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SEP 23 2017

DEPARTMENT OF DESIGN AND CONSTRUCTION
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DEPUTY DIRECTOR

CDD-B 17-702364

September 11, 2017

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

RECEIVED
'17 SEP 13 A10:44
OFC. OF ENVIRONMENTAL QUALITY CONTROL

Dear Mr. Glenn:

Under the provisions of Act 172 (12), the City and County of Honolulu (CCH), Department of Design and Construction (DDC), has determined at the outset that an environmental impact statement is required for the Haleiwa Improvement District project being proposed by the CCH, DDC. The project corridor is situated within the Kamehameha Highway right-of-way (ROW) and properties fronting the ROW on Tax Map Key plats 6-2-005, -006, -012; and 6-6-001, -004, -009, -010, and -017, between Anahulu Stream and Opaeula Stream in Haleiwa, Waialua District, on the island of Oahu.

A completed Office of Environmental Quality Control's Agency Publication Form and a summary of the proposed action are enclosed, with a copy of the same sent via electronic mail to oeqc@doh.hawaii.gov. One (1) hard copy of the Environmental Impact Statement Preparation Notice (EISPN) document and one (1) CD ROM containing three (3) PDF files of the EISPN document are also enclosed. Pursuant to the requirements of Hawaii Administrative Rules (HAR), Section 11-200-3, and HAR Section 11-200-15, we request that you provide a public notice of this statutory determination in the next available periodic bulletin of *The Environmental Notice*, to ensure that the public has an opportunity to submit comments to the CCH, DDC, with copies to the approving agency, during the thirty-day public comment period.

If there are any questions regarding this submittal, please contact Ann Shimatsu of the DDC, Civil Division, at (808) 768-8805.

Very truly yours,

for M. Yonamine

Robert J. Kroning, P.E.
Director

AS:HK:pto

Enclosures: (i) Completed OEQC Publication form and a summary of the proposed action
(ii) One (1) hard copy of the EISPN document
(iii) One (1) CDROM containing three (3) PDF files of the EISPN document

18-154.

AGENCY
PUBLICATION FORM

Project Name:	Hale'iwa Improvement District Project
Project Short Name:	Hale'iwa ID Project
HRS §343-5 Trigger(s):	§343-5(a)(1) – "Propose the use of state or county lands or the use of state or county funds..."
Island(s):	O'ahu
Judicial District(s):	Waialua
TMK(s):	Kamehameha Highway right-of-way and properties fronting the right-of-way on plats 6-2-005, -006, -012; and 6-6-001, -004, -009, -010, and -017
Permit(s)/Approval(s):	<u>City and County of Honolulu</u> Office of the Mayor • Chapter 343 HRS EIS Record of Decision City Council • Resolution to create, define and establish the Improvement District, per ROH 14-25.4 Department of Facilities Maintenance • Construction Plan Review and Approval Department of Planning and Permitting • Special Management Area Permit (Major) • Special District Permit (Major) • Construction Plan Review and Approval • Zoning Waivers for modifications to LUO design standards and non-conformities created on private lots by the ID project. • Flood Certification • Building Permits and Construction permits – plumbing, electrical, grading, trenching, and stockpiling • Permission to Discharge into CCH Storm Drain System (Required For NPDES Permits) • Subdivision Approval Department of Transportation Services • Construction Plan Review and Approval • Street Usage Permit Department of Budget and Fiscal Services • Land acquisition for additional right-of-way and easements Honolulu Board of Water Supply • Plan Review and Approval <u>State of Hawai'i</u> Department of Health • CWA Section 401 Water Quality Certification (if permit from the Army Corps of Engineers is required) • CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permits (Authorizing Discharges Associated with Construction Activity, Hydrotesting Waters, and Construction Activity Dewatering) • Community Noise Permit – for daytime construction activities • Community Noise Variance – if nighttime construction is proposed • Construction Plan Review and Approval Department of Land and Natural Resources • State Historic Preservation Department Hawai'i Revised Statute, Chapter 6E Review. Office of Planning • Coastal Zone Management Consistency Determination (if permit from the Army Corps of Engineers is required) <u>Federal</u> Army Corps of Engineers • CWA Section 404 Permit or RHA Section 10 Permit (if ID improvements involve work within Anahulu Stream or Opaeula Stream)

	• Plan review by U.S. Army for Army Signal Corps Cable
Proposing/Determining Agency:	Department of Design and Construction City and County of Honolulu
Contact Name, Email, Telephone, Address	Name: Ann Shimatsu, P.E., Project Manager Email: ashimatsu@honolulu.gov Phone: (808) 768-8805 Address: 650 South King Street, 11th Floor Honolulu, Hawai'i 96813
Accepting Authority:	Office of the Mayor City and County of Honolulu
Contact Name, Email, Telephone, Address	Name: Mayor Kirk Caldwell Email: http://www.honolulu.gov/mayor/contactthemayor.html Phone: 768-4141 Address: 530 South King Street, Room 300 Honolulu, Hawaii 96813
Consultant:	R. M. Towill Corporation
Contact Name, Email, Telephone, Address	Name: James Niermann, Planning Project Coordinator Email: jimn@rmtowill.com Phone: 842-1133 Address: 2024 North King Street, Suite 200 Honolulu, Hawai'i 96819

Status (select one)	**Submittal Requirements**
____ DEA-AFNSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEA, and 4) a searchable PDF of the DEA; a 30-day comment period follows from the date of publication in the Notice.
____ FEA-FONSI	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; no comment period follows from publication in the Notice.
____ FEA-EISPN	Submit 1) the proposing agency notice of determination/transmittal letter on agency letterhead, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEA, and 4) a searchable PDF of the FEA; a 30-day comment period follows from the date of publication in the Notice.
_X_ Act 172-12 EISPN ("Direct to EIS")	Submit 1) the proposing agency notice of determination letter on agency letterhead and 2) this completed OEQC publication form as a Word file; no EA is required and a 30-day comment period follows from the date of publication in the Notice.
____ DEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the DEIS, 4) a searchable PDF of the DEIS, and 5) a searchable PDF of the distribution list; a 45-day comment period follows from the date of publication in the Notice.
____ FEIS	Submit 1) a transmittal letter to the OEQC and to the accepting authority, 2) this completed OEQC publication form as a Word file, 3) a hard copy of the FEIS, 4) a searchable PDF of the FEIS, and 5) a searchable PDF of the distribution list; no comment period follows from publication in the Notice.
____ FEIS Acceptance Determination	The accepting authority simultaneously transmits to both the OEQC and the proposing agency a letter of its determination of acceptance or nonacceptance (pursuant to Section 11-200-23, HAR) of the FEIS; no comment period ensues upon publication in the Notice.
FEIS Statutory Acceptance	Timely statutory acceptance of the FEIS under Section 343-5(c), HRS, is not applicable to agency actions.
____ Supplemental EIS Determination	The accepting authority simultaneously transmits its notice to both the proposing agency and the OEQC that it has reviewed (pursuant to Section 11-200-27, HAR) the previously accepted FEIS and determines that a supplemental EIS is or is not required; no EA is required and no comment period ensues upon publication in the Notice.

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

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

Project Summary

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

Under City Council Resolution No. 09-338, CD1, adopted on January 27, 2010, the City and County of Honolulu (CCH), Department of Design and Construction (DDC) is directed to prepare and submit an Improvement District (ID) Preliminary Report to the City Council for the construction of walkways, undergrounding of utilities and installation of landscaping along approximately 5,000 linear feet of the Kamehameha Highway right-of-way in the general vicinity between the ʻŌpaeʻula Stream Bridge, also known as "Twin Bridges," and the Anahulu River Bridge within the Haleʻiwa Special Design District.

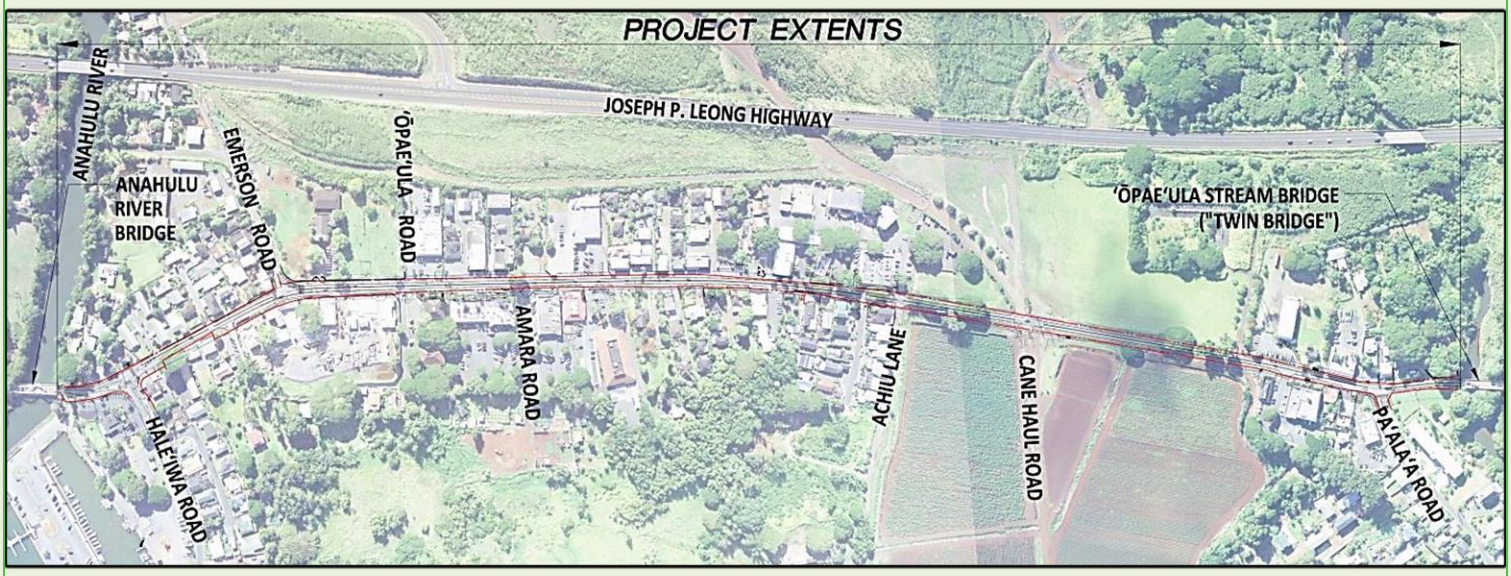
The project purpose is to:

- Improve pedestrian facilities in Haleʻiwa town to provide continuous, ADA accessible pedestrian connectivity through the ID project corridor;
- Enhance the walkability, attractiveness and comfort of the streetscape to encourage increased pedestrian use;
- Consider complete streets features and improvements to enhance multi-modal transportation where feasible and supported by the ID process; and,
- Correct ponding and localized drainage conditions within the ROW.

Environmental Impact Statement Preparation Notice
Prepared in accordance with Hawai‘i Revised Statutes (HRS), Chapter 343 and Hawaii Administrative Rules, Title 11, Chapter 200

Hale‘iwa Improvement District Project

Hale‘iwa, North Shore, Island of O‘ahu, Hawai‘i



September 2017

Accepting Authority:
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, Hawai‘i 96813

Prepared by:
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawai‘i 96819
Project No.: 1-22397-00P

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ABBREVIATIONS AND ACRONYMS

AIS	Archaeological Inventory Survey
AMSL	Above Mean Sea Level
ARIS	Architectural Inventory Survey
BMP	Best Management Practices
BTP	Burial Treatment Plan
BWS	Board of Water Supply
CCH	City and County of Honolulu
CDP	Census Designated Place
CWA	Clean Water Act
CWB	Clean Water Branch, DOH
CWG	Community Working Group
CWRM	Commission on Water Resources Management, State of Hawaii
CZMP	Coastal Zone Management Program
dBA	Decibel Level A
DDC	Department of Design and Construction, CCH
DEBDT	Department of Business, Economic Development and Tourism, State of Hawaiʻi
DEIS	Draft Environmental Impact Statement
DFM	Department of Facilities Maintenance, CCH
DLNR	Department of Land and Natural Resources, State of Hawaiʻi
DOH	Department of Health, State of Hawaiʻi
DOT	Department of Transportation, State of Hawaiʻi
DPP	Department of Planning and Permitting, CCH
DPR	Department of Parks and Recreation, CCH
DTS	Department of Transportation Services, CCH
EA	Environmental Assessment
EFHA	Essential Fish Habitat Assessment
EIS	Environmental Impact Statement
ENV	Department of Environmental Services, CCH
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEIS	Final Environmental Impact Statement

FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMP	Fisheries Management Plan
HAR	Hawai‘i Administrative Rules
HBL	Hawai‘i Bicycling League
HECO	Hawaiian Electric Company
HRS	Hawai‘i Revised Statutes
HWY	Highway
HTCO	Hawaiian Telcom
IPRC	International Pacific Research Center
ID	Improvement District
ISA	International Society of Arborists
JPC	Joint Pole Committee (HECO, HTCO, CCH, DOT)
KS	Kamehameha Schools
LCA	Land Commission Award
lf	linear feet
LID	Low Impact Development
LUO	Land Use Ordinance, ROH Chapter 21
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
msl	Mean Sea Level
NFIP	National Flood Insurance Program
NMFS	National Marine Fisheries Service
NOAA	National Ocean ic and Atmospheric Administration
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NPS	National Park Service
NSLT	North Shore Community Land Trust
NSSCP	North Shore Sustainable Communities Plan
NWS	National Weather Service
OIBC	O‘ahu Island Burial Council
OP	Office of Planning, DBEDT, State of Hawai‘i
PTWC	Pacific Tsunami Warning Center

RHA	Rivers and Harbors Act
ROH	Revised Ordinances of Honolulu
ROW	Right-of-Way
SB	Senate Bill
SCP	Sustainable Communities Plan
SD	Special District (Hale‘iwa, ROH Section 21-9.90)
SHPD	State Historic Preservation Division
SMA	Special Management Area
SOEST	School of Ocean and Earth Science and Technology, University of Hawai‘i
SRHP	State Register of Historic Places
TIAR	Traffic Impact Assessment Report
TMDL	Total Maximum Daily Loads
TMK	Tax Map Key
TMP	Traffic Management Plan
TN	Total Nitrogen
TP	Total Phosphorus
TRB	Traffic Review Branch, DPP, CCH
TSS	Total Suspended Solids
UIC	Underground Injection Control
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
WMA	Water Management Area
WWTP	Wastewater Treatment Plant

PROJECT SUMMARY

Project:	Haleʻiwa Improvement District
Proposing Agency:	Department of Design and Construction City and County of Honolulu 650 South King Street, 11th Floor Honolulu, Hawaiʻi 96813 Ann Shimatsu, P.E., Project Manager ashimatsu@honolulu.gov (808) 768-8805
Accepting Agency:	Office of the Mayor City and County of Honolulu
Agent:	R. M. Towill Corporation 2024 North King Street, Suite 200 Honolulu, Hawaiʻi 96819 James Niermann, Planning Project Coordinator jimn@rmtowill.com (808) 842-1133
Location:	Hale`iwa, North Shore, Waialua District Island of Oʻahu
Tax Map Key:	Highway right-of-way and properties fronting the right-of-way on plats 6-2-005, -006, -012; and 6-6-001, -004, -009, -010, and -017
Proposed Action:	Under City Council Resolution No. 09-338, CD1, adopted on January 27, 2010, the City and County of Honolulu, Department of Design and Construction is directed to prepare and submit an Improvement District Preliminary Report to the City Council for the construction of walkways, undergrounding of utilities and installation of landscaping along approximately 5,000 linear feet of the Kamehameha Highway right-of-way in the general vicinity between the ʻŌpaeʻula Stream Bridge, also known as "Twin Bridges," and the Anahulu River Bridge within the Haleʻiwa Special Design District. The primary objective of the project is to provide pedestrian walkways and to improve the pedestrian experience within the project corridor. Project alternatives will evaluate utility adjustment requirements including relocation of overhead utilities and/or placing overhead utility lines underground.
Land Area:	Approximately 7 acres (Approximately 5,000 linear feet by 60-foot +/- wide right-of-way).
Present Use:	Kamehameha Highway through the project corridor

	is a two-lane rural major collector arterial highway that serves as a rural commercial "main street" lined with low-rise commercial and residential uses and civic services. Right-of-way and roadway shoulder widths and conditions vary through the project corridor.
State Land Use District:	Urban
North Shore Sustainable Communities Plan Land Use Designation:	Country Town
County Zoning District:	AG-1 Restricted Agriculture R-5 Residential B-1 Neighborhood Business District B-2 Community Business District P-2 Preservation
Special Management Area:	Portions of the project corridor near Anahulu River and Ōpae'ula Stream are located in the SMA
FEMA/FIRM Designation:	Zone X in majority of corridor and AE (8-foot flood elevation at Anahulu River and 14-foot flood elevation at Ōpae'ula Stream). The river and stream to the top of banks are located in the AEF zone.
Permits and Approvals Required:	*Permits and approvals needed from the various Federal, State and City and County of Honolulu agencies include but are not limited to the following.* **<u>City and County of Honolulu</u>** **Office of the Mayor** • Chapter 343 HRS EIS Record of Decision **City Council** • Resolution to create, define and establish the Improvement District, per ROH 14-25.4 **Department of Facilities Maintenance** • Construction Plan Review and Approval **Department of Planning and Permitting** • Special Management Area Permit (Major) • Special District Permit (Major) • Construction Plan Review and Approval • Zoning Waivers for modifications to LUO design standards and non-conformities created on private lots by the ID project. • Flood Certification • Building Permits and Construction permits – plumbing, electrical, grading, trenching, and stockpiling • Permission to Discharge into CCH Storm

	Drain System (Required For NPDES Permits) • Subdivision Approval **Department of Transportation Services** • Construction Plan Review and Approval • Street Usage Permit **Department of Budget and Fiscal Services** • Land acquisition for additional right-of-way and easements **Honolulu Board of Water Supply** • Plan Review and Approval **State of Hawai‘i** **Department of Health** • CWA Section 401 Water Quality Certification (if permit from the Army Corps of Engineers is required) • CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permits (Authorizing Discharges Associated with Construction Activity, Hydrotesting Waters, and Construction Activity Dewatering) • Community Noise Permit – for daytime construction activities • Community Noise Variance – if nighttime construction is proposed • Construction Plan Review and Approval **Department of Land and Natural Resources** • State Historic Preservation Department Hawai‘i Revised Statute, Chapter 6E Review. **Office of Planning** • Coastal Zone Management Consistency Determination (if permit from the Army Corps of Engineers is required) **Federal** Ar**my Corps of Engineers** • CWA Section 404 Permit or RHA Section 10 Permit (if ID improvements involve work within Anahulu Stream or Opaeula Stream) • Plan review by U.S. Army for Army Signal Corps Cable

1. Project Overview

1.1 Project Background

Under City Council Resolution No. 09-338, CD1, adopted on January 27, 2010, the City and County of Honolulu (CCH), Department of Design and Construction (DDC) is directed to prepare and submit an Improvement District (ID) Preliminary Report to the City Council for the construction of walkways, undergrounding of utilities and installation of landscaping along approximately 5,000 linear feet of the Kamehameha Highway right-of-way in the general vicinity between the ʻŌpaeʻula Stream Bridge, also known as "Twin Bridges," and the Anahulu River Bridge within the Haleʻiwa Special Design District. The proposed project limits are shown on the attached **Figure 1-1, Project Location.**

The ID process is governed by Revised Ordinances of Honolulu (ROH) Chapter 14, Articles 23 through 29. ID project alternatives for walkways and roadway improvements are being developed through a community involvement process consisting of stakeholder interviews, community workshops and public meetings; and through the preparation of a multi-modal transportation study that will analyze the needs of all users, including pedestrians and bicyclists and motor vehicles, in accordance with the City's Complete Streets Ordinance, ROH Section 14-33. Alternatives will also be developed in accordance with the Haleʻiwa Special District Regulations, set forth in ROH Section 21-9.90.

Selection of the preferred ID project alternative will be documented through the Environmental Impact Statement (EIS) process established in Hawaii Revised Statutes (HRS) Chapter 343. Upon selection of a preferred alternative, the City will prepare a *Preliminary ID Report* that describes the ID improvements, provides a detailed construction cost estimate, a method for assessing cost sharing and a proposed allocation of costs. The *Preliminary ID Report* will be submitted to the City Council for public hearing and decision.

ID project costs will be shared by the City and by the land owners benefitting from the project, as determined by the City Council. Where improvements to utilities occur, the City, land owners and the utility companies will share the utility improvement costs. The method of allocating costs and the amounts will be determined in accordance with ROH Chapter 14, Articles 23 through 29 and documented in the EIS and ID Preliminary Report.

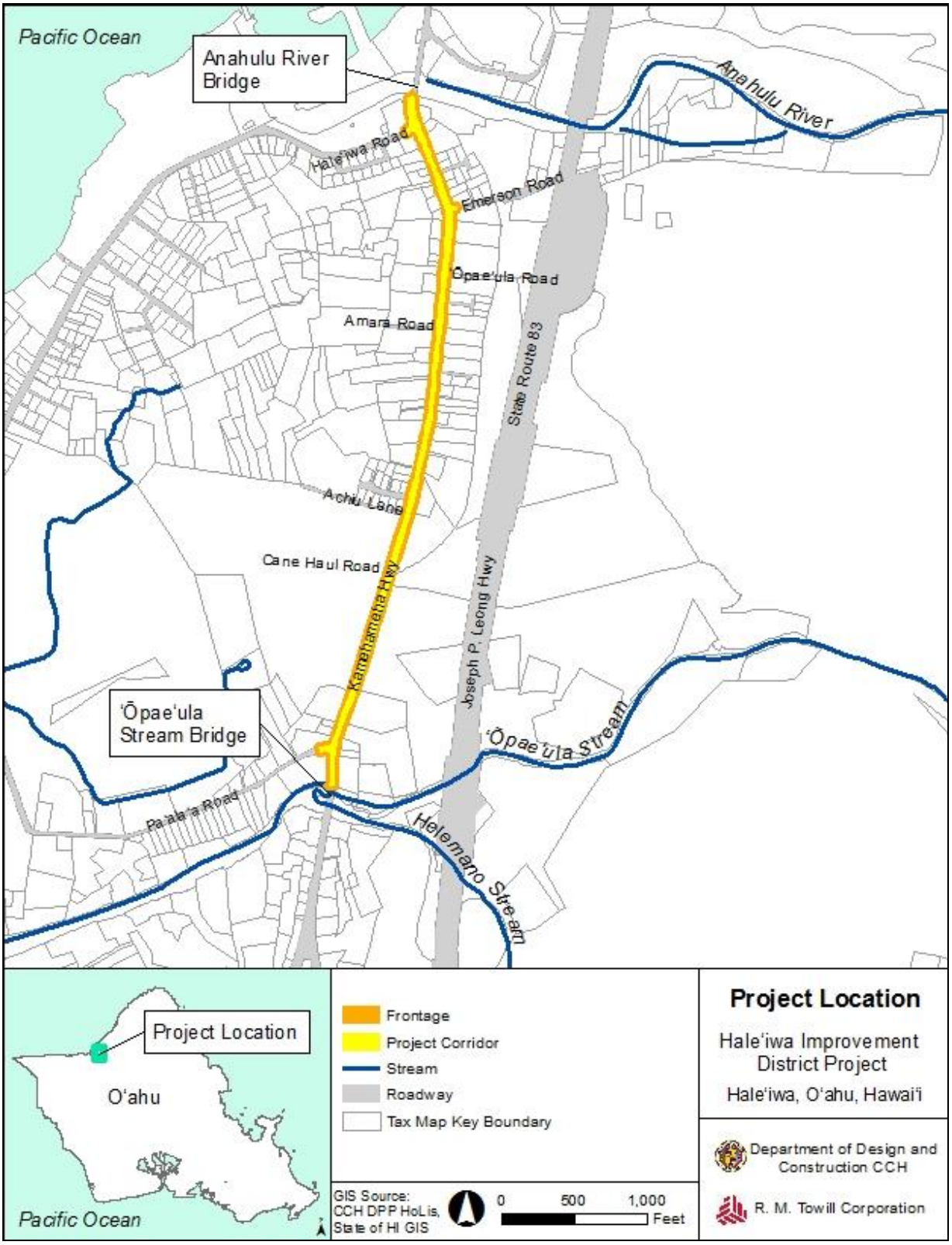
1.2 Project Purpose and Need

1.2.1 Purpose

The project purpose is to:

- Improve pedestrian facilities in Haleʻiwa town to provide continuous, ADA accessible pedestrian connectivity through the ID project corridor;

Figure 1-1, Project Location



- Enhance the walkability, attractiveness and comfort of the streetscape to encourage increased pedestrian use;
- Consider complete streets features and improvements to enhance multi-modal transportation where feasible and supported by the ID process; and,
- Correct ponding and localized drainage conditions within the ROW.

1.2.2 Need

Hale‘iwa town is a rural, unique and historically significant town located on the North Shore on the island of O`ahu. Kamehameha Highway through Hale‘iwa functions as a rural commercial ‘main street’. The street front is lined with a mix of human-scale, low-rise residential and commercial uses and civic services, with extant architecture from the plantation-era of the late 1800’s and early 1900’s interspersed with more modern buildings. Hale‘iwa serves as a vibrant commercial center and economic hub for North Shore residents, locals and tourists and is home to noteworthy surf and souvenir shops, art galleries, boutiques, specialty stores and restaurants and bars. Located less than five miles from world-famous surf spots, Hale‘iwa is also a popular visitor destination for professional surfers and surf-enthusiasts during the winter months. For these reasons, Hale‘iwa is promoted in the North Shore Sustainable Communities Plan as a regional destination and commercial attraction for residents and visitors.

Walking is one of the primary modes of transportation, along with bicycling and automobile use, by which residents and visitors access, patronize and experience Hale‘iwa town, yet pedestrian facilities within Hale‘iwa are limited. Existing pedestrian facilities consist of disconnected private walkways fronting individual commercial buildings, raised sidewalks with curbs and gutters along a very few segments of the highway and dirt paths. In general, pedestrians navigate from building to building along the paved road shoulder within setback areas in front of the buildings and occasionally within the travel way itself where shoulder conditions, including ponding, parked vehicles and utilities, present a variety of obstacles to convenient passage. Through the central part of Hale‘iwa Town, several segments of the roadway on the makai side, have a raised curb, partially painted white, to provide separation between the travel way and the paved shoulder which is used by pedestrians for access. There are a limited number of striped cross-walks, but otherwise no pedestrian signals or signage. Pedestrians typically cross the highway without regard to designated crosswalks by waiting for breaks in traffic or signaling drivers with hand gestures.

The lack of continuous, inter-connected walkways through Hale‘iwa, unclear pedestrian routes, varying surface conditions and shoulder obstructions diminishes pedestrians’ experience and discourages pedestrian use. The results include increased use of automobiles for short trips to and within town with related increase in traffic congestion, reduced foot-traffic to street-front businesses with related lost income opportunities, an effective gap in the regional pedestrian path network, and failure to retain a pleasant and distinctive, pedestrian-oriented commercial area for residents and visitors in accordance with Hale‘iwa Special District objectives.

Planned walkway improvements are thus necessary for improving the pedestrian experience, as well as the overall traffic conditions and multi-modal interactions throughout Haleʻiwa. Additionally, continuous walkways are necessary to promote an active, pedestrian-oriented commercial street frontage and encourage economic revitalization of the Haleʻiwa business community. Therefore, the construction of continuous walkways that meet the objectives and design guidelines of the Haleʻiwa Special District (SD) as well as the City's Complete Streets Ordinance, ROH Section 14-33, are being proposed.

1.3 Basis for the Environmental Impact Statement

In accordance with Hawaiʻi Revised Statutes (HRS) Chapter 343, Section 5, this project involves the following actions that require the preparation of an Environmental Impact Statement (EIS):

(1) Propose the use of state or county lands or the use of state or county funds;

This EISPN has been prepared by the proposing agency, the CCH DDC, in accordance with HRS Chapter 343 and Hawaiʻi Administrative Rules (HAR) Title 11, Chapter 200. Act 172, enacted by the Governor on June 27, 2012, allows an agency to determine that an EIS is required, thereby choosing not to prepare an environmental assessment and instead to proceed directly to the preparation of an EIS, beginning with an EISPN. HAR Section 11-200-11.2 states that if the proposing agency determines that a proposed action may have a significant effect, it shall issue a notice of determination which shall be an EISPN. The EISPN shall indicate in a concise manner:

(1) identification of the proposing agency;

(2) identification of the accepting authority;

(3) brief description of the proposed action;

(4) determination;

(5) reasons supporting the determination; and,

(6) name, address and phone number of contact person for further information.

The intent of this EISPN is to inform interested parties of the project, and to seek agency and public input on relevant environmental, social, and technical issues and resources related to the Haleʻiwa ID Project that should be evaluated as part of the alternatives development and environmental analysis. Input received as a result of this EISPN, in combination with responses to agency pre-consultation requests; input from community members, landowners and other public stakeholders; and other input received to date, will be considered in the preparation of the Draft EIS document.

The EIS will present the proposed action and range of reasonable alternatives and will address the potential for direct, indirect and cumulative effects on the natural and human environment; and will identify mitigation measures to avoid or minimize the potential for adverse effects from

the project. In considering the significance of potential environmental effects, the proposing agency shall consider the sum of effects on the quality of the environment according to significance criteria set forth in HAR Section 11-200-12.

1.4 Proposing Agency and Accepting Authority

The project is being undertaken with funds from the CCH DDC. In accordance with HRS Chapter 343-5, and HAR Sections 11-200-4 and 11-200-9, the proposing agency for this EIS is the CCH DDC and the accepting authority is the Mayor of the CCH.

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2. Project Description and Alternatives

2.1 Project Corridor

The project corridor is comprised of the CCH-owned segment of the Kamehameha Highway right-of-way (ROW) through the historic town of Haleʻiwa, between the ʻŌpaeʻula Stream Bridge at the south end and the Anahulu River Bridge at the north end. The length of the project corridor is approximately 5,000 linear feet (lf). Within this corridor, the ID project study area for project alternatives includes the CCH ROW and the first 30 feet of the property frontages along the mauka and makai sides of the highway.

The existing Kamehameha Highway ROW width within the project limits ranges between 26.5 feet and 52 feet, with approximately one-third of the ROW through the corridor between 45 to 50 feet wide. The paved roadway varies between 20 to 28.5 feet wide with an average of 9.5-foot wide lanes. Roadway shoulder widths and conditions vary throughout the project area. The highway frontage is lined with commercial, residential and civic uses. Developed areas that define the north and south ends of town are separated by agricultural land located between Achiu Lane and the Waialua Community Association property. The project corridor is shown on **Figures 2-1 through 2-4** at the end of Section 2.

2.2 Resolution 09-338

Directions for the Haleʻiwa ID project improvements are set forth in City Council Resolution 09-338 which requests the DDC to prepare and submit a preliminary report to the Council for the construction of walkways as described in the Haleʻiwa Special District Design Guidelines; and the undergrounding of utility lines and installation of landscaping consistent with improvements described in the Kamehameha Highway Master Plan, Weed Circle to Haleʻiwa Beach Park, prepared for the DDC by Kim and Shiroma Engineers, Inc. dated December 2007. The primary design objective of the project is to provide pedestrian walkways and to improve the pedestrian experience within the project corridor along Kamehameha Highway between the ʻŌpaeʻula Stream Bridge and the Anahulu River Bridge.

2.3 Improvement District Process

The ID process is governed by ROH Chapter 14, Articles 23 through 29. Selection of the preferred ID project alternative will be documented through the EIS process. Upon selection of a preferred alternative, the City will prepare a *Preliminary ID Report*, in accordance with ROH Section 14-25.1, that describes the ID improvements, provides a detailed construction cost estimate, a method for assessing cost sharing and a proposed allocation of costs. The *Preliminary*

ID Report will be submitted to the City Council for public hearings and decision by means of a City Council Resolution.

The City Corporation Counsel determined that the ID process initiated by City Council Resolution 09-338, CD1, pursuant to ROH Section 14-25.1, does not trigger the provisions under Section 14-25.2 for a vote by the landowners and lessees of the frontage to be assessed to determine if the ID project should proceed. The determination to create the ID and approve the project improvements is made by the City Council pursuant to ROH Section 14-25.4.

As an ID project, the cost of the project improvements will be shared by the City and the land owners along the project corridor who will benefit from the improvements. Where improvements to utilities occur, the City, land owners and the utility companies will share the utility improvement costs. The method of allocating costs and the proposed proportions will be determined in accordance with ROH Chapter 14, Articles 23 through 29 and documented in the EIS and ID Preliminary Report. The final decision on allocation of costs between the City and benefitted landowners and utility companies will be determined by the City Council through the ID Resolution.

2.4 Design Standards, References and Previous Studies

Planning and design references that are being used to guide the development of project alternatives include the following:

- Hale‘iwa Main Street – Hale‘iwa Town Plan (HMSTP) (1991) – the HMSTP is a long-range concept plan prepared by the North Shore community in response to regional changes resulting from the construction of the Joseph P. Leong By-pass Highway. The HMSTP promotes construction of a walkway and dedicated bike path through Hale‘iwa Town.
- Hale‘iwa Special District Design Guidelines (SDDG) (1991) – The Hale‘iwa SDDG originated through community-initiated historic preservation efforts in response to the demolition of the Hale‘iwa Theater and other development changes in Haleiwa. The SDDG endeavors to preserve the unique history and character of Hale‘iwa’s built environment through the application of consistent, compatible design standards.
- North Shore Sustainable Communities Plan (SCP) (2011) – The North Shore SCP includes vision statements and policies to reinforce Hale‘iwa’s character as a 2-lane “Country Town” and rural commercial center, and promotes installation of walkways, landscaping and off-street parking.
- Kamehameha Highway Master Plan, Weed Circle to Hale‘iwa Beach Park (KHMP) (2007) – The KHMP recommends a continuous, at-grade walkway with minimum width of 5 feet, and left turn lanes at key intersections through Hale‘iwa Town. Walkways generally align parallel to Kamehameha Highway, but cross into adjacent private

property in various locations to preserve large trees (North Shore Market Place) and to connect to existing private walkways.

- ROH Section 14-33 – Complete Streets – The Complete Streets Ordinance requires that CCH agencies consider context-sensitive solutions and a multi-modal approach in all transportation projects with the goal of enhancing mobility for all street users.
- CCH Standard Details (1984), and CCH Standard Specifications for Public Works construction (1986)
- Low Impact Development (LID) guidelines, including Rules Relating to Storm Drainage Standards (DPP) (January 2000), Low Impact Development, A Practitioner's Guide (OP-CZM) (June 2006), and other national LID guidelines and design standards.
- CCH Complete Streets Design Manual (September 2016)
- Americans with Disabilities Act (ADA) Standards.
- Other special resource and technical studies that are being prepared for the project, including the multi-modal Traffic Impact Assessment Report and Architectural Inventory Survey are being used to guide the development of project alternatives.

2.5 Project Alternative Concepts

Three ID project alternatives plus the "no action" alternative are being developed for evaluation in the project EIS, pending completion of the project's multi-modal traffic study and drainage study. The three ID project alternatives will each be described by a typical roadway cross-section unique to the alternative. Each alternative will include walkways and landscaping and will evaluate utility adjustment requirements including relocation of overhead utilities and/or placing overhead utility lines underground. All three project alternatives may incorporate various common design elements, such as travel way/walkway separation features and a variety of pavement colors and textures. Requirements for land acquisition and other effects on each parcel adjacent to the ROW will be described and evaluated for each alternative. In general, the three project alternatives will be based on the following design concepts.

2.5.1 Alternative 1-Design Based on City Complete Streets Standards

Alternative 1 will be based on CCH standards for complete streets improvements (ROH Section 14-33 and CCH Complete Streets Design Manual) within a 65- to 69-foot ROW. Alternative 1 will be based on accommodating multiple modes of transportation, including pedestrians, bicycles, mobility devices, motor vehicles, and transit, in conformance with the City's Complete Streets ordinance, ROH Section 14-33, and the CCH Complete Streets Design Manual. Improvements consist of raised walkways, a furniture zone/landscape buffer, curbs and gutters, drain inlets, catch basins and subsurface drain pipes to convey drainage to Anahulu Stream

and/or ʻŌpaeʻula Stream. The roadway cross-section accommodates bike lanes on both sides, one travel lane in each direction and a median lane for left-turn movements in both directions. Walkways are parallel with the travel way within the ROW and do not meander into fronting properties. Walkway widths may be increased in commercial areas where pedestrian foot traffic is greatest.

2.5.2 Alternative 2- Minimum Street Improvements

Alternative 2 will be based on the following general design principles:

- keep the design simple and compatible with Haleʻiwa's country town character;
- remain within the existing right-of-way as much as possible;
- minimize land acquisition;
- no left-turn lanes; and
- accommodate street frontage parking where possible.

Improvements will consist of at-grade walkways on both sides of the street separated from the travel lanes by a buffer or landscape strip. The Alternative 2 cross-section may be modified in response to individual lot conditions. Where the full section cannot be accommodated due to the presence of residential or commercial structures, the walkway, buffer or travel lane widths may be reduced to avoid impacts and minimize land acquisition requirements. In some locations, the buffer or landscape strip may be eliminated and replaced with a separation feature, such as curbing. The paved travel way may be painted with "sharrows" to indicate shared-use by bicycles and motor vehicles.

Under this concept, the buffer area will be used to provide separation between the travel way and pedestrian walkways, for landscaping and to capture runoff. Improvements will be designed to maintain existing surface flow patterns and control increases in runoff resulting from ID improvements.

In response to property owner and business owner concerns about loss of convenient customer parking, street frontage parking may be accommodated where possible as on-street parking within the ROW or as off-street parking within the private commercial lots. Parking design alternatives will consider parallel stalls, nose-in perpendicular stalls, and reverse-in angled stalls.

Walkways may be accommodated within public access easements on private property where the property owner requests it and is willing to assume the costs and liability associated with the easement and where site conditions and land uses are suitable. The Kamehameha Schools (KS) Haleʻiwa Store Lots development serves as an example where a public access easement is appropriate. Other locations where property owners or lessees might consider creating a public access easement include the Haleʻiwa Town Center, the North Shore Market Place, and the

commercial lots containing Spaghettini, Aloha Swim and Golf, Grass Skirt Grill, and Soap Cellar.

Complete street features, described below, may also be evaluated as part of the Alternative 2 design.

2.5.3 Alternative 3- Minimum Street Improvements with Bicycle Lanes

Alternative 3 will be determined following completion of the multi-modal traffic study and drainage report being prepared for the project. The street cross-section will be generally based on Alternative 2 with the addition of bicycle lanes in both directions. Improvements may consist of an at-grade walkway, buffer zone/landscape strip, bicycle lane and travel lane on each side of the street. Bicycle lanes may be replaced with left-turn storage lanes at locations where the multi-modal traffic study indicates that the installation of left-turn lanes would alleviate congestion. Complete street features, described below, may also be evaluated as part of the Alternative 3 design.

2.5.4 No Action

The “no-action” alternative will be evaluated in the EIS, in accordance with Section 11-200-16, to serve as a baseline against which potential actions are measured

2.5.5 Drainage Improvements - Low Impact Development

For each alternative, drainage improvements will be designed to maintain existing surface flow patterns, eliminate existing ponding conditions, and control and dispose of increases in runoff resulting from the ID improvements. Walkways will be designed with a cross-slope to drain surface flows into the buffers/landscape strips or to thru-gutters which will direct flows to landscape strips. To the extent practicable, ID improvements will utilize LID features to minimize runoff volumes, preserve existing hydrology, retain runoff by infiltration and evapotranspiration and remove pollutants from runoff by filtration, absorption and/or biological uptake. Incorporation of these features in the ID project alternatives is subject to approval by the CCH Department of Facilities Maintenance (DFM) and the Department of Planning and Permitting (DPP).

2.5.6 Overhead/Underground Utilities

Resolution 09-338 calls for undergrounding of existing overhead utilities as one of the three key ID improvements. While there is community support for undergrounding utilities, there is also vocal concern for the associated costs. Each project alternative will be evaluated for two options: (i) maintain existing overhead utilities and private service connections and relocate overhead

utilities as necessary to accommodate the improvements, and (ii) relocate existing utilities and private service connections underground. The continued use of overhead utilities for the ID project is subject to approval by the CCH DPP.

2.5.7 Alternative Complete Street Features

The City is required by ROH Section 14-33 to consider complete streets principles in transportation project planning. The goal of complete streets design concepts is to improve mobility for all street users. Complete street improvements are demonstrated to improve business by enhancing street user convenience and comfort and thereby increase foot-traffic and business patronage. Complete street features that might be considered for evaluation in the project alternatives, pending the results of the multi-modal traffic study and approval by the CCH DPP and Department of Transportation Services (DTS), include the following:

Bicycle Facilities:

Bicycle facilities might include striped bike lanes within the paved travel way, dedicated bike paths separated from the travel way and walkway by a buffer or landscape strip, multi-use paths shared with pedestrians or paved shoulders to accommodate bicycle use. Surface texture, pavement coloration and/or striping may be used to demarcate the bicycle path from the pedestrian walkway. In locations where there is insufficient space to accommodate dedicated bike lanes or paths, it may be necessary to eliminate the bike paths and demarcate the vehicle travel lane as a shared travel lane with painted “sharrows”.

Curb Extensions and Parklets

Curb extensions and parklets help manage traffic by narrowing the travel way, improve pedestrian conditions by reducing the walking distance across vehicle travel lanes and intersections, and create public space that can be used to provide sitting/resting areas and informational/orientation features.

Protected Crossings

Protected crossings include raised cross-walks (table-tops), median islands with landscaping, raised curbs or bollards to provide mid-street refuge for pedestrians and median striping or curbing to split and narrow travel lanes and reduce traffic speeds. Protected crossings may be designed together with curb extensions to reduce the distance pedestrians have to cross the travel way.

Traffic Circles (Roundabout, Mini Roundabout, Mini Traffic Circles)

Traffic circles offer an intersection design that allows for unimpeded motor vehicle turning movements while functioning to calm traffic and improve intersection accessibility for pedestrians and bicyclists. Traffic circles are demonstrated to reduce vehicle and pedestrian conflicts and reduce crash severity due to reductions in vehicle speeds. In particular, traffic

circles eliminate left-turn and right-angle crashes that occur at typical right-angle intersections and lane crossings. Further, traffic circles are demonstrated to increase roadway capacity and reduce traffic delays, reduce roadway operational costs, reduce vehicle emissions by eliminating vehicle idle time, and provide an opportunity for neighborhood beautification.

Typical traffic circles improvements include:

- a single, circulating travel lane;
- construction of a raised center island consisting of a mountable apron for large vehicles to drive over to facilitate turning movements, and a center space for landscaping;
- lane striping to direct traffic into and out of circulation; a raised splitter median may also be used to slow down and split traffic, and to provide a protected pedestrian crossing; and
- pedestrian cross walks, pavement stenciling and signage.

Reverse-In Angled Parking

Reverse-in angled parking provides the following benefits over the more familiar nose-in perpendicular parking:

- simple movement to back in requires one-half of the typical parallel parking movements to park and a single movement to exit;
- provides traffic calming function because the vehicle blocks traffic when backing into to the stall;
- safer when pulling out because the driver is looking directly at traffic; and
- positions the vehicle trunk away from the travel way for safer access and positions doors to open to direct children away from the street.

Reverse-in parking may be considered along the frontage of commercial buildings, particularly where there is insufficient room for perpendicular stalls.

2.6 Project Alternatives Cost Estimates

Order of magnitude cost estimates will be prepared following further development of the three project alternatives. Detailed construction cost estimates for each project alternative will be prepared for inclusion in the Draft EIS.

2.7 Project Schedule

Key project milestones are as follows:

Complete Project Alternative Designs for Inclusion in EIS	Summer 2018
Complete EIS	Summer 2019
Complete Preliminary ID Report	Fall 2020
Council Action on the ID Report	2021
Finalize Construction Documents and Procure Bid	2022

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Figure 2-1, Hale‘iwa Improvement District Project Corridor

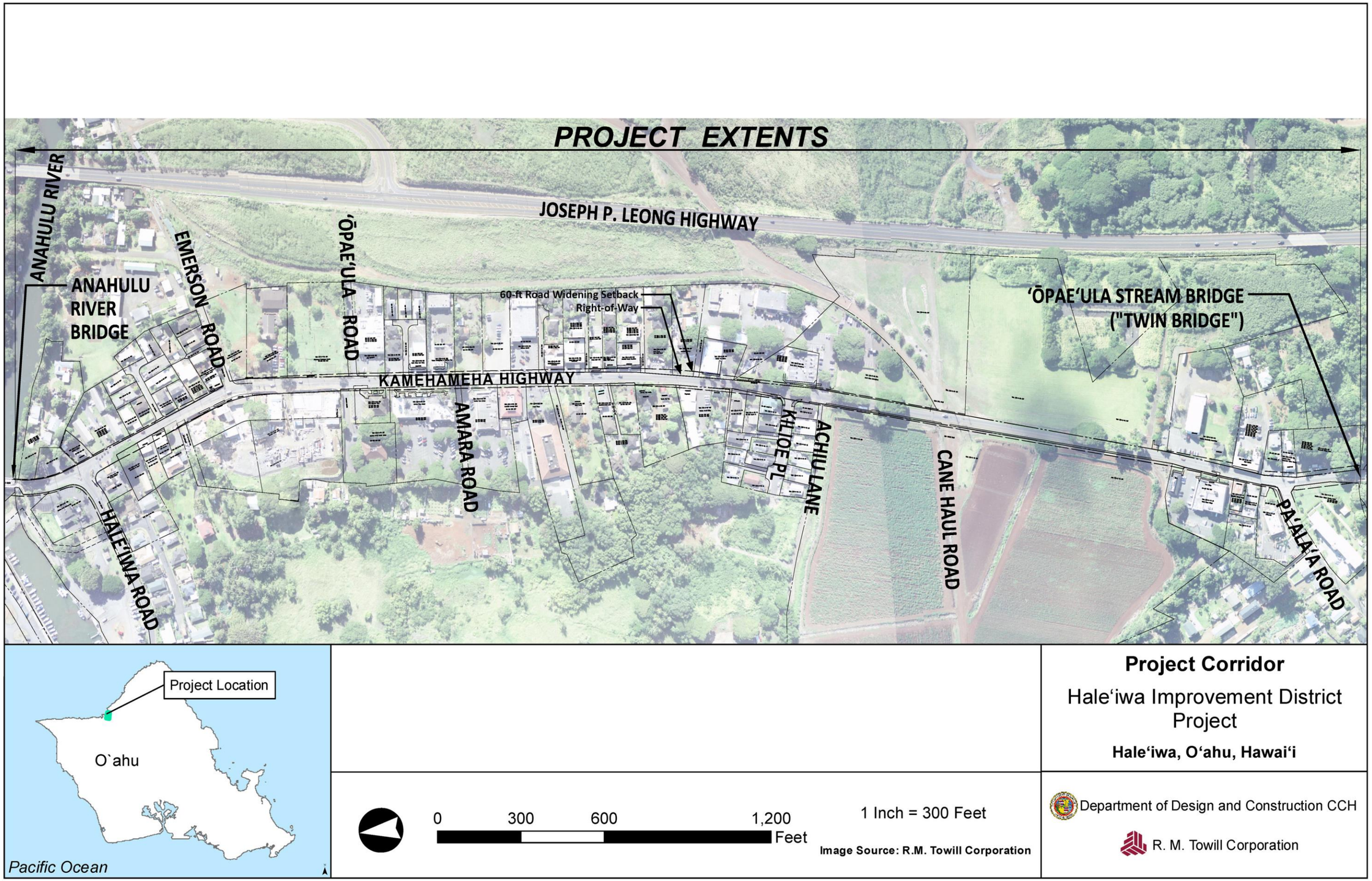


Figure 2-2, Project Corridor, Anahulu Bridge to Mālama Market

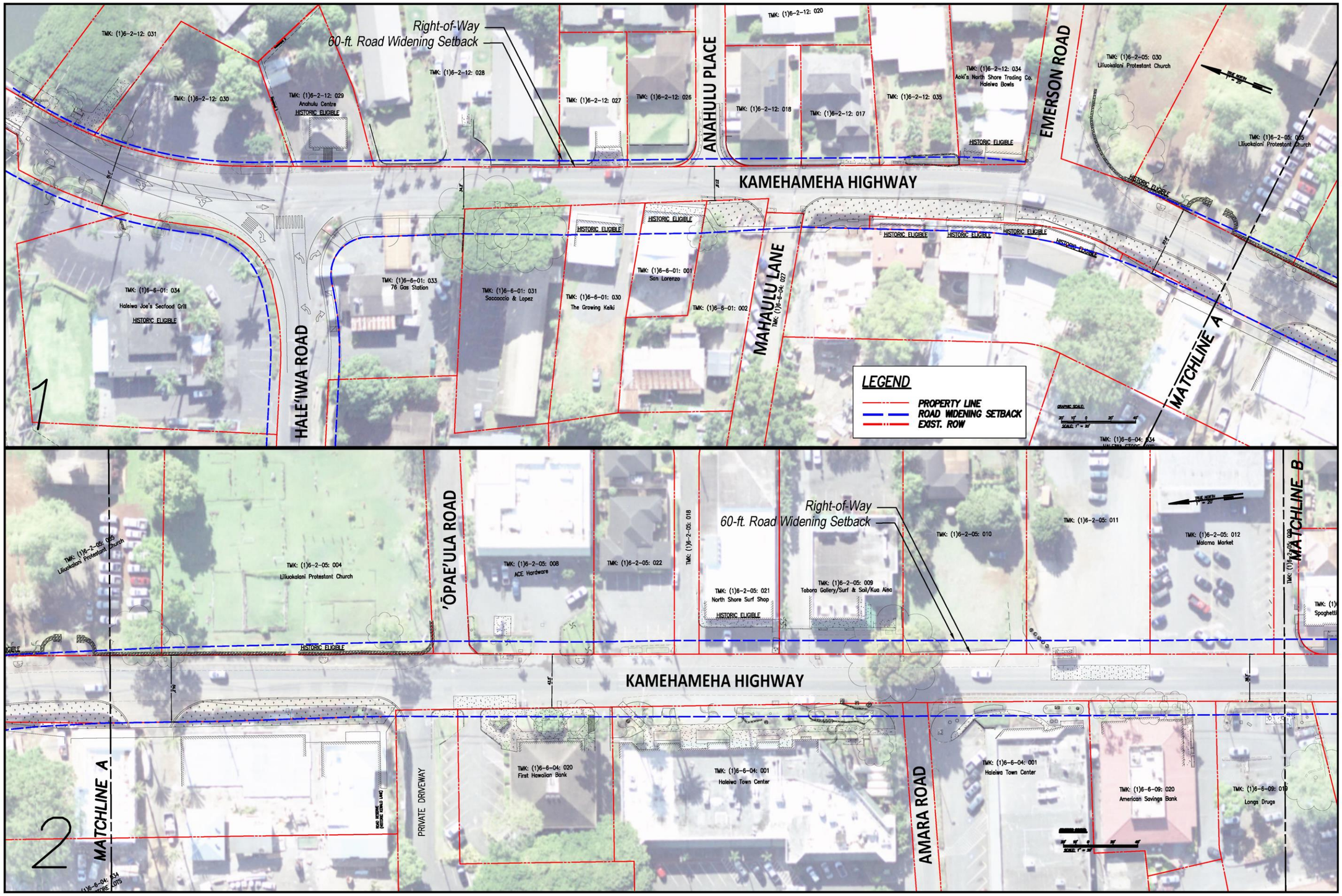


Figure 2-3, Project Corridor, Spaghettini to Cane Haul Road

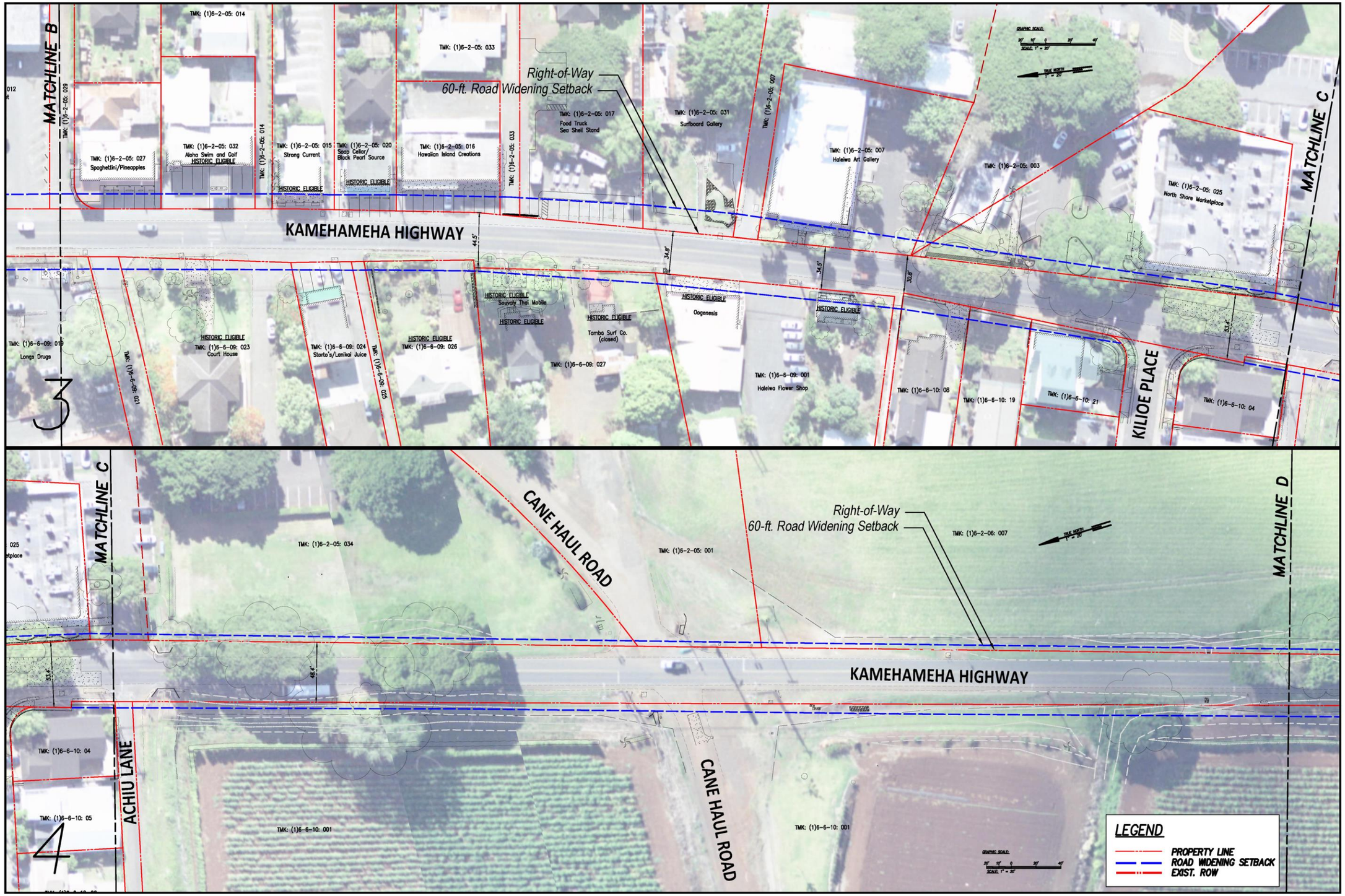
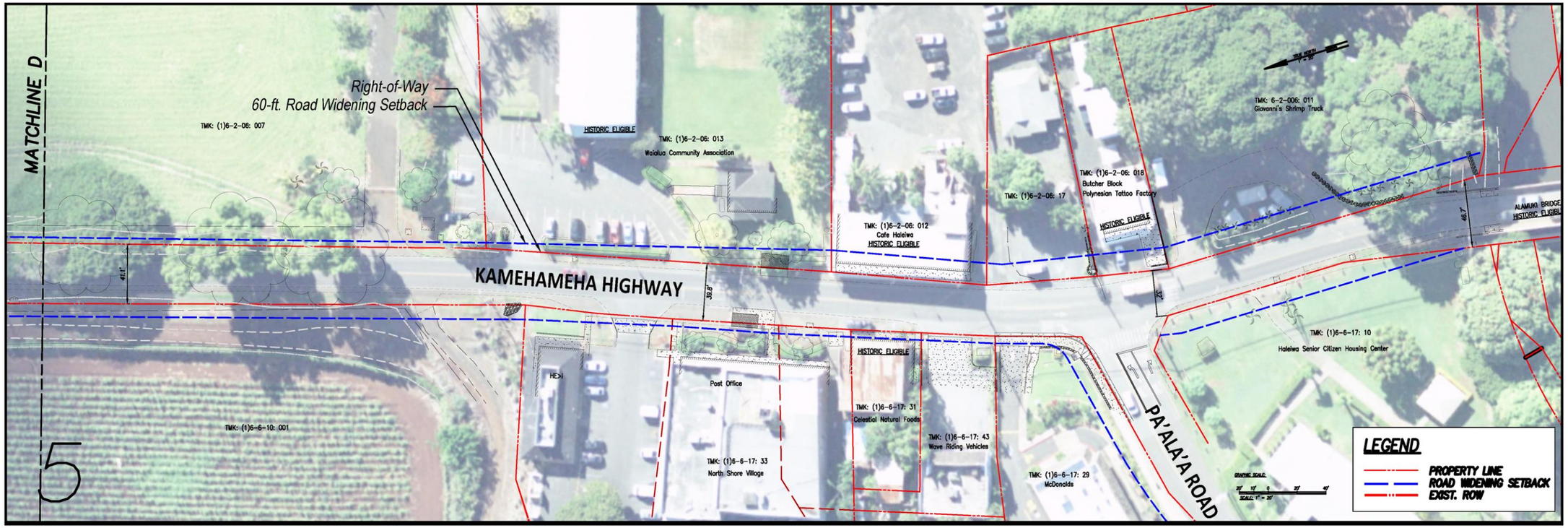


Figure 2-4, Cane Haul Road to Ōpae'ula



3. Natural Environment

3.1 Climate and Climate Change

Haleʻiwa has a mild semi-tropical climate which is characterized by abundant sunshine, persistent trade winds, relatively constant temperatures, and moderate humidity. Cooling trade winds from the northeast prevail throughout most of the year with an average speed of 3 to 7 miles per hour (mph). In the summer months, trade winds are at their strongest, and in the winter, trade winds are at their weakest. Annual relative humidity averages 70 percent. Kona winds from the southwest occasionally bring warm, humid air (USACE & State of Hawaiʻi, 2014).

Temperatures are typical of the island chain. Mean monthly temperatures range from high-70° Fahrenheit (F) in the summer months, to low-70° F during the winter. The average annual rainfall for Oʻahu is approximately 24 inches while the average annual rainfall for the Haleʻiwa area is approximately 31 inches. The dryer months of April through September average 1 to 2 inches per month. The wetter months of October through March average 2 to 5 inches per month (UH, 2011).

According to recent findings by researchers at the University of Hawaiʻi (IPRC, 2014), the effects of climate change are increasingly evident in Hawaiʻi. Evidence of climate change includes rising air temperature, increased intensity of rainfall events partnered with decreased total rainfall and decreased stream flows, increased sea surface temperatures and sea levels, and increased acidification of ocean waters (SB No. 2745, 2012). Research also shows that greenhouse gas emissions, including carbon dioxide, methane, nitrous oxide, and fluorinated gases, are a key contributor to unprecedented increases in global atmospheric warming over the past century (IPRC, 2013). These trends are projected to continue to increase in the future posing unique and considerable challenges to Hawaiʻi. Research at the University of Hawaiʻi, School of Ocean and Earth Science and Technology indicates that sea level has risen in Hawaiʻi by approximately 0.6 inches per decade (1.5 millimeters per year) over the past century (SOEST, 2017). The estimates point to a potential aggregate rise of 1.3 ft (40 centimeters) by the year 2060 and a rise of 3.3 ft (100 centimeters) by 2110.

According to the Intergovernmental Panel on Climate Change's Fifth Assessment Report, Climate Change 2014, Chapter 13, Sea Level Change, released in 2014, it is estimated that at most, a global sea-level rise of approximately 0.45 meters to 0.82 meters (1.48 to 2.70 ft) is likely to occur for the period of 2081-2100. There will be deviations of local and regional sea level change from the global change; approximately 70% of coastlines are projected to experience a relative sea level change within 20% of the global msl change.

Potential Effects and Mitigation Measures

The proposed project is not anticipated to have significant long-term adverse effects on climatic conditions in the north shore region of Oʻahu, based on the limited scope and scale of project improvements. The project considers the construction of walkways and other street improvements; the increase in paved impervious surfaces may lead to localized heat gain. The use of landscaping, such as trees, shrubs, grassing, and other ground cover, may be used to mitigate heat gain.

The project corridor may be subject to impacts of climate change and increased intensity of rainfall events, which may overwhelm drainage systems and cause flooding to low lying areas.

Further discussion and analysis of each alternative considered, the potential for the project to alleviate or adversely affect climatic conditions, and appropriate mitigation measures, will be included in the DEIS for this project.

3.2 Soils & Topography

The island of Oʻahu is formed by the eroded remnants of two shield volcanoes, which form the Koʻolau and Waiʻanae mountain ranges. On the windward side of the Koʻolau Range, the *mauka* boundary of Waialua, stream erosion has cut a series of amphitheater-shaped valleys separated by low ridges that terminate at a high *pali* (Macdonald et al. 1983:225). The streams in Waialua cut deeply dissected uplands and valleys below the *pali* and deposited detrital material in alluvial fans over the reef plains. Sand dunes formed along the beach where sand was blown inland (Armstrong 1983:35). The project corridor is located on this coastal plain. : at the north end near Anahulu Stream, it is at an elevation of approximately 10 feet above mean sea level (AMSL) and 500 feet from the shoreline of Haleʻiwa Beach Park; at the south end near Ōpaeʼula Stream, it is at an elevation of approximately 15 feet AMSL and approximately 0.75 miles inland from shoreline of Kaiaka Bay (CSH 2016).

The topography along the Kamehameha Highway ROW throughout Haleʻiwa town is relatively flat with localized variation. Site elevations range from 10 feet AMSL to 25 AMSL. The highway cross-slope generally slopes downward from the mauka (east) toward the makai (west) side, and thereby establishes the prevailing drainage flow patterns through town. Site topography also generally slopes northward from a high point of 20 feet AMSL at Emerson Road toward Anahulu Stream and from a highpoint of 24 feet AMSL at the Waialua Community Center southward toward Ōpaeʼula Stream. The undeveloped agricultural land in the center of Haleʻiwa town between the developed areas on the north and south ends of the project corridor, forms a relatively low area, with elevations ranging between 14 and 16 feet AMSL. There are no unusual or unique topographic features within or surrounding the project site. See **Table 3-1, Haleʻiwa Improvement District Elevations**.

Table 3-1. Haleʻiwa Improvement District Elevations

Location / Kamehameha Highway Intersection	Elevation (ft. above msl)
Anahulu Bridge	10
Haleʻiwa Road	14
Kewalo Lane	22
Emerson Road	20
Long's Drugstore / Mālama Market	23
Kilioe Place	16
Achiu Lane	15
Cane Haul Road	15
Waialua Community Center	24'
Paʻalaʻa Road	19
Ōpaeʻula Stream Bridge	15

According to the *Soil Survey of Islands of Kauai, Oʻahu, Maui, Molokai, and Lanai, State of Hawaii* ("Soil Study") prepared by the U.S. Department of Agriculture, Soil Conservation Service (USDA, 1972), three types of soil are found within the project site:

Haleʻiwa silty clay (HeA) 0 to 2 percent slopes – This soil is moderately permeable, has slow runoff, and an erosion hazard that is no more than slight. The Haleʻiwa series consists of deep, well-drained soils that formed in alluvium derived from basic igneous material. They are found on fans and in drainage ways along the coastal plains at elevations from sea level to 250 feet.

Kawaihapai clay loam (KIB) 2 to 6 percent slopes – This soil has a slow runoff and a slight erosion hazard. The Kawaihapai series consists of well drained soils that formed in alluvium fans on the coastal plains at elevations from sea level to 300 feet.

Waialua silty clay (WkA) 0 to 3 percent slopes – This soil has moderately rapid permeability, slow runoff, and has no more than slight erosion hazard. The Waialua series consists of moderately well-drained soils on alluvial fans on the island of Oʻahu. These soils developed in alluvium weathered from basic igneous rock. Slopes are nearly level to steep (USDA, 1972).

All three soils types are well-drained soils found on fans and drainage ways along the coastal plains of Oʻahu and Molokaʻi. These soils formed in alluvium derived from basic igneous rock and have moderate shrink-swell potential (USDA, 1972 in Hirata, 2015).

A 'Geotechnical Engineering Study' was prepared for the project by Hirata & Associates, Inc. (Hirata, 2015) in June 2015, consisting of a literature review, visual reconnaissance and a review of in-house soils information, including information from previous soil investigative fieldwork

conducted within the project corridor. Previous geotechnical borings performed by Hirata & Associates, Inc. confirmed that the project site generally consists of reddish brown and brown clayey silt atop weathered basalt (Hirata, 2015). Previous borings that have been conducted along the project alignment have occasionally encountered seepage and groundwater at depths ranging from approximately 3 to 5 feet below ground level at the Hale‘iwa Store Lots, to 10 to 10.5 feet below ground level near the Waialua Courthouse, Amara Road and Emerson Road. See **Figure 3-1, Soil Types**.

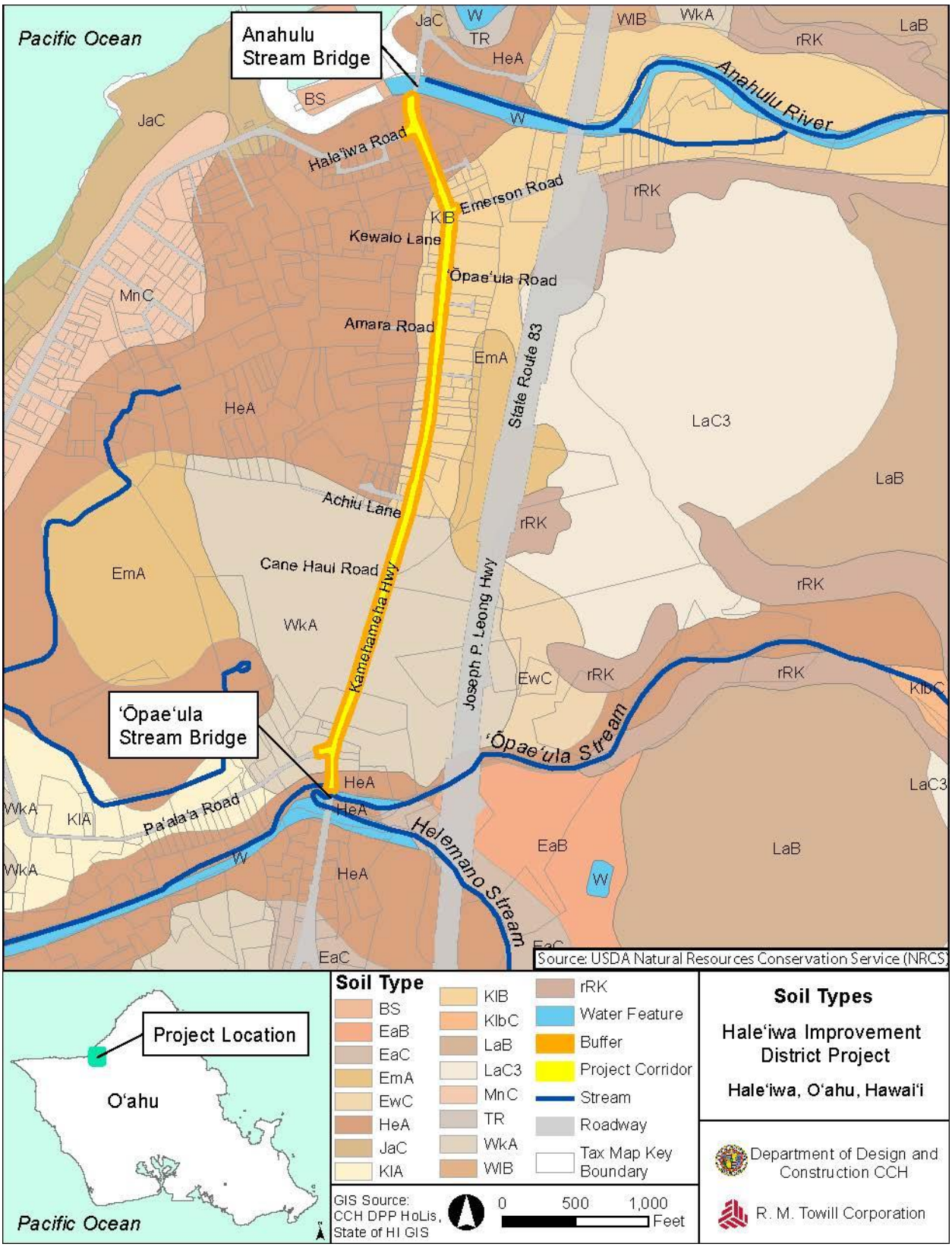
Potential Effects and Mitigation Measures

The proposed project considers the construction of walkways, installation of landscaping and either relocation or undergrounding of existing utilities. Project improvements are not anticipated to significantly change or adversely affect topographic, geologic or soil conditions within the project site. Planned improvements will generally be designed to follow the existing slopes and elevations within the project corridor. Regardless of which alternative is selected, the project will involve earthwork consisting of excavation and grading, and construction of new pavements and structures that could be affected by underlying soil conditions.

The preliminary Geotechnical Engineering Study (Hirata, 2015) includes the following findings and recommendations:

- “Trench excavations for underground utilities are expected to expose the onsite clayey silt. Excavations into the surface clayey silt can be accomplished using conventional excavating equipment.
- Although not encountered in all the borings, seepage conditions may exist along the proposed alignment. There is potential for seepage water to collect and flow along the pipe cushion layer of underground utilities. To prevent seepage flows, low-permeability material is recommended for utility cushion layers.
- The depth to groundwater will vary and may be relatively shallow in some areas. Excavations extending below the groundwater level will require dewatering and shoring.
- Smaller civil type structures such as site retaining walls and utility manholes may be supported on spread footings. In some locations, existing soils may need to be replaced with imported fill to properly support structural foundations.
- Due to the moderate expansion potential of the onsite soils as indicated by the ‘Soil Survey’, exterior slabs-on-grade and walkways should be underlain by a layer of base course material.

Figure 3-1, Soil Types



In addition, the following mitigation measures are proposed:

- Grading and excavation will be undertaken in accordance with county regulations through the construction plan review process with DPP.
- Grading will follow existing grades to the extent possible.
- Excavated material will be used on-site for fill material. Imported fill will be limited to clean and uncontaminated material. Any excess fill material will be disposed of off-site at County-approved waste facility in compliance with State and federal regulations.
- Erosion and sediment control Best Management Practices (BMPs) will be utilized during construction to prevent and mitigate any untreated construction storm water runoff from entering into State waters, as described further in **Section 3.3, Water Resources**.

A more in-depth geotechnical investigation and analysis of soils and subsurface conditions, including exploratory test borings, soil sampling, laboratory testing, and analyses, will be conducted by the geotechnical engineer during the design phase of the project to confirm the subsurface soil conditions along the proposed alignment and to provide geotechnical recommendations as needed.

Further discussion and analysis of each alternative considered, the potential for the project to alleviate or adversely affect soils or topographic conditions, and appropriate mitigation measures, will be included in the DEIS for this project.

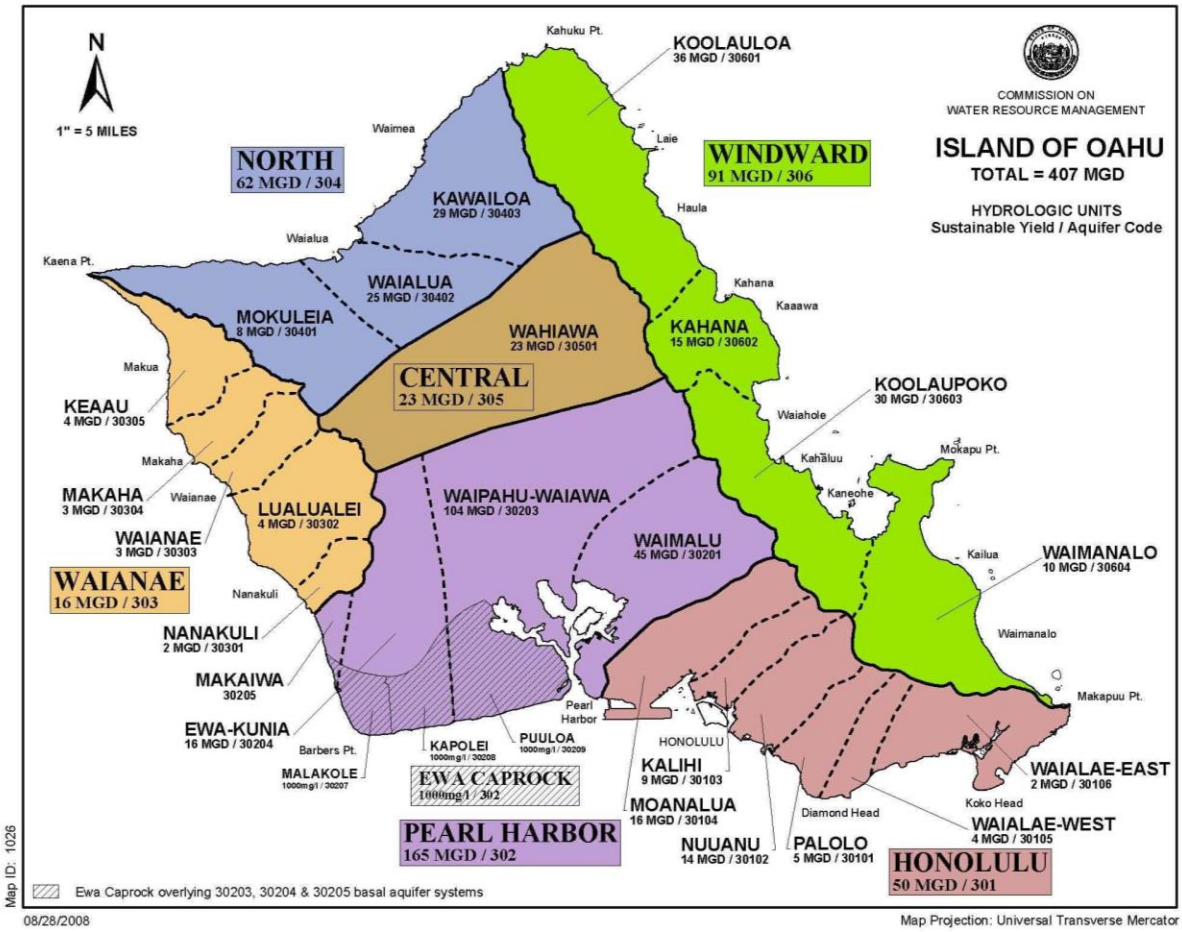
3.3 Water Resources

3.3.1 Ground Water

Oʻahu has a regional aquifer system comprised of six major groundwater areas, which are divided based on deep-seated structural geohydrologic barriers (BWS, 2012). **See Figure 3-2**, **Hydrologic Units Map**. The project corridor is located above a basal freshwater lens within the North Oahu aquifer (USGS, 2011). Groundwater within this aquifer moves as underflow from the northern Schofield area into the Waialua groundwater area in northern Oʻahu (USGS, 1997). The Oʻahu North aquifer is further subdivided into three smaller groundwater areas, Mokūleʼia, Waialua, and Kawaiola. The project is located in the Waialua groundwater area. Each of the three smaller ground water areas are designated by the State Commission on Water Resource Management (CWRM) as a water management area (WMA), whereby additional CWRM regulation is required for water source owners. Approximately 2 percent of Oʻahuʼs population resides within this aquifer area, and the net demand for water is about 2.5 million gallons per day (mgd). The annual sustainable yield of the Oʻahu North aquifer is 62 mgd, far exceeds demand (BWS, 2012).

The caprock geologic boundary is used to define the BWS “no-pass line”, a regulatory designation to protect groundwater quality from contamination from wastewater treatment facilities, landfills, and cesspools. Another regulatory boundary, the Underground Injection

Figure 3-2, Hydrologic Units Map



Source: (DLNR, 2008). *Water Management Areas for the Island of O'ahu*. Prepared by the Commission on Water Resource Management, Department of Land and Natural Resources. August 28, 2008. Retrieved from: http://files.hawaii.gov/dlnr/cwrm/maps/gwmainfo.pdf

Control (UIC) line is delineated based on ground water chloride levels of less than 10,000 parts per million (ppm). The project site is located above (mauka) the UIC line and outside of the BWS pass/no pass line.

Potential Effects and Mitigation Measures

The project is not anticipated to have adverse effects on groundwater resources, including potable water source in the O'ahu North aquifer. The proposed project involves the construction of walkways, undergrounding of utility lines, and the installation of landscaping. Low-impact development (LID) features such as landscape buffers and landscape strips will be considered in the project design. LID can help to minimize storm water runoff volumes, through percolation, infiltration and evapotranspiration; remove pollutants from runoff by filtration, absorption and/or biological uptake before entering surface or groundwater; and preserve existing hydrology and

facilitate in the recharge of groundwater resources. Landscaping will consider the use of drought-tolerant plants and xeriscaping techniques to minimize demand for irrigation water.

The depth to groundwater varies through the project corridor and may be relatively shallow in some areas. Thus, there is a potential to encounter groundwater during excavation for project improvements. Excavation below the groundwater level may require shoring and dewatering. Dewatering effluent will be contained on site and disposed of by means of percolation or evaporation. If necessary, a National Pollutant Discharge Elimination System (NPDES) Form G permit for the discharge of construction dewatering effluent will be obtained from the DOH-CWB. See **Section 3.3.2**, Inland/Surface Waters for further discussion.

Further discussion and analysis of each alternative considered, the potential for the project to alleviate or adversely affect ground water resources, and appropriate mitigation measures, will be included in the DEIS for this project.

3.3.2 Inland Surface Waters

The project corridor is bound by two surface waters; Anahulu River at the north end and ‘Ōpae‘ula Stream at the south end. There are no other surface waters within the project corridor. See **Figure 3-3, Surface Waters and Wetlands Map**. The Anahulu River is a perennial stream which flows into the Hale‘iwa Small Boat Harbor and discharges to Waialua Bay. ‘Ōpae‘ula Stream is a perennial stream, which along with Helemano Stream is one of two tributaries of Paukauila Stream, which forms immediately downstream from ‘Ōpae‘ula Stream bridge and discharges into Kaiaka Bay. Both Anahulu River and Ōpae‘ula Stream are within the ahupua‘a (watershed) of Kawailoa**.** Both Anahulu River and Ōpae‘ula Stream are classified as ‘Class 2’ inland waters, by the State of Hawai‘i (DOH, 2014a). Class 2 inland waters are designated in the HAR Section 11-54-3(b)(2) for protection purposes, the support and propagation of aquatic life, agricultural and industrial water supplies, shipping and navigation.

The estuarine reach of Anahulu River, Paukauila Stream and tributaries ‘Ōpae‘ula Stream and Helemano Stream, are listed on the ‘Clean Water Act (CWA) 303(d) list’ as impaired water bodies (DOH, 2014b). A water body is considered “impaired” if: (a) the current water quality does not meet the established water quality standards; or (b) the designated use that is described in HAR Chapter 11-54 is not being achieved. Anahulu River and Paukauila Stream and its tributaries (‘Ōpae‘ula Stream and Helemano Stream) are both listed for not reaching water quality standards for Enterococci, total nitrogen (TN), nitrate+nitrite (NO_3+NO_2), total phosphorus (TP), turbidity and total suspended solids (TSS). There are currently no Total Maximum Daily Loads (TMDL) or water pollution reduction plans for these water bodies (DOH, 2014b).

As part of an Environmental Survey being prepared for the project by *AECOS*, Inc., water quality specialists collected samples in Anahulu River (Sta. Upstream, Sta. Anahulu Bridge) and

Paukauila Stream on February 6 and 10, 2015, during the wet season. Within Anahulu River, water quality results were lower than recommended state water quality criteria for turbidity and TSS during the wet season; however, TN and NO_3+NO_2 concentrations were elevated. Within Paukauila Stream, water quality results for turbidity, TSS, TP, TN and NO_3+NO_2 concentrations were elevated. Elevated nutrient concentrations suggest groundwater intrusion and/or nutrient regeneration from sediments on the estuary bottoms (AECOS, 2015). These results are generally comparable to water quality data that is available in the 2014 DOH Water Quality Report.

Potential Effects and Mitigation Measures

The project is not anticipated to have adverse effects on surface waters. Drainage improvements will be designed to maintain existing surface flow patterns, mitigate existing ponding conditions, and control and dispose of increases in runoff resulting from ID improvements. Walkways will be designed with a cross-slope to drain surface flows into buffers/landscape strips or to thru-gutters which will direct flows to the landscape strips. To the extent practicable, ID improvements will utilize LID features to minimize runoff volumes, preserve existing hydrology, retain runoff by infiltration and evapotranspiration and remove pollutants from runoff by filtration, absorption and/or biological uptake. Use of these features in the ROW is subject to approval by the CCH DFM and DPP. For additional discussion on drainage, see **Section 4.3.**

During construction, there is the potential for construction-related pollutants and sediments to discharge from the project site in storm water runoff to Anahulu River and ʻŌpaeʻula Stream. Mitigation of potential discharges of pollutants related to construction activities will be addressed through the National Pollutant Discharge Elimination System (NPDES) permit program administered by the DOH-CWB in accordance with Chapter 11-54 HAR, *Water Quality Standards* and Chapter 11-55 HAR, *Water Pollution Control*. Under NPDES permit conditions, the project contractor will be required to maintain BMPs, including structural, vegetative and management measures, to control soil erosion and the release of sediments and other pollutants from construction activities.

If drainage improvements for the project include new outfalls in either Anahulu or Paukauila streams, the CCH will need to apply for a Municipal Separate Storm Sewer System (MS4) permit through the National Pollutant Discharge Elimination System (NPDES) program. The MS4 permit will require permanent BMPs to be employed to prevent storm water from discharging harmful pollutants into state waters. In addition, if the construction of the drainage system involves discharges of fill material or work within waters of the State, then a CWA Section 404 Permit or Rivers and Harbors Act (RHA) Section 10 Permit from the U.S. Army Corps of Engineers (USACE), and a CWA Section 401 Water Quality Certification from the State of Hawaiʻi, Department of Health (DOH) will be required. Further discussion and analysis of each alternative, the potential for the project to alleviate or adversely affect surface water resources, and appropriate mitigation measures will be included in the DEIS for this project.

3.3.3 Marine Waters

The marine waters located closest to the project are Waialua Bay and Kaiaka Bay. Anahulu River discharges into Waialua Bay, while Paukauila Stream (fed by tributaries ‘Ōpae‘ula Stream and Helemano Stream) discharges into Kaiaka Bay. Waialua Bay is considered a ‘Class AA’ marine water, while Kaiaka Bay is considered a ‘Class A’ marine water (DOH, 2014a). Class AA marine waters, as defined in HAR Section 11-54-3(c)(1), are to remain in their natural pristine state as much as possible without alteration from any human-caused source or actions. Class A marine waters, as defined in HAR Section 11-54-3(c)(2), should be protected primarily for recreational purposes and aesthetic enjoyment.

Waialua Bay and Kaiaka Bay are both listed on the CWA 303(d) list’ as impaired water bodies. Waialua Bay is listed as attaining water quality standards for Enterococci, but there is insufficient data to determine attainment for other parameters. Kaiaka Bay is listed as not attaining standards for Enterococci, chlorophyll-a (Chl-a), ammonium nitrogen (NH4), phosphate (PO4), TN, NO_3+NO_2, TP and turbidity. There are no TMDLs or water pollution reduction plans established for these water bodies (DOH, 2014b).

As part of the environmental survey for this project, AECOS, Inc. water quality specialists collected water quality samples in Waialua Bay and Kaiaka Bay on February 6 and 10, 2015. Within Waialua Bay, the water quality results were elevated for turbidity, TN, NO_3+NO_2, and TP. Within Kaiaka Bay, water quality results were elevated for turbidity TN, and NO_3+NO_2 (AECOS, 2015).

Potential Effects and Mitigation Measures

The project is not anticipated to lead to an increase in the discharge of pollutants in surface waters or marine waters. See discussion in Section 3.3.2, Inland Surface Waters. Further discussion and analysis of each alternative, the potential for the project to alleviate or adversely affect marine waters, and appropriate mitigation measures will be included in the DEIS for this project.

3.3.4 Wetlands

There are no wetlands located within the project corridor. HAR Section 11-54-1.1 defines wetlands as lands that are:

> “*Transitional between terrestrial and aquatic ecosystems where the water table is usually at or near the surface or the land is covered by shallow water. A wetland shall have one or more of the following attributes:*
>
> *(1) At least periodically the land supports predominantly hydrophytic vegetation;*
>
> *(2) The substratum is predominantly undrained hydric soil; or*

(3) The substratum is nonsoil (gravel or rocks) and is at least periodically saturated with water or covered by shallow water."

As part of the environmental survey conducted for the project by AECOS, Inc., three locations along the project corridor were identified as having hydrophytic vegetation and being in an appropriate geomorphic position for wetland formation:

- An agriculture field drainage ditch, subject to infrequent flooding located along the south side of Achiu Road
- A shallow roadside swale on the west side of Kamehameha Highway between Kewalo Lane and Mahaulu Lane
- The sloping right bank between ʻŌpaeʻula Stream and the adjacent parking lot on the mauka side of Kamehameha Highway.

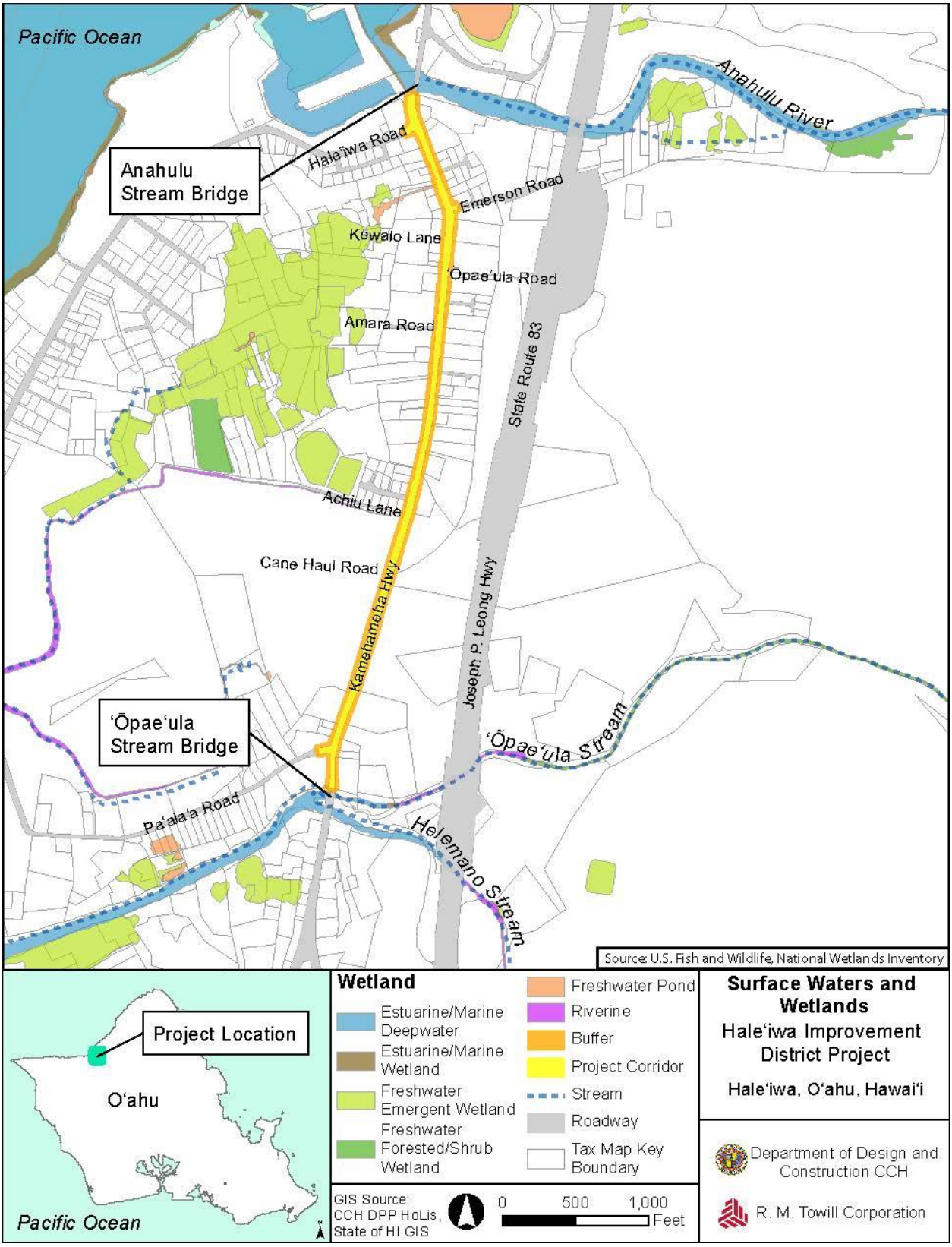
AECOS determined that while these locations possess two of three characteristics used to delineate wetlands, they are not wetlands because the soils are not hydric (AECOS, 2015).

The USFWS National Wetland Survey identifies several wetlands in the vicinity of the project corridor, as shown on **Figure 3-3, Surface Waters and Wetlands Map**.

Potential Effects and Mitigation Measures

There are no wetlands within the project corridor and no adverse effects to wetlands are anticipated to result from the ID project. Consultation with the USACE, the agency which regulates discharges into wetlands and other state waters, will continue throughout the EIS and design process to ensure that the project complies with CWA regulations. Further discussion and analysis of each alternative, the potential for the project to alleviate or adversely affect wetlands, and appropriate mitigation measures will be included in the DEIS for this project.

Figure 3-3, Surface Waters and Wetlands Map



3.4 Natural Hazards

3.4.1 Hurricane

The Hawaiian Islands are seasonally affected by Pacific hurricanes from the late summer to early winter months. The state has been affected twice since 1980 by significant hurricanes, ‘Iwa in 1982 and ‘Iniki in 1992. During hurricanes and storm conditions, high winds can cause strong uplifting forces on structures, particularly on roofs. Wind-driven materials and debris can attain high velocity, cause devastating property damage, and harm to life and limb. It is difficult to predict these natural occurrences, but it is reasonable to assume that future events will occur.

Potential Effects and Mitigation Measures

The project area is no more or less vulnerable than the rest of the island to the destructive winds and torrential rains associated with hurricanes. The project is not anticipated to exacerbate or increase the long-term vulnerability of Hale‘iwa town to hurricane weather. The ID alternatives will consider the undergrounding of utilities, which may improve their resilience to damage from high winds associated with storm events, although underground utilities are exposed to greater risk of damage from flooding.

During construction, open areas of ground could be subject to heavy wind damage and inundation from hurricane-related storm water. Mitigation to protect the construction site during hurricane weather would involve early preparation by the General Contractor and construction crews. The National Hurricane Center (NHC) typically issues a “Hurricane Watch” within 48 hours of a potential hurricane event, and issues a “Hurricane Warning” when sustained winds of at least 74 mph are expected within 36 hours of a potential hurricane event. Upon notification of an impending hurricane event or “Hurricane Watch”, construction operations would cease, and equipment, machinery, and construction materials susceptible to loss or damage would be secured and/or removed. Following a storm event, construction crews would respond as necessary to clean up and repair damage to the work site, reinstall BMPs and restore construction operations as conditions allow.

Further discussion and analysis of each alternative, the potential for impacts to construction operations and ID improvements and the potential for ID improvements to enhance community resiliency in the event of a hurricane, and appropriate mitigation measures will be included in the DEIS for this project.

3.4.2 Tsunami

Tsunami hazards are pervasive throughout all of Hawai‘i, including O‘ahu. A tsunami involves the generation of a series of destructive ocean waves that can affect all shorelines. Tsunami sea waves are most commonly caused by an earthquake, adjacent to or under the ocean. Most

tsunamis in Hawai‘i originate from the tectonically active areas located around the Pacific Rim. Waves originating with earthquakes in these take hours to reach Hawai‘i, and the network of sensors that is part of the Pacific Tsunami Warning Center (PTWC)’s system are able to give Hawai‘i several hours advance warning of tsunami from these locations.

On the Tsunami Evacuation Zone Map prepared by the Department of Emergency Management Panel 13 Inset 2, Hale‘iwa, dated April 2015, the majority of the makai side of the project corridor is located along the boundary of or within the tsunami evacuation zone, and the entire town of Hale‘iwa is located within the extreme tsunami evacuation zone, and thus is potentially subject to inundation by a tsunami. See **Figure 3-4, Tsunami Evacuation Zone**.

Potential Effects and Mitigation Measures

Though rare, it is prudent to assume that future tsunami events will occur. However the project is not expected to be more or less vulnerable to tsunami events than other coastal towns; and the project is not anticipated to exacerbate or increase the long-term vulnerability or resiliency of Hale‘iwa town to tsunami events.

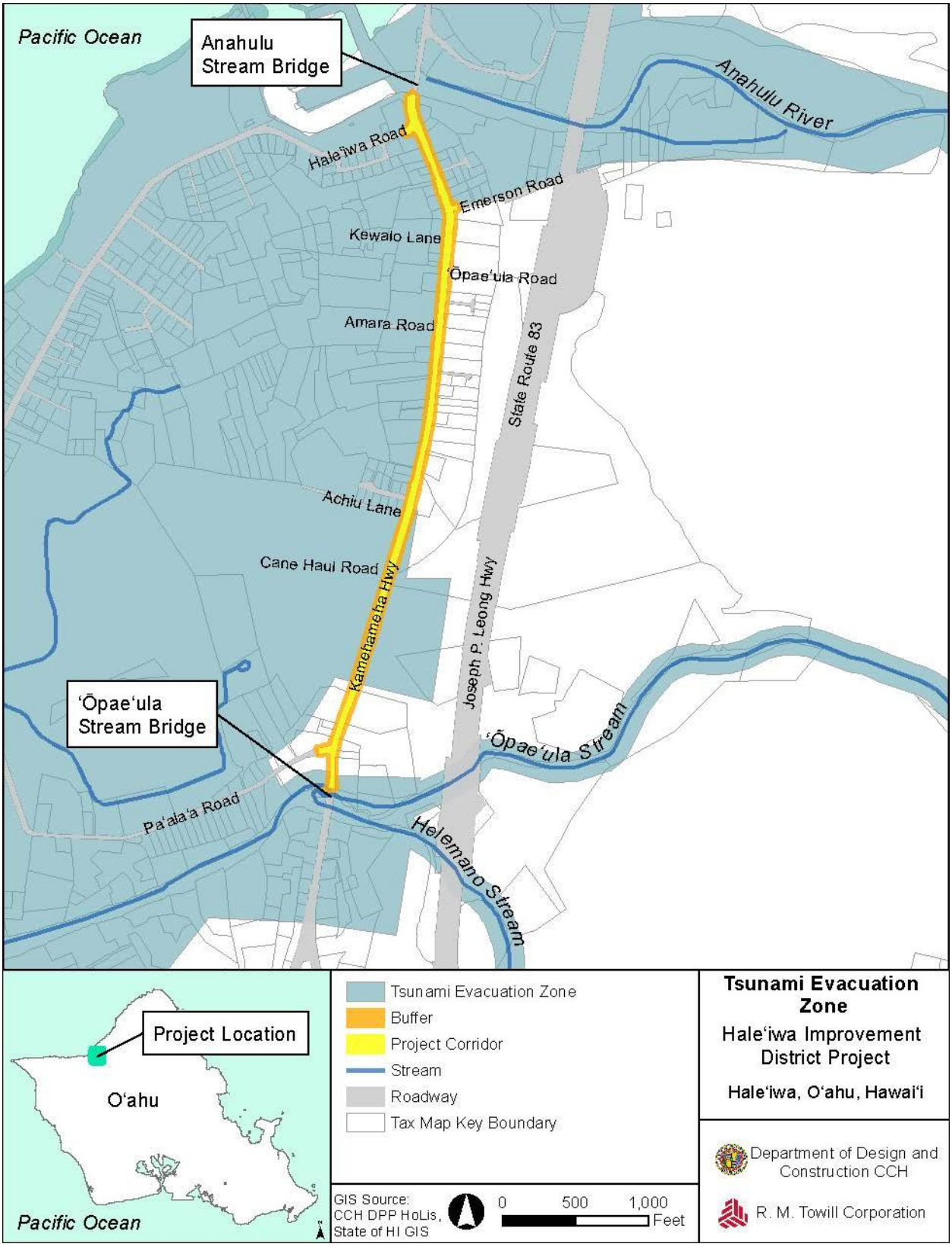
In the event of a tsunami, the PTWC of the National Oceanic and Atmospheric Administration’s (NOAA) National Weather Service (NWS) will issue a tsunami warning and civil defense agencies, including the Honolulu police and fire departments, will oversee the evacuation of areas at risk for tsunami inundation.

During construction, mitigation measures to minimize the potential for damage or harm to construction workers and to the surrounding community during a tsunami event would involve the following:

- Locate the construction staging areas outside of the tsunami evacuation zone;
- Inform work crews of tsunami evacuation procedures;
- In the event of a tsunami warning, relocate equipment and materials outside of the evacuation zone until the event has passed.

Further discussion and analysis of each alternative, the potential for impacts to construction operations and ID improvements and the potential for ID improvements to enhance community resiliency in the event of a tsunami, and appropriate mitigation measures will be included in the DEIS.

Figure 3-4, Tsunami Evacuation Zone



3.4.3 Earthquake

The Hawaiian Islands experience thousands of earthquakes each year but most are so small that only instruments can only detect them. Some are strong enough to be felt and a few cause minor to moderate damage. Most of Hawaiʻi's earthquakes are directly related to volcanic activity and are caused by magma moving beneath the earth's surface (Juvik and Juvik, 1998). The vast majority of recent (1990- 2006) earthquakes have occurred on or near the island of Hawaiʻi; the most recent large (magnitude 6.7) earthquake on the island of Hawaiʻi was in October 2006. The island of Oʻahu is not located in a seismically active area. The CCH has not adopted seismic design standards for underground utilities.

Potential Effects and Mitigation Measures

The project is no more or less vulnerable to seismic activity than the rest of the island, nor is the project anticipated to exacerbate or increase Haleʻiwa town's long-term vulnerability or resiliency to earthquake events. ID improvements will not include construction of occupied structures that would be subject to building code standards for seismic forces. The project considers the construction of walkways, undergrounding of utilities, and installation of landscaping along Kamehameha Highway. Project improvements will be designed and constructed in accordance with recommendations of a geotechnical engineer to minimize the risks of infrastructure damage or failure due to ground movement, however, it is not feasible to anticipate and design for major seismic events.

Further discussion and analysis of each alternative, the potential for impacts to construction operations and ID improvements and the potential for ID improvements to enhance community resiliency in the event of an earthquake, and appropriate mitigation measures will be included in the DEIS.

3.4.4 Flooding

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Map Number 15003C0105H (January 19, 2011), the project is located within FEMA flood zones X and AE. Flood zone X denotes areas that are outside of the 500-year flood plain, with less than 0.2% annual probability of flooding. Flood zone AE denotes areas that are subject to inundation by the 100-year flood or the 1-percent-annual-chance flood event, whereby base flood elevations are shown. This flood has a one percent chance of being equaled or exceeded in any given year (FEMA, 2011 and 2014). See **Figure 3-5, FEMA-FIRM Flood Zones.**

Figure 3-5, FEMA-FIRM Flood Zones

Potential Effects and Mitigation Measures

The project considers the construction of walkways, installation of landscaping and undergrounding of utilities. The proposed project is not anticipated to exacerbate flood conditions or increase Haleʻiwa town's vulnerability to coastal or inland flooding. ID improvements will be designed and constructed in compliance with the rules and regulations of the National Flood Insurance Program (NFIP) presented in Code of Federal Regulations (CFR) Title 44, as well as applicable ordinances in ROH Chapter 21A, Flood Hazard Areas.

Further discussion and analysis of each alternative, the potential for impacts to construction operations and ID improvements, the effects of ID improvements on flooding and drainage, and appropriate mitigation measures will be included in the DEIS.

3.5 Air Quality

Hawaiʻi lies within the Northern Hemisphere Hadley Cell, which is responsible for consistent northeast trade winds which quickly disperse concentrations of emissions, consequently, air quality is relatively good. However, air quality can be affected by natural and/or human pollutant sources. In the north shore of Oʻahu, natural sources of air pollution primarily include dust and particulates carried by the wind.

The DOH has two established air quality monitoring station approximately 20 miles away from the project site, in Pearl City and Honolulu. The latest reading from the DOH air quality monitoring station in Pearl City measured a "good" index value with air quality parameters measuring well within state and federal ambient air quality standards established under the Clean Air Act (DOH, 2017).

Potential Effects and Mitigation Measures

The project has the potential to have a positive effect on long-term air quality if the improved facilities encourage more people to park their motorized vehicles and walk or bicycle to and through Haleiwa.

During construction, ambient air quality within the vicinity of the project site may temporarily be affected due to fugitive dust and exhaust emissions from construction vehicles and equipment. The contractor will mitigate short-term construction-related impacts to air quality through adherence to applicable federal, state and county regulations and the use of applicable on-site BMPs as provided in Chapters 11-59 and 11-60 HAR, *Air Pollution Control*. These include, but are not limited to:

- Planning phases of construction to minimize dust generating activities;
- Keeping adjacent paved roads clean, and covering open-bodied trucks;

- Employing the use of dust screens around perimeter of active work areas;
- Providing an adequate water source at the site for dust control wet-down applications;
- Stabilizing exposed earth at the earliest opportunity to reduce soil erosion; and
- Requiring all machinery and vehicle internal combustion engines to be in proper working order.

Further discussion and analysis of each alternative, potential impacts to air quality, and appropriate mitigation measures will be included in the DEIS.

3.6 Noise Emissions

Existing ambient noise at and around the project site is generally low-level, varying slightly spatially and temporally and is attributable to both human activity and natural sources. Human sources of noise include motor vehicles, airplanes, emergency sirens, power tools, stereo equipment, and yard maintenance tools. Natural sources of sound include wind, weather, and bird calls.

Regulation of noise in residential areas of O‘ahu is governed by Chapter 11-46 HAR, *Community Noise Control*. Maximum allowable day and nighttime sound levels are established in §11-46-3 HAR based on three different classifications of land use. The project corridor contains areas within Class A and Class B, as summarized in **Table 3-2**.

Table 3-2. Maximum Permissible Sound Levels in dBA

Land Use Class	Description	Daytime 7am to 10pm	Nighttime 10pm to 7am
A	Residential, conservation, preservation, public space, open space or similar type	55	45
B	Multi-family dwellings, apartment, business, commercial, hotel, resort or similar type	60	50

The maximum permissible sound levels apply to any excessive noise emanating within the specified zoning district (or equivalent land use) and at any point at or beyond the property line of the premises containing the noise source. Familiar sources of sound within the 45 to 60 dBA range include normal conversation, dishwashers, air conditioners, microwave ovens, and rainfall.

Potential Effects and Mitigation Measures

Short-term noise impacts will result from project construction activities. The majority of the noise will be generated primarily during mobilization and operation of heavy construction equipment and power tools. Construction equipment noise is expected to be in the range of 55 to

90 decibels (dBA) in close proximity to the site and can be expected to create temporary and intermittent nuisances to residents in the immediate area and to adjacent land uses. To mitigate short-term construction-related impacts, the contractor will comply with the provisions of Chapter 11-46 HAR. Noise levels generated by construction activities will require that a noise permit be obtained from the DOH, Indoor and Radiological Health Branch (IRHB). Under current permit procedures, construction activities are normally restricted to the hours between 7:00 AM and 6:00 PM, Monday through Friday, and between 9:00 AM and 6:00 PM on Saturday. Mitigation measures will include limiting construction activities as much as possible to normal daylight working hours, muffling combustion engines, and maintaining equipment in good working order.

In order to shorten the duration of construction and minimize construction-related impacts to business along the project corridor, the contractor may choose to perform work activities at night. If nighttime work is proposed, a Community Noise Variance from State noise regulations will be requested from the DOH IRHB.

To address the potential for long-term increases in noise from ID improvements, a noise study will be prepared for inclusion in the DEIS. The noise study will characterize existing noise conditions; assess potential increases in noise levels from each of the project alternatives; and recommend mitigation measures where applicable. Further discussion and analysis of each alternative, potential impacts to ambient noise conditions, and appropriate mitigation measures will be included in the DEIS.

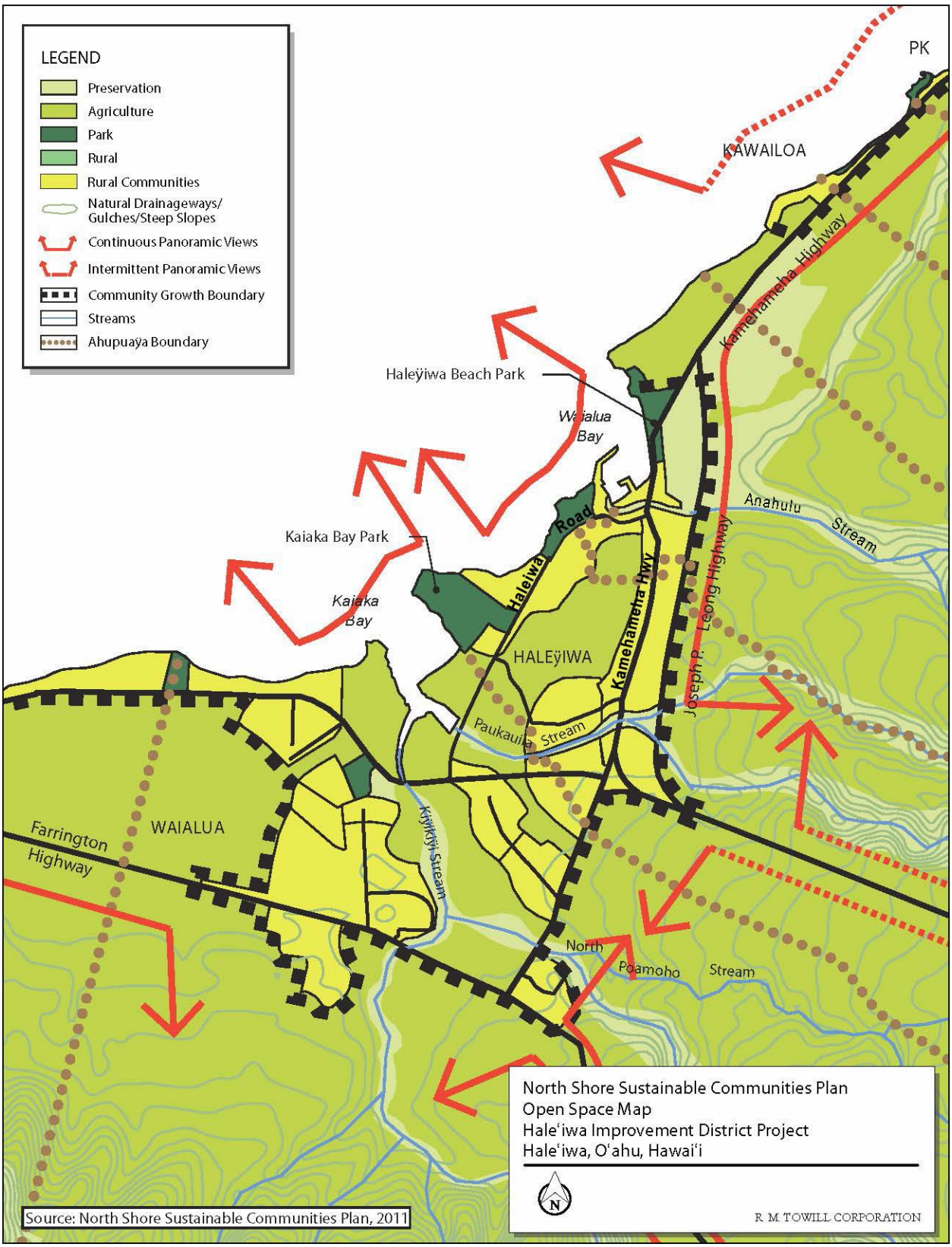
3.7 Visual and Scenic Resources

The North Shore Sustainable Communities Plan (NSSCP) identifies intermittent and continuous panoramic views along the shoreline, and scenic views of the mountains, coastal pali and shoreline areas, including view from heavily traveled corridors such as Kamehameha Highway, as important scenic resources that should be preserved. See **Figure 3-6, North Shore Sustainable Communities Plan – Open Space Map**.

Significant scenic views within the project corridor that are identified in the NSSCP to be protected and enhanced include:

- Mauka views of the Waiʻanae Mountains and mauka views of the Koʻolau Mountains from Kamehameha Highway;
- Makai views along Haleʻiwa Road into Haleʻiwa Aliʻi Park, Haleʻiwa Small Boat Harbor and Haleʻiwa Beach Park;

Figure 3-6, North Shore Sustainable Communities Plan – Open Space Map



Guidelines in the NSSCP to protect scenic views include:

- *Evaluate the impact of land use proposals on the visual quality of the landscape, including viewplane and open space considerations*
- *Discourage the use and installation of overhead utility lines and poles. Strong consideration should be given to placing replacement and new transmission lines underground. Undergrounding utility lines will enhance viewplanes and increase highway safety. Whenever possible, relocate or place underground overhead utilities that significantly obstruct public views. If unavoidable, locate any future overhead utilities on the mauka side of the public coastal highway.*

Potential Effects and Mitigation Measures

Short-term impacts to the visual setting along the project corridor will result from construction activities due to the presence of construction equipment, machinery and personnel. Upon project completion of construction, these short-term impacts will cease.

Resolution 09-338 calls for undergrounding of existing overhead utilities as one of the three key ID improvements. While there is vocal support for undergrounding utilities, there is also vocal concern from the landowners and lessees who will be assessed for the ID improvements about the associated costs. Each alternative design concept will be evaluated for two options: (i) maintain existing overhead utilities and private service connections and relocate overhead utilities as necessary to accommodate the improvements, and (ii) relocate existing utilities and private service connections underground.

Further discussion and analysis of each alternative, potential impacts to scenic resources, and appropriate mitigation measures will be included in the DEIS.

3.8 Flora and Fauna

An environmental survey, consisting of a biological resources survey for flora, fauna and avifauna, aquatic biology, and a nearshore marine survey & essential fish habitat assessment (EFHA) is being prepared for the project by AECOS Inc. The purpose of the biological resources survey is to identify existing biological conditions in the project area and assess the potential impact on native, endemic and endangered flora, fauna and avifauna species in the project site. The aquatic biological survey will identify potential impacts on native, endemic and protected aquatic species within the ‘Ōpae‘ula Stream and Anahulu River near the Kamehameha Highway crossings. The EFHA will assess if there are any essential fish habitats or spawning areas that could be affected by new drainage outfalls to ‘Ōpae‘ula Stream and Anahulu River. Lastly, a wetland delineation study is being prepared to identify potential impacts on wetlands and any associated regulatory requirements. The Environmental Survey Report for biological resources

will be included in the Project DEIS.

A ‘Tree Assessment and Inventory Report’ (“Tree Report”) is being conducted within the project corridor. The Tree Report will provide an inventory of all vegetation within 10 feet of the ROW and all significant trees within 30 feet of the ROW, in an effort to assess which trees will require special consideration in the alternatives. The Tree Report will be included in the Project DEIS.

3.8.1 Flora

Preliminary findings from the biological survey for plants along Kamehameha Highway within the project area are as follows:

> “*With the exception of a disturbed field adjacent to Joseph P. Leong Hwy and agricultural fields at the south end of the Project, the land in the survey area is a developed urban environment; plants encountered are either part of the landscaping or are weeds growing in landscaping or along the highway verge…The vascular flora of the Project area comprises a mix of alien, native, and ornamental species of flowering trees, shrubs, grasses, and forbs, totaling 132 taxa. The botanic resource revealed by the field survey in the Project area is the presence of several individuals of a native red hibiscus from eastern Kaua‘i known as koki‘o ‘ula‘ula (Hibiscus clayi). This species is listed as endangered by the federal government (USFWS, 1994) and thereby incorporated into the State of Hawai‘i listing (DLNR, 1998). They are clearly ornamentals in the landscaping and presumably came from nursery stock and not the wild. Under federal law, these plants cannot be destroyed without consideration of their status (however, they could be moved). Under state law, removing parts of the plants is technically a violation. No other botanical resources were observed…that are protected or proposed for protection under state or federal statutes. No trees in the Project area are listed in the City & County, Exceptional Trees Program (C&C DPR, 2014)”* (AECOS).

The preliminary survey conducted for the project Tree Report identified significant trees and palms that appear to be part of the original planting include two date palms fronting Hale‘iwa Town Center, and a Yellow Poinciana fronting the Kua ‘Āina restaurant. New trees and palms that have been recently planted along the corridor that could be relocated to more appropriate locations if necessary include Coconut palms, Royal palms, Date palms and Silver Trumpet trees. Although not listed on the CCH significant tree inventory, comments received during public meetings and in interviews with landowners and lessees along the corridor indicate that the Date palms, the Monkeypod trees fronting the North Shore Market and Kamehameha School Agriculture land, and the two large Banyans and Yellow Poinciana in the development footprint are significant to the community.

Potential Effects and Mitigation Measures

Project alternatives will include landscaping as one of the three key design components. Landscaping design will consider the use of non-invasive, drought-tolerant and native species, where feasible, to minimize irrigation requirements and water needs. In response to community comments, landscaping will consider plant materials and design that is minimalist (not 'resort-like', 'urban' or 'corporate'), water-conserving, low-maintenance (rubbish free) and with small-roots, so walkways will not be uprooted. The Main Street landscaping plan will be referenced.

Trees and palms considered significant to the community are generally recommended to be preserved in place. The date palms in front of Haleʻiwa Town Center may be considered for relocation if necessary. The Yellow Poinciana in front of Kua ʻĀina will need to be designed around. An effort will be made to incorporate existing trees greater than 12 inches in diameter in the project landscaping plans. Trees that are identified as being in an advanced state of decline may be considered for removal. In addition, the native red hibiscus (kokiʻo ʻulaʻula [*Hibiscus clayi*]) found on the project site may be considered for relocation if necessary, but will not be destroyed.

Landscaping design will be subject to review and approval of the CCH DFM, DPP and DPR Division of Urban Forestry. If landscaping is proposed that does not meet CCH standards or that requires permanent irrigation, it may be necessary to create a maintenance district comprised of property owners and lessees and/or business owners to fund ongoing operation and maintenance of an irrigation system and landscaping. Further discussion and analysis of the landscaping design for each alternative, potential impacts to existing plants and trees, and appropriate mitigation and maintenance measures will be included in the DEIS.

3.8.2 Fauna

Avifauna

No birds currently protected or proposed for protection under either the federal or State of Hawaiʻi endangered species programs (DLNR, 2015; USFWS; 2005a, 2015) were detected during the course of the biological survey conducted for the project. The following are the findings of the biological survey for avifauna conducted along Kamehameha Highway within the project area:

> "*During stationary point-counts, 380 individual birds of 13 species representing 9 families were tallied. Primarily, non-native birds were observed with Common Myna (Acridotheres tristis) and Cattle Egret (Bubulcus ibis) accounting for over half (57%) of all birds observed during the point-counts. Sixty-two individuals of four additional species were observed during the pedestrian survey of the Project area: Mourning Dove (Zenaida macroura), Scaly-breasted Munia (Lonchura punctulata), Saffron Finch (Sicalis flaveola), and Common Waxbill (Estrilda astrid). Four native (all indigenous)*

> *bird species were observed during biological surveys for the Project. The Black-crowned Night Heron (Nyticorax nyticorax) was observed during the survey—stalking fish along the shoreline of ʻŌpaeʻula Stream. One Laysan Albatross (Phoebastria immutabilis) was observed flying over lower Anahulu River during the survey for freshwater biota. Two endemic aeʻo or Hawaiian Stilt (Himantopus mexicanus knudseni) and a Pacific Golden Plover (Pluvialis fulva) were observed on the sand bar at the mouth of Paukauila Stream. No birds currently protected or proposed for protection under either the federal or State of Hawaiʻi endangered species programs (DLNR, 2015; USFWS; 2005a, 2015) were detected during the course of our survey in the Project area"* (AECOS, 2015).

In addition, it is possible that Hawaiian hoary bat (*Lasiurus cinereus semotus)* or *ʻōpeʻapeʻa* fly over the area on occasion. The region has potential value as roosting habitat for this listed species. However, the project corridor that would be directly impacted by the project has only limited vegetation suitable for roosting. The Environmental Survey Report will be included in the Project DEIS.

Mammals

During the biological survey of the project corridor, several domestic dogs (*Canis familiaris*) were observed with owners throughout the Project area. House cats (*Felis catus*) were viewed in Haleʻiwa Small Boat Harbor and on the property of the Liliʻuokalani Protestant Church. (AECOS, 2015). Other fauna that is likely to be present within the project corridor include rats (*Rattus* sp), house mouse (*Mus musculus*), and the small Indian Mongoose (*Herpestes javanicus*).

Aquatic Fauna - Freshwater

The following are the findings from the freshwater aquatic visual observations conducted for the project's environmental survey:

> "*Anahulu River and Paukauila Stream host an assemblage of estuarine fishes and invertebrates. Blackchin tilapia (Sarotherodon melanotheron), mullet (Mugil cephalus), and ʻāholehole (Kuhlia xenura) are the most prevalent fishes encountered and all three species are present throughout the survey area. ʻAlamihi crab (Metopograpsus thukuhar) is abundant along shorelines of both waterways.*
>
> *"Anahulu River upstream of the Project area near Emerson Road Bridge is home to a few native aquatic animals: ʻOʻopu nākea (Awaous guamensis) rest on the river bottom in both riffles and pools; two endemic limpets, hīhīwai (Neritina granosa) and hapawai (Neritina vespertina), are present just below the waterline on boulders and bedrock." A most striking feature of the Anahulu River is an abundance of honu (green sea turtle; Chelonia mydas) swimming and basking along the shore upstream of the Joseph P Leong Highway Bridge. During the February 10, 2015 survey, 15 turtles were observed basking along a few meters of shore approximately 1900 ft (580 m) upstream from the highway bridge...Native stream macrofauna are amphidromous: eggs are laid in the stream and*

the larvae that hatch from these eggs move downstream and out into the ocean where they develop for a time before migrating back into freshwater to grow to maturity (Ford and Kinzie, 1982; Kinzie, 1988). We observed ʻoʻopu nākea in our February 2015 survey of Anahulu River and two other ʻoʻopu (Lentipes concolor and Sicyopterus stimpsoni) have been reported from the watershed (Parham et al., 2008). Hawaiʻi fishing regulation (HAR §13-100) prohibits fishing for ʻoʻopu (DLNR, 1989). We also observed native limpets, hīhīwai and hapawai, in Anahulu River in our February 2015 survey; the native ʻopae ʻoehaʻa (Macrobrachium grandimanus) and ʻopae kalaʻole (Atyoida bisulcata) and two introduced prawns, Pacific prawn (Macrobrachium lar) and giant river prawn (M. rosenbergii), are reported from the watershed (Parham et al., 2008). It is likely that amphidromous animals also migrate through Paukauila Stream" (AECOS, 2015).

Aquatic Fauna - Marine

The following are the findings from the visual observations in both Waialua Bay and Kaiaka Bay conducted for the projects marine aquatic biological survey:

Waialua Bay

"Macro-invertebrates are uncommon on the revetment lining the mouth of Anahulu River; those observed include the black nerite (Nerita picea), dotted periwinkle (Littorina pintado), and ʻaʻama crab (Grapsus tenuicrustatus), species that are ubiquitous throughout the intertidal zone in Hawaiʻi. Other macro-invertebrates seen in few numbers on the revetment include barnacles, Hawaiian mussel (Brachidontes crebristriatus), and false limpet (Siphonaria normalis). Bivalves (Isognomon californicum) occur in large numbers, forming mats on the more seaward portion of the revetment. No corals were observed growing on the revetment. Fishes are not common in the Anahulu River mouth. Five species of fishes were identified in the survey area: juvenile āholehole (Kunia xenura), juvenile and adult striped mullet (Mugil cephalus), convict tang or manini (Acanthurus triostegus), goby (Gobidae), and ring tail surgeonfish (A. blochii). Green sea turtles (Chelonia mydas) were observed in Anahulu River mouth. Biologists observed ***10 green*** *sea turtles during our February 10, 2015 survey (Table 6)" (AECOS, 2015).*

Kaiaka Bay

"Black nerite, dotted, and ʻaʻama crab are common in the intertidal zone of a limestone bench on the eastern side of Kaiaka Bay. Purse shells (I. californicum and I. perna), hermit crabs (Calcinus sp.), and Hawaiian blood-spotted crab (Portunus sanguinolentus hawaiiensis) are present here. No corals were observed on the limestone bench or on the seaward face of the bench. Fishes were not abundant near shore in Kaiaka Bay. Four species occur in the survey area: Hawaiian flagtail (Kuhlia xenura), striped mullet (Mugil cephalus), molly (Poecilia sp.), and tide pool goby (Bathygobius sp.). ʻŌhiki or ghost crab (Ocypode pallidula) is common on the entire sand beach of Kaiaka Bay.

Green sea turtle (Chelonia mydas) were observed in Kaiaka Bay waters. Biologists observed ***19 green*** *sea turtles during the February 2015 surveys (Table 7). Small schools of juvenile āholehole (Kuhlia xenura) and one cone snail (Conussp.) were observed in the survey area. (AECOS, 2015)."*

Waialua Bay and Kaiaka Bay

Kaiaka and Waialua bays have long histories of turbid water conditions occurring after significant rainfall events in the mountains. Silt bottom environments, like those of inner Kaiaka Bay and Waialua Bay, do not typically support algae, coral, or macro-invertebrate populations. The absence of these ecosystem components typically limits the utilization of such environments to microinvertebrates, burrowing species (Alpheus rapax, A. racida, Psilogobius mainlandi, some portunid crabs like Podophthalmus vigil), those species that actively forage in soft bottoms (like goatfishes), and mobile predators (like jacks and sharks) to a lesser degree.

One federally listed (USFWS, 2015) threatened species was encountered during the February surveys: green sea turtle or honu (Chelonia mydas). Green sea turtles have been reported as basking, but not nesting, on Hale'iwa Ali'i Beach Park, Anahulu River, and Kaiaka Beach (NOAA-PIFSC, 2010)... The green sea turtle was listed as a threatened species under the Endangered Species Act in 1978 (USFWS, 1978, 2001).

No state protected species (hermatypic corals) and black-lipped pearl oyster (P. margaritifera) was observed, but they are likely to occur in the Project vicinity (DLNR, 1998, 2002, 2009; USFWS, 2015). Despite the turbid water, it is likely coral colonies populate some subtidal hard surfaces in Kaiaka Bay and Waialua Bay...

No monk seals (Monachus schauinslandi) were observed during the survey, however they can occur in the general vicinity. O'ahu's beaches and coastline are used by the endangered Hawaiian monk seal for hauling out and for pupping and nursing." (AECOS, 2015).

Essential Fish Habitat (EFH)

The 1996 Sustainable Fishery Act amendments to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA) and Essential Fish Habitat (EFH) Regulatory Guidelines (NOAA, 2002) describe provisions to identify and protect habitats of federally-managed marine and anadromous fish species; federal agencies that fund, permit, or undertake activities that may adversely affect EFH are required to consult with the National Marine Fisheries Service (NMFS). Congress defines EFH as "those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (AECOS, 2015).

If the ID improvements involve construction of drainage outfalls into Anahulu River or Ōpae'ula Stream, it could trigger a CWA permit from the USACE, a federal agency, and therefore would require EFH evaluation.

The proposed Project includes waters designated as EFH (including water column and all bottom areas) for coral reef ecosystem, bottom fish, pelagic and crustacean species (including eggs, larvae, juvenile and adults). A least 50 species that are federally managed under coral reef fishery management plans (FMPs), including both estuarine and marine species, are known to occur in Waialua and Kaiaka bays. No pelagic or bottom fish species were observed in the Waialua and Kaiaka Bay surveys conducted for the project.t Eggs and larvae of a variety of crustacean (crabs and lobsters), reef fish, and pelagic fish species are likely transported to the general vicinity by currents, which generally flow from east to west. Additionally, mesoscale eddy/current systems may entrain and entrap larvae into the bays (AECOS, 2015).

Potential Effects and Mitigation Measures

Short-term impacts to fauna may result from construction activities. Construction activities may temporarily disrupt routine behavior of common faunal species in the vicinity of active work areas, but are not expected to result in permanent displacement or any species or to adversely affect regional distribution of affected fauna. Once project activities are complete, faunal activity in the project corridor is expected to return to pre-existing conditions

The project may include the installation of walkway lighting or street lighting. Temporary and permanent installation of nighttime lighting can disorient seabirds, resulting in their potential downing and harm from collision with objects and/or predation by feral dogs and cats. To mitigate potential impacts from temporary or permanent nighttime lighting, light fixtures used in construction or as part of the project design will be shielded and angled downward to reduce the potential for light spillage that could affect nocturnal birds or bats (AECOS, 2015).

Impacts to flora and fauna in surface and marine waters and to the EFH components could occur if the Project results in additional outfalls at Anahulu or ʻŌpaeʻula Streams. The addition of outfalls at either stream could result in permanent water quality changes for Waialua or Kaiaka Bay, although the nature of these changes cannot be predicted at this time and could be positive or negative. BMPs employed during construction to prevent introduction of sediment to Anahulu and Paukauila streams will maintain existing water quality and limit impacts from the Project to the aquatic environment. If drainage improvements include new storm drain outfalls into either stream, the CCH will need to obtain a MS4 permit issued by the DOH. The MS4 permit process will consider designs that reduce discharges of harmful pollutants into state waters and thus avoid or minimize adverse impacts to aquatic species and to EFH constituent species. In addition, if the construction of the drainage system involves discharges of fill material or work within waters of the State, then a CWA Section 404 Permit or RHA Section 10 Permit from the USACE, and a CWA Section 401 Water Quality Certification from the DOH will be required.

In response to request for pre-consultation on the Project, the NOAA National Marine Fisheries Service (NMFS), Pacific Islands Regional Office offered the following mitigation measures for consideration:

- Because some of the project activities will be directly over, or in close proximity to, streams that lead directly to the marine environment, careful consideration should be given to minimizing the amount of sediment that will be transported downstream. Alternatives might include incorporating the use of "soft" designs that can help to minimize increases in stream flow rates which may result in greater sediment and freshwater input into the marine environment; and to include the use of silt curtains or sediment barriers during the planned project activities, as appropriate, to prevent the transfer of sediment and debris to the marine environment;
- As practicable, careful consideration should be given to conducting the work outside of the rainy or stormy season to further minimize sediment and debris from entering the marine environment;
- As practicable, the project design should consider using alternatives that will reduce or minimize non-point source pollution, such as storm water discharge, in order to minimize the runoff that may reach the marine environment; and
- The project design should include measures to prevent the release of any toxic substances (oil, gas, etc.) from the construction equipment or may be on site in support of those activities. Also, consideration should be given to including a response plan in the project design that can be implemented in the case a release was to occur.

Consultation with the NOAA-NMFS, the EPA, the USFWS, and the DLNR-DOFAW will continue throughout the EIS process to ensure that no significant adverse impacts to threatened, endangered, endemic, or native terrestrial or aquatic fauna result from the proposed project. Further discussion and analysis of each alternative and its potential impacts to terrestrial animals, avifauna, and aquatic species, and appropriate mitigation measures will be included in the DEIS.

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4. Public Services and Infrastructure

4.1 Circulation and Roadway Network

4.1.1 Existing Roadway Infrastructure

The Haleʻiwa ID project corridor is defined by the Kamehameha Highway ROW and adjacent street frontage along approximately 5,000 linear feet (LF) through Haleʻiwa Town, from ʻŌpaeʻula Stream Bridge in the south to Anahulu River Bridge in the north. The CCH is the owner of the Kamehameha Highway ROW within the project boundaries.

Within the project corridor, Kamehameha Highway is a two-lane rural major collector arterial oriented north-south with no left-turn lanes. The posted speed limit is 25 miles per hour (mph). The highway serves as the main access to and from the local commercial areas in Haleʻiwa Town and provides access to both commercial businesses and single-family residences surrounding the highway.

To the east of Haleʻiwa, the Joseph P. Leong Highway (State Route 83) is a two-lane highway oriented north-south that bypasses Haleʻiwa Town and is the primary arterial conveying more rapid vehicle traffic with a posted speed limit of 45 mph. State Route 83 provides access to the project corridor via Weed Circle, located south of Ōpae'ula Stream, and via an intersection with Kamehameha Highway located north of Haleʻiwa Beach Park.

Within the project corridor, the Kamehameha Highway ROW width ranges between 26.5 feet and 52 feet, with the majority of the ROW between 45 to 50 feet wide. The ROW is the widest near Anahulu River Bridge and is the narrowest at Anahulu Place, approximately 500 feet south of the bridge. The paved roadway varies between 20 to 28.5 feet wide. Roadway shoulder widths and conditions vary throughout the project area. Residential and commercial businesses are located on both sides of the project corridor. Undeveloped, agricultural land exists between the developed commercial/residential areas at the north and south ends of project corridor.

CCH DTS Rules and Regulations for the Establishment of ROW Widths and Setback Lines (approved February 12, 1986) established a 60-foot ROW road widening setback along Kamehameha Highway through the project corridor. The road widening setback is used by the CCH DPP as the basis for establishing building setbacks for new commercial development along the highway.

Key intersecting streets and driveways with Kamehameha Highway within the project corridor, listed from north to south, include the following:

- *Haleʻiwa Road* is a paved, two-lane, collector road with 40-50 foot wide ROW, a stop-controlled intersection on the west side of the highway and posted speed limit of 25 mph. The road provides access to Haleʻiwa Harbor, Aliʻi Beach Park, and residential areas, and provides access between Haleʻiwa town and Waialua. The existing ROW at the

intersection is approximately 47 feet wide. According to the Rules and Regulations of the Department of Transportation Services, approved on February, 12, 1986, there is a ROW widening setback of 56 feet for Haleiwa Road, between Kamehameha Highway and Waialua Beach Road (DTS, 1986). There is a raised concrete sidewalk along Kamehameha Highway, fronting the new 7-Eleven gas station, south of the intersection. North of the intersection, pedestrians improvise access using the narrow dirt/landscaped shoulder in front of Haleʻiwa Joes. South of the intersection, pedestrians use the raised concrete sidewalk in front of the 76 gas station for access. A striped crosswalk is located across the highway immediately south of the intersection.

- *Anahulu Place* is a paved, residential cul-de-sac with a 24-foot wide ROW, hammer-head turn-around and stop-controlled intersection located on the east side of the highway. It provides access to eight single-family residential properties. Both sides of the paved travel way are lined with concrete swales approximately 2 feet wide. The Kamehameha Highway ROW at the entrance to Anahulu Place is approximately 27.5 feet wide.
- *Mahaulu Lane* is a paved, two-way, two-lane private driveway on the west side of the highway that is stop-controlled and provides access to the north entrance to the parking lot for Kamehameha Schools' (KS) Haleʻiwa Commercial Redevelopment project, the San Lorenzo's parking lot, several private driveways serving residences and an ITC Water Management baseyard.
- *Emerson Road* is a paved, two-way, two-lane, unstriped sub-collector road with a 30-foot wide ROW, varying pavement width (approximately 24 feet), and stop-controlled intersection on the east side of the highway. The shoulders are gravel and dirt. Both sides of the travel way are used for parking. It provides access to approximately 12 residential properties, the CCH Waialua base yard, the back of Liliʻuokalani Church, and vacant land adjacent to the bypass highway. The irregularly paved and unpaved shoulder is used for pedestrian access. Along the front the Liliʻuokalani Church, remnants of the original cut basalt curbing are embedded in the unpaved shoulder.
- *"Kewalo Lane"* is the historic name of a 30-foot wide roadway easement that crosses TMK parcels (1) 6-6-04: 033 and 034. These parcels comprise a portion of the KS' Haleʻiwa Store Lots redevelopment. "Kewalo Lane" is partially developed with the recent KS commercial improvements and does not serve as a vehicle access road or driveway. In the past, Kewalo Lane provided access to several residential properties, two of which still exist and are accessed through the KS property. An adjacent, paved, private access driveway located on TMK parcel (1) 6-6-04: 021 is currently signed as "Kewalo Lane". The driveway is located on the west side of the highway adjacent to parcel 033 and provides access to the parking lot for the Haleʻiwa Town Center shopping center. The lane is stop-controlled at the highway and partially striped for two-way traffic. A raised sidewalk with curb extends from the intersection southward along Kamehameha

highway. On the north side of the intersection, pedestrian access is provided via the newly developed walkway through the KS commercial project.

- *ʻŌpaeʻula Road* is a paved, private driveway on the east side of the highway that provides access to Ace Hardware and vacant land adjacent to the bypass highway. The private driveway lot is 29 feet wide. The Liliʻuokalani Church rock wall, a historic property, and narrow grass strip forms the north boundary. The south edge has a raised curb around a landscape strip for the Ace Hardware parking lot. The intersection area is subject to ponding. A bus stop with no turn-out is located in front of the hardware store within 40 feet of the intersection. The irregularly paved shoulder is used for pedestrian access.
- *Amara Road / Haleʻiwa Town Center Driveway* is a paved, private driveway on the west side of the highway the provides access to the Haleʻiwa Town Center shopping center parking lot and shops, including secondary access to Longs Drug Store by way of the parking lot. The private driveway lot is 20 feet wide. The pavement width of approximately 24 feet extends beyond the lot boundaries. The travel way is striped for two-way traffic and stop-controlled at the intersection. Both edges of the travel way are curbed with landscaping and no pedestrian walkways or sidewalks. On the north side of the intersection, a private pedestrian walkway, offset 17 to 20 feet parallel from the highway ROW, provides access adjacent to the commercial buildings along the highway. On the south side of the intersection, pedestrian access along Kamehameha Highway is via a narrow paved shoulder separated from the travel way by a painted, raised asphalt curb. A curvilinear concrete path also extends southward from Amara Road to provide access to the commercial building frontage.
- *Longs Drug Store Driveway* is a paved private driveway on the west side of the highway that provides access into the Longs Drug Store property and parking lot. It is located across the highway from Mālama Market and is one of the busiest driveway intersections in the corridor. The driveway pavement width is 24 feet wide and is stop-controlled at the intersection. Both sides of the driveway are curbed. The driveway grade is approximately 4 percent, dropping from the highway into the parking lot. On both the north and south side of the driveway, pedestrian access along Kamehameha Highway is via a narrow paved shoulder separated from the travel way by a painted, raised curb. A pedestrian walkway with steps provides access to the commercial building on the north side of the driveway intersection; however pedestrians typically walk in the driveway travel way to access the shopping center.

  A second paved driveway is located 100 feet away on the south side of the Longs Drug Store property and provides access to a residential property, the Longs parking lot and loading area at the back of the drug store. A south-bound bus stop without pull-out is located approximately 150 south of this secondary driveway, which is also the location of

the nearest striped crosswalk. A north-bound bus stop without pull-out is located approximately 120 north of the driveway on the east side of the highway.

- *North Shore Market Place Driveway* is paved private driveway on the east side of the highway that serves as the main access into the North Shore Market shopping center parking lot. The driveway entrance is approximately 56 feet wide and consists of two stop-controlled exit lanes for right- and left-turn exit movement, and one entrance lane. The entrance and exit lanes are separated with a raised-curb landscape median containing a large monkeypod tree. On the north side of the driveway, pedestrian facilities consist of an approximately 3-foot wide brick-paved at-grade walkway separated from the highway travel way by a grass landscape strip. On the south side of the driveway entrance, pedestrian facilities consist of an approximately 10-foot wide gravel shoulder adjacent to the paved highway travel way. A north-bound bus stop without an improved bus pull-out is located approximately 50 feet south of the driveway, on the east side of the highway directly across from Kilioe Place. There is a striped crosswalk across the highway near Kilioe Place in the vicinity of the bus stop.

  A second paved driveway entrance is located at the south side of the market place property across the highway from Achiu Lane. The driveway provides access through the market place and to paved and unpaved parking areas. The driveway is approximately 22 feet wide with a stop-controlled exit lane and an entrance lane. The gravel shoulder that serves as pedestrian access terminates on the north side of the driveway. The south side of the driveway is bordered by a grass swale and open lawn that demarks the beginning of KS' undeveloped agricultural property. Pedestrian activity has created an informal dirt trail that extends southward along the east side of the highway through the KS' property.

- *Kilioe Place* is a paved residential cul-de-sac with a 44-foot wide ROW, 24-foot unstriped paved travel way with stop-control at the highway, and curb-gutter-landscape strip-sidewalk on both sides. It provides access to 15 single-family residences. A single catch-basin inlet is located on the south side of the travel way near the hammerhead turn-around, approximately 250 feet from the highway. Drainage in the roadway follows the grade and flows away from the highway. On the north and south sides of the intersection with the highway, pedestrian facilities consist of a concrete curb and raised sidewalk for approximately 20 lf before transitioning on the north side to a semi-paved, at-grade shoulder with no separation, and on the south side to an at-grade asphalt path that terminates at Achiu Lane. A south-bound bus stop without an improved bus pull-out is located approximately 60 feet south of the intersection on the west side of the highway.

- *Achiu Lane* is a private, paved single-lane road that provides access to agricultural lands located west of the highway, including approximately 12 agricultural dwellings and support facilities. The pavement width varies from approximately 10 to 13 feet. The intersection is stop-controlled. Along the south side of the travel way is a broad vegetated swale that drains to west and is one of the major drainage conveyances in the area.

Overhead utility poles are also installed in the south shoulder. Pedestrian facilities north of the intersection consist of an at-grade asphalt walkway that connects to the Kilioe Place sidewalk. To the south, pedestrians walk along a narrow paved shoulder with no physical separation from the travel way. Further south, an approximately 3-foot wide asphalt walkway is separated from the travel way by a narrow (<1-foot) grass strip and pavement striping. A CCH bus staging area, comprised of a widened paved shoulder, is located approximately 60 feet south of the intersection. Up to three busses at a time stage at this location.

- *Cane Haul Road* is a broad, semi-paved, agricultural road that crosses Kamehameha Highway in the middle of KS' agricultural land. It is the only signalized intersection in the project corridor. The Cane Haul Road extends eastward around the back of Haleʻiwa Town Center shopping center and provides access to vacant agricultural lands between Haleʻiwa Town and the bypass highway. Cane Haul Road is identified as a potential secondary access road for bypassing Kamehameha Highway through Haleʻiwa Town. There are no pedestrian facilities (walkways, striping, signage) across the road on either side of the highway. Along the west side, pedestrians cross Cane Haul Road and pick-up the at-grade paved walkway in the highway shoulder on the north and south sides of the intersection. Similarly on the east side, pedestrians make their way across the Cane Haul Road unaided by striping, signage or other pedestrian facilities and follow the dirt/grass shoulder along the highway until they pick up the informal dirt trail that heads north and south through KS' agricultural lands.

- *Paʻalaʻa Road* is a paved, CCH -owned collector road with a 40-foot ROW located on the west side of the highway at the south end of the project corridor. It provides access to residential properties and agricultural lands north of ʻŌpaeʻula Stream between Haleʻiwa town and Waialua town. Paʻalaʻa Road connects Kamehameha Highway with Haleʻiwa Road in the vicinity of Haleʻiwa Elementary School. At the intersection, the road section consists of one west-bound lane and two stop-controlled east-bound lanes for dedicated right- and left-turn movement onto Kamehameha Highway. The north boundary of the road consists of a concrete curb and gutter with raised sidewalk. The south boundary is a grass shoulder lined with wood-post bollards and chains. The south shoulder drops off steeply toward a grassed open-space area that extends to ʻŌpaeʻula Stream. North of the intersection, pedestrian facilities consist of the continuation of the raised concrete sidewalk that extends to the McDonald's restaurant driveway apron before transitioning to a paved shoulder. On the south side of the intersection, pedestrian facilities consist of the semi-paved, grassed and gravel road shoulder between the paved travel way and bollard/chain that extends along the highway. A striped crosswalk across the highway is located immediately south of the intersection. South-bound traffic leaving Haleʻiwa town and vehicles making the right-turn onto Paʻalaʻa Road tend to speed up in this section of the highway and create a deterrent for pedestrians wishing to cross the highway. The next nearest striped crosswalk and bus stops are located approximately 300 feet north of the intersection. Bus stops for both north-bound

and south-bound busses are on either side of the highway adjacent to this crosswalk. See **Figures 2-2 through 2-4 in Section 2.**

Potential Effects and Mitigation Measures

Three project alternatives are being developed for evaluation in the project EIS, pending completion of the project's multi-modal traffic study and drainage study. Each alternative will be described by a typical roadway cross-section unique to the alternative. Each alternative will include walkways and landscaping and will evaluate utility adjustment requirements including relocation of overhead utilities and/or placing overhead utility lines underground. All three project alternatives may incorporate various common design elements, such as travel way/walkway separation features and a variety of pavement surfaces.

Requirements for land acquisition and other effects on each parcel adjacent to the ROW will be described and evaluated for each alternative. A description and analysis of each project alternative, the effects on traffic circulation and multi-modal traffic conditions, land acquisition requirements, and other impacts to adjacent properties and to conditions in the ROW will be included in the DEIS.

4.1.2 Vehicle Circulation

Several traffic studies have been completed within the project corridor and vicinity. These studies have typically focused on traditional level-of-service (LOS) analysis methods with the purpose of alleviating motor vehicle congestion and increasing motor vehicle through-put. In compliance with the CCH Complete Streets Ordinance, ROH Chapter 14-33, a multi-modal traffic impact assessment report (TIAR) is being prepared for the ID project; the first multi-modal transportation study prepared for a City project. The multi-modal TIAR will evaluate the performance of each of the ID project alternatives on multiple modes of transportation, including pedestrians, bicycles, motor vehicles and transit, through the project corridor. The findings of the multi-modal TIAR, along with community and landowner/lessee input, will be used to develop design alternatives.

Traffic Signals

There is one traffic signal within the project area located on Cane Haul Road. Cane Haul Road was originally utilized by Waialua Sugar Mill as a truck haul route from the sugar cane fields. There is no pedestrian crossing signal at this intersection.

Left-turn Lanes

There are no center lanes or left-turn lanes on Kamehameha Highway within the project corridor, except for the recently added left-turn lane at the intersection with Hale‘iwa Road. Locations throughout the project corridor where frequent left-turn movements are made include Hale‘iwa

Road, Emerson Road, Hale‘iwa Town Center, Longs Drug Store, North Shore Marketplace, and Pa’ala’a Road. Vehicles making left-turns must wait for both crossing pedestrians and vehicles traveling in the opposite direction. During peak traffic hours, the lack of a left-turn lane creates a queue of stopped vehicles behind the turning vehicle. Left-turn movements are typically facilitated by opportune breaks in the traffic created by pedestrian and vehicle activity and related congestion in the travel way, and by non-verbal courtesies (shaka) between on-coming drivers and pedestrians.

Potential Effects and Mitigation Measures

Design alternatives will be based on recommendations from the multi-modal TIAR with the objective of balancing the needs of all roadway users. Project alternatives will include designs both with and without left-turn lanes or median turn lanes. The inclusion of left-turn lanes is expected to relieve traffic congestion and improve motor vehicle traffic flow. Reasons against the creation of left-turn lanes primarily includes opposition to land taking associated with the widening of the ROW and the assumption that left-turn lanes will increase speeding along the highway. Alternatively, community members cited the local courtesy sign, or ‘shaka’ as an effective alternative to a left-turn lane. Design alternatives may also consider traffic calming features that would create controlled and timely gaps in traffic to allow for safe left-turn movements and possibly eliminate the need for dedicated left-turn lanes.

During construction, there are expected to be short-term increases in traffic slow-downs and congestion on Kamehameha Highway resulting from construction personnel commuting to and from the project site, the delivery of building supplies and materials, and the mobilization and/staging of construction vehicles and equipment. The movement of materials and equipment will be most noticeable during the initial mobilization and final demobilization stages of the project. The general contractor will be required to implement a Traffic Management Plan (TMP) to minimize impacts to pedestrian, bicycle and vehicular traffic flow.

A description and analysis of each project alternative, the effects on multi-modal traffic conditions, traffic circulation, land acquisition requirements, and other impacts to adjacent properties and to conditions in the ROW will be included in the DEIS.

4.1.3 Parking

A field inventory of existing parking stalls was conducted for the project and identified approximately 992 existing on- and off-street parking ‘stalls’ along Kamehameha Highway and the adjacent commercial and residential lots fronting the ROW. See **Table 4-1, Parking Stall Inventory Summary.** The parking stall count includes: private parking lots provided by commercial businesses; vehicles parked illegally in designated “No Parking” zones; substandard stalls less than the required 18’ long by 8’3” wide; and unmarked parking stalls. Most

businesses that have highway frontage parking provide 4 or more perpendicular pull-in parking stalls for their customers. These stalls are typically unmarked, smaller than the City required stall size, sometimes encroach into the ROW, and use concrete wheel stops to define the stalls. Vehicles also park on the highway shoulder parallel to the highway where space is available, such as along the frontage of Lili‘uokalani Church.

There are approximately 61 parking stalls within the existing ROW and 100 parking stalls within the 60-foot Road Widening Setback. See **Table 4-2, Parking Within Existing ROW and Road Widening Setback**. Of these stalls, only 13 are striped to the standard parking stall size; these conforming parking stalls are located at Longs Drugs, Mālama Market and Haleiwa Joe’s Seafood Grill. Seven of the businesses listed **Table 4-2** were observed to only have parking stalls along Kamehameha Highway and do not have off-street parking available for customers.

Table 4-1. Parking Stall Inventory Summary

Parking Summary	# of Stalls
Existing Parking Stalls (On and Off-street)	992
Stalls in Existing ROW	61
Stalls in Road Widening Setback	100
Stalls located beyond the Roadway Widening Setback	892
LUO Required Off-street Parking for Businesses	1,073
CCH -Standard Parking Stalls	13

Table 4-2. Parking Within Existing ROW and Road Widening Setback

Business	No. Stalls		Storefront Parking Only (Y/N)	Description
	Within Exist. ROW	Within Road Widening Setback		
Hale‘iwa Joe's Seafood Grill	3	11	N	4 striped stalls located in TMK 6-6-001:025.
The Growing Keiki	3	3	Y	Unmarked parallel parking along road.
Lili‘uokalani Protestant Church	14	14	N	Unmarked parallel parking along rock wall.
North Shore Surf Shop	5	9	N	TMK 6-2-005:022 parking lot is also used for NS Surf Shop. Striped parking lot with 9 standard sized stalls. 5 parallel non-standard stalls along roadside.
Hale‘iwa Town	6	6	N	Unmarked pull-in parking on gravel

Table 4-2. Parking Within Existing ROW and Road Widening Setback

Business	No. Stalls		Storefront Parking Only (Y/N)	Description
	Within Exist. ROW	Within Road Widening Setback		
Center				roadside.
Kua ʻAina/ Surf & Sail /Tabora Gallery	4	4	N	Unmarked pull-in parking.
Residential Lot	4	4	N	Unmarked parallel parking along road.
Mālama Market	0	4	N	Striped parking lot with standard sized stalls.
Longs Drugs	0	6	N	Striped parking lot with standard sized stalls.
Spaghettini/ Pineapples	5	5	Y	Unmarked pull-in parking with wheel stops.
Storto's/ Lanikai Juice	0	4	Y	Unmarked pull-in parking with wheel stops.
Soap Cellar/ Black Pearl Source	5	5	Y	Unmarked pull-in parking with wheel stops.
Hawaiian Island Creations	9	9	Y	Striped parking lot with non-standard sized stalls.
Sea Shell Stand (Food trucks)	0	6	Y	Unmarked pull-in parking with wheel stops.
Surfboard Gallery	0	1	Unknown	Unmarked pull-in parking.
Haleʻiwa Art Gallery	1	1	N	Unmarked parallel parking on dirt roadside.
Celestial Natural Foods	2	2	N	Unmarked parallel parking (Designated "No Parking" zone)
Wave Riding Vehicles	0	1	N	Unmarked pull-in parking.
Residential Lot	0	2	N	Unmarked gravel/dirt parking lot.
VJ's Butcher's Block	0	3	Y	Unmarked pull-in parking with wheel stops.
TOTAL	61	100		

Per ROH Section 21-6, land owners are required to provide off-street parking stalls based on the underlying zoning district, lot size and floor area. Based on a preliminary, project-wide analysis that applies the parking standards in ROH Table 21-6.1, to existing commercial uses within the project area, there is a combined LUO requirement for 1,073 off-street parking stalls to serve

existing business customers. In this analysis, food trucks were not considered to be food establishments and thus not allocated a number of required parking stalls. This analysis highlights that the project corridor currently lacks sufficient parking based on LUO requirements. Compared to the parking stall count of 992 existing stalls, including 'unpermitted' stalls located within the ROW, the corridor is underserved by approximately 80 stalls. When existing stalls located within the 60-foot road widening setback are excluded from the count, the corridor is underserved by approximately180 parking stalls

Potential Effects and Mitigation Measures

Depending on the selected alternative, the project may result in the loss of existing, 'unpermitted' parking located within the ROW or existing parking located within the 60-foot road widening setback. Community members have expressed that there is generally a lack of parking in Haleʻiwa. Businesses fronting Kamehameha Highway that do not have off-street parking are especially concerned that the loss of convenient, front-street parking will result in loss of business and even business closures. Street frontage parking is particularly important for the convenience of older customers, mothers with strollers or individuals in wheelchairs.

Project alternatives will consider design options for parallel, perpendicular and/or angled parking along the street frontage, both within the ROW and within lots adjacent to the ROW where there is sufficient space in front of the buildings.

During construction, blockages and/or disturbances along the roadway and shoulders may temporarily obstruct street-front parking stalls. The general contractor will implement a TMP to ensure that access to driveways and private lots are maintained through the duration of construction.

Consultation with the DPP and DTS, and with affected landowners will continue throughout the EIS process to discuss potential effects on parking and recommend mitigation measures. Consultation and further analysis of each alternative considered will be included in the subsequent DEIS and FEIS for this project.

4.1.4 Mass Transit

CCH contracts with Oʻahu Transit Services, Inc. to operate TheBus and the Handi-Van, Oʻahu's two main modes of public mass transit. There are five bus routes along Kamehameha Highway through the project corridor, see **Table 4-3, Bus Service Routes.** There are 14 bus stops along Kamehameha Highway through the project corridor, listed from north to south on **Table 4-4, Existing Bus Stops in the Project Corridor.** On average, approximately 432 passengers use TheBus through the project site daily; 212 northbound and 220 southbound (TSI, 2014). The most popular bus stop along the project corridor is Paʻalaʻa Road, used by approximately 20.2 percent of TheBus riders.

There are various types of infrastructure demarcating bus stops along Kamehameha Highway through the project corridor, including posted signs in the road shoulder, bus pullouts, raised pads, and shelters. There are only two bus pullouts; one located at the First Hawaiian Bank and one located on the west side of the highway, immediately south of Achiu Lane near the North Shore Marketplace. The Achiu Lane bus pullout is oftentimes used by buses as a waiting area to synchronize their schedules; buses hover near the residential area for long periods of time and encroach on the sidewalk, thus blocking pedestrian traffic and bicyclists. Additionally, several of the bus stops have wide shoulders that allow buses to pull partially off the road.

CCH buses often stop in the travel lane to pick up and drop off riders, and as a result frequently block and create a break in traffic flow, thus allowing vehicles to make left-turn movements and pedestrians to cross the highway. Vehicles were also observed either stopping behind buses or crossing over the center line of the road and passing buses while they stop to load and unload passengers.

Service is provided by TheHandi-Van, by reservations, 7-days a week, from 4:00 a.m. through 1:00 a.m., specifically for individuals with documented American Disability Act (ADA) disabilities. Passengers are picked up at the nearest and safest point next to the curbside of the public street address requested. They are dropped off at the nearest and safest point next to the curbside of the requested destination address.

In addition to public transit, various tour companies also operate fleets of private shuttle buses that transport visitors to and from the project area. The private shuttle buses do not typically stop along the highway ROW, but instead use the Haleʻiwa Town Center, the North Shore Market Place and the Haleʻiwa Commercial Center parking lots for passenger drop-off/pickup, parking and staging.

Table 4-3. Bus Service Routes

Route	Service Area
52	Haleʻiwa to Ala Moana
55	Haleʻiwa to Downtown via Kāneʼohe
76	South-bound to Waialua
83	Waialua to UH Mānoa via Pearl City
88A	Haleʻiwa to Ala Moana via Pearl City (Express)

Table 4-4, Existing Bus Stops in the Project Corridor

#	Location	Station*	Direction	Description
1	Haleʻiwa Road intersection	2+00	north	covered bench at grade in shoulder with concrete pad, no pull-out
2	66-307 Kamehameha Hwy	4+00	south	bench at grade in shoulder, no cover, no pull-out
3	Emerson Road / 66-074	7+15	north	bench at grade in adjacent private parcel in roadway shoulder, no cover, no pull-out
4	Emerson Road / 66-075	8+00	south	bench at grade under eave of Yoshida building, no pull-out
5	Ace Hardware	13+25	north	bench at grade in gravel shoulder, no cover, no pull-out
6	First Hawaiian Bank	13+25	south	bench on raised sidewalk in adjacent private parcel, no cover, concrete pull-out pad in road shoulder, o/h pole in gutter adjacent to curb.
7	66-180 / Mālama Market	17+75	north	covered bench at grade in shoulder / adjacent private parcel, with concrete pad surrounded by gravel lot.
8	Waialua Court House	20+50	south	covered bench at grade on concrete pad set back from highway within court house parcel, no pull-out, hydrant and o/h pole located in shoulder in front of bus stop.
9	66-246 Kamehameha Hwy	24+50	north	Sign mounted on o/h pole in shoulder, no bench, no cover, no pull-out
10	North Shore Market Place	28+50	north	bench at grade in gravel shoulder, no cover, no pull-out.
11	Achiu Lane – north side	29+25	south	bench at grade on asphalt path, no cover, no pull-out.
12	Achiu Lane – south side	30+75	south	paved pull-out on shoulder for bus staging
13	Waialua Community Association	44+00	north	covered bench at grade in shoulder with concrete pad, no pull-out
14	Haleʻiwa Post Office	44+00	south	covered bench at grade in shoulder with concrete pad, no pull-out

* Note: "Station" refers to linear-foot distance measurements labeled along the highway centerline in Figures 2-2 to 2-4. "Stations" start at 0+00 at Anahulu River Bridge and end at 49+18 (=4,918 lf) at Ōpaeʻula Stream Bridge.

Potential Effects and Mitigation Measures

The location and design of bus stops will be considered in the ID Project design alternatives. Designs will consider dedicated pull-out areas and on-street stops. Bus shelters with lighting will also be considered in the project design alternatives. Supporting alternative modes of transportation and promoting an effective public transit system is consistent with complete streets philosophy. It is uncertain whether the project will lead to an increase in public transportation behavior. DTS and TheBus will be responsible for scheduling bus routes to ensure adequate capacity for future transit riders.

During construction, blockages and/or disturbances along the roadway and shoulders may cause delays to bus service. The general contractor will be required to implement a TMP to ensure that TheBus stops remain unobstructed and routes are not unduly interrupted.

Based on preliminary consultation, DTS recommends that convenient bus shelters with lighting at bus stops should be included in the project. Consultation with DTS and TheBus will continue throughout the EIS process to gain additional input on bus operations (layover and turn-arounds), design requirements (pavement strength, ADA compliance, road section) and future bus stop locations, and discuss any adverse effects and recommend mitigation measures. Additionally, consultation with private operators of tour shuttle buses will be initiated, including JTB Hawai‘i, Inc., Roberts Hawai‘i, and Kintetsu International Hawai‘i Co. Consultation and further analysis of each alternative considered and related mitigation measures will be included in the DEIS.

4.1.5 Emergency and Delivery Vehicles

During peak traffic conditions, emergency vehicles (fire, police and medical) oftentimes have difficulty navigating Kamehameha Highway. Limited shoulder space and the presence of pedestrians, parked vehicles and other objects along the shoulder, leaves little to no room for motor vehicle traffic to pull out of the way of emergency response vehicles. Lack of shoulder space and/or street frontage parking also affects delivery vehicle operations. Businesses rely on efficient and convenient delivery service, especially for cold or perishable supplies. Delivery vehicles oftentimes park in front of shops, block shoulder areas or a portion of a travel lane to make deliveries.

Potential Effects and Mitigation Measures

Project design alternatives will consider required access, maneuvering movements, and horizontal and vertical vehicle clearance requirements of emergency and delivery vehicles. Consultation with emergency service providers and business owners will continue through the design and DEIS process. A description and analysis of each project alternative, the effects on emergency vehicle and delivery vehicle operations, and appropriate mitigation measures will be included in the DEIS.

4.1.6 Bicycle Circulation

The North Shore currently has a total of 8.6 miles of bicycle paths and routes comprising approximately 6.5 percent of O‘ahu’s existing bicycle facilities (HHF 2012). Bicycle facilities nearby include a bike path on Waialua Beach Road and a designated bike route on Joseph P. Leong Highway. There are no existing designated bike lanes, paths or cycle tracks along Kamehameha Highway throughout Hale‘iwa town within the project corridor. Bicyclists on Kamehameha Highway typically share the road with motor vehicles and share the shoulder of the highway ROW and sidewalks with pedestrians.

The constructions of bicycle facilities to accommodate local and regional connectivity throughout and around the Hale‘iwa town are promoted and desired by various governmental agencies and community organizations. According to the Hawaii Bicycling League (HBL), bicycle use in Hale‘iwa is a common means of transportation and for recreation (Kim & Shiroma, 2007). The ‘O‘ahu Bike Plan: A Bicycle Master Plan’ (“O‘ahu Bike Plan”), prepared for the CCH DTS, identifies and prioritizes potential bicycle facility improvements/projects. While Kamehameha Highway within the project corridor is not identified as a ‘priority 1’ project (to be completed within the next 5 to 10 years), approximately 1.6 miles of Kamehameha Highway near the vicinity of the project corridor, is recommended to be developed as a ‘priority 1’ bicycle route. Similarly, the ‘Bike Plan Hawai‘i’ (“Bike Plan”), most recently updated in 2003 by the State DOT, Highways Division (HDOT, 2003), identifies the Kamehameha Highway, from Weed Circle to Hale‘iwa Road, as a “Priority III”, or long-term project to establish a bikeway. Additionally, the “North Shore Sustainable Communities Plan” (NSSCP) encourages reduced automobile dependency and promotes “safe and efficient circulation networks that provide bicycle and pedestrian travel between residential areas and neighborhood destinations such as schools, parks and neighborhood commercial facilities” (DPP, 2011). Most recently, the North Shore Community Land Trust (NSLT) and National Park Service (NPS), gathered landowners, government agencies, community leaders and businesses, to develop community-based transportation solutions within the North Shore region. As described in the report, ‘O‘ahu’s North Shore: Connecting Communities and Places’, the vision is to create a multi-use trail that connects Ka‘ena to Kahuku, with bike rentals and/or bike share options along the trail.

Potential Effects and Mitigation Measures

In compliance with the CCH Complete Streets Ordinance, project alternatives will consider designs to accommodate bicycle traffic along the project corridor. Bicycle facilities that may be considered include dedicated bike lanes, separated bike paths, shared multi-use paths, and painted “sharrows” in the travel lanes to indicate that bicycles have the right to occupy the full lane. In addition, bicycle parking will also be considered in the project design. In pre-consultation comments on the ID project, the Hawai‘i Bicycling League (HBL) suggested that Kamehameha Highway maintain its existing 10-foot travel lanes as a traffic calming measure with signage indicating that bicycles have the right to occupy the full lane.

Consultation with DTS, HBL and NSLT will continue through the design and DEIS process. A description and analysis of each project alternative, the effects on bicycle use, and appropriate mitigation measures will be included in the DEIS.

4.1.7 Pedestrian Circulation

Sidewalks and Walkways

Pedestrian facilities within the project corridor are limited. Pedestrian facilities are primarily a patchwork of private walkways and sidewalks that exist near frontages of individual buildings, within major commercial centers and adjacent to the highway. Building storefront walkways and sidewalks are stand-alone, disconnected, noncontiguous and do not typically connect to neighboring buildings or properties. Walkways do not follow any particular standard; they are covered and uncovered, at-grade and raised, with varying widths from 5 to 7 feet. Storefront walkways are generally incorporated with the building architecture, often under the building awning (i.e. North Shore Surf Shop, Soap Cellar/Black Pearl) and occasionally behind a railing (i.e. Café Haleʻiwa, Hawaiʻi Surf & Sail). The Haleʻiwa Town Center and First Hawaiian Bank building incorporate broader patio areas and landscape planters into raised sidewalks along the highway. Through the central part of Haleʻiwa town, several segments of the roadway on the makai side, have a painted white raised curb, to provide separation between the travel way and the paved shoulder. In a few locations, City-standard curb and gutter sidewalks exist, as well as informal dirt or gravel trails.

The current highway ROW within the project corridor has approximately 100 lf of City-standard curb and gutter sidewalks throughout the approximately 1-mile long project area between Anahulu River Bridge and the ʻŌpaeʻula Stream Bridge. City-standard sidewalks primarily exist within private properties at major commercial centers, including Haleʻiwa Town Center fronting First Hawaiian Bank, residential houses near Kilioe Street intersection across from the North Shore Marketplace.

The Haleʻiwa SD Design Guidelines state that walkways and sidewalks should be made of stone and wood plank materials or wood impressed concrete to reflect and maintain the rural character of Haleʻiwa. Field investigations and a topographic survey confirmed that only a few developments incorporate the SD walkway design standard; these include the Oceans in Glass/Haleʻiwa Art Gallery, Tamba Surf Company and the KS' Haleʻiwa Store Lots, as described below:

- Oceans in Glass/Haleʻiwa Art Gallery installed a wood impressed concrete walkway along the building frontage. The walkway is set back and separated from the ROW shoulder by a stepped grade change and low landscape hedge. The walkway connects to an off-street parking lot on the south side of the building that also serves the NAPA auto parts store. The walkway does not connect to adjacent properties.

- Tamba Surf Company installed a wide, raised wooden boardwalk that extends from the semi-paved road shoulder to the store front to match the finished floor elevation of the building. The boardwalk does not provide lateral access along the highway. The shoulder at this location is narrow, irregularly paved and grassed, and separated from the travel way by an existing asphalt curb.
- KS installed a 660-foot long wood impressed and colored concrete walkway alongside the building frontages of their Haleʻiwa Store Lots development. The walkway width varies between 4 feet and 9.3 feet wide and is separated from the roadway by a wide vegetated swale. The walkway connects to the adjacent San Lorenzo store frontage via an (unstamped) concrete walkway.

In general, pedestrians navigate from building to building along the ROW shoulder and occasionally within the travel way where shoulder conditions present an obstacle (ponding, parked vehicles). See **Section 4.1.1**, **Existing Roadway Infrastructure**, for further description of the existing pedestrian facilities within the project corridor.

Crosswalks

There are eight existing striped crosswalks that cross Kamehameha Highway; they are listed from north to south in **Table 4-5, Existing Kamehameha Highway Crosswalk Locations**. The two crosswalks at Emerson Road are heavily used by pedestrians crossing between the KS Store Lots on the makai side of the highway and Liliʻuokalani Protestant Church's parking area. The crosswalk south of ʻŌpaeʻula Road is also highly used by pedestrians crossing between shops on the mauka (Kua ʻĀina, North Shore Surf Shop) and makai (Haleʻiwa Town Center) sides of the highway. There are no pedestrian signals or signage throughout the project corridor.

Locations without a crosswalk where heavy pedestrian traffic across the highway was observed during field investigations conducted for the project are identified in **Table 4-6**, **High Volume of Pedestrian Crossings w/o Crosswalks**. At these and other locations along the corridor, pedestrians often cross the highway without regard to designated crosswalks, and instead wait for breaks in traffic or for drivers to signal with hand gestures.

Recommendations to add or modify crosswalk locations or design will be considered based on the findings of the multi-modal TIAR being prepared for the project, and will be subject to review and approval by the DPP and DTS.

Table 4-5, Existing Kamehameha Highway Crosswalk Locations

#	Location	Station
1	Haleʻiwa Road Intersection	2+50
2	Emerson Road Intersection (north side)	8+10
3	Emerson Road Intersection (south side)	9+00
4	Haleʻiwa Town Center / Ace Hardware	14+10
5	Waialua Court House	20+75
6	Kilioe Place	28+50
7	Haleʻiwa Post Office	43+75
8	Paʻalaʻa Road Intersection (south side)	46+80
* Note: "Station" refers to linear-foot distance measurements labeled along the highway centerline in Figures 2-2 to 2-4. "Stations" start at 0+00 at Anahulu River Bridge and end at 49+18 (=4,918 lf) at Ōpaeʼula Stream Bridge.		

Table 4-6, High Volume of Pedestrian Crossings w/o Crosswalks

#	Location	Station
1	Kua ʻĀina Burger / Haleʻiwa Town Center	16+00
2	Mālama Market / Longs Drug Store	19+00
3	Surfboard Gallery / Oogenesis	25+00

Potential Effects and Mitigation Measures

A variety of walkway, crosswalk and other complete streets designs will be considered in the ID Project alternatives as a means of enhancing pedestrian comfort, convenience and circulation. See **Section 2** for a discussion of design concepts being considered. Landowners/lessees and community members expressed a variety of preferences for walkway alignments. Some landowners/lessees prefer that the walkway meander to connect and tie into existing building frontages, while others prefer the walkway to follow parallel to Kamehameha Highway within the ROW. If the construction of walkways and other pedestrian improvements occur outside of the existing highway ROW and within private property, land acquisition and/or new public easements may be required. There is broad support to construct walkways at grade for both aesthetic reasons and to maintain existing surface drainage patterns. There is an overall lack of support for raised curbs and sidewalks, due to concern about costs, "urbanizing" or changing the character of Haleʻiwa Town and concentrating drainage.

Recommendations for improvements to crosswalks and pedestrian signage will also be considered to improve pedestrian access, orientation and overall experience. A variety of different crosswalk treatments may be considered, such as raised crosswalks, bump-outs, pedestrian refuge islands and the use of varying surface colors and textures to provide visual cues to roadway users. Locations for new crosswalks proposed by community members include the Cane Haul Road intersection and near TheBus stops. A crosswalk was recently installed near Kilioe Place in response to community comments and in conformance with a crosswalk warrant traffic study.

The proposed construction of continuous pedestrian walkways throughout the project corridor is anticipated to result in increased pedestrian use and have a positive long-term impact on pedestrian circulation and connectivity within Hale‘iwa town. Continuous walkways would connect neighboring properties and buildings to one another, and help demarcate and guide pedestrians to walk in a more predictable pattern. As a result, improved multi-modal interactions and reduced hazards may be realized among pedestrians, cyclists and vehicles traversing through Hale‘iwa town. Improved walkways may help alleviate traffic congestion by promoting and facilitating an alternative means of transportation, while increased pedestrian activity may simultaneously serve as a traffic calming method.

During construction, short-term impacts to existing walkways alongside building frontages and/or within private properties will be mitigated through protected detours in accordance with the general contractor’s TMP to ensure that pedestrian traffic flow is not interrupted and access to businesses remain unobstructed.

Consultation with the CCH DPP, DTS, and State DCAB will continue through the design and DEIS process. A description and analysis of each project alternative, the effects on pedestrian behavior and circulation, and appropriate mitigation measures will be included in the DEIS.

4.2 Potable Water System

The Board of Water Supply (BWS) is responsible for the management, control and operation of Oahu’s municipal water system. The BWS is an integrated, island-wide system with interconnections between water sources and service areas.

The Waialua Aquifer is the current source of drinking water for the Hale‘iwa town. Residents and businesses within the project area are served by an 8-inch water main located within the southbound lane of Kamehameha Highway. Water system features that exist within the highway ROW include fire hydrants (approximately 20), water meter and water valve boxes, and water manholes and service laterals to adjacent properties.

The BWS recently finalized the ‘North Shore Watershed Management Plan’ (“Watershed Plan”) in December 2016. The Watershed Plan outlines the planning process and strategies to meet five management objectives: (1) Promote sustainable watersheds; (2) Protect and enhance water

quality and quantity; (3) Protect Native Hawaiian rights and traditional customary practices; (4) Facilitate public participation, education, and project implementation; and (5) Meet future water demands at reasonable costs. According to discussions with BWS, there are no planned water system improvements in Hale‘iwa (Group 70, 2016).

Potential Effects and Mitigation Measures

The project involves the construction of walkways, installation of landscaping and undergrounding of utilities. No upgrades to the existing water distribution system are planned for this project. Existing fire hydrants, water meter and water valve boxes and manholes may need to be relocated onto private parcels fronting Kamehameha Highway to accommodate walkway improvements, depending on the selected preferred alternative walkway design. If water system features are relocated onto private property, then new utility easements would be required to allow the BWS to access water facilities. During the building permit application process, constructions drawings will need to be submitted to BWS for review and approval. In addition, a construction schedule will be submitted to BWS to ensure that the project does not interfere with BWS maintenance projects and impact BWS customers.

Temporary or permanent irrigation may be required for ID improvement landscaping, which would result in an increased demand for water. The existing municipal water system is expected to be sufficient to meet irrigation water demands of the ID Project. Landscape design will consider the use of drought-tolerant, native plants and xeriscaping where possible as a means to conserve water. If landscaping is proposed that requires permanent irrigation, it may be necessary to create a maintenance district comprised of property owners and lessees and/or business owners to fund ongoing operation and maintenance of an irrigation system.

During construction, potential short-term demands for potable water resources include the use of water for dust control, cement/concrete mixing, vehicle wash down, and other construction-related activities. These uses will be intermittent and will cease upon project completion. Water will either be provided by the existing BWS water distribution system or by water trucks or tanks brought to the site to supplement this water source. The contractor will be required to employ conservation practices to minimize the use of water. All on-site BWS-sourced water pipes supplying water for construction activities shall be inspected daily to ensure against leaks. Any leaking pipes or valves shall be repaired or replaced as soon as possible, during the workday.

Consultation with the BWS will continue throughout the EIS process to confirm that the existing water system is adequate and to coordinate the potential relocation of existing water system facilities. Further discussion and analysis of each alternative, impacts to the BWS potable water distribution system, and appropriate mitigation and maintenance measures will be included in the DEIS.

4.3 Drainage System

The CCH, DFM manages the municipal storm water drainage system on Oʻahu, which is regulated under a NPDES Municipal Separate Sewer System (MS4) permit administered by the DOH under authorization by the EPA.

Storm water in Haleʻiwa town generally sheet flows mauka to makai from Joseph P Leong Highway across Kamehameha Highway, and continues overland into agricultural ditches and channels and before discharging into Paukauila Stream and Kaiaka Bay. Due to the relatively flat grade of Kamehameha Highway, storm water runoff frequently ponds in localized sump areas on the edges of the ROW shoulders and/or along building frontages and parking areas, before flowing across the highway. The Joseph P. Leong Highway's drainage system has intercepted much of the storm water runoff that previously entered Haleʻiwa town and has reduced the potential for floods in the low areas of Haleʻiwa (Group 70, 2013). Several landowners/lessees (especially those on the makai side) stated that runoff from the roadway enters their property and collects at their storefront and parking areas, notably in the vicinity of The Growing Keiki, San Lorenzo Shave Ice and Bikini Store, Grass Skirt Grill, and Oogensis.

Most of Kamehameha Highway ROW within Haleʻiwa town lacks an underground storm drainage collection system. Existing drainage structures along Kamehameha Highway include the following:

- A drain inlet between the 76 Gas station and Anahulu Place collects runoff from the mauka (east) side of the highway and conveys the flow through a 24 inch drain pipe. The flow collected from this drain inlet is discharged into Helemano Stream (Kim & Shiroma, 2007).
- A drain inlet in front of North Shore Marketplace conveys runoff from Kamehameha Highway and portion of the North Shore Marketplace property into a 6- inch pipe that discharges into a grassed depression on the eastern side of the highway. At the outlet of the 6-inch pipe, a 12-inch drain pipe further conveys the runoff under the highway and into an open ditch parallel to Achiu Lane. Half of the 12-inch pipe appears to be underground and has a smaller Polyvinyl chloride (PVC) pipe running through the pipe.
- At Cane Haul Road there is a 24-inch culvert to convey runoff from the mauka (east) side of the highway to the Makai (west) side of the highway into an open ditch. Above ground headwalls surround both the inlet and outlet, and during the time of the site investigation, a smaller PVC pipe was located inside the 24-inch pipe.
- At McDonald's, north of Paʻalaʻa Road, a catch basin collects runoff from the McDonald's driveway and parking lot and conveys flows southward into a 12-inch pipe and drain inlet. The drain inlet also collects runoff from the lawn surrounding the McDonald's. This drain system is assumed to discharge into ʻŌpaeʻula Stream.

- South of Paʻalaʻa Road a drain inlet captures runoff from the roadway and conveys runoff into a 12-inch drain pipe, which is assumed to discharge into ʻŌpaeʻula Stream.

Based on preliminary roadway profile analysis prepared for the project, the following areas are likely to experience the most roadside ponding:

- Both sides of the ROW from Anahulu River Bridge to The Growing Keiki;
- Left side of the ROW, from The Soap Cellar to Souvaly Thai Mobile;
- Left side of the ROW, from North Shore Marketplace/Residential;
- Both sides of the ROW, at Cane Haul Road
- Both sides of the ROW, at Agricultural; and
- Right side of the ROW, at Haleʻiwa Senior Citizen Housing Center.

A drainage report is being prepared for the project. The drainage report will include analysis of existing storm runoff hydrology and flow patterns; a hydrologic and hydraulic analysis for roadway drainage systems; and will provide recommendations for drainage system alternatives that will provide necessary drainage retention and treatment to meet City requirements; and will determine construction costs for each alternative. Results of the drainage study will be published in the DEIS.

Potential Effects and Mitigation Measures

The construction of ID Improvements is expected to result in an increase in impervious surfaces and potentially an increase in surface storm water runoff. Drainage improvements will be designed to maintain existing surface flow patterns as much as possible, eliminate existing ponding conditions, and control and dispose of increases in runoff resulting from ID improvements. Walkways will be designed with a cross-slope to drain surface flows into buffers/landscape strips or to thru-gutters which will direct flows to the landscape strips. Roadway elevations and cross-slopes will also be considered in design. Project alternatives will include landscaping and drainage features to mitigate existing ponding and contain any increases in storm water runoff that may result from ID improvements, as required by CCH ordinances. Landscaping can be used to aid in the retention, filtration and percolation of storm water, consistent with the CCH's LID drainage guidelines which went into effect on June 1, 2013. Use of LID features in the ROW is subject to approval by the CCH DFM and DPP.

The ID Project is not expected to have long-term adverse effects on local or regional drainage patterns. All potential drainage improvements will be designed and constructed in accordance with CCH standards and undertaken in compliance with ROH Chapter 14, Articles 12 to 16 governing drainage, flood, grading, erosion, and sedimentation control. The final drainage plan will be evaluated and further refined in consultation with DPP, DFM and the Department of Environmental Services (ENV) during the project design and construction plan review phase.

Further discussion and analysis of each alternative, its effects on drainage and drainage systems, and appropriate mitigation and maintenance measures will be included in the DEIS.

4.4 Wastewater System

The CCH, ENV manages the municipal wastewater collection, treatment, and disposal system on Oʻahu. The municipal wastewater system encompasses nine wastewater treatment plants (WWTP) and associated pump stations and outfalls. The nearest WWTP to the project site is the Paʻalaʻa Kai WWTP, a municipal facility in Waialua. Currently, there is no municipal sewer collection system serving Haleʻiwa Town. Residents and businesses in Haleʻiwa use Individual Wastewater Systems (IWS), private sewer treatment plants, private cesspools, septic tanks, and/or leach fields for wastewater treatment and disposal, as regulated by the DOH Wastewater Branch under HAR Chapter 11-62, Wastewater Systems.

In 2012, CCH ENV completed the 'North Shore Regional Wastewater Alternatives Plan' (B&C, 2012), which evaluates various alternatives for regional wastewater treatment and disposal for the North Shore region. Plan development involved active community participation thorough a Community Working Group. The 2012 Plan recommends a decentralized wastewater management system that collects, treats and reuses or disposes of wastewater from individual properties, isolated communities, and other communities at or near the source of generation: essentially a continuation of existing practices of using IWS and private sewer treatment plants. A priority of the Community Working Group was to form a management entity that would be responsible for providing water quality monitoring, inspections and permits, education, and database management throughout the region. The CCH does not have plans to construct centralized municipal collection and wastewater treatment systems for the North Shore or Haleʻiwa.

Potential Effects and Mitigation Measures

The ID Project scope does not include improvements to sewer collection or treatment infrastructure, or the provision of public restrooms. It is possible that, by enhancing pedestrian convenience and comfort in Haleʻiwa Town, the ID improvements could result an increase number of visitors or the duration of visits, which could increase demand for restroom facilities and increase wastewater generation.

Temporary increases in wastewater generation may result during construction of the ID improvements. The contractor will be required to provide portable toilets for use by the construction crews. Wastewater from portable toilets will be treated and disposed of off-site in compliance with state and CCH regulations.

Further discussion and analysis of each alternative, potential effects from the ID Project on wastewater generation or to existing private wastewater systems in the project corridor, and appropriate mitigation and maintenance measures will be included in the DEIS.

4.5 Solid Waste Disposal System

The CCH, ENV, Refuse Division and private waste collection haulers provide solid waste collection and disposal services on Oʻahu and within Haleʻiwa Town. Solid waste is collected from the surrounding residential, institutional and commercial uses and disposed of at either the Waimānalo Gulch Landfill in the ʻEwa district or the H-Power facility at Campbell Industrial Park. PVT Land Company operates a privately owned and operated, licensed solid waste facility for recovery of recyclable materials and disposal of construction and demolition materials. The PVT Landfill accepts waste on a pre-arranged basis from registered contractors.

A Phase I Environmental Site Assessment (ESA) is being prepared for the project to identify potential sources of hazardous waste within the project corridor that could be disturbed during construction activities. The Phase I ESA will include a review of regulator records and site reconnaissance, evaluation of data in an effort to disclose areas of concern that may need further investigation. Potential sources of hazardous materials may include storage tanks, former agricultural or industrial uses, records of petroleum or chemical spills, and cesspools. The findings of the ESA will be included in the DEIS.

Potential Effects and Mitigation Measures

The project is not anticipated to result in significant changes in land use, or changes in the generation of solid or hazardous waste, nor have any long-term adverse effects to solid waste collection and disposal services.

During construction, there will be a generation of green waste from vegetation clearing and solid waste in the form of construction and demolition debris from expended materials. Construction and demolition waste will handled by the construction contractor in accordance with State and CCH regulations governing the safe disposal of such materials at an acceptable facility such as the Waimānalo Gulch Sanitary Landfill or PVT Land Company Landfill. Excavated soils that are uncovered during the construction of the walkway, landscaping and/or undergrounding of utilities, that cannot be reused for fill or cover material, will also be disposed of in accordance with State and CCH regulations. Recycling of solid wastes will be accommodated and implemented to the extent practicable.

Consultation with the ENV, Refuse Division and the DOH, Environmental Management Division (EMD), Solid and Hazardous Waste Branch will continue throughout the ID Project to ensure there are no significant adverse effects to solid waste collection and disposal services. Further discussion and analysis of each alternative, potential effects on solid waste generation or

handling of hazardous waste in the project corridor, and appropriate mitigation and maintenance measures will be included in the DEIS.

4.6 Electrical Power and Communications (Cable, Internet, Telephone)

The existing electric and communications facilities along Kamehameha Highway are located on overhead wood utility poles that also support the street light system. Utility poles are located on both sides of the highway, sometimes within the ROW and sometimes within the adjacent private parcel. Poles include free-standing poles and poles supported with guy-wires. Overhead utility lines cross Kamehameha Highway at numerous locations throughout the project corridor.

From the Anahulu Bridge southward to the Growing Keiki store, utility poles and overhead utilities are located only on the mauka side of the highway then, from Mahaulu Lane southward, poles are located on both sides of the highway until Ōpae'ula Road. Through the remainder of the project corridor southward from Ōpae'ula Road, utility poles carrying the main transmission and service lines are located on the makai side of the highway, while a much fewer number of utility poles on the mauka side carry service laterals to adjacent properties. Southward from Ōpae'ula Road, there are nine utility poles located on the mauka side within the highway shoulder that would potentially be impacted by the walkway improvements. For comparison, there are 34 poles within the makai shoulder through the same segment of the project corridor. There are additional utility poles on the mauka side that are set further back from the ROW and would not likely be directly affected by walkway improvements.

Electric and communication (cable, internet and telephone) services are extended to businesses and residents on adjacent properties along Kamehameha Highway primarily via overhead service drops. For larger properties such as the Hale‘iwa Town Center and the North Shore Marketplace, electric and communication services are extended underground from the utility pole lines in the highway. Electricity is provided by Hawaiian Electric Company (HECO); landline telephone service is provided by Hawaiian Telcom (HTCO); cable and internet is provided by Charter Communications (formerly Oceanic Time-Warner Cable); and cellular phone services are primarily provided by Verizon, T-Mobile, AT&T, Sprint and Nextel. The utility poles, power conductors and telephone cables are owned and maintained by the HECO and HTCO through an agreement administered by the Joint Pole Committee (JPC). The CCH and State DOT are also members of the JPC, and based on roadway ownership, install roadway lighting equipment onto and help maintain the utility poles. Charter Communications is not a member of the JPC, but is able to install its cables onto the joint poles through a lease agreement with HTCO. It remains to be verified with the Network Enterprise Center Hawaii (aka Army Signal Corps) whether any direct-buried, Joint Trunking System cables were installed within the Kamehameha Highway ROW through Hale‘iwa Town.

Potential Effects and Mitigation Measures

Resolution 09-338 calls for undergrounding of existing overhead utilities as one of the three key ID Project improvements. While there is vocal support for undergrounding utilities, there is also vocal concern for the associated costs. Each alternative design concept will be evaluated for two options: (i) maintain existing overhead utilities and private service connections and relocate overhead utilities as necessary to accommodate the improvements, and (ii) relocate existing utilities and private service connections underground.

Overhead and undergrounding options each have unique benefits and liabilities. Benefits of maintaining overhead utilities could include lower construction costs, ease of maintenance, and to some members of the community, preserving the rural character of Hale‘iwa Town. However, overhead utilities are more susceptible to damage from high winds and storm events and related power outages. Underground utilities are general considered more resilient to damage and related disruptions in service, eliminate visual clutter and create space along the ROW for other uses, such as walkways. However, underground utilities are more costly to install and more difficult to diagnose when damaged.

Where improvements to utilities occur, the City, land owners and the utility companies will share the utility improvement costs. The method of allocating costs and the proposed proportions will be determined in accordance with ROH Chapter 14, Articles 23 through 29 and documented in the DEIS and ID Preliminary Report.

Design considerations for overhead and underground utilities include:

Overhead Utilities

- Maintaining the existing overhead utilities will require approval from the CCH DPP to waive current City requirements to underground utilities for City road improvement projects in residential and commercial areas and Special Districts.
- Maintaining overhead utilities would require relocating poles to align with walkways and buffers/landscape strips in the new roadway cross-section. Up to 58 existing utility poles may require relocation.
- Utility poles could potentially be relocated to the following locations:
    - within landscape buffer areas adjacent to the travel way if barrier protection is provided at the edge of the roadway at the front of the pole;
    - at the outside edge of the walkway; or,
    - within a utility easement on private property adjacent to the ROW.
- New easements would be required for relocated poles and guy wires on private property. If poles are relocated onto private property, linear utility easements will also need to be obtained along the alignment of the overhead lines with adequate width for maintenance and line swing. Where poles are located within the ROW, depending on the configuration of the joint pole attachment of the utility lines by the respective utility companies, an

aerial easement 5 feet beyond the ROW may be required to accommodate line swing caused by wind.

- New utility poles could use wood poles, subject to approval by the JPC. Wood poles are more consistent with Hale‘iwa’s rural character, but less durable. Alternately, metal utility poles may be used. Metal poles could potentially be coated with a subdued, earth-tone color that blends in and is compatible with Hale‘iwa’s rural character, subject to approval by the JPC.
- Street lights may be mounted on joint utility poles. Supplementary poles for street lighting would likely also be required to meet City standards for street illumination. Light fixtures will be designed to minimize light pollution and glare that could adversely affect nocturnal birds and bats.
- Depending on the location and configuration of relocated overhead lines, service lateral poles may need to be relocated or new poles installed to carry service laterals to adjacent properties.
- Private overhead service connections to existing structures would need to be upgraded to comply with current electrical standards. Equipment for which private owners would be wholly responsible includes the service drop mast, conduit, hardware, panel and all protective and controlling equipment and transforming equipment downstream from the revenue metering.

Underground Utilities

- Undergrounding the existing overhead utilities will require installation of an underground distribution system comprised of pull boxes, hand holes,, manholes and conduit banks to convey electrical power lines, CATV and fiber optic cables for telecommunications service (HTCO, Charter Communications and possibly the Army Signal Corps). The number of electrical lines, CATV cables and fiber optic strands provided will be dependent on service requirements of the adjacent property owners.
- Underground distribution system components may be installed within the walkway alignment and buffer/landscape strip or roadway, or on adjacent private property. Locations would have to be sited to avoid conflicts with existing subsurface utilities and proposed project improvements, including LID subsurface drainage features.
- HECO’s electrical facilities would require installation of above-ground pad-mounted transformers and switchgears on adjacent private properties adjacent to the ROW.
- New utility, access and maintenance easements would be required for all new and relocated electrical and telecommunication facilities, including new pad-mount transformers and switch gears.
- On-site and off-site support structures for private service connections would need to be upgraded to comply with current engineering standards and building code requirements.
- Service points of connection and dedicated land or space required for electrical and telecommunications facilities will be dependent on the final design of the development.

- Underground service connections to existing private structures will need to be upgraded to comply with current electrical standards. Equipment for which private owners would be wholly responsible includes the service connection conduit, hardware, panel and all protective and controlling equipment and transforming equipment downstream from the revenue metering.

The project may lead to a short-term increase in the use of electrical power during construction activities, due to the use of construction equipment and machinery. Portable generators may be used. During construction, temporary disruptions to electrical and communication service may occur. Affected residents and businesses along the highway corridor will be given advanced notice of scheduled interruptions in electrical and/or communication services.

Consultation with HECO, HTCO, Charter Communications (as Oceanic Time Warner), AT&T, Hawai‘i Gas and Sandwich Isles Communications will continue through the EIS and design phase to discuss potential utility improvements, disturbances during construction and additional adverse effects on power or communication facilities and recommended mitigation measures. Discussion of ongoing consultation with the service providers, analysis of each alternative, potential impacts to electrical and communication utilities, related costs and appropriate mitigation and maintenance measures will be included in the DEIS.

4.7 Fire, Police and Medical Services

4.7.1 Fire Protection

The North Shore is served by three Honolulu Fire Department (HFD) fire stations.

- Station 11, Sunset Beach Fire Station, located at 56-460 Kamehameha Highway
- Station 14, Waialua Fire Station, located at 66-420 Hale‘iwa Road near Kaiaka Beach Park in Hale‘iwa.
- Station 15, Wahiawā Fire Station, located at 40 California Avenue in Wahiawa

Hale‘iwa Town is served by Station 14, located near Kaiaka Beach Park approximately 1/2-mile from the project corridor. Sunset Beach Fire Station and Wahiawā Fire Station provide backup response as necessary.

4.7.2 Police Service

Police services are provided by the Honolulu Police Department (HPD). The HPD is comprised of 29 divisions. Hale‘iwa Town is within Patrol District 2, Sector 3, which covers the “Waialua and North Shore” area. The nearest police station is located in Wahiawa, approximately 7.5 miles away.

4.7.3 Hospital Service

The closest medical service provider is the Haleʻiwa Family Heath Center, located within Haleʻiwa Town Center and within the project corridor. The Haleʻiwa Family Heath Center is a family care center and does not provide emergency medical services.

Wahiawā General Hospital is located at 128 Lehua Street in Wahiawā, approximately 8 miles from the project corridor. Kahuku Hospital is located approximately 12 miles from the project site at 56-117 Pualalea Street in Kahuku.

Potential Effects and Mitigation Measures

The ID Project is not expected to result in significant increases in demands on police, fire, or medical services. During construction, there may be an increase in phone calls to the police concerning project related traffic and noise. In addition, off-duty police services may be required for traffic direction at intersections and detours during construction, in accordance with the general contractor's traffic management plan. Emergency vehicle access to and through the project site, and HFD access to fire hydrants, fire connections and apparatuses will be maintained for the duration of the project.

Project alternatives will consider design requirements for emergency responders and emergency vehicle access, including horizontal, vertical and ground clearances of emergency vehicles, fire hydrant spacing and protection, and lighting. Construction plans will be submitted to HFD for review and comment. Discussion of ongoing consultation with the emergency service providers, analysis of each alternative, potential impacts to emergency service provider operations, and appropriate mitigation and maintenance measures will be included in the DEIS.

4.8 Parks and Recreational Resources

There is an abundance of recreational opportunities located near Haleʻiwa town that attract residents and visitors to the area. Haleʻiwa features numerous public beach parks along Kaiaka Bay and Waialua Bay. Parks and recreational facilities in the near vicinity of the Haleʻiwa ID project include the following:

- Kaiaka Bay Beach Park (approximately 0.87 miles west of project);
- Haleʻiwa Aliʻi Beach Park (approximately 0.32 miles west of project on Haleʻiwa Road);
- Haleʻiwa Beach Park (approximately 0.42 miles north of Anahulu River Bridge);
- Puaʻena Point Beach Park (approximately 0.61 miles north of Anahulu River Bridge); and,
- Waialua District Park (approximately 1.13 miles southwest of project on Waialua Beach Road).

In addition to public beach parks, recreational opportunities exist along the streams that intersect and define the Haleʻiwa ID project corridor. Stand-up paddling, canoe paddling, swimming, and fishing occur in both the ʻŌpaeʻula Stream and Anahulu River. The Haleʻiwa Small Boat Harbor is located on Haleʻiwa Road near the northern end of the project corridor. The boat harbor hosts numerous private recreational businesses such as sailing, snorkeling tours, and shark encounter tours. In addition there are numerous surfboard and canoe lesson and rental companies located near the Anahulu River Bridge outside of the project boundaries.

Potential Effects and Mitigation Measures

The Haleʻiwa ID project will include the creation of public, landscaped, open space and planting on the street frontage along Kamehameha Highway alongside walkways. No new parks or recreational areas are proposed for the project area. The planned landscaped walkways may indirectly facilitate and encourage businesses to create outdoor sitting, dining and/or gathering areas for the public that outflow from existing commercial spaces. It is anticipated that the project will enhance the recreational experience for both guests and locals visiting Haleʻiwa town as well as surrounding residents. The ID improvements may provide opportunities to integrate walkway and bicycle facilities with planning by the NPS for a regional pathway system with connection between Mokūleʻia and Sunset Beach.

During construction, the project may result in short-term disruptions of traffic along Kamehameha Highway and surrounding roadways. However, construction activities are not anticipated to obstruct access to or require the closure of any nearby parks, shoreline area or recreational resources or facilities. Construction-related impacts will be mitigated by the implementation of a traffic management plan by the general contractor.

Discussion of ongoing consultation with the CCH DPR and NPS, analysis of each alternative and its potential effect on recreational resources, and appropriate mitigation measures will be included in the DEIS.

4.9 Schools and Library Facilities

There are no schools or libraries within the Haleʻiwa ID project corridor. Existing public and private schools and public libraries that are in the vicinity of Haleʻiwa and Waialua include the following:

- First Baptist Preschool of Haleʻiwa (approximately 0.56 miles west of project near Achiu Lane);
- Haleʻiwa Elementary School (approximately 0.63 miles west of project near Cane Haul Road);

- Waialua Elementary School (approximately 1.1 miles southwest of project near on Waialua Beach Road);
- St. Michael School (approximately 1.3 miles southwest of ‘Ōpae‘ula Stream Bridge); and,
- Waialua High and Intermediate School (approximately 1.5 miles southwest of ‘Ōpae‘ula Stream Bridge).
- Waialua Public Library (approximately 1.2 miles southwest of ‘Ōpae‘ula Stream Bridge).

Potential Effects and Mitigation Measures

The project considers the construction of walkways, undergrounding of utilities, and installation of landscaping along Kamehameha Highway. The project does not include residential development and will not lead to an increase in permanent or part-time residents with school aged children who require student services and affect current school capacity or enrollment numbers.

During construction, the project may result in short-term disruptions of traffic along Kamehameha Highway around surrounding roadways within the boundaries of the project corridor. However, the project is not anticipated to obstruct or hinder access to nearby educational or library facilities. Construction-related impacts will be mitigated by the implementation of a traffic management plan by the general contractor.

Consultation with Superintendent Kathryn S. Matayoshi, John Brummel, the Complex Area Superintendent for the Waialua Schools and Malaea Wetzel, the principal of Hale‘iwa Elementary School, as well as with the Department of Education (DOE) and nearby libraries will continue throughout the EIS process to evaluate the potential for adverse effects on educational or library facilities and identify mitigation measures. Hard copies of this EISPN and subsequent DEIS and FEIS for the project will be mailed to the Waialua Public Library to be made available to the public. Consultation and further analysis of each alternative considered will be reflected in the subsequent DEIS and FEIS for this project.

5. Socio-Economic and Cultural Environment

5.1 Socio-Economic Environment

Hale‘iwa Town was established more than a century ago and still retains its unique, rural, historic character. Kamehameha Highway through Hale‘iwa functions as a rural commercial ‘main street’. The street front is lined with a mix of human-scale, low-rise residential and commercial uses and civic services, with extant architecture from the plantation-era of the late 1800’s and early 1900’s interspersed with more modern buildings. It serves as a vibrant commercial center and economic hub for North Shore residents, locals and tourists, and has maintained its simple charm with long-time attractions such as Matsumoto Shave Ice, Lili‘uokalani Church, North Shore Market Place, the Haleiwa Arts Festival and numerous local destination restaurants and shops. Most of the businesses along the project corridor are small, locally owned and operated, in many cases by families with multiple generations of history on the North Shore. Located less than five miles from world-famous North Shore surf spots, Hale‘iwa is also a popular visitor destination for professional surfers and surf-enthusiasts during the winter months. For these reasons, Hale‘iwa is promoted in the North Shore Sustainable Communities Plan as a regional destination and commercial attraction for residents and visitors.

Haleiwa’s designation by the CCH as a Historic, Cultural and Scenic District in January 1983, and as a Special District in 1984 was intended to perpetuate and enhance the rural character of the existing community by ensuring that all new development be compatible in design. The creation of the Haleiwa Main Street Program in 1989 was closely linked with the Special District and made it possible for the program to be eligible for funding through the State Historic Preservation Division. Promotion of Hale‘iwa Town as a visitor destination by the Hawai‘i Visitors and Convention Bureau (HVCB), the CCH, private tour companies and web-based travel review sites has contributed to a significant increase in daily visitors with related impacts to and opportunities for the local community.

5.1.1 Population and Socio-Economic Demographics

A Socio-Economic Impact Study (SEIS) is being prepared for the project to assess direct, indirect and induced economic and social effects and potential changes to population, employment, public services and other community characteristics that may result from construction and operation ID Project improvements. Preliminary research for the SEIS, based on 2014 U. S. Census data, provides the following demographic profile of Hale‘iwa:

> The ID Project is located in the “ Haleiwa Census Designated Place (CDP) which has a land area of 1.83 square miles and current estimated population of 3,817 residents.
>
> Three out of four (75.9%) Haleiwa residents age 16 or older are in the labor force. Among these, most are civilian employees (88.3%). In 2000, the unemployment rate for

Haleiwa was 5.1 percent. By 2010, the rate had climbed to 15.0 percent. In 2014, the unemployment rate showed some improvement, having dropped to 11.7 percent. One in every five (19.5%) Haleiwa residents are employed in sales, office, and administrative support. Common occupations for Haleiwa's residents include management, business and finance (13.2%); construction, extraction, and maintenance/repair (12.4%), and food preparation and serving (11.1%). Between June 2013 and June 2014, jobs in Haleiwa increased 2.7 percent.

The 2012 per capita income for the Haleiwa CDP was $27,971. The 2012 median household income among Haleiwa households was $73,955. This was up almost 10 percent from a median of $67,492 in 2010 and represented a 48.8 percent increase from 2000. The income growth rate is higher than the State average rate of 35.5 percent.

The 96712 zip code encompasses 20.71 square miles of land area. Haleiwa CDP is located within the 96712 zip code area. As of 2010, the total 96712 zip code population was 7,352, which declined by 4.5 percent since 2000. Based on population trends between 1990 and 2014, the 2025 population of Haleiwa CDP is expected to increase only slightly to 3,866.

The proposed sidewalk and/or walkway project is not expected to have an appreciable impact of the projected population or economic growth of the Haleiwa CDP or 96712 zip code area. (SMS, 2015b)

Potential Effects and Mitigation Measures

The project is not expected to have an appreciable impact on the projected population or demographic changes in the Haleiwa CDP or 96712 zip code area. It is expected that the project will enhance the overall convenience and comfort for pedestrians and other street users in Hale‘iwa Town and thereby provide a more accommodating and attractive experience for locals and visitors. Thus, there is the possibility that the project will indirectly lead to increased shopper counts and revenues for business owners fronting Kamehameha Highway along the project corridor, and thus an increase in long-term and/or sustained job creation.

Preliminary research on comparable walkway projects from around the U.S. found that information about the economic impact of improving walkways is largely anecdotal. Shop owners along similar walkway improvement projects in Solana Beach, Southern California, West Jefferson, North Carolina, and Portland Oregon reported increases in the number of shoppers and in total sales after sidewalks were added or improved near their retail establishments, but detailed shopper counts and sales figures are not available" (SMS, 2014a). Case studies from these locations revealed the following observations commonly attributed to the construction of walkways:

- Increased foot traffic along the routes;

- Increased presence of families with young children along the routes;
- In commercial zones, visitor counts were not documented but store employees reported a higher number of walk-in/new visitors;
- Increases in retail sales were not documented, but anecdotally reported by shop owners along the routes.
- In residential areas, a heightened sense of community and awareness of one's neighbors was frequently noted (SMS, 2014a).

Business owners along the project corridor have expressed concern about ID Improvement costs and cost allocation, and the ability of local business to absorb those costs. In addition, landowners and lessees along the highway frontage who will be assessed for costs of the improvements have voiced concern that surrounding properties in Haleʻiwa, which do not front Kamehameha Highway, may reap secondary and tertiary benefits from the project, but will not be required to contribute financially to the improvements. Landowners are concerned that older residences, non-profit organizations and small businesses will have to pay an unfair share of the project costs. Other key concerns expressed by landowners/lessees and business owners in Haleʻiwa include:

- Construction related impacts to businesses, including blocked access, detours, noise, dust and other impacts that will inconvenience and deter customers.
- Loss of property through condemnation to accommodate ID project improvements and the resulting effects on the usability and conformity of their property with the LUO.
- Loss of street frontage parking to accommodate the walkways without convenient replacement parking, which would result in loss of customers and business closures.
- Being forced to pay for street improvements that landowners/lessees do not want, or that are required as a result of the State and CCH promoting Haleʻiwa Town as a visitor destination.
- That the ID Project costs or related increases in property taxes will favor large businesses and franchises and will force small, local businesses to close, with a resulting loss of local business culture and town character.

Project cost estimates are not yet available. Detailed project cost estimates will be prepared for each of the ID Project alternatives and will be included in the DEIS along with the proposed allocation to individual landowners and lessees. The method of allocating costs and the proposed proportions will be determined in accordance with ROH Chapter 14, Articles 23 through 29. The recommended method and allocation will be evaluated in the DEIS and FEIS and included in the Preliminary ID Report sent to the City Council. The final decision on allocation of costs between the City and benefitted landowners will be determined by the City Council through the ID Resolution. As a general starting point, ID improvement costs are proposed to be paid 1/2 by

the benefitted landowner or lessee and 1/2 by the City, in accordance with ROH 14-24.1. The allocation of utility improvement costs (water, power, and telecommunication) will ultimately be determined by the City Council, based on ROH Section 14-25. The City is proposing utility improvement cost sharing of 1/3 by the City, 1/3 by the landowner, and 1/3 by the utility companies, subject to agreement by all parties. In addition, long-term costs after construction may be incurred to maintain walkways and landscaping. If landscaping is proposed that cannot be maintained by the property owners, or that requires permanent irrigation, it may be necessary to create a maintenance district comprised of property owners and lessees and/or business owners to fund ongoing operation and maintenance of an irrigation system.

Costs for individual landowners will be assessed based on a variety of factors that may include linear street frontage, lot area, land use, zoning, utility relocation requirements, and types and quantities of specific project improvements fronting the property. For each property, the assessed cost may be amortized over a period of 20, to be determined, with incremental payment due on an annual basis. In this way, costs may be spread out over time so that landowners and lessees can anticipate and manage payments.

During construction, there is potential for adverse short- and long-term impacts to landowners and business owners along the project corridor due to the temporary closure of lanes, increased congestion, temporary blockage of entryways and parking, and nuisance noise and dust which could deter customers and result in business losses and closures. Mitigating construction-related impacts will require careful consultation and coordination with affected businesses to plan for project activities. Project activities may be phased and/or staggered along the project corridor to minimize the duration of construction in any given segment. The avoid impacting peak business hours or to shorten the construction period, work activities may be conducted at night under an approved Community Noise Variance. The general contractor will be required to employ a traffic management plan (TMP) to control construction operations, minimize disruptions to traffic and ensure that access is maintained to driveways and business entrances. Additional site-specific mitigation measures will be developed based on the ID Project design alternatives.

Construction activities are also expected to result in temporary economic benefits in the form of construction jobs, and expenditures on material procurement and related services. Surrounding businesses may see a temporary increase in expenditures by construction personnel. These economic effects will be temporary and will cease upon project completion.

Additional discussion of each ID Project design alternative, its effects on socio-economic conditions in the project corridor and appropriate mitigation measures will be included in the DEIS.

5.2 Cultural Environment

5.2.1 Architectural Historic Resources

A Historic Property Architectural Inventory Survey (ARIS) is being prepared for the Hale‘iwa ID Project in compliance with HRS Chapter 6E-8 and HAR Title 13, Chapters 275 and 284 and will be submitted to the State Historic Preservation Division (SHPD) for review and approval and be included in the DEIS. The ARIS provides an inventory of buildings and structures that are eligible for nomination on the State and/or National Register of Historic Places (SR / NR). The initial inventory conducted for the ARIS identified 29 potentially historically significant properties containing a total of 62 buildings and 4 structures within the project corridor, including the Anahulu Stream Bridge and ‘Ōpae‘ula Stream Bridge (aka Alamuki Bridge). Two of the properties are listed on the Hawai`i Register of Historic Places: the Waialua Courthouse and the Hale`iwa Mutual Telephone Company Building. Five historic eligible structures are located on or inside the ROW boundary. Eleven historic eligible structures are located within the City’s 60-foot wide road widening setback area. Potentially historic eligible properties located within the project corridor are listed in **Table 5-1**. The table also identifies the approximate distance from the structures to the ROW and whether or not the structure falls within the City’s 60-foot wide road widening setback area. The following are preliminary findings from the ARIS:

> *“Despite the diminishing number of historic buildings in Hale‘iwa, the remaining historic commercial buildings represent the original commercial settlement of the plantation period from the early 1900s. The remaining buildings are a significant representation of the development of Hale‘iwa as the commercial center for the sugar plantation industry on the North Shore, and in some cases notable architecture. These buildings represent the remaining historic architectural properties which create the largest influence on the historic character of the Hale‘iwa. Buildings surveyed in the HID project area are primarily single or two story commercial structures, and a limited number of associated residential properties forming a discontiguous, historically significant district. While few of the buildings may provide "high artistic value" individually, the district "achieves significance as whole" through the concentration of contributing properties dating from the period of significance, retention of historic integrity and rarity.”*

Potential Effects and Mitigation Measures

ID Project alternatives that involve ROW widening could potentially impact historically significant properties and properties that contribute to Hale‘iwa’s eligibility for listing as a historic district on the SR or NR, particularly those eligible properties that are located within the City’s 60-foot road widening setback. In addition, required utility modifications could require retrofits to existing historically significant buildings. Additional discussion of each ID Project design alternative, its effect on architectural historic resources, and appropriate mitigation measures will be included in the DEIS.

Table 5-1. Properties in the Project Corridor Evaluated for Historic Eligibility

	Current Name	Historic Name	TMK	Street #	Year Built	Dist. from ROW (ft.)	In 60' ROW?
1	Anahulu Stream Bridge[2]	Rainbow Bridge	County Road	N/A	1921	Inside	Inside
2	Anahulu Center [2]	Bank of Bishop & Co.	6-2-12:029	66-30	1930	13	No
3	Haleʻiwa Joes [3]	Chart House Sea View Inn (2nd)	6-6-01:034	66-11	1956	50	No
4	The Growing Keiki [2]	Fong Store	6-6-01:030	66-51	Prior to 1935	7.5	Yes
5	San Lorenzo Swimwear [2]	Miura Store	6-6-01:001	66-57	1926	6.5	Yes
6	Haleʻiwa Store Lots [2]	Yoshida Bldgs, Matsumoto's	6-6-04:034	66-079	1904, 1923	Inside	Yes
7	Aoki's North Shore Trading Post [2]	Kawamura Laundry, Sato's Barber Shop	6-2-12:034	62-104	Prior 1930	3.5	Yes
8	Liliʻuokalani Protestant Church [2]	4th Church	6-2-05:030, 6-2-05:004 6-2-05:005	66-96	1960	0 (rock wall)	Yes (rock wall)
9	ACE Hardware [IE]	Haleʻiwa Super Market	6-2-05:008	66-134	1955	75	No
10	Private Residence [IE/UND]	--	6-2-05:022	66-140	1954	63+	No
11	North Shore Surf Shop/Planet Surf [3]	Esmond Store	6-2-05:021	66-150	1951	25	No
12	Private Residence [UND]	--	6-2-05:010	66-170	1961	115+	No
13	Mālama Market [IE]	Fujioka Market	6-2-05:012	66-190	1957	115+	No
14	Waialua Bakery & Spaghettinis [IE]	Country Drive Inn	6-2-05:027	66-200	1948 SFD 1950 COM	17.5	No
15	Aloha Swim & Golf [3]	Abe's Chevron	6-2-05:032	66-208	1948 - 1951 Front Bldg.	15	No
16	Waialua Courthouse [2, L]	Waialua Courthouse, Post Office and Jail	6-6-09:023	66-207	1913	73+	No
17	Strong Current & Grass Skirt Grill [2]	Cabico Store	6-2-05:015	66-214	1950	5	Yes
18	Lanikai Juice & Stortos [IE/UND]	Haleʻiwa Post Office	6-6-09:024	66-215	1924	19	No
19	Black Pearl Source & Soap Cellar [2]	Domingo Laundry	6-2-05:020	66-218	1947, 1962	20	No
20	Private Residence [2]	--	6-2-05:026	66-225	1942	40	No
21	Hawaiian Island Creations [IE]	--	6-2-05:016	66-230	ca. 1950	24	No
22	Tamba & Residential Cluster [2]	--	6-6-09:027	66-239 to 66-235	1913-1936	27	No
23	Haleʻiwa Flower Shop & Oogenesis [2]	Araki Store	6-6-09:001	66-259	1955 - SFD 1965 - COM	11.5	Yes
24	Waialua Community Association & North Shore Chamber of Commerce [2, L]	Haleʻiwa Gym & Haleʻiwa Mutual Telephone	6-2-06:013	66-434	1948	36.5	No

Table 5-1. Properties in the Project Corridor Evaluated for Historic Eligibility

	Current Name	Historic Name	TMK	Street #	Year Built	Dist. from ROW (ft.)	In 60' ROW?
		Company					
25	Celestial Foods & Billy's Barber Shop [2]	Uchiyama Dry Good Store	6-6-17:031	66-447	1917	0	Yes
26	Café Haleʻiwa [2]	Takahashi Building, Araki Pool Hall	6-2-06:012	66-463	1930	0	Yes
27	Private Residence [UND]	--	6-2-06:017	66-462	1959	100+	No
28	Polynesian Tattoo & VJs Butcher Block [2]	--	6-2-06:018	66470	1947 -SFD, 1951 -COM	29.5	Yes (rock wall)
29	Alamuki Bridge [1]	Twin Bridges	County Road	N/A	1928	Inside	Inside

Notes:
[1] – Property contributes to the overall historic district significance.
[2] – Property contributes to the overall historic district significance and demonstrates eligibility individually.
[3] – Property does not contribute to the overall historic district significance, but demonstrates eligibility individually.
[L] – Property is listed on the State Register of Historic Places.
[IE] – Property is ineligible for consideration due to age (<50 yers) or does not demonstrate criteria for historic significance.
[UND] – Property eligibility is undetermined.

5.2.2 Archaeological Resources

A draft Archaeological Inventory Survey Report (AIS) for the Haleʻiwa Town Improvement District Walkway/Utility/Landscaping Project is being prepared for the project by Cultural Surveys Hawaiʻi, Inc. in compliance with HRS Chapter 6E-8 and HAR Title 13-275 (CSH, 2016). The following is a summary of the site context, known historic and cultural sites, results of the AIS field investigation and preliminary recommendations for mitigation. The AIS will be included in the DEIS following review by the SHPD.

The project area is located within the district of Waialua which is rich in traditional Hawaiian legends, stories, proverbs, and myths. The many place names, moʻolelo, myths, and legends in the area suggest Waialua was an important center in Hawaiʻi. Several heiau and other religious sites such as altars and stones were documented by McAllister (1933); however, many of these previously documented sites are no longer extant. The area to the west of the project corridor includes an extensive loʻi field system. The field system, a portion of which is still extant, was primarily utilized for taro production and later, after historic introduction, rice production. The central portion of the project area contains agricultural fields, once part of the Waialua Sugar Company's sugarcane fields. The southern portion of the project area has historically been a commercial and residential center.

It is expected that remnants of pre-Contact/early post-Contact traditional Hawaiian use or habitation, including burials, may be found along the project corridor, especially at the northern end of the project area near Anahulu River, where burials have previously been found in sandy soils. The project area during the nineteenth century was in a densely populated zone, with

irrigated taro fields and house sites to the west and, increasingly, plantation-era residential and commercial development along on the Government Road through Haleʻiwa Town. The construction in 1840-1841 of the Protestant Church (now the Liliʻuokalani Church) in a lot adjacent to the eastern boundary of the project area would have been another draw for population increase. There is a cemetery adjacent to the church, once the same location as a heiau called Kepuwai. It was documented as completely destroyed before 1933 (McAllister 1933:141). Cemeteries before 1900 sometimes have unknown boundaries and undocumented burials, which is always a concern. There is no evidence that the boundary of the cemetery ever encroached past the present-day boundary. During the 1900s to 1930s, many stores were built by former sugar cane workers on lots fronting Kamehameha Highway. Historic trash related to construction, commerce, and residence could be found throughout the project corridor. (CSH, 2016).

Several archaeological studies have previously been conducted in the vicinity of the ID Project, which contain historic properties of both pre-Contact and post-Contact origin. Most of the traditional Hawaiian surface structures were demolished by the time the first scientific archaeological surveys by McAllister (1933:40–41) were conducted (CSH, 2016). The locations of previously identified historic and cultural within the vicinity of the project area are shown on **Figure 5-1, Previously Identified Historic and Cultural Resources.**

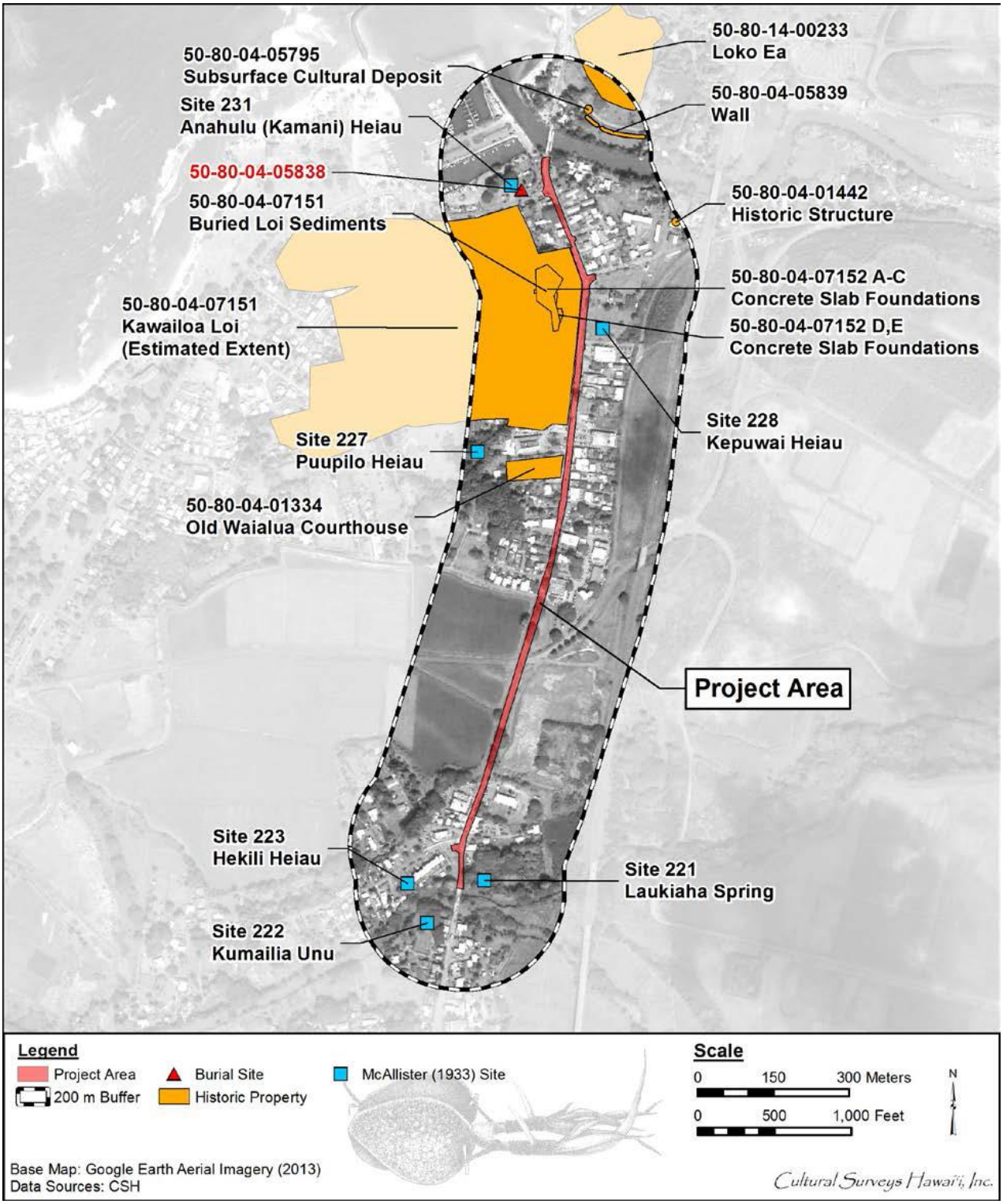
Results of Field Investigation

Fieldwork for the AIS consisted of a 100-perecent pedestrian survey involving a systematic sweep of the highway shoulders, and subsurface testing involving nine (9) backhoe assisted excavations throughout the north and central portions of the project area, in areas not previously documented by previous archaeological studies. (CSH, 2016).

Five significant historic properties, one previously documented and four newly identified, were identified during subsurface testing:

- State Inventory of Historic Places (SIHP) # 50-80-04-7151, Remnants of the previously documented Kawailoa Loʻi (SIHP # -7151) were encountered, and included an organically rich agricultural deposit and a stone boulder alignment, likely an irrigated pond field boundary marker/wall. Loʻi deposits were expected due to the extensive field system to the west of the project area and the documentation of loʻi in LCAs and previous archaeological studies. The remnants are evaluated as significant pursuant to HAR Section 13-275-6, Criterion “d”, based on the potential to further understand the agricultural practices in the area and to better understand the extent of the Kawailoa Loʻi.
- SIHP # -7836, Disarticulated, comingled human skeletal remains belonging to at least three individuals were identified in a disturbed context near Anahulu Bridge. Osteological analysis determined the individuals are likely of Native Hawaiian ancestry and include one robust adult, one child, and one infant. Human skeletal remains, mostly primary burials, have been encountered near the north portion of the project area. The disarticulated remains suggest additional primary and secondary burials may be

Figure 5-1, Previously Identified Historic and Cultural Resources



encountered in this area. Human skeletal remains encountered during subsurface testing were handled in compliance with HRS §6E-43 and HAR §13-300, and in consultation with the SHPD, the Oʻahu Island Burial Council (OIBC) and recognized lineal descendants from the area.

- SIHP # -7837, Subsurface remnants of the dressed basalt curbstone alignment was observed along the frontage of Liliʻuokalani Church, between the two portions identified during the pedestrian survey, suggesting the curbstone alignment is fully extant, however, it has been buried over time. The dressed basalt curbstone alignment is likely the former boundary of Kamehameha Highway (historically "Government Road") and along Liliʻuokalani Church and the associated cemetery. The curbstone is evaluated as significant pursuant to HAR Section 13-275-6, Criterion "d". This assessment was based on the historic property's potential to provide information regarding the historic habitation and land use in the area.
- SIHP # -7838, A subsurface trash deposit consisting of artifacts dating between the mid-nineteenth century and the early twentieth century was identified in the road shoulder. Subsurface trash deposits are not uncommon in areas with habitation and population growth in the plantation era. It is possible additional subsurface trash deposits may be encountered within the project area. The trash deposit is evaluated as significant pursuant to HAR Section 13-275-6, Criterion "d". This assessment was based on the historic property's potential to provide information regarding the historic habitation and land use in the area.
- SIHP # -7192, A subsurface burned trash deposit was observed overlying SIHP # -7151 and consisted of artifacts dating between the late eighteenth century and the early twentieth century with one anomalous artifact likely manufactured after 1933. The subsurface burned trash deposit is evaluated as significant pursuant to HAR Section 13-275-6, Criterion "d". This assessment was based on the historic property's potential to provide information regarding the historic habitation and land use in the area (CSH, 2016).

Potential Effects and Mitigation Measures

There is potential for project construction activities to encounter previously unknown historic and cultural resources, including burials. The preliminary project-specific effect recommendation from the draft AIS is "effect, with proposed mitigation commitments." Recommended mitigation measures include:

- No further historic preservation work is recommended for SIHP # -7151 (Kawailoa Loʻi remnants), -7837 (structural remnants), -7838 (subsurface trash deposit), and -7912 (subsurface burned trash deposit). Sufficient information regarding the location, extent, function, and age of the historic properties has been generated by the current AIS and

previous archaeological investigations to mitigate any adverse effect caused by the proposed project pursuant to HAR §13-275-8(c).

- It is recommended that a burial treatment plan (BTP) be prepared in accordance with HAR §13-300 and in consultation with SHPD, the OIBC, recognized lineal descendants, and appropriate Hawaiian organizations for SIHP # -7836 (human remains).
- It is also recommended that any future development within the project area proceed under an archaeological monitoring program in the portion of the project area between the Anahulu River Bridge and Kewalo Lane. This recommendation is based on the potential for additional human burials and unidentified subsurface historic properties within the project area. An archaeological monitoring plan will be prepared pursuant to HAR §13-279-4 (CSH, 2016).

5.2.3 Cultural Impact Assessment

A ‘Cultural Impact Assessment (CIA) for the Haleʻiwa Improvement District Project’ has been prepared for the project by CSH and will be included in the DEIS (CSH, 2015b). The purpose of the CIA is to assess the proposed project’s effect on cultural practices and resources, including Traditional Cultural Properties (TCPs) of ongoing cultural significance that may meet State of Hawaiʻi historic property significance criterion “e,” pursuant to HAR §13-275-6 and §13-284-6. The CIA will also support the project’s historic preservation review under HRS §6E and HAR §13-275 and §13-284. Community outreach letters were sent to a total of 44 individuals or groups; of these *kamaʻāina* and/or *kūpuna,* one respondent, Mrs. Awai-Lennox, met with CSH for a more in-depth interview. The semi-structured interview aimed to garner information about gathering practices and mauka (towards the mountain) and makai (seaward) resources, burials, trails, historic properties, and wahi pana (storied places) (CSH, 2015b).

Potential Effects and Mitigation Measures

Based on background research, previous oral history research and community consultation conducted for the CIA, the proposed project may potentially impact Native Hawaiian burials, cultural sites. Recommended mitigation measures include the following:

- Continued access to the shoreline will be preserved to ensure Native Hawaiians and others are able to practice their cultural activities (e.g., shore and reef fishing, marine recreation). Consultation will keep the community informed of any changes that could result in unanticipated adverse cultural impacts.
- Should historic, cultural or burial sites or artifacts be uncovered and identified during ground- disturbing activities, all construction work will immediately cease and the appropriate agencies notified pursuant to applicable law.

- Should *iwi kūpuna* (ancestral remains) or Native Hawaiian cultural deposits be identified during ground altering activities, all work will immediately cease and the appropriate agencies, including OHA, will be contacted pursuant to applicable law (CSH, 2015b).

With the implementation of the abovementioned mitigation measures, the project is not anticipated to have a significant, long-term adverse impact on Native Hawaiian or other ethnic groups' traditional or contemporary cultural/historical resources or practices that are customarily and traditionally exercised for subsistence, cultural or religious purposes.

Consultation with SHPD, OHA, the OIBC, recognized linear descendants and other Native Hawaiian organizations and community groups will continue through the EIS and ID process. Additional discussion of each ID Project design alternative, its known and potential effect on cultural resources and practices, and appropriate mitigation measures will be included in the DEIS.

6. Relationship to Land Use Plans, Policies and Controls

6.1 Relationship to State of Hawai‘i Land Use Plans, Policies and Controls

6.1.1 The Hawai‘i State Plan

The Hawai‘i State Plan, adopted in 1978, and promulgated in HRS, Chapter 226, consists of three major parts:

- Part I, describes the overall theme including Hawai‘i’s desired future and quality of life as expressed in goals, objectives, and policies.
- Part II, Planning Coordination and Implementation, describing a statewide planning system designed to coordinate and guide all major state and county activities and to implement the goals, objectives, policies, and priority guidelines of the Hawai‘i State Plan.
- Part III, Priority Guidelines, which express the pursuit of desirable courses of action in major areas of statewide concern.

A summary of the project’s compliance with the objectives, policies, and priority guidelines of the Hawai'i State Plan is provided in **Table 6-1** below.

Table 6-1
Hawai‘i State Plan Applicability to the Proposed Project

Hawai‘i State Plan Objectives, Policies, and Priority Guidelines	Applicability to the Proposed Project
Objectives and Policies	
§226-5 Objective and policies for population	Not Applicable
§226-6 Objectives and policies for the economy--in general	Not Applicable
§226-7 Objectives and policies for the economy-- agriculture	Not Applicable
§226-8 Objective and policies for the economy--visitor industry	Not Applicable
§226-9 Objective and policies for the economy--federal expenditures.	Not Applicable
§226-10 Objective and policies for the economy--potential growth activities	Not Applicable
§226-10.5 Objectives and policies for the economy--information industry	Not Applicable
§226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.	Not Applicable
§226-12 Objective and policies for the physical environment--scenic, natural beauty, and historic resources.	**Applicable**
§226-13 Objectives and policies for the physical environment--land, air, and water quality	Not Applicable
§226-14 Objective and policies for facility systems--in general	**Applicable**

§226-15 Objectives and policies for facility systems--solid and liquid wastes	Not Applicable
§226-16 Objective and policies for facility systems--water	Not Applicable
§226-17 Objectives and policies for facility systems--transportation	**Applicable**
§226-18 Objectives and policies for facility systems--energy	Not Applicable
§226-18.5 Objectives and policies for facility systems--telecommunications	Not Applicable
§226-19 Objectives and policies for socio-cultural advancement--housing	Not Applicable
§226-20 Objectives and policies for socio-cultural advancement--health	Not Applicable
§226-21 Objective and policies for socio-cultural advancement--education	Not Applicable
§226-22 Objective and policies for socio-cultural advancement--social services	Not Applicable
§226-23 Objective and policies for socio-cultural advancement--leisure	Not Applicable
§226-24 Objective and policies for socio-cultural advancement--individual rights and personal well-being	Not Applicable
§226-25 Objective and policies for socio-cultural advancement--culture	Not Applicable
§226-26 Objectives and policies for socio-cultural advancement--public safety	Not Applicable
§226-27 Objectives and policies for socio-cultural advancement--government	Not Applicable
Priority Guidelines	
§226-103 Economic priority guidelines	Not Applicable
§226-104 Population growth and land resources priority guidelines	Not Applicable
§226-105 Crime and criminal justice	Not Applicable
§226-106 Affordable housing	Not Applicable
§226-107 Quality education	Not Applicable

Described below are sections of the Hawai‘i State Plan’s goals, objectives, and policies that are relevant to the proposed action.

§226-12 Objective and policies for the physical environment--scenic, natural beauty, and historic resources.

(a) Planning for the State's physical environment shall be directed towards achievement of the objective of enhancement of Hawaii's scenic assets, natural beauty, and multi-cultural/historical resources.

(b) To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this State to:

(1) Promote the preservation and restoration of significant natural and historic resources.

(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawaii's ethnic and cultural heritage.

(5) Encourage the design of developments and activities that complement the natural beauty of the islands.

§226-14 Objective and policies for facility systems--in general.

(a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.

(b) To achieve the general facility systems objective, it shall be the policy of this State to:

(1) Accommodate the needs of Hawaii's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.

(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.

(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.

(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems

§226-17 Objectives and policies for facility systems--transportation.

(a) Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:

(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.

(b) To achieve the transportation objectives, it shall be the policy of this State to:

(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter;

(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties;

(6) Encourage transportation systems that serve to accommodate present and future development needs of communities;

(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawaii's natural environment;

(11) Encourage safe and convenient use of low-cost, energy-efficient, non-polluting means of transportation;

(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.

Discussion

The Haleʻiwa ID Project supports the State Plan objectives and policies related to the physical environment--scenic, natural beauty, and historic resources; and facility systems – in general and related to transportation. Project planning and design includes consideration of Haleʻiwa's unique historic character and resources through the application of the Haleʻiwa Special District Design Guidelines and through inventory of existing historic resources in the project corridor

and assessment and mitigation of potential project impacts to those resources. ID Project improvements will be designed, as much as possible, to be compatible with Haleʻiwa's rural, plantation-era character.

The walkway improvements ID Project alternatives, costs and assessments will be evaluated with respect to existing State and CCH planning documents, including the State Bike Plan, State Pedestrian Plan, the State OP LID practitioner's guide. Pedestrian improvements generally and at-grade walkway improvements specifically are supported by the North Shore Sustainable Communities Plan. Costs are a primary consideration for landowners and lessees who will be assessed for the ID improvements, as well as for the City, and therefore will be a priority factor in the design and selection of the preferred alternative.

The ID improvements will support State and CCH objectives for developing integrated multi-modal transportation systems. The ID project is one of the first City projects to utilize a multi-modal traffic impact assessment study to as a basis for design recommendations that balance the needs of pedestrians, bicyclists, mobility devices, motor vehicles and transit. The study is based on projected development and population growth so that the improvements will accommodate present and future needs of the community. By enhancing the comfort and convenience of pedestrian facilities within the project corridor, the project is expected to result in an increase in pedestrian use and a corresponding reduction in motor vehicle use as more visitors to Haleʻiwa are encouraged to park and walk within the town. The ID project will encourage diversification of transportation modes and in a small, but meaningful way, encourage convenient use of low-cost, energy efficient, non-polluting means of transportation in the form of walking and biking.

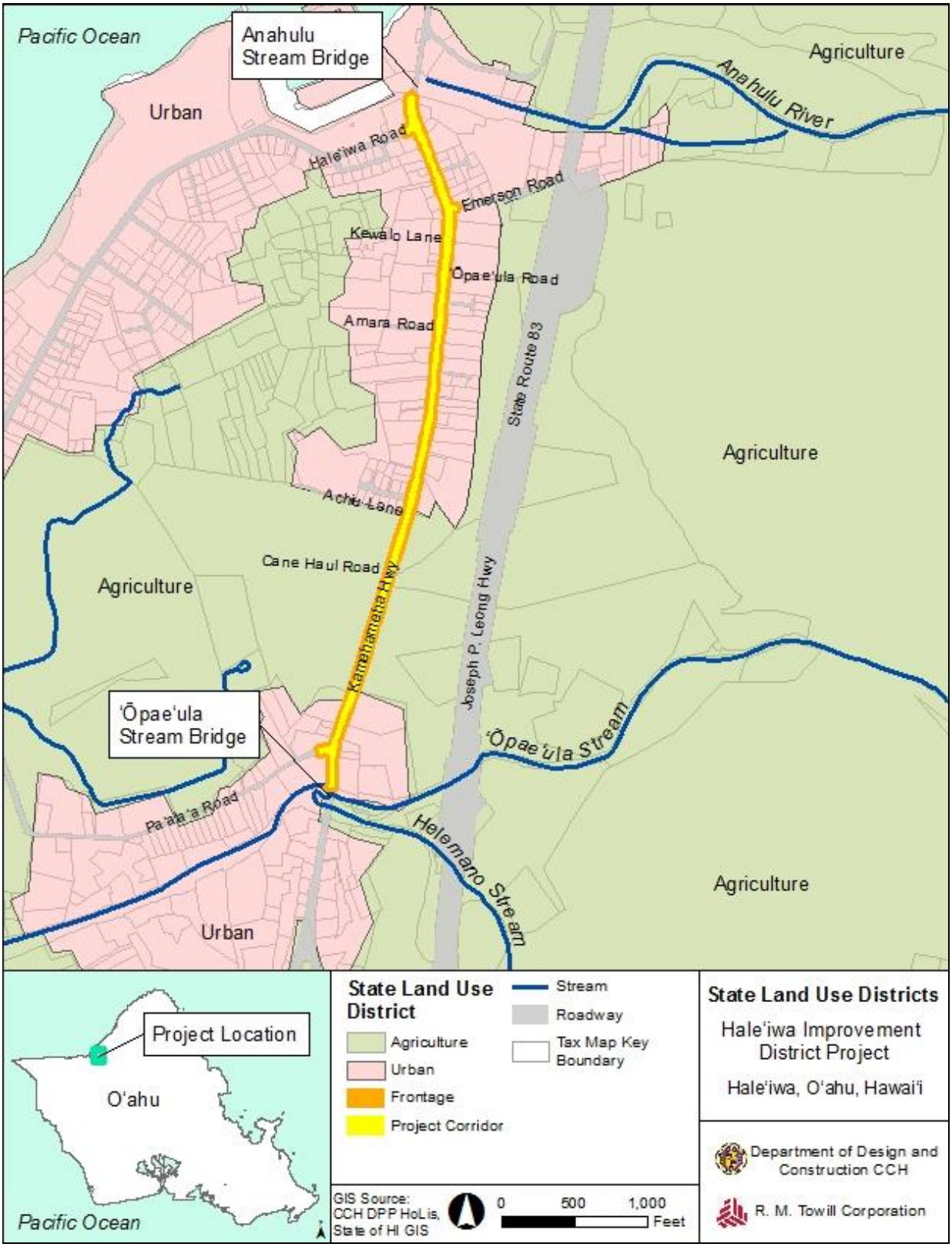
6.1.2 State Land Use Regulation

The Hawaiʻi state land use law, HRS §205, *State Land Use Commission*, was adopted in 1961 to preserve and protect the state's lands, and encourage the uses to which the lands are best suited. The State Land Use Commission classifies all lands in the State of Hawaiʻi into one of four land use designations: Urban, Rural, Agricultural and Conservation. The project corridor is located within the State Land Use Urban and Agricultural Districts. The Urban District comprises the majority of the project corridor and corresponds with areas that are developed with residential and commercial uses. The Agricultural District corresponds with agricultural fields owned by Kamehameha Schools located in the middle of the project corridor.

Discussion

Land uses within the Urban District are regulated through the CCH Land Use Ordinance, ROH Chapter 21. Land uses in the Agricultural District are regulated under HRS Chapter 205. The proposed ID walkway and street improvements are an approved public use within these Districts. No action from the State Land Use Commission is required to implement the proposed project. See **Figure 6-1, State Land Use Districts**.

Figure 6-1, State Land Use Districts



6.1.3 HRS Chapter 205(A)-2, Coastal Zone Management Program

The Haleʻiwa ID Project corridor is partially located within the Coastal Zone as defined by the State of Hawaiʻi. The CZM area encompasses the entire State and Extends seaward to the limit of the State's police power and management authority, to include the territorial sea. The Coastal Zone Management Act (CZMA), enacted in 1972, provides the State with financial incentives for the development and implementation of CZM practices, and limited review power over federal actions affecting the State's coastal zone. Hawaiʻi Coastal Zone Management Program (CZMP) was enacted to provide a common focus for State and County actions dealing with land and water uses and activities. Projects needing federal permits are required by the CZMA to be consistent with Hawaiʻi's CZMP objectives and policies, as authorized by HRS Chapter 205(A).

Discussion

The Haleʻiwa ID project does not involve federal lands or funds that would trigger CZMP review. However, if ID Project improvements require construction of drainage outfalls at Anahulu River or Ōpae'ula Stream, then the project could trigger requirements for Clean Water Act (CWA) Section 404 permit or Rivers and Harbors Act (RHA) Section 10 permit approval from the Army Corps of Engineers, a federal agency. Issuance of federal permits is considered a federal action under the CZMA for which CZMP federal consistency review would be required from the State OP.

In addition, the north and south ends of the project corridor are located within the Special Management Area (SMA) established by the CCH. See **Figure 6-6, Special Management Area**. Development activities within the SMA typically require a SMA Permit from the county, unless the proposed development activities meet exemption definitions under HRS Section 205(A)-1 and ROH Section 25-1.3. Actions that require a SMA Permit are evaluated for potential effects and the significance of each effect according to criteria established by HRS Section 205(A)-2 and ROH Section 25-3.2.

The project will be design and constructed in conformance with the goals , policies and objectives of the Hawaiʻi CZMP. Additional discussion and analysis of each project alternative, its effects on the coast zone and SMA, and appropriate mitigation measures will be included in the DEIS.

6.2 Relationship to City and County of Honolulu Land Use Plans, Policies and Controls

6.2.1 City Charter

The Revised Charter of Honolulu 2000 Edition, 2003 Supplement (Charter), sets forth the powers of the CCH government. Under "Purposes," Section 2-102, the Charter states that "All city powers shall be used to serve and advance the general welfare, health, happiness, safety and

aspirations of its inhabitants, present and future, and to encourage their full participation in the process of governance."

The responsibility for the walkways and utilities owned and administered by CCH is set forth in Article VI, Chapter 5, Section 6.503, *Powers, Duties and Functions.* Section 6.503 names the Director of the DDC as responsible for the following:

- *Direct and perform the planning, engineering, design, construction and improvement of public buildings.*
- *Direct and perform the planning, engineering, design and construction of public streets, roads, bridges and walkways, and drainage and flood improvements.* (CCH, 2003).

Discussion

The DDC is undertaking the Haleʻiwa ID Project in accordance with the City Charter and as directed by City Council Resolution No. 09-338, CD1.

6.2.2 City and County of Honolulu General Plan

The General Plan, established by the CCH Charter, is a written commitment by CCH to a desired future for the Island of Oʻahu. The current amended plan, approved in 2002, is a statement of the long-range social, economic, environmental, and design objectives and a statement of broad policies which facilitate the attainment of the objectives of the plan.

Discussion

The CCH General Plan is currently being updated. The Haleiwa ID Project generally supports the following proposed objectives and policies under *Section V. Transportation and Utilities* in the 2017 Draft General Plan which calls for the following:

> *Objective A*
>
> *To create a multi-modal transportation system which moves people and goods safely, efficiently, and at a reasonable cost and minimizes fossil fuel consumption and greenhouse gas emissions; serves residents and visitors, including limited income, elderly and disabled populations; and is integrated with existing and planned development.*
>
> > *Policy 1 – Develop a comprehensive, well connected and integrated ground transportation system that enables safe, comfortable and convenient travel for all users, including motorists, pedestrians, bicyclists, and public transportation users of all ages and abilities.*
> >
> > *Policy 3 – Provide multi-modal transportation services outside the ʻEwa, Central Oʻahu, and Pearl City-Hawaiʻi Kai corridors primarily through a system of express- and feeder-buses as well as through the highway system with limited to moderate improvements sufficient to meet the needs of the communities being served.*

Policy 6 – Support the development of transportation plans, programs, and facilities that incorporate Complete Streets features.

Policy 7 – Design street networks to incorporate greater roadway and pathway connectivity.

Policy 9 – Consider environmental, social, cultural, and climate change and natural hazard impacts, as well as construction and operating costs, as important factors in planning transportation system improvements.

Policy 11 – Enhance pedestrian-friendly and bicycle-friendly travel via public and private programs and improvements.

Additional discussion of the Haleʻiwa ID Project alternatives' consistency with the updated General Plan will be included in the DEIS.

6.2.3 North Shore Sustainable Communities Plan

The North Shore Sustainable Communities Plan (NSSCP), updated in 2011, is prescribed by the City Charter to implement the broad objectives and policies contained in the CCH General Plan. The NSSCP serves as a policy guide for public actions in support of regional community goals and visions. The entire project corridor is located within Haleʻiwa Town, which is designated on the NSSCP Land Use Map as "Country Town". On the NSSCP Public Facilities Map, the Kamehameha Highway corridor through Haleʻiwa Town is designated as a "Bikeway", as supported by the Draft Oʻahu Bike Plan, dated July 2009. See **Figure 6-2, North Shore Sustainable Communities Plan – Land Use Map** and **Figure 6-3, North Shore Sustainable Communities Plan – Public Facilities Map**.

Key elements of the NSSCP vision, objectives, policies and guidelines that pertain to the Haleʻiwa ID Project are provided as follows.

Key Elements of the Vision
Haleʻiwa. Haleʻiwa Town features a diverse mix of shops and restaurants, professional and service businesses, enterprises with art and recreational themes, and specialty outlets featuring regional products. Entry features into the town, landscaping, pedestrian walkways, and off-street parking behind buildings have spawned the town's revitalization, and new developments are concentrated along Kamehameha Highway. The Haleʻiwa Special District Design Guidelines remain in force to ensure that all new development is compatible with existing built areas and the rural character of the region.

3.6.2 Country Towns
3.6.2.1 Policies

- *Maintain Haleʻiwa and Waialua Towns as the main commercial districts on the North Shore. Encourage landowners to invest in the physical and economic revitalization of the towns' commercial cores.*
- *Ensure that architectural and landscaping features are compatible with the rural character.*

Figure 6-2, North Shore Sustainable Communities Plan – Land Use Map

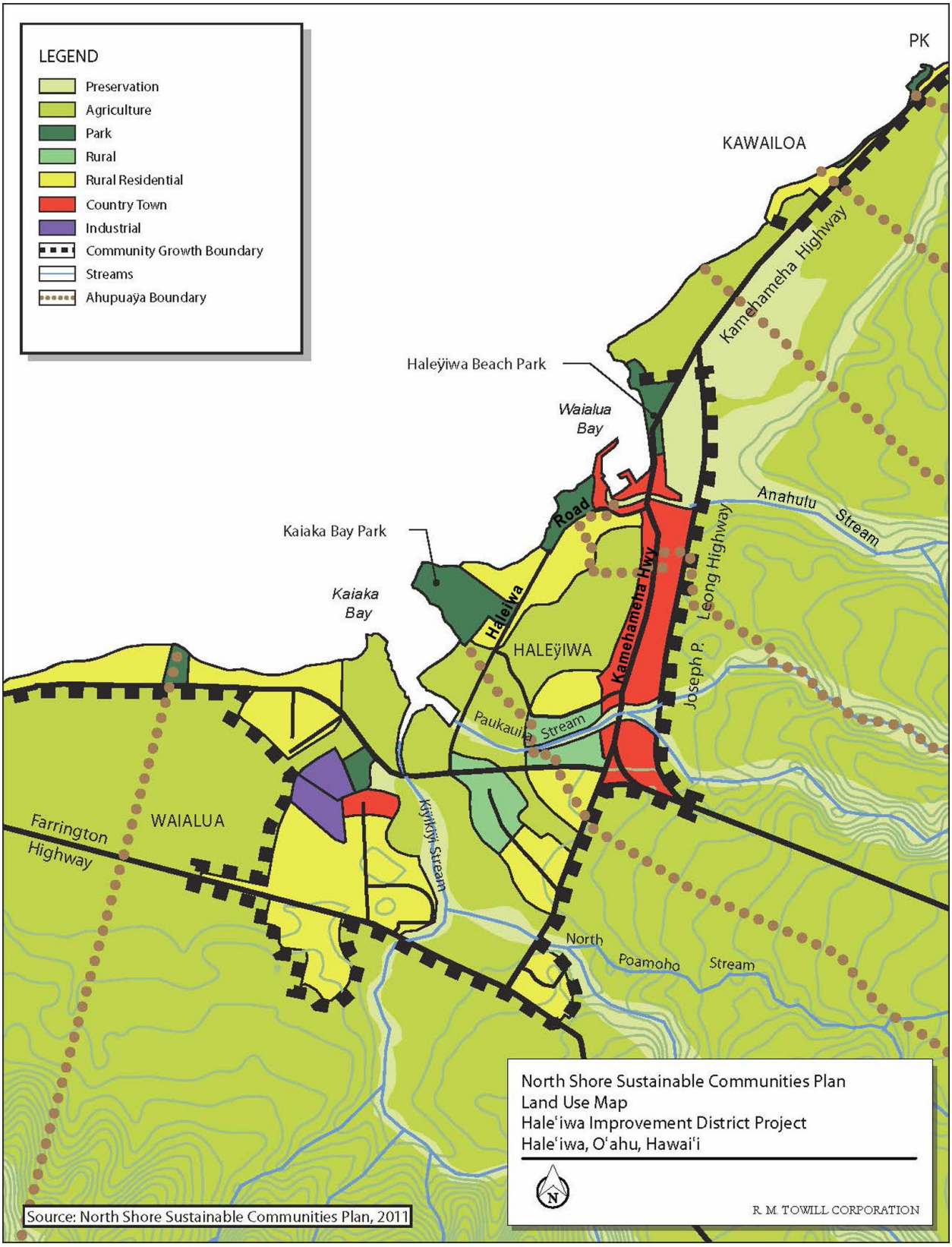
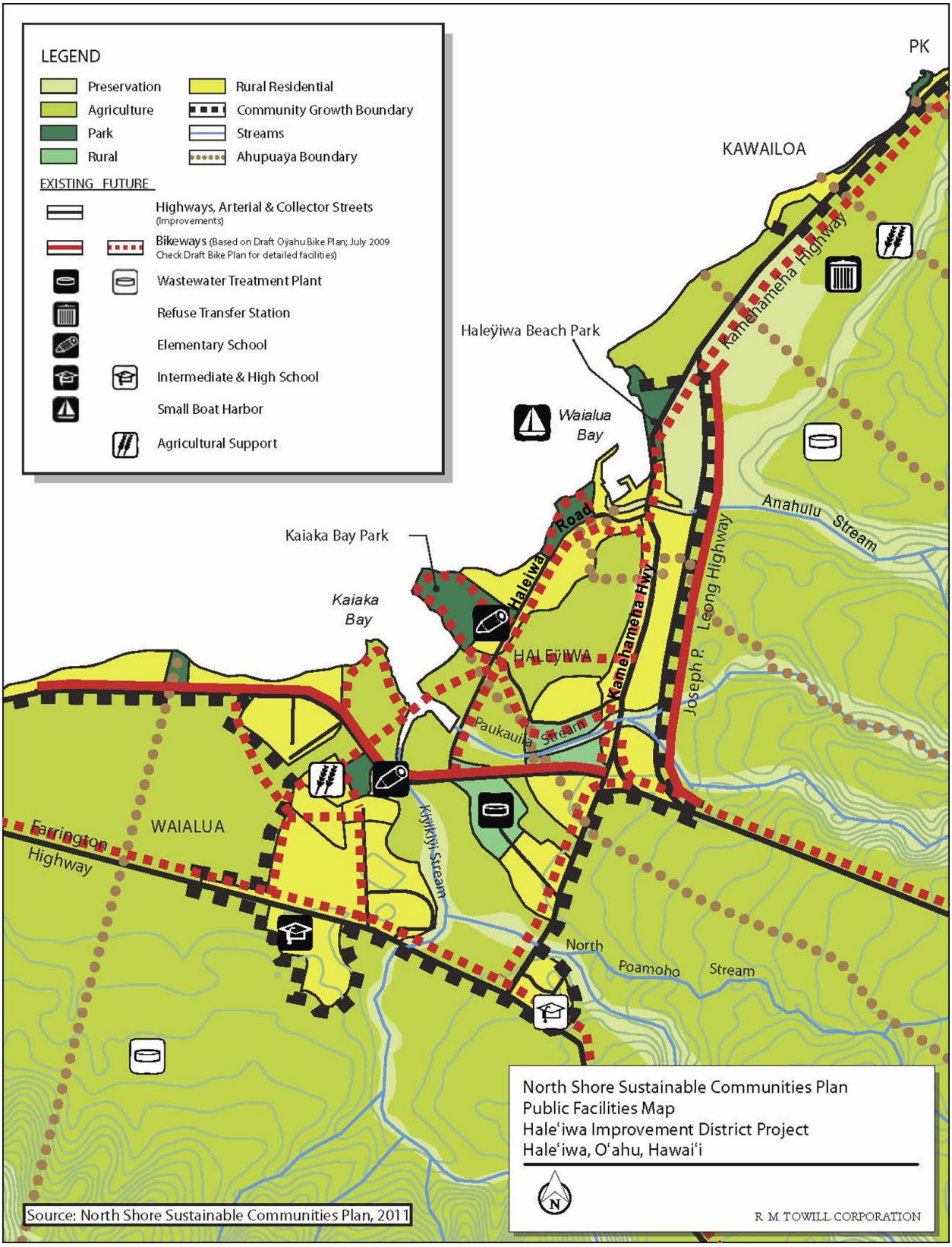


Figure 6-3, North Shore Sustainable Communities Plan – Public Facilities Map



3.6.2.2 Guidelines – Hale‘iwa Country Town

- *Provide improved, expanded, and continuous pedestrian walkways linking commercial establishments within Hale‘iwa, including connections between farmers’ markets or other kinds of agricultural product and retail outlets, and open space and environmental resources (such as beach parks, Hale‘iwa Harbor and Loko Ea Pond).*

4.1 Transportation Systems

4.1.5 Policies

- *Retain both Kamehameha Highway and Farrington Highway as two-lane thoroughfares, to maintain the North Shore’s rural character. Provide roadway improvements to promote pedestrian and vehicular safety and traffic efficiency.*
- *Improve mobility and connectivity between residences, jobs, shopping, and recreation areas on the North Shore.*
- *Support a multi-modal transportation system to reduce automobile dependency. Provide more opportunities and support facilities for convenient and safe alternative modes of transportation, including bus, pedestrian and bicycle travel, and other modes of personal transportation.*

4.1.6 Guidelines

- *Establish rural streetscape design and development standards within residential areas consistent with the rural character of the region. Allow for rural elements that reduce the amount of impervious surfaces, such as minimum pavement widths to support traffic demands and emergency vehicle access, shared driveways, reduced parking requirements, more landscaping, and grassed swales as an alternative to sidewalks with curbs and gutters*
- *Emphasize accessibility from residential streets to bus routes, parks, schools and commercial centers. Design roadways to facilitate the use of alternative transportation forms, including bicycle and pedestrian travel, and personal motorized devices.*
- *Continue to include the daily visitor population that visits the North Shore in determining allocations of resources and facilities for the North Shore.*
- *Provide pedestrian-friendly walkways, off-street parking, bus pull-outs, tour bus maneuvering areas, and drainage improvements in Hale‘iwa Town.*
- *Improve the main roadways within Hale‘iwa and Waialua Country Town Districts with shade trees, landscaping, sidewalks, street furniture, and signage to promote pedestrian orientation within these country towns.*
- *Create a regional pedestrian/bikeway system linking the parks, schools and town centers in Hale‘iwa and Waialua with outlying communities.*
- *Locate bus stops to be convenient and accessible to residential areas and hubs of community activity.*
- *Design bus shelters to provide weather protection for bus passengers and complement the natural setting.*

Discussion

Additional discussion of each of the Hale‘iwa ID Project alternatives and their consistency with the NSSCP objectives and policies will be included in the DEIS.

6.2.4 City and County of Honolulu Land Use Ordinance, Zoning Districts

Land uses within CCH are regulated under ROH Chapter 21, the Land Use Ordinance (LUO). The purpose of the LUO, as stated in section 21.1.20 of the LUO, is to *"regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the O'ahu general plan and development plans, and to promote and protect the public health, safety and welfare."*

Discussion

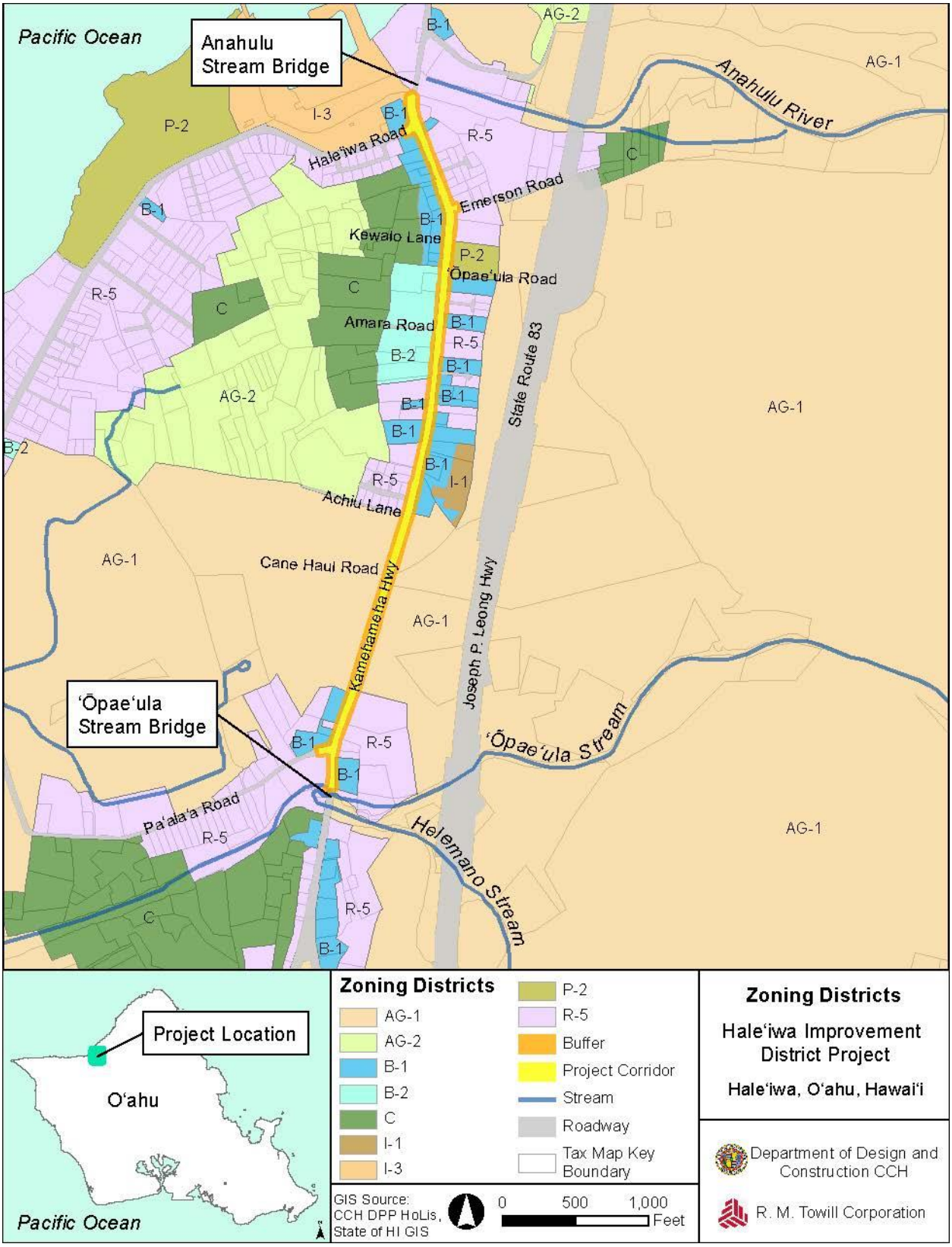
As established by the LUO, ROH Chapter 21, Article 3, the project corridor is located within the following CCH zoning districts:

- AG-1, Agricultural, Restricted
- R-5, Residential
- B-1, Business, Neighborhood
- B-2, Business, Community
- P-2 Preservation, General

The ID Project improvements being contemplated include walkways, undergrounding of utilities landscaping, complete streets features and associated street improvements. These improvements are defined as "public uses and structures" in the LUO. According to ROH Chapter 21, Table 21-3, under the heading "Social and Civil Service", public uses and structures are identified as a permitted use in all CCH zoning districts. See **Figure 6-4, Zoning Districts**.

Additional analysis of each ID Project alternative will be undertaken to determine impacts to private properties along the highway frontage, land acquisition requirements under each alternative, the potential for creating non-conforming conditions with respect to LUO development standards, and appropriate mitigation measures. Possible non-conformities that could be created on adjacent lots as a result of ID improvements and related ROW widening include substandard lot sizes, inadequate setbacks between the ROW and existing buildings, insufficient building area, inadequate off-street parking, and encroachments into transitional height setbacks. Mitigation measures may include landowner compensation and obtaining waivers from the DPP for conditions that do not conform with the LUO that are created by the ID project. The analysis of impacts, conformance with the LUO, and proposed mitigation measures will be included in the DEIS.

Figure 6-4, Zoning Districts



6.2.5 Haleiwa Special District

The CCH LUO, ROH Section 21-9.90, establishes the Hale‘iwa Special District (SD). As stated in the preamble to the ordinance: *Haleiwa town provides a historical encounter with a rural commercial setting which is an integral part of Hawaii's history. It is necessary to preserve and enhance its plantation era character.* See **Figure 6-5, Hale‘iwa Special District.**

Objectives of the Hale‘iwa SD include the following:

> *Sec. 21-9.90-1 Objectives.*
> *The objectives of the Haleiwa special district are to:*
> *(a) Preserve and enhance Haleiwa's existing rural low-rise, human-scaled form and character, especially along Kamehameha Highway and Haleiwa Road.*
> *(b) Preserve and restore to the extent possible buildings and sites of scenic, historic, cultural and/or architectural significance, and encourage new development which is compatible with and complements those buildings and sites, primarily through low building heights, appropriate period design features and subdued materials.*
> *(c) As entry points to Haleiwa, Weed Junction and Anahulu Bridge should be given special attention through landscaping and painting embellishment, respectively.*
> *(d) Encourage new development which will complement the significant physical features, waterways, open space, mature trees and sites in Haleiwa.*
> *(e) Retain a distinctive pedestrian-oriented commercial area for residents and visitors.*
> *(f) Provide for safe and pleasant pedestrian and vehicular circulation, while avoiding parking areas along the streetscape.*
> *(g) Enhance the attractiveness and general landscaped open space character of the area.*
> *(h) Preserve and enhance significant views in Haleiwa, especially those within the highly developed and heavily traveled areas.*
> *(i) Provide public improvements such as roadways, street lights, street furniture and signage compatible with the rural character of the community, rather than at conventional urban standards.*

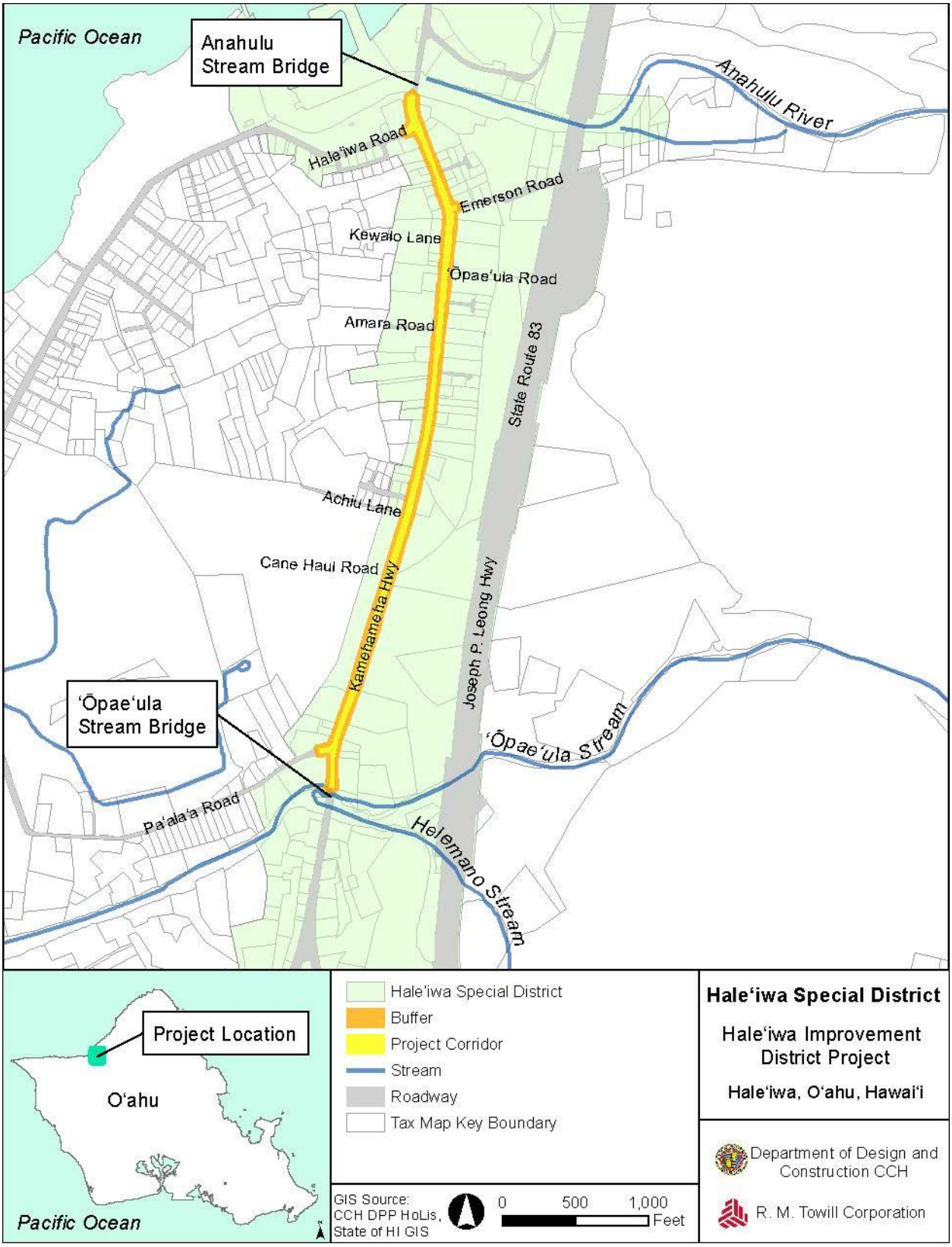
The City Council is currently conducting hearings on Resolution 17-79 proposing amendments to ROH Section 21-9.90. Among the proposed amendments is an allowance for on-street parking if parking is at a diagonal angle.

Discussion

The Hale‘iwa ID Project is located entirely within the Hale‘iwa SD. Project alternatives will conform with SD design regulations as required by the LUO. SD design controls that will be incorporated in the ID Project alternatives include special provisions for at-grade walkways, pavement surface textures and colors, lighting, off-street parking requirements, preservation of existing trees, and the appearance of exterior street furniture.

Additional discussion of each of the Hale‘iwa ID Project alternatives and their consistency with the Hale‘iwa SD objectives and design controls will be included in the DEIS. If required, a Special District Permit (Major) will be obtained from the CCH DPP for the ID Project improvements.

Figure 6-5, Hale‘iwa Special District



6.2.6 Special Management Area Rules and Regulations, ROH Chapter 25

The SMA is a regulated zone extending inland from the shoreline to a landward boundary delineated on maps prepared by the CCH DPP and adopted by the City Council. The SMA designates sensitive coastal environments that are protected in accordance with the State's Coastal Zone Management policies, as set forth in ROH Chapter 25, Shoreline Management, and HRS, Section 205(A), Coastal Zone Management.

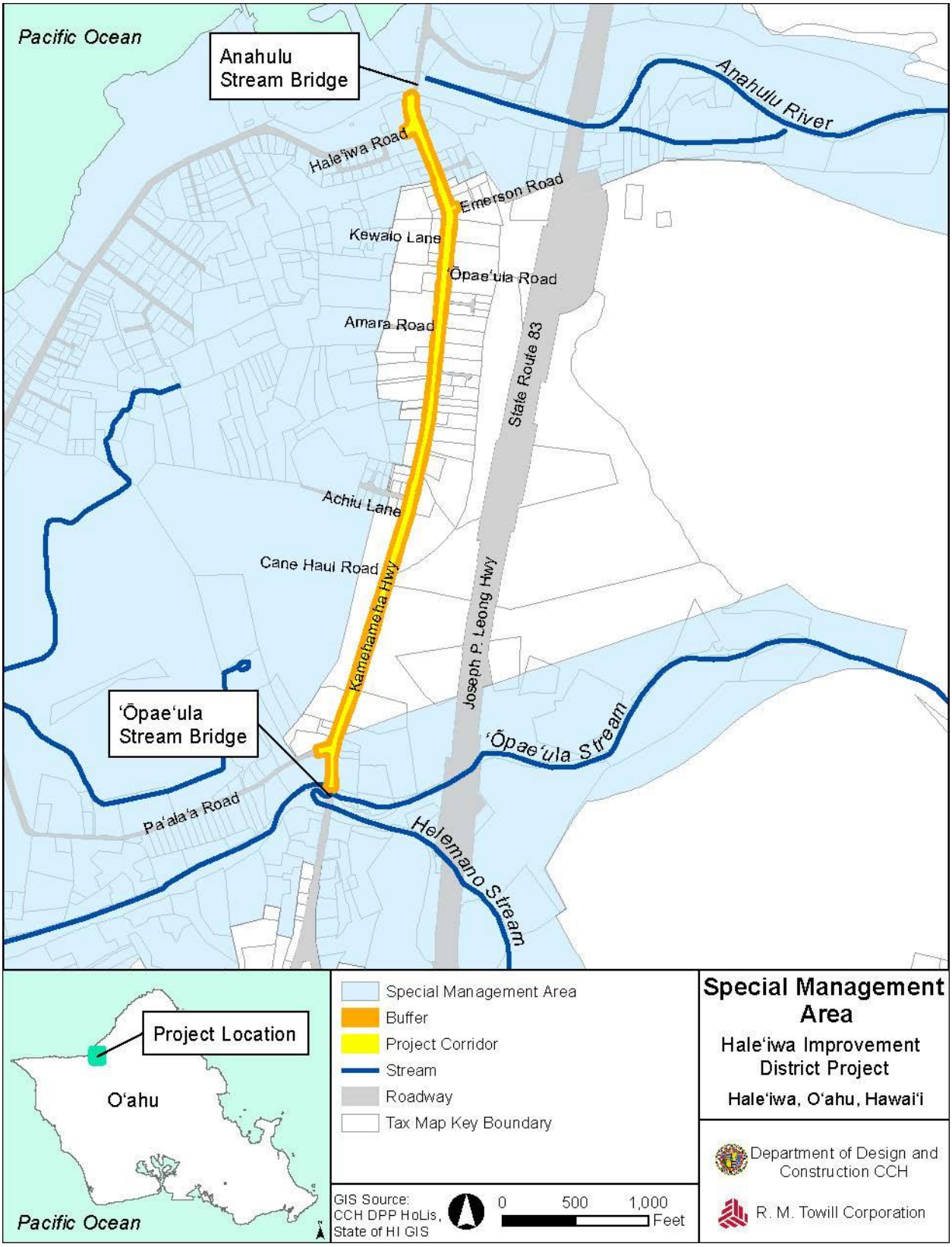
A SMA permit is required for any "development" within the SMA. Uses, activities and operations not considered to be "development" are exempt from SMA requirements. SMA permits are discretionary permits processed by the CCH, DPP and approved by the City Council.

Discussion

The north and south ends of the project corridor are located within the Special Management Area (SMA) established by the CCH. See **Figure 6-6, Special Management Area**. Development activities within the SMA typically require a SMA Permit from the CCH, unless the proposed development activities meet exemption definitions under HRS Section 205(A)-1 and ROH Section 25-1.3. Actions that require a SMA Permit are evaluated for potential effects and the significance of each effect according to criteria established by HRS Section 205(A)-2 and ROH Section 25-3.2. A SMA Permit (Major) Permit will be obtained for the project if required.

The project will be designed and constructed in conformance with the goals , policies and objectives of the CCH SMA regulations. Additional discussion and analysis of each project alternative, its effects on the SMA, and appropriate mitigation measures will be included in the DEIS.

Figure 6-6, Special Management Area



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7. List of Permits and Approvals That May be Required

7.1 Federal

Army Corps of Engineers

- CWA Section 404 Permit or RHA Section 10 Permit (if ID improvements involve work within Anahulu Stream or Opaeula Stream)
- Plan review by U.S. Army for Army Signal Corps Cable

7.2 State of Hawai‘i

Department of Health

- CWA Section 401 Water Quality Certification (if permit from the Army Corps of Engineers is required)
- CWA Section 402, National Pollutant Discharge Elimination System (NPDES) Permits (Authorizing Discharges Associated with Construction Activity, Hydrotesting Waters, and Construction Activity Dewatering)
- Community Noise Permit – for daytime construction activities
- Community Noise Variance – if nighttime construction is proposed
- Construction Plan Review and Approval

State of Hawai‘i, Department of Land and Natural Resources

- Chapter 6E HRS Historic Preservation review and “No effect” determination from the State Historic Preservation Division

Office of Planning

- Coastal Zone Management Consistency Determination (if permit from the Army Corps of Engineers is required)

7.3 City and County of Honolulu

Office of the Mayor

- Chapter 343 HRS EIS Record of Decision

City Council

- Resolution to create, define and establish the Improvement District, per ROH 14-25.4

Department of Facilities Maintenance

- Construction Plan Review and Approval

Department of Planning and Permitting

- Special Management Area Permit
- Special District Permit
- Construction Plan Review and Approval
- Zoning Waivers for modifications to LUO design standards and non-conformities created on private lots by the ID project.
- Flood Certification
- Building Permits and Construction permits – plumbing, electrical, grading, trenching, and stockpiling
- Permission to Discharge into CCH Storm Drain System (Required For NPDES Permits)
- Subdivision and designation of easements

Department of Transportation Services

- Construction Plan Review and Approval
- Street Usage Permit

Department of Budget and Fiscal Services

- Land acquisition for additional right-of-way and easements

Honolulu Board of Water Supply

- Plan Review and Approval

7.4 Other

Hawaiian Electric Company

- Construction documents review and approval (Joint Pole Committee)
- ID cost share agreement

Hawaiian Telcom

- Construction documents review and approval (Joint Pole Committee)
- ID cost share agreement

Charter Communications

- Construction documents review and approval
- ID cost share agreement

8. Agencies, Organizations and Individuals Consulted During the Preparation and Review Period

Pre-consultation request letters were sent to the agencies and organizations listed below. Copies of the request letters sent and response letters received are included in **Appendix A, Preliminary Consultation Comment Letters.** Project presentations were made to the North Shore Chamber of Commerce, North Shore Neighborhood Board, and Haleʻiwa ID Committee. See Section 9 for summary of community consultation.

8.1 Federal

U.S. Army Corps of Engineers
- Honolulu District Regulatory Office

U.S. Army Signal Corps
- 311th Signal Command

U.S. Department of Agriculture
- Natural Resources and Conservation Service, Pacific Islands Areas

U.S. Department of Commerce
- National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Pacific Islands Office

U.S. Department of the Interior
- U.S. Fish and Wildlife Service, Pacific Islands Office, Region 3

U.S. Environmental Protection Agency
- Pacific Islands Office, Region 9

U.S. National Park Service
- Pacific West Region – Honolulu

8.2 State of Hawaiʻi

Department of Accounting and General Services

Department of Agriculture

Department of Business and Economic Development and Tourism
- Office of Planning

Department of Defense, Office of the Adjutant General

Department of Education

Department of Hawaiian Home Lands

Department of Health
- Disability and Communication Access Board

Environmental Health Service Division, Indoor and Radiological Health Branch
Environmental Management Division, Clean Water Branch
Environmental Planning Office
Office of Environmental Quality Control
Department of Land and Natural Resources
Division of Forestry and Wildlife
State Historic Preservation Division
Department of Transportation
Harbors Division
Highways Division

8.3 City and County of Honolulu

Department of Design and Construction
Department of Environmental Services
Department of Facility Maintenance
Department of Parks and Recreation
Department of Planning and Permitting
Department of Transportation Services
Honolulu Board of Water Supply
Honolulu Emergency Services Department
Honolulu Fire Department
Honolulu Police Department

8.4 Elected Officials and Boards

8.4.1 State of Hawai‘i

Representative Mr. Sean Quinlan, State House District 47
Representative Lauren Matsumoto, State House District 45
Senator Donovan Dela Cruz, State Senate District 22
Senator Gil Riviere, State Senate District 23

8.4.2 City and County of Honolulu

Councilmember Kymberly Marcos Pine, District 1
Councilmember Ernest Y. Martin, District 2
Councilmember Ikaika Anderson, District 3
Councilmember Trevor Ozawa, District 4
Councilmember Ann Kobayashi, District 5
Councilmember Carol Fukunaga, District 6

Councilmember Joey Manahan, District 7

Councilmember Brandon Elefante, District 8

Councilmember Ron Menor, District 9

8.4.3 Neighborhood Boards

North Shore Neighborhood Board No. 27

8.5 Private Organizations and Individuals

Friends of Waialua Town

Hale‘iwa Improvement District Committee

Hawai‘i’s Thousand Friends

Historic Hawai‘i Foundation

Hawai‘i Visitors and Convention Bureau, O‘ahu Chapter

JTB Hawaii, Inc.

KAHEA

Kamehameha Schools

Kintetsu International Hawaii Co.

Kokua Hawai'i Foundation

North Shore Canoe Club

North Shore Chamber of Commerce

North Shore Community Land Trust

North Shore – The Outdoor Circle

Office of Hawaiian Affairs

Roberts Hawaii

Rotary Club of Wahi'awa-Wai'alua, District 5000

Sierra Club – Hawai‘i Chapter

Sunset Beach Community Association

Surfrider Foundation, O‘ahu

The Nature Conservancy

University of Hawai‘i, Environmental Center

Waialua Hawaiian Civic Club

8.6 Utility Companies

AT&T Corporation

Hawaii Gas

Hawaiian Telcom Inc.

Hawaiian Electric Company

Oceanic Time Warner Cable /Charter Communications

Sandwich Isles Communications, Inc.

9. Community and Landowner Consultation

9.1 Public Meetings

Early public input was solicited at three public information meetings. The meetings were held to inform and obtain input from the community and affected landowners and lessees on relevant issues and concerns that should be considered in the development of project alternatives and evaluated in the EIS document. Meetings were held at the following dates:

- Tuesday, February 3, 2015, 6:30 p.m. to 8:30 p.m., Waialua Elementary School
- Thursday, February 5, 2015, 6:30 p.m. to 8:30 p.m., Waialua Elementary School
- Wednesday, May 4, 2016, 6:30 p.m. to 8:30 p.m., Waialua Elementary School

9.2 Landowner/Lessee Interviews

There are a total of seventy-six (76) Tax Map Key (TMK) parcels/zoning lots owned by approximately 55 landowners along the Project corridor. Interviews with landowners and lessees were conducted along the project corridor from August through November 2014, including scheduled sit-down meetings and unscheduled "walk-ins". Members of the project team walked the project corridor on September 3, 5 and 19, 2014 to meet landowners and lessees, introduce the Haleʻiwa ID Project distribute handouts and schedule meetings. Interviews were informal, talk-story sessions conducted both as one-on-one and group meetings. A second round of landowner/lessee meetings was conducted between May and September 2015 following the first two public information meetings. A summary of key comments is provided below.

9.3 Summary of Community and Landowner/Lessee Input

This section provides a summary of the comments, concerns and scope issues that were identified by interviews with landowners and lessees, from presentations to the Haleʻiwa Chamber of Commerce, Haleʻiwa ID Committee, and North Shore Neighborhood Board, and from community comments at public information meetings held for the project. Summarized comments are categorized by topic/issue, and are general representations of sentiments expressed and provide a qualitative representation of the types of interests, concerns and issues that are prevalent among landowners/lessees.

9.3.1 Improvement District (ID) Process

ID Process

- How often has the ID process been used or has the City seen an ID project come to a consensus and be successfully implemented?
- Are there other examples of ID projects?

Landowner Participation in the ID Process

- Do landowners/lessees have a choice to participate or opt out of the ID Project?
- Do landowners / lessees get to vote to approve or reject the ID project?
- Will each landowner/lessee be able to have one "vote", or are the "votes" going to be weighted based on land area (property size) or linear feet fronting Kamehameha Highway, i.e. will one landowner be able to solely determine the outcome of the Hale‘iwa ID Project?
- Is there an opportunity to contest Corporation Council's interpretation of the law that a vote by the landowners and lessees is not required for approval of the ID project?

Note: The City Corporation Counsel determined that the ID process initiated by City Council Resolution 09-338, CD1, pursuant to Section 14-25.1 ROH, does not trigger the provisions under Section 14-25.2 for a vote by the landowners and lessees of the frontage to be assessed to determine if the ID project should proceed. The determination to create the ID and approve the project improvements is made by the City Council under Section 14-25.4 ROH.

9.3.2 ID Project Scope, Planning Process and Schedule

Previous Hale‘iwa ‘Walkway' Projects

- This 'walkway' project has been around for 25-30 years. It started as the Hale‘iwa Main Street project. "Will believe it when we see it".
- Utilize previous studies and plans as much as possible, so as not to waste resources studying a topic that has already been well-documented.
- Be transparent when utilizing past studies and plans, for the sake of accountability and to ensure that information and plans previously developed for a Hale‘iwa walkway improvement project are not wasted.

ID Project Scope

- It is important to document and capture all "good" ideas, even those that are beyond the scope of the Hale‘iwa ID Project. They may be applicable and can be referenced in future projects and planning efforts.
- Is it possible to expand the Hale‘iwa ID Project boundary? The Project should include land north of Anahulu River Bridge and south of Twin Bridges. There are unsightly overhead utilities in these areas that should be undergrounded.
- The project should include upgrades to sewer and water conveyance systems in Kamehameha Highway so construction only has to happen once.
- How will regional pathway systems be accommodated in the project?

Planning Process

- If the Hale‘iwa ID Project is not fully realized, it would be useful if the community could still get something of value (designs, drawings, studies) out of the process.
- Charrettes are a productive means of outreach and are effective idea-sharing and design-generating exercises. "Vocal minorities" are less likely to dominate conversations and individuals will feel like they can 'think outside of the box' without repercussions.

Project Schedule and Phasing

- Community expectations are high to get the Hale‘iwa ID Project corridor improvements built. The community has participated in numerous meetings, design exercises, and public outreach efforts in the past. The community wants progress. Do not waste time evaluating unrealistic alternatives.
- The Hale‘iwa ID Project should be phased to accommodate parking, traffic concerns, other construction-related impacts, and to serve as a working example. A possible first phase / demonstration segment could be from Mahaulu Lane to Amara Road.

9.3.3 Project Costs, Liabilities and Benefits

Costs Generally

- Cost is the primary concern and should drive decision making on the design. For many landowners, cost is the primary reason they want to keep the improvements simple.
- Walkways need to be improved so “happy to pay whatever it costs”.
- It will be more cost-effective if individual landowners build their own walkway improvements without the involvement of the CCH.
- Some property owners may be disgruntled because they may have been taxed incorrectly last year due to incorrect land use classifications. The CCH is currently pursuing back taxes on those properties.
- Increases in property values and property taxes are going to drive local people out.

Cost Allocation

- How will costs be allocated between the CCH, utility companies and the landowners and lessees? Would all properties pay the same amount?
- There is fear that older residents, non-profit organizations and small businesses will be forced to pay an unfair share of the Hale‘iwa ID Project costs. Costs for residents and nonprofit organizations should be alleviated.
- If a property already has walkways and/or requires no improvements, does the landowner still have to pay for ID improvements?
- The State of Hawai‘i and/or CCH should pay for these improvements. The State and County promote Hale‘iwa as a tourist destination and a surfing capital of the world. The landowners shouldn’t have to pay to accommodate the impacts of the tourist industry on Hale‘iwa’s infrastructure.
- KS lessees have already paid for a sidewalk and the undergrounding of utilities on their land, will they have to also pay for the Hale‘iwa ID Project improvements?
- Will tertiary beneficiaries (properties owners in the surrounding area who do not front Kamehameha Highway) who benefit from the Hale‘iwa ID Project bear some of the cost?
- It is important to determine the economic impact of this Hale‘iwa ID Project (creating a pedestrian-friendly town) in terms of both benefits and liabilities.

Alternative Funding and Payment Options

- Are there any Federal funds or other grants available?
- Is it possible to use taxes to pay for this Hale‘iwa ID Project?
- Will it be a onetime payment or in increments, or can it be deferred?

Maintenance and Liability

- Who (property owners or CCH) will maintain and be liable for the walkways and landscaping once it is built?

- If the ID improvements require walkways on private property, will the City assume liability for public access easements on the private lots?
- Consider creating a maintenance district along the corridor funded by the business community, otherwise the improvements will not be maintained.

Construction Impacts

- There is fear that construction will disrupt and destroy businesses due to traffic detours and construction-related obstructions to businesses. Look at the impact of Rail construction to businesses on Kamehameha Highway in Pearl City as an example.
- Conflicting opinions on whether or not Kamehameha School's "Hale'iwa Store Front" project has been disruptive to businesses or not. Access to some businesses was blocked during construction.
- Need to minimize the duration of construction and mitigate access and inconvenience to customers.

9.3.4 Setbacks, Easements, and Land Acquisition

Road Widening Setback

- The Hale'iwa ID project should eliminate the 60-foot wide road widening setback along Kamehameha Highway that was created by the CCH before the Joseph P. Leong Highway bypass was built.

Building Encroachments, Easements, and Land Acquisitions

- Landowners are concerned about property being "taken" to accommodate walkway improvements. Landowner opinions range from strong opposition to cautious willingness to consider some taking if their concerns can be addressed.
- The Hale'iwa ID Project improvements should stay within the current ROW.
- Some landowners are opposed to the CCH creating public easements on private property, especially if it is for an improvement that landowners will have to pay for and might not want or need.
- There is support among some land owners for creating public easements on private commercial property, such as Hale'iwa Town Center, North Shore Market Place, and other commercial lots.
- Granting public access easements to the CCH to accommodate the walkway is a possibility if exemption from maintenance and liability is granted.
- If land is 'condemned' for the ID improvements, some private properties could be made non-conforming with the LUO (lot size, setbacks, building area). Will the City grant zoning waivers for creating non-conformities?

9.3.5 Design

General

- Improvements should create a consistent look and feel through the corridor.
- Keep the design and improvements simple.

Walkways

- Each property and segment of the Hale'iwa ID Project corridor is unique, and there is no one size fits all approach. Need to work with individual owners to develop a variety of

design alternatives to accommodate individual characteristics - we don't want it to look like Mililani.

- Support for keeping the walkway parallel to the travel way and allowing cars to cross over the walkway to access parking at building frontage.
- Walkway improvements that facilitate pedestrian activity will not directly benefit 'destination stores' – stores that either are far from the 'center' of Hale'iwa town, or that cater to local residents, rather than tourists.
- Many people from all over the world come to Hale'iwa town and do not mind walking on the street, because they walk on the streets in their countries too. Its part of the character of Hale'iwa.
- Walkway improvements need to accommodate those with disabilities. The existing conditions are terrible for people in wheelchairs.
- Ensure the walkways are American Disability Act (ADA) compliant.
- Current situation is hazardous; lots of potholes that collect water during rainfall.
- We need to do something to ensure the elderly residents and the tourists are not forced to walk in the middle of the street.

Hale'iwa Special District Design Guidelines

- There is strong support for the Hale'iwa Special District (HSD) Design Guidelines.
- Would like to see some design treatments that are reminiscent of Hawai'i's Japanese heritage, and/or "pre-contact modernism" rather than "plantation-era" designs.
- The HSD design guidelines are not always appropriate. The standards need to be more flexible to accommodate for unique community character, rather than one-size-fits-all.

Lighting

- We will need lighting throughout the entire walkway for safety. Kamehameha School's "Hale'iwa Store Front" project will be open unit 9pm; however, most other shops currently close at 6pm.

Signage

- Need to install signage along the walkway that directs pedestrians/tourists who are walking in the middle of the road.
- Recommend including interpretive signage for points of interest. Consider using a community art program to create signage.

Bathrooms and Trashcans

- If Hale'iwa is going to be a "walkable town", there needs to be more accessible public restrooms for visitors and business customers along corridor.

Landscaping

- Some landowners want to specify what will be planted along their street frontage and are willing to maintain landscaping that is not City standard.
- Save the trees along the corridor.

9.3.6 Traffic and Circulation

Kamehameha Highway

- Kamehameha Highway should be converted to a one-way street.
- Local residents who are not from the North Shore, do not like coming to Hale'iwa because it's so congested. Need to alleviate traffic congestion or get cars off the road.

- A second bypass road connecting Joseph P. Leong Highway (bypass) to Kamehameha Highway would alleviate congestion and increase safety. Emergency vehicles cannot access the Haleʻiwa Family Health Center when Kamehameha Highway is congested.
- Don't widen the highway in Haleʻiwa Town. That's what the bypass highway is for.

Traffic Lights, Left-turn Lanes and Traffic Circles

- Left-turn lanes are not supported by the Haleʻiwa community.
- Left-turn lanes should be provided where needed.
- Absolutely against any traffic lights.
- Traffic circles (of the size in the mainland) are not desirable.

Bus-turnouts and Transfer Stations

- Should study the feasibility of a Bus transfer station and/or transit center, to address long-term needs for the region. Consider creating a 'Park and Ride' at Waialua Community Association.
- Buses (sometimes two or more) park for long periods of time at the bus stop on Kamehameha Highway. The buses encroach on the sidewalk, block pedestrian foot traffic and bicyclists and hover near residential areas.
- Buses stop in the street when picking up and dropping off passengers. They block traffic and increase congestion. Should provide turn-outs at bus stops.
- Buses that stop in the road for passengers create breaks in traffic that allow for left turns and for pedestrians to cross the highway.
- There are too many bus stops in Haleʻiwa. Consider eliminating some.

Crosswalk Locations

- There are not enough crosswalks; i.e. residents who cross over to the North Shore Marketplace on a daily basis to eat and shop have no *nearby* crosswalks.

Bike Paths

- Bike paths for local and regional connectivity are desired. The Kamehameha Highway Master Plan (2007) did not consider bike paths.
- It is currently unsafe for bicyclists through the project corridor.
- Consider widening the ROW to accommodate bike lanes or bike paths.

Emergency and Delivery Vehicles

- Construction, traffic and people walking on the street already make it difficult for ambulance and fire vehicles to get to the Haleʻiwa Family Health Center. If landscaping and walkways narrow the travel way, cars will not have space to pull over to the side to allow emergency vehicles to pass.
- Need to accommodate delivery vehicles adjacent to the businesses, especially those that deliver cold items (meat, cheese, ice cream and dairy products), which are inconvenient to haul for long distances.

9.3.7 Infrastructure and Utilities

Overhead vs Undergrounding Utilities

- Utility undergrounding is supported by the Haleʻiwa special district design guidelines.
- Utility undergrounding is desired by the community for aesthetics reasons and to ensure stability and resilience during storm events (avoid electrical outages).
- Overhead utility poles actually add to Haleʻiwa's rural character.

- There is concern whether underground or overhead utilities are easier or costlier to maintain.
- Undergrounding utilities are expensive. Request clarification on how costs to underground the utilities will be split between HECO, the City and property owners.
- Cost is the main consideration to decide whether to put utilities underground or keep them overhead.
- Kamehameha Schools moved HECO overhead utility poles to the mauka side of the street near Aoki's store. Who is going to be responsible for paying for the potential undergrounding of those utilities?

Drainage (Local and Regional)

- Water generally flows from mauka to makai of Kamehameha Highway; even after the Hale‘iwa ID Project, water will still flow like it always has.
- There are certain pockets along the corridor that have ponding more than others – i.e. Water flows into the Growing Keiki's store; water ponds near Ace Hardware; there is a ditch near Achiu Lane that floods; and Grass Skirt Grill ponds in the parking lot.
- The drainage problem was created by (the State) repeatedly repaving the roadway and causing it to buildup in the center.

Sewer System

- Would like to upgrade sewer system at the same time as undergrounding other utilities, rather than digging up the road again.
- Can we put new sewer lines in the ground as part of the project so they're there when a future municipal treatment plant is developed in the future?
- Without additional hookups to a municipal sewer system, the surrounding water is at risk of being degraded, which would affect those who surf.

9.3.8 Parking

Existing (non-compliant) Front Parking

- Losing frontage parking will destroy businesses. Losing parking is a key concern of business owners and will be a source of opposition to the project.
- There is a direct, positive correlation between the amount of parking stalls and gross retail revenue.
- Parking needs to be moved off the street, as required by the Special District design guidelines.
- Roadside parking is convenient for some customers. Need to ensure convenient parking and access for older customers and mothers with strollers.
- There are many examples where walkways are positioned between head-in parking stalls and the travel way. We should be able to accommodate street frontage parking in the walkway design.

Centralized Parking Lot

- Is the City going to provide parking lots before the project starts and displaces or eliminates parking?
- Businesses need to be assured that adequate alternative parking will be provided via a centralized parking lot, to replace the loss of street frontage parking.

- Potential locations for a centralized parking lot include: land owned by Castle & Cooke, land behind the Court House, the lot adjacent to Mālama Market, and/or the vacant agricultural land adjacent to the bypass highway.
- A centralized parking lot could would encourage walkability, and Haleʻiwa could be a ʻwalkable streetʼ like Kaimukī.
- Look at examples on Maui – Pāʻia and Lahaina.

9.3.9 Historical/Cultural Significant Buildings

- Liliʻuokalani Protestant Church does not want the stone wall fronting their property to be touched – it is sacred.
- If the project impacts a historic building, there is concern about the cost of renovating historic buildings. Owners of historic buildings have had difficulty getting information about what can and cannot be done, as well as finding funding or grants that may be available.
- The historic buildings give Haleʻiwa its character and need to be preserved and protected.

10. Significance Determination

In accordance with the content requirements of HRS Chapter 343 and the significance criteria in HAR Section 11-200-12, an applicant must determine whether a proposed action would have a significant impact on the environment, including all phases of the project, its direct, secondary and cumulative impacts and its short and long-term effects. In making the determination, the HAR establishes the following "significance criteria" to be applied as the basis for identifying whether significant environmental impacts will occur. According to the HAR, an action shall be determined to have a significant impact on the environment if it meets any one of the criteria:

1. *Criterion 1 - Involves an Irrevocable Commitment to Loss or Destruction of Any Natural or Cultural Resources*
2. *Criterion 2 - Curtails the Range of Beneficial of the Environment*
3. *Criterion 3 - Conflicts with the State's Long-Term Environmental Policies or Goals and Guidelines as Expressed in HRS §344*
4. *Criterion 4 - Substantially Affects the Economic or Social Welfare of the Community or State;*
5. *Criterion 5 - Substantially Affects the Public Health*
6. *Criterion 6 - Involves Substantial Secondary Impacts, Such as Population Changes or*
7. *Criterion 7 - Involves a Substantial Degradation of Environmental Quality*
8. *Criterion 8 - Is Individually Limited but Cumulatively has Considerable Effect upon the Environment or Involves a Commitment for Larger Actions*
9. *Criterion 9 - Substantially Affects a Rare, Threatened, or Endangered Species, or its Habitat*
10. *Criterion 10 - Detrimentally Affects Air or Water Quality or Ambient Noise Levels*
11. *Criterion 11 - Affects or is Likely to Suffer Damage by Being Located in an Environmentally Sensitive Area Such as a Flood Plain, Tsunami Zone, Beach, Erosion-*
12. *Criterion 12 - Substantially Affects Scenic Vistas and View Planes Identified in County or State Plans or Studies*
13. *Criterion 13 - Requires Substantial Energy Consumption*

Based on the established significance criteria, the scope and scale of the ID Project, input received via scoping and public involvement efforts to date, and the judgement and experience of the proposing agency, it is anticipated that the project may result in significant impacts to the natural and/or human environment. Therefore, pursuant to HRS Chapter 343, Act 172, and HAR Section 11-200-11.2, the DDC has determined from the outset that an EIS is required for the project. An evaluation of the HAR Section 11-200-12 significance criteria, discussion of ID Project impacts, and appropriate mitigation measures will be provided in the DEIS for the Project.

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APPENDICES

APPENDIX A: PRELIMINARY CONSULTATION COMMENT LETTERS

Preliminary Consultation Comments: Federal Agencies

DEPARTMENT OF THE ARMY
HONOLULU DISTRICT, U.S. ARMY CORPS OF ENGINEERS
FORT SHAFTER, HAWAII 96858-5440

November 5, 2014

SUBJECT: Comments for Preliminary Consultation for the Proposed Haleiwa Improvement District Project, Haleiwa, Island of Oahu, Hawaii; Department of the Army File No. POH-2014-00212

Mr. James Niermann
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-1133

Dear Mr. Niermann:

The U.S. Army Corps of Engineers (Corps) has reviewed the letter dated October 20, 2014, provided on behalf of the City and County of Honolulu, for the proposed construction of walkways, undergrounding of utilities, and installation of landscaping along Kamehameha Highway between Opaeula Stream Bridge and Anahulu River Bridge in Haleiwa, Island of Oahu, Hawaii, known as the Haleiwa Improvement District Project. This proposed project has been assigned Corps File No. **POH-2014-00212**. Please refer to this number in all correspondence with this office.

The Corps has determined that Opaeula Stream and the Anahulu River at the project locations shown in the figure provided may be waters of the United States by review under a preliminary jurisdictional determination (PJD) under Section 10 of the Rivers and Harbors Act of 1899 (RHA) and Section 404 of the Clean Water Act (CWA). If Opaeula Stream and the Anahulu River are considered navigable waters under Section 10 of the RHA, a Department of the Army permit is required for any work or structures in or affecting those navigable waters. The placement of dredged or fill material into these waters may require a Department of the Army permit under our regulatory authorities found in Section 404 of the CWA.

Enclosed is a permit application form for your use if needed (Enclosure 1). When we receive additional, more complete project information and/or a completed permit application, we can further assess your permit needs.

If you have any questions regarding our regulatory authority or need additional information, please contact the Regulatory Office at the letterhead address, by telephone at (808) 835-4303, or email at CEPOH-RO@usace.army.mil.

Sincerely,

Michelle R. Lynch
Chief, Regulatory Office

Enclosure

U.S. ARMY CORPS OF ENGINEERS

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

33 CFR 325. The proponent agency is CECW-CO-R.

Form Approved -
OMB No. 0710-0003
Expires: 31-AUGUST-2013

Public reporting for this collection of information is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of the collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters, Executive Services and Communications Directorate, Information Management Division and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authorities: Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Marine Protection, Research, and Sanctuaries Act. Section 103, 33 USC 1413; Regulatory Programs of the Corps of Engineers; Final Rule 33 CFR 320-332. Principal Purpose: Information provided on this form will be used in evaluating the application for a permit. Routine Uses: This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of a public notice as required by Federal law. Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can a permit be issued. One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and/or instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED	4. DATE APPLICATION COMPLETE

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME
First - Middle - Last -
Company -
E-mail Address -

8. AUTHORIZED AGENT'S NAME AND TITLE (agent is not required)
First - Middle - Last -
Company -
E-mail Address -

6. APPLICANT'S ADDRESS:
Address-
City - State - Zip - Country -

9. AGENT'S ADDRESS:
Address-
City - State - Zip - Country -

7. APPLICANT'S PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax

10. AGENTS PHONE NOs. w/AREA CODE
a. Residence b. Business c. Fax

STATEMENT OF AUTHORIZATION

11. I hereby authorize, _____ to act in my behalf as my agent in the processing of this application and to furnish, upon request, supplemental information in support of this permit application.

_____ SIGNATURE OF APPLICANT _____ DATE

NAME, LOCATION, AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

13. NAME OF WATERBODY, IF KNOWN (if applicable)

14. PROJECT STREET ADDRESS (if applicable)
Address
City - State- Zip-

15. LOCATION OF PROJECT
Latitude: °N Longitude: °W

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN (see instructions)
State Tax Parcel ID Municipality
Section - Township - Range -

24. Is Any Portion of the Work Already Complete? ☐ Yes ☐ No IF YES, DESCRIBE THE COMPLETED WORK

25. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

a. Address-

City - State - Zip -

b. Address-

City - State - Zip -

c. Address-

City - State - Zip -

d. Address-

City - State - Zip -

e. Address-

City - State - Zip -

26. List of Other Certificates or Approvals/Denials received from other Federal, State, or Local Agencies for Work Described in This Application.

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED

* Would include but is not restricted to zoning, building, and flood plain permits

27. Application is hereby made for permit or permits to authorize the work described in this application. I certify that this information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

SIGNATURE OF APPLICANT DATE SIGNATURE OF AGENT DATE

The Application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than $10,000 or imprisoned not more than five years or both.

Instructions for Preparing a
Department of the Army Permit Application

Blocks 1 through 4. To be completed by Corps of Engineers.

Block 5. Applicant's Name. Enter the name and the E-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the application, please attach a sheet with the necessary information marked Block 5.

Block 6. Address of Applicant. Please provide the full address of the party or parties responsible for the application. If more space is needed, attach an extra sheet of paper marked Block 6.

Block 7. Applicant Telephone Number(s). Please provide the number where you can usually be reached during normal business hours.

Blocks 8 through 11. To be completed, if you choose to have an agent.

Block 8. Authorized Agent's Name and Title. Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, or any other person or organization. Note: An agent is not required.

Blocks 9 and 10. Agent's Address and Telephone Number. Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

Block 11. Statement of Authorization. To be completed by applicant, if an agent is to be employed.

Block 12. Proposed Project Name or Title. Please provide name identifying the proposed project, e.g., Landmark Plaza, Burned Hills Subdivision, or Edsall Commercial Center.

Block 13. Name of Waterbody. Please provide the name of any stream, lake, marsh, or other waterway to be directly impacted by the activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

Block 14. Proposed Project Street Address. If the proposed project is located at a site having a street address (not a box number), please enter it here.

Block 15. Location of Proposed Project. Enter the latitude and longitude of where the proposed project is located. If more space is required, please attach a sheet with the necessary information marked Block 15.

Block 16. Other Location Descriptions. If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality that the site is located in.

Block 17. Directions to the Site. Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide description of the proposed project location, such as lot numbers, tract numbers, or you may choose to locate the proposed project site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed project site if known

Block 18. Nature of Activity. Describe the overall activity or project. Give appropriate dimensions of structures such as wing walls, dikes (identify the materials to be used in construction, as well as the methods by which the work is to be done), or excavations (length, width, and height). Indicate whether discharge of dredged or fill material is involved. Also, identify any structure to be constructed on a fill, piles, or float-supported platforms.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 18.

Block 19. Proposed Project Purpose. Describe the purpose and need for the proposed project. What will it be used for and why? Also include a brief description of any related activities to be developed as the result of the proposed project. Give the approximate dates you plan to both begin and complete all work.

James Niermann

From: Richard Hall - NOAA Federal <richard.hall@noaa.gov>
Sent: Tuesday, November 04, 2014 3:30 PM
To: James Niermann
Cc: michellel@rmtowill.com; Gerry Davis - NOAA Federal; Danielle Jayewardene - NOAA Affiliate
Subject: Haleiwa Improvement District Project

Mr. Niermann,

On October 21, 2014 the NOAA Fisheries Pacific Islands Regional Office received a letter (Ref. No. 1-22224-1) from the R. M. Towill Corporation (RMTC) on behalf of the Department of Design and Construction, City and County of Honolulu, requesting preliminary consultation for the Hale'iwa Improvement District (ID) Project, in Hale'iwa, Oahu. Hawaii. The RMTC has been retained by the Department of Design and Construction to prepare and submit a Hale'iwa ID Preliminary Report for the proposed project. The ID project calls for the construction of walkways, undergrounding of utilities and installation of landscaping along Kamehameha Highway in the general vicinity between the 'Opae'ula Stream Bridge and the Anahulu River Bridge within the Hale'iwa Special Design District.

The RMTC is currently undertaking initial planning and developing design alternatives for the ID Project, and soliciting input on any relevant environmental, social, and technical issues related to the ID Project that should be evaluated as part of the alternative development and Environmental Impact Statement process. Also, current activities being conducted or that will be conducted for this project include an Aquatic Biological Survey, and Essential Fish Habitat Assessment (EFH), and a Biological Resources Survey.

NOAA Fisheries appreciates your efforts at early coordination for this project, and we would like to offer the following comments for your consideration on the project design alternatives and the EFH Assessment being conducted:

1. Because some of the project activities will be directly over, or in close proximity to, streams that lead directly to the marine environment, careful consideration should be given to minimizing the amount of sediment that will be transported downstream. Should they apply, alternative might include incorporating the use of "soft" designs that will help to minimize increases in stream flow rates which may result in greater sediment and freshwater input into the marine environment; and to include the use of silt curtains or sediment barriers during the planned project activities, as appropriate, to prevent the transfer of sediment and debris to the marine environment;

2. As practicable, careful consideration should be given to conducting the work outside of the rainy or stormy season to further minimize sediment and debris from entering the marine environment;

3. As practicable, the project design should consider using alternatives that will reduce or minimize non-point source pollution, such as stormwater discharge, in order to minimize the runoff that may reach the marine environment;

4. The project design should include measures to prevent the release of any toxic substances (oil, gas, etc.) from the construction equipment or may be on site in support of those activities. Also, consideration should be given to including a response plan in the project design that can be implemented in the case a release were to occur; and

5. Regarding the EFH Assessment, the assessment should be both qualitative and quantitative, in that it provides the species, sizes, and numbers of corals that may potentially be impacted by increased sedimentation or fresh water. Please keep in mind that some project design alternatives may result in more or less sedimentation or addition of fresh water which will effect the size of the area where potential impacts to EFH may occur.

Thank you for providing our office with the opportunity to comment on this proposed project. Please feel free to contact me yourself, or to have members of your staff contact me, as necessary as you move forward with this project.

--
Richard Hall
Fishery Policy Analyst
Pacific Islands Regional Office
NOAA Inouye Regional Center
1845 Wasp Blvd., Building 176
Honolulu, HI 96818
808-725-5018

Preliminary Consultation Comments: State Agencies

NEIL ABERCROMBIE
GOVERNOR

Dean H. Seki
Comptroller

Maria E. Zielinski
Deputy Comptroller

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

OCT 27 2014

(P)1329.4

Mr. James Niermann, AICP, LEED AP
R.M. Towill Corporation
2024 N. King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Mr. Niermann:

Subject: Haleiwa Improvement District Project
Haleiwa, Oahu, Hawaii
TMK: (1) 6-2-05:06 and 12, (1) 6-6-01, 02, 04, 09, 10, and 17.

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

If you have any questions, your staff may call Mr. Alva Nakamura of the Public Works Division at 586-0488.

Sincerely,

DEAN H. SEKI
Comptroller

c: Ms. Ann Shimatsu, C&C of Hon., DDC, Project Manager

OFFICE OF PLANNING
STATE OF HAWAII

NEIL ABERCROMBIE
GOVERNOR

LEO R. ASUNCION
ACTING DIRECTOR
OFFICE OF PLANNING

235 South Beretania Street, 6th Floor, Honolulu, Hawaii 96813
Mailing Address: P.O. Box 2359, Honolulu, Hawaii 96804

Telephone: (808) 587-2846
Fax: (808) 587-2824
Web: http://planning.hawaii.gov/

Ref. No. P-14576

November 20, 2014

Mr. James Niermann, AICP, LEED, AP
R. M. Towill Corporation
2024 N. King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Mr. Niermann:

Subject: Preliminary Consultation for the Haleiwa Improvement District Project, Haleiwa, Oahu, Hawaii; TMK Plats: (1) 6-2-05, 06 and 12, 6-6-01, 02, 04, 09, 10 and 17

Thank you for the opportunity to provide early consultation comments on the Haleiwa Improvement District proposed by the City and County of Honolulu's Department of Design and Construction. Based on the documents that were provided to our office, this project calls for the development of an Environmental Impact Statement and Community Improvement Plan for Haleiwa. The proposed improvements include the construction of walkways, undergrounding of utilities, and landscaping along Kamehameha Highway.

The Office of Planning (OP) has reviewed the documents sent to us by letter dated October 20, 2014, and has the following comments and concerns to offer:

1. OP provides technical assistance to state and county agencies in administering the statewide planning system in Hawaii Revised Statutes (HRS) Chapter 226, the Hawaii State Plan. The Hawaii State Planning Act provides goals, objectives, priorities, and priority guidelines for growth, development, and the allocation of resources throughout the State. The Hawaii State Plan includes diverse policies and objectives of state interest including but not limited to the economy, agriculture, the visitor industry, federal expenditure, the physical environment, facility systems, socio-cultural advancement, climate change adaptation, and sustainability.

   The Draft Environmental Assessment (Draft EA) should include an analysis on the Hawaii State Plan, HRS Chapter 226, in a section that addresses how the project conforms or is in conflict with state and county plans, policies, and controls the analysis should include a discussion of the project's ability to meet all of the objectives and policies of HRS Chapter 226.

2. OP is the lead agency for the Hawaii Coastal Zone Management (CZM) Program. The coastal zone management area is defined as "all lands of the State and the area extending seaward from the shoreline to the limit of the State's police power and management authority, including the U.S. territorial sea" see HRS § 205A-1 (definition of "coastal zone management area").

The Draft EIS shall include a statement in a section that addresses how the project conforms or is in conflict with state and county plans, policies, and controls. The statement should include a discussion of the proposed project's ability to meet all of the objectives and policies set forth in HRS § 205A-2. Where a conflict or inconsistency exists, the statement must describe the extent to which the applicant has reconciled its proposed action with this statute. These objectives and policies include: recreational resources, historic resources, scenic and open space resources, coastal ecosystems, economic uses, coastal hazards, managing development, public participation, beach protection, and marine resources.

3. The documents you provided list only the Tax Map Key (TMK) Plat information and not the parcels. Based on the TMK Plat information, portions of this proposed project may lie within the Special Management Area (SMA) delineated by City and County of Honolulu. Please confirm with the City and County of Honolulu's Department of Planning and Permitting to make a determination on where your project lies in relation to the SMA boundaries and if a SMA permit is required.

4. Haleiwa is typically sunny and dry conditions; however the entire island of Oahu, is subject to flashy and unstable weather during the winter. Please consider utilizing OP's Stormwater Impact Assessment to identify and evaluate information on hydrology, stressors, sensitivity of aquatic and riparian resources, and management measures to control runoff occurrences. In particular, please examine the section on Low-Impact Development Concepts, which include decentralized micro-scale controls that infiltrate, filter, store, re-use, evaporate, and detain runoff close to its source.

   This guidance document will assist in integrating stormwater impact assessment within your review process. The purpose of this document is to provide guidance on assessing stormwater impacts in the planning phase of project development. The goal is to provide a suggested framework and various tools for integrating stormwater impacts assessment. These concepts are listed on pages 14-16 of the Stormwater Impact Assessment guidance. This can be found at http://files.hawaii.gov/dbedt/op/czm/initiative/stomwater_imapct/final_stormwater_impact_assessments_guidance.pdf.

If you have any questions regarding this comment letter, please contact Josh Hekekia of our office at 587-2845.

Sincerely,

Leo R. Asuncion
Acting Director

NEIL ABERCROMBIE
GOVERNOR

DARRYLL D. M. WONG
MAJOR GENERAL
ADJUTANT GENERAL

JOSEPH K. KIM
BRIGADIER GENERAL
DEPUTY ADJUTANT GENERAL

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

OCT 30 2014

Mr. James Niermann, AICP, LEED AP
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawai'i 96819-3494

Subject: Request for Preliminary Consultation for the Hale'iwa Improvement District Project, Hale'iwa, O'ahu, Hawai'i, TMK plats: (1) 6-2-05, 06 and 12, 6-6-01, 02, 04, 09, 10 and 17

Dear Mr. Niermann:

Thank you for the opportunity to comment on the above project. The State of Hawai'i Department of Defense (DOD) has no comments to offer relative to the project at this time.

Please provide this office with a copy of the Draft Environment Assessment upon its completion. Should you have any questions or concerns, please have your staff contact Mr. Lloyd Maki, Assistant Chief Engineering Officer at 733-4250.

Sincerely,

for DARRYLL D.M. WONG
Major General
Hawai'i National Guard
Adjutant General

c: Mr. Ian Duncan, State Civil Defense

James Niermann

From: Heidi_Meeker/FacilDev/HIDOE@notes.k12.hi.us
Sent: Friday, October 24, 2014 10:21 AM
To: James Niermann
Subject: Your Oct. 20th letter

James Niermann,

I have received a copy of your letter requesting early consultation for the Hale'iwa Improvement District Project.
The DOE has no particular concerns with the project.
However, I thought it would be helpful to note that your letter was addressed to the Executive Director of the Board of Education. The Board of Education is concerned with policy matters and doesn't respond to requests for comments on proposed projects.

It is unclear whether you also sent a letter to Superintendent Kathryn S. Matayoshi. In the future, that would be the more appropriate office to send requests for early consultation, or environmental reports to review.

If you are seeking contacts within the DOE to participate in planning exercises, I would suggest you contact John Brummel, the Complex Area Superintendent for the Waialua schools and Malaea Wetzel, Principal of Hale`iwa Elementary.

Heidi Meeker - heidi_meeker@notes.k12.hi.us
Planning Section
Department of Education/Facilities Development Branch
Kalani High School TB1B
4680 Kalanianaole Highway
Honolulu, 96821
Ph.808-377-8301

NEIL ABERCROMBIE
GOVERNOR

KATHRYN S. MATAYOSHI
SUPERINTENDENT

STATE OF HAWAI'I
DEPARTMENT OF EDUCATION
P.O. BOX 2360
HONOLULU, HAWAI'I 96804

OFFICE OF SCHOOL FACILITIES AND SUPPORT SERVICES

October 24, 2014

Mr. James Niermann
Planning Project Coordinator
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Re: Pre-Assessment Consultation for the Haleiwa Improvement District Project, Haleiwa, Oahu, Reference

Dear Mr. Niermann:

The Department of Education (DOE) is responding to your request for comments or concerns about the proposed City and County of Honolulu project to improve Kamehameha Highway. The DOE has no comment or concern.

Thank you for this opportunity to offer our comments. Should you have any questions, please call Heidi Meeker of the Facilities Development Branch at 377-8301.

Sincerely yours,

Tracy T. Okumura
Acting Public Works Administrator

TTO:jmb

c: Kathryn S. Matayoshi, Superintendent
Ronn Nozoe, Deputy Superintendent
Liann Ebesugawa, Executive Director, Board of Education
Duane Y. Kashiwai, TA Assistant Superintendent

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

LINDA ROSEN, M.D., M.P.H.
DIRECTOR OF HEALTH

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

In reply, please refer to:
EMD/CWB

11021PJF.14

November 19, 2014

Mr. James Niermann
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Mr. Niermann:

SUBJECT: Comments on Preliminary Consultation for the Haleiwa Improvement District Project
Haleiwa, Island of Oahu, Hawaii

The Department of Health (DOH), Clean Water Branch (CWB), acknowledges receipt of your letter on October 22, 2014, requesting comments on the subject document. The DOH-CWB has reviewed the subject document and offers these comments. Please note that our review is based solely on the information provided in the subject document and its compliance with the Hawaii Administrative Rules (HAR), Chapters 11-54 and 11-55. Your applicant may be responsible for fulfilling additional requirements related to our program. We recommend that you also read our standard comments on our website at: http://health.hawaii.gov/epo/files/2013/10/CWB_Oct22.pdf.

1. Any project and its potential impacts to State waters must meet the following criteria:

   a. Antidegradation policy (HAR, Section 11-54-1.1), which requires that the existing uses and the level of water quality necessary to protect the existing uses of the receiving State water be maintained and protected.

   b. Designated uses (HAR, Section 11-54-3), as determined by the classification of the receiving State waters.

   c. Water quality criteria (HAR, Sections 11-54-4 through 11-54-8).

2. National Pollutant Discharge Elimination System (NPDES) permit coverage is required for pollutant discharges into State surface waters and for certain situations involving storm water (HAR, Chapter 11-55).

   a. Discharges into Class 2 or Class A State waters can be covered under an NPDES general permit only if all of the NPDES general permit requirements are met. Please see the DOH-CWB website (http://health.hawaii.gov/cwb/) for the NPDES general permits and instructions to request coverage.

b. All other discharges into State surface waters and discharges into Class 1 or Class AA State waters require an NPDES individual permit. To request NPDES individual permit coverage, please see the DOH-CWB forms website located at: http://health.hawaii.gov/cwb/site-map/clean-water-branch-home-page/forms/.

c. NPDES permit coverage for storm water associated with construction activities is required if your project will result in the disturbance of one (1) acre or more of total land area. The total land area includes a contiguous area where multiple separate and distinct construction activities may be taking place at different times on different schedules under a larger common plan of development or sale. NPDES permit coverage is required before the start of the construction activities.

   Land disturbance includes, but is not limited to clearing, grading, grubbing, uprooting of vegetation, demolition (even if leaving foundation slab), staging, stockpiling, excavation into pavement areas which go down to the base course, and storage areas (including areas on the roadway to park equipment if these areas are blocked off from public usage, grassed areas, or bare ground).

3. If the project involves work in, over, or under waters of the United States, it is highly recommend that your applicant contact the Army Corp of Engineers, Regulatory Branch (Tel: 438-9258) regarding their permitting requirements.

   Pursuant to Federal Water Pollution Control Act [commonly known as the "Clean Water Act" (CWA)], Paragraph 401(a)(1), a Section 401 Water Quality Certification (WQC) is required for "[a]ny applicant for Federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may **result** in any discharge into the navigable waters..." (Emphasis added). The term "discharge" is defined in CWA, Subsections 502(16), 502(12), and 502(6); Title 40 of the Code of Federal Regulations, Section 122.2; and HAR, Chapter 11-54.

4. Please note that all discharges related to the project construction or operation activities, whether or not NPDES permit coverage and/or Section 401 WQC are required, must comply with the State's Water Quality Standards. Noncompliance with water quality requirements contained in HAR, Chapter 11-54, and/or permitting requirements, specified in HAR, Chapter 11-55, may be subject to penalties of $25,000 per day per violation.

If you have any questions, please visit our website at: http://health.hawaii.gov/cwb, or contact the Engineering Section, CWB, at (808) 586-4309.

Sincerely,

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

JF:bk

James Niermann

From: McIntyre, Laura <Laura.McIntyre@doh.hawaii.gov>
Sent: Monday, November 10, 2014 4:02 PM
To: James Niermann
Cc: rmtowill@hawaii.rr.com; Narimatsu, Noella
Subject: Preliminary Consultation for the Haleiwa Improvement District Project - DOH EPO response
Attachments: 14-240 PC for Haleiwa ID - EPO 11.10.14.pdf

Mr James Niermann, ACIP, LEED AP
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, HI 96819-3494
Via email: Jimn@rmtowill.com,
Via email: rmtowill@hawaii.rr.com

Dear Mr. Niermann:

SUBJECT: Preliminary Consultation for the Haleiwa Improvement District Project

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your letter dated October 20, 2014. Thank you for allowing us to review and comment on the project. They will provide specific comments to you if necessary. EPO recommends that you review the standard comments at: http://health.hawaii.gov/epo/home/landuse-planning-review-program/. You are required to adhere to all applicable standard comments.

We encourage you to examine and utilize the Hawaii Environmental Health Portal. The portal provides links to our e-Permitting Portal, Environmental Health Warehouse, Groundwater Contamination Viewer, Hawaii Emergency Response Exchange, Hawaii State and Local Emission Inventory System, Water Pollution Control Viewer, Water Quality Data, Warnings, Advisories and Postings. The Portal is continually updated. Please visit it regularly at: https://eha-cloud.doh.hawaii.gov

You may also wish to review the recently revised Water Quality Standards Maps that have been updated for all islands. The new Water Quality Standards Maps can be found at:
http://health.hawaii.gov/cwb/site-map/clean-water-branch-home-page/water-quality-standards/.

The EPO suggests that you examine the many sources available on strategies to support the sustainable and healthy design of communities and complete streets with green infrastructure, including:
Smart Growth America, National Complete Streets:
http://www.smartgrowthamerica.org/complete-streets/a-to-z
U.S. Environmental Protection Agency's (EPA's) sustainability programs: www.epa.gov/sustainability; and
U.S. EPA's Green infrastructure site: http://water.epa.gov/infrastructure/greeninfrastructure
2014 National Climate Change Report – Highlights for Hawaii:
http://ipcc-wg2.gov/AR5/images/uploads/WGIIAR5-Chap29_FGDall.pdf;

Complete Streets with green infrastructure provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling, and transit. Sustainable streets can incorporate such features as bioswales to reduce storm water runoff. We request you share all of this information with others to increase community awareness on sustainable, innovative, inspirational, and healthy community design.

Mahalo nui loa,

Laura Leialoha Phillips McIntyre, AICP
Program Manager, Environmental Planning Office

Laura Leialoha Phillips McIntyre AICP
Program Manager, Environmental Planning Office
Hawaii State Department of Health
919 Ala Moana Blvd. Rm. 312
Honolulu, Hawaii 96814
Direct Phone: (808) 586-4338
Email: laura.mcintyre@doh.hawaii.gov
Website: http://health.hawaii.gov/epo
Ua mau ke ea o ka aina I ka pono

NEIL ABERCROMBIE
GOVERNOR OF HAWAII

LINDA ROSEN, M.D., M.P.H.
DIRECTOR OF HEALTH

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

In reply, please refer to:
File:

EPO 14-240

November 10, 2014

Mr James Niermann, ACIP, LEED AP
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, HI 96819-3494
Via email: Jimn@rmtowill.com,
Via email: rmtowill@hawaii.rr.com

Dear Mr. Niermann:

SUBJECT: Preliminary Consultation for the Haleiwa Improvement District Project

The Department of Health (DOH), Environmental Planning Office (EPO), acknowledges receipt of your letter dated October 20, 2014. Thank you for allowing us to review and comment on the project. They will provide specific comments to you if necessary. EPO recommends that you review the standard comments at: http://health.hawaii.gov/epo/home/landuse-planning-review-program/. You are required to adhere to all applicable standard comments.

We encourage you to examine and utilize the Hawaii Environmental Health Portal. The portal provides links to our e-Permitting Portal, Environmental Health Warehouse, Groundwater Contamination Viewer, Hawaii Emergency Response Exchange, Hawaii State and Local Emission Inventory System, Water Pollution Control Viewer, Water Quality Data, Warnings, Advisories and Postings. The Portal is continually updated. Please visit it regularly at: https://eha-cloud.doh.hawaii.gov

You may also wish to review the recently revised Water Quality Standards Maps that have been updated for all islands. The new Water Quality Standards Maps can be found at: http://health.hawaii.gov/cwb/site-map/clean-water-branch-home-page/water-quality-standards/.

The EPO suggests that you examine the many sources available on strategies to support the sustainable and healthy design of communities and complete streets with green infrastructure, including:
Smart Growth America, National Complete Streets:
http://www.smartgrowthamerica.org/complete-streets/a-to-z
U.S. Environmental Protection Agency's (EPA's) sustainability programs: www.epa.gov/sustainability; and
U.S. EPA's Green infrastructure site: http://water.epa.gov/infrastructure/greeninfrastructure
2014 National Climate Change Report – Highlights for Hawaii:
http://ipcc-wg2.gov/AR5/images/uploads/WGIIAR5-Chap29_FGDall.pdf;

Complete Streets with green infrastructure provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling, and transit. Sustainable streets can incorporate such features as bioswales to reduce storm water runoff. We request you share all of this information with others to increase community awareness on sustainable, innovative, inspirational, and healthy community design.

Mahalo nui loa,

Laura Leialoha Phillips McIntyre, AICP
Program Manager, Environmental Planning Office

NEIL ABERCROMBIE
GOVERNOR

JESSICA E. WOOLEY
DIRECTOR

STATE OF HAWAI'I
OFFICE OF ENVIRONMENTAL QUALITY CONTROL
Department of Health
235 South Beretania Street, Suite 702
Honolulu, Hawai'i 96813
Telephone (808) 586-4185
Facsimile (808) 586-4186
Email: oeqchawaii@doh.hawaii.gov

November 25, 2014

Mr. James Niermann, AICP, LEED AP
Planning Project Coordinator
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawai'i 96819-3494

SUBJECT: Request for Preliminary Consultation for the Hale'iwa Improvement District Project, Hale'iwa, Oahu, Hawai'i, TMK plats: (1) 6-2-05, 06, and 12, 6-6-01, 02, 04, 09, 10, and 17

Dear Mr. Niermann:

Aloha. This is in response to your October 20, 2014, letter regarding the subject matter. Your letter reveals intentions by the Department of Design and Construction (DDC), City and County of Honolulu (CCH), to construct walkways, install underground utility lines, and landscape the sides of Kamehameha Highway between 'Ōpae'ula Stream Bridge, also known as the Twin Bridges, and the Anahulu River Bridge within the Hale'iwa Special Design District. After review of your letter and the enclosed information, the Office of Environmental Quality Control offers these comments:

1. The information provided in your letter and enclosures could be incorporated as part of your initial environmental impact statement preparation notice (EISPN).

   In 2012, Chapter 343, Hawai'i Revised Statutes (HRS) was amended by Act 172, allowing an agency, through its judgment and experience that an environmental impact statement is likely to be required, to prepare an environmental impact statement that begins with the preparation of an environmental impact statement preparation notice (EISPN) as provided by rules. It's important to note that an EISPN is an agency determination just like a FONSI (finding of no significant impacts).

   The content requirements for an EISPN under Act 172, 2012, are found in §11-200-11.2(c) which states that the notice of determination shall indicate in a concise manner:

Identification of applicant or proposing agency;
Identification of accepting authority;
Brief description of proposed action;
Determination;
Reasons supporting determination; and
Name, address, and phone number of contact person for further information.

Under the Act 172 amendment, an environmental assessment is no longer required to support an EISPN determination. Rather, the EISPN is based on the approving agency's experience and judgment. Please note that it is very important to list the reasons supporting the determination under the new EISPN requirements. In this case, the EISPN is a stand-alone document.

Alternatively, an agency may opt to issue an EISPN supported by an environmental assessment, in which case the project will be published as an FEA-EISPN, not an Act 172 EISPN.

2. The study should identify best management practices and other advanced methodology to mitigate environmental and social impacts.

Thank very much for the opportunity to provide comments to your project. Please feel free to contact me at (808) 586-4185 if you have any questions.

Sincerely,

Herman Tuiolosega
Senior Planner

NEIL ABERCROMBIE
GOVERNOR

FORD N. FUCHIGAMI
INTERIM DIRECTOR

Deputy Directors
RANDY GRUNE
AUDREY HIDANO
ROSS M. HIGASHI
JADINE URASAKI

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

IN REPLY REFER TO:

STP 8.1702

October 28, 2014

Mr. James Niermann, AICP, LEED AP
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Mr. Niermann:

Subject: Pre-Consultation for the Hale'iwa Improvement District Project
TMK: (1) 6-2-05, 06, and 12; (1) 6-6-01, 02, 04, 09, 10, and 17

A permit from the Department of Transportation (DOT), Highways Division is required should the subject project need the transport of oversized and/or overweight materials and equipment on State highway facilities.

If there are any questions, please contact Mr. Norren Kato of the DOT Statewide Transportation Planning Office at telephone number (808) 831-7976.

Very truly yours,

FORD N. FUCHIGAMI
Interim Director of Transportation

c: Ann Shimatsu, City and County of Honolulu, Department of Design and Construction

Preliminary Consultation Comments: County Agencies

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843

November 13, 2014

KIRK CALDWELL, MAYOR

DUANE R. MIYASHIRO, Chair
ADAM C. WONG, Vice Chair
MAHEALANI CYPHER
THERESIA C. McMURDO
DAVID C. HULIHEE

ROSS S. SASAMURA, Ex-Officio
ROSS M. HIGASHI, Ex-Officio

ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

ELLEN E. KITAMURA, P.E.
Deputy Manager and Chief Engineer

Mr. James Niermann, AICP, LEED AP
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Mr. Niermann:

Subject: Your Letter Dated October 20, 2014 Requesting Comments on the Haleiwa Improvement District Project – Tax Map Key: 6-2-005, 006, and 6-6-001, 002, 004, 009, 010, and 017

Thank you for your letter regarding the proposed Haleiwa Improvement District Project.

The existing water system is adequate to accommodate the proposed improvements. However, please be advised that this information is based upon current data, and therefore, the Board of Water Supply reserves the right to change any position or information stated herein up until the final approval of the building permit application. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.

When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission and daily storage.

The construction drawings should be submitted for our approval.

The construction schedule should be coordinated to minimize the impact to our existing customers.

If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division at 748-5443.

Very truly yours,

for ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer

DEPARTMENT OF FACILITY MAINTENANCE

CITY AND COUNTY OF HONOLULU

1000 Ulu`ohia Street, Suite 215, Kapolei, Hawaii 96707
Phone: (808) 768-3343 • Fax: (808) 768-3381
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR

ROSS S. SASAMURA, P.E.
DIRECTOR AND CHIEF ENGINEER

EDUARDO P. MANGLALLAN
DEPUTY DIRECTOR

IN REPLY REFER TO:
DRM 14-970

November 7, 2014

Mr. James Niermann, AICP, LEED AP
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Niermann:

SUBJECT: Request for Preliminary Consultation for the Hale'iwa Improvement District Project, Hale'iwa, O'ahu, Hawai'i

Thank you for the opportunity to review and provide our input regarding your letter dated October 20, 2014, on the above subject.

The following are Road Division's comments:

1. Provide all necessary Best Management Practices along Kamehameha Highway when performing streetscape improvement work.
2. All work to be performed within Kamehameha Highway right-of-way shall require proper City permits (Street Usage Permit, Grading/Trenching Permit, etc.).
3. All work within Kamehameha Highway right-of-way shall be constructed to City standards or City approved standards.
4. All damages to the existing infrastructure within the Kamehameha Highway right-of-way, during the streetscape improvement construction phase, shall be repaired or replaced in-kind, using the same or approved material(s) and accepted by the City at the owner's expense.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance at 768-3697.

Sincerely,

Ross S. Sasamura, P.E.
Director and Chief Engineer

DEPARTMENT OF PARKS & RECREATION

CITY AND COUNTY OF HONOLULU

1000 Uluohia Street, Suite 309, Kapolei, Hawaii 96707
Phone: (808) 768-3003 • Fax: (808) 768-3053
Website: www.honolulu.gov

KIRK CALDWELL
MAYOR

MICHELE K. NEKOTA
DIRECTOR

JEANNE C. ISHIKAWA
DEPUTY DIRECTOR

November 5, 2014

Mr. James Niermann, AICP, LEED AP
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Niermann:

SUBJECT: Request for Preliminary Consultation for the Haleiwa Improvement Project Haleiwa, Oahu
TMK plats: (1) 6-2-05, 06 and 12, 6-6-01: 02, 04, 09, 10, and 17

Thank you for the opportunity to review and comment on the proposed Haleiwa Improvement Project.

The Department of Parks and Recreation has no comment at this time however; wishes to remain a consulted party to the balance of the Environmental Impact Statement process.

Should you have any questions, please contact Mr. John Reid, Planner, at 768-3017.

Sincerely,

Michele K. Nekota
Director

MKN:jr
(585246)

cc: Miles Hazama, DPR, D-IV

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 3RD FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

KIRK CALDWELL
MAYOR

MICHAEL D. FORMBY
DIRECTOR

MARK N. GARRITY, AICP
DEPUTY DIRECTOR

TP10/14-585351R

November 19, 2014

Mr. James Niermann, AICP, LEED AP
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Niermann:

SUBJECT: Request for Preliminary Consultation for the Haleiwa Improvement District Project, Haleiwa, Oahu, Hawaii, TMK plats: (1) 6-2-05, 06 and 12, 6-6-01, 02, 04, 09,10, and 17

This responds to your correspondence of October 20, 2014, requesting our review of the subject project. Based on our review, we have the following comments to offer:

1. To the extent practicable, the design of the project should be consistent with the City's Complete Streets ordinance and include features to encourage walking, bicycling and use of transit.

2. The project should include convenient bicycle parking, public benches/seating, landscaping, and bus shelters with lighting at bus stops.

3. The affected Neighborhood Boards, as well as the area residents, businesses, emergency personnel, bus personnel, etc. should be kept current about the proposed project and its impact on the adjoining local street network area.

Should you have any further questions on the matter, you may contact Virginia Sosh of my staff at 768-5461.

Very truly yours,

Michael D. Formby
Director

DEPARTMENT OF ENVIRONMENTAL SERVICES
CITY AND COUNTY OF HONOLULU
1000 ULUOHIA STREET, SUITE 308, KAPOLEI, HAWAII 96707
TELEPHONE: (808) 768-3486 ● FAX: (808) 768-3487 ● WEBSITE: http://envhonolulu.org

KIRK CALDWELL
MAYOR

LORI M.K. KAHIKINA, P.E.
DIRECTOR

TIMOTHY A. HOUGHTON
DEPUTY DIRECTOR

ROSS S. TANIMOTO, P.E.
DEPUTY DIRECTOR

IN REPLY REFER TO
PRO 14-151

October 24, 2014

Mr. James Niermann, Planning Project Coordinator
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Niermann:

SUBJECT: Request for Preliminary Consultation for the Hale'iwa Improvement District, Hale'iwa, Oahu, Hawai'i
TMK plats: (1) 6-2-05, 06, and 12, 6-6-01, 02, 04, 09, 10, and 17

In response to your letter dated October 20, 2014, Ref. No.1-22224-01, this is to confirm that an electronic copy of our study, "North Shore Regional Wastewater Alternatives Plan", February 2012, was sent to you by email on October 21, 2014. This report is the only current report we have that is relevant to the subject ID Project.

If you have any questions or require additional information, please call me at 768-3464.

Sincerely,

Jack Pobuk, P.E.
CIP Program Coordinator

HONOLULU FIRE DEPARTMENT

CITY AND COUNTY OF HONOLULU

636 South Street
Honolulu, Hawaii 96813-5007
Phone: 808-723-7139 Fax: 808-723-7111 Internet: www.honolulu.gov/hfd

KIRK CALDWELL
MAYOR

MANUEL P. NEVES
FIRE CHIEF

LIONEL CAMARA JR.
DEPUTY FIRE CHIEF

November 17, 2014

Mr. James Niermann, AICP, LEED AP
Planning Project Coordinator
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Mr. Niermann:

Subject: Preliminary Consultation for the Haleiwa Improvement District Project
Tax Map Keys: 6-2-005: 006 and 012
6-6-001: 002, 004, 009, 010, and 017

In response to your letter dated October 20, 2014, regarding the above-mentioned subject, the Honolulu Fire Department (HFD) requests that R. M. Towill Corporation consider how the design and construction will impact the HFD's access to fire hydrants and fire department connections or create obstructions for fire apparatuses. We ask that you consult our Plans Checking section to ensure that adequate access is maintained during construction and after completion of the improvements.

In addition, you may wish to consider how any new walkways, street frontage improvements, parking changes, landscape installations, or other improvements might increase the HFD's response times. We can meet with you to explain how such features can inadvertently slow down emergency response vehicles.

Should you have questions, please contact Battalion Chief Terry Seelig of our Fire Prevention Bureau at 723-7151 or tseelig@honolulu.gov.

Sincerely,

SOCRATES D. BRATAKOS
Assistant Chief

SDB/SY:bh

cc: Ann Shimatsu, Project Manager
Department of Design and Construction

Preliminary Consultation Comments: Utility Companies

James Niermann

From: Jon Uyehara <Jon.Uyehara@hawaiiantel.com>
Sent: Wednesday, October 29, 2014 3:54 PM
To: James Niermann
Cc: Leslie Loo; Kenwynn Goo; Gregory Chamberlain
Subject: Haleiwa Improvement District
Attachments: img-X29154124-0001.pdf

Dear Jim,

I received the attached letter that you submitted to our CEO Eric Yeaman. Thank you for the notification. Please coordinate any future requests through my team as we will handle or direct to the appropriate internal parties any informational requests. I've cc'd Les Loo on my team who will act as focal until we near the construction phase. Please let Les know of any requirements.

Thank You,

Jon M. Uyehara
Sr. Manager - Outside Plant Engineering
Hawaiian Telcom, Inc.

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Hawaiian Telcom

November 11, 2014

R.M. Towill Corporation
2024 North King Street, Suite 2400
Honolulu, Hawaii 96819-3494
Attention: Mr. James Niermann, AICP, LEED AP

Dear Mr. Niermann:

Subject: **Request for Preliminary Consultation for the Haleiwa Improvement District Project Haleiwa, Oahu, Hawaii, TMK plats: (1) 6-2-05, 06, and 12, 6-6-01, 02, 04, 09, 10, and 17**

In response to your letter dated October 20, 2014, we have determined that Hawaiian Telcom will serve the proposed project site from its Waialua Central Office located on Waialua Beach Road.

The existing facilities and overhead infrastructure in the vicinity of these parcels will have sufficient capacity for any proposed developments. The area is provisioned with copper facilities and, if an upgrade to the existing service is considered, fiber optic cable is available. The number of fiber optic strands provided will be dependent upon the customer's service requirements.

Any related distribution systems throughout the developments may also require additional overhead infrastructure and underground conduits, pullboxes, handholes and manholes. Hawaiian Telcom specifications require 2- or 4-inch conduits, 2'x 4' or 3'x 5' pullboxes, 4'x 6' handholes, and 5'x 10' manholes. The types and amounts will be dependent upon the design of the developments.

The Developer's off-site and on-site improvement costs to provide service to the project sites will include supplementing the existing overhead and underground support structures and/or extending new overhead and underground support structures. The responsibility of the costs belongs to the Developer.

If you have any questions or require assistance in the future on this project, please call me at 546-7761.

Sincerely,

Les Loo
Network Engineer - Outside Plant Engineering
Network Engineering & Planning

File [Waialua]

James Niermann

From: Yonezawa, Dean <dean.yonezawa@twcable.com>
Sent: Tuesday, October 28, 2014 11:01 AM
To: James Niermann
Subject: Haleiwa Improvement District Project *CATV*
Attachments: HALEIWA IMPROVEMENT DISTRICT CATV.pdf

Hi James-

Pls find Oceanic's site dwg showing the CATV routing along the subject area.

Should you have any questions, I can be reached at 625-8456.

Thank-you,

Dean Yonezawa
OSP Engineer
625-8456

Cc: CATV ref# E-21145

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KAM HY
PAELAA RD
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KUIOLA PL
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ANIARA RD
KEWALO LN
OPAELULA RD
EMERSON RD
MAHAULU LN
ANAHULU PL
HALEMA RD
LOKOKA PL

Preliminary Consultation Comments: Community Organizations

HISTORIC HAWAI'I FOUNDATION
1974 ► 2014

November 13, 2014

James Niermann, AICP, LEED AP
Planning Project Coordinator
R.M. Towill Corporation
2024 N. King Street, Suite 200
Honolulu, Hawai'i 96819

RE: Request for Preliminary Consultation for the Hale'iwa Improvement District Project Hale'iwa, O'ahu, Hawai'i TMK (1) 6-2-05, 06, 12 and (1) 6-6-01, 02, 04, 09, 10, 17

Dear Mr. Niermann,

Thank you for including Historic Hawai'i Foundation in the preliminary consultation for the Hale'iwa improvement district project. Since 1974, Historic Hawai'i Foundation (HHF) has served as the statewide preservation nonprofit advocating for and encouraging the preservation of Hawai'i's significant historic places.

HHF received correspondence dated October 21, 2014 outlining the proposed improvement project, which includes construction of sidewalks, underground utilities, and installation of landscaping. The project area consists of the general vicinity between O'pae'ula Stream Bridge and Anahula River Bridge within the Hale'iwa Special District. Though not currently registered, Hale'iwa is eligible as a historic district for the State and National Registers of Historic Places.

Historic Hawai'i Foundation fully supports and encourages investment and maintenance of our State's important historic districts. We have no objection to the project proceeding, but recommend that certain safeguards be included in the scope of work to ensure that the project will not adversely affect historic properties. We highly recommend that an architectural survey is completed of the area to identify the contributing properties and character-defining features prior to commencing work. We further recommend nominating Hale'iwa to the State and National Registers to bring additional attention and resources for preserving the historic town. Once listed, business owners could benefit from City and County tax benefits for historic commercial properties. Federal tax credits and other grants could also be available for business owners in the area.

Though the scope of the project is not fully clarified, we want to ensure that all work within the potential historic district does not adversely impact the character-defining features or distract from the historic feel. We feel that it is appropriate to refer to the Secretary of Interior Standards for the Treatment of Historic Properties in developing the final scope of work and design specifications.

HHF would like to remain a consulting party throughout this consultation and project. Megan Borthwick, Preservation Program Manager, will be the point of contact. She can be reached by phone (808) 523-2900 or by email megan@historichawaii.org

Sincerely,

Kiersten Faulkner, AICP
Executive Director

680 Iwilei Road, Suite 690 / Honolulu, Hawai'i 96817 / Tel (808) 523-2900 / Fax (808)523-0800
Email preservation@historichawaii.org / Web www.historichawaii.org