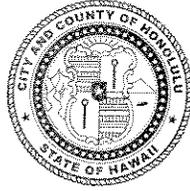


DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 768-8000 • FAX: (808) 768-6041
DEPT. WEB SITE: www.honolulu.gov • CITY WEB SITE: www.honolulu.gov

MUFI HANNEMANN
MAYOR



SEP 23

DAVID K. TANOUÉ
DIRECTOR

ROBERT M. SUMITOMO
DEPUTY DIRECTOR

OCT 23

2009/ELOG-55 and 1578
2005/ED-29 (JS)

August 26, 2009

The Honorable Katherine Puana Kealoha, Director
Office of Environmental Quality Control
State of Hawaii
State Office Tower, Room 702
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Ms. Kealoha:

Subject: Chapter 25, Revised Ordinances of Honolulu
FINAL Environmental Assessment (EA) No. 2005/ED-29
New 7-11 Haleiwa
Applicant: 7-11 Hawaii
Agent: Yamasato, Fujiwara, Higa and Associates
Location: 66-031 Kamehameha Highway - Haleiwa
(corner of Kamehameha Highway and Haleiwa Road)
Tax Map Key: 6-6-1: 33
Proposal: Construct a new convenience store and gas island with canopy.
Determination: Finding of No Significant Impact (FONSI)

Attached and incorporated by reference is the Final EA (August 2009) prepared by the applicant for the project. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, we have determined that the preparation of an Environmental Impact Statement is not required and have issued a Finding of No Significant Impact.

We have enclosed two (2) hard copies of the Final EA, a copy on compact disk with the completed OEQC publication form, and its related project summary.

SEP 23 2009

06 28 -3 61-2

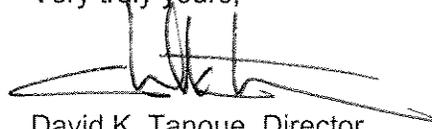
SEP 23 2009

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The Honorable Katherine Puana Kealoha, Director
August 26, 2009
Page 2

Please contact Joyce Shoji of our Urban Design Branch at 768-8032 if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read 'DKT', with a long horizontal flourish extending to the right.

David K. Tanoue, Director
Department of Planning and Permitting

DKT:nw

Enclosures

cc: Seven-Eleven Hawaii
Yamasato Fujiwara, Higa and Associates, Inc. (Attn: Mr. Lance Kaneshiro)

Doc 717703

ENVIRONMENTAL ASSESSMENT

FOR

**7 – ELEVEN HAWAII
HALEIWA**



PREPARED BY:
YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.

AUGUST 2009

ENVIRONMENTAL ASSESSMENT

Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

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- N. Department of Planning and Permitting dated February 16, 2006 – Comments
- O. YFH Letter dated July 14, 2009 – Responses to Department of Planning and Permitting
- P. Cultural Surveys of Hawaii – Summary & Recommendations. Full survey available upon request.
- Q. Eric Guinther – AECOS Inc., Listed and Species Investigation dated August 14, 2008
- R. YFH Letter dated June 19, 2009 – Response to AECOS Incorporated
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I. INTRODUCTION

We have prepared this request in accordance with section 2.40-2, of the Land Use Ordinance of the City and County of Honolulu, Department of Planning and Permitting, to process a Special Management Area Use Permit. This Draft EA is prepared using the Content Guide as the outline for this document. This new commercial development, zoned B-1 Neighborhood Business, is located within the Haleiwa Special Design District.

The proposed development intends to be guided by the City and County of Honolulu's Land Use Ordinance using the Haleiwa Special Design District, the Zoning District Regulations and the North Shore Sustainable Communities Plan. Also, the development will utilize the HRS Chapter 205A, Coastal Zone Management and Chapter 25, Special Management Area of the ROH. The intended development shall also comply with other government codes and regulations, that are applicable, which shall protect the health, safety and welfare for the users and the community in general.

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Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

II. GENERAL INFORMATION

A. APPLICANT:

Seven-Eleven Hawaii
1755 Nuuanu Avenue, 2nd Floor
Honolulu, Hawaii 96817
808 526-1711

B. RECORDED FEE OWNER:

Mid Pac Petroleum
745 Fort Street, Suite 1800
Honolulu, Hawaii 96813
(808) 535-5930

C. AGENT: Yamasato, Fujiwara, Higa & Associates Inc.
1100 Ward Avenue Suite 760
Honolulu, Hawaii 96814
(Gary Fujiwara)

D. LOCATION: 66-31 Kamehameha Highway.
Corner of Kamehameha Highway and Haleiwa Road

E. LOT AREA: 14,773 SF OR .339 ACRES

F. TMK: 6-6-001:033

G. STATE LAND USE: Urban District

H. EXISTING ZONING: B-1 Neighborhood Business District

I. SURROUNDING USES: B-1 Neighborhood Business District, R-5

J. FLOOD ZONE: X

K. AGENCIES CONSULTED:

City and County of Honolulu Department of Planning and Permitting
State of Hawaii, Department of Land and Natural Resources
Department of the Army
Cultural Surveys of Hawaii
Carol Kwan, Arborist
Shinsato Engineering, Soils Engineer
Engineering Dynamics, Civil Engineer

ENVIRONMENTAL ASSESSMENT

Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

L. PERMITS

Special Management Area Use Permit

Special District Permit (Major)

Construction Plan Approvals

Grading and Trenching Permits

Building Permit

NPDES Permit not required as it is well under one (1) acre

NOI – per Department of Health

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Proposed 7-Eleven Convenience Store
Haleiwa, Oahu, Hawaii

III. DESCRIPTION OF THE PROPOSED ACTION

E. General Description/Planning Principles

1. Currently there is an existing structure that houses two active gas pump islands, an office and two service bays to service cars. (The proposed project will be to demolish all existing structures on-site and to construct a new convenience store and gas canopy to dispense gasoline.). Currently, the service bays are not in operation and are now being used as a “convenience” store.

There is a very large monkey pod tree existing on the property and it will be removed along with other smaller trees and vegetation. Some of which will be relocated.

According to the consulted Arborist, the existing working pod tree is in a very deteriorated state and should be removed as soon as possible to prevent an accident.

We have contacted the Traffic Review Branch and they have informed us that there is a road widening proposal for this area along Kamehameha Highway. The proposed development will accommodate the road widening, being 20’-0” from the Kamehameha Highway and 8’-0” from Haleiwa Road.

The proposed new structure will be a convenience store that will be a separate structure from the new roof canopy of the gas islands. The proposed convenience store structure will be a triangular shaped building with a square foot area of 2,499 sf. It is proposed to be set on the Northern portion of the lot, in the corner which is setback, 5’-0” from the adjacent R-5 zoned parcel. The scale of the project will be a low rise, single story building. This scheme is the most desirable and is the most functional among the other two (2) schemes presented.

2. The proposed new convenience store will be entirely within the Special Management Area and in the country Town area as designated on the NSSCP Land Use Map. This development will also be in Haleiwa Special District. The proposed development will implement pedestrian safety zones, bike parking, encourage cyclists and modified travel lanes.

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Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

F. Technical Characteristics

1. Use Characteristics

The zone for this new convenience store is zoned as B-1 Neighborhood Business District. The proposed convenience store will be an asset to the community as it will provide a positive business climate and will be a tremendous support to the community in the economic and social aspects. Economically, it will provide the convenience for the community to obtain goods and services through the sale of goods and gas which will be convenient to the surrounding residents. The store will be available to park users as well as the general community. It will also provide full and part time jobs.

As for the social aspect, seven-eleven is a high profile store that is known to many and because of the location; it may become a reference/meeting point in the community. Seven-Eleven is an active supporter for charitable social events.

There will be 12 full-time employees for this store. This will provide employment opportunities, as well as provide goods and services for the area residents (3.7.1 NSSCP).

The proposed hours of operation is to be 24 hours and the intention is to seek a Conditional Use Permit: Convenience – 2,309 SF, Store/300 SF per parking = 7.69, providing eight (8) stalls and one (1) 8’-6” x 19’ loading stall, one (1) accessible is inclusive of the eight (8) stall provided.

Planning Principles (3.6.2 NSSP) and Guidelines (3.6.3 NSSCP):

Physical linkages and accessibility

- We are incorporating a bicycle rack to promote the use of bicycles and provide rest/stopping area long the planned bike path.
- We are creating an area for a “pedestrian use haven” at the corner of Haleiwa and Kamehameha. There are currently no sidewalks for pedestrian use.

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Proposed 7-Eleven Convenience Store
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- Architecturally we are creating our building that will conceptually fit within the community. The elevations will reflect the “turn of the Century look” that will complement the surrounding structures.
- 7-Eleven fits into the scale and purpose as it’s principally a small convenience store that emphasizes on convenience or essential goods.
- It is felt that the proposed development being set back from the street frontage will open the space at the corner to promote views toward the harbor/ocean (3.6.3.1 NSSCP)
- At the corner of Kamehameha Highway and Haleiwa Road, the development will incorporate a pedestrian haven that will include street furniture (bench) and a bike rack. This will enhance and promote the pedestrian oriented commercial area.

LUO 21-9.90-1 The proposed design will enhance and maintain the “plantation era character” through period design features, by the use of compatible materials used throughout the town, the low-rise human scaled form and character, and by texture and color. The turn of the century architecture character is very prevalent in Haleiwa town, therefore referencing business names to get point across, is felt unnecessary.

Also, being in an area considered to be an entry and exit point to Haleiwa town, by positioning the building away from the standard guidelines of positioning the building up front at the setback line will help maintain the LUO objective of creating an open space feeling. By drilling the building away from the set back, it will also help maintain the LUO objective to retain a safe pedestrian oriented commercial area. The proposed development will adhere to Chapter 21.9.90 of the LUO.

Parking will be provided to meet or exceed the LUO requirements. It is estimated to have 8 parking stalls, one accessible stall and one loading stall.

2. Physical Characteristics

The new structure and overall development will implement guidelines from the NSSCP as well as the LUO. The structure and use will give the feeling of being

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Proposed 7-Eleven Convenience Store
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a “country town”. The structure will contextually fit within the community as it will incorporate the use of similar materials from other structures in the area. Also, the character will reflect upon the “regional plantation”, “1900 period” style of architecture which is prevalent in the community. The highest peak of the parapet will be roughly 24 feet. The design of the new structure will reflect the surrounding buildings to be in context with the community. The planned parapets will reflect similar characteristics that will compliment and be compatible with the adjacent entities. The colors will be of earth tones that will blend and relate contextually. The convenient store being less than 2,500 square feet is in tune with the type of small business like, country town character that is part of the NSSCP planning principles.

Contrary to the Haleiwa Special District, LUO Guidelines, the structure will be set on the Northern part of the property abutting the 5’ setback line from the neighboring R-5 Zone. In the setback, landscaping will front the entire length of the Haleiwa streets setbacks. It is felt that by placing the structure in the rear part of the property, it will promote views toward the ocean and be more consistent with HRS 205A & ROH 25.3.2. The landscape will continue around the corner to Kamehameha Highway, then along side the B-1 and R-5 property lines. A screening hedge will front the parking area. A moss rock wall, 6’-0” high will run the entire length of the R-5 property line and a 4’-0” high screening hedge will be incorporated along the B-1 property line. The proposed development will increase the landscaping area by a substantial amount in comparison to the existing.

Refer to Exhibits 11 and 15.

3. Construction Characteristics

The existing building will be demolished and the existing canopy for the gas islands will be demolished. The existing asphalt will be removed as necessary to accommodate the new building, parking and landscaping. The new structure will be of reinforced concrete masonry units with a wood roof framing system and metal roofing that will overhang the walk. A metal mansard roof is

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proposed for the gas canopy to reflect and become integrated to unify the overall scheme. Grubbing and minimal grading will take place to accommodate the new store. The existing surfaces at the gas islands will match the new slabs and ac paving. The exterior siding material will be of horizontal wood siding with wood trims. A very large tree of the Samanea Saman family (Monkeypod Tree) will be removed as it will inhibit the proposed structure. An assessment indicates that the tree is in an advanced state of decline and should be removed expeditiously for safety concerns. (See correspondence from Carol Kwan – arborist)

4. Utility Requirements

Water and electricity will be the utilities that the proposed development will be utilizing.

The current electrical service is a 120/240v single phase service that will need to be upgraded. The new service will be 120/208V, 400 on a metered service.

The proposed development will also have a transformer which will be sized by HECO. As for the water, the existing meter size is a 5/8” meter and this will also need an upgrade in service. It is anticipated to have a 1-1/2” meter to service the new development. The main water line going into the building will be anticipated to be 1-1/4”, the lines will then be downsized accordingly by distance and use, anywhere from 1/2” to 1”. The current municipal water mains that service this area are sufficient for the proposed needs.

5. Liquid Waste Disposal

Currently, the site accommodates an existing operating septic tank system. This existing system is located on the western part of the property. A restroom will be incorporated into the project that will be for employee and only necessary patron use only. An assessment will be made to see if the current system will be able to accommodate the needs of the new development. If the capacity is found not to meet the new needs, a new system will be incorporated. Should the development need a new system, it shall meet the requirements from the State Department of Health.

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6. Solid Waste Disposal

Solid waste disposal will be done through a private collection garbage disposal service. The anticipated garbage pick up is to be 2 or 3 times a week.

This anticipated disposal will be disposed of at the City and County's H-Power plant at Campbell Industrial Park.

7. Access to the Site

Both streets fronting the said parcel are governed by the City & County. The site is located at the corner of Haleiwa Road and Kamehameha Highway.

Currently, the site has no sidewalk or curbing. The asphalt road and the asphalt property have no transition.

The proposed vehicular access to the site will be from either of these roads as each of these two roads accommodate two-way traffic. The proposed plan is to have two way traffic for each of the driveways. For pedestrian access there are asphalt sidewalks on both Haleiwa Road and Kamehameha Highway. The proposed development will accommodate a concrete pad at the corner for pedestrian use. Its approximate size is about 270 sf.

This will also help facilitate access and enhance the connection to and from the Haleiwa Boat Harbor as well as provide a safety haven for pedestrians. At present, there is not much space at the very corner for pedestrians to stand and assess judgment to cross the street. Landscaping in this area, at the corner of Kamehameha & Haleiwa, will be kept to 30" in height to provide sight distance for vehicular as well as pedestrian traffic.

Access for bicycles may also use the concrete corner slab as an entry to the site or cyclists may use the wide driveways adjacent to the proposed bike paths per NSSCP map 4.1.3. The site will have a bicycle rack to safeguard bicycles as well as to encourage the use of bicycles within the community. The final design of the building will accommodate bicyclists per NSSCP.

It is not anticipated that the proposed development will increase traffic or inhibit the flow as the existing driveways will still be used. Currently there are two existing driveways and the approximate locations will remain. It is also not

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Proposed 7-Eleven Convenience Store
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expected to hinder the vehicular traffic flow into the harbor as the harbor entrance is not directly across from the proposed site. The proposed placement of the driveways will allow a better flow into and inside the property. Also, the proposed driveways are spaced at a sufficient distance from the corner to allow back up. There are no existing traffic lights that are in close proximity to this parcel. A traffic assessment can be called to determine the level of service at periods of critical traffic flow.

Since this parcel is a corner lot, a transit stop will not be strategic for this location. It will inhibit the flow of traffic, however, should the City & County impose a transit stop at the proposed development, pedestrians, bicyclists and vehicular access will be accommodated to promote the safety and well being.

G. Economic and Social Characteristics

1. Estimated Cost of Construction.

It is anticipated that the construction cost for the proposed development will be approximately \$1,200,000 and the construction time will be approximately 4 months.

From a socio-economic standpoint, this commercial development will generate construction and construction related jobs for the duration of construction. It will increase the areas economic activity through the increase of patronage to surrounding business'. Because of the nature of being a convenience store consumers will shop at the convenience store all the while being exposed to the surrounding businesses and vice versa. Stores such as Ace Hardware, surf shops and cafes. For long term employment, it will generate approximately twelve full time positions as well as a few part-time positions.

Socially, this convenient store will supply the daily needs for the influx of tourist and the residents of the immediate area and surrounding areas. It may also serve as a reference point for directions.

H. Environmental Characteristics

1. Soils

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Proposed 7-Eleven Convenience Store
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Currently, asphalt paving encompasses the entire site. The general soil composition in this area is of the Haleiwa Series (HeA) soil. The surface layer is a dark brown silty clay approximately 17 inches thick with the sub soil and substratum going to a depth of more than 5 feet deep. This angular, blocky structure layer is of dark brown and dark yellowish silty clay ranging from neutral to slightly acid. The soils' permeability is moderate with the run off to be very slow. This type of soil has no more than a slight erosion hazard. This type of soil if used as topsoil and road fill and is considered to be suitable. All features are favorable if used as embankments for ponds, agricultural drainage, irrigation, terraces, diversions, and foundations for low buildings.

All soils to be removed from the site will be tested and disposed of in accordance with all government regulations.

2. Topography

The general topography of this proposed site is relatively flat. Upon visual inspection of the cross slope of the site, it appears as though it will not exceed 12 inches in height. The process will be to perform a topographic survey at the planning stages of this proposed development.

The proposed development will not deviate much, if at all from what is currently existing. The existing asphalt pavement will be removed and replaced relatively close to what is, existing. The anticipated impact to the surrounding area should not be increased.

3. Surface Run off, Drainage, Erosion Hazard

Currently in Haleiwa, there is not a public storm drainage system that supports the City and County of Honolulu standards. The site, as mentioned previously, is encompassed with asphalt paving throughout.

Presently, there is no site catchment system to manage the existing run-off from the property. The natural slope of the property runs in a north-easterly direction towards Halawa Road, based on the topo maps of the City DPP website and by observation. The proposed project will implement BMP's required by the City & County during construction.

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Run off and drainage of storm water from the site will not increase as the proposed project will have less paving and substantially more landscaping. Dawn Kimura was contacted on October 31st, 2008 and Ordinance 2412 will be enforced. At this time, the existing site has approximately 385 square feet of landscaping located at the corner of Kamehameha and Halawa. Also, existing is a Monkey Pod tree which is in a degraded state. The proposed development will have 2,343 square feet of new landscaping. The imposition of road widening and the enforcement of Ordinance 2412 will lessen the area of the property by 3,268 SF.

The structure size will increase which will make it easier to direct the flow of water off of the structure through downspouts. With the projects engineering team, as recommended by the city and county and the North Shore Sustainable Communities Plan, the site will improve the drainage with the incorporation of an infiltration plan to retain and detain storm water for gradual release. The project's intention to control run off is the use of the planters as a retention and release mechanism. This will help to improve and detain any undesirable runoff. Another area of explorations and possibilities will be the use of the parking areas as a detention system, should it become necessary in the design phase of the project. (4.6.2 NSSCP)

Because of the nature and the scope of the proposed project, the activities as described is not anticipated to involve placement of dredged or fill material into U.S. waters therefore it will not be required to obtain a Department of the Army permit.

Currently, removal of existing soil is not anticipated. Should it become necessary, proper testing for contamination prior to disposal shall take place. Best manage practices will be incorporated for grading and demolition phases of the project.

4. Federal FIRM Zone, LUO Flood Hazard District

According to the Federal Flood Insurance Rate Map, dated June 2005, the site to where the proposed project is located entirely out of the flood zone. The

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designation of the lot is in flood ZONE X, where the area is determined to be outside of the 500 year flood plain. See Exhibit 5.

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Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

IV. AFFECTED ENVIRONMENT

A. Description of Subject Site and Surrounding Areas

The subject site is a 14,773 square foot property located at the corner of Kamehameha Highway and Haleiwa Road. On the north side, directly across of Haleiwa Road is an existing restaurant, with a zoning of B-1. Surrounding the restaurant on the West, North, and East sides are zoned I-3. Abutting the property to the south is a commercial development zoned B-1, and abutting the property to the west is a parcel zoned R-5. Across the Highway, directly to the east, the zoning there is R-5 surrounding a parcel zoned B-1. See Exhibits 1 and 2.

B. Relation to publicly owned or used beaches, parks and recreation areas.

There are three entities that are public owned or used near the subject site. First there is the Haleiwa Boat Harbor, to the North, which is approximately .1 miles from the site. Next there is the Haleiwa Alii Beach Park to the West. This beach park is approximately .35 miles from the site. About 400 feet away is the mouth of the Anahulu Stream, where the stream meets the boat harbor. According to our investigation, there are no records to indicate the presence of any endangered species or any habitats for endangered species. See Aecos correspondence dated August 14, 2008. There are also no wildlife preserves on or near the proposed development site. Furthermore, it is not expected that this development will not increase any other potential impacts to the stream, beach or harbor from its current use.

C. Relation to historic, cultural, and archaeological resources.

A literature review and cultural impact evaluation study was done by Cultural Survey of Hawaii, finding that the proposed development is not expected to impact any historical, cultural or archaeological resources. On the proposed property, it is not expected to have any significant cultural, historical or archaeological findings. A based survey inventory plan shall be submitted to SHPD to meet the requirements of HAR Chapter 13-276, however, should any of these elements be uncovered during construction, the developer will stop work to further assess the situation with the State Historic Preservation Division (SHPD). Refer to Cultural Surveys of

ENVIRONMENTAL ASSESSMENT

Proposed 7-Eleven Convenience Store
Haleiwa, Oahu, Hawaii

Hawaii document in the correspondence entitled Section Summary & Recommendations. A full document is available for review at request. Further more SHPD has determined that they could not make a final determination.

D. Coastal views from surrounding public viewpoints.

The proposed development will not interfere with the coastal views from the public viewing areas nor will it interfere from Kamehameha Highway as there are developments beyond the proposed structure in the direction of the coast. It is only until one has passed the intersection where views of the coast and coast landforms can be enjoyed. One of the requirements that is in the Land Use Ordinance states that structures being proposed in the Haleiwa Special District must be located of the front yard setback line for a minimum of 50 percent. The present location of the proposed structure will not impact the coastal viewing from public areas, if the requirements of the LUO are followed (Exhibits 19 and 20) the view toward Public areas will enclose the intersection more. The developer would like to request consideration to setback the proposed structure away from the front yard setback line to a location further back to give a more open feeling at that corner.

According to the HRS Chapter 205-A-26-3-D, it is interpreted as such that by placing the building toward the back, it will not “substantially interfere with or detract from the line of sight toward the sea from the State highway nearest the coast.”

E. Quality of Receiving Waters and Ground Water Resources.

The proposed project will not impose on the groundwater recharge cycle within the groundwater control area or streams and the ocean as there will not be any proposed well system. Currently there is a septic tank system. As previously stated, the proposed project will also incorporate an upgraded septic system to accommodate the new plumbing fixtures, as necessary. The water retention system will be directed to the new landscaping areas to arrest water runoff from the site. The proposed development will not increase the runoff from the site as there will be more lot coverage whether it will be from the structure or the landscaping groundcover. The Department of the Army has been contacted and a permit from

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Haleiwa, Oahu, Hawaii

them will not be required. (See attached letter from the Department of Army dated Nov. 7, 2005) an NPDES permit will also not be requested as the affect land area of the parcel is less than acre.

F. Location and Site Maps

See Exhibits 1 thru 9.

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Proposed 7-Eleven Convenience Store
Haleiwa, Oahu, Hawaii

V. PROJECT IMPACTS

A. Coastal Zone Management Objectives and Policies (HRS 205A-1)

According to the Hawaii Revised Statutes regarding the Coastal Zone Management Objectives and Policies, the proposed Project will not have significant impacts to the outlined objectives and policies in the document.

1. Recreational Resources: Is not part of the planning as the development does not provide coastal recreational opportunities.
2. Historic Resources: As stated in a prior section efforts will be enforced to protect historic resources as it encountered. Currently there are no historic resources on site.
3. Scenic and open space resources: By placing the development in the corner of the lot and away from the street corner it would be a more desirable location to promote scenic views toward the ocean which will enhance the quality of scenic views.
4. Coastal ecosystems: Minimizing storm water through possible retention will help protect coastal ecosystems. Also, promoting litter control will help protect the overall ecosystem.
5. Economic uses: The redevelopment of this lot will not only improve the aesthetics, but will also improve the economics of the Community by strong business practices.

This convenience store has a strong economic tie to the community in terms of providing and maintaining job employment on a consistent basis.

Although 7-Eleven may have a large corporate name, the limited store floor area gives it a small store feeling. It will serve Haleiwa and the North Shore as a main employment center while maintaining its historic character (NSSCP 2.1).

6. Coastal hazards: The improved structure of CMU construction will help to reduce hazard to life and property from various natural hazards.

ENVIRONMENTAL ASSESSMENT

Proposed 7-Eleven Convenience Store
Haleiwa, Oahu, Hawaii

7. Managing development: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.
8. Public participation: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.
9. Beach protection: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.
10. Marine resources: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.

B. Special Management Area Guidelines (HRS 205A-2)

ROH 25-3.2

Adequate Access

Access to public beaches, recreation areas and natural resources is not provided as the parcel is not adjacent to any of these areas.

As stated in the Section F paragraph 5 & 6 of this document, liquid waste disposal will be through a septic system and solid waste disposal will be done through a private garbage collection service.

There will be no major and significant alterations to land forms as the new grades will remain fairly constant to the existing grades. The new development will not increase significant adverse environment or ecological affects. Currently the entire lot contains asphalt paving. Removal of the paving will accommodate all BMP procedures. This developmental proposal will not have any dredging, filling or reduce the size of the beach or prohibit any public access to beaches or any waterways within the special management area. It will not have any impacts that would adversely impact water quality or adversely affect existing potential fisheries, wildlife habitats or agricultural sites.

ENVIRONMENTAL ASSESSMENT

Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

According to the LUO, Haleiwa Special Districts design guidelines the structures are encouraged to be adjacent to the front setbacks. It is felt that the development on the front setback along Kamehameha Highway or Haleiwa Road will be contrary to promoting scenic views toward the ocean and mountains, as stated in the NSSCP (3.1.2). In the proposed development, the structure is pulled off of the front setback to open up the corner allowing a more open feeling and promoting scenic views toward the ocean.

Also, it will help to create improved sight lines in terms of traffic concerns. In general, there will be no adverse effects per review guidelines of the ROH Sec. 25-3.2, and the HRS 205A-1.

The proposed project is not anticipated on having any significant detrimental impacts to the environment, the natural resources and the coastal zones and will be consistent with the objectives and policies set forth in Section 25-3.1. This development will be consistent with the community general plan, development plans and zoning requirements.

ENVIRONMENTAL ASSESSMENT

Proposed 7-Eleven Convenience Store

Haleiwa, Oahu, Hawaii

C. MITIGATION MEASURES

1. Gas Tanks

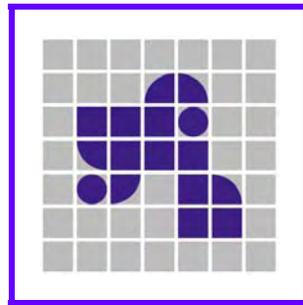
Currently the gas tanks and lines are both double walled and constantly monitored by an electronic system using liquid sensors in the tank and interstitial space and turbine sumps. Additionally, the electronic monitoring system will alarm if there is an overfill condition approaching or if there is a sudden decrease in product. There are also mechanical line leak detectors on the submersible turbines that restrict the flow if a leak is sensed during dispensing. Those two systems are inspected and certified annually to insure correct operation to be in compliance with State Department of Health regulations.

There may be many scenarios for the handling of every case however, the basic operations procedure for handling product release is essentially to immediately shutdown the fueling system then to contain and recover the product in coordination with the appropriate regulatory agencies.

2. Hazardous Waste Materials

Currently the two service bays of the service station are not being used. Therefore, hazardous material runoff from the site will not be increased as the new structure will not contain any automobile servicing. During construction, should any hazardous materials be encountered, the contractor shall be instructed to remove and dispose of the materials in accordance to city, state and federal laws.

CORRESPONDENCE





YAMASATO
FUJIWARA
HIGA & ASSOCIATES
INC.

Maurice H Yamasato Gary S Fujiwara Lloyd M Higa

1100 Ward Avenue Suite 760 Honolulu HI 96814-1617
Telephone 808 531 8825

July 19, 2005

Mr. Henry Eng, Director
City and County of Honolulu
Department of Planning and Permitting
650 South King Street
Honolulu, Hawaii 96813

Dear Mr. Eng,

This is a letter to request a Pre-Assessment Consultation for a proposed project in Haleiwa. We are developing an Environmental Assessment in preparation for the Special Management Area Use Permit and would greatly appreciate your time to review and comment on the enclosed submittal. Please forward this request to the appropriate divisions within your department for their review.

The property is located at the corner of Haleiwa Road and Kamehameha Highway with an address of 66-31 Kamehameha Highway. The TMK for this parcel of land is 6-6-001:033. From the City and County of Honolulu, the property is zoned B-1 Neighborhood Business District and is in both the Haleiwa Special District and Special Management Area. The mentioned property is located within the flood zone x and has a height limit of forty feet. The neighboring properties are zoned R-5 to the West and B-1 to the South.

Currently the property has two structures. One of which is a canopy for the gas islands and the other is the service station. The service station is currently being used as a convenience store and does not appear to service cars.

The proposed development is to demolish the existing service station structure and retain the gas canopy. A new structure is proposed and will be located in the southwest corner of the property. The proposed structure will accommodate a convenience store.

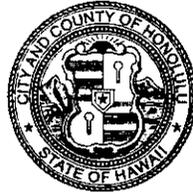
We have enclosed two copies of drawings for your review. Please do not hesitate to call us should you have questions.

Sincerely,

Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4432 • FAX: (808) 527-6743
DEPT. INTERNET: www.honolulu.gov • INTERNET: www.honolulu.gov



MUFI HANNEMANN
MAYOR

HENRY ENG, FAICP
DIRECTOR

DAVID K. TANOUE
DEPUTY DIRECTOR

2005/ELOG-1678(JS)
UDB MISC.

August 23, 2005

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa
and Associates, Inc.
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814

Dear Mr. Kaneshiro:

Pre-Environmental Assessment Request for Comments
Major Special Management Area Use Permit
New 7-11 Convenience Store and Gas Station
66-031 Kamehameha Highway - Haleiwa
Tax Map Key 6-6-1: 33

We have reviewed your plans (and letter DPP date-stamped July 21, 2005) for the above project and have the following comments:

Community Actions Plans Branch:

Regarding consistency with the North Shore Sustainable Communities Plan (NSSCP, July 2000). The Draft Environmental Assessment (DEA) should:

1. Describe how the proposed project supports the vision for the North Shore's future, particularly how it furthers Haleiwa as a "Country Town" (see Chapter 2 of the NSSCP).
2. State that the subject property is within a Country Town area on the NSSCP Land Use Map. It should also be noted that the subject property's current SCP land use designation is not a site-specific designation, but rather an illustration of text policies.
3. Describe how the proposed action supports the general policies, planning principles, and guidelines that pertain to Country Towns. In particular, address how the proposed project will correspond to or help enhance rural town character with respect to building scale, vocabulary, and relationship to the street (see Section 3.6 of the NSSCP).

4. Describe how the project corresponds to provisions of the Haleiwa Special District, particularly in how the building frontage relates to the street and setback lines.
5. Describe pedestrian, bicycle, and transit access to the proposed project and how it supports the NSSCP planning principle for commercial areas regarding physical linkages and accessibility, i.e., promoting pedestrian, bicycle, and transit access (Section 3.6.2 of the NSSCP).
6. Describe present and future pedestrian and bicycle facilities within the vicinity of the proposed action. It should be noted that future bikeways are planned along Kamehameha Highway and Haleiwa Road, as shown on the NSSCP Public Facilities Map. Section 4.1.3 of the NSSCP refers to Bike Plan Hawaii (1994), a State master plan for bikeways. The update to this plan can be found at <http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm>
7. Describe how the proposed action supports the NSSCP's general policies, planning principles, and guidelines for the region's transportation system (Sections 4.1.5 and 4.1.6 of the NSSCP) that pertain to pedestrian and bicycle travel.

Other comments are as follows:

1. The DEA should describe Anahulu Stream which runs mauka of the subject property. Potential impacts to the stream and mitigation measures, if needed, should also be included.
2. The DEA should evaluate the impact of the proposed action on the visual quality of the landscape, including viewplanes and open space considerations.
3. Confirm with the Department of Transportation Services street setback requirements along Kamehameha Highway and Haleiwa Road fronting the subject property (DTS Map NS-1).

Land Use Permits Division:

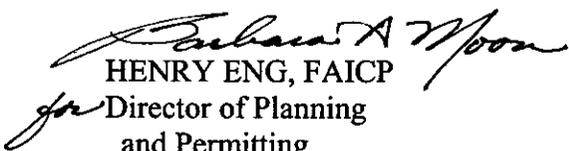
1. Discuss development characteristics, including demolition or modification of existing structures, grading and new construction and its proximity to flood hazard districts.
2. The DEA should address the potential presence of hazardous waste materials from the existing automobile repair facility and mitigative measures of disposal.

Mr. Lance Kaneshiro
August 23, 2005
Page 3

3. The DEA should discuss proposed surface runoff, drainage patterns and liquid waste disposal.
4. The location of existing traffic signals and signs should be shown on the plans.
5. The proposal will require a major special district permit. The DEA should include:
 - a. Discussion of how the proposal will comply with the design objectives of the Haleiwa Special District; and
 - b. A revised site plan showing:
 - A minimum of 50 percent of the building located at the front yard setback line, in accordance with Section 9.90-4(c)(2) of the Land Use Ordinance (LUO); and
 - Off-street parking and loading screened from view of Kamehameha Highway and located at the side and rear of the building, in accordance with Section 9.90-4(e) of the LUO.
6. The DEA should discuss the impacts on the proposal upon implementation of the road-widening.

If you have any questions, please contact Joyce Shoji of our Urban Design Branch at 527-5354.

Sincerely yours,


HENRY ENG, FAICP
Director of Planning
and Permitting

June 25, 2009

Mr. Henry Eng, FAICP
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Pre-Environmental Assessment
Major Special Management Area Use Permit
New 7-Eleven Hawaii Convenience Store and Gas Station
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Mr. Eng:

We are responding to your comments in a letter dated August 23, 2005 regarding the above referenced subject:

North Shore Sustainable Communities Plan (NSSCP, July 2000):

1. Describe how the proposed project supports the vision for the North Shore's future particularly how it furthers Haleiwa as a "Country Town".

Response: The new structure and overall development will implement guidelines from the NSSCP as well as the LUO. The structure and use will give the feeling of being a "country town". The structure will contextually fit within the community as it will incorporate the use of similar materials from other structures in the area. Also, the character will reflect upon the "regional plantation", "1900 period" style of architecture which is prevalent in the community. The highest peak of the parapet will be roughly 24 feet. The design of the new structure will reflect the surrounding buildings to be in context with the community. The planned parapets will reflect similar characteristics that will compliment and be compatible with the adjacent entities. The colors will be of earth tones that will blend and relate contextually. The convenient store being less than 2,500 square feet is in tune with the type of small business like, country town character that is part of the NSSCP planning principles.

2. State that the subject property is within a Country Town area on the NSSCP Land Use Map. It should also be noted that the subject property's current SCP land use designation is not a site-specific designation, but rather an illustration of text policies.

Response: In Exhibit ONE it is stated that the location of the property is in the Rural Community per NSSCP Exhibit 2.1 incorporated in the development of the design, is the policies that are set in the NSSCP.

3. Describe how the proposed action supports the general policies, planning principles, and guidelines that pertain to Country Towns. In particular, address how the proposed project will correspond to our help enhance rural town character with respect to building scale, vocabulary, and relationship to the street.

Response: Planning Principles (3.6.2 NSSP) and Guidelines (3.6.3 NSSCP):

Physical linkages and accessibility

- We are incorporating a bicycle rack to promote the use of bicycles and provide rest/stopping area long the planned bike path.
- We are creating an area for a “pedestrian use haven” at the corner of Haleiwa and Kamehameha. There are currently no sidewalks for pedestrian use.
- Architecturally we are creating our building that will conceptually fit within the community. The elevations will reflect the “turn of the Century look” that will complement the surrounding structures.
- 7-Eleven fits into the scale and purpose as it's principally a small convenience store that emphasizes on convenience or essential goods.
- It is felt that the proposed development being set back from the street frontage will open the space at the corner to promote views toward the harbor (3.6.3.1 NSSCP)

At the corner of Kamehameha Highway and Haleiwa Road, the development will incorporate a pedestrian haven that will include street furniture (bench) and a bike rack. This will enhance and promote the pedestrian oriented commercial area.

4. Describe how the project corresponds to provisions of the Haleiwa Special District, particularly in how the building frontage relates to the street and setback lines.

Response: Contrary to the Haleiwa Special District, LUO Guidelines, the structure will be set on the Northern part of the property abutting the 5' setback line from the neighboring R-5 Zone. In the setback, landscaping will front the entire length of the Haleiwa streets setbacks. It is felt that by placing the structure in the rear part of the property, it will promote views toward the ocean and be more consistent with HRS 205A & ROH 25.3.2. The landscape will continue around the corner to Kamehameha Highway, then along side the B-1 and R-5 property lines. A screening hedge will front the parking area. A moss rock wall, 6'-0" high will run the entire length of the R-5 property line and a 4'-0" high screening hedge will be incorporated along the B-1 property line. The proposed development will increase the landscaping area by a substantial amount in comparison to the existing.

5. Describe pedestrian, bicycle, and transit access to the proposed project and how it supports the NSSCP planning principle for commercial areas regarding physical linkages and accessibility, i.e., promoting pedestrian, bicycle, and transit access.

Response: Both streets fronting the said parcel are governed by the City & County. The site is located at the corner of Haleiwa Road and Kamehameha Highway. Currently, the site has no sidewalk or curbing. The asphalt road and the asphalt property have no transition.

The proposed vehicular access to the site will be from either of these roads as each of these two roads accommodate two-way traffic. The proposed plan is to have two way traffic for each of the driveways. For pedestrian access there are asphalt sidewalks on both Haleiwa Road and Kamehameha Highway. The proposed development will accommodate a concrete pad at the corner for pedestrian use. Its approximate size is about 270 sf.

This will also help facilitate access and enhance the connection to and from the Haleiwa Boat Harbor as well as provide a safety haven for pedestrians. At present, there is not much space at the very corner for pedestrians to stand and assess judgment to cross the street. Landscaping in this area, at the corner of Kamehameha & Haleiwa, will be kept to 30" in height to provide sight distance for vehicular as well as pedestrian traffic.

Access for bicycles may also use the concrete corner slab as an entry to the site or cyclists may use the wide driveways adjacent to the proposed bike paths per NSSCP map 4.1.3. The site will have a bicycle rack to safeguard bicycles as well as to encourage the use of bicycles within the community. The final design of the building will accommodate bicyclists per NSSCP.

Since this parcel is a corner lot, a transit stop will not be strategic for this location. It will inhibit the flow of traffic, however, should the City & County impose a transit stop at the proposed development, pedestrians, bicyclists and vehicular access will be accommodated to promote the safety and well being.

6. Describe present and future pedestrian and bicycle facilities within the vicinity of the proposed action. It should be noted that future bikeways are planned along Kamehameha Highway and Haleiwa Road, as shown on the NSSCP Public Facilities Map.

Response: See response to Item 3 above which describes the present and future pedestrian and bicycle facilities within the vicinity of the proposed project.

7. Describe how the proposed action supports the NSSCP's general policies, planning principles, and guidelines for the region's transportation system that pertain to pedestrian and bicycle travel.

Response: See response to Item 3 above which describes the NSSCP's general policies, planning principles, and guidelines for the region's transportation system that pertain to pedestrian and bicycle travel.

Other Comments are as follows:

1. The DEA should describe Anahulu Stream which runs mauka of the subject property. Potential impacts to the stream and mitigation measures, if needed, should also be included.

Response: According to the Department of the Army, the proposed development should not have any significant impacts to the waterways.

There are three entities that are public owned or used near the subject site. First there is the Haleiwa Boat Harbor, to the North, which is approximately .1 miles from the site. Next there is the Haleiwa Alii Beach Park to the West. This beach park is approximately .35 miles from the site. About 400 feet away is the mouth of the Anahulu Stream, where the stream meets the boat harbor. According to our investigation, there are no records to indicate the presence of any endangered species or any habitats for endangered species. See AECOS correspondence dated August 14, 2008. There are also no wildlife preserves on or near the proposed development site. Furthermore, it is not expected that this development will not increase any other potential impacts to the stream, beach or harbor from its current use.

2. The DEA should evaluate the impact of the proposed action on the visual quality of the landscape, including viewplanes and open space considerations.

Response: See response to Item 4 above which states the impact of the proposed development on the visual quality of the landscape, including viewplanes and open space considerations.

3. Confirm with the Department of Transportation Services street setback requirements along Kamehameha Highway and Haleiwa Road fronting the subject property.

Response: The Department of Transportation - Traffic Review Branch were contacted and they have informed us that there is a road widening proposal for this area along Kamehameha Highway. The proposed development will accommodate the road widening, being 20'-0" from the Kamehameha Highway and 8'-0" from Haleiwa Road.

Land Use Permits Division:

1. Discuss development characteristics, including demolition or modification of existing structures, grading and new construction and its proximity to flood hazard districts.

Response: Currently there is an existing structure that houses two active gas pump islands, an office and two service bays to service cars. (The proposed project will be to demolish all existing structures on-site and to construct a new convenience store and gas canopy to dispense gasoline.). Currently, the service bays are not in operation and are now being used as a "convenience" store.

The existing building will be demolished and the existing canopy for the gas islands will be demolished. The existing asphalt will be removed as necessary to accommodate the new building, parking and landscaping. The new structure will be of reinforced concrete masonry units with a wood roof framing system and metal roofing that will overhang the walk. A metal mansard roof is proposed for the gas canopy to reflect and become integrated to unify the overall scheme. Grubbing and minimal grading will take place to accommodate the new store. The existing surfaces at the gas islands will match the new slabs and ac paving.

According to the Federal Flood Insurance Rate Map, dated June 2005, the site to where the proposed project is located entirely out of the flood zone. The designation of the lot is in flood ZONE X, where the area is determined to be outside of the 500 year flood plain. See Exhibit 5.

2. The DEA should address the potential presence of hazardous waste materials from the existing automobile repair facility and mitigative measures of disposal.

Response: Currently, removal of existing soil is not anticipated. Should it become necessary, proper testing for contamination prior to disposal shall take place. Best manage practices will be incorporated for grading and demolition phases of the project.

3. The DEA should discuss proposed surface runoff, drainage patterns and liquid waste disposal.

Response: Currently in Haleiwa, there is not a public storm drainage system that supports the City and County of Honolulu standards. The site, as mentioned previously, is encompassed with asphalt paving throughout. Presently, there is no site catchment system to manage the existing run-off from the property. The natural slope of the property runs in a north-easterly direction towards Halawa Road, based on the topo maps of the City DPP website and by observation. The proposed project will implement BMPS required by the City & County during construction.

Run off and drainage of storm water from the site will not increase as the proposed project will have less paving and substantially more landscaping.

4. The location of existing traffic signals and signs should be shown on the plans.

Response: Exhibit 14 of the DEA shows stop signs – there are no traffic signals in close proximity.

5. The proposal will require a major special district permit. The DEA should include:
 - a. Discussion of how the proposal will comply with the design objectives of the Haleiwa Special District
 - b. Revised site plan showing:
 - (1) A minimum of 50 percent of the building located at the front yard setback line, in accordance with Section 9.90-4(c)(2) of the Land Use Ordinance (LUO)
 - (2) Off-street parking and loading screened from view of Kamehameha Highway and located at the side and rear of the building, in accordance with Section 9.90-4(e) of the LUO

Response: LUO 21-9.90-1 The proposed design will enhance and maintain the “plantation era character” through period design features, by the use of compatible materials used throughout the town, the low-rise human scaled form and character, and by texture and color. The turn of the century architecture character is very

prevalent in Haleiwa town, therefore referencing business names to get point across, is felt unnecessary.

Also, being in an area considered to be an entry and exit point to Haleiwa town, by positioning the building away from the standard guidelines of positioning the building up front at the setback line will help maintain the LUO objective of creating an open space feeling. By pulling the building away from the set back, it will also help maintain the LUO objective to retain a safe pedestrian oriented commercial area. The proposed development will adhere to Chapter 21.9.90 of the LUO.

Parking will be provided to meet or exceed the LUO requirements. It is estimated to have 8 parking stalls, one accessible stall and one loading stall.

6. The DEA should discuss the impacts on the proposal upon implementation of the road widening.

Response: The road widening should accommodate the traffic flow better because of the road widening , it is more critical that the implementation of the pedestrian refuge be accommodated when it is implemented in the design.

The proposed development will accommodate the road widening, being 20'-0" from the Kamehameha Highway and 8'-0" from Haleiwa Road.

We appreciate your time in providing comments on the Pre-Environmental Assessment for the proposed 7-Eleven Hawaii (Haleiwa) convenience store. We have incorporated your comments into the FINAL Environmental Assessment.

Thanks for your support in helping us compile the Environmental Assessment.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate

July 19, 2005

Mr. Peter T. Young, Chairperson
State of Hawaii
Department of Land and Natural Resources
Land Division
Post Office Box 621
Honolulu, Hawaii 96809

Dear Mr. Young,

This is a letter to request a Pre-Assessment Consultation for a proposed project in Haleiwa. We are developing an Environmental Assessment in preparation for the Special Management Area Use Permit and would greatly appreciate your time to review and comment on the enclosed submittal. Please forward this request to the appropriate divisions within your department for their review.

The property is located at the corner of Haleiwa Road and Kamehameha Highway with an address of 66-31 Kamehameha Highway. The TMK for this parcel of land is 6-6-001:033. From the City and County of Honolulu, the property is zoned B-1 Neighborhood Business District and is in both the Haleiwa Special District and Special Management Area. The mentioned property is located within the flood zone x and has a height limit of forty feet. The neighboring properties are zoned R-5 to the West and B-1 to the South.

Currently the property has two structures. One of which is a canopy for the gas islands and the other is the service station. The service station is currently being used as a convenience store and does not appear to service cars.

The proposed development is to demolish the existing service station structure and retain the gas canopy. A new structure is proposed and will be located in the southwest corner of the property. The proposed structure will accommodate a convenience store.

We have enclosed two copies of drawings for your review. Please do not hesitate to call us should you have questions.

Sincerely,



Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates

LINDA LINGLE
GOVERNOR OF HAWAII



PETER T. YOUNG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

ROBERT K. MASUDA
DEPUTY DIRECTOR - LAND
DEAN NAKANO
ACTING DEPUTY DIRECTOR - WATER

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

DIVISION OF BOATING AND OCEAN RECREATION
333 QUEEN STREET, SUITE 300
HONOLULU, HAWAII 96813

RICHARD RICE
ADMINISTRATOR

October 27, 2005

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814

BOR-E 0145.06

Dear Mr. Kaneshiro:

Re: Pre-Assessment Consultation for the Proposed 7-Eleven in Haleiwa

Thank you for the opportunity to review the proposed project documents. We offer the following comments:

1. The entrance to Haleiwa Small Boat Harbor is located across the street from the proposed improvements. Additional traffic generated from the proposed improvement may cause a conflict with trailer boat ingress and egress.
2. Please consider implementing sufficient parking stalls at the 7-Eleven for their patrons. Insufficient stalls may lead to the overflow of cars parking at the harbor.
3. Please consider installing a public restroom in the 7-Eleven to minimize unwanted activity at the harbor restroom located across the street.

If you have any questions, please call Carty Chang of the Engineering Branch at 587-0122.

Sincerely,

A handwritten signature in cursive script, appearing to read "R. Rice".

Richard K. Rice
Administrator

c: BOR-OH
Peter Young

June 19, 2009

Mr. Richard Rice
Department of Land and Natural Resources
Division of Boating and Ocean Recreation
333 Queen Street, Suite 300
Honolulu, Hawaii 96813

Subject: Pre-Environmental Assessment
Proposed 7-Eleven Hawaii Convenience Store
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Mr. Rice:

We are responding to your comments in a letter dated October 27, 2005 regarding the above referenced subject:

The proposed driveway for the proposed 7-Eleven development is more than a 100' away from the boat harbor entrance. It is felt that there will be no conflict with the boat harbor ingress and egress.

The proposed development will follow the zoning code and incorporate enough parking to satisfy the LUO. In addition, it will incorporate a restroom.

We appreciate your time in providing comments on the Pre-Environmental Assessment for the proposed 7-Eleven Hawaii (Haleiwa) convenience store. We have incorporated our responses to your comments into the FINAL Environmental Assessment.

Thanks for your support in helping us compile the Environmental Assessment.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate



**YAMASATO
FUJIWARA
HIGA & ASSOCIATES
INC.**

Maurice H Yamasato Gary S Fujiwara Lloyd M Higa

1100 Ward Avenue Suite 760 Honolulu HI-96814-1617
Telephone 808 531 8825

October 4, 2005

Mr. George P. Young, P.E., Chief
Regulatory Branch
U.S. Army Engineer District, Honolulu
Building 320
Fort Shafter, HI. 96858-5440

Dear Mr. Young,

This is a letter to request a Pre-Assessment Consultation for a proposed project in Haleiwa. We are developing an Environmental Assessment in preparation for the Special Management Area Use Permit and would greatly appreciate your time to review and comment on the enclosed submittal. We submit this for your review because of the proximity of the proposed project to Haleiwa Boat Harbor and the Anahulu River. Please forward this request to the appropriate divisions within your department for their review.

The property is located at the corner of Haleiwa Road and Kamehameha Highway with an address of 66-31 Kamehameha Highway. The TMK for this parcel of land is 6-6-001:033. From the City and County of Honolulu, the property is zoned B-1 Neighborhood Business District and is in both the Haleiwa Special District and Special Management Area. The mentioned property is located within the flood zone x. The building height limit is forty feet. The neighboring properties are zoned R-5 to the West and B-1 to the South.

Currently the property has two structures. One of which is a canopy for the gas islands and the other is the service station. The service station is currently being used as a convenience store and does not appear to service cars.

The proposed development is to demolish the existing service station structure and retain the gas canopy. A new structure is proposed and will be located in the southwest corner of the property. The proposed structure will accommodate a convenience store.

We have enclosed two copies of drawings for your review. Please do not hesitate to call us should you have questions.

Sincerely,

Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates

FaxLine 808 521 9902
yfh@yamasato.com
www.yamasato.com



REPLY TO
ATTENTION OF

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

November 7, 2005

Regulatory Branch

File No. **POH-2004-1083-15**

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates
110 Ward Avenue, Suite 760
Honolulu, Hawaii 96814-1617

Subject: Request for review and pre-assessment consultation comments for preparation of an environmental assessment (EA) for property development located at 66-031 Kamehameha Highway, Haleiwa, Oahu Island, Hawaii (TMK: (1) 6-6-001: 033).

Dear Mr. Kaneshiro:

This responds to your request dated October 4, 2005 for the above-referenced parcel. We have reviewed the information you provided under the Corps' authority to issue Department of the Army (DA) permits pursuant to Section 404 of the Clean Water Act (CWA) (33 USC 1344) and Section 10 of the Rivers and Harbors Act (RHA) (33 USC 403).

Based on the pre-consultation information you submitted and a site visit conducted by a member of my Regulatory staff on November 3, 2005, it appears the subject parcel is does not contain any waters of the U.S. The proposed activities you described involves demolishing the existing service station structure, retaining the gas pump canopy, and constructing a new convenience store. Because the activities are not anticipated to involve the placement of dredged or fill material into waters of the U.S., namely the nearby Anahulu Stream and/or adjacent wetlands, a DA permit will not required.

In the future, requests for information regarding flood issues should be directed to:

U.S. Army Corps of Engineers, Honolulu District
Mr. James Pennaz, Chief, Civil Works Technical Branch
CEPOH-EC-T, Building 230
Ft. Shafter, HI 96858-5440

If you have any questions regarding this jurisdictional determination, please contact Ms. Connie Ramsey at 438-2039, by fax at 438-4060, or by e-mail at Connie.L.Ramsey@usace.army.mil and refer to the file number above. Thank you for your cooperation with our Regulatory Program.

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch

June 19, 2009

Mr. George Young, PE
Department of the Army
U.S. Army Engineer District, Honolulu
Fort Shafter, Hawaii 96858-5440

Subject: Pre-Environmental Assessment
Proposed 7-Eleven Hawaii Convenience Store
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003
File No. POH-2004-1083-15

Dear Mr. Young:

We are responding to your comments in a letter dated November 7, 2005 regarding the above referenced subject:

We would like to acknowledge receipt of your response and upon your assessment of the described property above, no DA permit will be required.

We appreciate your time in providing comments on the Pre-Environmental Assessment for the proposed 7-Eleven Hawaii (Haleiwa) convenience store. We have incorporated your comments into the FINAL Environmental Assessment.

Thanks for your support in helping us compile the Environmental Assessment.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate

LINDA LINDLE
GOVERNOR OF HAWAII



CRYSTINE L. PUNING, M.D.
DIRECTOR OF HEALTH

STATE OF HAWAII
DEPARTMENT OF HEALTH

P.O. BOX 3578
HONOLULU, HAWAII 96801

In reply, please refer to:
END/WB

Wastewater Branch
919 Ala Moana Blvd. Room 309
Honolulu, Hawaii 96814-4920
Phone (808) 586-4294 Fax (808) 586-4300

A septic tank file has been found and the following information is provided. In general, the Department of Health has reviewed and approved of the plans based on the information submitted as verification that a treatment individual wastewater system (IWS) such as a septic tank was constructed and authorized to be used for wastewater disposal from a building/dwelling.

Tax Map Key number (1) 6-6-001 : 033

Address 66-031 Kam Hwy

Septic Tank File # 3519

Applicant Name Haleiwa 76 Gas

Submit Plan Date 10 / 15 / 2001

Plan Approval Date 11 / 05 / 2001

Inspection Date / /

System Approved for Use Date / /

BPA Date / /

System / Disposal Via Septic Tank, Bed

Use For Mini Mart

Designed By J Matichuk

Percolation Rate / Capacity 1 min/in / 1000 gallons

For further information, you may call the Wastewater Branch engineer as listed:

- Mr. Johnny Ong at the Wastewater Branch office on Oahu at (808) 586-4294
- Mr. Dane Hiromasa at the Kealahou Health Center in Kona at (808)322-1507
- Mr. Jerry Nunogawa at the Hawaii District Health Office in Hilo at (808)933-0401
- Mr. Joe Tateyama at the Kauai District Health Office at (808)241-3323
- Mr. Roland Tejano at the Maui District Health Office at (808)984-8232

June 19, 2009

Mr. Johnny Ong, Engineer
Department of Health
Wastewater Branch
919 Ala Moana Blvd., Room 309
Honolulu, Hawaii 96814-4920

Subject: Haleiwa 76 Gas
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003
Septic Tank File No. 3519

Dear Mr. Ong:

We received from the Department of Health Wastewater Branch a verification document of reviewed and approved plans stating that an individual wastewater system (IWS) such as a septic tank on 66-031 Kamehameha Highway – Haleiwa was construction and authorized to be used from a building/dwelling.

We appreciate your time and support in providing us with this information.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate



P.O. Box 893953
Mihlani, Hawaii 96789-0953
(808) 381-1342 FAX (808) 625-4287

August 18, 2005

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates, Inc.
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814

Dear Mr. Kaneshiro:

**Subject: Botanical Assessment, Haleiwa 7-Eleven
TMK 6-6-01:033**

As requested, I have performed a botanical assessment of the flora at the property located at 66-031 Kamehameha Highway, Haleiwa, Hawaii (TMK 6-6-01:033). The site inspection was conducted on Monday, July 18, 2005. This letter constitutes my report.

The 66-031 Kamehameha Highway site is currently a service station. Other than a few small planter areas, the land is covered with asphalt, concrete, or structures. Within the limited planter areas there are a variety of plants. The largest is a Monkeypod tree, *Samanea saman*, that is in an advanced state of decline. See Figures 1 through 5. It is a mature specimen that was severely pruned (topped) at some time in the past. It measures 66" dbh (diameter breast height) with an overall height of 26'. It has two primary codominant stems with an extensive hollow area (31" depth) visible in the vicinity of the first crotch. Significant borer damage is apparent. Large areas of bark have fallen off, exposing the dead wood below. This tree is in danger of failure and should be removed expeditiously.

In addition to the Monkeypod, there are several common, nonnative species at the site in poor to fair condition. These are of no special botanical significance and can be removed during the proposed construction project. See Figures 6 through 11. A listing of the species follows:

Species Listing

Common Name	Botanical Name	Comments
Chinese Taro	<i>Alocasia cucullata</i>	considered invasive
Bougainvillea	<i>Bougainvillea spectabilis</i>	
Canna	<i>Canna indica</i> L.	
Papaya	<i>Carica papaya</i>	
Pagoda Flower	<i>Clerodendrum buchanani</i> var. <i>fallax</i>	considered invasive
Sago Palm	<i>Cycas revoluta</i>	
Umbrella Plant	<i>Cyperus involucratus</i>	considered invasive
Chinese Red Hibiscus	<i>Hibiscus rosa-sinensis</i>	
Impatiens	<i>Impatiens wallerana</i>	
Monkeypod	<i>Samanea saman</i>	
Dwarf Rhoeo	<i>Tradescantia spathacea</i> 'Dwarf'	
Manila Palm	<i>Veitchia merrillii</i>	

Thank you for the opportunity to be of assistance. Should you have any questions regarding this report, please feel free to contact me at (808) 381-1342 or via e-mail at ckwan@hawaii.rr.com.

Respectfully submitted,

CAROL KWAN CONSULTING LLC



Carol L. Kwan
President, Certified Arborist

June 19, 2009

Ms. Carol L. Kwan, President
Carol Kwan Consulting LLC
P.O. Box 893953
Mililani, Hawaii 96789-0953

Subject: Botanical Assessment of the Flora for Proposed Haleiwa Project
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Ms. Kwan:

We are responding to your letter dated ~~CE * ~ • o Fi~~, 2005 regarding the above referenced subject. We were grateful for your response indicating that there will be no impact to the existing fauna on our proposed development.

We appreciate your time and support in providing us with this information.

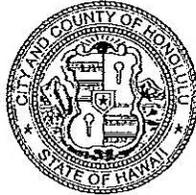
Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.


Lance M. Kaneshiro
Associates

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR • HONOLULU, HAWAII 96813
TELEPHONE: (808) 523-4432 • FAX: (808) 527-6743
DEPT. INTERNET: www.honoluluapp.org • INTERNET: www.honolulu.gov



FI HANNEMANN
MAYOR

HENRY ENG, FAICP
DIRECTOR

DAVID K. TANOUE
DEPUTY DIRECTOR

2005/ED-29(gu)

February 16, 2006

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates, Inc.
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814

Dear Mr. Kaneshiro:

Re: Draft Environmental Assessment
Seven-Eleven Hawaii
66-031 Kamehameha Highway - Haleiwa
Tax Map Key 6-6-001:033

Transmitted for your response and incorporation into the project's Final Environmental Assessment (FEA) are agency comments on the Draft Environmental Assessment (DEA) received thus far by the Department of Planning and Permitting (DPP). Most of these comments were previously faxed to you; we will transmit any others that are received after the date of this letter.

Additionally, the DPP has reviewed the project's DEA, and transmits the following comments:

A. Land Use Concerns:

1. Page 6 - General Description/Planning Principles -

- a. The FEA should clarify whether there is an active gas-pumping operation currently on-site.
- b. Road Widening for Kamehameha Highway: In one sentence, the DEA states that "the two gas islands will remain"; however, a subsequent sentence states "certain issues are in the process of being decided on for the actual widening of the road. Until then, the gas islands *may* remain." [Emphasis added]

Contrary to these statements, the DPP believes that some roadway improvements that are consistent with the Haleiwa Special District regulations should be implemented with the project. Therefore, the FEA should include a description of these potential improvements, including: a) construction of pedestrian ways, and

b) if new or modified travel lanes are recommended, pedestrian safety zones near the existing cross walk.

2. Alternatives - The FEA should include an alternative project layout (narrative discussion; site map showing traffic circulation) that removes the gas pump islands from the road-widening setback (for potential roadway improvements).
3. Exhibit 3 - Special District Map: Detail is difficult to discern on this exhibit, and a larger-scaled map should be used in the FEA. Also, the significance of the dark blue square to the right of the project site is unknown and should either be labeled or deleted. Finally, it appears that the hatched area is intended to denote the area within the Haleiwa Special District and should be so noted on the exhibit.
4. Exhibit 4 - Shoreline Management Area - The exhibit label should be revised to reflect the correct term - "*Special Management Area*". Also, a larger-scale map would be preferred for this exhibit, and the 'Special Management Area' labeled and crosshatched for future black-and- white reproduction.
5. Exhibit 5 - Flood Map - The flood zone designations are difficult to discern on this exhibit and a larger-scale map (with flood zones clearly labeled) should be used. Further, we recommend using a means other than color-differentiation to distinguish the different flood zones to allow useable black-and-white reproductions for future SMP and SD permit processing.
6. Exhibit 6 - Haleiwa-Waialua Town - This exhibit is difficult to read and should be replaced with a clearer version in the FEA.
7. Exhibits 7, 8, 9, 11, 12, 13 - Photos and Exhibit 10 - Photo Reference Map - The twelve photos included in the DEA are neither labeled nor individually numbered, thus it is unknown what the five numbers on the photo reference map correspond to.

All of the photos included in the FEA should be numbered and labeled, and identified on the *Photo Reference Map*.

8. Exhibit 14 - Existing Site Plan - This exhibit should be replaced with one that is legible and *to scale* in the FEA. The locations of the existing septic tank and site ingress/egress should also be labeled.

9. Exhibits 14 and 15 - Both exhibits should be revised in the FEA to clearly identify the existing (Exhibit 14) and proposed (Exhibit 15) driveways (with dimensions, lanes), and interior vehicular circulation pattern.

It would also be helpful to indicate the direction of the Haleiwa Boat Harbor on these exhibits in the FEA.

10. All Exhibits - It would be helpful to include a directional arrow (north-south) on all of the exhibits in the FEA.

11. Additional Exhibit - It would be helpful for the FEA to include a location map that depicts the site in context with the existing restaurant and other area uses described in the document, as well as the Haleiwa Boat Harbor, Haleiwa Alii Beach Park, and Anahulu Stream. A map at a scale larger than the DEA's Exhibits 4 and 5 should be used.

12. Page 7 - Use Characteristics -

- a. The FEA should provide the proposed hours of operation and an estimated number of full and part-time employees for the project.
- b. The DEA states, "Parking will be provided to meet or exceed LUO requirements." The FEA should provide the LUO parking and loading calculations for the proposal.

13. Page 7 - Physical Characteristics - The DEA states "The new structure and overall development implement guidelines from the NSSCP as well as the LUO." Reference is also made to the use of "similar materials from other structures in the area".

The FEA should cite the specific NSSCP and Haleiwa Special District (LUO) guidelines being referenced, and describe the manner in which the project complies with each. The FEA should also identify and briefly describe the "area" structures referenced.

14. Page 8 - Construction Characteristics - Regarding a large Monkeypod tree on the site, the DEA states "an assessment indicates the tree is in an advanced state of decline and should be moved expeditiously for safety concerns".

The assessment of the tree's condition should be conducted by a certified arborist and included in the Final EA.

15. Page 8 - Utility Requirements -

- a. The DEA states, "The current electrical service is a 120/240v single phase service that will need to be upgraded to a 3 phase service."

The FEA should describe the new equipment and construction that will be required for this service upgrade.

- b. The DEA states that existing water meter is a "5/8" meter" and is anticipated to be upgraded to a "1-1/2" meter". Please clarify whether these are the sizes of the waterlines.

16. Page 9 - Access to the Site - This section states, "The site is located at the corner of Haleiwa Road and Kamehameha Highway. Vehicular access to the site may be from either of these roads as these two roads accommodate two-way traffic."

- a. It is not clear whether this is intended to mean that access from both roads is being proposed, or that it is simply possible. The FEA narrative and exhibits should clearly indicate where the existing and proposed ingress and egress locations are.

- b. The FEA should indicate the ownership (State or City) of Haleiwa Road and Kamehameha Highway.

- c. The location of the proposed concrete pad for pedestrian use should be labeled on Exhibit 15. The FEA should also provide the approximate size of this pad.

17. Page 10 - Economic and Social Characteristics - The DEA states that the project "...will increase the areas economic activity through the increase of patronage to surrounding business."

The FEA should identify and briefly describe these surrounding businesses. Reference could be made to photos in the FEA, if appropriate.

18. Page 11 -- Topography - The DEA states "The process will be to perform a topographic survey of the site at the appropriate time."

Include an explanation of what is meant by "the appropriate time" in the FEA, as well as expanded description of anticipated grading activity and potential impacts on the surrounding area.

19. Page 11 - Surface Runoff, Drainage, Erosion Hazard - The DEA states "Run off and drainage of storm water from the site will not increase as the proposed project will have less paving and more landscaping."

- a. The FEA should include a description of the site's current drainage and run-off pattern(s) and any off-site impacts.
- b. The FEA should describe the proposed amounts of pavement reduction and increased landscaping, including consideration of potential Kamehameha Highway widening and implementation of Ordinance 2412 improvements.
- c. The FEA should also include more information about the proposed retention, detention and infiltration plan mentioned in this section of the DEA.

20. Page 13 - Affected Environment -

- a. The DEA states, "According to our investigation, there are no records to indicate the presence of any endangered species or any habitats for any endangered species."

The FEA should identify the resources (persons and written materials) consulted during this investigation.

- b. Relation to historic, cultural, and archaeological resources - The DEA states "A literature review and cultural impact evaluation study was done, finding that the proposed development is not expected to impact on any historical, cultural or archaeological resources."

The FEA should include the referenced evaluation study. Further, the State Historic Preservation Office (SHPD) should be consulted about the project, and the results of that consultation included in the FEA.

21. Page 14 - Quality of Receiving Waters and Ground Water Resources - The DEA states "The proposed project will not impose on the groundwater control area or streams and the ocean as there will not be any proposed well system."

The FEA should describe the basis for this statement, including any study/analysis conducted for the project and consultations with the State Department of Health's Clean Water and Wastewater branches.

22. Page 15 - Coastal Zone Management Objectives and Policies (HRS 205A-1) - The DEA states "According to the Hawaii Revised Statutes regarding the Coastal Zone Management Objectives and Policies, the proposed Project will not have significant impacts to the outlined objectives and policies in the document."

This section of the FEA must be expanded to discuss the impacts of the project in relation to *each* of the CZM Objectives and Policies as outlined in HRS 205A-1.

23. Page 15 - Special Management Area Guidelines (HRS 205A-2) - The DEA states "The proposed project is not anticipating on having any significant detrimental impacts to the environment, the natural resources and the coastal zones."

Please note that the correct legislative reference is Section 25-3.2, Revised Ordinances of Honolulu (ROH).

As with the *CZM Objectives and Policies*, this section of the FEA must be expanded to discuss the impacts of the project in relation to *each* of SMA Guidelines contained in the ROH.

24. Page 5 - Permits - This list of what is assumed to be permits required for the project's development should also include *construction plan approvals*.

Any questions regarding the above comments may be directed to Geri Ung of our Urban Design Branch at 527-6044.

B. Site Development Concerns:

Civil Engineering Concerns:

1. Grading and trenching permits may be required for the project.
2. Clarify whether the grading work will involve removing on-site soil. If so, the soil should be tested for contamination.
3. The FEA should describe the BMPs which will be utilized during demolition and grading.
4. Drainage problems are not anticipated from the project; the site is already paved and therefore there should be no increase in runoff. A drainage report may be required prior to construction or building permit approval.

Mr. Lance Kaneshiro
February 16, 2006
Page 7

Any questions regarding these comments may be directed to Don Fujii (523-4212), Dawn Kimura (523-4968), or Scott Nakamatsu (527-6247) of the Civil Engineering Branch.

Wastewater Concerns:

Since the project proposes to use a privately owned septic system to dispose of wastewater, the Wastewater Branch has no comments.

Traffic Concerns:

1. Roadway improvements to Kamehameha Highway and Haleiwa Road should be provided along the project's street frontage with respect to the new road widening property line. Generally, the street setback along Kamehameha Highway is twenty (20) feet, and along Haleiwa Road is eight (8) feet, with a thirty-foot property line radius at the intersection of the two streets.
2. A traffic assessment should be prepared to determine the level-of-service of Kamehameha Highway at Haleiwa Road and the periods of critical traffic flow. The assessment should also identify the operational characteristics of the proposed driveways and methods to provide and promote efficient ingress and egress for users of the site.
3. Landscaping should be planted and maintained in a manner that does not obstruct vehicular sight distance at driveways and intersections.
4. Construction plans for all work within and affecting the existing and future road rights-of-way should be submitted to the DPP for review and approval.

Any questions regarding these comments may be addressed to Mel Hirayama of the Traffic Review Branch at 523-4119.

C. Planning Concerns:

1. Absent from the DEA is a section on alternatives to the proposed action. Alternatives should be discussed and evaluated in the Final EA, including a different facility configuration(s), such as having the storefront Kamehameha Highway rather than Haleiwa Road. This configuration would be more in keeping with the North Shore SCP, which, in its vision for Haleiwa as a "Country Town", calls for new development to be concentrated along Kamehameha Highway (Section 2.2.4 of the North Shore SCP). Furthermore, general policies, planning principles, and guidelines pertaining to

commercial areas emphasize ground-level commercial usage fronting main thoroughfares such as Kamehameha Highway (Section 3.6 of the NSSCP).

2. The planning principle pertaining to physical linkages and accessibility states that pedestrian and bicycle access is important for all commercial areas, while transit access is important for Country Towns and Rural Community Commercial Centers (Sec. 3.6.2 of the NSSCP). The FEA should include a description of present and future bicycle facilities within the vicinity of the proposed action. It should be noted that future bikeways are planned along Kamehameha Highway and Haleiwa Road, as shown on the NSSCP Public Facilities Map. Sec. 4.1.3 of the NSSCP refers to Bike Plan Hawaii (1994), a State master plan for bikeways. The update to this plan was completed in 2003 and can be found at: <http://www.state.hi.us/dot/highways/bike/bikeplan/index.htm>.
3. The FEA should also include a discussion on transit access to the proposed project. The DEA only mentions that a transit stop would not be strategic for this location, as it will inhibit the flow of traffic. Of particular importance is the safety of crossing Kamehameha Highway from bus stops located mauka of the roadway in light of the increasing number of pedestrian accidents and fatalities and since there are no existing traffic lights that are in close proximity to the project site.

Any questions regarding these comments may be addressed to Dina Wong of the Planning Division at 527-6074.

We hope you find these comments useful, and we look forward to reviewing the Final Environmental Assessment for the project.

Very truly yours,



fn Henry Eng, FAICP, Director
Department of Planning and Permitting

HE:pl

July 14, 2009

Mr. Henry Eng, FAICP
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: DRAFT Environmental Assessment
7-Eleven Hawaii
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Mr. Eng:

We are responding to your comments in a letter dated February 16, 2006 regarding the above referenced subject:

A. Land Use Concerns:

1. Page 6 – General Description/Planning Principles:

- a. Currently there is an existing structure that houses two active gas pump islands, an office and two service bays to service cars. (The proposed project will be to demolish all existing structures on-site and to construct a new convenience store and gas canopy to dispense gasoline.). Currently, the service bays are not in operation and are now being used as a “convenience” store.
- b. The two (2) gas islands will be removed. We have contacted the Traffic Review Branch and they have informed us that there is a road widening proposal for this area along Kamehameha Highway. The proposed development will accommodate the road widening, being 20’-0” from the Kamehameha Highway and 8’-0” from Haleiwa Road.

Also, the proposed new convenience store will be entirely within the Special Management Area and in the country Town area as designated on the NSSCP Land Use Map. This development will also be in Haleiwa Special District. The proposed development will implement pedestrian safety zones, bike parking, encourage cyclists and modified travel lanes.

2. Alternates: We are enclosing two (2) alternates.
3. Exhibit 3 – Special District Map: Enlarged and denoted map. See revised Exhibit 3.

4. Exhibit 4 – Shoreline Management Area: Enlarged and denoted map.
5. Exhibit 5 – Flood Map: Enlarged and denoted map.
6. Exhibit 6 – Haleiwa-Waialua Town: Enlarged and a clearer version provided.
7. Exhibits 7, 8, 9, 11, 12, 13 – Photos and Exhibit 10 – Photo Reference Map: Photos 7, 8, 9 are examples of building character in the Community. Photos 11, 12, 13 are of the existing site. All photos have been labeled and identified.
8. Exhibit 14 – Existing Site Plan: Provided a legible plan to scale.
9. Exhibit 14 and 15: Provided identification and dimensions. Also, indicated harbor direction.
10. All Exhibits: Provided directional arrows on all of the exhibits.
11. Additional Exhibit: Included location map.
12. Page 7 – Use Characteristics:
 - a. Provided hours of operation and number of employees. 12 full-time employees and 7-Eleven would like to seek a CUP to operate 24 hours.
 - b. $2,309 \text{ SF, Store}/300 \text{ SF per parking} = 7.69$, providing eight (8) stalls and one (1) 8'-6" x 19' loading stall, one (1) accessible is inclusive of the eight (8) stall provided.
13. Page 7 – Physical Characteristics: The new structure and overall development will implement guidelines from the NSSCP as well as the LUO. The structure and use will give the feeling of being a “country town”. The structure will contextually fit within the community as it will incorporate the use of similar materials from other structures in the area. Also, the character will reflect upon the “regional plantation”, “1900 period” style of architecture which is prevalent in the community. The highest peak of the parapet will be roughly 24 feet. The design of the new structure will reflect the surrounding buildings to be in context with the community. The planned parapets will reflect similar characteristics that will compliment and be compatible with the adjacent entities. The colors will be of earth tones that will blend and relate contextually. The convenient store being less than 2,500 square feet is in tune with the type of small business like, country town character that is part of the NSSCP planning principles.

Planning Principles (3.6.2 NSSP) and Guidelines (3.6.3 NSSCP):

Physical linkages and accessibility

- We are incorporating a bicycle rack to promote the use of bicycles and provide rest/stopping area long the planned bike path.
- We are creating an area for a “pedestrian use haven” at the corner of Haleiwa and Kamehameha. There are currently no sidewalks for pedestrian use.

- Architecturally we are creating our building that will conceptually fit within the community. The elevations will reflect the “turn of the Century look” that will complement the surrounding structures.
- 7-Eleven fits into the scale and purpose as it’s principally a small convenience store that emphasizes on convenience or essential goods.
- It is felt that the proposed development being set back from the street frontage will open the space at the corner to promote views toward the harbor (3.6.3.1 NSSCP)
- At the corner of Kamehameha Highway and Haleiwa Road, the development will incorporate a pedestrian haven that will include street furniture (bench) and a bike rack. This will enhance and promote the pedestrian oriented commercial area.

The proposed development will adhere to Chapter 21.9.90 of the LUO.

LUO 21-9.90-1 The proposed design will enhance and maintain the “plantation era character” through period design features, by the use of compatible materials used throughout the town, the low-rise human scaled form and character, and by texture and color. The turn of the century architecture character is very prevalent in Haleiwa town, therefore referencing business names to get point across, is felt unnecessary.

14. Page 8 – Construction Characteristics: In the FEA, a report is included from a certified arborist claiming that the monkey pod tree is in a state of decline.
15. Page 8 – Utility Requirements:
 - a. The current electrical service is a 120/240v single phase service that will need to be upgraded. The new service will be 120/208V, 400 on a metered service. The proposed development will also have a transformer which will be sized by HECO.
 - b. As for the water, the existing meter size is a 5/8” meter and this will also need an upgrade in service. It is anticipated to have a 1-1/2” meter to service the new development. The main water line going into the building will be anticipated to be 1-1/4”, the lines will then be downsized accordingly by distance and use, anywhere from 1/2” to 1”. The current municipal water mains that service this area are sufficient for the proposed needs.
16. Page 9 – Access to the Site: Both streets fronting the said parcel are governed by the City & County. The site is located at the corner of Haleiwa Road and Kamehameha Highway. Currently, the site has no sidewalk or curbing. The asphalt road and the asphalt property have no transition.

The proposed vehicular access to the site will be from either of these roads as each of these two roads accommodate two-way traffic. The proposed plan is to have two-way traffic for each of the driveways. For pedestrian access there are asphalt sidewalks on both Haleiwa Road and Kamehameha Highway. The

proposed development will accommodate a concrete pad at the corner for pedestrian use. Its approximate size is about 270 sf.

17. Page 10 – Economic and Social Characteristics: It is anticipated that the construction cost for the proposed development will be approximately \$1,200,000 and the construction time will be approximately 4 months.

From a socio-economic standpoint, this commercial development will generate construction and construction related jobs for the duration of construction. It will increase the areas economic activity through the increase of patronage to surrounding business'. Because of the nature of being a convenience store consumers will shop at the convenience store all the while being exposed to the surrounding businesses and vice versa. Stores such as Ace Hardware, surf shops and cafes. For long term employment, it will generate approximately twelve full time positions as well as a few part-time positions.

Socially, this convenient store will supply the daily needs for the influx of tourist and the residents of the immediate area and surrounding areas. It may also serve as a reference point for directions.

18. Page 11 – Topography: The general topography of this proposed site is relatively flat. Upon visual inspection of the cross slope of the site, it appears as though it will not exceed 12 inches in height. The process will be to perform a topographic survey at the planning stages of this proposed development.

The proposed development will not deviate much, if at all from what is currently existing. The existing asphalt pavement will be removed and replaced relatively close to what is, existing. The anticipated impact to the surrounding area should not be increased.

19. Page 11 – Surface Runoff, Drainage, Erosion Hazard: Currently in Haleiwa, there is not a public storm drainage system that supports the City and County of Honolulu standards. The site, as mentioned previously, is encompassed with asphalt paving throughout.

Presently, there is no site catchment system to manage the existing run-off from the property. The natural slope of the property runs in a north-easterly direction towards Halawa Road, based on the topo maps of the City DPP website and by observation. The proposed project will implement BMP's required by the City & County during construction.

Run off and drainage of storm water from the site will not increase as the proposed project will have less paving and substantially more landscaping. Dawn Kimura was contacted on October 31st, 2008 and Ordinance 2412 will be enforced. At this time, the existing site has approximately 385 square feet of landscaping located at the corner of Kamehameha and Halawa. Also, existing is a Monkey Pod tree which is in a degraded state. The proposed development will have 2,343 square feet of new landscaping. The imposition of road widening and

the enforcement of Ordinance 2412 will lessen the area of the property by 3,268 SF.

The structure size will increase which will make it easier to direct the flow of water off of the structure through downspouts. With the projects engineering team, as recommended by the city and county and the North Shore Sustainable Communities Plan, the site will improve the drainage with the incorporation of an infiltration plan to retain and detain storm water for gradual release. The project's intention to control run off is the use of the planters as a retention and release mechanism. This will help to improve and detain any undesirable runoff. Another area of explorations and possibilities will be the use of the parking areas as a detention system, should it become necessary in the design phase of the project. (4.6.2 NSSCP)

Because of the nature and the scope of the proposed project, the activities as described is not anticipated to involve placement of dredged or fill material into U.S. waters therefore it will not be required to obtain a Department of the Army permit.

Currently, removal of existing soil is not anticipated. Should it become necessary, proper testing for contamination prior to disposal shall take place. Best management practices will be incorporated for grading and demolition phases of the project.

20. Page 13 – Affected Environment: Relation to historic, cultural, and archaeological resources.

A literature review and cultural impact evaluation study was done by Cultural Surveys of Hawaii, finding that the proposed development is not expected to impact any historical, cultural or archaeological resources. On the proposed property, it is not expected to have any significant cultural, historical or archaeological findings. A based survey inventory plan shall be submitted to SHPD to meet the requirements of HAR Chapter 13-276, however, should any of these elements be uncovered during construction, the developer will stop work to further assess the situation with the State Historic Preservation Division (SHPD). Refer to Cultural Surveys of Hawaii document in the correspondence entitled Section Summary & Recommendations. A full document is available for review at request. Further more SHPD has determined that they could not make a final determination.

21. Page 14 – Quality of Receiving Waters and Ground Water Resources:

The proposed project will not impose on the groundwater recharge cycle within the groundwater control area or streams and the ocean as there will not be any proposed well system. Currently there is a septic tank system. As previously stated, the proposed project will also incorporate an upgraded septic system to accommodate the new plumbing fixtures, as necessary. The water retention system will be directed to the new landscaping areas to arrest water runoff from the site. The proposed development will not increase the runoff from the site as

there will be more lot coverage whether it will be from the structure or the landscaping groundcover. The Department of the Army has been contacted and a permit from them will not be required. (See attached letter from the Department of Army dated Nov. 7, 2005) an NPDES permit will also not be requested as the affect land area of the parcel is less than acre.

22. Page 15 – Coastal Zone Management Objective and Policies (HRS 205A-1):

According to the Hawaii Revised Statutes regarding the Coastal Zone Management Objectives and Policies, the proposed Project will not have significant impacts to the outlined objectives and policies in the document.

1. Recreational Resources: Is not part of the planning as the development does not provide coastal recreational opportunities.
2. Historic Resources: As stated in a prior section efforts will be enforced to protect historic resources as it encountered. Currently there are no historic resources on site.
3. Scenic and open space resources: By placing the development in the corner of the lot and away from the street corner it would be a more desirable location to promote scenic views toward the ocean which will enhance the quality of scenic views.
4. Coastal ecosystems: Minimizing storm water through possible retention will help protect coastal ecosystems. Also, promoting litter control will help protect the overall ecosystem.
5. Economic uses: The redevelopment of this lot will not only improve the aesthetics, but will also improve the economics of the Community by strong business practices.
This convenience store has a strong economic tie to the community in terms of providing and maintaining job employment on a consistent basis. Although 7-Eleven may have a large corporate name, the limited store floor area gives it a small store feeling. It will serve Haleiwa and the North Shore as a main employment center while maintaining its historic character (NSSCP 2.1).
6. Coastal hazards: The improved structure of CMU construction will help to reduce hazard to life and property from various natural hazards.
7. Managing development: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.
8. Public participation: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.

9. Beach protection: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.

Marine resources: Because of the close proximity to the ocean promoting good practice for coastal protection through education materials and public participation can be promoted.

23. Page 15 – Special Management Area Guidelines (HRS 205A-2):

ROH 25-3.2

Adequate Access

Access to public beaches, recreation areas and natural resources is not provided as the parcel is not adjacent to any of these areas.

As stated in the Section F paragraph 5 & 6 of this document, liquid waste disposal will be through a septic system and solid waste disposal will be done through a private garbage collection service.

There will be no major and significant alterations to land forms as the new grades will remain fairly constant to the existing grades. The new development will not increase significant adverse environment or ecological affects. Currently the entire lot contains asphalt paving. Removal of the paving will accommodate all BMP procedures. This developmental proposal will not have any dredging, filling or reduce the size of the beach or prohibit any public access to beaches or any waterways within the special management area. It will not have any impacts that would adversely impact water quality or adversely affect existing potential fisheries, wildlife habitats or agricultural sites.

According to the LUO, Haleiwa Special Districts design guidelines the structures are encouraged to be adjacent to the front setbacks. It is felt that the development on the front setback along Kamehameha Highway or Haleiwa Road will be contrary to promoting scenic views toward the ocean and mountains, as stated in the NSSCP (3.1.2). In the proposed development, the structure is pulled off of the front set back to open up the corner allowing a more open feeling and promoting scenic views toward the ocean.

Also, it will help to create improved sight lines in terms of traffic concerns. In general, there will be no adverse effects per review guidelines of the ROH Sec. 25-3.2, and the HRS 205A-1.

The proposed project is not anticipated on having any significant detrimental impacts to the environment, the natural resources and the coastal zones and will be consistent with the objectives and policies set forth in section 25-3.1. This development will be consistent with the community general plan, development plans and zoning requirements.

24. Page 5 – Permits

Special Management Area Use Permit
Special District Permit (Major)
Construction Plan Approvals
Grading and Trenching Permits
Building Permit
NPDES Permit not required as it is well under one (1) acre
NOI – per Department of Health

B. Site Development Concerns:

Civil Engineering Concerns:

1. Will obtain grading and trenching permits as required.
2. Currently, asphalt paving encompasses the entire site. The general soil composition in this area is of the Haleiwa Series (HeA) soil. The surface layer is a dark brown silty clay approximately 17 inches thick with the sub soil and substratum going to a depth of more than 5 feet deep. This angular, blocky structure layer is of dark brown and dark yellowish silty clay ranging from neutral to slightly acid. The soils' permeability is moderate with the run off to be very slow. This type of soil has no more than a slight erosion hazard. This type of soil if used as topsoil, road fill and is considered to be suitable. All features are favorable if used as embankments for ponds, agricultural drainage, irrigation, terraces, diversions, and foundations for low buildings.

All soils to be removed from the site will be tested and disposed of in accordance with all government regulations.

3. The proposed project will implement BMP's required by the City & County during construction.
4. Drainage report to be obtained (if required) prior to construction or building permit approval. Also, a traffic assessment shall be prepared.

Traffic Concerns:

1. Roadway improvements to Kamehameha Highway and Haleiwa Road will be provided along the project's street frontage with respect to the new road widening property line.
2. A traffic assessment will be prepared.
3. Landscaping will be incorporated in a manner that does not obstruct vehicular sight distance at driveways and intersection.
4. Construction plans will be submitted to the Department of Planning & Permitting for review and approval.

C. Planning Concerns

1. Two (2) alternatives will be provided.
2. The new structure and overall development will implement guidelines from the NSSCP as well as the LUO. The structure and use will give the feeling of being a “country town”. The structure will contextually fit within the community as it will incorporate the use of similar materials from other structures in the area. Also, the character will reflect upon the “regional plantation”, “1900 period” style of architecture which is prevalent in the community. The highest peak of the parapet will be roughly 24 feet. The design of the new structure will reflect the surrounding buildings to be in context with the community. The planned parapets will reflect similar characteristics that will compliment and be compatible with the adjacent entities. The colors will be of earth tones that will blend and relate contextually. The convenient store being less than 2,500 square feet is in tune with the type of small business like, country town character that is part of the NSSCP planning principles.

Planning Principles (3.6.2 NSSP) and Guidelines (3.6.3 NSSCP):

Physical linkages and accessibility

- We are incorporating a bicycle rack to promote the use of bicycles and provide rest/stopping area long the planned bike path.
- We are creating an area for a “pedestrian use haven” at the corner of Haleiwa and Kamehameha. There are currently no sidewalks for pedestrian use.
- Architecturally we are creating our building that will conceptually fit within the community. The elevations will reflect the “turn of the Century look” that will complement the surrounding structures.
- 7-Eleven fits into the scale and purpose as it’s principally a small convenience store that emphasizes on convenience or essential goods.
- It is felt that the proposed development being set back from the street frontage will open the space at the corner to promote views toward the harbor/ocean (3.6.3.1 NSSCP)
- At the corner of Kamehameha Highway and Haleiwa Road, the development will incorporate a pedestrian haven that will include street furniture (bench) and a bike rack. This will enhance and promote the pedestrian oriented commercial area.

The proposed development will adhere to Chapter 21.9.90 of the LUO.

LUO 21-9.90-1 The proposed design will enhance and maintain the “plantation era character” through period design features, by the use of compatible materials used throughout the town, the low-rise human scaled form and character, and by texture and color. The turn of the century architecture character is very prevalent in Haleiwa town, therefore referencing business names to get point across, is felt unnecessary.

3. See above for response.

Mr. Henry Eng, Department of Planning and Permitting
July 14, 2009
Page 10

We appreciate your time in providing comments on the DRAFT Environmental Assessment for the proposed 7-Eleven Hawaii (Haleiwa) convenience store. We have incorporated your comments into the FINAL Environmental Assessment.

Thanks for your support in helping us compile the Environmental Assessment.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "Lance M. Kaneshiro". The signature is written in a cursive, flowing style.

Lance M. Kaneshiro
Associates

Section 6 Summary and Recommendations

6.1 Summary

Historical documentation indicates that the district of Waialua, in which the project area is located, comprised in traditional Hawaiian times a landscape of material abundance that made it a focus of populous settlement and *ali'i* residence. Archaeological documentation suggests that the resource rich coastal strip and natural ponds with associated taro *lo'i* at Waialua Bay was a focus of permanent habitation and associated activities. Mid-1800's documentation including LCA testimonies indicates that there was extensive ponded-field (*lo'i*) taro cultivation associated with *kuleana* – including LCA 10727 within the current project area – within the coastal zone above Waialua Bay in 1848, likely reflecting a continued occupation of the lands around the bay and 'Uko'a and Loko'ea ponds.

Based on the above documentation, traditional cultural practices associated with Waialua Bay would include, on shore, habitation sites and temporary fishing camps with associated activity areas and possible human interment in jaucus sand dunes; and, offshore, fishing.

The six individuals with long-term backgrounds at Hale'iwa Town and the North Shore community expressed no specific concerns related to traditional cultural resources, practices or beliefs that might be impacted by the development of the service station parcel.

Thus we would make the following summary points regarding the TMK 6-6-001:33 Union 76 service station parcel:

- There was an important traditional Hawaiian site (Site 231) Anahulu/Kamani Heiau within 200 m but we have no reason to believe it extended into the present project area.
- There was agricultural use for ponded taro fields and an irrigation channel on the parcel in 1848. This pattern of land use may have been centuries old. These ponded fields may well have been adapted by Chinese for rice cultivation c. 1880-1900.
- There was a significant historic site, the Haleiwa Hotel within 100 m but we have no reason to believe it extended into the present project area.
- There were at least two structures on the parcel in 1907 that may have been stores and/or residences but they do not appear to be of any particular note.
- There appears to have been the head of a small gulch, descending to the southwest, cutting through the parcel until at least as late as 1943 that must have been subsequently filled in. Thus much of the parcel is likely fill land.
- Previously identified human remains in the vicinity are typically in coastal Jaucas sand deposits that are not believed to be present in the project area.
- Excavations for the existing gas tanks are likely to have disturbed any deposits that may have been present.
- The six kama'āina questioned had no particular cultural concerns for the parcel but it was noted that the large monkey pod tree is something of a landmark.

6.2 Recommendations

Based on the above findings, it is recommended that no further formal archaeological or cultural impact studies or mitigations measures are warranted.

As a precautionary measure, personnel involved in any new construction should be made aware of the possibility, however slight, of inadvertent cultural finds, and made aware of the appropriate notification measures to follow. In the unlikely event any human remains or other significant finds are encountered all work in the immediate vicinity should stop and the State Historic Preservation Division (692-8015) should be promptly notified.

Listed and sensitive species investigation, Haleiwa Union 76 station, Hale'iwa, O'ahu

This letter report transmits the results of a brief investigation of parcel TMK 6-6-01: 33 located at the southwest corner of the intersection of Kamehameha Highway and Hale'iwa Road, in Hale'iwa on the north shore of O'ahu. The purpose of the investigation was to establish that no biological species listed under federal or State of Hawai'i endangered species laws (threatened, endangered, or proposed for listing).

As shown in Figure 1, the parcel (owned by Union Oil Company of California) is presently occupied by a Union 76 service station, a snack shop facility (Wiki Wiki Java), and a paved parking lot (behind the building shown in the photograph). The only vegetation in the service station area consists of two planted cycads (*Cycas* sp.) in a decorative planting at the corner. Several other ornamental plants are present as potted specimens for the Wiki Wiki Java outdoor seating area (on the right in Fig. 1). No attempt was made to identify the potted plants, as these represent fairly common, non-native ornamentals (mostly various palms) and are not permanently planted on the site.



Figure 1. Developed parcel TMK: 6-6-01: 33 is a Union 76 gas station, seen here from across Kamehameha Hwy. looking southwest.

No listed plants are growing on the property, and therefore no special habitats exist for listed animals. No listed species of plants or animals have been recorded in modern times from

Hale'iwa town. The only listed terrestrial mammal is the endangered Hawaiian hoary bat (*'ope'ape'a* or *Lasiurus cinereus semotus*); this species is no longer known from O'ahu. Of course, the marine environment could harbor, near shore, threatened Green sea turtle (*honu* or *Chelonia mydas*), and endangered Hawksbill turtle (*hono'ea* or *Eretmochelys imbricata*) and Monk seal (*'ilioholoikauaua* or *Monachus schauinslandi*). However, these species would not venture inland the several hundred yards of mostly paved or graveled lots separating the Union 76 station from the small boat harbor at Hale'iwa.

Nearly all federally listed species of birds are either forest species (on O'ahu found at higher elevations where native forest persists) or wetland species. The subject parcel has no wetland or forest habitat. It is possible that the Hawaiian endemic sub-species of the Short-eared Owl (*pue'o* or *Asio flammeus sandwichensis*) forages in fields surrounding Hale'iwa. The O'ahu population of this bird is listed as endangered by the State of Hawai'i, but it is not listed under the federal Endangered Species Act. The subject parcel offers no resources for this bird.

Finally, with respect to listed invertebrates, the majority of terrestrial species listed for Hawai'i are species that inhabit lava tubes or native forests. Blackburn's sphinx moth (*Manduca blackburni*) occurs at low elevations, but is no longer known to occur on O'ahu. Snails of the genus *Achatinella* (O'ahu tree snails; 41 species) occur at elevations above 1300 feet on the Island. In the absence of habitat for any of these (in the case of Blackburn's sphinx moth, plant species such as native *'aiea* (*Nothocestrum latifolium*) and non-native tree tobacco (*Nicotiana glauca*) that could support the larval stage of the moth are not present. In conclusion, it is the case that no species of special interest, sensitive or otherwise, or species particular concern, or species listed (threatened or endangered) by statute, occur on the parcel, TMK 6-6-01: 33 (Union Oil Co. of California) in Hale'iwa.

A handwritten signature in black ink, appearing to read 'EG' followed by a stylized name.

Eric Guinther, biologist
AECOS Inc.
August 14, 2008

June 19, 2009

Mr. Eric Guinther, Biologist
AECOS Incorporated
45-939 Kamehameha Highway
Kaneohe, Hawaii 96744

Subject: Historical Habitat Assessment for Proposed Haleiwa Project
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Mr. Guinther:

We are responding to your letter dated ~~06 * ~ • 07 2009~~ regarding the above referenced subject. We were grateful for your response indicating that there are no significant entities that will affect our proposed development.

We appreciate your time and support in providing us with this information.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



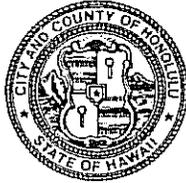
Lance M. Kaneshiro
Associates

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 7TH FLOOR HONOLULU, HAWAII 96813

Phone: (808) 768-8000 Fax: (808) 527-6743

DPP WEB SITE: www.honolulu.dpp.org • CITY WEB SITE: www.honolulu.gov



MUFI HANNEMANN
MAYOR

HENRY ENG, FAICP
DIRECTOR

DAVID K. TANOUE
DEPUTY DIRECTOR

March 6, 2008

2007/ELOG-3187 (dnk)

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa and Associates
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814

Dear Mr. Kaneshiro:

Subject: Ordinance No. 2412 Inquiry for Draft EA
Improvement of Haleiwa Road and Kamehameha Highway
66-31 Kamehameha Highway, TMK: 6-6-01:33

This is in response to your November 6, 2007 letter, inquiring whether the improvement of Haleiwa Road and Kamehameha Highway, is required under the provisions of Chapter 14, Article 21 of the Revised Ordinances of Honolulu (ROH), as amended (a.k.a. Ordinance No. 2412), for the proposed development at 66-31 Kamehameha Highway. We apologize for the tardiness of our response.

Our preliminary assessment concluded that upon the granting of a building permit, Ordinance No. 2412 would be enforced to implement: 1) the 8-foot roadway setback in Haleiwa Road to accommodate the construction of the right-turn lane in Haleiwa Road; 2) the roadway setback in Kamehameha Highway to accommodate the extension of the right-turn lane in Haleiwa Road; and 3) sidewalk improvements consistent with the Kamehameha Highway Master Plan, Weed Circle to Haleiwa Beach Park. Notice that the required improvements along Kamehameha Highway may not require utilizing the entire 20-foot width of roadway setback. Additionally, if feasible, installation of a drainage system connecting to the existing inlet located along the frontage of 66-36 Kamehameha Highway should accompany the roadway improvements to alleviate the existing ponding problem along the property frontage.

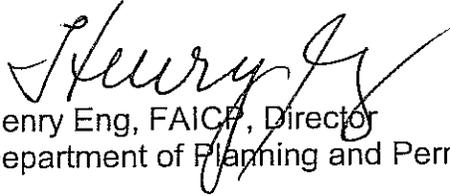
Mr. Lance Kaneshiro
March 6, 2008
Page 2

Please contact Ms. Ann Shimatsu of the Department of Design and Construction at 768-8805 for information on the latest version of the Kamehameha Highway Master Plan, Weed Circle to Haleiwa Beach Park. Also, prior to finalizing the design of the roadway improvements, please contact Mr. Mel Hirayama of the Traffic Review Branch at 768-8077 to determine the road-widening requirements along Kamehameha Highway and the right-turn lane in Haleiwa Road.

Wherever feasible, sidewalk improvements within the City right-of-way, including driveways, shall comply with prevailing City standards and ADA requirements. The road-widening setback shall be subdivided and dedicated to the City. Construction plans showing final improvements shall be submitted to the Department for approval.

Should you have any questions, please contact Ms. Dawn Kimura of our Site Development Division at 768-8106.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Henry Eng".

Henry Eng, FAICP, Director
Department of Planning and Permitting

HE:ky
[599187]

cc: Traffic Review Branch
Ann Shimatsu, DDC

June 19, 2009

Mr. Henry Eng, FAICP
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Subject: Ordinance No. 2412 Inquiry to Draft EA
Improvement of Haleiwa Road and Kamehameha Highway
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Mr. Eng:

We are responding to your comments in a letter dated March 6, 2008 regarding the above referenced subject:

In the proposed development an 8' road widening along Haleiwa Road will be implemented to accommodate a right turn lane. Also, a 20' width roadway setback will be implemented to accommodate the extension of the right turn lane in Haleiwa Road. Sidewalk improvements have been implemented to accommodate the Kamehameha Highway Master Plan.

If feasible, a drainage system will be implemented to alleviate ponding at the property frontage.

We will notify Ann Shimatsu of the Department of Design & Construction, as well as Mel Hirayama of Traffic Review Branch prior to finalizing the plans to determine road widening requirements.

We appreciate your time in providing comments on the DRAFT Environmental Assessment for the proposed 7-Eleven Hawaii (Haleiwa) convenience store. We have incorporated your comments into the FINAL Environmental Assessment.

Thanks for your support in helping us compile the Environmental Assessment.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate

LA 07-681.CO

December 5, 2007

Mr. Lance Kaneshiro
Yamasato, Fujiwara, Higa and Associates
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814-1617

Dear Mr. Kaneshiro:

Subject: Ownership of Portions of Haleiwa Road and
Kamehameha Highway fronting
Tax Map Key No. 6-6-001-033

This is in reply to your request for ownership information regarding the subject matter. A search of the records shows that the portions of Haleiwa Road and Kamehameha Highway fronting the above Tax Map Key are under the jurisdiction of the City and County of Honolulu.

You can call Frances Kauai-Lynch at telephone number 768-8710 if you have any questions.

Very truly yours,



Thomas T. Miyata, Chief
Land Division

DB:co

June 19, 2009

Mr. Thomas Miyata, Chief
Department of Design and Construction
Land Division
650 South King Street
Honolulu, Hawaii 96813

Subject: Ownership of Portions of Haleiwa Road and Kamehameha Highway Fronting
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003

Dear Mr. Miyata:

We are responding to your letter dated December 5, 2007 regarding the above referenced subject, thank you for providing ownership information regarding the above referenced subject.

Your determination has stated that the Haleiwa Road and Kamehameha Highway which fronts TMK: 6-6-001:003 are under the City jurisdiction. We will address all highway concerns with the City & County of Honolulu.

We are grateful for your time and support in providing us with this information.

Sincerely,

YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate

LINDA LINGLE
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

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

February 26, 2008

Lance Kaneshiro
Yamasato, Fujiwara, Higa & Associates
1100 Ward Avenue, Suite 760
Honolulu, Hawaii 96814-1617

LOG NO: 2007.3733
DOC NO: 0802BF09
Architecture
Archeology

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

Dear Mr. Kaneshiro:

SUBJECT: 6E-42 (HRS) Permit Review
RE: Demolition of Two (2) Structures
Project Location: 66-31 Kamehameha Highway, Oahu, Hawaii
TMK: [1] 6-6-001:033

This is in response to your building permit request dated November 1, 2007, which was received on November 5, 2007. We apologize for the delay in responding.

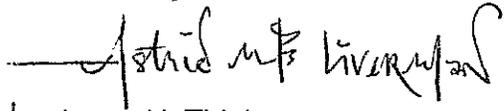
The request is for a Draft Environmental Assessment (DEA) to determine any known historic or archeological sites and if any impact to historic or archeological resources will occur with the demolition of the two extant structures. The two extant structures comprise of an awning structure for gas pumps and the other is for the associated service station building. Both structures date from ca.1960.

The State Historic Preservation Division received photographs of the existing structure on February 4, 2008. These structures are recommended ineligible for listing on either the State or National Register of historic places due to not being an outstanding representative example of their type or kind and the structures have not reached the 50 -year age requirement to be considered eligible for listing.

A review of our records indicates that Kamani Heiau, SIHP No. 50-80-04-231, was once located in the vicinity of the subject property (McAllister. 1933. *Archaeology of O'ahu*). The exact location of the heiau is unknown, however, there is a potential for subsurface deposits and/or human burials/remains. We suggest consulting knowledgeable individuals and conducting a literature review of historic documents, archaeological reports, and other sources of information of the proposed project area and of the vicinity of the proposed project area, to determine whether cultural resources and/or human burials exist in the project area and the potential for uncovering unidentified cultural resources and/or human burials. Upon review of this information, we will be able to determine the appropriate mitigation measures for the proposed undertaking.

The State Historic Preservation Division is unable to make a final determination at this time; please provide the additional archeological information requested above. If you have any questions please feel free to contact Teresa Davan, archeologist at 692-8015.

Sincerely

A handwritten signature in black ink, appearing to read "Astrid M. Thiel". The signature is written in a cursive style with a horizontal line extending to the left.

for Laura H. Thielen
Chairperson and State Historic Preservation Officer

June 19, 2009

Ms. Laura Thielen
Department of Land and Natural Resources
State Historic Preservation Division
601 Kamokila Boulevard, Room 555
Kapolei, Hawaii 96707

Subject: 6E-42 (HRS) Permit Review
Demolition of Two (2) Structures
66-031 Kamehameha Highway – Haleiwa
Tax Map Key: 6-6-001:003
LOG No.: 2007.3733, DOC No.: 0802BF09

Dear Ms. Thielen:

We are responding to your comments in a letter dated February 26, 2008 regarding the above referenced subject:

Thank you for your determination on the two (2) exiting structures as being ineligible for a state or national register.

We have enclosed a copy of the Literature Review, Field Check and Cultural Impact Evaluation Report for your review and archaeological determination. Please call on us should you have any questions.

We appreciate your time in providing comments on the Pre-Environmental Assessment for the proposed 7-Eleven Hawaii (Haleiwa) convenience store. We have incorporated your comments into the FINAL Environmental Assessment.

Thanks for your support in helping us compile the Environmental Assessment.

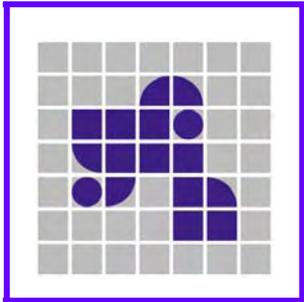
Sincerely,

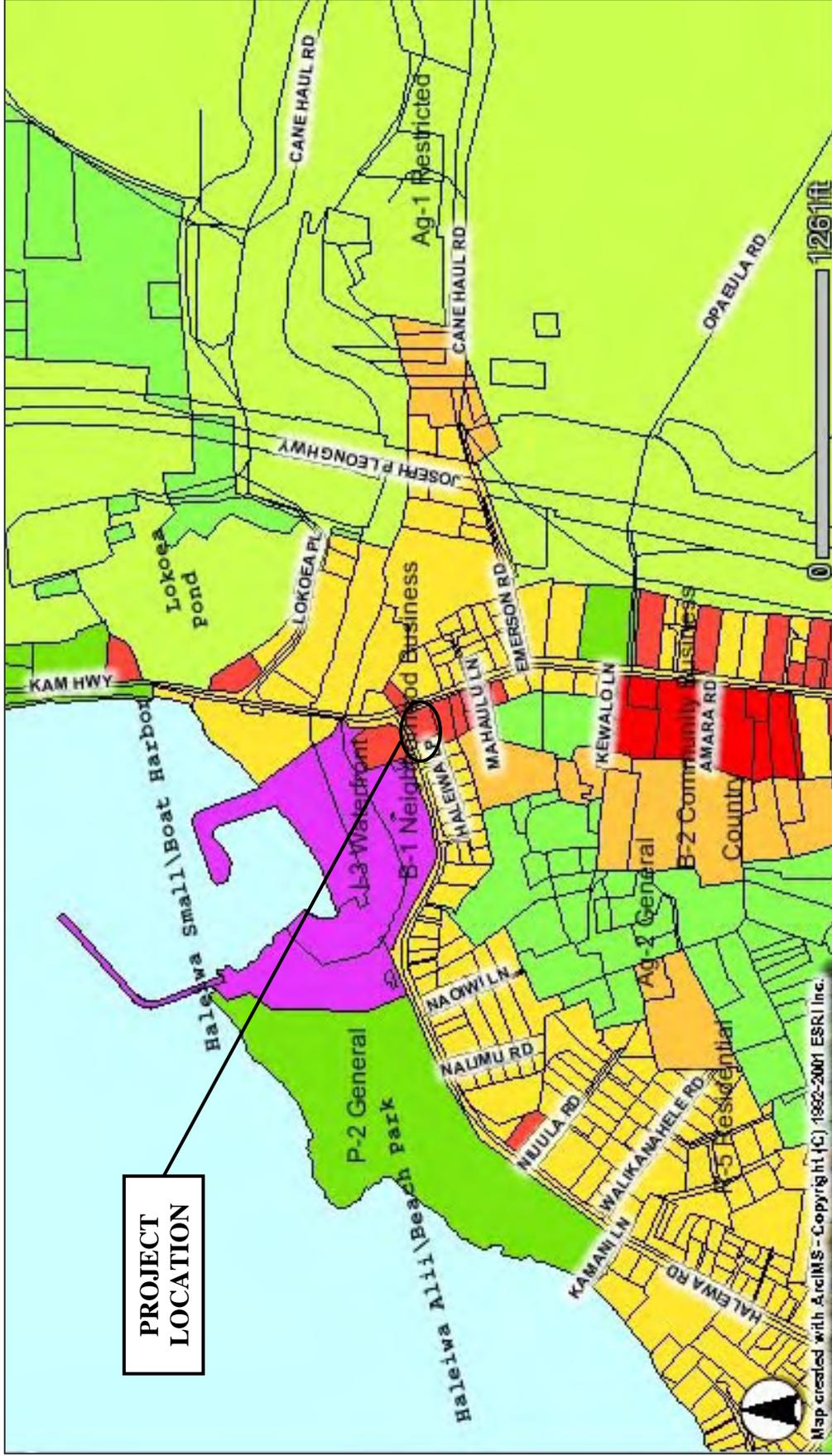
YAMASATO, FUJIWARA, HIGA & ASSOCIATES, INC.



Lance M. Kaneshiro
Associate

EXHIBITS





**PROJECT
LOCATION**

EXHIBIT 1

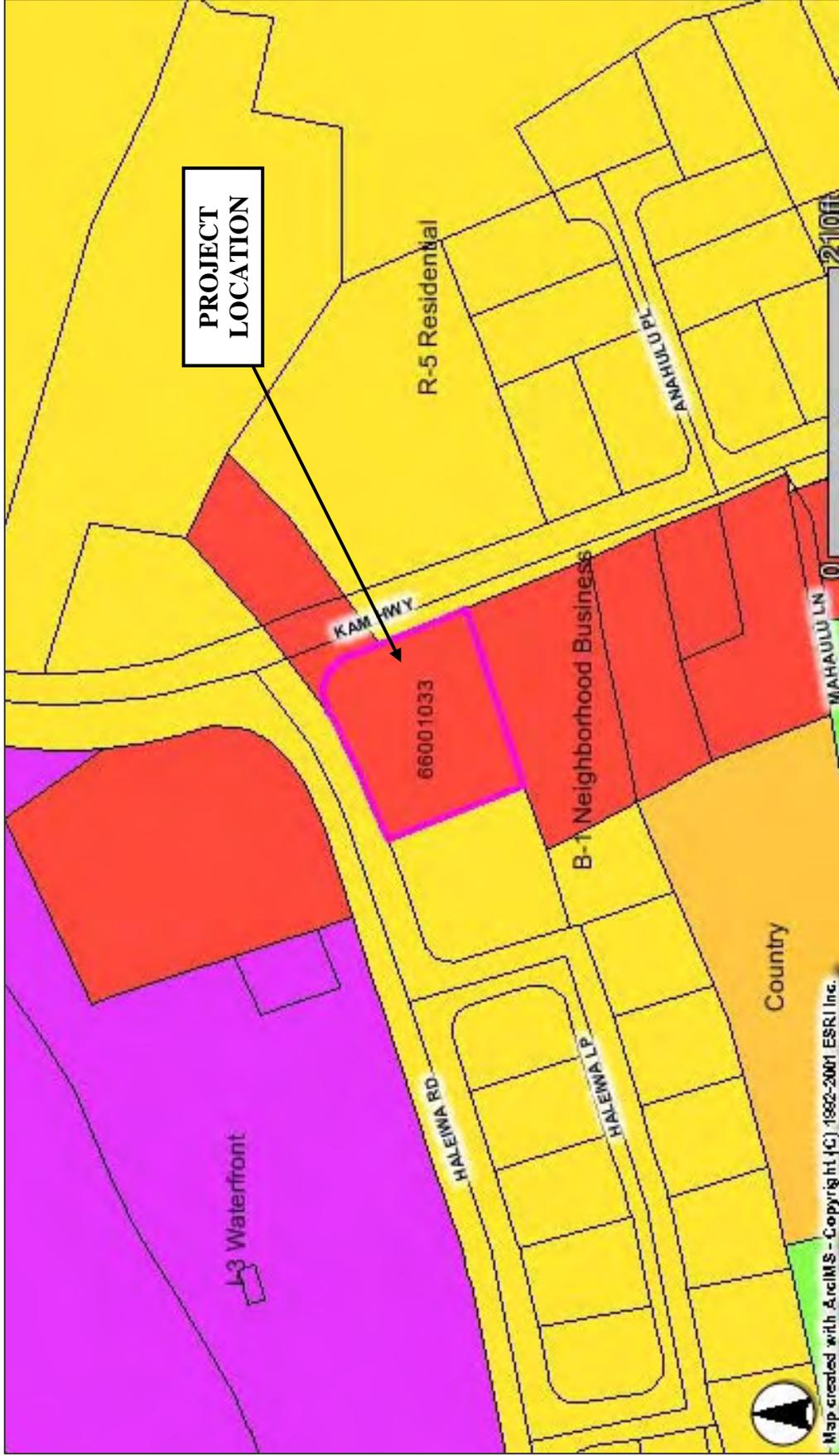
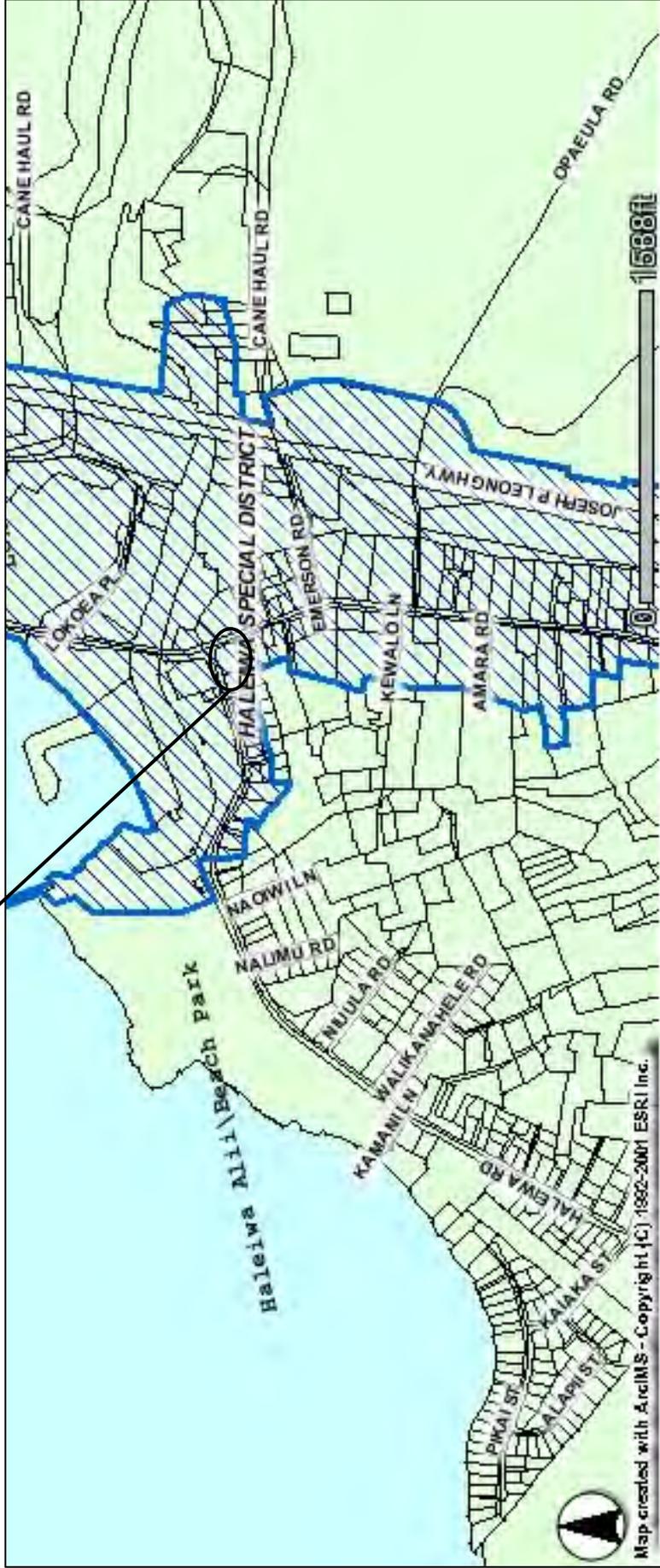


EXHIBIT 2

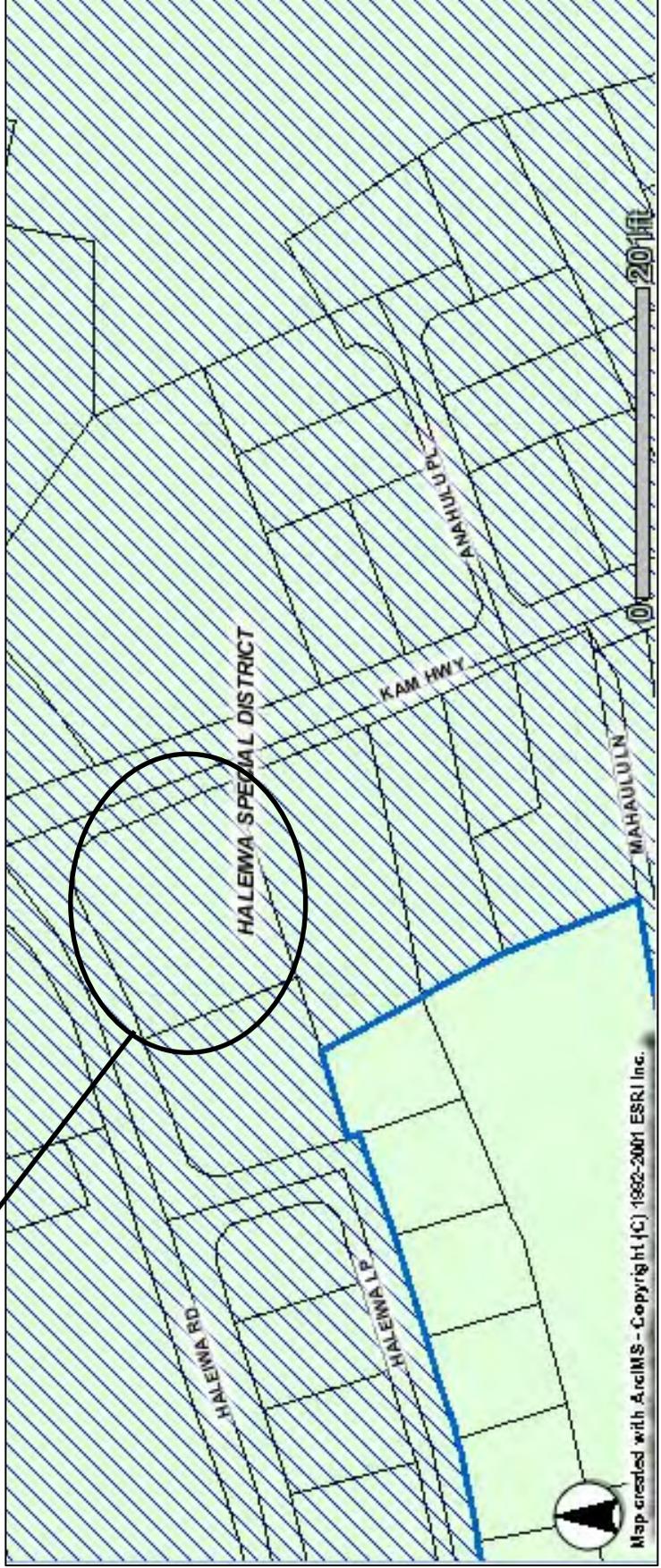
**PROJECT
LOCATION**



Haleiwa Special District

EXHIBIT 3

**PROJECT
LOCATION**



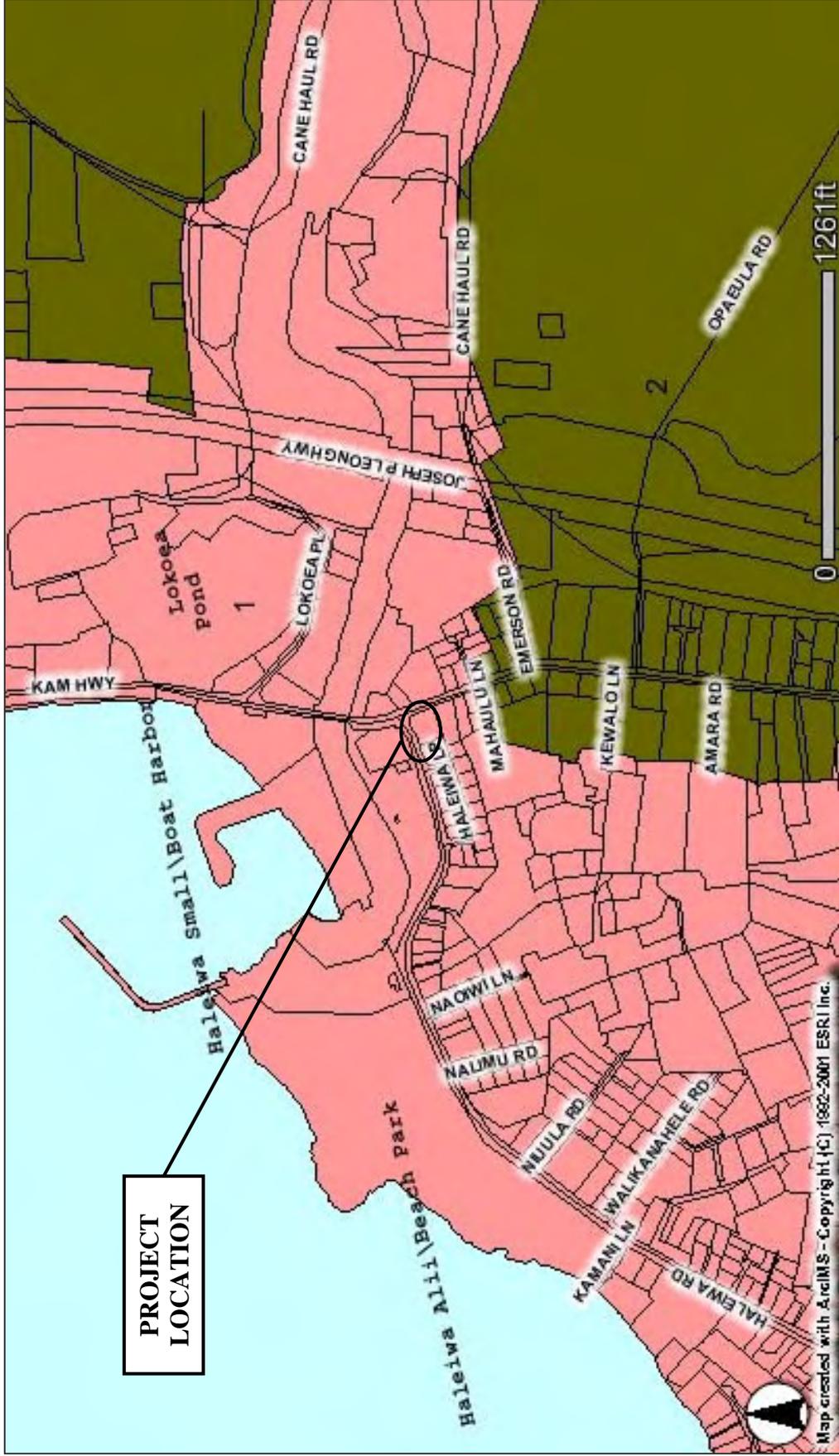
Haleiwa Special District

EXHIBIT 3A



7-ELEVEN HAWAII
HALEIWA, HAWAII

SPECIAL DISTRICT
SCALE: NO SCALE



**PROJECT
LOCATION**

Special Management Area

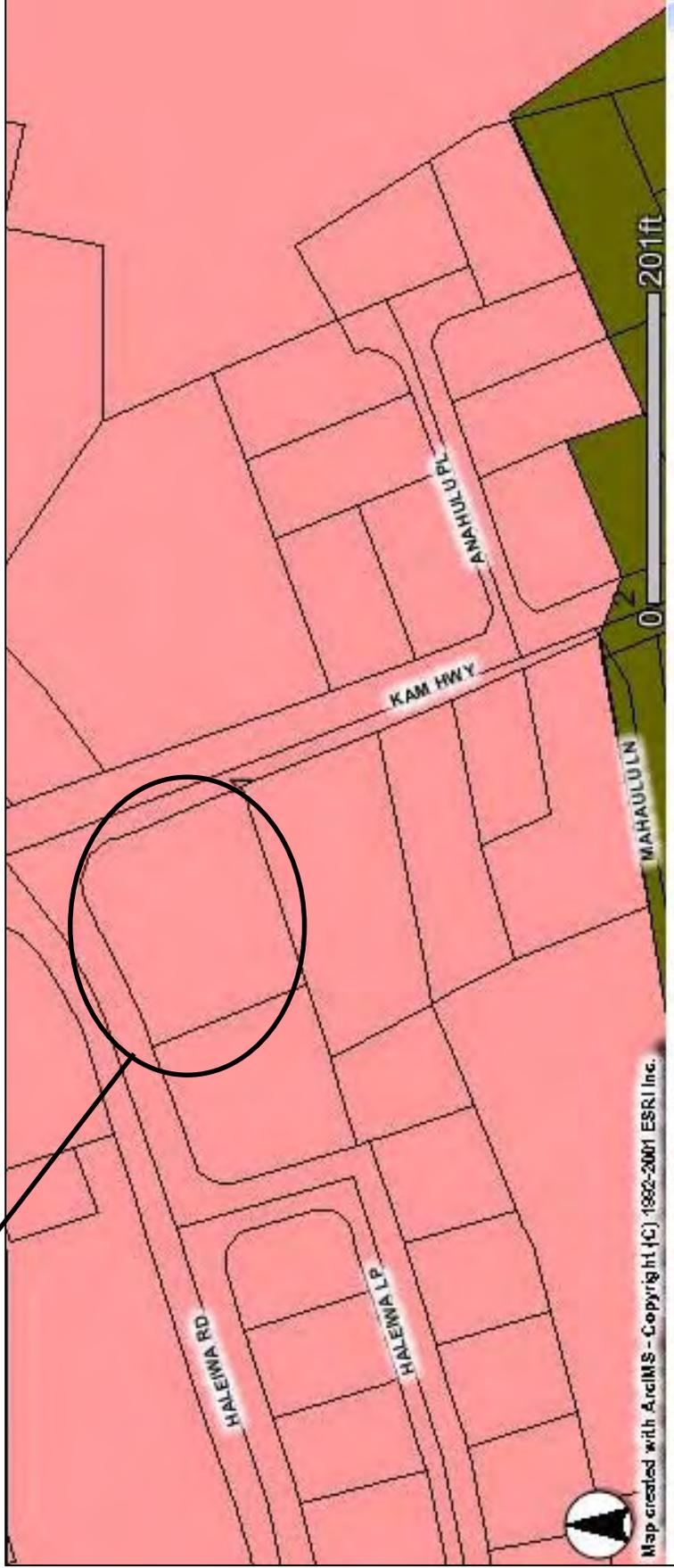
EXHIBIT 4



7-ELEVEN HAWAII
HALEIWA, HAWAII

SPECIAL MANAGEMENT AREA
SCALE: NO SCALE

**PROJECT
LOCATION**



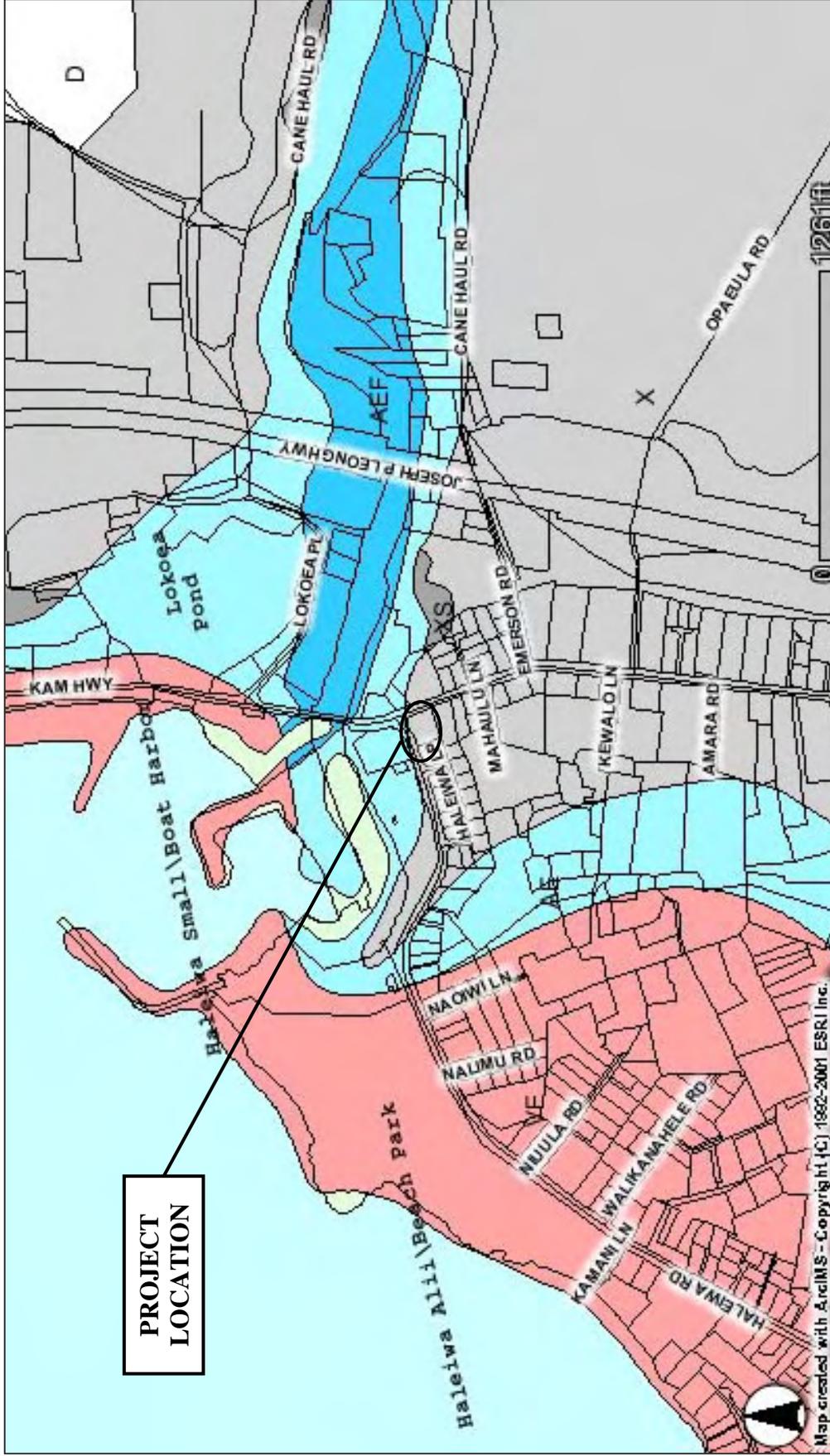
Special Management Area

EXHIBIT 4A



7-ELEVEN HAWAII
HALEIWA, HAWAII

SPECIAL MANAGEMENT AREA
SCALE: NO SCALE

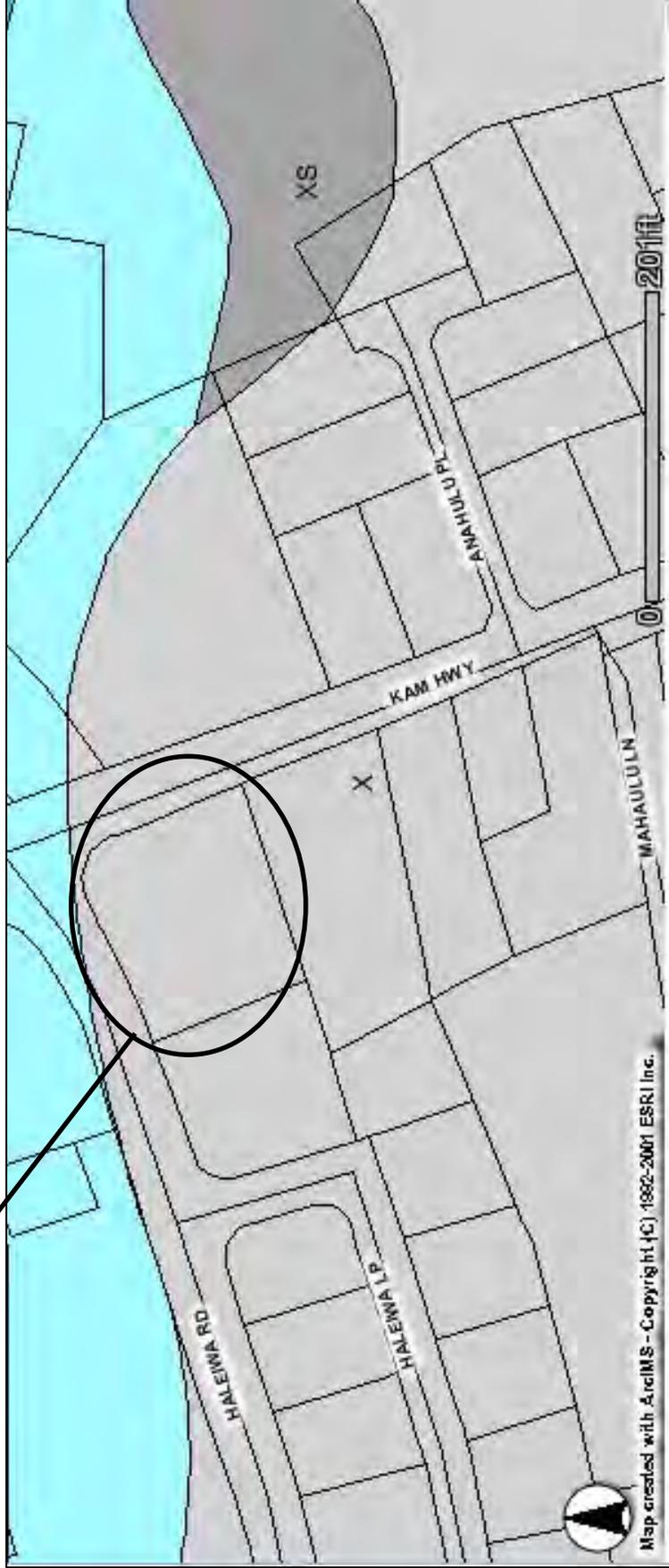


**PROJECT
LOCATION**

EXHIBIT 5

Flood Zone X

**PROJECT
LOCATION**



 Flood Zone X

EXHIBIT 5A

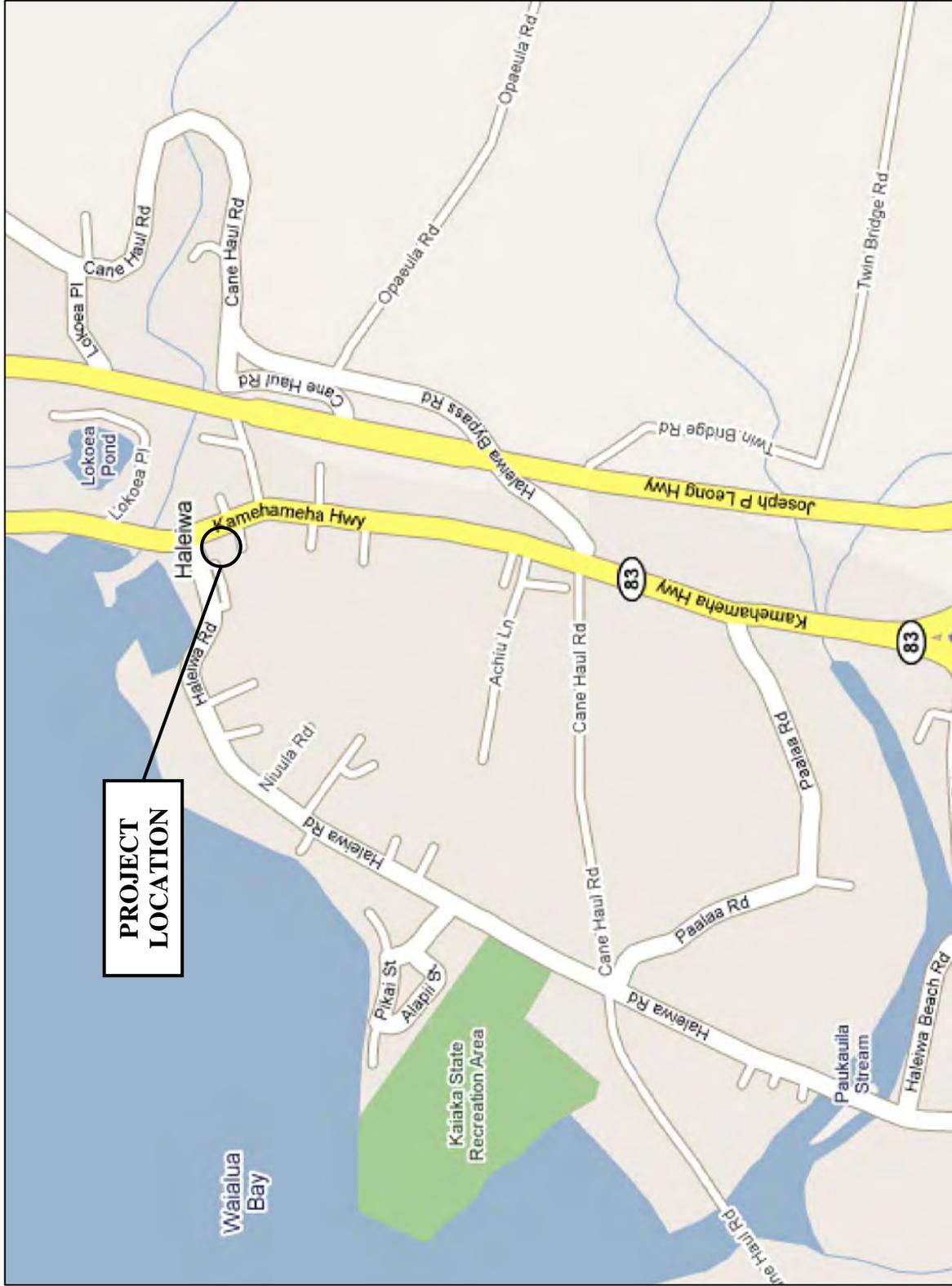


EXHIBIT 6



Architectural Contextual Example



Architectural Contextual Example



Architectural Contextual Example



Architectural Contextual Example



Architectural Contextual Example



Architectural Contextual Example

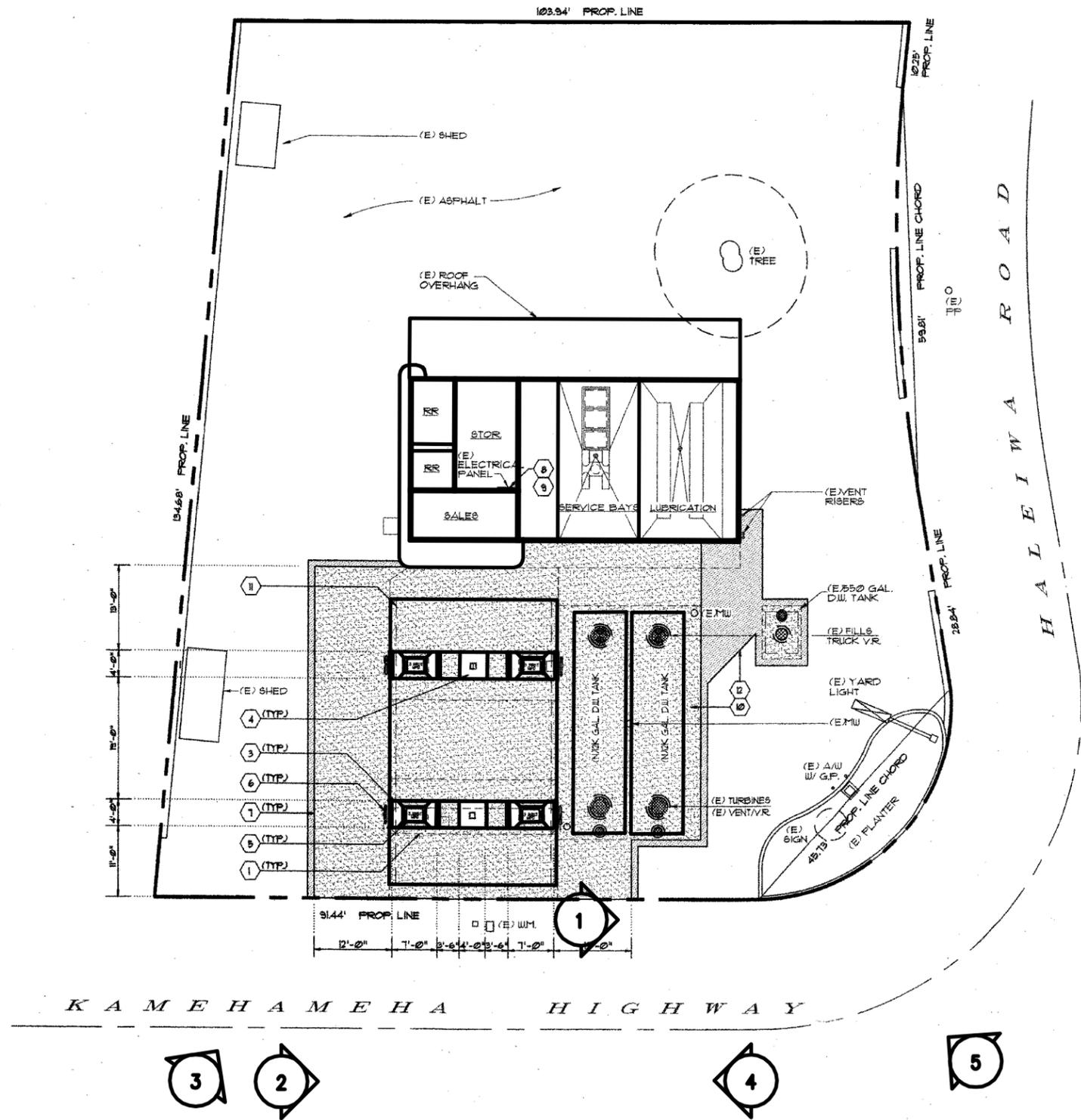
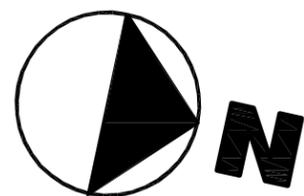


EXHIBIT 10



PHOTO NO. 1



PHOTO NO. 2



PHOTO NO. 3



PHOTO NO. 4



PHOTO NO. 5



PHOTO NO. 6

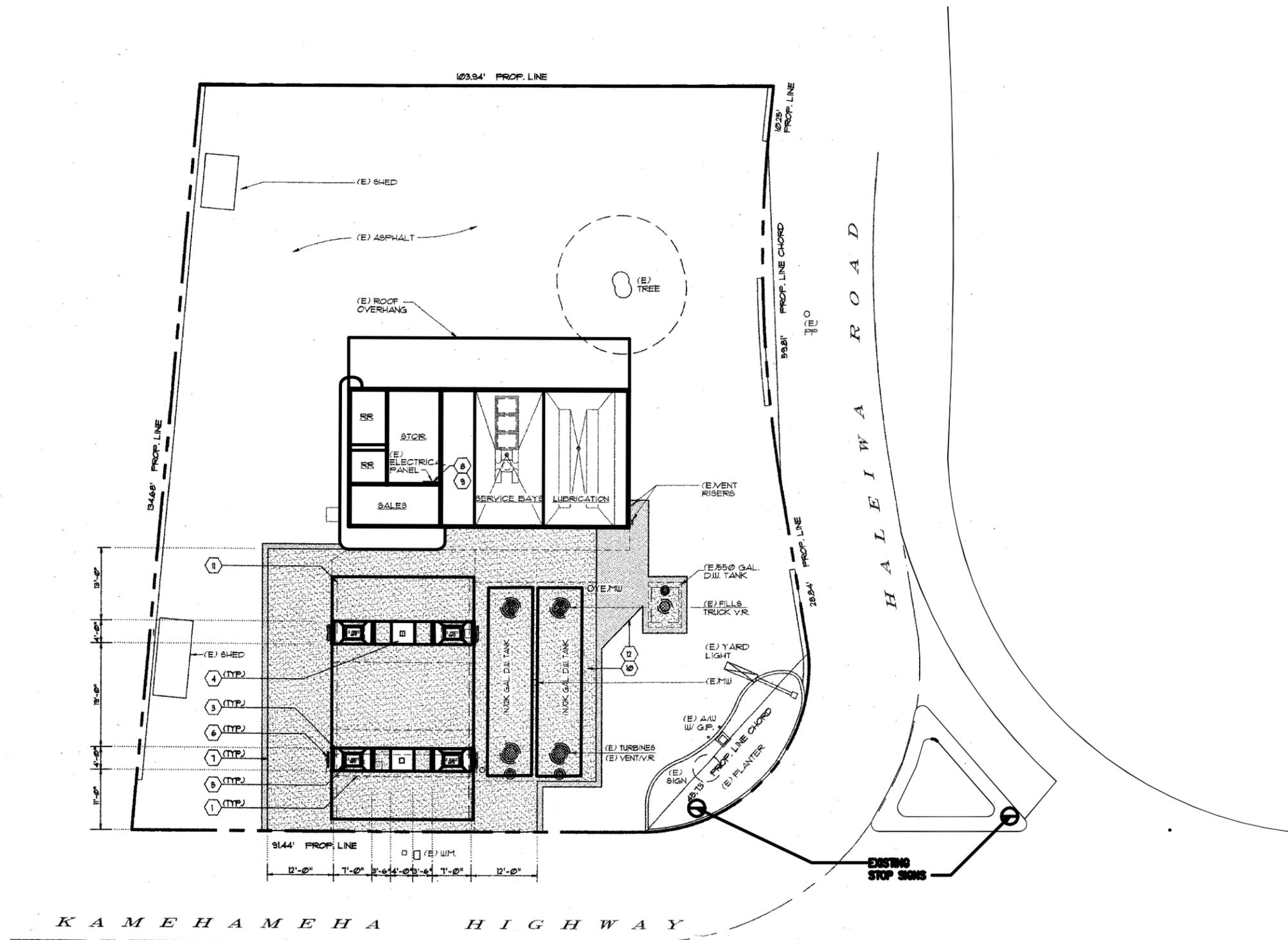
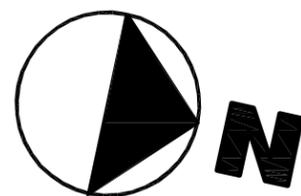
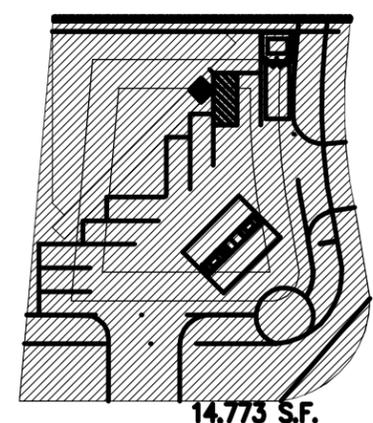
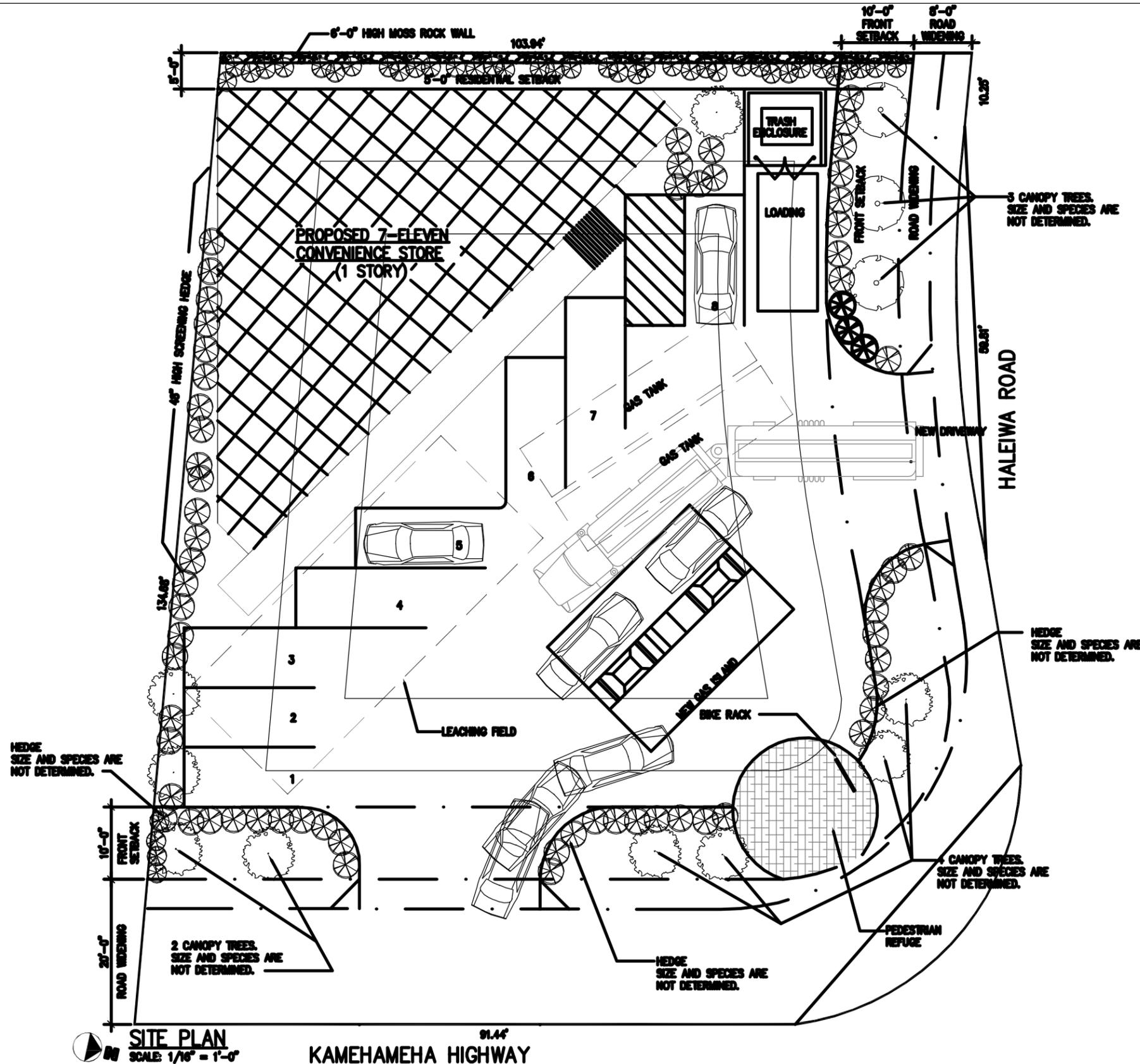
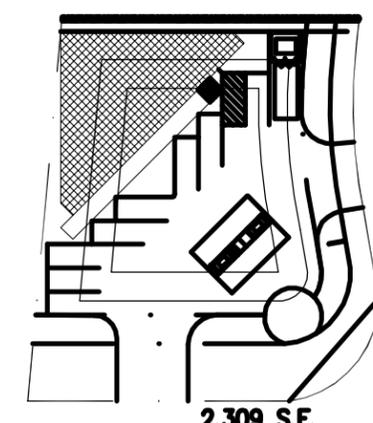


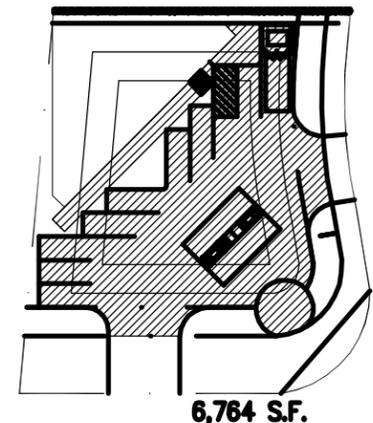
EXHIBIT 14



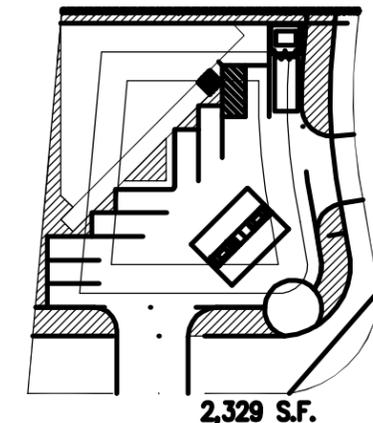
LOT AREA



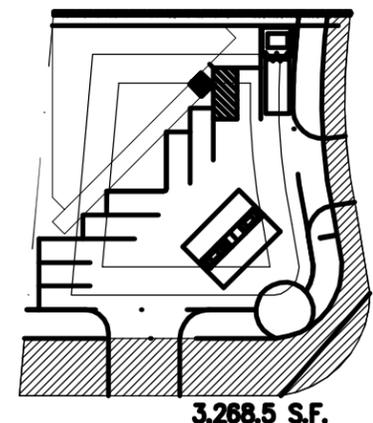
BUILDING AREA



HARDSCAPE AREA



LANDSCAPED AREA



ROAD WIDENING AREA

SITE PLAN
SCALE: 1/16" = 1'-0"

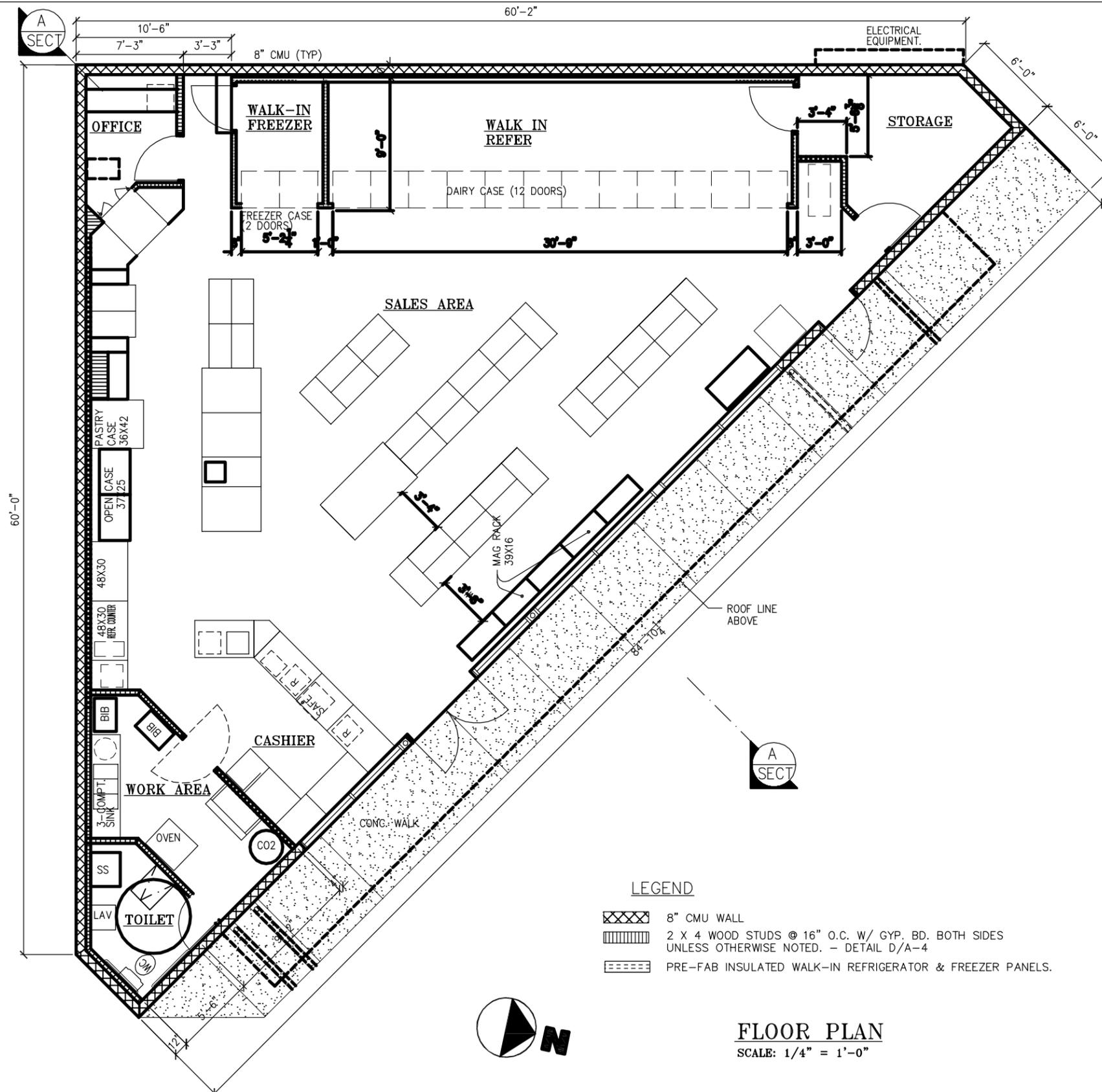
EXHIBIT 15

YAMASATO
FUJIWARA
HIGA +
ASSOCIATES, INC

7-ELEVEN HAWAII
HALEIWA, HAWAII

PROPOSED SITE PLAN

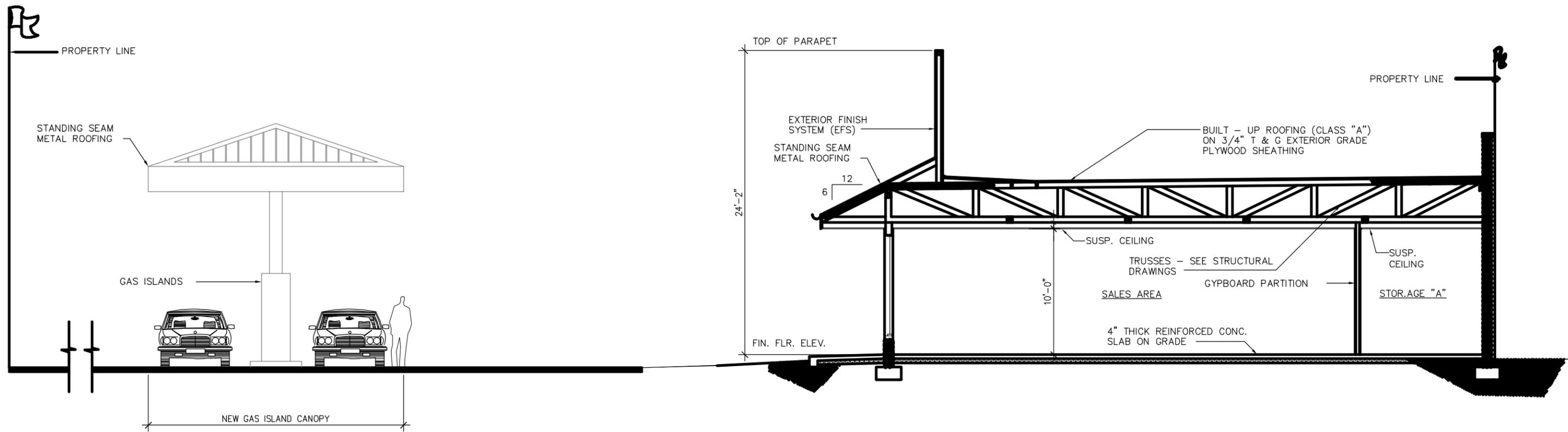
SCALE: 1/8" = 1'-0"
1/16" = 1'-0" 16 12 8 4 0 16 32



- LEGEND**
-  8" CMU WALL
 -  2 X 4 WOOD STUDS @ 16" O.C. W/ GYP. BD. BOTH SIDES UNLESS OTHERWISE NOTED. - DETAIL D/A-4
 -  PRE-FAB INSULATED WALK-IN REFRIGERATOR & FREEZER PANELS.

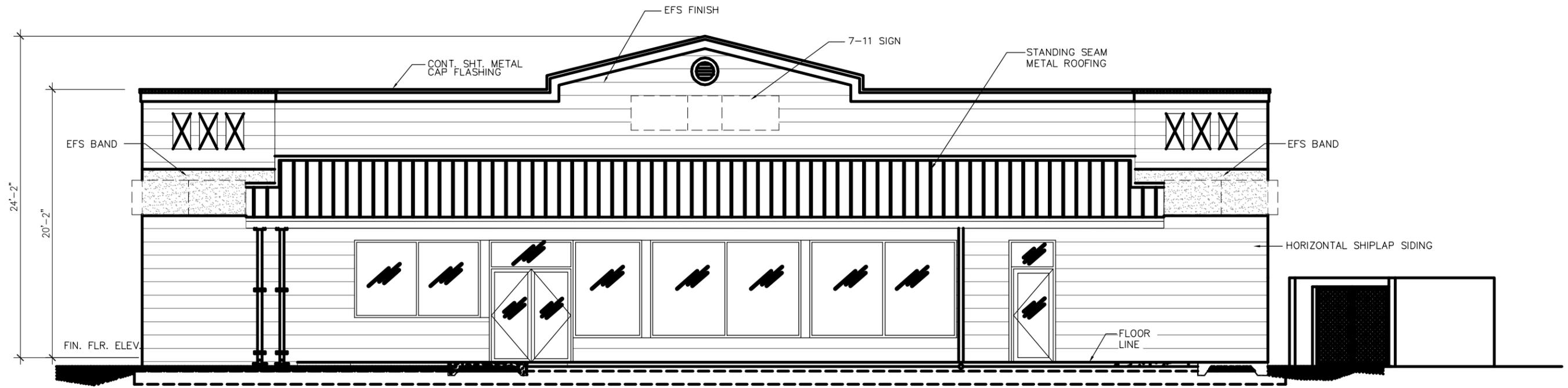
FLOOR PLAN
SCALE: 1/4" = 1'-0"

EXHIBIT 16

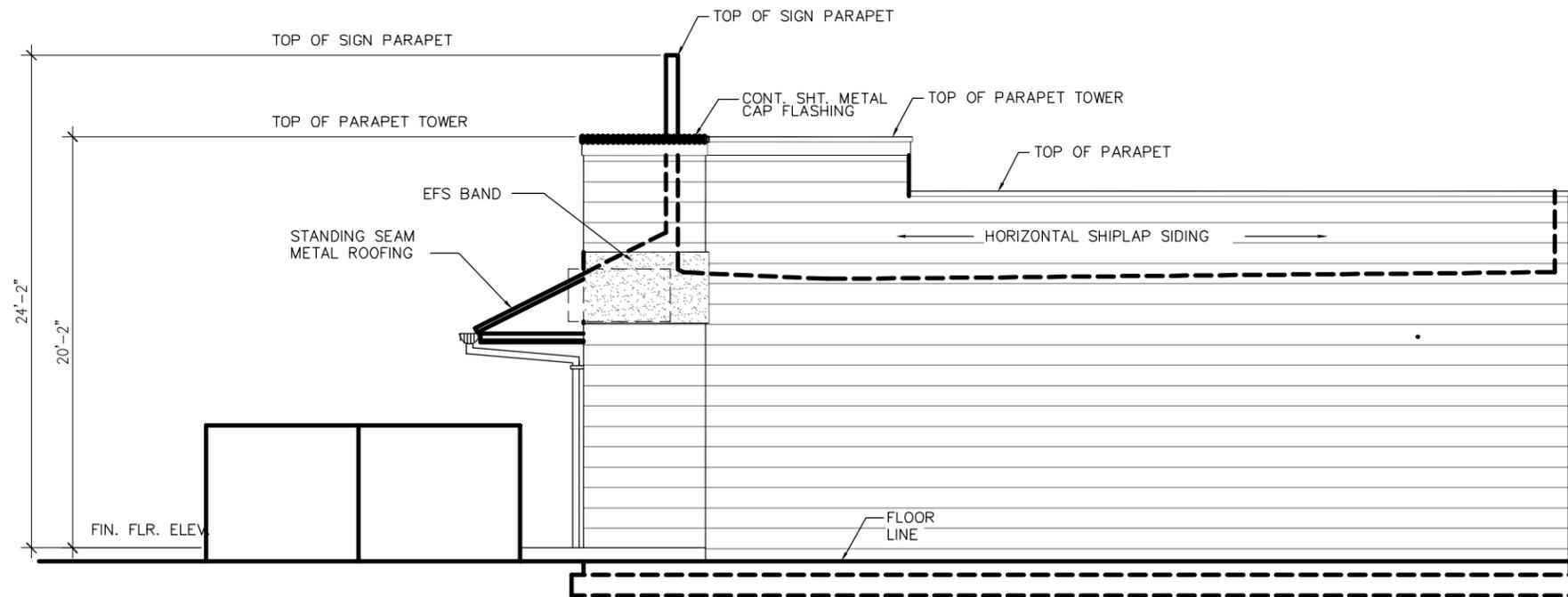


SITE/BUILDING SECTION A
 SCALE: 1/4" = 1'-0"

EXHIBIT 17

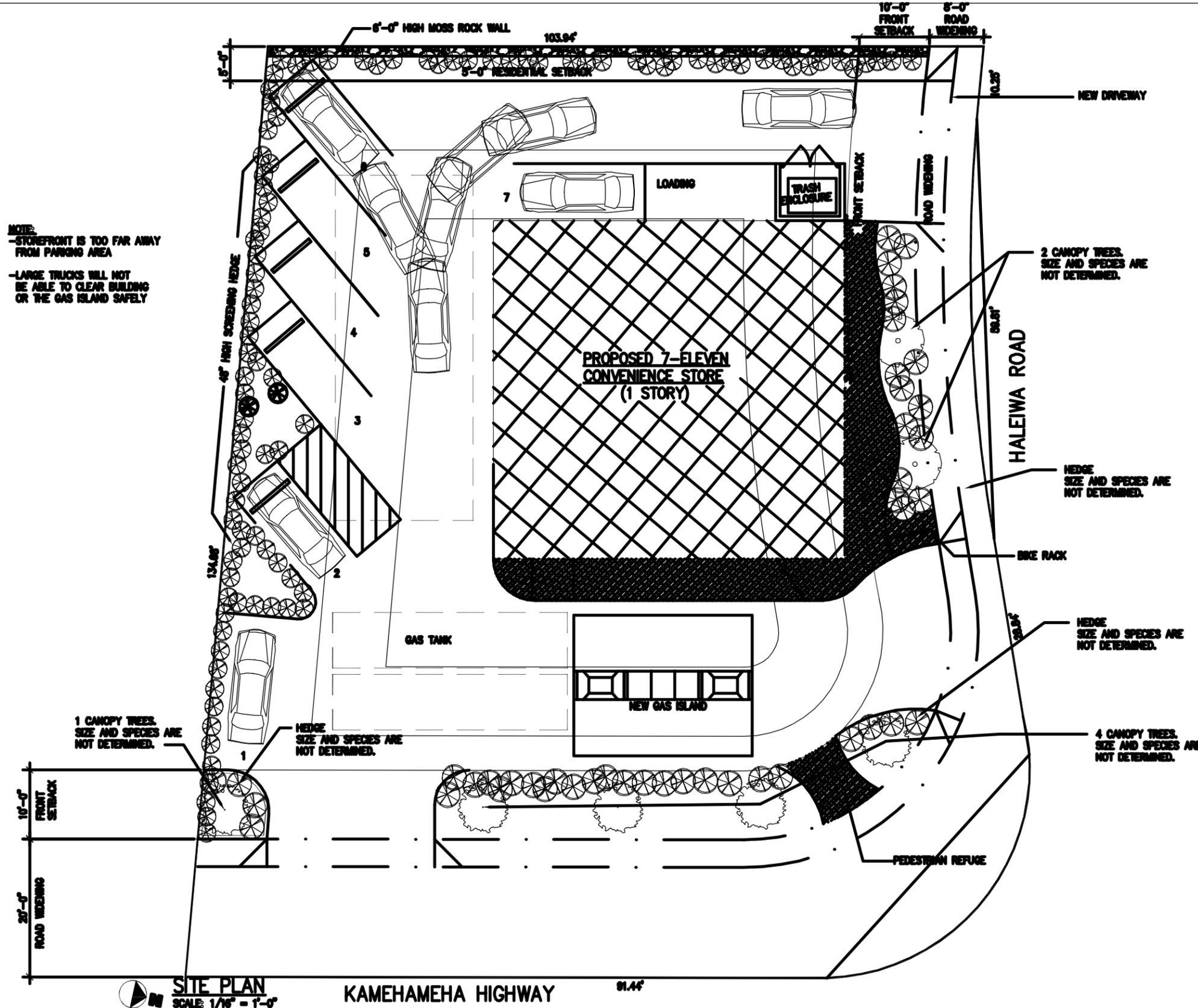


FRONT ELEVATION
SCALE : 1/4" = 1'-0"

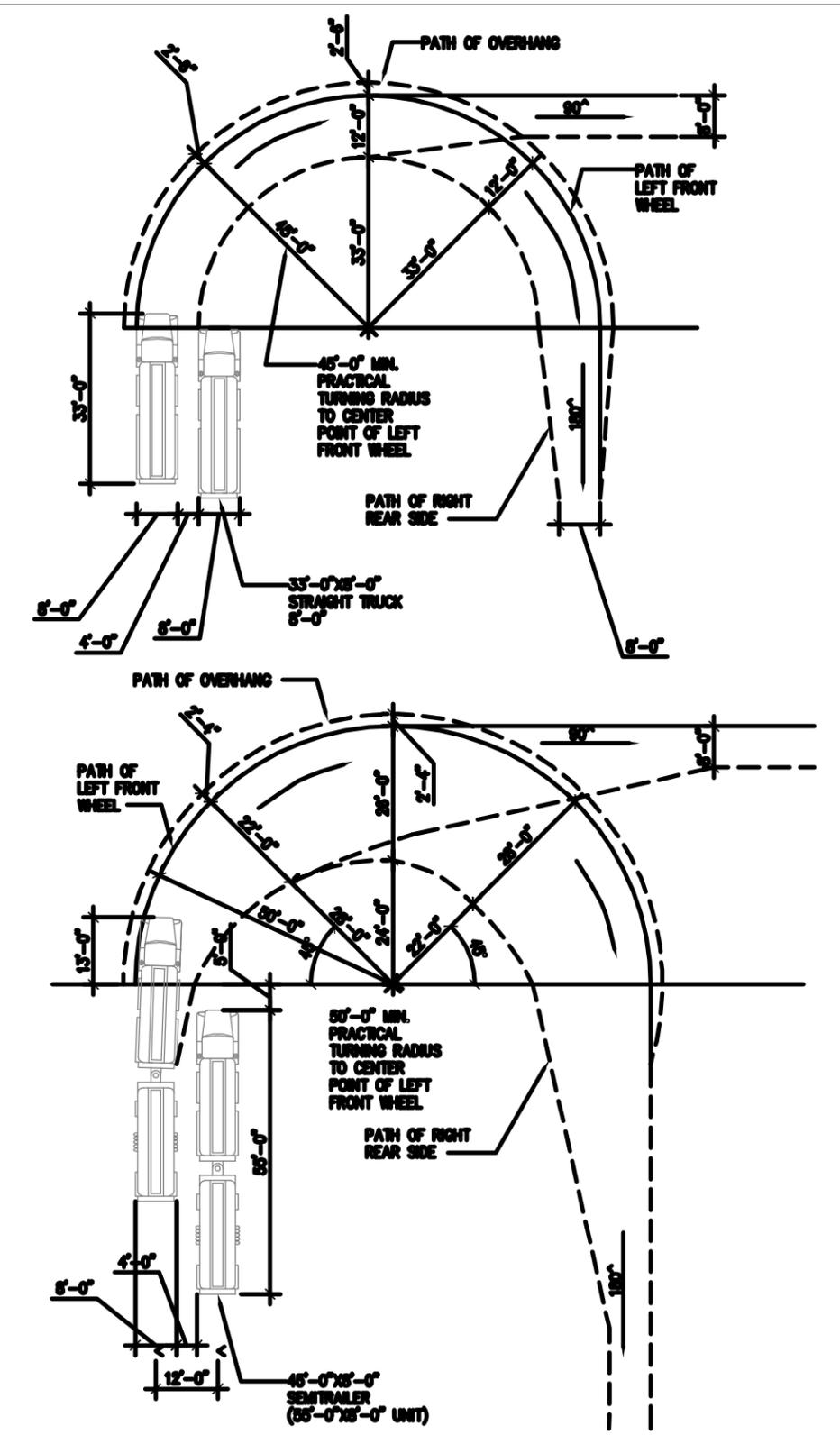


RIGHT ELEVATION (LET ELEVATION SIMILAR)
SCALE : 1/4" = 1'-0"

EXHIBIT 18



NOTE:
 -STOREFRONT IS TOO FAR AWAY FROM PARKING AREA
 -LARGE TRUCKS WILL NOT BE ABLE TO CLEAR BUILDING OR THE GAS ISLAND SAFELY



SITE PLAN
 SCALE: 1/16" = 1'-0"

KAMEHAMEHA HIGHWAY

EXHIBIT 19

YAMASATO
 FUJIWARA
 HIGA +
 ASSOCIATES, INC

7-ELEVEN HAWAII
 HALEIWA, HAWAII

ALTERNATE SITE PLAN #1

SCALE: 1/8" = 1'-0"
 1/16" = 1'-0" 16 12 8 4 0 16 32

NOTE:
 -DRIVEWAY PROPOSAL ALONG KAMEHAMEHA HIGHWAY IS TOO CLOSE TO CORNER
 -LARGE TRUCKS WILL NOT BE ABLE TO CLEAR BUILDING OR THE GAS ISLAND SAFELY
 -PARKING ALONG RESIDENTIAL NEIGHBORS' PROPERTIES WILL CAUSE UNFRIENDLY RELATIONSHIPS & UNWELCOMED NOISE

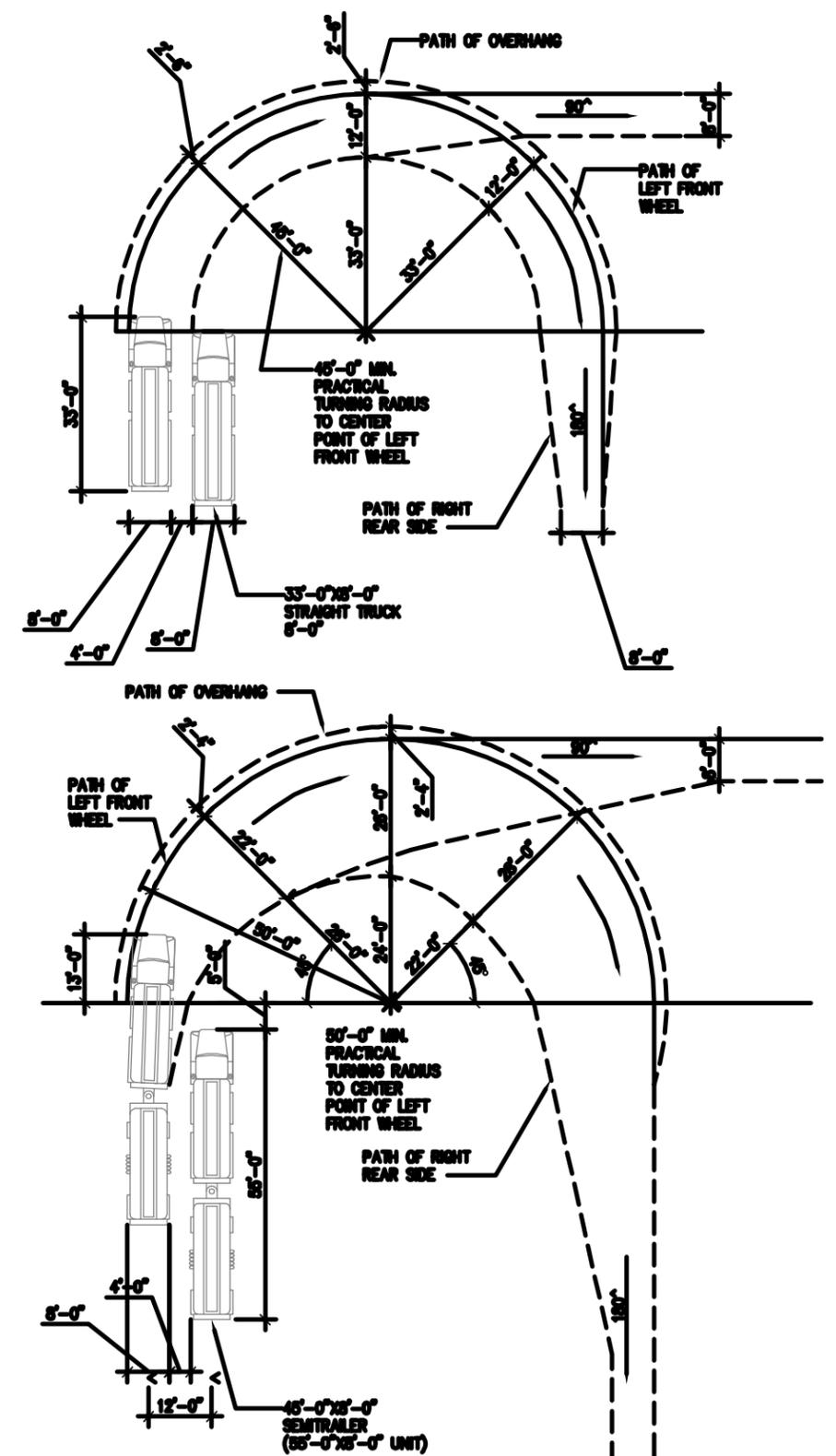
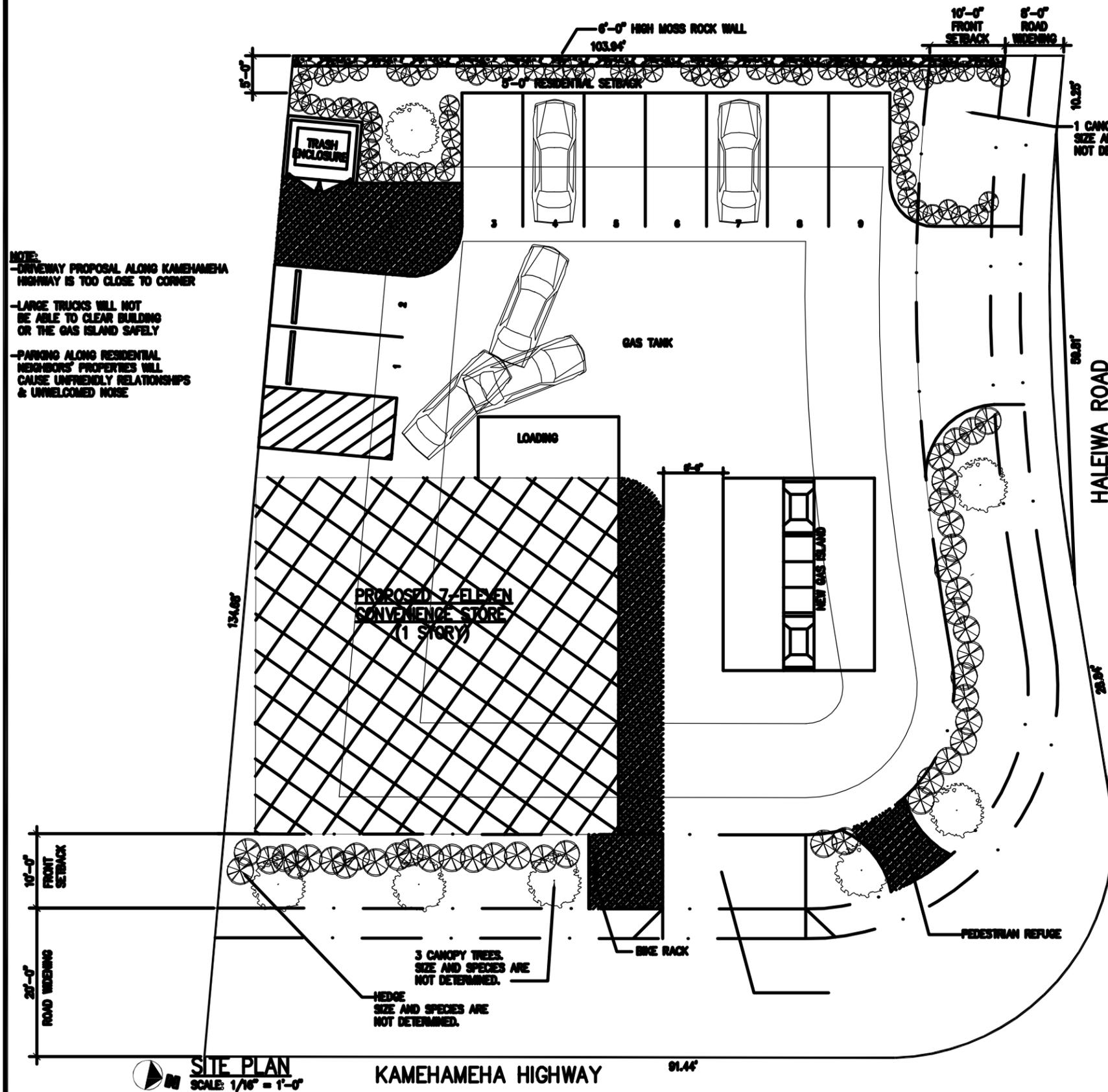


EXHIBIT 20

SITE PLAN
 SCALE: 1/16" = 1'-0"

KAMEHAMEHA HIGHWAY 81.44'

YAMASATO
 FUJIWARA
 HIGA +
 ASSOCIATES, INC

7-ELEVEN HAWAII
 HALEIWA, HAWAII

ALTERNATE SITE PLAN #2

SCALE: 1/8" = 1'-0"
 1/16" = 1'-0" 16 12 8 4 0 16 32