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June 3, 1991

OFC. OF ENVIRONMENTAL  
QUALITY CONTROL

SPECIAL MANAGEMENT AREA ORDINANCE  
CHAPTER 33, ROH  
Environmental Assessment/Determination  
Negative Declaration

Recorded Owner : Fastop Convenience Stores, Inc.  
Applicant : Fastop Convenience Stores, Inc.  
Agent : Tyrone T. Kusao, Inc.  
Location : Farrington Highway and Bayview  
Street  
Tax Map Key : 8-5-11: 20 and 26  
Request : Demolish an Existing Office  
Building, and Construct a  
Convenience Store, Fuel Pump  
Islands, Restaurant and Parking Lot  
Determination : Environmental Impact Statement (EIS)  
Not Required

Attached and incorporated by reference is the environmental assessment prepared by the applicant for the project.

On the basis of the environmental assessment, we have determined that an Environmental Impact Statement is not required.

APPROVED

  
DONALD A. CLEGG  
Director of Land Utilization

DAC:lg

1991-06-23- OA-FA

LU 491-2459

'91 APR 24 PM 1 01  
PLANNING DEPARTMENT  
CITY & COUNTY OF HONOLULU

## FILE COPY

ENVIRONMENTAL ASSESSMENT REPORT  
PROPOSED \* WAIANAE FASTOP CONVENIENCE COMPLEX & RESTAURANT \*  
TMK: 8-5-11: PARCELS 20 AND 26  
WAIANAE, OAHU, HAWAII

FASTOP CONVENIENCE STORES, INC.  
1276 Young Street  
Honolulu, Hawaii 96803

Applicant

TYRONE T. KUSAO, INC.  
1188 Bishop Street, Ste. 2202  
Honolulu, Hawaii 96813

Agent

April, 1991

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ENVIRONMENTAL ASSESSMENT REPORT  
FOR PROPOSED WAIANAЕ FASTOP CONVENIENCE COMPLEX  
TMK: 8-5-11: PARCELS 20 AND 26  
WAIANAЕ, OAHU, HAWAII

GENERAL INFORMATION

**Applicant:** Fastop Convenience Stores, Inc.  
1276 Young Street  
Honolulu, Hawaii 96803  
Telephone: 521-6946

**Recorded Fee Owner:** Fastop Convenience Stores, Inc.  
1276 Young Street  
Honolulu, Hawaii 96814

**Agent:** Tyrone T. Kusao, Inc.  
1188 Bishop Street, Ste. 2202  
Honolulu, Hawaii 96813  
Telephone: 538-6652

**Tax Map Key:** 8-5-11: parcels 20 and 26.

**Lot Area:** Approximately 41,275 sq. ft. of land.

**Agencies Consulted  
In Preparing  
This Assessment:** City and County of Honolulu:  
  
Department of Public Works  
Department of Transportation Services  
Board of Water Supply

State of Hawaii:  
  
Department of Transportation

## DESCRIPTION OF PROPOSED ACTION

### GENERAL DESCRIPTION:

#### 1. Project Site:

The proposed project calls for the demolition of an existing single-story office building currently occupied by a branch HonFed Bank office and clearing of kiawe overgrowth and bushes within the rest of the project site to construct a proposed "Fastop" Convenience Complex as described in greater detail below. Exhibit "A" shows the location of the project site. The site is located in Waianae, Oahu, State of Hawaii.

The project site is partially located within the Special Management Area of the City and County of Honolulu as shown in Exhibit "B". Although it is located on the makai side of Farrington Highway, it is outside the City's 40 feet shoreline setback area. The project site is located at the corner of Farrington Highway and Bayview Street and is generally surrounded by existing commercial/retail urban uses which line both sides of Farrington Highway within the vicinity of the project site. The site is relatively flat with an approximate 1-2% grade.

The project site is comprised of level land which appear to have been used for urban purposes in earlier years based on the consistent level grade within the site and uniformity of its elevation within the adjoining private properties and

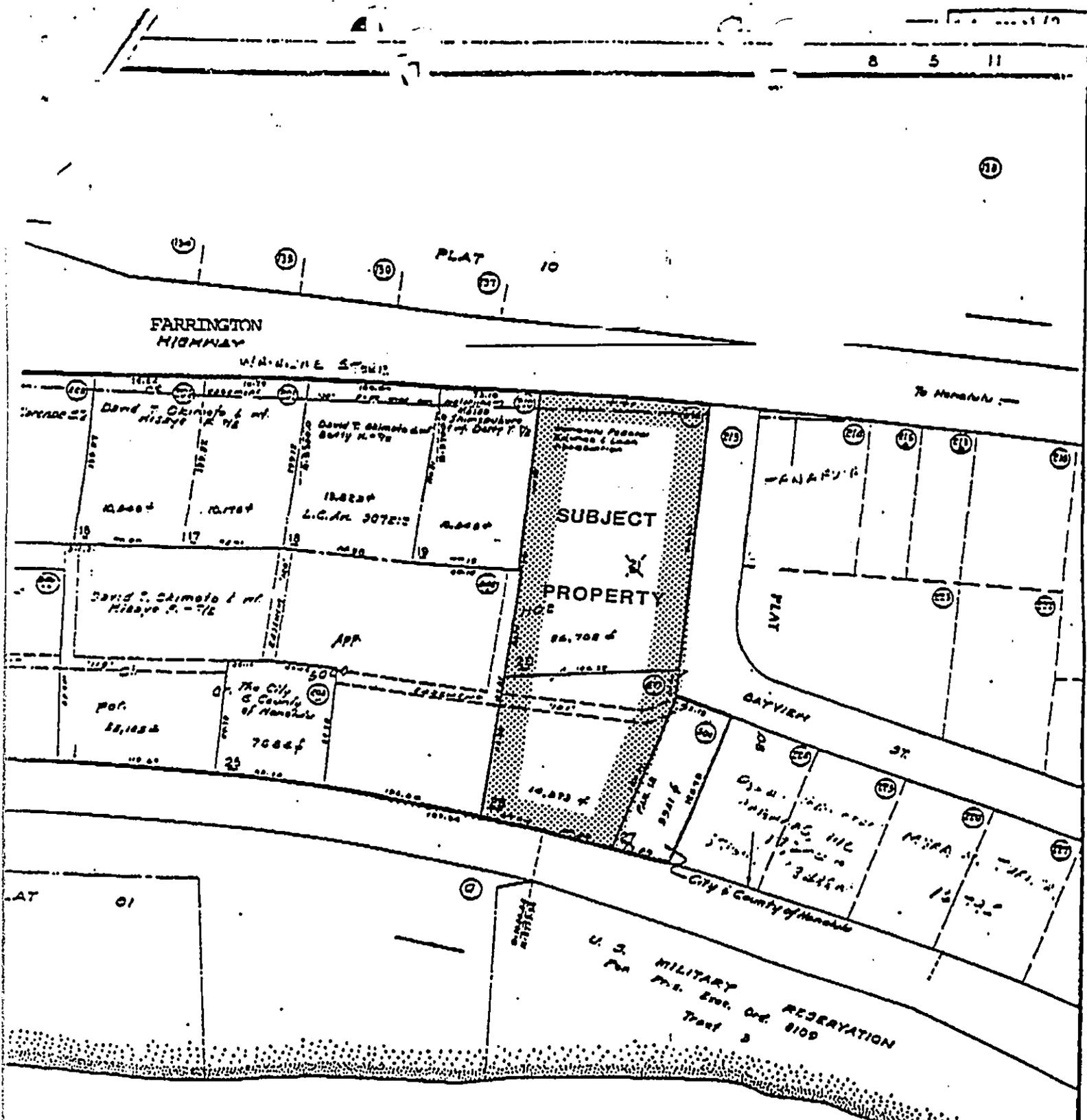


EXHIBIT A

PROJECT LOCATION MAP

TAXATION MAPS BUREAU		
TERRITORY OF HAWAII		
TAX MAP		
FIRST DIVISION		
ZONE	SEC	PLAT
8	5	11
CONTAINING PARCELS		
SCALE: 1 IN = 80 FT.		



public roadways. A field inspection of the site confirmed that the existing kiawe bushes and weeds overgrowth within the rear portions of the site are relatively young vegetation growth indicating prior active use of the site.

2. Surrounding Uses:

The project site is located in what may generally be considered as "Waianae Town". Existing surrounding uses include an older wooden single family structure and the Waianae Supermarket complex immediately to the west of the site; strip commercial uses across Farrington Highway and north of the site which include a 2-story "S & L Building" containing ground floor shops and offices and second floor offices, a "Waianae Drug Store", and a chinese restaurant; a Napa Auto Parts store and related parking lot and the 4-story Pokai Bay Gardens Apartments immediately east of the site and across Bayview Street; and an unimproved coral-bed roadway, park caretaker's single family structure and several single-story wooden complexes comprising the Army Recreation Center located immediately south of the project site and occupying approximately 1,800 feet of beachfront area. Farrington Highway is comprised of 4 traffic lanes (2 lanes each way) as it passes in front of the project site.

Other significant land uses within relatively close proximity to the project site are Pokai Bay Beach Park, Waianae

Elementary and Intermediate Schools and Waianae Regional Park. Appendix I provides some photographs of the project site and surrounding areas.

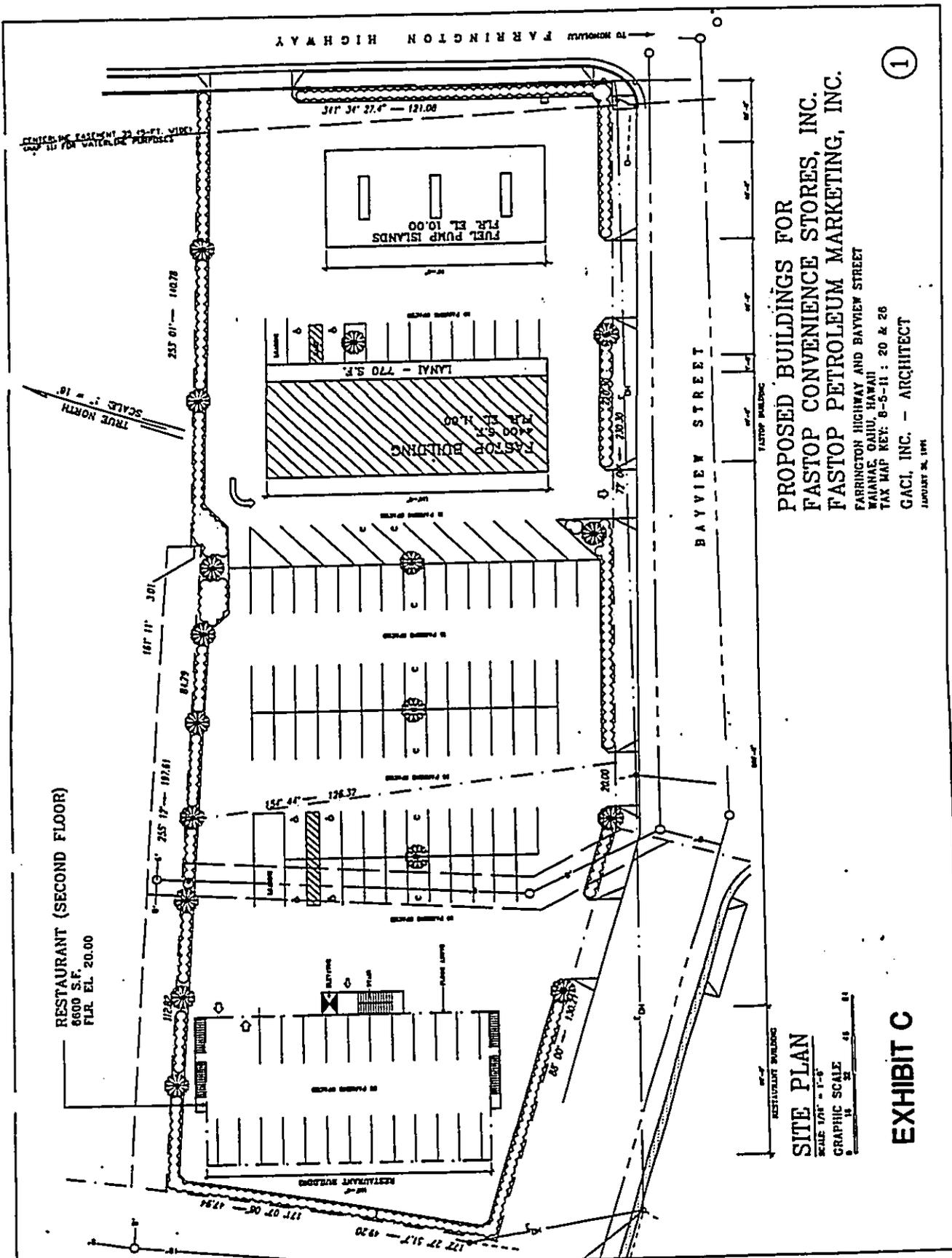
Bayview Street extends along 2/3 of the project site's southerly (diamond head) boundary and, from that point, merges into an unimproved roadway/vacant parcel which is owned by the City and County of Honolulu and which extends around the perimeter of the project site providing access to Pokai Bay Beach Park, a park caretaker's residence directly makai of the project site across this roadway and the Army's Recreation Center also makai of the project site. Photographs in Appendix I shows this unimproved roadway.

3. Technical Characteristics:

Exhibits C, D and E provide a site development plan and elevation plans for the proposed project. The details of the proposed project are described below. With the exception of the Special Management Area Use permit, all of the required land use approvals for the proposed development are already in place.

**Site Plan:**

Exhibit C shows the site development plan for the project and reveals the following salient details with respect to its development within the Special Management Area (SMA):



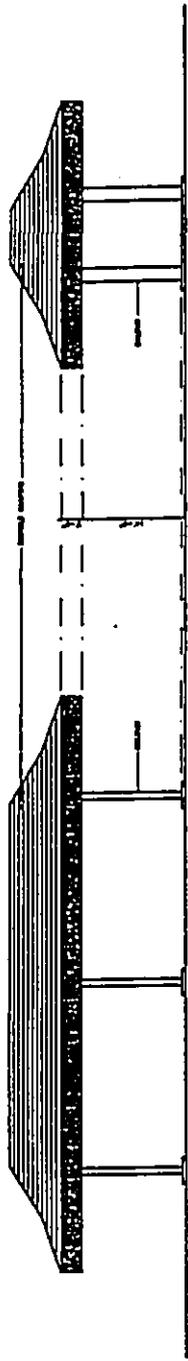
PROPOSED BUILDINGS FOR  
 FASTOP CONVENIENCE STORES, INC.  
 FASTOP PETROLEUM MARKETING, INC.

FARRINGTON HIGHWAY AND BAYVIEW STREET  
 WAIHAE, OAHU, HAWAII  
 TAX MAP KEY: 8-5-11: 20 & 26  
 GACI, INC. - ARCHITECT  
 JANUARY 26, 1961

①

RESTAURANT BUILDING  
 SITE PLAN  
 SCALE 1/8" = 1'-0"  
 GRAPHIC SCALE

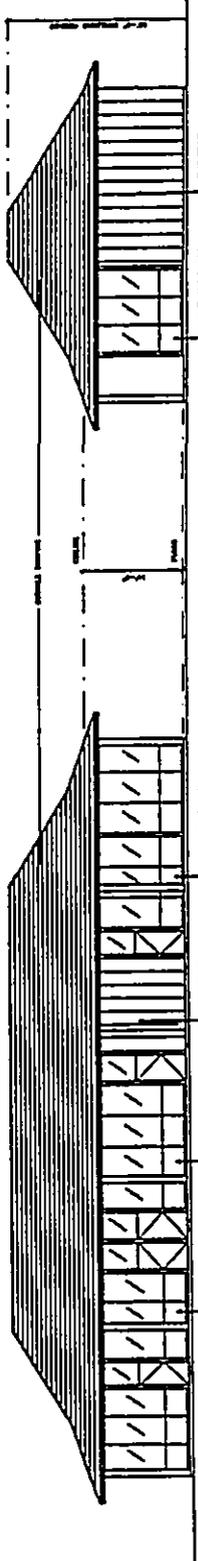
EXHIBIT C



FRONT ELEVATION  
SCALE 1/4" = 1'-0"

SIDE ELEVATION  
SCALE 1/4" = 1'-0"

CANOPY BUILDING



FRONT ELEVATION  
SCALE 1/4" = 1'-0"

RIGHT ELEVATION  
SCALE 1/4" = 1'-0"

FASTOP BUILDING



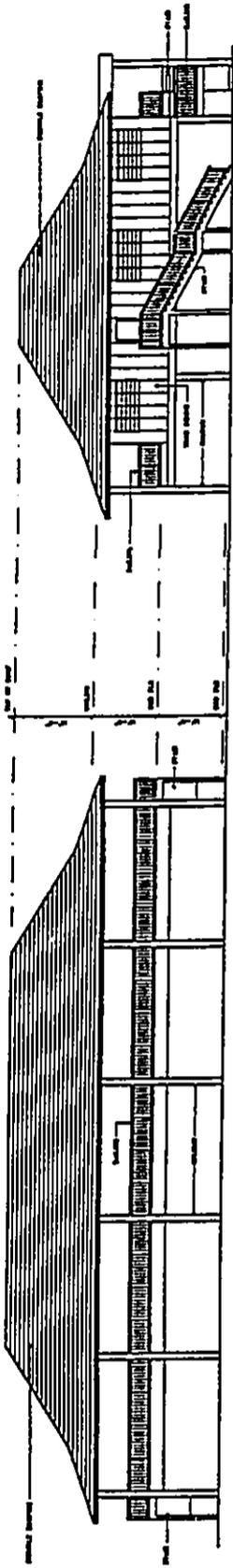
**EXHIBIT D**

**FASTOP CONVENIENCE COMPLEX ELEVATIONS.**

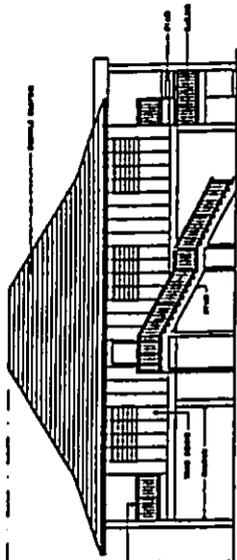
PROPOSED BUILDINGS FOR  
 FASTOP CONVENIENCE STORES, INC.  
 FASTOP PETROLEUM MARKETING, INC.

LANDSTON HOWEY AND BILLYEY STREET  
 PALM BEACH, FLORIDA  
 TEL. 561-831-1100  
 GACL, INC. - ARCHITECT

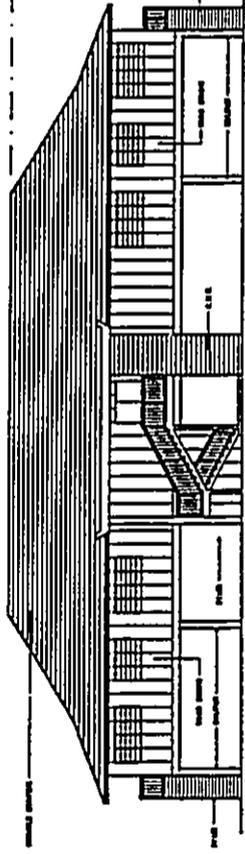
(2)



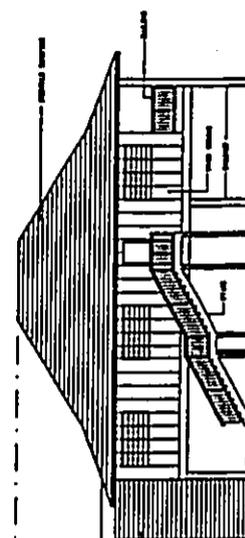
OCEAN SIDE ELEVATION  
SCALE 1/4" = 1'-0"



LEFT ELEVATION  
SCALE 1/4" = 1'-0"



FRONT ELEVATION  
SCALE 1/4" = 1'-0"



RIGHT ELEVATION  
SCALE 1/4" = 1'-0"

R E S T A U R A N T   B U I L D I N G



GRAPHIC SCALE  
1" = 10'-0"

**EXHIBIT E**

**PROPOSED RESTAURANT ELEVATIONS**

PROPOSED BUILDING FOR  
FASTOP CONVENIENCE STORES, INC.  
FASTOP PETROLEUM MARKETING, INC.

PLANNING, DESIGN AND ARCHITECTURE  
1000 EAST BAYVIEW AVENUE  
TULSA, OKLA. 74116  
TEL. W.P. EXT. 2-3-1170 & 20  
GACL INC. - ARCHITECT

3

- \* The project contains two (2) primary structures: a single-story Fastop Building with lanai containing an approximately 4,400 sq. ft. building footprint/ floor area; and a 2-story restaurant containing approximately 6,600 sq. ft. of floor area (and building footprint) within the second floor, a 22-stall parking area under the proposed restaurant.
- \* Only the proposed restaurant structure will be located within the portion of the project site situated within the SMA. It is estimated that approximately 60% of the site (roughly 24,765 sq. ft. of land) is contained within the SMA area (See. Exhibit "B") and that the proposed restaurant will occupy about 27% of this SMA area, although the restaurant structure will occupy the second level of a 2-story structure containing a ground-level parking area directly beneath the structure.
- \* Gasoline dispensing pumps within three (3) fuel pump islands will be able to serve six (6) lanes of vehicles pumping fuel. These facilities will not be located within the SMA.
- \* The single-story Fastop Building will contain convenience goods and sundries, snacks, etc.; will be completely enclosed; and will contain a row of eleven (11) parking stalls immediately fronting the building for customers. This structure will not be located within the SMA.
- \* Eighty nine (89) on-site, ground level parking stalls located in the central portion of the project site adjoining both the Fastop Convenience building and the restaurant. These parking stalls will be located within the SMA.
- \* Landscaping around the entire perimeter of the project site.
- \* Access to the Fastop building/gas pumps will be from Farrington Highway and Bayview Street; access to the restaurant will also be from these two roadways although primarily from Bayview Street.

Exhibit D shows various elevation of the proposed Fastop Convenience Complex which will contain the Fastop building, fuel pump islands and fuel pump canopy. The building and

canopy will be approximately 25 feet in height. The Complex will be located outside the SMA area. The architectural design of the low-lying Fastop structures will depict the rural character of the Waianae community.

Exhibit E shows the various elevations of the proposed, 2-story restaurant/parking structure which will be located within the SMA area. The structure will be about 32 feet in height and will be a wooden structure. The second floor restaurant will be supported by wooden support columns or beams and will be elevated approximately 10 feet above the ground-floor parking area. Again, the architectural design of the 2-story wooden structure will depict Waianae's rural and country character.

#### Governmental Designations.

As mentioned above, all required governmental designations for the proposed project are already in place except for the requested SMA Use permit. The project site is designated "Urban" by the State Land Use Classification System under Chapter 205, Hawaii Revised Statutes.

The project site is designated for "Commercial" use under the Waianae Development Plan (DP) Land Use Map. (See. Exhibit F). As defined in the DP's Common Provisions:

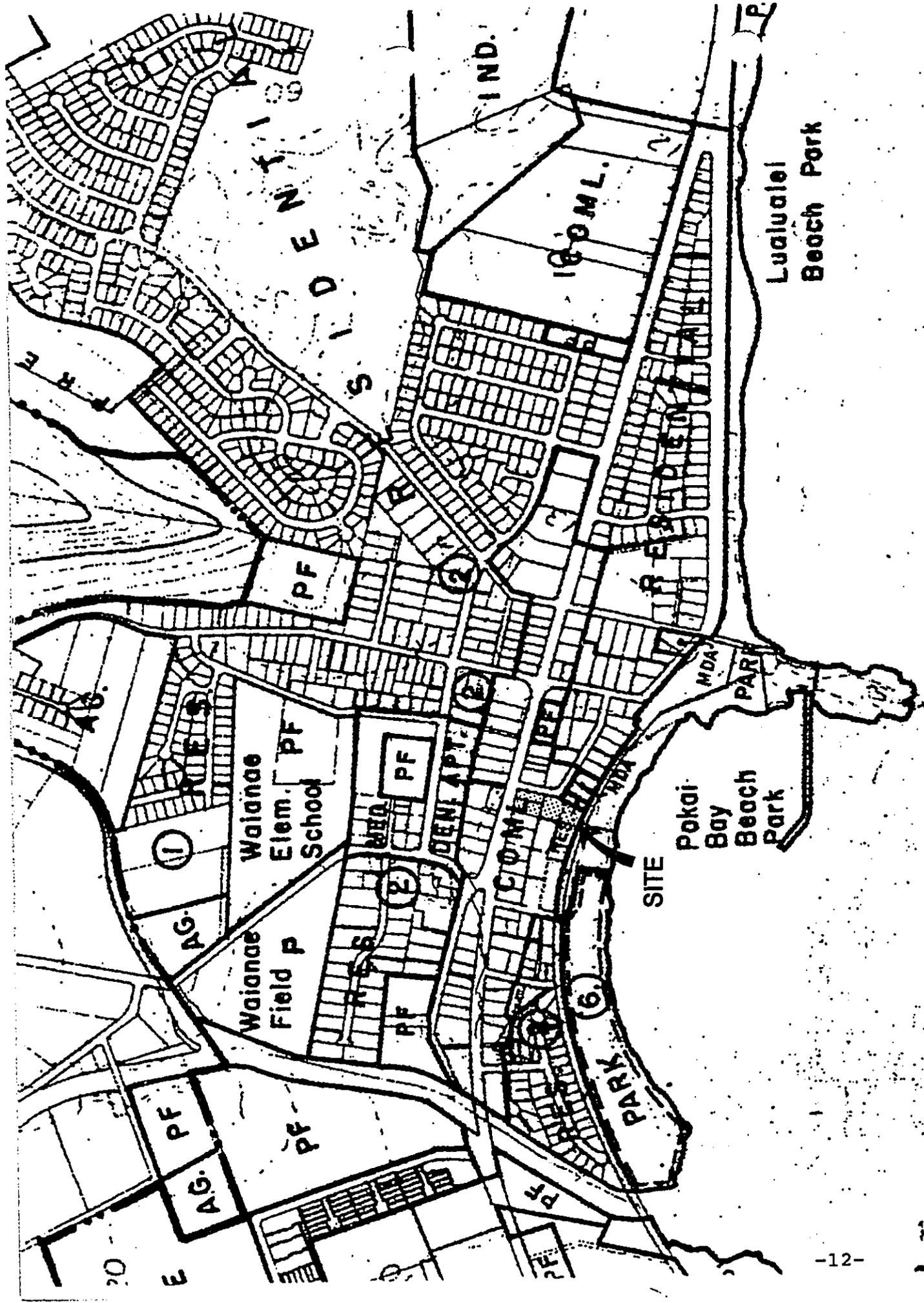


EXHIBIT F  
 WAIANAЕ DEVELOPMENT PLAN LAND USE MAP

[C]ommercial areas are principally for business and commercial activities in contrast to other types of economic activities. Limited accessory uses directly related to the principal uses may also be permitted but only on the same lot and not as a principal use.

The proposed project conforms to the DP "Commercial" designation of the project site.

The site is subject to a 40 feet development height limit under Sec. 32-9.2. of the Waianae DP Special Provisions. The Land Use Map shows that Commercial development is planned for all properties surrounding the project site except several parcels across Bayview Street and containing the Pokai Bay Garden Apartments.

The Waianae DP Public Facilities Map shows that there are no public improvements planned within the project site although a drainage system improvement is planned for location within the right-of-way of Bayview Street within 6 years. (See. Exhibit G.)

The entire project site is zoned B-2, Commercial Business District, and is subject to a 40 feet building height limit under that zone. (See. Exhibit H.) The proposed Fastop Convenience Complex and proposed restaurant are principal permitted uses in this zoning district.

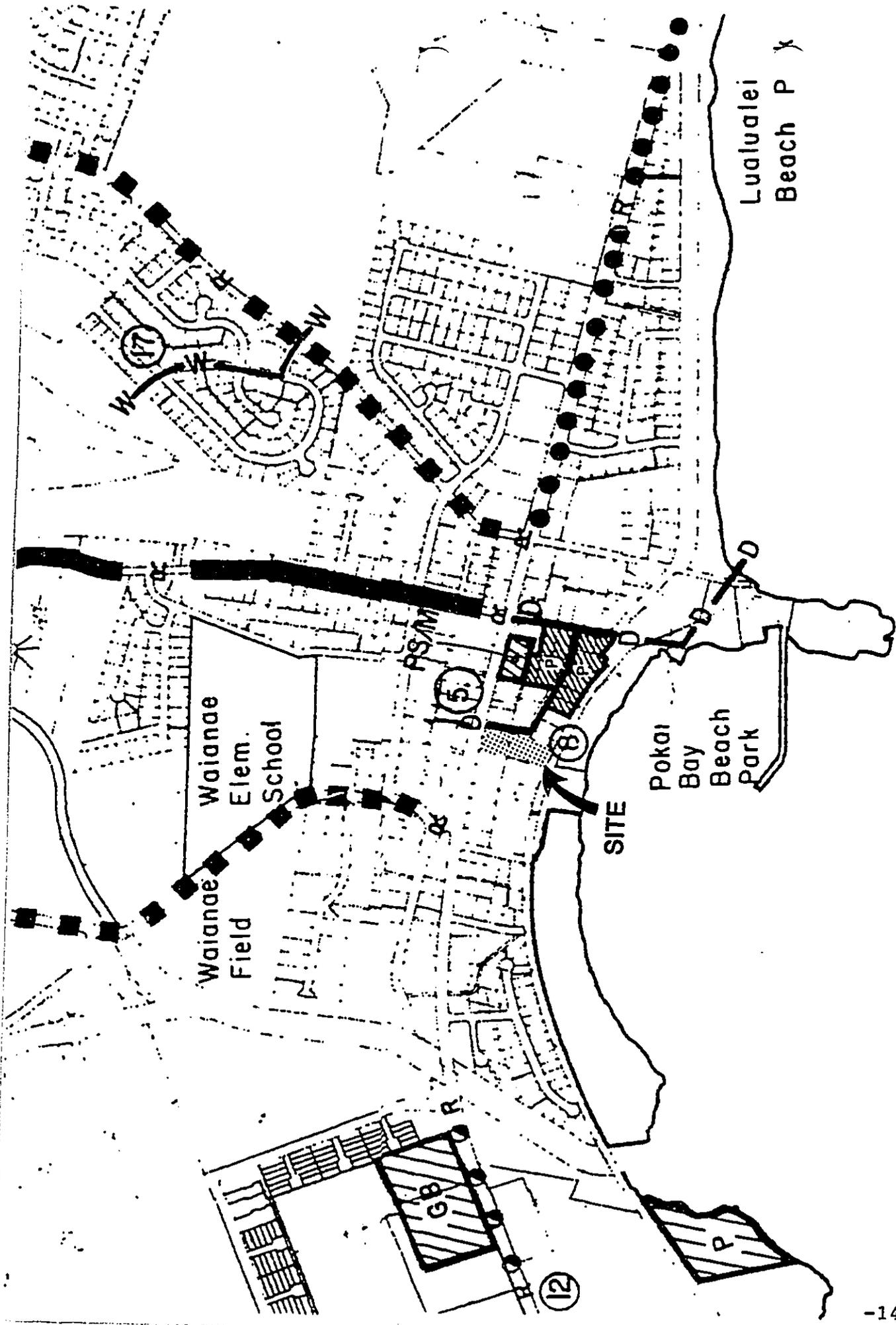


EXHIBIT G WAIANAE DEVELOPMENT PLAN PUBLIC FACILITIES MAP

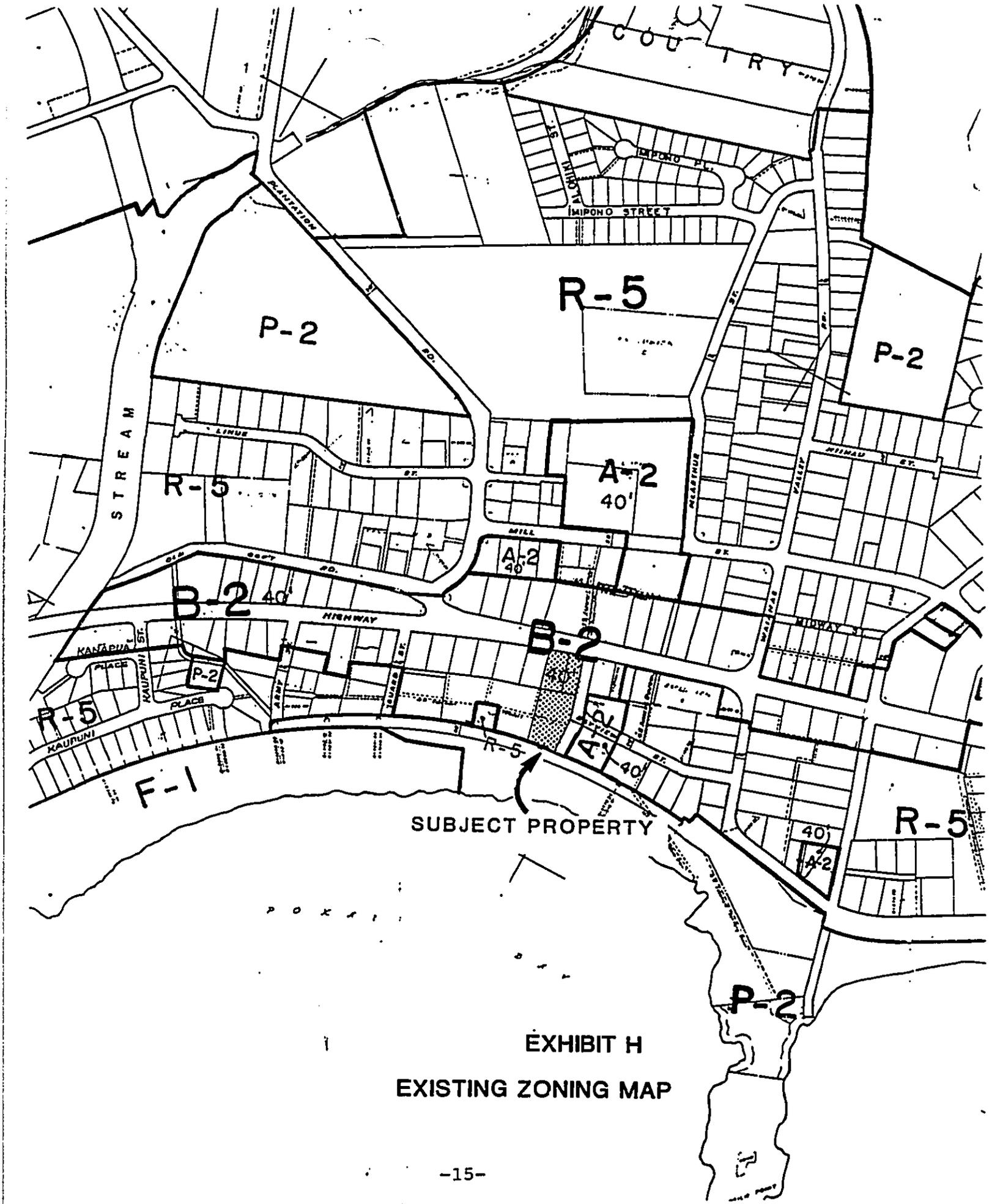


EXHIBIT H  
EXISTING ZONING MAP

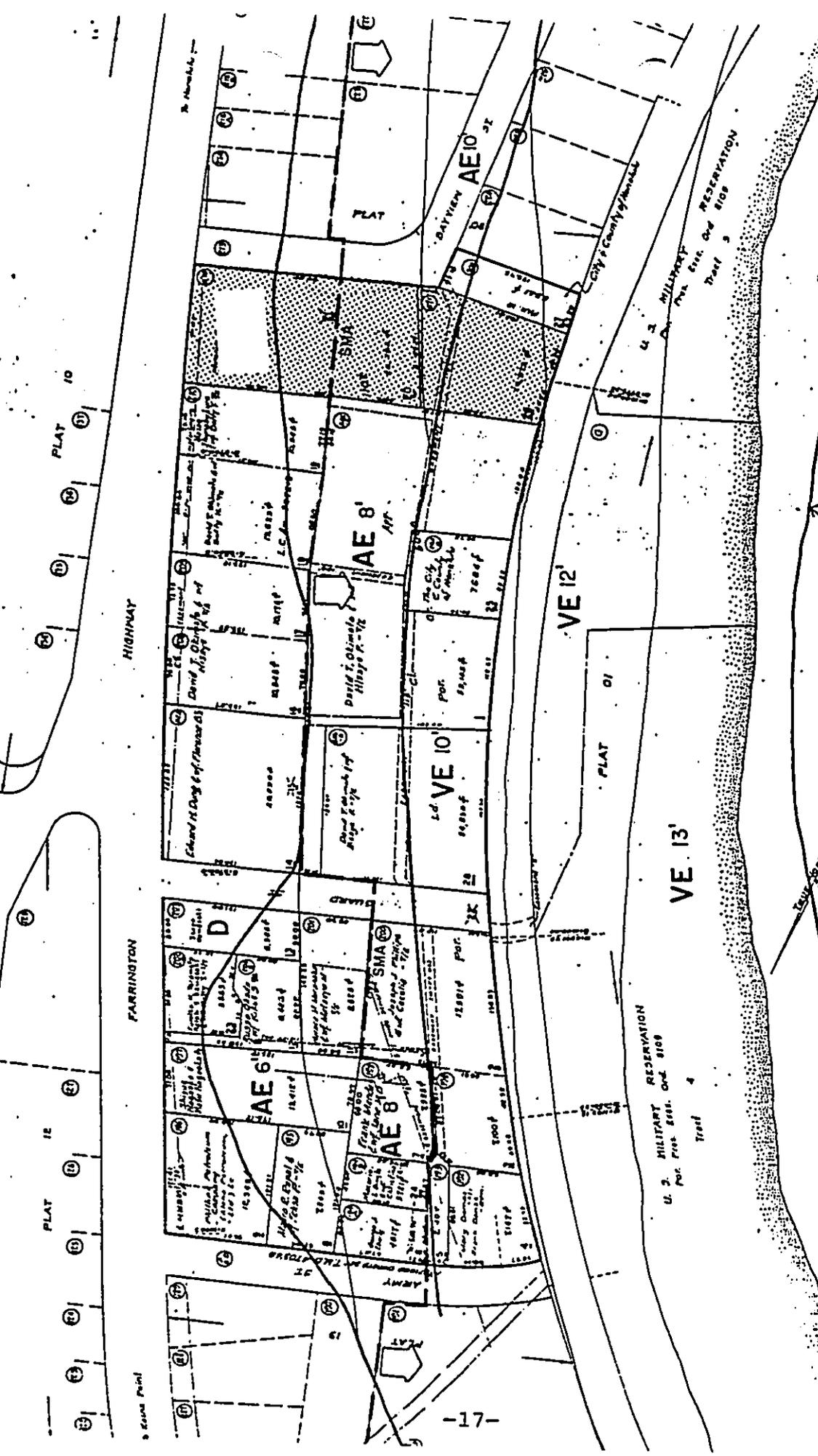
Although the area on the Honolulu (south) side and across Bayview Street is zoned A-2, Medium Density Apartment District, it is not considered adjoining as Bayview Street and a vacant unimproved roadway parcel owned by the City and County of Honolulu and extending from Bayview Street around the southerly (diamond head) and makai (westerly) perimeter of the project site is greater than 25 feet in width. Therefore, development of the project will not be subject to transitional height and yard requirements applicable to commercial-zoned properties adjoining residentially-zoned properties.

As shown in Exhibit I, Flood Elevation Map, the Special Management Area Boundary crosses Parcel 20 with the result that approximately two-thirds (2/3) of the subject property being located within the SMA area. Exhibit I also shows that the greater portion of Parcel 20 located within Zone AE with a flood elevation requirement of eight (8) feet with the remainder of the parcel in Zone D. In response to this condition, the central portion of the proposed project has been planned for the development of a 89-stall ground-level parking facility. (See. Exhibit C.)

Parcel 26, comprising the makai portion of the project site, is located in both Zones AE (10 feet building elevation requirement) and VE, also subject to the 10 feet building elevation requirement. Developments within areas designated

0100 B  
6 5 11

**NOTICE**  
This map is a guide only. It is not intended to be used as a legal document. It is not intended to be used as a guide for any other purpose. It is not intended to be used as a guide for any other purpose. It is not intended to be used as a guide for any other purpose.



TAXATION MAPS BUREAU TERRITORY OF HAWAII			
TAX MAP			
FIRST	DIVISION	PLAT	
8	5	11	
CONTAINING			PAGES
SCALE: 1 INCH = 100 FT			57

# UNOFFICIAL

SMA ORD. 85-105  
DEC. 2, 1985

MAIANA KAI, MAIANA, CAHU, T. H.

## EXHIBIT I FLOOD ELEVATION MAP

AE and VE in the Flood Elevation Map are subject to flood study and drainage report which must be approved by the City Public Works Department before any construction can commence.

**Infrastructure Considerations.**

Field investigations indicate that the required utilities, i.e. water, electricity and gas are available to serve the proposed project. Other adjoining commercial land uses are presently served with such utilities and it is assumed that extending such services to the project site at the applicant's expense will not be problematic. Written inquiries have been made of the affected governmental agencies and utility companies to confirm the availability of necessary public facilities and utilities to serve the site.

The City Department of Public Works responded that "existing sewers are adequate for the proposed commercial development". Its comments are contained in Appendix II to this report.

A response from the Board of Water Supply will be forwarded to the Department of Land Utilization under separate cover upon their receipt by the applicant. Since surrounding properties are served by the Board's water system, public water services to the site should not be problematic.

Refuse collection and disposal services for the project will be provided by contract with a private refuse collection contractor.

**Transportation Access.**

In responding to the applicant's inquiry, the State Department of Transportation (DOT) suggested that a project traffic assessment be conducted for the project. This study will be conducted prior to application for a project building permit because the subject matter is not normally considered a SMA issue; however, the applicant fully intends to satisfy this DOT requirement.

The City Department of Transportation Services (DTS) commented that certain sidewalk and street frontage improvements should be made; the number of driveways to/from the property should be limited; and all roadway construction works with any City right-of-way should be reviewed by DTS. These comments are contained in Appendix II to this report.

There are several points of ingress/egress proposed as part of the site development plan as shown in Exhibit C. Direct ingress/egress to/from Farrington Highway is proposed at the northeast corner of the project site. While this access point can serve both the Fastop Complex and restaurant, it is

anticipated that much of the traffic entering this access point will patronize the Fastop Complex.

Three (3) ingress/egress points are planned along the improved portion of Bayview Street running along the southerly (diamond head) boundary of the site. (See. Exhibit C.) Customers wishing to enter the site from these access points may enter Bayview Street from Farrington Highway or from the intersection of Waianae Valley Road and Bayview Street.

Although easy access to the site is also possible from the unimproved roadway/vacant parcel extending around the southwesterly (makai) perimeter of the project, only one such access point (for emergency purposes only) is planned. As shown in Exhibit C, the primary ingress/egress points to/from the subject property connect to improved and standard public roadways in order to assure safe and convenient project access and nearby traffic circulation.

#### **ECONOMIC AND SOCIAL CHARACTERISTICS.**

##### **1. Project Cost and Timetable.**

The estimated total cost of the project is \$3 million. The applicant intends to proceed with construction as soon as all required permits (subject SMA and building permits, site preparation permits, etc.) are obtained. Construction of the

Fastop Convenience Complex may proceed first upon issuance of the required building permit since no SMA use permit is needed for this part of the proposed project. Estimated time for construction of the project is 12 months.

2. Economic Impacts.

Based on the applicant's experience with other comparable Fastop complexes, the Fastop component of the project will hire a total of 15 employees with 4 to 5 employees being full time personnel and the remainder employees being part-time personnel. Being a 24-hour/day, 7 days/week operation, the Fastop operation will involve three work shifts each day.

The proposed restaurant is expected to employ full-time and part-time personnel.

3. Environmental Impacts.

The soil in this area of Waianae is classified as Ewa Silty Clay Loam (EmB) by the Soil Conservation Services, U.S. Department of Agriculture. The following soil characteristics were extracted from its publication:

This soil has a profile like that of Ewa silty clay loam, 3 to 6 percent slopes, except that the depth to coral limestone is 20 to 50 inches. This soil is used for sugarcane, truck crops, and pasture. (Capability classification IIe if irrigated, IVs if nonirrigated; sugarcane group 1; pineapple group 2; pasture group 2.)

Runoff potential of EmB soils is very slow, and the erosion hazard is no more than slight.

Within the project site, the topography is fairly flat and similar to the relatively flat topography of the surrounding, developed lands. Field investigations reveal that the surface of the project site has a uniform and consistent plain which matches with the level elevation of the surrounding properties and which strongly suggest that the site was once developed property, as mentioned above.

Because of the flat surface of the site and the slight erosion hazard characteristic of its soils, soil erosion is not a potential problem for the project.

According to the Waianae DP Public Facilities Map, improvement to the drainage system serving the project site and surrounding areas is planned to occur within 6 years. (See Exhibit G, above). Such improvements will occur within the Bayview Street right-of-way and will provide for the drainage of surface waters within the project site which may accumulate within the proposed on-site parking areas and driveways within the site as shown in Exhibit C, above. Taking advantage of this proposed improvement, drainage flow within the project site will be designed to sheetflow towards drainage culverts

expected to be located within the Bayview Street right-of-way upon completion of the aforementioned planned drainage system improvements.

**AFFECTED ENVIRONMENT.**

1. Site Relation To Surrounding Area.

Exhibit H is the zoning map of the areas including and surrounding the subject site. Except for a non-conforming, older single-family residence located next to the site and fronting on Farrington Highway, existing developments within the surrounding area conform with the underlying B-2, Commercial Business District.

Immediately mauka of the site across Farrington Highway are several strip commercial structures which were described above: a chinese restaurant, a 2-story building containing retail shops and offices, the Waianae Drug Store, and several other commercial uses. One each side of the project site are retail commercial uses (a Napa Auto Parts Shop and the Waianae Supermarket). Also directly south (diamond head) of the site is the 4-story Pokai Bay Garden Apartments.

Uses within these commercial areas are both older and newer establishments and generally appear oriented towards tow markets: local shopping needs of Waianae community residents

mauka of Farrington Highway and the convenience shopping needs of passers-by traffic along the Highway. The proposed use will continue this existing market orientation and land use pattern of these neighboring retail uses. The project is designed to fit into the low-lying scale of the retail uses immediately mauka and on both sides of the project site.

2. Site's Relationship to Beaches, Parks, Natural Areas, Etc.

Immediately makai (west) of the site is a stretch of beachfront property designated and used for park purposes and comprising a part of the Pokai Bay Beach Park. That stretch of beachfront park area extends past the project site in a northerly direction and encompasses the Army's Recreation Center. The City's Coastal View Study describes this shoreline area as follows:

Pokai Bay is a 1,200 foot long sector of a larger pocket beach located between Kaneilio Point and Kaupuni Stream. The U.S. Army administers the adjacent 1,800 feet of beach to the north. The backshore is zoned preservation and is a heavily used beach park. The beach is stabilized by the breakwater built for the old Pokai Bay small boat harbor and a groin at the boundary of the U.S. Army property.

The beach has been highly modified by man's activities, but in this case the effects on the beach have been beneficial. The City should avoid development near the vegetation line to allow the beach to fluctuate naturally around its present configuration. The recommended setback is 40 feet.

The proposed use is not expected to significantly impact these

shoreline areas and uses since activities and traffic circulation within the site are outside the recommended 40-foot shoreline setback area and oriented toward pedestrian and vehicular traffic along Farrington Highway and Bayview Street. These uses and activities are designed to avoid any gravitation of on-site activities toward the shoreline. In fact, the proposed uses are more vehicular- rather than pedestrian-oriented and, thus, should not encourage greater public usage of the nearby shoreline areas.

It is noted that most of the shoreline area directly makai of the project site and occupied by the Pokai Bay Beach Park and Army Recreation Center are closed off to pedestrian traffic by a 6-foot high chain link fence running along the mauka border of these beachfront areas. Access to Pokai Bay Beach Park is provided through Waianae Valley Road which terminates at the Park and which is located on block south (diamond head) of the project site. While the project is intended to draw vehicular and pedestrian traffic which are ultimately headed for these shoreline areas for recreational activities, the lack of public shoreline access along the areas directly makai of the subject site closes off those makai areas from such vehicular and pedestrian traffic.

Because the site was once developed property and the mauka portion of the site, which contains a HonFed Branch Bank and on-site parking area, is currently used for urban purposes, the site is not expected to contain any rare or endangered species or wildlife habitats. As noted above, vegetation growth (i.e. low-lying and relatively young kiawe bushes, grasses and weeds) within the makai portions of the site appear to be of recent vintage.

Based on the existing urban use of the mauka portion, the strong evidence of prior urban use of the makai portion of the site and the existing urban uses surrounding the site, it is unlikely that the site contains historic or archaeologically significant resources. However, should site preparation or construction work within the property indicate otherwise or uncover any such resource, the applicant will immediately stop work and contact the State Historic Preservation Office for guidance and assistance.

### 3. Coastal Views.

Examination of the Coastal View Study of the Department of Land Utilization, City and County of Honolulu, reveals that the subject property is not within any significant view corridor extending from Farrington Highway to the ocean/shoreline. In fact, the project site and surrounding area were not studied as part of the Study.

The existing park uses and the continuous 6-foot high chain link fence directly makai of the subject site already form a solid barrier to public views of the shoreline and ocean from all areas directly mauka of the park and fence. The flat terrain of the site further limits any view of the shoreline/ocean from Farrington Highway. The proliferation of existing commercial uses along the makai side of Farrington Highway completely cuts off all views of the shoreline and ocean area from the Highway within this vicinity of the Waianae community. Finally, the existing structures contained within the Army Recreation Center and portions of the Pokai Bay Beach Park directly makai of the project site, together with the continuous 6-foot high chain link fence, virtually isolate the shoreline area from any physical and visual access from the subject site, the surrounding areas and from Farrington Highway.

4. Water Resources.

The proposed project will be served by municipal water from existing Board of Water Supply mains located in close proximity to the site and already serving the retail and other urban uses within the surrounding area. Therefore, the project will have no effect on any groundwater resources within the Waianae area. Nor will the project affect any nearby streams as there are no such streams within the surrounding area.

5. Project Site Photographs.

Photographs of the subject property and surrounding areas are contained in Appendix I.

PROJECT CONSISTENCY WITH APPLICABLE POLICIES.

1. Conformance With State Coastal Zone Management Provisions (Chap. 205A, HRS, as amended):

The State's expressed policy is to "preserve, protect and where possible, to restore the natural resources of (Hawaii's Coastal Zone)". (See. Sec. 205A-21, HRS.) The City adopted this policy as its primary policy governing development within its Shoreline Management Areas as expressed in Sec. 33-1.2, R.O.H.

The proposed project conforms to these policy directions in the following manner: First, it will not intrude into established public park lands or within the 40 feet shoreline setback areas. Second, it will not obstruct views of these coastal resources and other natural scenic areas along the Waianae Coast from Farrington Highway since existing uses along the shoreline and a continuous 6-foot chain link fence already block such views from all areas located mauka of the shoreline, including the project site. Third, it will not disrupt or destroy any existing coastal wildlife, habitats or natural resources of systems along the Waianae Coast.

2. Conformance With Coastal Zone Guidelines.

Such guidelines are expressed in HRS, Sec. 205A-26, The proposed project conforms to these guidelines as follows:

Sec. 205A-26(1)(A):

The project will not cut off public access to a public park or the shoreline and the ocean since it is located inland ; since access to the shoreline area along the makai perimeter of the subject site is already foreclosed by the existing uses directly fronting the shoreline; and the public will continue to have adequate, unrestricted access to the shoreline from nearby areas such as Waianae Valley Road which leads directly to Pokai Bay Beach Park and to the adjoining Lualualei Beach Park. Therefore, the project is consistent with this guideline which seeks to protect public access to beaches and the shoreline by not creating any further burdens upon public shoreline access. The companion City provisions to this State guideline is Sec. 32-3.2(1)(A), R.O.H.

Sec. 205A-26(1)(B):

As stated above, the project site does not contain any rare or endangered wildlife species or sensitive wildlife habitats. Nor is it used by the public for any recreation purposes. Therefore, its development as proposed by the applicant will not diminish any public recreation area or wildlife preserve

and would be in conformance with this State Coastal Zone guideline. The companion City provision to this State guideline is Sec. 33-3.2(1)(B), R.O.H.

**Sec. 205A-26(1)(C):**

This State guideline directs that solid and liquid wastewater treatment and disposal practices should have only minimal adverse impacts within the SMA. Its companion City provision is Sec. 33-3.2(1)(C). The project will hook up to City public sewers already serving the retail and business uses in the vicinity of the project site and fronting Farrington Highway and refuse from the project will be collected and hauled away by a private refuse service contractor. Therefore, refuse and wastewater generated from the project site will not have any adverse impact on coastal zone resources within the existing SMA in Waianae.

**Sec. 205A-26(1)(D):**

Under this guideline, alteration of land forms within the SMA shall cause only minimal adverse effects on water resources and scenic and recreational amenities and minimal flood, erosion, and siltation. The companion City provision is Sec. 33-3.2(1)(D), R.O.H.

There are no significant land forms within the subject property as it is basically flat terrain. Therefore, the project will be consistent with these State and City provisions.

**Sec. 205A-26(2)(C):**

This guideline requires a project within the SMA to be consistent with the Development Plan and existing zoning. Its companion City provision is Sec. 33-3.2(2)(C), R.O.H.

As discussed above, the proposed project is consistent with the "Commercial" designation of the subject site as set forth in the Waianae DP Land Use Map as well as the existing B-2. Community Business District zoning of the property. Therefore, it would be consistent with this SMA guideline.

**MITIGATION MEASURES.**

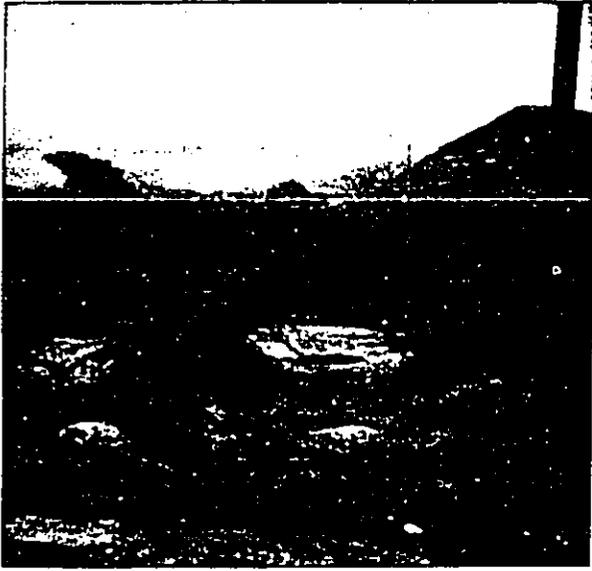
In consideration of the low-profile and "rural" development character of the Waianae Town area and community, the proposed project is being scaled and designed to be compatible with this prevailing community character. The facade of the proposed structures maintains a "rural" appearance and character. The compliance of proposed buildings with the existing 40-foot building height limits set by both the DP Special Provisions and B-2 zoning district will enable the

project to blend into the building pattern within the surrounding vicinity.

The limited development scale and intensity of the project reinforces the prevailing land use intensity pattern within the surrounding area. Only about 26.6% of the 41,275 sq. ft. project site will be covered by structures. This will maintain considerable openness within the site. Landscaping around the project site's perimeter will further soften its design and visual impact on the immediate community and coastal environment.

\* \* \* \* \*

**APPENDIX I: PROJECT PHOTOGRAPHS**



Mauka View



Makai View

Photographs of Project Site Mauka Portion Fronting  
Farrington Highway and Makai Portion Fronting Unimproved  
Roadway Owned by City and County of Honolulu.



Mauka View



Makai View

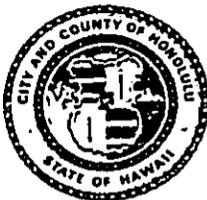
Photographs of Bayview Street Looking in Mauka  
and Makai Directions

**APPENDIX II: GOVERNMENT WRITTEN COMMENTS ON THE PROJECT.**

DEPARTMENT OF PUBLIC WORKS  
**CITY AND COUNTY OF HONOLULU**

650 SOUTH KING STREET  
HONOLULU, HAWAII 96813

FRANK F. FASI  
MAYOR



SAM CALLEJO  
DIRECTOR AND CHIEF ENGINEER

C. MICHAEL STREET  
DEPUTY DIRECTOR  
In reply refer to:  
ENV 91-61(449)

March 28, 1991

Mr. Tyrone T. Kusao  
Tyrone T. Kusao, Inc.  
1188 Bishop Street, Suite 2202  
Honolulu, Hawaii 96813

Dear Mr. Kusao:

Subject: Environmental Assessment (EA)  
Fastop Convenience Project  
TMK: 8-5-11: 20 and 26

We have reviewed the subject EA and have the following comments:

1. Existing sewers are adequate for the proposed commercial development.
2. There is an existing sewer easement through the property and no structure will be allowed to be constructed over this easement.
3. Indicate whether the project is located in a flood zone.
4. The subject property is required to conform with Ordinance No. 2412 as amended.

Very truly yours,

*C. Michael Street*  
SAM CALLEJO  
Director and Chief Engineer

DEPARTMENT OF TRANSPORTATION SERVICES  
**CITY AND COUNTY OF HONOLULU**

HONOLULU MUNICIPAL BUILDING  
650 SOUTH KING STREET  
HONOLULU, HAWAII 96813



FRANK F. FASI  
MAYOR

JOSEPH M. MAGALDI, JR.  
DIRECTOR

AMAR SAPPAL  
DEPUTY DIRECTOR

TE-1605  
PL91.1.092

March 27, 1991

Mr. Tyrone T. Kusao  
Tyrone T. Kusao, Inc.  
1188 Bishop Street, Suite 2202  
Honolulu, Hawaii 96813

Dear Mr. Kusao:

Subject: Fastop Convenience Project, Waianae  
Zone Change  
Tax Map Key: 8-5-11: 20 & 26

This is in response to your letter dated March 12, 1991  
requesting our review and comments on the subject project.

We have the following traffic concerns:

1. A property line corner rounding should be done at the project's boundary with Farrington Highway and Bayview Street. The State Department of Transportation should be consulted for the radius of the corner rounding. The sidewalk should then be constructed to standards.
2. Full frontage improvements should be installed along Bayview Street and along the roadway extending toward the beach.
3. The makai-kokohead corner should be rounded with a property line radius of 30 feet.
4. The number of driveways should be minimized.
5. Our department should review the construction plans for all roadway work within the City's right-of-way.

Mr. Tyrone T. Kusao  
Page 2  
March 27, 1991

6. The Department of Parks and Recreation should be consulted for their concerns along the makai side of the property.

Should you have any questions, please contact Wayne Nakamoto of my staff at 523-4190.

Sincerely,

  
JOSEPH M. MAGALDI, JR.  
Director

cc: DPR

JOHN WAIHEE  
GOVERNOR



STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION

869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

April 4, 1991

EDWARD Y. HIRATA  
DIRECTOR

DEPUTY DIRECTORS  
AL PANG  
JOYCE T. OMINE  
JEANNE K. SCHULTZ  
CALVIN M. TSUDA

IN REPLY REFER TO:

HWY-PS  
2.6301

Mr. Tyrone T. Kusao  
Tyrone T. Kusao, Inc.  
1188 Bishop Street, Suite 2202  
Honolulu, Hawaii 96813

Dear Mr. Kusao:

Proposed Commercial Development ("Fastop  
Convenience Project") At TMK 8-5-11: Parcels  
20 and 26, Waianae, Oahu, Hawaii

Thank you for your letter of March 12, 1991, requesting our  
preliminary comment on the subject project for your Environmental  
Assessment.

A Traffic Assessment should be included in the Environmental  
Assessment for our review. The assessment should evaluate the  
impact of the project generated vehicle trips at the egress and  
ingress points with Farrington Highway.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Edward Y. Hirata".

Edward Y. Hirata  
Director of Transportation