and Policies for Lahaina Town

- The area bounded by Honoapiilani Highway and Front Street define Lahaina town. Within this core, allow higher density commercial and civic activities with lower density residential uses on the periphery to emphasize the importance of Lahaina town as the regional service center and an attraction to residents and visitors alike.
- Provide resident-oriented commercial uses along Wainee Street from Baker to Dickenson Streets.

ECONOMIC ACTIVITY

Goal

A diversified economy that provides a range of stable employment opportunities for residents, allows for desired commercial services for the community, and supports the existing visitor and agricultural industries, all in a manner that will enhance both the community's quality of life and the environment.

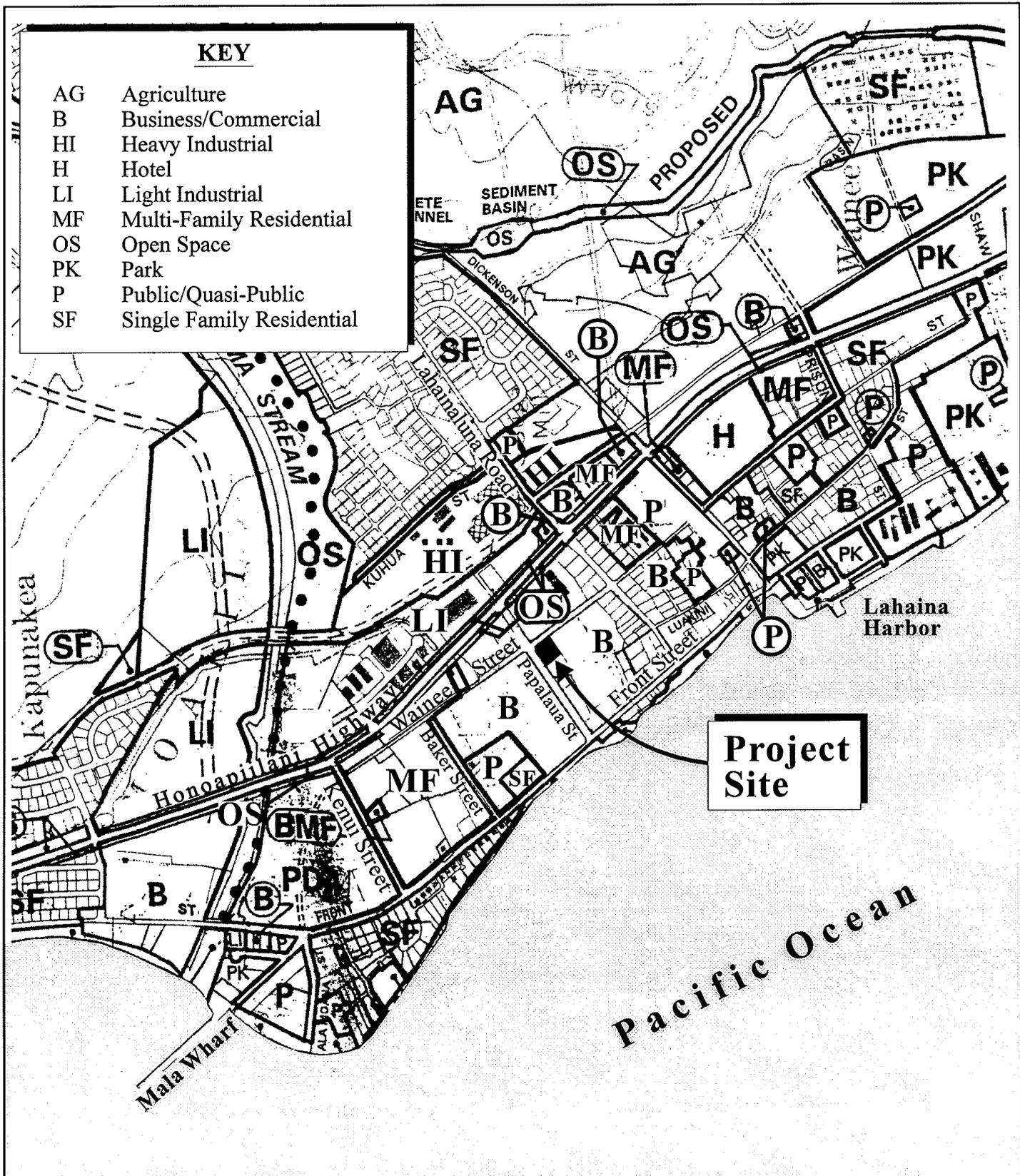


Figure 12 Proposed Lahaina McDonald's Restaurant Reconstruction
West Maui Community Plan Designations

NOT TO SCALE



Objectives and Policies

- Promote a diversified economic base which offers long term employment to West Maui residents, and maintains overall stability in economic activity in the areas of:
 - b. Visitor-related service/commercial services.
 - d. Resident-related service/commercial services.
- Expand light industrial and service commercial activities in appropriate locations to accommodate the region's needs.
 - a. Enhance Lahaina town's role as the regional center for resident-related commercial and professional services.

URBAN DESIGN

Goal

An attractive and functionally integrated urban environment that enhances neighborhood character, promotes quality design at the resort destinations of Kaanapali and Kapalua, defines a unified landscape planting and beautification theme along major public roads and highways, watercourses, and at major public facilities, and recognizes the historic importance and traditions of the region.

Objectives and Policies for Lahaina Town

- Maintain the scale, building massing and architectural character of historic Lahaina town.
- Landscape Character:
 - a. Open off-street parking facilities should be landscaped and maintained with canopy trees for shade. Parking facility perimeters should be landscaped and maintained with shrubbery to soften the parking edge when viewed from the street. Existing non-conforming parking lots should be made to conform with the current off-street parking ordinance as a prerequisite to future building permits.

- d. Landscaping along Wainee Street and other interior streets should be designed to soften the effects of the built environment and to provide buffers for parking areas.
- Building Character:
 - a. New building and renovation of existing buildings in Lahaina town should respect the scale, texture, materials, and facades of existing structures in the Lahaina Historic District.
 - b. Building heights should reflect the context of existing building heights and massing in the Lahaina Historic District. The maximum building heights shall be two stories or 35 feet with a mixture of one- to two-story building heights encouraged.

As noted, the proposed project is in conformance with a number of goals, objectives, and policies of the West Maui Community Plan. Comprised of a vibrant mixture of shops, restaurants, and other commercial establishments, Lahaina Town is the activity center of the West Maui region. The proposed project is in keeping with the land use objectives and policies of Lahaina Town, meanwhile contributing to the economic base of the region. Furthermore, the architectural design and landscaping of the proposed project have been developed to respect and contribute to the character of the historic town. See **Appendix "F"** and refer to **Appendix "B"**. Moreover, the proposed project is consistent with the underlying "Business/Commercial" community plan designation.

E. COUNTY ZONING

The lands underlying the project site is zoned "B-2 Community Business District" by Maui County zoning. According to Maui County Code Section 19.18.020, restaurants are permitted uses within this district; therefore, the proposed project is in conformance with the underlying Maui County zoning designation.

The "B-2 Community Business District" zoning designation was established through Ordinance No. 2827, which was approved by the Maui County Council in February 28, 2000. Conditions of this zoning designation pertinent to the proposed project include the following:

- That the uses on the site shall be limited to business offices, financial offices, and professional offices, as well as uses permitted in the B-1 Neighborhood District, excluding churches, day care, laundromats, gas stations, and liquor stores.

- That the height limit shall be restricted to 35 feet.
- That the architectural design, signage, and landscaping shall be compatible with the Design Guidelines for the Lahaina Historic District.

F. LAHAINA HISTORIC DISTRICT DESIGN GUIDELINES

As mentioned previously, the subject property falls within the boundary of the Lahaina National Historic Landmark District. Although not located in either of the two (2) Lahaina Historic Districts as defined in Title 19.50.010 of the Maui County Code, the following principles of the Lahaina Design Guidelines (Nore V., Winter 2003) will be incorporated into the overall design of the proposed restaurant reconstruction, to the extent practicable. Refer to **Appendix "F"**.

1. Design Character

New buildings should be distinguishable as more recent additions to the community, albeit in a subtle way that the overall historic character is conveyed. Regardless of stylistic treatment, a new building should appear simple in form and detail. Buildings should also be visually compatible with older structures, without being direct copies of them.

2. Mass, Scale, and Form

The architecture of Lahaina has been built on simple straightforward geometric principles. A new building's overall form should be one of simplicity. The mass and scale of buildings in Lahaina are also key considerations that affect compatibility. The overall height, width and depth of the building should reflect those of traditional buildings in the district.

3. Building Materials

New buildings should reinforce the pedestrian-oriented character of Lahaina by conveying a sense of human scale. This can be achieved by using traditional building materials, such as doors, windows, and wood siding, to the extent practicable. The type of materials used should be selected from those used historically in the district; however, if a new material is selected it should have a simple finish, similar to those seen traditionally.

4. Roof Forms and Materials

Simple roof shapes were the predominant form found throughout Lahaina. Roof materials for new buildings should be used in a manner similar to that seen traditionally in the district.

G. COASTAL ZONE MANAGEMENT/SPECIAL MANAGEMENT AREA

The Hawai'i Coastal Zone Management Program (HCZMP), as formalized in Chapter 205A, HRS, establishes objectives and policies for the preservation, protection, and restoration of natural resources of Hawai'i's coastal zone. The proposed project site is located within the County of Maui's Special Management Area (SMA), thus, consideration of County coastal zone objectives and policies will be carried out.

The relationship of the proposed project to applicable coastal zone management considerations, set forth in Chapter 205A, HRS and in the rules of the Maui Planning Commission, is addressed below.

1. Recreational Resources

Objective: Provide coastal recreational opportunities accessible to the public.

Policies:

- a. Improve coordination and funding of coastal recreation planning and management; and
- b. Provide adequate, accessible and diverse recreational opportunities in the coastal zone management area by:
 - i. Protecting coastal resources uniquely suited for recreation activities that cannot be provided in other areas;
 - ii. Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites, fishponds and sandy beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;

- iii. Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;
- iv. Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;
- v. Ensuring public recreational use of County, State and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;
- vi. Adopting water quality standards and regulating point and non-point sources of pollution to protect and where feasible, restore the recreational value of coastal waters;
- vii. Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches and artificial reefs for surfing and fishing; and
- viii. Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the Land Use Commission, Board of Land and Natural Resources, County Planning Commissions and crediting such dedication against the requirements of Section 46-6 of the Hawaii Revised Statutes.

Response: The proposed action is not anticipated to impact coastal recreational opportunities or affect existing public access to the shoreline. The project is catered towards providing food service for Lahaina residents and visitors and accordingly, is not a direct generator of demand for regional recreational resources.

2. **Historical/Cultural Resources**

Objective: Protect, preserve and where desirable, restore those natural and man-made historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.

Policies:

- a. Identify and analyze significant archaeological resources;

- b. Maximize information retention through preservation of remains and artifacts or salvage operations; and
- c. Support State goals for protection, restoration, interpretation and display of historic resources.

Response: The project area is located within the Lahaina National Historic Landmark District. The subject property has been previously cleared and graded, and currently contains the existing restaurant and paved parking lot. The property is not considered significant in terms of historic or cultural resource value, however, the exterior design of the new restaurant will be in keeping with the historic architectural character of the area.

3. **Scenic and Open Space Resources**

Objective: Protect, preserve and where desirable, restore or improve the quality of coastal scenic and open space resources.

Policies:

- a. Identify valued scenic resources in the coastal zone management area;
- b. Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural land forms and existing public views to and along the shoreline;
- c. Preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources; and
- d. Encourage those developments which are not coastal dependent to locate in inland areas.

Response: The site and proposed reconstruction will be designed and landscaped in accordance with applicable regulatory standards to ensure visual compatibility with the surrounding land uses. The proposed action is not anticipated to impact coastal scenic and open space resources, nor will it adversely affect public views to and along the coastline.

4. Coastal Ecosystem

Objective: Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.

Policies:

- a. Exercise an overall conservation ethic, and practice stewardship in the protection, use and development of marine and coastal resources;
- b. Improve the technical basis for natural resource management;
- c. Preserve valuable coastal ecosystems of significant biological or economic importance;
- d. Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and
- e. Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and non-point source water pollution control measures.

Response: The project site is not located in close proximity to any streams or wetlands, and the proposed action is not expected to adversely impact coastal ecosystems. The existing drainage system, which will be maintained with the proposed action, has been designed in accordance with applicable regulatory standards to ensure that there are no adverse effects to adjacent or downstream properties. In addition, appropriate BMPs and erosion control measures will be implemented to minimize the effects of stormwater runoff during construction of the project.

5. Economic Use

Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.

Policies:

- a. Concentrate coastal dependent development in appropriate areas;

- b. Ensure that coastal dependent development such as harbors and ports, and coastal related developments such as visitor facilities and energy-generating facilities are located, designed and constructed to minimize adverse social, visual and environmental impacts in the coastal zone management area; and
- c. Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:
 - i. Use of presently designated locations is not feasible;
 - ii. Adverse environmental effects are minimized; and
 - iii. The development is important to the State's economy.

Response: The proposed project involves the reconstruction of, and related improvements to, an establishment which is situated within an existing developed area. The proposed action is not an intensification of the existing use of the site; therefore, improvements to public facilities will not be necessary.

6. **Coastal Hazards**

Objective: Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence and pollution.

Policies:

- a. Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, point and nonpoint source pollution hazards;
- b. Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;
- c. Ensure that developments comply with requirements of the Federal Flood Insurance Program; and
- d. Prevent coastal flooding from inland projects.

Response: The project site falls within Zone C, an area of minimal flooding. Drainage improvements will be designed in accordance with the Drainage Standards

of the County of Maui to ensure that the project will not adversely affect downstream and adjoining properties.

7. **Managing Development**

Objective: Improve the development review process, communication, and public participation in the management of coastal resources and hazards.

Policies:

- a. Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and coastal zone development;
- b. Facilitate timely processing of applications for development permits and resolve overlapping of conflicting permit requirements; and
- c. Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life-cycle and in terms understandable to the general public to facilitate public participation in the planning and review process.

Response: All aspects of the development will be conducted in accordance with applicable State and County requirements. Opportunity for review of the proposed action is offered through the Chapter 343, HRS review and SMA permitting processes.

8. **Public Participation**

Objective: Stimulate public awareness, education, and participation in coastal management.

Policies:

- a. Promote public involvement in coastal zone management processes;
- b. Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities; and
- c. Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

Response: The proposed project is subject to County of Maui SMA proceedings which require a public hearing before the Maui Planning Commission. Opportunities for public awareness, education, and participation in coastal management are provided through these entitlement processes, as well as through the Federal and State regulatory review processes.

9. Beach Protection

Objective: Protect beaches for public use and recreation.

Policies:

- a. Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;
- b. Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and
- c. Minimize the construction of public erosion-protection structures seaward of the shoreline.

Response: The subject property is located approximately 450 feet away from the shoreline and is not anticipated to impact shoreline activities.

10. Marine Resources

Objective: Promote the protection, use and development of marine and coastal resources to assure their sustainability.

Policies:

- a. Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;
- b. Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;

- c. Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;
- d. Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and
- e. Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.

Response: BMPs will be incorporated into the construction phase of the project to support the policies of effective management of marine resources.

In addition to the foregoing objectives and policies, SMA permit review criteria, pursuant to Act 244 (2005), provides that:

No special management area use permit or special management area minor permit shall be granted for structures that allow artificial light from floodlights, uplights, or spotlights used for decorative or aesthetic purposes when the light:

- (1) Directly illuminates the shoreline and ocean waters; or
- (2) Is directed to travel across property boundaries toward the shoreline and ocean waters.

Response: Lighting fixtures for the proposed project will be standard shielded downlighting. The project does not contain lighting which is directed across property boundaries towards the shoreline. It is noted that lighting for the proposed project is primarily intended for purposes of security and customer safety.

**IV. SUMMARY OF
UNAVOIDABLE
ENVIRONMENTAL
IMPACTS**

IV. SUMMARY OF UNAVOIDABLE ENVIRONMENTAL IMPACTS

The proposed project will result in certain unavoidable construction-related environmental impacts, such as temporary air and noise quality impacts, as outlined in Chapter II.

In the short term, site preparation, construction equipment, and construction activities associated with the proposed action will generate temporary noise impacts. Unavoidable air quality impacts due to the generation of dust and other airborne pollutants will also arise as a consequence of construction. Appropriate BMPs, such as frequent watering of exposed surfaces and regular maintenance of construction equipment, will be incorporated in the construction process to mitigate adverse impacts on the surrounding environment.

In the long term, the proposed project is not anticipated to result in any significant adverse environmental impacts. Once in operation, the reconstructed restaurant is not anticipated to adversely impact the surrounding uses, infrastructure systems, or public services.

V. ALTERNATIVES TO THE PROPOSED ACTION

V. ALTERNATIVES TO THE PROPOSED ACTION

McDonald's Restaurants of Hawaii, Inc. has considered a variety of options in accommodating the proposed project. A summary of these alternatives is described below.

A. PREFERRED ALTERNATIVE

The proposed development plan outlined in Chapter I represents the preferred alternative. This alternative, which entails the demolition and reconstruction of the existing Lahaina McDonald's restaurant, presents the most cost-effective and viable alternative, as the capital infrastructure is already in existence onsite.

B. NO ACTION ALTERNATIVE

In addition to maintaining present physical conditions at the project site, the "no action" alternative would retain the existing restaurant in its current size and condition. Given the needs for updated equipment, a more functional design of the restaurant, and a more efficient physical layout of the site, the "no action" alternative was not deemed viable. Accordingly, the "no action" alternative was not considered.

C. DEFERRED ACTION ALTERNATIVE

A "deferred action" alternative would have similar consequences as the "no action" alternative, in that the functional objectives of the proposed action would be delayed and not immediately realized. As discussed previously, the existing facility is over 25 years old, and as such is in need of refurbishment. This alternative could potentially result in higher development costs due to increases in labor and material costs or due to changes in infrastructure or the existing physical or socioeconomic environment (i.e. window of opportunity and opportunity costs). Based on the preceding, the "deferred action" alternative was not considered.

D. ALTERNATIVE LOCATIONS

As discussed previously, infrastructure and utilities are in existence onsite. The proposed action will take advantage of these existing systems, and demands on existing infrastructure and utilities will not increase as a result of the proposed action. The development of an alternative location could potentially require substantial infrastructure improvements, as well as increased demands on utilities. In the interest of avoiding such impacts, alternative locations were not considered for the proposed action.

**VI. IRREVERSIBLE AND
IRRETRIEVABLE
COMMITMENTS OF
RESOURCES**

VI. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The proposed project is anticipated to result in the irreversible and irretrievable commitment of fiscal resources. Land resources were previously committed to support development of the existing establishment. Other resource commitments include energy, labor, and material resources. Impacts relating to the use of these resources should be minimal, especially when weighed against the expected positive socio-economic benefits to be derived from the project, versus the consequences of taking no action.

In addition, the proposed project is not anticipated to require a substantial commitment of government services or facilities, nor is it anticipated to place additional demands on police, fire, medical, and social services, beyond that which is currently required for the existing establishment.

VII. SIGNIFICANCE CRITERIA ASSESSMENT

VII. SIGNIFICANCE CRITERIA ASSESSMENT

The "Significance Criteria", Section 12 of the Hawai'i Administrative Rules, Title 11, Chapter 200, "Environmental Impact Statement Rules", were reviewed and analyzed to determine whether the proposed project will have significant impacts to the environment. The following criteria and analysis are provided.

1. **Involves an irrevocable commitment to, loss, or destruction of any natural or cultural resource.**

The project site and surrounding properties have been previously developed; consequently, there are no known rare, endangered, or threatened species of flora, fauna, or avifauna located within the project site or surrounding vicinity. In addition, there are no known archaeological or culturally significant features in the project vicinity, however, should any cultural artifacts or human remains be encountered during construction, work will stop in the immediate vicinity of the find, and the SHPD will be notified immediately to establish an appropriate mitigation strategy.

In sum, the proposed project will not result in any adverse environmental impacts, and no natural, cultural, or archaeological resources will be impacted by the proposed action.

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

The proposed project will not curtail the range of beneficial uses of the environment. Best Management Practices (BMPs) will be employed where needed, to minimize any construction-related impacts to the environment.

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

The proposed project does not conflict with the State's Environmental Policy and Guidelines as set forth in Chapter 344, Hawai'i Revised Statutes (HRS).

4. **Substantially affects the economic welfare, social welfare, and cultural practices of the community or State.**

In the short term, the proposed project will directly benefit the local economy by providing construction-related employment. In the long term, as discussed previously in Chapter II, the restaurant provides full-time, part-time, and seasonal employment for approximately 60 individuals. Social welfare and cultural practices will not be directly affected by the proposed project.

5. **Substantially affects public health.**

No adverse impacts to public health and welfare are anticipated as a result of the proposed reconstruction.

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

The proposed project is not anticipated to have any adverse effects on public services, such as police, fire, medical, educational, recreational, or solid waste collection services, nor will it have a negative impact on population parameters for the West Maui region. As previously noted, the proposed project involves the replacement of an existing McDonald's restaurant.

From a land use standpoint, the proposed project is in keeping with the objectives and policies of the West Maui Community Plan, and is complementary to and compatible with surrounding business/commercial uses.

No secondary impacts are anticipated with the proposed project.

7. **Involves a substantial degradation of environmental quality.**

Aside from the short-term impacts related to dust and noise generated during the construction phase, there will not be a degradation of environmental quality. These potential dust, noise, and erosion impacts will be mitigated through utilization of appropriate BMPs.

The proposed reconstruction is not anticipated to alter the open space and scenic character of the area as the project will demolish and replace an existing building

with relatively the same building envelope. Additionally, there are no sensitive environments (e.g., wetlands, streams, erosion prone areas, etc.) which are likely to be affected by the proposed action.

8. **Is individually limited but cumulatively has considerable effect upon the environment or involves a commitment for larger actions.**

The proposed project does not involve a commitment to larger actions. The impacts assessed in this document are based on the entire action.

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

The subject property has been previously developed, and there are no known rare, threatened, or endangered species of flora, fauna, or avifauna found at or around the project site; therefore, no impacts to rare, threatened, or endangered species are anticipated as a result of the proposed action.

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

Construction activities will result in short-term air quality and noise impacts. Dust control measures, such as regular watering and sprinkling, and installation of dust screens will be implemented to minimize wind-blown emissions. Noise impacts will occur primarily from construction equipment. Equipment mufflers or other noise attenuating equipment, as well as proper equipment and vehicle maintenance, will be used during construction activities. Construction noise impacts will be mitigated through compliance with the provisions of the State of Hawai'i, Department of Health Administrative Rules Title 11, Chapter 46, "Community Noise Control". These rules require a noise permit if the noise levels from construction activities are expected to exceed the allowable levels set forth in the Chapter 46 rules. In addition, no long-term air or water quality or ambient noise level impacts are anticipated.

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

The project site is not located within and would not affect environmentally sensitive areas. The project site is located within Flood Zone C, an area of minimal flooding, and thus is not subject to flooding or tsunami inundation. Soils underlying the project site are not erosion-prone and there are no geologically hazardous lands, estuaries, or coastal waters within or adjacent to the project site. No other foreseeable environmental effects are anticipated in conjunction with the proposed reconstruction.

12. **Substantially affects scenic vistas and viewplanes identified in county or state plans or studies.**

The project site has not been identified as a scenic vista or viewplane, and scenic corridors and open space resources in the area will not be affected. Like the existing restaurant, the new restaurant will be a one-story structure, and as such, the finished height of the new restaurant will be generally the same as the existing restaurant. The design of the reconstructed restaurant will respect the historic character of Lahaina Town; therefore, the visual character of the area will not be adversely impacted.

13. **Requires substantial energy consumption.**

The proposed project will involve a limited commitment of fuel for construction equipment, vehicles, and machinery during construction and maintenance activities. With regard to electricity demands, in the long term, electricity consumption for the reconstructed restaurant will not markedly differ from the existing establishment. In sum, the proposed project is not anticipated to result in substantial consumption of energy resources.

Based on the foregoing analysis, it is anticipated that the proposed action will result in a Finding of No Significant Impact (FONSI).

VIII. LIST OF PERMITS AND APPROVALS

VIII. LIST OF PERMITS AND APPROVALS

The following permits and approvals will be required prior to the implementation of the proposed project.

State of Hawai'i

1. Noise Permit (as applicable for construction activities)

County of Maui

1. Special Management Area (SMA) Use Permit
2. Building Permit

**IX. PARTIES
CONSULTED DURING THE
PREPARATION OF THE
DRAFT ENVIRONMENTAL
ASSESSMENT; LETTERS
RECEIVED; AND
RESPONSES TO
SUBSTANTIVE
COMMENTS**

IX. PARTIES CONSULTED DURING THE PREPARATION OF THE DRAFT ENVIRONMENTAL ASSESSMENT; LETTERS RECEIVED; AND RESPONSES TO SUBSTANTIVE COMMENTS

The following agencies and organizations were consulted during the preparation of the Draft Environmental Assessment. Agency comments and responses to substantive comments are also included in this section.

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P. O. Box 1879
Honolulu, Hawai'i 96805
14. Chiyome Fukino, M.D., Director
State of Hawai'i
Department of Health
919 Ala Moana Blvd., Room 300
Honolulu, Hawai'i 96814
15. Alec Wong, P.E., Chief
Clean Water Branch
State of Hawai'i
Department of Health
919 Ala Moana Blvd., Room 300
Honolulu, Hawai'i 96814
16. Herbert Matsubayashi
District Environmental Health
Program Chief
State of Hawai'i
Department of Health
54 High Street
Wailuku, Hawai'i 96793
17. Laura Thielen, Chairperson
State of Hawai'i
Department of Land and Natural Resources
P. O. Box 621
Honolulu, Hawai'i 96809
18. Dr. Puaalaokalani Aiu, Administrator
State of Hawai'i
Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Blvd., Room 555
Kapolei, Hawai'i 96707
19. Hinano Rodrigues
Maui/Lanai Islands Burial Council
130 Mahalani Street
Wailuku, Hawai'i 96793
20. Brennon Morioka, Director
State of Hawai'i
Department of Transportation
869 Punchbowl Street
Honolulu, Hawai'i 96813
- cc: Fred Cajigal
21. Major General Robert G.S. Lee, Director
Hawai'i State Civil Defense
3949 Diamond Head Road
Honolulu, Hawai'i 96816-4495
22. Katherine Kealoha, Director
Office Of Environmental Quality Control
235 S. Beretania Street, Suite 702
Honolulu, Hawai'i 96813
23. Clyde Namu'o, Administrator
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawai'i 96813
24. Abbey Seth Mayer, Director
State of Hawai'i
Office of Planning
P.O. Box 2359
Honolulu, Hawai'i 96804

25. Dan Davidson, Executive Officer
State of Hawai`i
State Land Use Commission
P.O. Box 2359
Honolulu, Hawai`i 96804
26. Rosalyn H. Baker, Senator
Hawai`i State Senate
Hawai`i State Capitol, Room 210
415 S. Beretania Street
Honolulu, Hawai`i 96813
27. Angus L.K. McKelvey, Representative
House of Representatives
Hawai`i State Capitol, Room 315
415 S. Beretania Street
Honolulu, Hawai`i 96813
28. Charmaine Tavares, Mayor
County of Maui
200 South High Street
Wailuku, Hawai`i 96793
29. Deidre Tegarden, Coordinator
County of Maui
Office of Economic Development
2200 Main Street, Suite 305
Wailuku, Hawai`i 96793
30. Gen Iinuma, Administrator
Maui Civil Defense Agency
200 South High Street
Wailuku, Hawai`i 96793
31. Jeffrey A. Murray, Fire Chief
County of Maui
**Department of Fire
and Public Safety**
200 Dairy Road
Kahului, Hawai`i 96732
32. Lori Tshako, Director
County of Maui
**Department of Housing and
Human Concerns**
One Main Plaza
2200 Main Street, Suite 546
Wailuku, Hawai`i 96793
33. Tamara Horcajo, Director
County of Maui
Department of Parks and Recreation
700 Halia Nakoa Street, Unit 2
Wailuku, Hawai`i 96793
34. Jeffrey Hunt, Director
County of Maui
Department of Planning
250 South High Street
Wailuku, Hawai`i 96793
35. Thomas Phillips, Chief
County of Maui
Police Department
55 Mahalani Street
Wailuku, Hawai`i 96793
36. Milton Arakawa, Director
County of Maui
Department of Public Works
200 South High Street
Wailuku, Hawai`i 96793
37. Cheryl Okuma, Director
County of Maui
**Department of Environmental
Management**
One Main Plaza
2200 Main Street, Suite 175
Wailuku, Hawai`i 96793
38. Donald Medeiros, Director
County of Maui
Department of Transportation
200 South High Street
Wailuku, Hawai`i 96793
39. Jeffrey Eng, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawai`i 96793
40. Councilmember Jo Anne Johnson
Maui County Council
200 South High Street
Wailuku, Hawai`i 96793
41. **Hawaiian Telcom**
60 South Church Street
Wailuku, Hawai`i 96793
42. Greg Kauhi, Manager, Customer
Operations
Maui Electric Company, Ltd.
P.O. Box 398
Kahului, Hawai`i 96733

43. Theo Morrison, Executive Director
Lahaina Bypass Now
505 Front Street, Suite 202
Lahaina, Hawai'i 96761
44. Keoki Freeland, Executive Director
Lahaina Restoration Foundation
120 Dickenson Street
Lahaina, Hawai'i 96761
45. Karee Karlucci, Executive Director
Lahaina Town Action Committee
648 Wharf Street, Suite 102
Lahaina, Hawai'i 96761
46. Pamela Tumpap, Executive Director
Maui Chamber of Commerce
313 Ano Street
Kahului, Hawai'i 96732
47. Joe Pluta, President
West Maui Improvement Foundation
P. O. Box 10338
Lahaina, Hawai'i 96761
48. Zeke Kalua, Executive Director
West Maui Taxpayers Association
P.O. Box 10338
Lahaina, Hawai'i 96761

JAN 08 2009

LINDA LINGLE
GOVERNOR



RUSS K. SAITO
COMPTROLLER

BARBARA A. ANNIS
DEPUTY COMPTROLLER

(P)1000.9

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

JAN - 6 2009

Ms. Kimberly Skog
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog:

Subject: Early Consultation Request
Proposed Reconstruction of McDonald's Restaurants of Hawaii, Inc. Lahaina
Restaurant
Lahaina, Island of Maui
TMK: (2) 4-5-001:019

Thank you for the opportunity to provide comments for the subject project. The proposed project does not impact any of the Department of Accounting and General Services' projects or existing facilities, and we have no comments to offer at this time.

If you have any questions regarding the above, please have your staff call Mr. David DePonte of the Planning Branch at 586-0492.

Sincerely,

A handwritten signature in black ink, appearing to read "Ernest Y. W. Lau".

ERNEST Y. W. LAU
Public Works Administrator

DD:vca
c: OEQC

JAN 0 5 2009

LINDA LINGLE
GOVERNOR



GEORGINA K. KAWAMURA
DIRECTOR

ROBERT N. E. PIPER
DEPUTY DIRECTOR

STATE OF HAWAII
DEPARTMENT OF BUDGET AND FINANCE
P.O. BOX 150
HONOLULU, HAWAII 96810-0150

EMPLOYEES' RETIREMENT SYSTEM
HAWAII EMPLOYER-UNION HEALTH BENEFITS TRUST FUND
OFFICE OF THE PUBLIC DEFENDER
PUBLIC UTILITIES COMMISSION

ADMINISTRATIVE AND RESEARCH OFFICE
BUDGET, PROGRAM PLANNING AND
MANAGEMENT DIVISION
FINANCIAL ADMINISTRATION DIVISION

December 30, 2008

Ms. Kimberly Skog, Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog:

Your request for comments on the McDonald's Restaurants of Hawaii, Inc., proposal to demolish and reconstruct the Lahaina McDonald's Restaurant has been reviewed. In accordance with Chapter 343, HRS, we have no substantive pre-assessment comment to provide.

If you should have any questions regarding this matter, please contact Mr. Neal Miyahira, Administrator of the Budget, Program Planning and Management Division at (808) 586-1530.

Aloha,



GEORGINA K. KAWAMURA
Director of Finance



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 3378
HONOLULU, HAWAII 96801-3378

In reply, please refer to:
EMD / CWB

12111PDCL.08

December 22, 2008

Ms. Kimberly Skog
Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog:

**Subject: Request for Review and Comment on the Proposed Reconstruction of
McDonald's Restaurants of Hawaii, Inc., Lahaina Restaurant
Lahaina, Island of Maui, Hawaii
TMK (2) 4-5-001:019**

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your memorandum, dated December 16, 2008, requesting early review and comment on the subject project in accordance with the requirements of Hawaii Administrative Rules (HAR), Chapter 11-200 (Environmental Impact Statement Rules). The DOH, Office of Environmental Quality Control (OEQC) administers HAR, Chapter 11-200. Please contact OEQC regarding your project. The contact information is as follows:

Office of Environmental Quality Control
235 South Beretania Street, Suite 702
Honolulu, Hawaii 96813
Phone: (808) 586-4185, Fax: (808) 586-4186

The CWB administers HAR, Chapters 11-54 (Water Quality Standards) and 11-55 (Water Pollution Control). The CWB has reviewed the subject document and offers these comments on your project. Please note that our review is based solely on the information provided in the subject document and its compliance with HAR, Chapters 11-54 and 11-55. You may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at <http://www.hawaii.gov/health/environmental/env-planning/landuse/CWB-standardcomment.pdf>.

1. Any project and its potential impacts to State waters must meet the following criteria:
 - a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.
 - b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.
 - c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).
2. Your December 16, 2008 memorandum indicates that the project area is approximately 0.51 acres. A National Pollutant Discharge Elimination System (NPDES) permit for discharges of storm water associated with construction activities will not be required if the total project land disturbance (including clearing, demolition, grading, excavation, staging, and stockpiling) is less than one (1) acre of total land area.
3. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 Water Quality Certification are required, must comply with the Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of \$25,000 per day per violation

If you have any questions, please visit our website at <http://www.hawaii.gov/health/environmental/water/cleanwater/index.html>, or contact the Engineering Section, CWB, at 586-4309.

Sincerely,



~~for~~ ALEC WONG, P.E., CHIEF
Clean Water Branch

DL:ml

c: OEQC [via fax 586-4186 only]



MICHAEL T. MUNEKIYO
EMERITUS
GIVEN D. HIRAGA
MITSURU YAMAMOTO
KUNIO YAMAMOTO

MARK A. ... ROY
K. ...

January 22, 2009

Alec Wong, P.E., Chief
Clean Water Branch
State Of Hawai'i
Department of Health
Post Office Box 3378
Honolulu, Hawai'i 96801-3378

**SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at TMK (2)
4-5-001:019, Lahaina, Maui, Hawai'i**

Dear Mr. Wong:

Thank you for your letter dated December 22, 2008, providing comments on the early consultation request for the subject project. On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., the following comments are offered in response to your remarks:

The Office of Environmental Quality Control (OEQC) has been notified of the subject project via the early consultation request. In addition, notice of preparation of the Draft Environmental Assessment (EA) will be published in the OEQC bulletin, and a copy of the Draft EA will be submitted to OEQC for review and comment. Meanwhile, the applicant's civil engineer will review the branch's standard comments and will incorporate applicable recommendations into the construction plans.

With regards to the specific comments provided, we offer the following information:

1. The project site does not contain, nor lie adjacent to, any State waters; furthermore, the applicant does not anticipate the discharging of wastewater, including storm water runoff, into State waters. Existing drainage conditions will be maintained; nevertheless, the applicant's civil engineer will evaluate potential impacts to State waters to determine whether or not specific sections of Hawai'i Administrative Rules (HAR), Section 11-54 are applicable. All discharges related to project construction or operation activities will comply with the relevant State Water Quality Standards. Discharges will be kept at a minimum through the application of engineering Best Management Practices (BMPs).

2. The applicant acknowledges that because the project site measures under one (1) acre (approximately 0.51 acre), a National Pollutant Discharge Elimination System (NPDES) permit will not be required for the subject project.
3. All discharges related to project construction or operation activities will comply with the applicable State Water Quality Standards, as specified in HAR, Section 11-54, and/or permitting requirements as specified in HAR, Section 11-55. Discharges will be kept to a minimum through the application of engineering BMPs.

Your input on the proposed action is greatly appreciated. A copy of the Draft EA will be provided to your office for review and comment. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawaii, Inc.
Conrad Shiroma, Kim & Shiroma Engineers, Inc.

F:\DATA\McDonalds\Lahaina\DOHCWB.ecres.wpd

LINDA LINGLE
GOVERNOR OF HAWAII



JAN 05 2009

CHIYOME L. FUKINO, M. D.
DIRECTOR OF HEALTH

LORRIN W. PANG, M. D., M. P. H.
DISTRICT HEALTH OFFICER

STATE OF HAWAII
DEPARTMENT OF HEALTH
MAUI DISTRICT HEALTH OFFICE
54 HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2102

December 30, 2008

Ms. Kimberly Skog
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawai'i 96793

Dear Ms. Skog:

Subject: **Early Consultation Request for Proposed Reconstruction of
McDonald's Restaurants of Hawai'i, Inc.
TMK: (2) 4-5-001:019**

Thank you for the opportunity to participate in the early consultation process for the proposed project. The following comments are offered:

1. The noise created during the construction phase of the project may exceed the maximum allowable levels set forth in Hawaii Administrative Rules (HAR), Chapter 11-46, "Community Noise Control". A noise permit may be required and should be obtained before the commencement of work.
2. HAR, Chapter 11-46 sets maximum allowable sound levels from stationary equipment such as compressors and HVAC equipment. The attenuation of noise from these sources may depend on the location and placement of these types of equipment. This should be taken into consideration during the planning, design, and construction of the building and installation of these types of equipment.

It is strongly recommended that the Standard Comments found at the Department's website: <http://hawaii.gov/health/environmental/env-planning/landuse/landuse.html> be reviewed, and any comments specifically applicable to this project should be adhered to.

Should you have any questions, please call me at 808 984-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "H. Matsubayashi".

Herbert S. Matsubayashi
District Environmental Health Program Chief



MICHAEL T. MUNEKIYO
GWEN C. HIRAGA
MISBURN HIRAGA
KYLE HIRAGA

MARK ALEXANDER ROY
RYAN HIRAGA

January 22, 2009

Herbert S. Matsubayashi, Chief
State of Hawai'i
Department of Health
Maui District Office
54 High Street
Wailuku, Hawai'i 96793

**SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at
TMK (2) 4-5-001:019, Lahaina, Maui, Hawai'i**

Dear Mr. Matsubayashi:

Thank you for your letter dated December 30, 2008, providing comments on the subject project. On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., we wish to provide the following information in response to your comments.

With regard to your first comment, the applicant will work to ensure all necessary permits are in place prior to the start of construction. Second, the applicant acknowledges the maximum allowable sound levels from stationary equipment, as set forth by Hawai'i Administrative Rules (HAR), Chapter 11-46. You have the applicant's assurances that Best Management Practices, such as the use of equipment mufflers and sound attenuating devices, will be utilized, as necessary, during the construction period. In addition, all construction activities will be limited to normal, daylight working hours. Lastly, the applicant has noted the availability of standard comments at the Department of Health website. The list will be reviewed, and where applicable, these comments will be addressed.

Herbert S. Matsubayashi, Chief
January 22, 2009
Page 2

Your input on the proposed action is greatly appreciated. A copy of the Draft Environmental Assessment will be provided to your office for review and comment. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawai'i, Inc.

F:\DATA\McDonalds\Lahaina\DOH\Maui.ecres.wpd

JAN 21 2009

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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

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

RUSSELL Y. TSUJI
FIRST DEPUTY

KEN C. KAWAHARA
DEPUTY DIRECTOR - WATER

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

January 15, 2009

Ms. Kimberly Skog, Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Maui, HI 96793

LOG NO: 2008.5756
DOC NO: 0901ST50
Architecture

Dear Ms. Skog:

**SUBJECT: Chapter 6E-10 and 6E-42(HRS) Review
McDonald's Restaurants of Hawaii, Lahaina Restaurant – Demolition of Existing
Structure and Reconstruction of McDonald's Restaurant
Located at 885 Waivee Street (Lahaina Historic Landmark District)
Lahaina, Island of Maui, Hawaii
TMK: (2) 4-5-001:019**

This is in regards to the building applications for the demolition of an existing structure and reconstruction located within the Lahaina Historic Landmark (NHL) District (12/29/1962). Our determination for this review is "effect, with agreed-upon mitigation commitments."

We have no comments on the demolition of the existing structure that was built in 1983 since it is less than 50 years old, therefore not qualifying as a contributing element to the NHL. However, we have concerns that proposed new construction will have an effect on the Lahaina NHL District, and refer you to the Lahaina Historic District Design Guidelines. We look forward to submittal of design developments of the new structure for our review and comment.

Thank you for the opportunity to comment. Archaeology concerns will be addressed separately. Should you have any questions regarding architectural concerns, please call Susan Tasaki at (808) 692-8015.

Sincerely,

Astrid M.B. Liverman, Ph.D.
Architecture Branch Chief

c: Dr. Elaine Jackson-Retondo, Architectural Historian, Pacific West Region, Department of the Interior, National Park Service, [Elaine_Jackson-Retondo@nps.gov]

Mr. Stanley Solamillo, Planner, Department of Planning, County of Maui, 250 South High Street, Wailuku, Maui, HI 96793

County of Maui, Development Services, Building Permit Section, 250 South High Street, Wailuku, Maui, HI 96793

Ms. Jenny Pickett, SHPD Archaeology Branch, Maui Island



MICHAEL T. MUNEKIYO
GWEN OHASHI HIRAGA
MITSURU "MICH" HIRANO
KARLYNN FUKUDA

MARK ALEXANDER ROY
KYLE GINOZA

February 10, 2009

Astrid M. B. Liverman, PhD
Architecture Branch Chief
State of Hawai'i
Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, Hawai'i 96707

SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at TMK (2)
4-5-001:019, Lahaina, Maui, Hawai'i

Dear Dr. Liverman:

Thank you for your letter dated January 15, 2008, providing comments on the early consultation request for the subject project. On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., the following comments are offered in response to your remarks:

McDonald's has anticipated the need for an exterior design for their proposed replacement facility that responds to Lahaina's unique architectural heritage. To this end, they have retained Jim Niess of Maui Architectural Group, a firm with a sound reputation for plantation era vernacular design, to assist in this effort. They will be utilizing the Architectural Style Book for Lahaina, along with an inventory of historic Lahaina commercial buildings, as a guideline to create a façade that is compatible with structures in the Historic District. In this regard, the Lahaina Historic District Design Guidelines will also serve as an indispensable resource. Colored architectural renderings and elevations will be included in the Draft Environmental Assessment (EA); a copy of which will be provided to your office for review and comment.

Astrid M. B. Liverman, PhD
February 10, 2009
Page 2

Your comments on the proposed action are greatly appreciated. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawai'i, Inc.
Jim Niess, Maui Architectural Group, Inc.

F:\DATA\McDonalds\Lahaina\SHPD.ecres.wpd

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

DEC 31 2008

BRENNON T. MORIOKA
DIRECTOR

Deputy Directors
MICHAEL D. FORMBY
FRANCIS PAUL KEENO
BRIAN H. SEKIGUCHI
JIRO A. SUMADA

IN REPLY REFER TO:

DIR 1818
STP 8.3078

December 30, 2008

Ms. Kimberly Skog
Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog:

Subject: Proposed Reconstruction of McDonald's Restaurants of Hawaii, Inc, Lahaina
Restaurant - Early Consultation

Thank you for requesting the State Department of Transportation's (DOT) review of the subject project.

DOT does not anticipate any adverse, significant impacts to its transportation infrastructure resulting from the proposed project to demolish and reconstruct the Lahaina McDonald's Restaurant located on the corner of Papalaua Street and Waine'e Street in Lahaina.

DOT appreciates the opportunity to provide comments. If there are any questions, please contact Mr. David Shimokawa of the Statewide Transportation Planning staff at (808) 587-2356.

Very truly yours,

A handwritten signature in black ink, appearing to be "BM", is written over the typed name of Brennon T. Morioka.

BRENNON T. MORIOKA, PH.D., P.E.
Director of Transportation

LINDA LINGLE
GOVERNOR

MAJOR GENERAL ROBERT G. F. LEE
DIRECTOR OF CIVIL DEFENSE

EDWARD T. TEIXEIRA
VICE DIRECTOR OF CIVIL DEFENSE



DEC 29 2008



PHONE (808) 733-4300
FAX (808) 733-4287

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

December 23, 2008

Ms. Kimberly Skog, Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

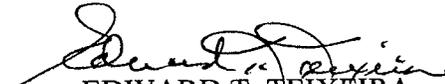
Dear Ms. Skog:

Early Consultation Request, Proposed Reconstruction of McDonalds Restaurant
Lahaina Restaurant at TMK (2)4-5-001:019 Lahaina, Maui, Hawaii

Thank you for the opportunity to comment on this development. After careful review of the documents for this project, we have no comments at this time.

We anticipate reviewing the draft Environmental Assessment, and will make any appropriate recommendations at that time. If you have any questions, please call Mr. Richard Stercho, Hazard Mitigation Planner, at (808) 733-4300, ext. 583.

Sincerely,


EDWARD T. TEIXEIRA
Vice Director of Civil Defense

PHONE (808) 594-1888

FAX (808) 594-1865



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

HRD08/4113

December 29, 2008

Kimberly Skog, Planner
 Munekiyo & Hiraga, Inc.
 305 High Street, Suite 104
 Wailuku, HI 96793

RE: Request for comments on the proposed reconstruction of McDonald's Restaurants of Hawai'i, Inc., Lahaina Restaurant, Lahaina, Maui, TMK: (2) 4-5-001:019.

Aloha e Kimberly Skog,

The Office of Hawaiian Affairs (OHA) is in receipt of the above-mentioned letter dated December 16, 2008. The proposed project would allow for the demolition and reconstruction of the Lahaina McDonald's Restaurant to upgrade the building to current corporate branding standards. OHA has reviewed the project and offers the following comments.

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

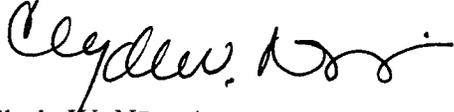
We look forward to the opportunity to review the forthcoming Draft Environmental Assessment with its required Cultural Impact Assessment. We also request the applicant's assurances that should iwi kūpuna or Native Hawaiian cultural or traditional deposits be found during the construction of the project, work will cease, and the appropriate agencies will be contacted pursuant to applicable law.

In addition, OHA recommends that the applicant use native vegetation in its landscaping plan for subject parcel. Landscaping with native plants furthers the traditional Hawaiian concept of mālama 'āina and creates a more Hawaiian sense of place.

Kimberly Skog, Project Manager
December 29, 2008
Page 2

Thank you for the opportunity to comment. If you have further questions, please contact Heidi Guth at (808) 594-1962 or e-mail her at heidig@oha.org.

'O wau iho nō me ka 'oia'i'o,

A handwritten signature in black ink, appearing to read "Clyde W. Nāmu'o". The signature is fluid and cursive, with a prominent initial "C" and a long horizontal stroke at the end.

Clyde W. Nāmu'o
Administrator

C: OHA Maui CRC Office



MICHAEL T. MUNEKIYO
DAVEY C. HIRAGA
MITSURU HIRAGA
KAREN M. KIKUDA

MARK A. RUI
KYLE SHIBATA

January 22, 2009

Clyde W. Nāmu`o
State of Hawai`i
Office of Hawaiian Affairs
711 Kapi`olani Boulevard, Suite 500
Honolulu, Hawai`i 96813

**SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at
TMK (2) 4-5-001:019, Lahaina, Maui, Hawai`i**

Dear Mr. Nāmu`o:

Thank you for your letter dated December 29, 2008, providing comments on the subject project. On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., we wish to provide the following information in response to your comments.

The applicant affirms that a copy of the Draft Environmental Assessment, which will include a Cultural Impact Assessment, will be provided for your review. Furthermore, you have the applicant's assurances that in the event any items of Native Hawaiian cultural or traditional significance are inadvertently encountered during construction, work will cease and the appropriate agencies will be notified immediately.

The applicant acknowledges the cultural and environmental significance of using native vegetation in landscaping for the proposed project. While native plants are best suited to the local environment, landscaping with native vegetation also contributes to the creation of a Hawaiian sense of place, thereby furthering the concept of mālama `āina. In this regard, landscaping for the proposed project will include native plants to the extent practicable.

Clyde W. Nāmu'o
January 22, 2009
Page 2

Your input on the proposed action is greatly appreciated. Again, a copy of the Draft Environmental Assessment will be provided to your office for review and comment. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

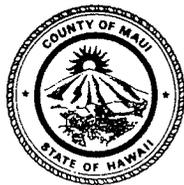
KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawai'i, Inc.
Kevin Tanaka, Landscape Architect

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JAN 0 8 2009

CHARMAINE TAVARES
MAYOR



200 South High Street
Wailuku, Hawaii 96793-2155
Telephone (808) 270-7855
Fax (808) 270-7870
e-mail: mayors.office@mauicounty.gov

OFFICE OF THE MAYOR
County of Maui

January 5, 2009

Kimberly Skog
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog:

Thank you for the opportunity to comment on the upcoming demolition and reconstruction of McDonald's Restaurant located at the corner of Papalaua Street and Waine'e Street in Lahaina. My administration is in favor of this project moving forward through the process as required by the State of Hawaii, HRS, Chapter 343 and also the County of Maui Special Management Area requirements. We all look forward to the completion of the new Lahaina McDonald's Restaurant.

Sincerely,

A handwritten signature in black ink, appearing to read "Charmaine Tavares", written in a cursive style.

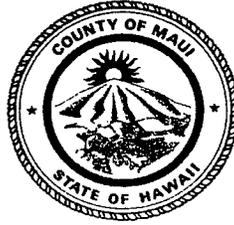
CHARMAINE TAVARES
Mayor, County of Maui

CT:rs/ec

CHARMAINE TAVARES
Mayor

CHERYL K. OKUMA, Esq.
Director

GREGG KRESGE
Deputy Director



TRACY TAKAMINE, P.E.
Solid Waste Division

DAVID TAYLOR, P.E.
Wastewater Reclamation
Division

**COUNTY OF MAUI
DEPARTMENT OF
ENVIRONMENTAL MANAGEMENT**
2200 MAIN STREET, SUITE 100
WAILUKU, MAUI, HAWAII 96793

February 2, 2009

Ms. Kimberly Skog
Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

**SUBJECT: MCDONALD'S RESTAURANT -
RECONSTRUCTION OF LAHAINA RESTAURANT
EARLY CONSULTATION REQUEST
TMK (2) 4-5-001:019, LAHAINA**

Dear Ms. Skog,

We reviewed the subject project as a pre-application consultation and have the following comments:

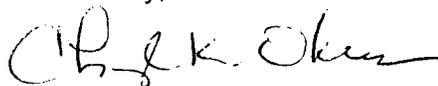
1. Solid Waste Division comments:
 - a. Include a plan for recycling/reuse of construction/demolition waste.
2. Wastewater Reclamation Division (WWRD) comments:
 - a. Although wastewater system capacity is currently available as of 2/2/2009, the developer should be informed that wastewater system capacity cannot be ensured until the issuance of the building permit.
 - b. Wastewater contribution calculations are required before building permit is issued.
 - c. Developer is not required to pay assessment fees for this area at the current time.
 - d. Developer is required to fund any necessary off-site improvements to collection system and wastewater pump stations.
 - e. Plans should show location of the existing sewer service lateral and property sewer manhole. If a property sewer manhole does not exist, one needs to be installed.
 - f. Kitchen facilities within the proposed project shall comply with pre-treatment requirements (including grease interceptors, sample boxes, screens etc.).

Ms. Kimberly Skog
February 2, 2009
Page 2

- g. Non-contact cooling water and condensate should not drain to the wastewater system.

If you have any questions regarding this memorandum, please contact Gregg Kresge at 270-8230.

Sincerely,

A handwritten signature in black ink, appearing to read "Cheryl Okuma". The signature is fluid and cursive, with the first name "Cheryl" and last name "Okuma" clearly distinguishable.

Cheryl Okuma, Director



MICHAEL T. MUNEKIYO
GWEN OHASHI HIRAGA
MITSURU "MICH" HIRANO
KARLYNN FUKUDA

MARK ALEXANDER ROY

April 8, 2009

Cheryl Okuma, Director
County of Maui
Department of Environmental Management
2200 Main Street, Suite 100
Wailuku, Hawai'i 96793

**SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at TMK (2)
4-5-001:019, Lahaina, Maui, Hawai'i**

Dear Ms. Okuma:

Thank you for your letter dated February 2, 2009, providing comments on the early consultation request for the subject project. On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., the following comments are offered in response to your remarks:

1. Solid Waste Division Comment:

- a. A plan for the recycling/reuse of construction and demolition waste will be included within the project's construction specifications.

2. Wastewater Reclamation Division Comments:

- a. The proposed action involves the reconstruction of an existing restaurant; as such, wastewater system capacity requirements will not increase over current levels.
- b. Wastewater contribution calculations will be provided to the Department upon submittal of the building permit application.
- c. The applicant acknowledges that assessment fees are not required at this time.
- d. As discussed in Item 2.a. above, wastewater system requirements will not increase as a result of the proposed action, therefore, off-site improvements to collection system and wastewater pump stations are not anticipated.

Cheryl Okuma, Director
April 8, 2009
Page 2

- e. Please refer to **Exhibit 1** which depicts the location of the existing sewer service lateral. Because a property sewer manhole does not exist at this time, the applicant's civil engineer will ensure a manhole is installed, per code requirements. Civil engineering plans will be included with the Draft EA.
- f. As a standard feature of McDonald's restaurants, the existing restaurant contains a grease interceptor. The proposed project will retain the existing grease interceptor, thereby maintaining compliance with applicable pre-treatment requirements.
- g. McDonald's restaurants do not utilize equipment cooled by non-contact cooling. Condensate from the air-conditioning system is received by dry wells and does not drain to the wastewater system.

Your input on the proposed action is greatly appreciated. A copy of the Draft EA will be provided to your office for review and comment.

Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

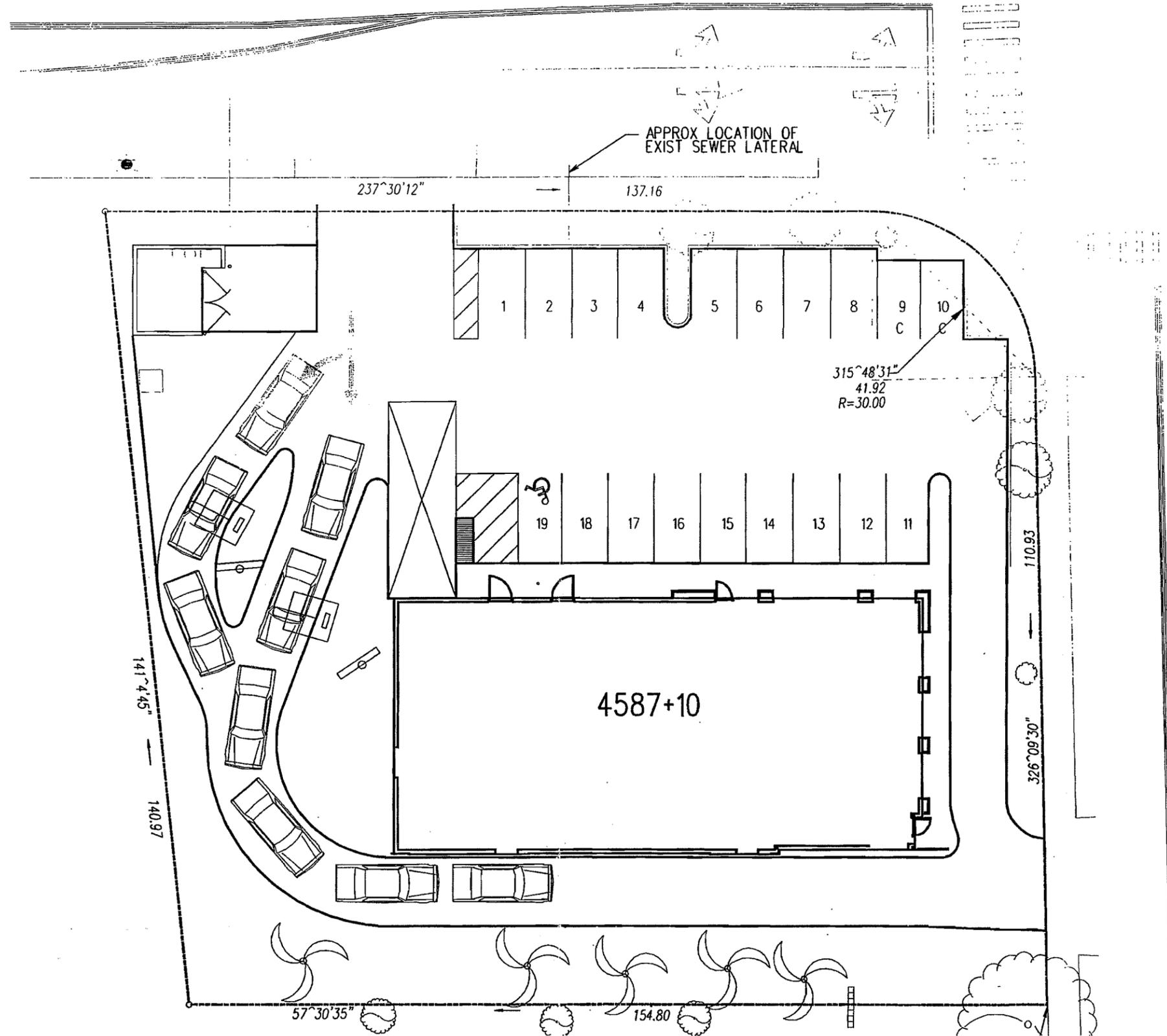
KS:yp

Enclosure

cc: Mike Yamamoto, McDonald's Restaurants of Hawaii, Inc. (w/enclosure)
Conrad Shiroma, Kim & Shiroma Engineers, Inc. (w/enclosure)

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PAPALAU STREET



McDONALD'S - LAHAINA

SCHEME - 4BR2

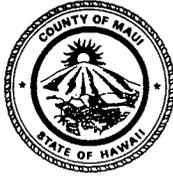
KIM & SHIROMA ENGINEERS, INC.

EXHIBIT

1

JAN 0 5 2009

CHARMAINE TAVARES
MAYOR



JEFFREY A. MURRAY
CHIEF

ROBERT M. SHIMADA
DEPUTY CHIEF

COUNTY OF MAUI
DEPARTMENT OF FIRE AND PUBLIC SAFETY
FIRE PREVENTION BUREAU

780 ALUA STREET
WAILUKU, HAWAII 96793
(808) 244-9161
FAX (808) 244-1363

December 24, 2008

Munekiyo & Hiraga, Inc.
Attention: Ms. Kimberly Skog, Planner
305 High Street, Suite 104
Wailuku, HI 96793

Subject: Early Consultation Request for McDonald's Lahaina, TMK: (2)4-5-001:019

Dear Ms. Skog,

I have received your request concerning the reconstruction of the Lahaina McDonalds. I also understand that the project has triggered an EA since it is within the Historical District.

At this time, we do not have any concerns. We will look at the project during the building permit process. Please feel free to contact me if there are any questions or concerns.

Sincerely,

A handwritten signature in black ink that reads "Val F. Martin". The signature is written in a cursive style.

Valeriano F. Martin
Captain
Fire Prevention Bureau



DEPARTMENT OF
HOUSING AND HUMAN CONCERNS
COUNTY OF MAUI

DEC 31 2008

CHARMAINE TAVARES
Mayor

LORI TSUHAKO
Director

JO-ANN T. RIDAO
Deputy Director

2200 MAIN STREET • SUITE 546 • WAILUKU, HAWAII 96793 • PHONE (808) 270-7805 • FAX (808) 270-7165
MAILING ADDRESS: 200 SOUTH HIGH STREET • WAILUKU, HAWAII 96793 • EMAIL director.hhc@mauicounty.gov

December 29, 2008

Ms. Kimberly Skog
Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog:

**SUBJECT: Early Consultation Request for Proposed Reconstruction of
McDonald's Restaurants of Hawai'i, Inc., Lahaina Restaurant at
TMK: (2) 4-5-001:019, Lahaina, Maui, Hawai'i**

We have reviewed the Early Consultation Request for the above subject project and would like to inform you that we do not have any comment to offer.

Please call Mr. Wayde Oshiro of our Housing Division at 270-7355 if you have any questions.

Sincerely,

LORI TSUHAKO
Director of Housing and Human Concerns

cc: Housing Division

CHARMAINE TAVARES
Mayor



DEC 31 2008

TAMARA HORCAJO
Director

ZACHARY Z. HELM
Deputy Director

(808) 270-7230
Fax (808) 270-7934

DEPARTMENT OF PARKS & RECREATION

700 Hali'a Nako'a Street, Unit 2, Wailuku, Hawaii 96793

December 29, 2008

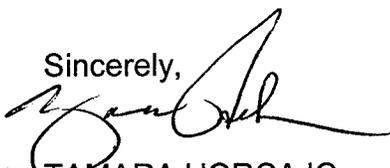
Munekiyo & Hiraga, Inc.
Attention: Kimberly Skog, Planner
305 High Street, Suite 104
Wailuku, Hawaii 96793

SUBJECT: Early Consultation Request for Proposed Reconstruction of McDonald's Restaurants of Hawai'i, Inc., Lahaina Restaurant at TMK (2) 4-5-001: 019, Lahaina, Maui, Hawai'i

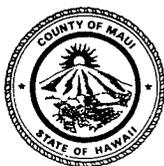
Dear Ms. Skog:

Based on our review of the proposed reconstruction of the Lahaina McDonald's restaurant on the corner of Papalaua Street and Waine'e Street, the Parks Department does not have any comments at this time.

Please feel free to contact me or Mr. Patrick Matsui, Chief of Parks Planning and Development, at 270-7387 should you have any questions.

Sincerely,

For TAMARA HORCAJO
Director

xc: Baron Sumida, CIP Coordinator Parks Planning & Development



POLICE DEPARTMENT COUNTY OF MAUI



CHARMAINE TAVARES
MAYOR

55 MAHALANI STREET
WAILUKU, HAWAII 96793
(808) 244-6400
FAX (808) 244-6411

THOMAS M. PHILLIPS
CHIEF OF POLICE

GARY A. YABUTA
DEPUTY CHIEF OF POLICE

OUR REFERENCE
tj
YOUR REFERENCE

December 23, 2008

Ms. Kimberly Skog, Planner
Munekiyo & Hiraga, Inc.
305 High Street, Suite 104
Wailuku, HI 96793

Dear Ms. Skog:

SUBJECT: Early Consultation Request for Proposed Reconstruction of
McDonald's Restaurants of Hawai'i, Inc. Lahaina Restaurant
TMK (2) 4-5-001:019

Thank you for your letter of December 16, 2008, requesting comments on the above subject.

We have reviewed the information submitted for this project and would like to defer any comments or recommendations at this time. We look forward to receiving the Environmental Assessment and hope we will have an opportunity to review and comment on.

Very truly yours,

Assistant Chief Wayne T. Ribao
for: Thomas M. Phillips
Chief of Police

c: Jeffrey Hunt, Planning Department

JAN 23 2009

CHARMAINE TAVARES
Mayor

MILTON M. ARAKAWA, A.I.C.P.
Director

MICHAEL M. MIYAMOTO
Deputy Director

Telephone: (808) 270-7845
Fax: (808) 270-7955



RALPH NAGAMINE, L.S., P.E.
Development Services Administration

CARY YAMASHITA, P.E.
Engineering Division

BRIAN HASHIRO, P.E.
Highways Division

COUNTY OF MAUI
DEPARTMENT OF PUBLIC WORKS
200 SOUTH HIGH STREET, ROOM NO. 434
WAILUKU, MAUI, HAWAII 96793

January 15, 2009

Ms. Kimberly Skog, Planner
MUNEKIYO & HIRAGA, INC.
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

Dear Ms. Skog:

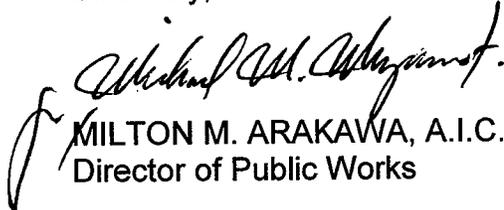
**SUBJECT: EARLY CONSULTATION REQUEST FOR PROPOSED
RECONSTRUCTION OF MCDONALD'S RESTAURANTS
OF HAWAII, INC.**

We received your request for early consultation and offer the following comment:

1. Obtain all necessary building permits.

Please call Michael Miyamoto at 270-7845 if you have any questions regarding this letter.

Sincerely,


MILTON M. ARAKAWA, A.I.C.P.
Director of Public Works

MMA:MMM:ls

xc: Highways Division
Engineering Division

S:\LUCA\ICZM\Draft Comments\Prop_Mcdonalds_recons_ec_45001019_ls.wpd



MICHAEL T. MUNEKIYO
GWYNETH M. HIRAGA
MITSURU HIRAGA
KIMBERLY SKOG

MADE IN HAWAII
PRINTED ON RECYCLED PAPER

February 5, 2009

Milton Arakawa, Director
County of Maui
Department of Public Works
200 South High Street, Room 434
Wailuku, Hawai'i 96793

SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at TMK (2)
4-5-001:019, Lahaina, Maui, Hawai'i

Dear Mr. Arakawa:

On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., we thank you for your letter dated January 15, 2008, providing comments on the early consultation request for the subject project. With regard to your comment, you have the applicant's assurances that all necessary building permits will be obtained prior to construction.

A copy of the Draft Environmental Assessment will be provided to your office for review and comment. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,

Kimberly Skog, Planner

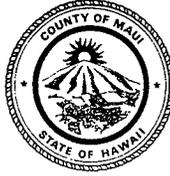
KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawai'i, Inc.

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JAN 06 2009

CHARMAINE TAVARES
MAYOR



DON A. MEDEIROS
Director
WAYNE A. BOTEILHO
Deputy Director
Telephone (808) 270-7511
Facsimile (808) 270-7505

DEPARTMENT OF TRANSPORTATION

COUNTY OF MAUI
200 South High Street
Wailuku, Hawaii, USA 96793-2155

January 2, 2009

Ms. Kimberly Skog
Munekiyo & Hiraga Inc.
305 High Street, Suite 104
Wailuku, Maui, Hawaii 96793

Subject: Early Consultation Request for Proposed Reconstruction of McDonalds
Restaurant located in Lahaina

Dear Ms. Skog,

Thank you for the opportunity to comment on this project. We have no
comments to make at this time.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don Medeiros".

Don Medeiros
Director

CHARMAINE TAVARES
Mayor



JEFFREY K. ENG
Director
ERIC H. YAMASHIGE, P.E., L.S.
Deputy Director

DEPARTMENT OF WATER SUPPLY
COUNTY OF MAUI
200 SOUTH HIGH STREET
WAILUKU, MAUI, HAWAII 96793-2155
www.mauiwater.org

December 31, 2008

Munekiyo & Hiraga, Inc.
Attention: Kimberly Skog, Planner
305 High Street, Suite 104
Wailuku, Hawai'i 96793

Dear Ms. Skog:

RE: Early Consultation Request for Proposed Reconstruction of McDonald's Restaurants of Hawai'i, Inc., Lahaina Restaurant at TMK (2)4-5-001:019, Lahaina, Maui, Hawai'i

Thank you for the opportunity to comment on this Early Consultation Request.

Source Availability and Consumption

The project site is served by the Department of Water Supply's Lahaina system. The main sources of water for the system are wells from the Launiupoko aquifer and surface water from the Kanaha Stream. Additional water for the project is not currently available within the Lahaina system, pending the completion of new source projects. Should a larger meter be required for the project site, the Department does not guarantee that additional source will be available for the project.

The project site is served a 1 ½ -inch water meter. The existing facility has an average water consumption of about 2,278 gallons per day.

System Infrastructure

The project site is served by a 8-inch waterline and a fire hydrant fronting the site. During the building permit process, the applicant will be required to submit domestic, irrigation and fire flow calculations to determine water meter capacity and adequate fire protection. The applicant must also install a reduced pressure back-flow prevention device approved by the Department if one does not already exist.

Conservation

In order to reduce the demand on the Lahaina system, the Department recommends that native plants be utilized for landscaping. Native plants adapted to the area conserve water and protect

"By Water All Things Find Life"



Ms. Kimberly Skog
Page 2
December 31, 2008

the watershed from degradation due to invasive alien species. The project site is located the Maui County Planting Plan - Plant Zone 3, Warm to Hot Elevations. A list of plants is enclosed.

The applicant should also consider the following conservation measures:

1. Use brackish and/or reclaimed water sources for dust control and for non-potable uses during construction.
2. Utilize Low-Flow Fixtures and Devices: Maui County Code Subsection 16.20A.680 requires the use of low-flow water fixtures and devices in faucets, showerheads, urinals, water closets and hose bibs.
3. Maintain fixtures to Prevent Leaks: A simple, regular program of repair and maintenance can prevent the loss of hundreds or even thousands of gallons of water per day.
4. Limit Irrigated Turf: Low-water use plants and ground cover can be equally attractive and require substantially less water than turf.
5. Prevent Over-Watering by Automated Systems: Provide rain-sensors on all automated controllers. Check and reset controllers at least once a month to reflect the monthly changes in evaporation rates at the site. As an alternative, provide more automated, soil-moisture sensors on controllers.
6. Look for Opportunities to Conserve Water: A few examples include: a) use a broom instead of water hose to clear debris on the property; b) check for leaks in toilets, faucets and pipes.

Pollution

In order to protect groundwater resources, the Department encourages the applicant to adopt best management practices (BMPs) to prevent infiltration and runoff. Please refer to the enclosed BMP "Source Water Protection Practices Bulletin - Managing Storm Water Runoff to Prevent Contamination of Drinking Water".

Should you have any questions, please contact our Water Resources & Planning Division at 244-8550.

Sincerely,



JEFFREY K. ENG, DIRECTOR

ayi

Enclosure: Source Water Protection Practices Bulletin - Managing Storm Water
Runoff to Prevent Contamination of Drinking Water

List from Maui County Planting Plan - Plant Zone 3, Warm to Hot Elevations

c: Engineering Division
WRPD file



Source Water Protection Practices Bulletin

Managing Storm Water Runoff to Prevent Contamination of Drinking Water

Storm water runoff is rain or snow melt that flows off the land, from streets, roof tops, and lawns. The runoff carries sediment and contaminants with it to a surface water body or infiltrates through the soil to ground water. This fact sheet focuses on the management of runoff in urban environments; other fact sheets address management measures for other specific sources, such as pesticides, animal feeding operations, and vehicle washing.

SOURCES OF STORM WATER RUNOFF

Urban and suburban areas are predominated by impervious cover including pavements on roads, sidewalks, and parking lots; rooftops of buildings and other structures; and impaired pervious surfaces (compacted soils) such as dirt parking lots, walking paths, baseball fields and suburban lawns.

During storms, rainwater flows across these impervious surfaces, mobilizing contaminants, and transporting them to water bodies. All of the activities that take place in urban and suburban areas contribute to the pollutant load of storm water runoff. Oil, gasoline, and automotive fluids drip from vehicles onto roads and parking lots. Storm water runoff from shopping malls and retail centers also contains hydrocarbons from automobiles. Landscaping by homeowners, around businesses, and on public grounds contributes sediments, pesticides, fertilizers, and nutrients to runoff. Construction of roads and buildings is another large contributor of sediment loads to waterways. In addition, any uncovered materials such as improperly stored hazardous substances (e.g., household cleaners, pool chemicals, or lawn care products), pet and wildlife wastes, and litter can be carried in runoff to streams or ground water. Illicit discharges to storm drains (e.g., used motor oil), can also contaminate water supplies.



Parking lot runoff

Storm water is also directly injected to the subsurface through Class V storm water drainage wells. These wells are used throughout the country to divert storm water runoff from roads, roofs, and paved surfaces. Direct injection is of particular concern in commercial and light industrial settings (e.g., in and around material loading areas, vehicle service areas, or parking lots).

WHY IS IT IMPORTANT TO MANAGE STORM WATER RUNOFF NEAR THE SOURCES OF YOUR DRINKING WATER?

Impervious areas prohibit the natural infiltration of rainfall through the soil, which could filter some contaminants before they reach ground water. Also, impervious surfaces allow the surface runoff to move rapidly. Development reduces the amount of land available for vegetation, which can mitigate the effects of rapid runoff and filter contaminants. When the percentage of impervious cover reaches 10 to 20 percent of a watershed area, degraded water quality becomes apparent.

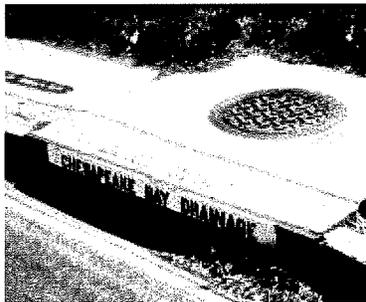
There are three primary concerns associated with uncontrolled runoff: (1) increased peak discharge and velocity during storm events resulting in flooding and erosion; (2) localized reduction in recharge; and (3) pollutant transport.

When runoff is confined to narrow spaces, such as streets, the velocity at which water flows increases greatly with depth. This contributes to erosion in areas without vegetation cover, increased flooding in low lying areas, and sedimentation in surface water bodies. Sediment deposited in streams can increase turbidity, provide transport media for pathogenic bacteria and viruses, and decrease reservoir capacity. Sediments also smother aquatic species, leading to habitat loss and decreased biodiversity of aquatic species. The fast-running runoff is not afforded an opportunity to infiltrate into the subsurface, and ground waters are not recharged by rain events.



Erosion

EPA considers nonpoint source pollution, including storm water runoff, to be one of the most important sources of contamination of the nation's waters. According to a nationwide study, 77 of 127 priority pollutants tested were detected in urban runoff. Some of the principal contaminants found in storm water runoff include heavy metals, toxic chemicals, organic compounds, pesticides and herbicides, pathogens, nutrients, sediments, and salts and other de-icing compounds. Some of these substances are carcinogenic; others lead to reproductive, developmental, or other health problems that are associated with long-term exposure. Pathogens can cause illness, even from short-term exposure, that can be fatal to some people.



Urban runoff is commonly collected in storm sewers and discharged to waterways untreated, so that any contaminants carried by the storm water are discharged to surface water bodies that are used as the sources of drinking water. In addition, about 20 percent of the population in the U.S. is served by combined sewer systems (for both sanitary waste and storm water) that, during heavy storm events, allow contaminants from sanitary sewage to discharge directly to waterways untreated.

AVAILABLE PREVENTION MEASURES TO ADDRESS STORM WATER RUNOFF

A variety of management practices, including pollution prevention and treatment devices, are available to abate storm water pollution. The most effective storm water pollution prevention plans combine these measures and reflect local soil, precipitation, and land use conditions. Some of the more widely-used management measures are described below.

Please keep in mind that individual prevention measures may or may not be adequate to prevent contamination of source waters. Most likely, individual measures should be combined in an overall prevention approach that considers the nature of the potential source of contamination, the purpose, cost, operational, and maintenance requirements of the measures, the vulnerability of the source waters, the public's acceptance of the measures, and the community's desired degree of risk reduction.

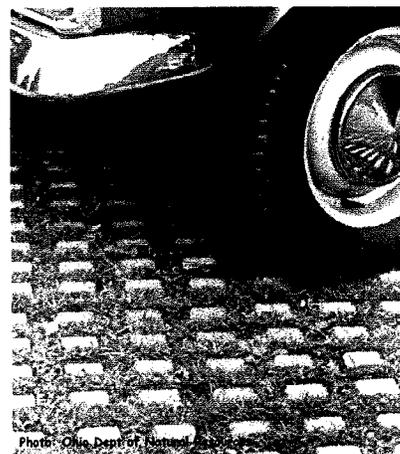
Pollution source control and prevention measures include public education to homeowners and business owners on good housekeeping, proper use and storage of household toxic materials, and responsible lawn care and landscaping; storm drain stenciling; hazardous materials collection; and eliminating illicit discharges. The incorporation of best management practices (BMPs) in building and site-development codes, if feasible, should be encouraged. On roadways, proper maintenance of rights-of-way, control of chemical and nutrient applications, street cleaning or sweeping, storm drain cleaning, use of alternative or reduced de-icing products, and equipment washing can reduce the pollutant content of runoff.

Without appropriate *erosion and sedimentation control (ESC) measures*, construction activities can contribute large amounts of sediment to storm water runoff. Erosion can be controlled by planting temporary fast-growing vegetation, such as grasses and wild flowers. Covering top soil with geotextiles or impervious covers will also protect it from rainfall. Good housekeeping measures for construction sites include construction entrance pads and vehicle washing to keep sediment and soil on-site. Construction should be staged to reduce soil exposure, or timed to coincide with periods of low rainfall and low erosion potential, such as in the fall, rather than during spring rains. Other measures include sediment traps and basins; sediment fences; wind erosion controls; and sediment, chemical, and nutrient control.

If available, ordinances and regulations on construction activities can require plan reviews to ensure that erosion during construction is minimized or require ESC measures during construction. Inspections of ESC measures and repair of controls where needed will maintain the working order of these controls and maximize their benefit.

Local governments can use a variety of *land use controls* to protect source water from potential contamination. For example, subdivision controls help to ensure that expected development will not compromise drinking water quality or ground water recharge. Requiring proper storm water management in new developments and redevelopments will ensure that runoff does not become excessive as areas of paved surfaces increase. *Low impact development* incorporates maintaining pre-development hydrology, considering infiltration technology, and re-routing water to recharge the aquifer.

Minimizing directly connected impervious areas (DCIAs) is important to reducing the flow and volume of runoff. Planners should direct runoff from roofs, sidewalks, and other surfaces over grassed areas to promote infiltration and filtration of pollutants prior to surface water deposition. Porous design of parking lots also provides places for storm water to infiltrate to soils. *Concrete grid pavement* is typically placed on a sand or gravel base with void areas filled with pervious materials such as sand, gravel, or grass. Storm water percolates through the voids into the subsoil. Planting landscaped areas lower than the street level encourages drainage.



Concrete grid pavement

Structural designs are used to control runoff or temporarily store storm water on site. A number of structural devices have been developed to encourage filtration, infiltration, or settling of suspended particles. Some of the more commonly-used practices are described below.

Grassed swales are shallow, vegetated ditches that reduce the speed and volume of runoff. Soils remove contaminants by infiltration and filtration. Vegetation, or turf, prevents soil erosion, filters out sediment, and provides some nutrient uptake. Maintenance of grassed swales involves regular mowing, re-seeding, and weed control, along with inspections to check for erosion and ensure the integrity of the vegetative cover. To function properly, the inflow to the swale must be sheet flow from a filter strip or an impervious surface (i.e., not from the end of a pipe). Swales have demonstrated solids removals exceeding 80 percent. Apart from grassed swales, **grassed waterways** (wide, shallow channels lined with sod) are often used as outlets for runoff from terraces.

Buffer strips are combinations of trees, shrubs, and grasses planted parallel to a stream. Buffer strips should consist of three zones—about four or five rows of trees closest to the stream, one or two rows of shrubs, and a 20 to 24 foot wide grass zone on the outer edge. They decrease the velocity of runoff, thus moderating flooding and preventing stream bank erosion. The vegetation and soils also strain and filter sediments and chemicals. Buffer strips should be maintained by controlling weeds and mowing grasses once or twice annually. In the long term, each zone should be harvested and replanted. About 10 to 20 percent removal of solids has been demonstrated in buffer zones. These buffer strips, however, do not necessarily increase infiltration.

Filter strips are areas of close-growing vegetation on gently sloped land surfaces bordering a surface water body. They work by holding soils in place, allowing some infiltration, and filtering solid particles out of the runoff from small storms. Plants with dense root systems are preferred; the ideal species and mixes of vegetation are specific to the region. The width and length of the filter strip depends on the size and grade of the slope it drains. Maintenance activities include inspections, mowing, and removal of sediment build-up. Filter strips can remove nitrogen and phosphorus, but are less effective in filtering pesticides. They are most effective when water flow is even and shallow and if grass can regrow between rains.



Filter strip



Storm water pond

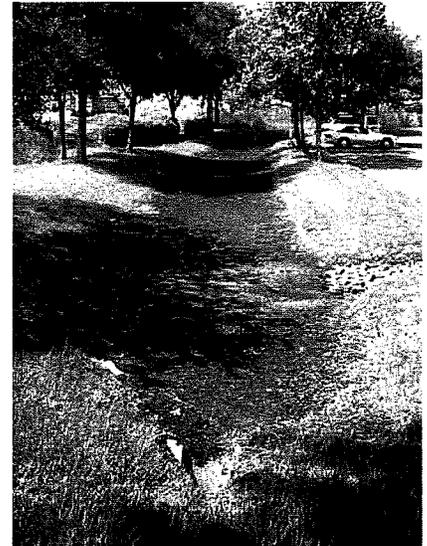
Storm water ponds (wet ponds) consist of a permanent pond, where solids settle during and between storms, and a zone of emergent wetland vegetation where dissolved contaminants are removed through biochemical processes. Wet ponds are usually developed as water features in a community, increasing the value of adjacent property. Other than landscape maintenance, only annual inspection of the outlets and shoreline is required. Vegetation should be harvested every 3 to 5 years, and sediment removed every 7 to 10 years.

Wet ponds can achieve 40 to 60 percent phosphorus removal and 30 to 40 percent total nitrogen removal.

Constructed wetlands are similar to wet ponds, with more emergent aquatic vegetation and a smaller open water area. Storm water wetlands are different from natural wetlands in that they are designed to treat storm water runoff, and typically have less biodiversity than natural wetlands. A wetland should have a settling pond, or forebay, if significant upstream soil erosion

is anticipated. Coarse particles remain trapped in the forebay, and maintenance is performed on this smaller pool. Wetlands remove the same pollutants as wet ponds through settling of solids and biochemical processes, with about the same efficiency. Maintenance requirements for wetlands are similar to those of wet ponds.

Infiltration practices (basins and trenches) are long, narrow stone-filled excavated trenches, 3 to 12 feet deep. Runoff is stored in the basin or in voids between the stones in a trench and slowly infiltrates into the soil matrix below, where filtering removes pollutants. Infiltration devices alone do not remove contaminants, and should be combined with a pretreatment practice such as a swale or sediment basin to prevent premature clogging. Maintenance consists of inspections annually and after major rain storms and debris removal, especially in inlets and overflow channels. Infiltration devices and associated practices can achieve up to 70 to 98 percent contaminant removal.



Infiltration basin

Swirl-type concentrators are underground vaults designed to create a circular motion to encourage sedimentation and oil and grease removal. The currents rapidly separate out settleable grit and floatable matter, which are concentrated for treatment, while the cleaner, treated flow discharges to receiving waters. Swirl concentrators have demonstrated total suspended solids and BOD removal efficiencies exceeding 60 percent.

BMPs for Class V storm water drainage wells address siting, design, and operation of these wells. Siting BMPs for storm water drainage wells include minimum setbacks from surface waters, drinking water wells, or the water table. Storm water drainage wells may also be prohibited from areas of critical concern, such as source water protection areas, or from areas where the engineering properties of the soil are not ideal for their performance. Available design BMPs for storm water drainage wells include sediment removal devices (such as oil/grit separators or filter strips), oil and grease separators, and pretreatment devices such as infiltration trenches or wetlands (described above). Maintenance of these BMPs is crucial to their proper operation. Management measures related to operation include spill response, monitoring, and maintenance procedures. Source separation, or keeping runoff from industrial areas away from storm water drainage wells, involves using containment devices such as berms or curbs (see the fact sheets on vehicle washing and small quantity chemical use for more information on these devices).

EPA's National Pollutant Discharge Elimination System (NPDES) Permitting Program regulates storm water runoff from municipal separate storm sewer systems (MS4s) and industrial activity (including construction). The current rules establish permit requirements for more than 5,000 MS4s nationwide. NPDES storm water permits issued to MS4s require these MS4s to develop the necessary legal authority to reduce the discharge of pollutants in storm water to the maximum extent practicable and to develop and implement a storm water management program that includes:

- Structural and source control measures to reduce pollutants from runoff from commercial and residential areas, including maintenance, monitoring, and planning activities;
- Detection and removal of illicit discharges and improper disposal into the storm sewer;
- Monitoring and control of storm water discharges from certain industrial activities; and
- Construction site storm water control.

In addition, the storm water rule for certain small MS4s requires post-construction storm water management controls. These local controls are in addition to existing federal regulations that require NPDES permits of all construction activities disturbing greater than one acre.

Recently, EPA developed a menu of BMPs that provides more than 100 fact sheets on measures that small MS4s could use to control urban storm water runoff. The menu is available from EPA's Web site at www.epa.gov/npdes.

FOR ADDITIONAL INFORMATION

These sources contain information on storm water management measures. All of the documents listed are available for free on the Internet. State departments of transportation or agriculture, whose contact information can be found on the Internet or in the phone book, are also good sources of information.

To pass local ordinances or regulations to affect storm water controls, contact city or county public works departments, zoning offices, permitting offices, or transportation departments, who typically have the authority to pass local ordinances. Contact local government authorities in your area to see if there are ordinances in place to manage storm water. Numerous examples of local source water protection-related ordinances for various potential contaminant sources can be found at <http://www.epa.gov/r5water/ordcom/>, <http://www.epa.gov/owow/nps/ordinance/>, and <http://www.epa.gov/owow/nps/ordinance/links.htm>.

The following resources provide information on selection and design of specific management measures:

The Center for Watershed Protection's Stormwater Manager's Resource Center (www.stormwatercenter.net) provides technical assistance storm water management issues.

Northern Arizona University offers a course on wet weather flow management, materials are available at <http://jan.ucc.nau.edu/~dmh3/egr499/>.

Texas Nonpoint SourceBOOK (www.txnpsbook.org) contains four manuals on storm water Best Management Practices, including "Urban Nonpoint Source Management," and an interactive BMP selector.

U.S. EPA, Office of Ground Water and Drinking Water. (September 1999). *The Class V Underground Injection Control Study. Volume 3: Storm Water Drainage Wells*. EPA/816-R-99-014c. Retrieved May 2, 2001, from the World Wide Web: <http://www.epa.gov/safewater/uic/classv/stw-fact.pdf>

U.S. EPA, Office of Science and Technology. (August 1999). *Preliminary Data Summary of Urban Stormwater Best Management Practices*. EPA-821-R-99-012. Retrieved February 7, 2001, from the World Wide Web: <http://www.epa.gov/OST>.

U.S. EPA, Office of Wastewater Management. (September 1992). *Storm Water Management for Industrial Activities: Developing Pollution Prevention Plans and BMPs*. Retrieved February 6, 2001, from the World Wide Web: <http://www.epa.gov/owm/sw/indguide/index.htm>

U.S. EPA, Office of Wetlands, Oceans, and Watersheds. (January 1993). *Guidance Specifying Management Measures for Sources of Nonpoint Pollution in Coastal Waters*. EPA-840-B-93-001c. Retrieved February 15, 2001, from the World Wide Web: <http://www.epa.gov/OWOW>

Washington State Department of Transportation. (February 1995). *Highway Runoff Manual*. M 31-16. Retrieved February 15, 2001, from the World Wide Web:
<http://www.wsdot.wa.gov/fasc/engineeringpublications/manuals/highway.pdf>

Wyoming Department of Environmental Quality. (February 1999). *Urban Best Management Practices for Nonpoint Source Pollution*. Draft. Retrieved February 21, 2001, from the World Wide Web: <http://deq.state.wy.us/wqd/urbbmpdoc.htm>

University extension services are excellent sources for information on water quality issues, including storm water management. The Oregon Department of Agriculture offers comprehensive list of links to many of these on its Web site (http://www.oda.state.or.us/Natural_Resource/wq_ces.htm).

Following are examples of extension services that offer fact sheets on a variety of storm water management measures, including best management practices:

Iowa State University Extension (<http://www.extension.iastate.edu/Pages/pubs/>).

North Carolina Cooperative Extension Service (<http://www.ces.ncsu.edu/resources/>).

Oklahoma State University. Division of Agricultural Sciences and Natural Resources (<http://agweb.okstate.edu/pearl/wqs>).

Purdue University Cooperative Extension Service (<http://www.agcom.purdue.edu/AgCom/Pubs/menu.htm>).

Zone-specific Native and Polynesian plants for Maui County

Zone 3

TYPE: F Fern G Grass Gr Ground Cover Sh Shrub P Palm S Sedge Tr Tree V Vine

Type	Scientific Name	Common Name	Height	Spread	Elevation	Water req.
F	<i>Psilotum nudum</i>	moa, moa kula	1'	1'	sea to 3,000'	Dry to Wet
G	<i>Colubrina asiatica</i>	'anapanapa	3'	10'	sea to 1,000'	Dry to Wet
G	<i>Eragrostis monticola</i>	kalamalo	1'	2'	sea to 3,000'	Dry to Medium
G	<i>Eragrostis variabilis</i>	'emo-ia	1'	2'	sea to 3,000'	Dry to Medium
G	<i>Fimbristylis cymosa</i> ssp. <i>spathacea</i>	mau'u'aki'aki fimbriatylis	0.5'	1'	sea to 1,000'	Dry to Medium
Gr	<i>Boerhavia repens</i>	alena	0.5'	4'	sea to 1,000'	Dry to Medium
Gr	<i>Chamaesyce celastroides</i> var. <i>laehiensis</i>	'akoko	2'	3'	sea to 1,000'	Dry to Medium
Gr	<i>Cressa truxillensis</i>	cressa	0.5'	1'	sea to 1,000'	Dry to Medium
Gr	<i>Heliotropium anomalum</i> var. <i>argenteum</i>	hinahina ku kahakai	1'	2'	sea to 1,000'	Dry to Medium
Gr	<i>Ipomoea tuboides</i>	Hawaiian moon flower, uala	1'	10'	sea to 3,000'	Dry to Medium
Gr	<i>Jacquemontia ovalifolia</i> ssp. <i>sandwicensis</i>	pa'u o hiliaka	0.5'	6'	sea to 1,000'	Dry to Medium
Gr	<i>Lipochaeta integrifolia</i>	nehe	1'	5'	sea to 1,00'	Dry to Medium
Gr	<i>Peperomia leptostachya</i>	'ala'ala-wai-nui	1'	1'	sea to 3,000'	Dry to Medium
Gr	<i>Plumbago zeylanica</i>	'iile'e	1'			
Gr	<i>Sesuvium portulacastrum</i>	'akulikuli, sea-purslane	0.5'	2'	sea to 1,000'	Dry to Wet
Gr	<i>Sida fallax</i>	'ilima	0.5'	3'	sea to 1,000'	Dry to Medium
Gr	<i>Tephrosia purpurea</i> var. <i>purpurea</i>	'auhuhu	2'	2'	sea to 1,000'	Dry to Medium
Gr - Sh	<i>Hibiscus calyphyllus</i>	ma'o hau hele, Rock's hibiscus	3'	2'	sea to 3,000'	Dry to Medium
Gr - Sh	<i>Lipochaeta rockii</i>	nehe	2'	2'	sea to 3,000'	Dry to Medium
Gr - Sh	<i>Lipochaeta succulenta</i>	nehe	2'	5'	sea to 1,000'	Dry to Wet
Gr - Sh	<i>Lycium sandwicense</i>	'ohelo-kai, 'ae'ae	2'	2'	sea to 1,000'	Dry to Medium
P	<i>Cocos nucifera</i>	coconut, niu	100'	30'	sea to 1,000'	Dry to Wet
P	<i>Pritchardia hillebrandii</i>	lo'ulu, fan palm	25'	15'	sea to 1,000'	Dry to Wet
S	<i>Mariscus javanicus</i>	marsh cypress, 'ahu'awa	0.5'	0.5'	sea to 1,000'	Dry to Medium

Zone 3

Zone-specific Native and Polynesian plants for Maui County

Type	Scientific Name	Common Name	Height	Spread	Elevation	Water req.
Sh	<i>Argemone glauca</i> var. <i>deciplens</i>	pua kala	3'	2'	sea to 3,000'	Dry to Medium
Sh	<i>Bidens mauriensis</i>	ko'oko'olau	1'	3'	sea to 1,000'	Dry to Medium
Sh	<i>Bidens menziesii</i> ssp. <i>menziesii</i>	ko'oko'olau	1'	3'		
Sh	<i>Bidens micrantha</i> ssp. <i>micrantha</i>	ko'oko'olau	1'	3'		
Sh	<i>Chenopodium oahuense</i>	'aheahea, 'aweoweo	6'		sea to higher	Dry to Medium
Sh	<i>Dianella sandwicensis</i>	'uki	2'	2'	1,000' to higher	Dry to Medium
Sh	<i>Gossypium tomentosum</i>	mao, Hawaiian cotton	5'	8'	sea to 1,000'	Dry to Medium
Sh	<i>Hedyotis</i> spp.	au, pilo	3'	2'	1,000' to 3,000'	Dry to Wet
Sh	<i>Lipochaeta lavarum</i>	nehe	3'	3'	sea to 3,000'	Dry to Medium
Sh	<i>Osteomeles antyldiifolia</i>	'ulei, eluehe	4'	6'	sea to 3,000'	Dry to Medium
Sh	<i>Scaevola sericea</i>	naupaka, naupaka-kahakai	6'	8'	sea to 1,000'	Dry to Medium
Sh	<i>Senna gaudichaudii</i>	kolomana	5'	5'	sea to 3,000'	Dry to Medium
Sh	<i>Solanum nelsonii</i>	'akia, beach solanum	3'	3'	sea to 1,00'	Dry to Medium
Sh	<i>Styphelia tameiameia</i> e	pukiawe	6'	6'	1,000' to higher	Dry to Medium
Sh	<i>Vitex rotundifolia</i>	pohinahina	3'	4'	sea to 1,000'	Dry to Medium
Sh	<i>Wikstroemia uva-ursi</i> <i>kauaiensis</i> <i>kauaiensis</i>	'akia, Molokai osmanthus				
Sh - Tr	<i>Broussonetia papyrifera</i>	wauke, paper mulberry	8'	6'	sea to 1,000'	Dry to Medium
Sh - Tr	<i>Myoporum sandwicense</i>	naio, false sandalwood	10'	10'	sea to higher	Dry to Medium
Sh - Tr	<i>Nototrichium sandwicense</i>	kulu'i	8'	8'	sea to 3,000'	Dry to Medium
Sh-Tr	<i>Dodonaea viscosa</i>	'a'ai'i	6'	8'	sea to higher	Dry to Medium
Tr	<i>Aleurites moluccana</i>	candlenut, kukui	50'	50'	sea to 3,000'	Medium to Wet
Tr	<i>Calophyllum inophyllum</i>	kamani, alexandrian laurel	60'	40'	sea to 3,000'	Medium to Wet
Tr	<i>Canthium odoratum</i>	Alahe'e, 'oh'e'e, walahe'e	12'	8'	sea to 3,000'	Dry to Medium
Tr	<i>Cordia subcordata</i>	kou	30'	25'	sea to 1,000'	Dry to Wet
Tr	<i>Diospyros sandwicensis</i>	lama	12'	15'	sea to 3,000'	Dry to Medium
Tr	<i>Erythrina sandwicensis</i>	wiliwili	20'	20'	sea to 1,000'	Dry
Tr	<i>Metrosideros polymorpha</i> var. <i>macrophylla</i>	ohi'a lehua	25'	25'	sea to 1,000'	Dry to Wet

Zone 3

Zone-specific Native and Polynesian plants for Maui County

Type	Scientific Name	Common Name	Height	Spread	Elevation	Water req.
Tr	Morinda citrifolia	Indian mulberry, noni	20'	15'	sea to 1,000'	Dry to Wet
Tr	Nesoluma polynesianum	keahi	15'	15'	sea to 3,00'	Dry
Tr	Nestegis sandwicensis	piohua	15'	15'	1,000' to 3,000'	Dry to Medium
Tr	Pandanus tectorius	hala, puhala (HALELIST)	35'	25'	sea to 1,000'	Dry to Wet
Tr	Pleomele auwahiensis	halapepe	20'			
Tr	Rauwolfia sandwicensis	hao	20'	15'	sea to 3,000'	Dry to Medium
Tr	Reynoldsia sandwicensis	'ohe makai	20'	20'	1,000' to 3,000'	Dry
Tr	Santalum ellipticum	coastal sandalwood, 'ili-ahi	8'	8'	sea to 3,000'	Dry to Medium
Tr	Thespesia populnea	miho	30'	30'	sea to 3,000'	Dry to Wet



McDonald's
Water Meter
Location



HELP CONTACT US



County > Stat

Home Property Search

Address Tax Map Key # Advanced

RECORD DETAILS

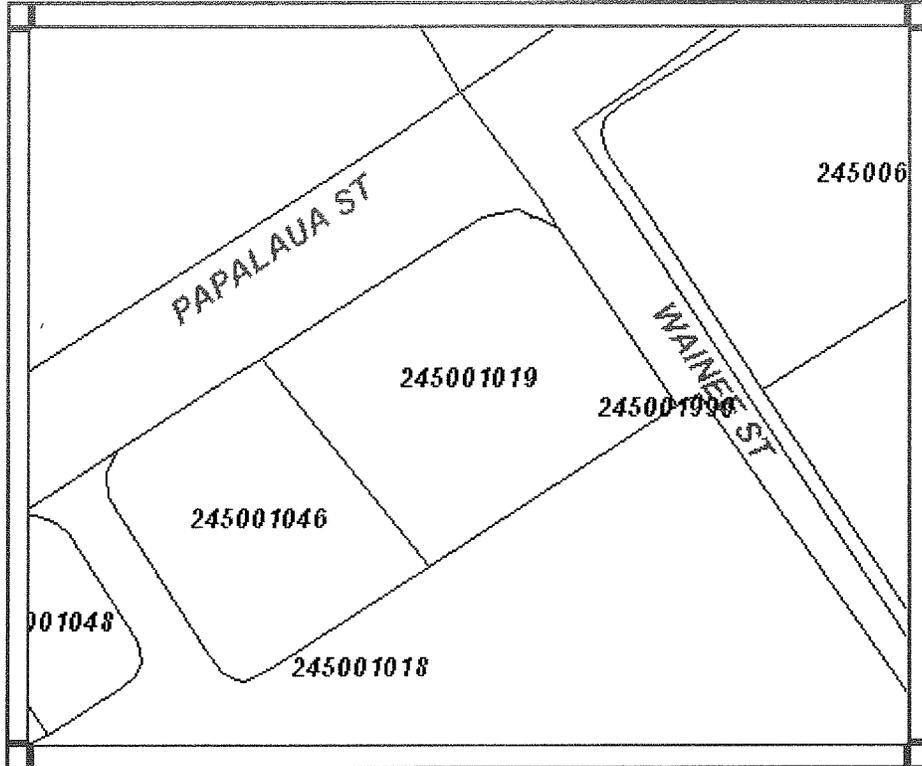
450010190000

885 WAINEE ST

CURRENT RECORD

523 of 564

Return To Search Results



Print This

Email This

- Parcel Data
- Permits
- Agricultural Assmt.
- 2008 Assessment Data
- Sales
- Residential
- Commercial
- Com. Bldg. Sections
- Other Buildings
- Sketch
- Tax Bill
- Tax Details 2008
- Tax Details 2007
- Tax Details 2006
- Tax Details 2005
- Tax Details 2004
- Tax Details 2003
- Tax Details 2002
- Tax Details 2001
- ▶ Map

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AR0300T1
Dec 29,08

***** ACCOUNTS RECEIVABLE SUBSYSTEM *****
- DISPLAY CUSTOMER SUBSIDIARY LEDGER -

AR0300I1
10:43 AM

Action (C,D,N,Q)..... _ Prem-ID: 1025998 Cust-ID: 1037846
Cust/Bus Name.: GREYLYN OF LAHAINA LLC Old S/N: 91862250 0
Prem Addr/Name: PAPALAUA ST/885 WAINEE ST Next Rd:
Tot Amt Due: 1684.95 Disp Bal.: TPA Bal:
Tot Out Bal: 1684.95 Begin Bal: PD Bal.:

----- Credit Info ----- Wtr Serv Stat Rsn: New Service
LP: FN: CS: Pending Refund: CUSTOMER ACTIVE - 10/01/2002
SS: NS: UN:

	Date	Description	Type	Amount	Balance
1					
6	07/03/2008	Cash Receipt	CK	-1504.85	0.00
5	08/14/2008	Billing	RE	1697.88	1697.88
4	08/22/2008	Cash Receipt	CK	-1697.88	0.00
3	10/15/2008	Billing	RE	1756.05	1756.05
2	11/06/2008	Cash Receipt	CK	-1756.05	0.00
1	12/15/2008	Billing	RE	1684.95	1684.95

Direct Command: -----

MA0300B1
Dec 29,08

***** METER ACTIVITIES SUBSYSTEM *****
- BROWSE METER READS -

10:43 AM

Prem Id	Sv Ty	M S	Bl St	Mtr Num	Rdg Date	High Reading	Cons	Low Reading	Cons	Main Reading	Cons
1025998	W	1	B	97589738	12/15/08	1061	137				
1025998	W	1	B	97589738	10/15/08	924	143				
1025998	W	1	B	97589738	08/14/08	781	142				
1025998	W	1	B	97589738	06/17/08	639	137				
1025998	W	1	B	97589738	04/16/08	502	136				
1025998	W	1	B	97589738	02/15/08	366	125				
1025998	W	1	B	97589738	12/18/07	241	145				
1025998	W	1	B	97589738	10/17/07	96	96				
1025998	W	1	UR	97589738	09/11/07	0	0				
1025998	W	1	UR	97589738	09/11/07	8734	72				
1025998	W	1	B	97589738	08/16/07	8662	174				
1025998	W	1	B	97589738	06/18/07	8488	278				
1025998	W	1	B	97589738	04/18/07	8210	163				

Prem ID: 1025998 Type of Serv: __ Mtr Seq: _ Date: 12 29 2008 Time: 11 59PM
Direct Command: -----

Position cursor or ENTER screen value to select

Natural 2.1/7A OVR Help available LIB=CA-PROD Last key was ENTER

MA0160T1
Dec 29,08

***** METER ACTIVITIES SUBSYSTEM *****
- MAINTAIN METER INFORMATION -

MA0160I1
12:11 PM

Action (C,D,N)..... _ Mtr Num: 97589738

Cur Stat...:	IN	Cur Stat Date...:	09 30 1999	Last PM Date...:	__ __ __
Loc Code...:	---	Loc Code Date...:	09 30 1999	Last Test Date...:	__ __ __
Make.....:	B_	Purchase Date...:	08 11 2001	PO Num.....:	-----
Size.....:	_6	Purchase Price..:	_____149.00	Fin Control Num:	-----
Type.....:	D_	Receiving Num...:	-----	SR Num.....:	AA4785
Read Type..:	50	Requisition Num.:	-----	Prem ID.....:	1025998

ECR ID	TCir	MXU ID	MIU ID
80274085	2	80274085	

Mod By: CM_LESTERS
Direct Command: -----

Mod Time: 08/11/2001 07:55:19.0

Record M97589738 displayed successfully

Natural 2.1/7A OVR Help available LIB=CA-PROD Last key was ENTR



MICHAEL T. MUNEKIYO
GWEN OHASHI HIRAGA
MITSURU "MICH" HIRANO
KARLYNN FUKUDA

MARK ALEXANDER ROY
KYLE SINGZA

February 11, 2009

Jeffrey K. Eng, Director
County of Maui
Department of Water Supply
200 South High Street
Wailuku, Hawai'i 96793

**SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at TMK (2)
4-5-001:019, Lahaina, Maui, Hawai'i**

Dear Mr. Eng:

Thank you for your letter dated December 31, 2008, providing comments on the early consultation request for the subject project. On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., the following comments are offered in response to your remarks:

1. The existing 1 ½ - inch water meter is a standard size meter for McDonald's; therefore, a larger meter will not be required. With regard to water consumption, existing domestic and irrigation demands will be maintained with the proposed action.
2. The project engineer recognizes that there is an existing fire hydrant on Papalaua Street, which fronts the project site near its makai boundary. Fire flow calculations will be done during the building permit process to verify that onsite fire protection will not be required. In addition, an existing reduced pressure back-flow preventer will be reused.
3. You have the applicant's assurances that preliminary landscaping plans for the subject project incorporate native plants to the extent practicable. Meanwhile, the new restaurant will incorporate low-flow water fixtures and devices in each restroom, a standard practice in McDonald's restaurants.
4. The project engineer has produced a drainage letter report which addresses storm water runoff as a result of the proposed action. The drainage letter report concludes that due to an increase in landscaped area, storm runoff will be reduced by 0.07 cfs, from 1.93 cfs to 1.86 cfs. It is noted that this letter report will be

Jeffrey K. Eng, Director
February 11, 2009
Page 2

incorporated into the Draft Environmental Assessment (EA). Furthermore, during construction, Best Management Practices (BMPs) for grading and erosion control will be implemented to prevent infiltration and runoff.

Your input on the proposed action is greatly appreciated. A copy of the Draft EA will be provided to your office for review and comment.

Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawai'i, Inc.
Conrad Shiroma, Kim & Shiroma Engineers, Inc.

F:\DATA\McDonalds\Lahaina\DWS.ecres.wpd



December 19, 2008

Ms. Kimberly Skog, Planner
Munekiyo & Hiraga, Inc.
305 High St. Suite 104
Wailuku, Hawaii 96793

Dear Ms. Skog,

Subject: Early Consultation Request for Proposed Reconstruction of McDonald's
Restaurants of Hawai'i, Inc., Lahaina Restaurant
Lahaina, Maui, Hawaii
TMK: (2) 4-5-001:019

Thank you for allowing us to comment on the Early Consultation Request for the subject project.

In reviewing our records and the information received, Maui Electric Company (MECO) has no objections to the subject project at this time. If the customer plans to add any additional electrical load to our system, we highly encourage the customer to submit an electrical service request so that any service upgrade can be provided on a timely basis.

Should you have any questions or concerns, please call me at 871-2340.

Sincerely,

A handwritten signature in black ink, appearing to read "Ray Okazaki". The signature is fluid and cursive, written in a professional style.

Ray Okazaki
Staff Engineer



MICHAEL T. MUNEKIYO
GWYNETH M. SHIRAGA
MITSUKI H. SHIRAGA
KIMBERLY S. SKOG

MARK A. ...
...

January 22, 2009

Ray Okazaki
Maui Electric Company, Ltd.
210 West Kamehameha Avenue
Post Office Box 398
Kahului, Hawai'i 96733-6898

SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at
TMK (2) 4-5-001:019, Lahaina, Maui, Hawai'i

Dear Mr. Okazaki:

On behalf of the applicant, McDonald's Restaurants of Hawaii, Inc., we thank you for your letter dated December 19, 2008, providing comments on the early consultation request for the subject project.

The applicant acknowledges the determination made by your office that there are no objections to the subject project at this time. The applicant does not plan to add any additional electrical load to your system, however, should any additional electrical load be required, a request for an electrical service upgrade will be submitted to your office.

Your input on the proposed action is greatly appreciated. A copy of the Draft EA will be provided to your office for review and comment. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,

Kimberly Skog, Planner

KS:yp

cc: Mike Yamamoto, McDonald's Restaurants of Hawaii, Inc.
Conrad Shiroma, Kim & Shiroma Engineers, Inc.

F:\DATA\McDonalds\Lahaina\MECO.ecres.wpd

Lahaina Restoration Foundation

120 Dickenson Street - Lahaina, Maui, HI 96761

Phone (808) 661-3262 ~ Fax (808) 661-9309 ~ E-mail info@lahainarestoration.org

Founded 1962

For the benefit of both our residents and visitors, and in cooperation with others we strive to faithfully restore, maintain and interpret the physical, historical, and cultural legacy of Lahaina, Maui, first capital of the Kingdom of Hawaii.

December 23, 2008

Ms. Kimberly Skog
Munekiyo & Hiraga, Inc.
Attention: Kimberly Skog, Planner
305 High Street, Suite 104
Wailuku, Hawaii 96793

Re: Proposed reconstruction of McDonald's Restaurant in Lahaina

Dear Ms. Skog,

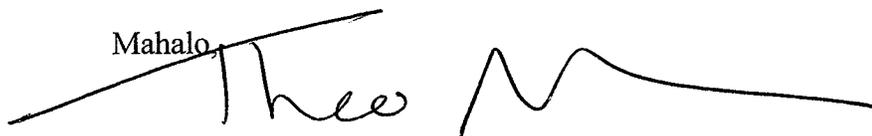
Thank you for requesting our comments on the Lahaina McDonald's Restaurant demolition and reconstruction.

We are concerned that the reconstruction will be done to "*provide required facility upgrades which will meet current corporate branding standards*" yet there is no mention of the need to conform to the historic integrity of Lahaina Town.

This is a highly visible location on one of the major roadways leading into Lahaina from the highway. It is of utmost importance that this proposed new building "fit" into the important historical and cultural landscape of this area.

We look forward to your reply.

Mahalo,

A handwritten signature in black ink, appearing to read 'Theo Morrison', with a long horizontal line extending to the left and a wavy line extending to the right.

Ms. Theo Morrison
Executive Director
Lahaina Restoration Foundation

PS: I have replaced Keoki Freeland as Executive Director



MICHIKO A. HIRAGA
GWEN DAVIS M. HIRAGA
MITSURU HIRAGA
KAZUHIKO HIRAGA

MARK ALLEN HIRAGA
DAVID HIRAGA

January 8, 2009

Theo Morrison, Executive Director
Lahaina Restoration Foundation
120 Dickenson Street
Lahaina, Hawai'i 96761

**SUBJECT: Proposed Lahaina McDonald's Restaurant Reconstruction at
TMK (2) 4-5-001:019, Lahaina, Maui, Hawai'i**

Dear Ms. Morrison:

Thank you for your letter dated December 23, 2008 providing comments on the early consultation request for the subject project. On behalf of the applicant, McDonald's Restaurants of Hawai'i, Inc., the following comments are offered in response to your remarks:

McDonald's has anticipated the need for an exterior design for their proposed replacement facility that responds to Lahaina's unique architectural heritage. To this end, they have retained Jim Niess of Maui Architectural Group to assist in this effort. This firm has a sound reputation for plantation era vernacular design. They will be utilizing the Architectural Style Book for Lahaina, along with an inventory of historic Lahaina commercial buildings, as a guideline to create a facade that is compatible with structures in the Historic District, even though this property is not located within the District. Mr. Niess has been informed of your interest in the project and will solicit your input and review as the design develops.

Theo Morrison, Executive Director
January 8, 2009
Page 2

Your comments on the proposed action are greatly appreciated. A copy of the Draft EA will be provided to your office for review and comment. Should you require additional information, or should any questions arise in regards to the subject project, please feel free to contact me at (808) 244-2015 or email kim@mhplanning.com.

Very truly yours,



Kimberly Skog, Planner

KS:tn

cc: Kelley Nakano, McDonald's Restaurants of Hawai'i, Inc.
Jim Niess, Maui Architectural Group, Inc.

F:\DATA\McDonalds\Lahaina\LahainaRestorFound.ecres.wpd

X. REFERENCES

X. REFERENCES

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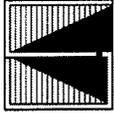
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APPENDIX A.

Drainage Letter Report



KIM & SHIROMA ENGINEERS, INC.

Civil Engineers
1314 South King Street, Suite 325
Honolulu, Hawaii 96814-2011

TEL: (808)593-8770
FAX: (808) 596-0879
e-mail: cka@cka.com

January 9, 2009

Ref:0712L01

McDonald's Restaurants of Hawaii
1132 Bishop Street, Suite 2000
Honolulu, Hawaii 96813

Attention: Mr. Kelley Nakano

Subject: McDonalds - Lahaina
885 Wainee Street
Lahaina, Maui, Hawaii
TMK (2)-4-5-01:19

Gentlemen:

We are providing this letter to address drainage concerns that may be brought up during the processing of the SMA application. The project involves the demolition of an existing McDonald's Restaurant building and construction of a new restaurant building that will include drive-thru and parking area reconstruction.

The ground at the site varies from a low elevation of about 14.9 on west corner of the property on Papalaua Street up to 16.3 at the intersection of Papalaua Street and Wainee Street down to 16.0 at the east corner of the property on Wainee Street. The existing restaurant floor elevation is 17.0.

The proposed restaurant building will have a finish floor elevation very close to the existing restaurant finish floor. Grades around the building will slope away from the new building and will not vary substantially from the existing grades.

There are two drain inlets on site that receive storm runoff from the site. The existing landscaped areas along Papalaua Steet and Wainee Street do not flow toward the drain inlets but are directed to the County roadways. This drainage pattern will be maintained with the design and construction of the new building.

We have reviewed the approved new building and site layout and have compared existing and proposed hard surface areas and landscaped areas. The areas are summarized below:

SUMMARY OF LAND USE - TMK (2)4-5-001:019

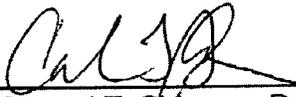
<u>AREA DESCRIPTION</u>	<u>EXISTING</u>	<u>PROPOSED</u>
Landscaped	4,526 sf	5,368 sf
Hard Surface (paved, Bldg)	17,810 sf	16,968 sf
TOTAL LAND AREA	22,336 sf	22,336 sf

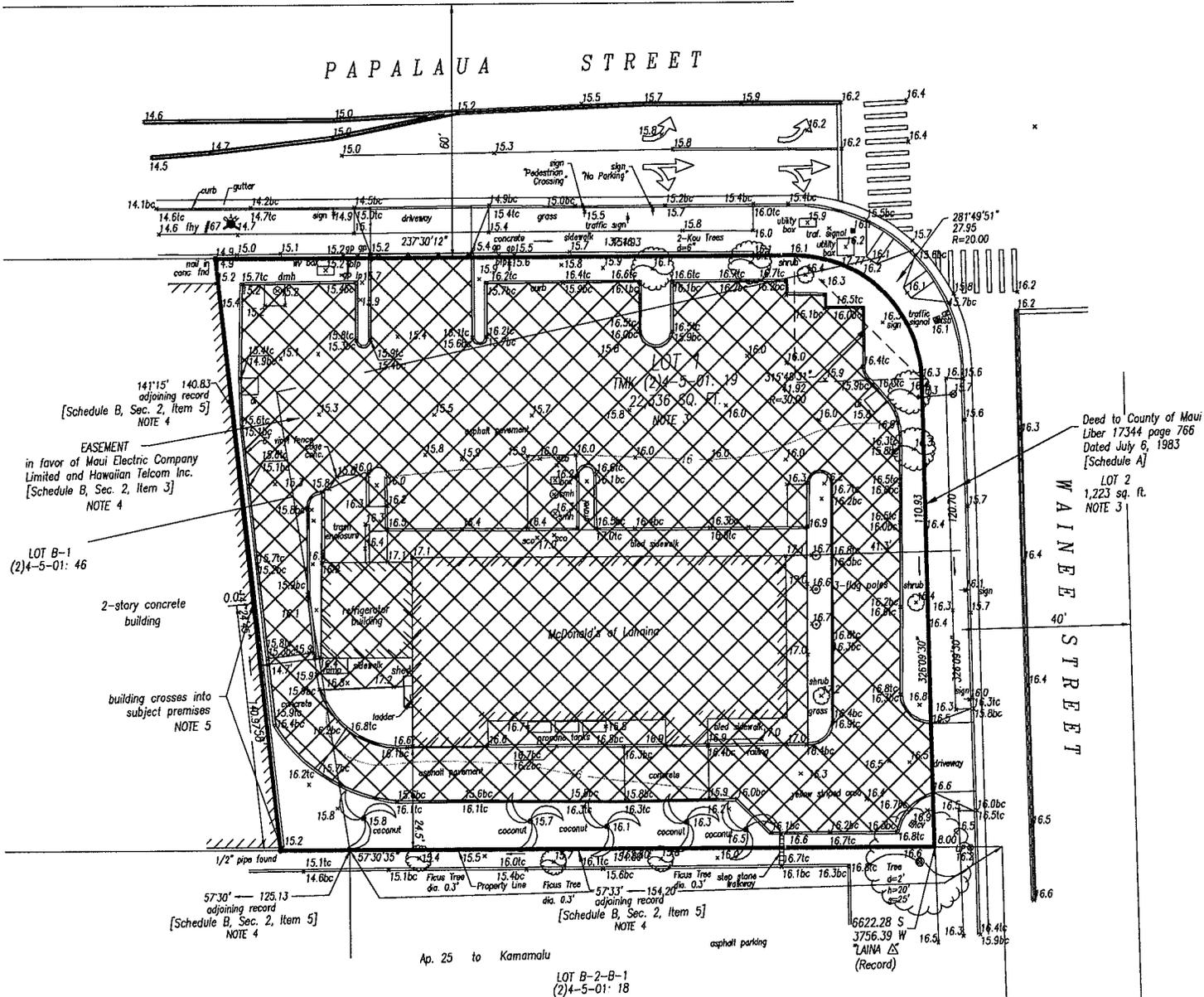
The summary indicates that the landscaped area will increase by 842 sf. The comparison of storm runoff between the existing and proposed conditions shows a decrease in runoff of 0.07 cfs from 1.93 cfs to 1.86 cfs.

If there are any questions regarding this letter, please do not hesitate to call me or email me at cshiroma@cka.com.

Very truly yours,

KIM & SHIROMA ENGINEERS, INC.

By: 
Conrad T. Shiroma, P.E.
President



EXISTING RUNOFF

- L= 240 Ft
- S= 0.70 %
- Tm= 10 Years
- 1-Hr Rainfall= 2.0 Inch
- Tc= 6.5 Minutes
- I= 4.8 In/Hr
- C= 0.79
- A= 0.51 Ac
- Q= 1.93 CFS

Paved, Hard Surface

EXISTING RUNOFF MAP

SCALE: 1"= 40'

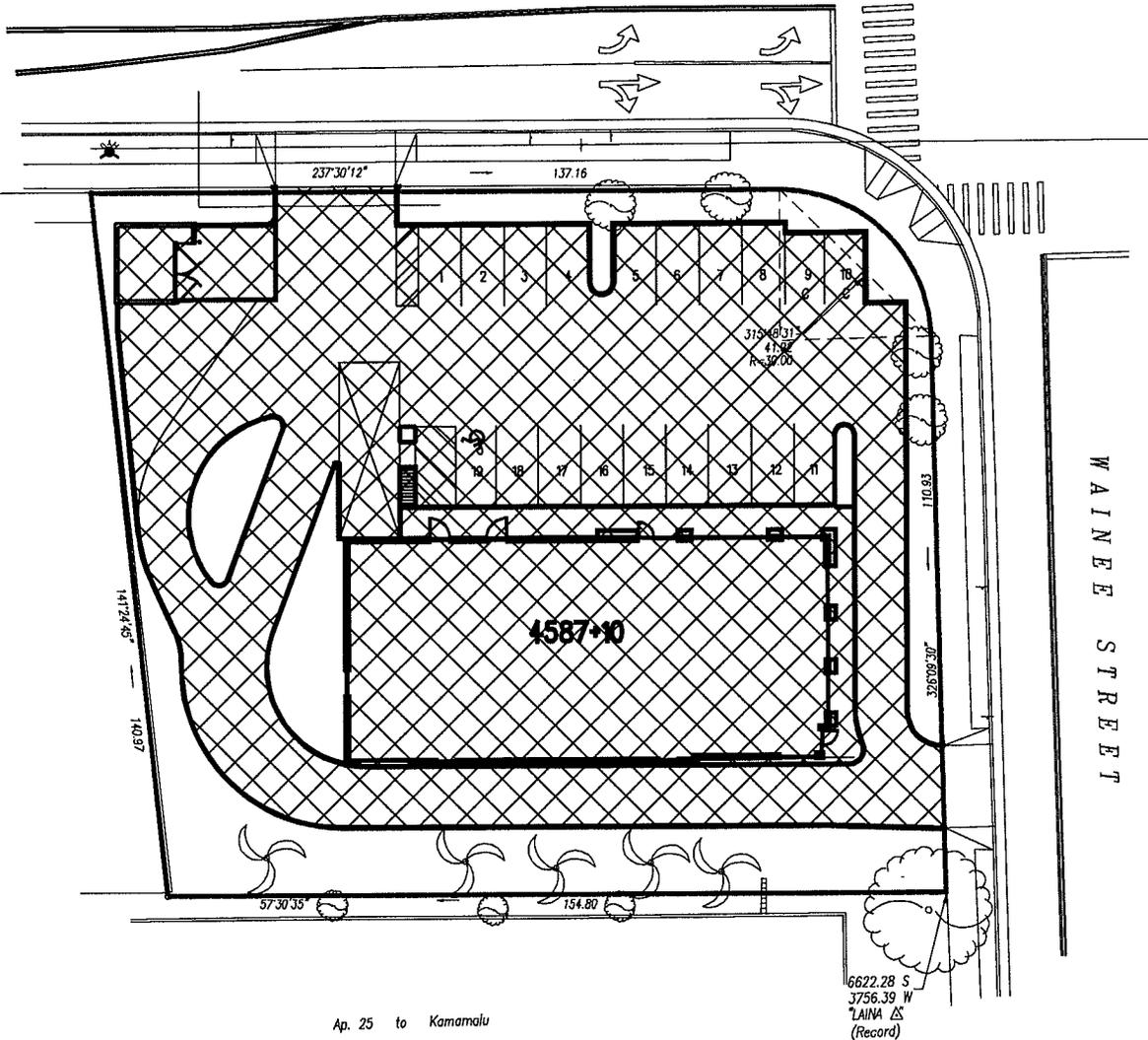
McDONALD'S - LAHAINA
TMK (2)-4-5-01:19

D-1

Description:
Existing Drainage Condition

Reference sheet:
 SHEET OF SHEET

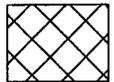
PAPALAU STREET



PROPOSED RUNOFF

- L= 240 Ft
- S= 0.70 %
- Tm= 10 Years
- 1-Hr Rainfall= 2.0 Inch
- Tc= 6.5 Minutes
- I= 4.8 In/Hr
- C= 0.76
- A= 0.51 Ac
- Q= 1.86 CFS

Paved, Hard Surface



PROPOSED RUNOFF MAP

SCALE: 1"= 40'

McDONALD'S - LAHAINA
TMK (2)-4-5-01:19

D-2

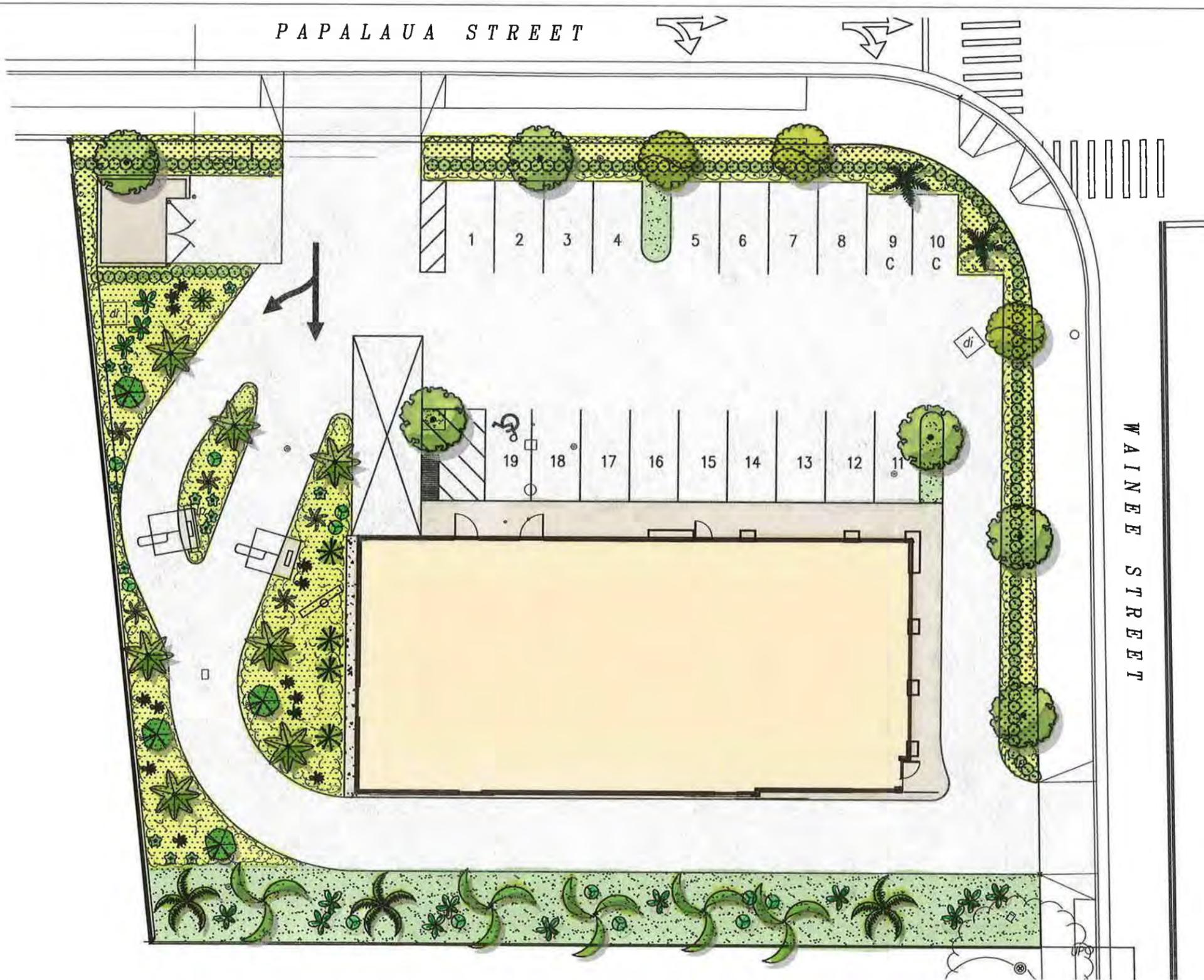
Description:

Proposed Drainage Condition

Reference sheet:

APPENDIX B.

Preliminary Landscaping and Irrigation Plans



CONCEPT PLANTING LEGEND:

- | | | | |
|---------------|--------------------|---------------------|--------------|
| TREES | | PALM TREES | |
| | HAWAIIAN KOU | | COCONUT PALM |
| | SINGAPORE PLUMERIA | | LOULU PALM |
| SHRUBS | | | RHAPIS PALM |
| | HIBISCUS | | FOXTAIL PALM |
| | QUEEN EMMA LILY | GROUNDCOVERS | |
| | TIARE GARDENIA | ILIMA PAPA | |
| | RED GINGER | LAUAE FERN | |
| | RED TI PLANT | NEHE | |
| | MONSTERA | GRASS LAWN | |
| | HAPU'U | | |

NOTES:

- 1 - ALL TREES TO BE LOCATED WITHIN PROPERTY BOUNDARIES.
- 2 - ALL STREET TREE LOCATIONS ARE APPROXIMATE & WILL BE ADJUSTED 'IN-THE-FIELD' BY LANDSCAPE CONTRACTOR TO HAVE A 8'-0" CLEAR ZONE TO ALL UTILITIES INCLUDING WATER MAINS, FIRE HYDRANTS, AND SERVICE LATERALS. (AS PER DEPARTMENT OF WATER SUPPLY REQUIREMENTS)
- 3 - ALL STREET TREES TO HAVE 10'-0" OF ROOT BARRIER INSTALLED AT BACK OF CURB. ADDITIONAL ROOTBARRIER TO BE INSTALLED WHEN "CLEAR ZONE" CANNOT BE ACCOMMODATED.
- 4 - ALL LANDSCAPE MATERIAL TO BE WATERED USING AN AUTOMATIC IRRIGATION SYSTEM. SYSTEM SHALL USE DRIP-IRRIGATION AS MUCH AS POSSIBLE TO REDUCE WATER CONSUMPTION.

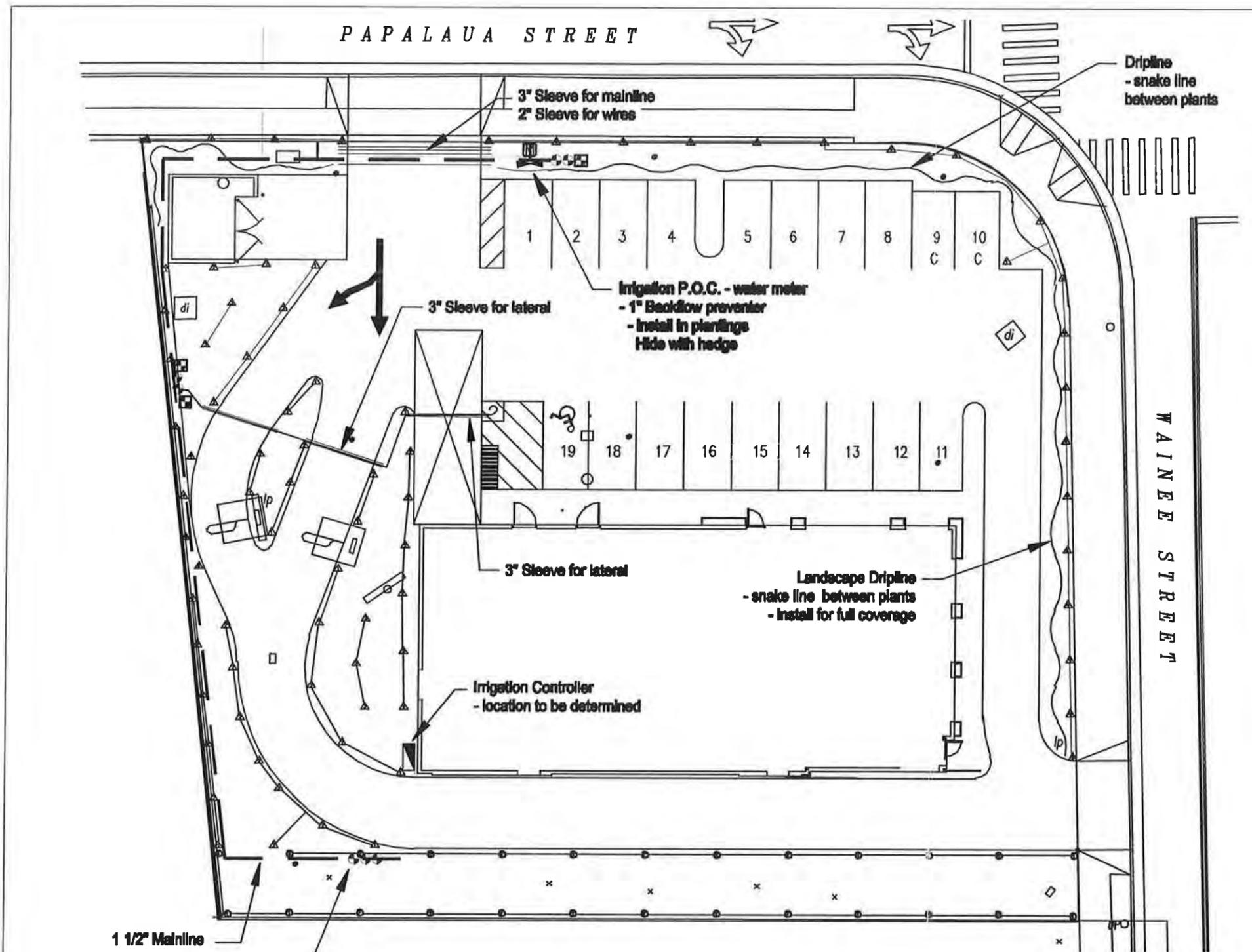
PLANTING PLAN
scale: 1"=20'-0"



McDONALDS - LAHAINA
Lahaina, Maui, Hawaii

Concept Landscape Plan				
Drawn/Checked	Proj. Num.	Date	Sheet	Scale
KT	KT	08-016	1/1/09	1 OF 1 1"= 20'

K. TANAKA LANDSCAPE ARCHITECT
468 Pokuani Dr., Wailuku, HI 96793
(808) 243-9494
ktanaka01@gmail.com



IRRIGATION LEGEND:

- IRRI. HEADS**
- ○ ○ Rain Bird - 1800 Spray, 12' radius
 - ● ● Rain Bird - 1800 Spray, 4x14'
- PVC SLEEVE**
- 1 1/2" Sch. 40 PVC MAINLINE
- RAINBIRD CONTROL VALVE**
- ⊕ Rainbird Control Valve
 - ⊞ Rainbird Drip Valve
 - ▲ BACK FLOW PREVENTER
- DRIP IRRIGATION**
- ~ Rainbird Dripline Tubing
 - Snake line thru plant material
 - install as for full coverage
 - Bury all lines under cinder
 - add 'micro-sprays' as necessary
- IRRIGATION CONTROLLER**
- ⊞ IRRIGATION CONTROLLER

NOTES:

- SLEEVE THROUGH DRIVEWAY AND DRIVE THRU FOR IRRIGATION LINES
- IRRIGATION LINES ARE DIAGRAMMATIC, INSTALL WITHIN LANDSCAPED AREAS
- BURY DRIPLINES THROUGH CINDER AREAS
- ADD 'MICRO-SPRAYS' AS NECESSARY FOR FULL COVERAGE
- CONTROLLER LOCATION TO BE DETERMINED BY OWNER

IRRIGATION PLAN
scale: 1"=20'-0"



McDONALDS - LAHA'INA
Lahaina, Maui, Hawaii

Concept Irrigation Plan				
Drawn/Checked	Proj. Num.	Date	Sheet	Scale
KT	KT	08-016	1 OF 2	1"= 20'

K. TANAKA LANDSCAPE ARCHITECT
488 Pehalahi Dr., Wailuku, HI 96793
(808) 240-0404
k.tanaka@earthlink.net

APPENDIX C.

Interview Summary for Cultural Impact Assessment

**PROPOSED LAHAINA MCDONALD'S RESTAURANT
RECONSTRUCTION
INTERVIEW SUMMARY FOR CULTURAL IMPACT ASSESSMENT**

Interview with: Howard Kihune
Harold Mizomi

Interviewed by: Kimberly Skog, Planner
Munekiyo & Hiraga, Inc.

A Cultural Interview was held with Mr. Howard Kihune and Mr. Harold Mizomi on Thursday, January 8, 2009, at Mr. Kihune's office in Ka'anapali. Both Mr. Kihune and Mr. Mizomi are lifelong residents of Lahaina.

Mr. Kihune, a man of native Hawaiian and Japanese ancestry, was born in Lahaina Town in 1940. Although the interview was originally scheduled with Mr. Kihune himself, he requested the presence of an old friend, Mr. Mizomi. As Mr. Mizomi is five (5) years elder, Mr. Kihune reasoned "*the older guy*" would be able to provide a greater depth of knowledge of the lifestyle of years past. Both men with silvering hair, sun-tanned skin, and eyes bright with the experience of age, eagerly sat around a long wooden table to share their stories.

Once the thriving whaling capital of the Pacific, Lahaina Town was revived as a bustling plantation town by Pioneer Mill Company and its extensive sugarcane operation. Both men were born in the old Pioneer Mill Hospital, a building which once sat at the corner of Papalaua and Front Streets. At the time—Mr. Mizomi was born in 1935; Mr. Kihune in 1940—these streets were humble dirt roads, and the lands surrounding the hospital were open and green with pastures and sugarcane. Front Street was the main roadway across town, and with a hint of pride, they remarked that Honoapi'ilani Highway, the main artery now supplying the region, was not yet in existence.

In the days of their youth, the furthest anyone traveled out of Lahaina Town was south to Olowalu or north to Flemings Beach. Mr. Kihune explained how a family could stop their car for a picnic along the old highway, and half an hour would pass before another would drive by. The Maui County Fair was then "*a big deal*", bringing promise of a special trip to the other side, Wailuku and Kahului, a new pair of shoes. Otherwise, visits to the dentist or doctor were the only reasons for a journey out of town. Mr. Kihune recounted trips to the dentist as a small boy, legs hanging over the large, crude leather back seat of Kidani Taxi. After his regular check-up, young Mr. Kihune always enjoyed picking something out

at the National Dollar store on Wailuku Town's Main Street before commencing on the long journey back along the old highway to Lahaina, the rocky remnants of which can still be seen hugging the hillside around the pali.

Because such momentous trips to the other side were so few and far between, the youngsters of Lahaina were prompted to create their own, novel forms of entertainment. Mr. Mizomi, who was raised in Mill Camp, the plantation village circling the old sugar mill, chided his friend, remarking how *"those town kids"* (Mr. Kihune resided on Chapel Street, one street behind Front Street) would always come up in a pack and throw rocks at *"us camp folks"*. His arms raised in innocence, Mr. Kihune defended himself: *"Hey, I never threw any rocks... I was always behind the pack throwing the rocks."* Rock slinging aside, the two (2) recalled that the sugar irrigation ditches were good for setting various objects adrift down the currents; and along the banks, numerous mango trees were always open for climbing.

Meanwhile, within Lahaina Town itself, much activity was centered between Lahainaluna Road and Dickenson Street, along Front and Waine`e Streets. Storefronts of mom-n-pop shops like Nakagawa Store, Kikawa Store, Nakamoto Photo Studio, and Ah Sing, the dressmaker, lined these roads. Yamamoto Store was a popular stop, as it offered shave ice and touted a soda fountain. The store's proprietor, known affectionately as *"Yes Man"* because he always answered "yes", also prepared spam sandwiches, which were widely enjoyed. Len Sweet Shop was also favored by the local kids, and Queen Theater was located nearby. The butcher shop was well-frequented, as was Nishino Fish Market, and many patrons would come in just to talk story with neighbors and friends.

Above Lahaina Town, life in Mill Camp was somewhat simpler. Fishing was a common activity, and Mr. Mizomi recalled that his grandpa raised chickens and vegetables. Mr. Mizomi also named the local grocers, Nagasako and Kishi, who would deliver vegetables to the camp once a week. They stopped at every door to take orders from each mother, as the women managed the households while the men worked the fields and ran the mills. Recognizing an opportunity to meet young ladies his age, a young and resourceful Mr. Mizomi *"volunteered"* to work for Nagasako, delivering orders door-to-door to residents of remote Honolulu and Kapalua, for a token 25 cents an hour.

As the years passed, the growing Mr. Kihune and Mr. Mizomi noticed small changes taking place in and around Lahaina Town. In the wake of the April Fool's Day tsunami of 1946, the Lahaina breakwater was built. Having never encountered such a creation before, Mr.

Mizomi wondered as to the purpose of such a curiosity, until he realized it was to protect the town from future tsunamis. Meanwhile, though agriculture was still the major industry in this day, tourism began to take root. Located within walking distance from Lahaina Town, Mr. Kihune recalled that Ka`anapali was once comprised solely of wetlands and cattle pens. In time, the first three (3) hotels, the Sheraton Ka`anapali, the Royal Lahaina, and the Ka`anapali Beach Hotel, were established on these lands.

When asked what they thought of the changes which have occurred over the years, the two (2) men took a moment to survey their feelings. Initially, their responses revolved around two (2) issues: traffic congestion, which generally affects local residents; and a “*mish mash*” parking supply, which detracts local retailers. Upon further reflection, Mr. Mizomi remarked that some changes are “*not too good*”. Mr. Kihune followed his friend’s commentary, observing that many people use the term “*progress*” to describe the transition away from agriculture. He elaborated, explaining that the problem with a one-industry situation (i.e. dependence on sugarcane or pineapple) is that the life of the community is based on the industry’s survival. Although Ka`anapali has been “*revitalized*”, the community’s survival is dependent on visitors. Nevertheless, Mr. Kihune recognized that because of its deep and rich history, Lahaina is still a great town; the “old town” that *enhances* the resort areas of Ka`anapali and Kapalua.

Today, while many of the quaint shops and plantation-era residences have been replaced, particular features of old Lahaina remain. Although his street was inexplicably renamed from Chapel to Luakini Street, Mr. Kihune maintains his childhood home; meanwhile, Mr. Mizomi resides in the home his family moved into in 1950 after the Korean War. Considering all that has happened in the town surrounding his home, Mr. Kihune reflected at how, growing up in Lahaina Town, we take history for granted until we look back during this conversation and see all that has taken place.

Upon mention of the present McDonald’s restaurant, situated at the corner of Papalaua and Waine`e Streets, Mr. Mizomi quickly responded, “*You know, that used to be church grounds, one Japanese church.*” He continued, “*I remember,*” gesturing upwards with his hands, “*had the stairs going up the front.*” Like the old Pioneer Mill Hospital, the church was situated at the intersection of two (2) dirt roads, in the midst of sugarcane fields and cow pastures. Mr. Mizomi quipped, chuckling to himself, that the design of the new restaurant should be similar to the old Japanese church which once stood in its place.

In sum, the men expressed support for the reconstruction of the restaurant, recognizing

that the design of the new restaurant would be in keeping with the old-world or plantation era architectural character of the town. In closing, Mr. Kihune and Mr. Mizomi expressed simply that Lahaina is a small town with a significant history, and in this respect, sensitivity to what it is and what it is about is most important.

F:\DATA\McDonalds\Lahaina\HMizomi.interview.wpd

APPENDIX D.

Traffic Impact Assessment Report

Phillip Rowell and Associates

47-273 'D' Hui Iwa Street

Kaneohe, Hawaii 96744

Phone: (808) 239-8206

FAX: (808) 239-4175

mail:prowell@hawaiiantel.net

May 3, 2009

Mr. Mike Yamamoto
Area Construction Manager
McDonald's Restaurants of Hawaii, Inc.
1132 Bishop Street, Suite 2000
Honolulu, HI 96813

Re: **Traffic Impact Assessment Report
Reconstruction of McDonald's Restaurant
Lahaina, Maui, Hawaii**

Dear Mr. Yamamoto:

Phillip Rowell and Associates have completed the following Traffic Impact Assessment Report supporting the proposed reconstruction of the McDonald's restaurant in Lahaina, Maui. The report is presented in the following format:

- A. Project Location and Description
- B. Purpose and Objective of Study
- C. Methodology
- D. Description of Existing Streets and Intersection Controls
- E. Existing Peak Hour Traffic Volumes
- F. Level-of-Service Concept
- G. Existing Levels-of-Service
- H. Mitigation
- I. Summary and Conclusions

A. Project Location and Description

The approximate location is shown on Attachment A. The project is located on the southwest corner of the intersection of Wainee Street at Papalaua Street in Lahaina.

The site is currently occupied by the existing McDonald's Restaurant that will be reconstructed. The restaurant will be enlarged from 4,274 square feet to 4,365 square feet (an increase of 91 square feet) and a second drive-thru will be constructed. The existing driveways will be used for the new restaurant. The site plan for the new restaurant is provided as Attachment B.

B. Purpose and Objective of Study

The purpose of this traffic assessment is to provide supporting documentation for the Environmental Assessment and Use SMA Permit Application for the proposed reconstruction. Because the project involves the reconstruction of an existing building, there is no change in use and no increase in the size of the building, there will be no change in the amount of traffic into and out of the project site.

Therefore, the objective of this report is to document existing traffic conditions along Wainee and Papalaua Streets adjacent to the project and to identify any traffic operational deficiencies.

C. Methodology

1. Define the Study Area

The study area is limited to Papalaua Street between Wainee Street and the project driveway along the south side of Papalaua Street, including the intersection of Wainee Street at Papalaua Street.

2. Analyze Existing Traffic Conditions.

Existing traffic volumes at the intersection of Wainee Street at Papalaua Street were determined from traffic counts performed during March, 2009. The intersection configuration and right-of-way control was verified at the time of the surveys. Existing levels-of-service were quantified using the methodology described in the 2000 *Highway Capacity Manual* (HCM)¹. The purpose of this analysis was to identify potential operational deficiencies in the vicinity of the project.

D. Description of Existing Streets and Intersection Controls

A schematic diagram of the intersection of Wainee Street at Papalaua Street is presented as Attachment C. The intersection of Wainee Street at Papalaua Street a signalized, there are separate left turn lanes along each approach and the left turns are protected.

E. Existing Peak Hour Traffic Volumes

The morning and afternoon peak hour traffic volumes are also shown in Attachment C.

1. The traffic counts were performed on a typical Tuesday, during March 2009.
2. The traffic volumes shown include mopeds, buses, trucks and other large vehicles. Bicycles were not counted.
3. The traffic volumes shown are the peak hourly volume of each movement.
4. Pedestrian activity was minimal during the traffic surveys.

F. Level-of-Service Concept

"Level-of-service" is a term which denotes any of an infinite number of combinations of traffic operating conditions that may occur on a given lane or roadway when it is subjected to various traffic volumes. Level-of-service (LOS) is a qualitative measure of the effect of a number of factors which include space, speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

There are six levels-of-service, A through F, which relate to the driving conditions from best to worst, respectively. The characteristics of traffic operations for each level-of-service are summarized in Table 1. In general, LOS A represents free-flow conditions with no congestion. LOS F, on the other hand, represents severe congestion with stop-and-go conditions. ***LOS D is typically considered acceptable for peak hour conditions in urban areas.***

¹ Institute of Transportation Engineers, *Highway Capacity Manual*, Washington, D.C., 2000

Corresponding to each level-of-service shown in the table is a volume/capacity ratio. This is the ratio of either existing or projected traffic volumes to the capacity of the intersection. Capacity is defined as the maximum number of vehicles that can be accommodated by the roadway during a specified period of time. The capacity of a particular roadway is dependent upon its physical characteristics, such as the number of lanes, the operational characteristics of the roadway (one-way, two-way, turn prohibitions, bus stops, etc.), the type of traffic using the roadway (trucks, buses, etc.) and turning movements.

Table 1 Level-of-Service Definitions for Signalized Intersections⁽¹⁾

Level of Service	Interpretation	Volume-to-Capacity Ratio ⁽²⁾	Stopped Delay (Seconds)
A, B	Uncongested operations; all vehicles clear in a single cycle.	0.000-0.700	<20.0
C	Light congestion; occasional backups on critical approaches	0.701-0.800	20.1-35.0
D	Congestion on critical approaches but intersection functional. Vehicles must wait through more than one cycle during short periods. No long standing lines formed.	0.801-0.900	35.1-55.0
E	Severe congestion with some standing lines on critical approaches. Blockage of intersection may occur if signal does not provide protected turning movements.	0.901-1.000	55.1-80.0
F	Total breakdown with stop-and-go operation	>1.001	>80.0

Notes:
 (1) Source: *Highway Capacity Manual, 2000.*
 (2) This is the ratio of the calculated critical volume to Level-of-Service E Capacity.

Like signalized intersections, the operating conditions of intersections controlled by stop signs can be classified by a level-of-service from A to F. However, the method for determining level-of-service for unsignalized intersections is based on the use of gaps in traffic on the major street by vehicles crossing or turning through that stream. Specifically, the capacity of the controlled legs of an intersection is based on two factors: 1) the distribution of gaps in the major street traffic stream, and 2) driver judgement in selecting gaps through which to execute a desired maneuver. The criteria for level-of-service at an unsignalized intersection is therefore based on delay of each turning movement. Table 2 summarizes the definitions for level-of-service and the corresponding delay.

Table 2 Level-of-Service Definitions for Unsignalized Intersections⁽¹⁾

Level-of-Service	Expected Delay to Minor Street Traffic	Delay (Seconds)
A	Little or no delay	<10.0
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	See note (2) below	>50.1

Notes:
 (1) Source: *Highway Capacity Manual, 2000.*
 (2) When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement of the intersection.

G. Existing Levels-of-Service

The existing levels-of-service were assessed using the methodology described in the *Highway Capacity Manual*. The results of the level-of-service analysis of existing conditions are summarized in Table 3.

Table 3 Existing (2009) Levels-Service Analysis

Intersection, Approach and Movement	AM Peak Hour ⁽¹⁾			PM Peak Hour ⁽¹⁾		
	V/C ⁽²⁾	Delay ⁽³⁾	LOS ⁽⁴⁾	V/C	Delay	LOS
Wainee Street at Papalaua Street	0.20	19.1	B	0.49	24.8	C
Eastbound Left	0.10	28.3	C	0.46	40.8	D
Eastbound Thru & Right	0.14	17.5	B	0.40	20.8	C
Westbound Left	0.24	28.4	C	0.62	46.1	D
Westbound Thru & Right	0.16	16.2	B	0.40	19.9	B
Northbound Left	0.15	29.4	C	0.46	40.8	D
Northbound Thru & Right	0.10	15.6	B	0.40	19.2	B
Southbound Left	0.25	32.3	C	0.57	43.1	D
Southbound Thru & Right	0.11	15.7	B	0.34	17.5	B
Papalaua Street at Project Driveway						
Westbound Left & Thru		5.0	A		2.0	A
Northbound Left & Right		9.4	A		10.5	B

NOTES:

1. Peak hour conditions analyzed are "worst-case" conditions, which is the sum of the peak hour of each movement.
2. V/C denotes ratio of volume to capacity. V/C ratio is not calculated for unsignalized intersections.
3. Delay is in seconds per vehicle.
4. LOS denotes Level-of-Service calculated using the operations method described in *Highway Capacity Manual*. LOS is based on delay.
5. See Attachment D for level-of-service calculations.

The conclusion of the level-of-service analysis is that the existing level-of-service is acceptable. All movements will operate at Level-of-Service C, or better, during the morning peak hour and Level-of-Service D, or better, during the afternoon peak hour. These conclusions are consistent with conditions observed during the counts.

H. Mitigation

Level-of-Service D is generally considered to be the minimum acceptable peak hour level-of-service for urban intersections.² Accordingly, based on the findings of the level-of-service analysis, no mitigation is required.

I. Summary and Conclusions

The conclusions of the traffic impact assessment are:

1. The project is located in the southwest corner of the intersection of Wainee Street at Papalaua Street in Lahaina.
2. The project is the reconstruction of the existing McDonald's Restaurant. There is no change in use and no significant increase in the size of the building. Therefore, there will be no change in the amount of traffic into and out of the project.
3. A level-of-service analysis of the intersection of Wainee Street at Papalaua Street and at the

² Institute of Traffic Engineers *Transportation Impact Analyses for Site Development, A Recommended Practice*, Washington, D.C., 2006, p 60.

Mr. Mike Yamamoto
May 3, 2009
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McDonald's driveway along Papalaua Street concluded that all movements operate at acceptable levels-of-service, which means that all controlled movements and the overall intersections will operate at Level-of-Service D, or better, during peak periods.

4. As Level-of-Service D is the accepted minimum level-of-service for peak hour conditions in urban areas, no mitigation is required

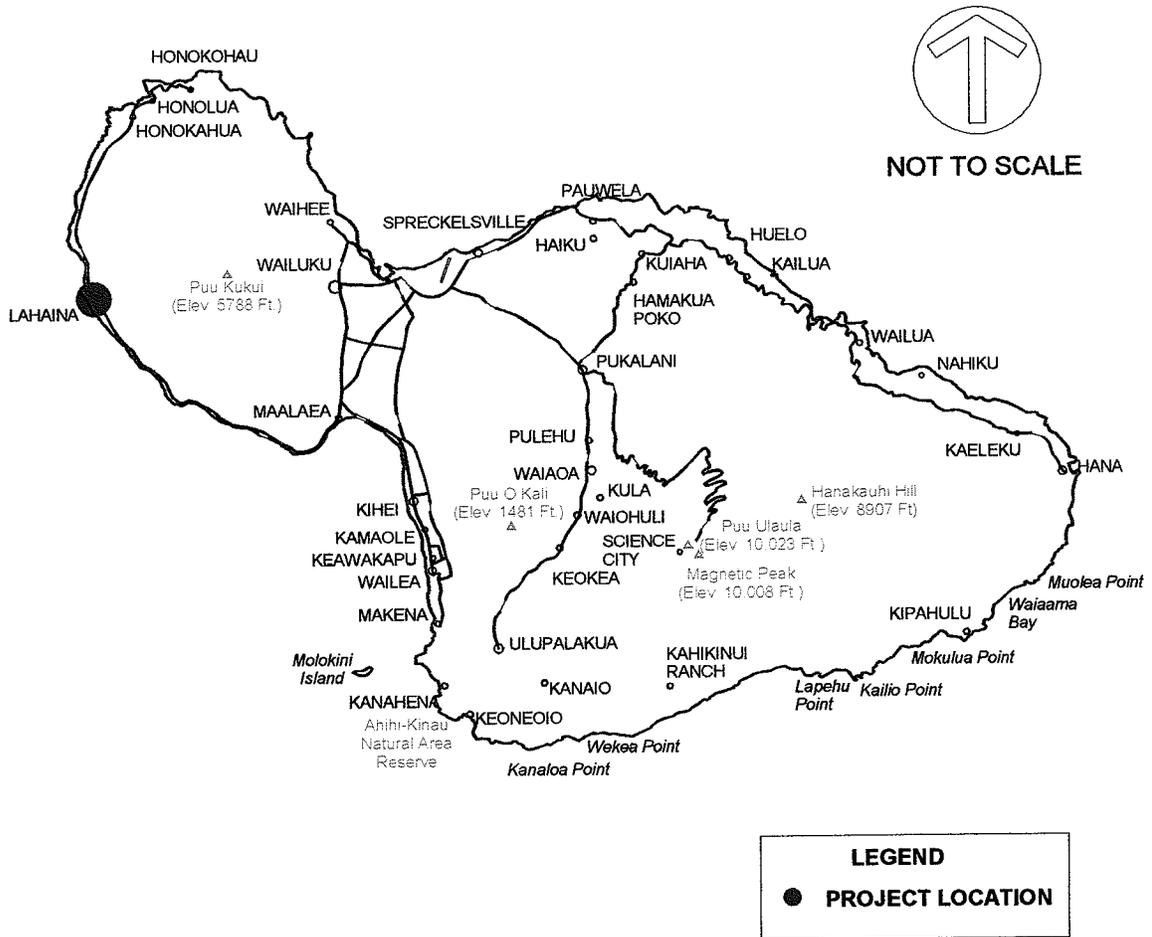
Respectfully submitted,
PHILLIP ROWELL AND ASSOCIATES

A handwritten signature in black ink, appearing to read "P. Rowell". The signature is written in a cursive, flowing style.

Phillip J. Rowell, P.E.
Principal

List of Attachments

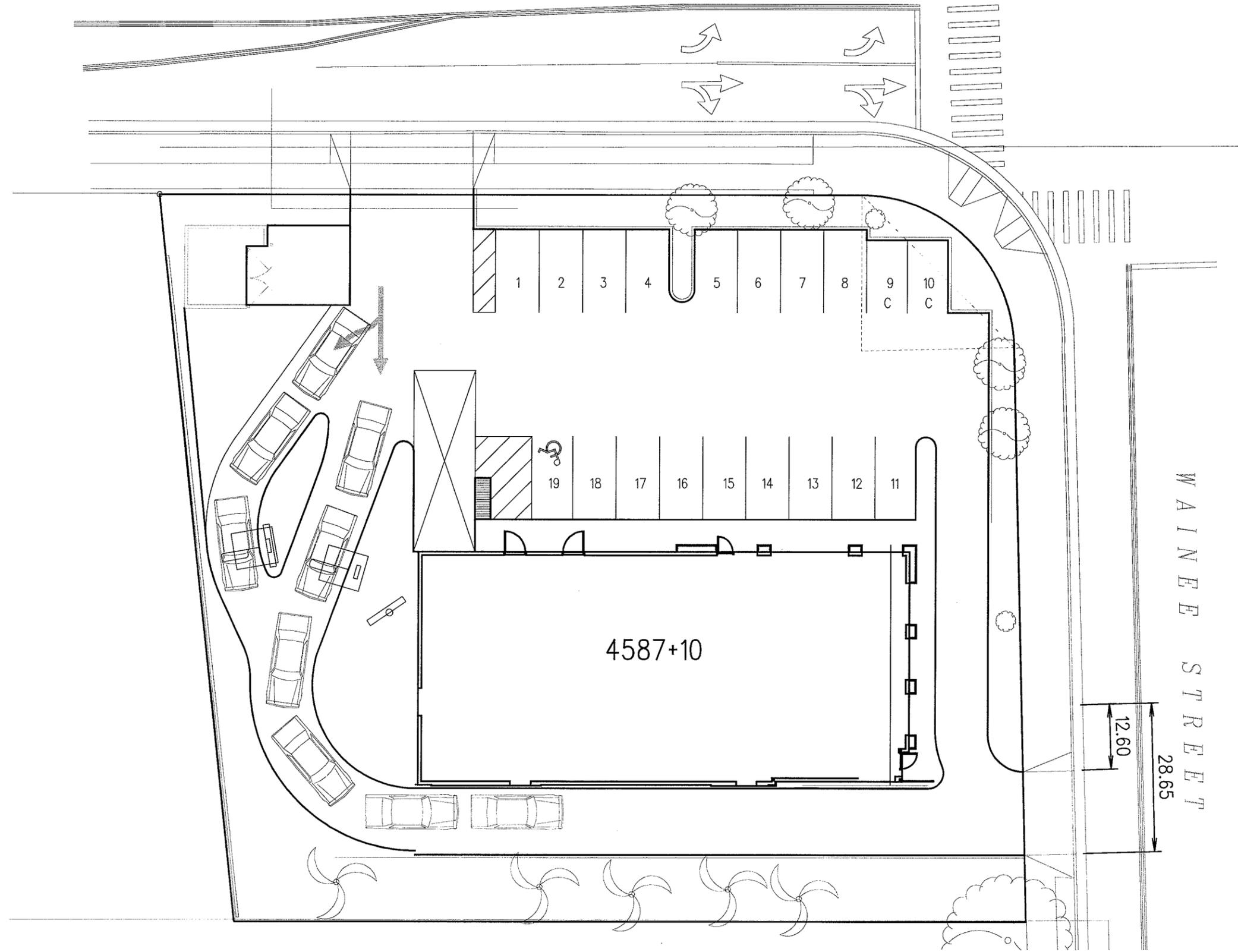
- A. Project Location Map
- B. Project Site Plan
- C. Schematic Drawing of Adjacent Roadways and 2009 Peak Hour Traffic Volumes
- D. Level-of-Service Calculations



Attachment A
PROJECT LOCATION ON MAUI

Attachment B
Project Site Plan

PAPALUA STREET



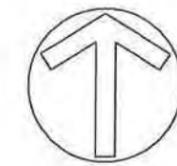
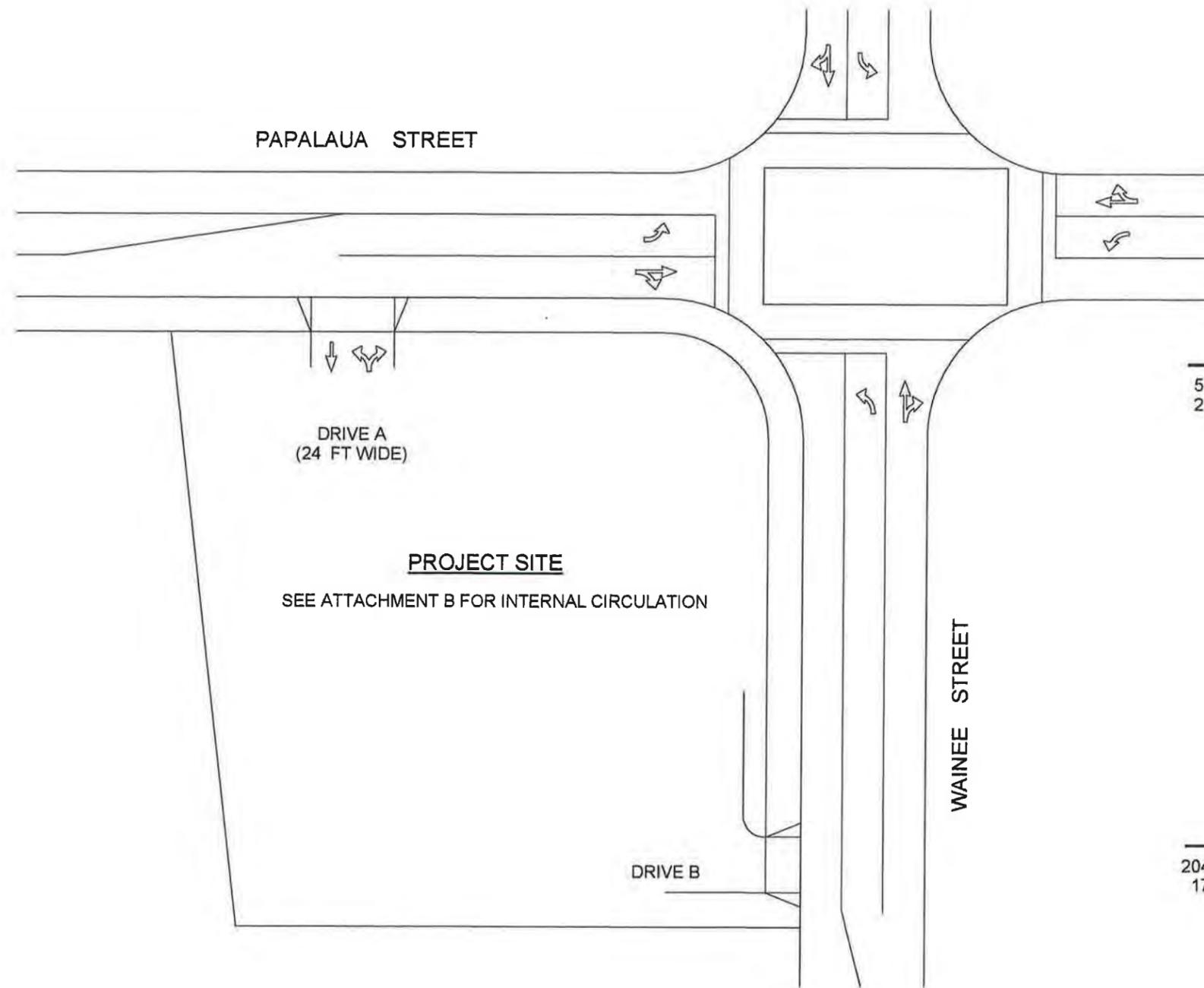
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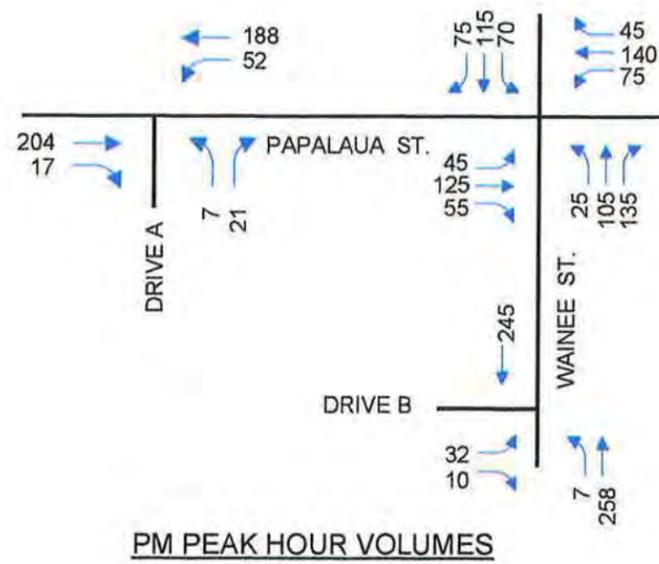
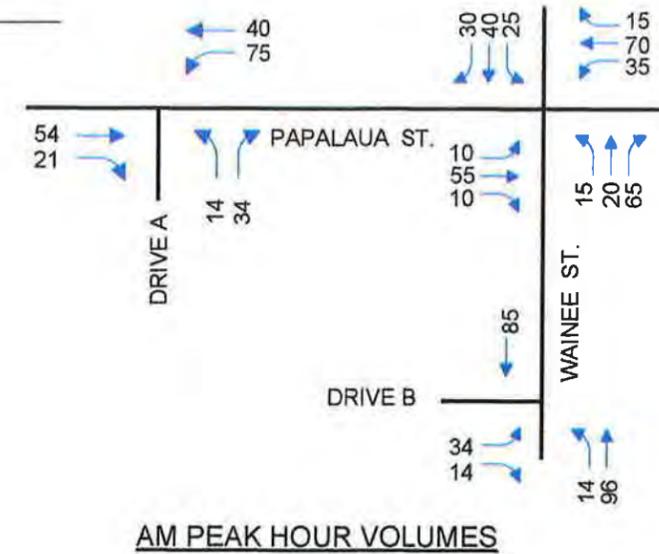
KIM & SHIROMA ENGINEERS, INC.

EXHIBIT

1



NOMINAL NORTH



Attachment C
SCHEMATIC DRAWING OF ADJACENT ROADWAYS
AND 2009 PEAK HOUR TRAFFIC VOLUMES

Attachment D

Level-of-Service Calculations

HCM Signalized Intersection Capacity Analysis
 1: Papalua Street & Wainee Street

4/16/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.92		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1593	1599		1593	1615		1593	1535		1593	1577	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1593	1599		1593	1615		1593	1535		1593	1577	
Volume (vph)	45	125	55	75	140	45	45	105	135	70	115	75
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	136	60	82	152	49	49	114	147	76	125	82
RTOR Reduction (vph)	0	26	0	0	19	0	0	78	0	0	40	0
Lane Group Flow (vph)	49	170	0	82	182	0	49	183	0	76	167	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.0	16.0		5.0	17.0		4.0	18.0		5.0	19.0	
Effective Green, g (s)	4.0	16.0		5.0	17.0		4.0	18.0		5.0	19.0	
Actuated g/C Ratio	0.07	0.27		0.08	0.28		0.07	0.30		0.08	0.32	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	106	426		133	458		106	461		133	499	
v/s Ratio Prot	0.03	0.12		c0.05	c0.12		0.03	c0.17		c0.05	0.13	
v/s Ratio Perm												
v/c Ratio	0.46	0.40		0.62	0.40		0.46	0.40		0.57	0.34	
Uniform Delay, d1	27.0	18.0		26.6	17.4		27.0	16.7		26.5	15.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.8	2.8		19.5	2.6		13.8	2.6		16.6	1.8	
Delay (s)	40.8	20.8		46.1	19.9		40.8	19.2		43.1	17.5	
Level of Service	D	C		D	B		D	B		D	B	
Approach Delay (s)		24.8			27.5			22.6			24.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 2: Papalaua Street & Drive A

4/16/2009



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	204	17	52	188	7	21
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	222	18	57	204	8	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)				150		
pX, platoon unblocked						
vC, conflicting volume			240		548	231
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			240		548	231
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		98	97
cM capacity (veh/h)			1326		476	808

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	240	261	30
Volume Left	0	57	8
Volume Right	18	0	23
cSH	1700	1326	688
Volume to Capacity	0.14	0.04	0.04
Queue Length (ft)	0	3	3
Control Delay (s)	0.0	2.0	10.5
Lane LOS		A	B
Approach Delay (s)	0.0	2.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay		1.6	
Intersection Capacity Utilization		37.9%	ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

1: Papalua Street & Wainee Street

4/16/2009

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	0.89		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1593	1638		1593	1633		1593	1484		1593	1567	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1593	1638		1593	1633		1593	1484		1593	1567	
Volume (vph)	10	55	10	35	70	15	15	20	65	25	40	30
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	60	11	38	76	16	16	22	71	27	43	33
RTOR Reduction (vph)	0	8	0	0	11	0	0	50	0	0	23	0
Lane Group Flow (vph)	11	63	0	38	81	0	16	43	0	27	53	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	4.0	16.0		6.0	18.0		4.0	18.0		4.0	18.0	
Effective Green, g (s)	4.0	16.0		6.0	18.0		4.0	18.0		4.0	18.0	
Actuated g/C Ratio	0.07	0.27		0.10	0.30		0.07	0.30		0.07	0.30	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	106	437		159	490		106	445		106	470	
v/s Ratio Prot	0.01	0.04		c0.02	c0.06		0.01	c0.06		c0.02	0.05	
v/s Ratio Perm												
v/c Ratio	0.10	0.14		0.24	0.16		0.15	0.10		0.25	0.11	
Uniform Delay, d1	26.3	16.8		24.9	15.5		26.4	15.1		26.6	15.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.0	0.7		3.5	0.7		3.0	0.4		5.7	0.5	
Delay (s)	28.3	17.5		28.4	16.2		29.4	15.6		32.3	15.7	
Level of Service	C	B		C	B		C	B		C	B	
Approach Delay (s)		18.9			19.8			17.6			20.0	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.20		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 2: Papalua Street & Drive A

4/16/2009



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Volume (veh/h)	54	21	75	40	14	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	23	82	43	15	37
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)	150					
pX, platoon unblocked						
vC, conflicting volume			82			277 70
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			82			277 70
tC, single (s)			4.1			6.4 6.2
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			95			98 96
cM capacity (veh/h)			1516			675 993

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	82	125	52
Volume Left	0	82	15
Volume Right	23	0	37
cSH	1700	1516	873
Volume to Capacity	0.05	0.05	0.06
Queue Length (ft)	0	4	5
Control Delay (s)	0.0	5.0	9.4
Lane LOS	A		A
Approach Delay (s)	0.0	5.0	9.4
Approach LOS	A		

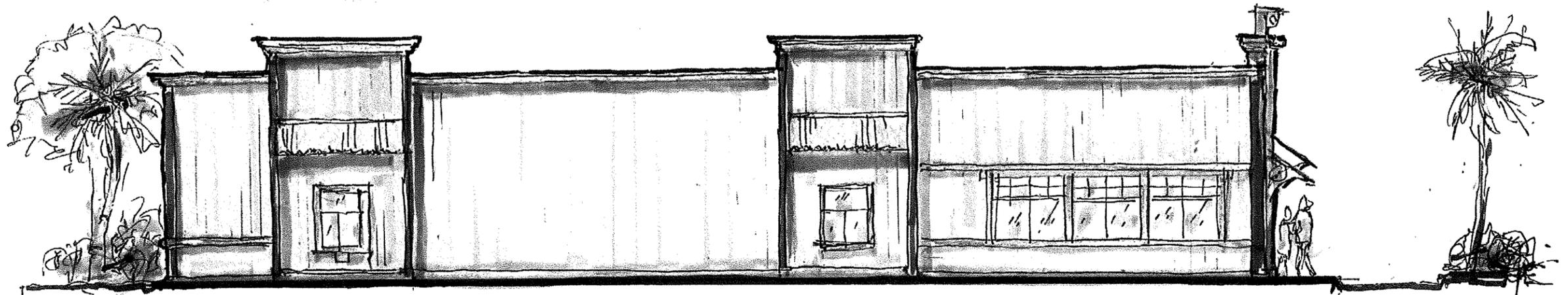
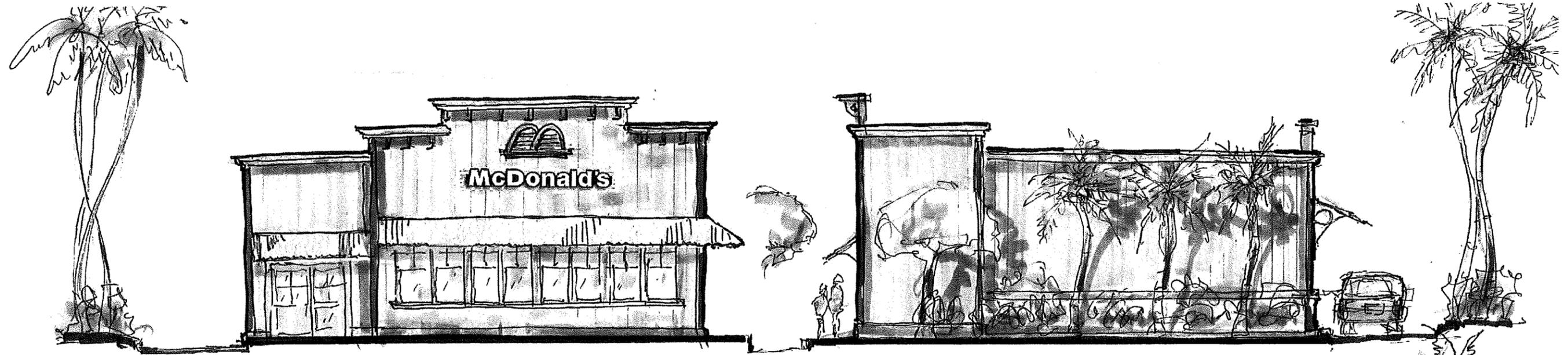
Intersection Summary			
Average Delay			4.3
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)			15

APPENDIX E.

Site Utilities Plan

APPENDIX F.

Colored Renderings



3/6/07

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Mc DONALD'S LAHAINA

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CORNER RENDERING

04/24/09

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