April 12, 2012

The Honorable Gary L. Hooser, Director
Office of Environmental Quality Control
State of Hawaii
State Office Tower, Room 702
235 South Beretania Street
Honolulu, Hawaii 96813

Dear Mr. Hooser:

Subject: Chapter 25, Revised Ordinances of Honolulu, Draft Environmental Assessment
Project: New Mixed Use Commercial Building
Applicant: Sungho (Andy) Kim
Agent: On the Ball Engineering, LLC (Chris Ball)
Location: 87-1818 Farrington Highway
Request: Special Management Area Use Permit (Major)
Tax Map Key: 8-7-35: 5
Proposal: Construction of a new two-story mixed use commercial building and appurtenant site improvements.

Attached is a completed OEQC publication form and project summary, a hard copy of the Draft Environmental Assessment (DEA), and an electronic copy of the DEA on a CD. Based on the significance criteria outlined in Title 11, Chapter 200, Hawaii Administrative Rules, the applicant is not anticipating that preparation of an Environmental Impact Statement will be necessary. Please publish this notice in the next issue of “The Environmental Notice.”

If you have any questions, please contact Lin Wong of our staff at 768-8033.

Very truly yours,

[Signature]

David K. Tanoue, Director
Department of Planning and Permitting

DKT: nw

Enclosure
cc: On the Ball Engineering, LLC (Chris Ball)
87-1818 FARRINGTON HIGHWAY
PROPOSED BUILDING PROJECT
Waianae, Oahu, Hawaii

Draft Environmental Assessment
April 2012

On The Ball Engineering, LLC.
182 Opihikao Way
Honolulu, HI 96825
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1) Agency correspondence
2) 87-1818 Farrington Highway Construction Drawings
Summary of Information

Project Name: Mix Use Building Project

Applicant/Owner: Mr. Sungho (Andy) Kim
49 Oneawa Street
Kailua HI 96734 (808-286-0009)

Agent: Chris Ball
On the Ball Engineering, LLC
182 Opikao Way
Honolulu HI 96825
otbeng@aol.com, 271-5240

Approving Agency: Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu HI 96813

Project Address: 87-1818 Farrington Highway
Waianae HI 96792

Tax Map Key: 8-7-035: 005

State Land Use District: Urban

General Plan: Rural

Waianae Sustainable Communities Plan: Rural Residential

Zoning: B-1 Neighborhood Business District, 40 ft. height limit

Special Management Area: Entire Project limits inside Special Management Area

Lot Area: 19,373 square feet

Existing Use: Vacant Land

Project Description: A two story building is proposed, which includes both commercial retail space, a laundry mat and accessory residential space. Parking will be provided to service the planned uses. New utilities, including sewer, water, electrical and communication will be provided to serve the facility.
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Chapter 1
Introduction of the Proposed Action

1.1 Project Overview
This Environmental Assessment was prepared for the proposal to construct a two-story building and parking area, located in Waianae/Nanakuli District, on the Island of Oahu (See Figure 1 – Vicinity and Location Map).

The project will include the construction of a seven thousand six hundred four (7,604) square foot building; the total lot foot print coverage is four thousand two hundred fifty-five (4,255) square feet. The ground level portion of the building will include a larger retail area (grocery), two smaller retail spaces and a laundry facility. The second floor will include a private residence of the caretaker and office space.

1.2 Project Location

The proposed building is located at 87-1818 Farrington Highway, on the corner of Farrington Highway and Mohihi Street (see Figure 2 – Site & Utility Plan). Primary access to the site is provided from Mohihi Street which connects with Farrington Highway, secondary access is provided off Farrington Highway. The site consists of a 19,373 square foot lot and is rectangular in shape.

The project site is Tax Map Key (TMK): 8-7-035: 005, and is bordered by Farrington Highway to the west and Mohihi Street to the north. The properties to the east and south are residential single family homes. Across the street from the project site, there is a recycling redemption center (also on the corner of Farrington Highway and Mohihi Street). Just further west along Farrington Highway from the recycling redemption center, there are many additional commercial businesses. The existing site is currently vacant.

The project site in entirely within the Special Management Area (SMA) as defined in Chapter 205A, Hawaii Revised Statues (HRS) and Chapter 25 of the Revised Ordinances of Honolulu (ROH) (See Figure 3 – Zoning & SMA Boundary Map).

1.3 Purpose of the Environmental Assessment (EA)

The purpose of this environmental assessment is; to inform interested parties of the proposed project disclose the potential for adverse environmental impacts, identify measures proposed to sufficiently mitigate potential impacts, and seek public comment on the subject property. This EA describes existing conditions at the project site and proposes mitigation measure as necessary which address potential adverse environmental impacts that may result from the proposed action. This EA complies with Chapter 25, Revised Ordinances of Honolulu (ROH), which states that an EA shall be required as follows:
Sec. 25-3.3 Procedural guidelines.

(a) All development within the special management area shall be subject to review by the agency under the provisions of this chapter. Such review shall be pursuant to the objectives, policies and guidelines set forth herein.

(b) Consultation. Any applicant contemplating development within the special management area shall contact the agency for information regarding procedures and general information which may have a direct influence on the applicant’s proposed development.

(c) Assessment Requirements for Special Management Area Use Permits.

i. Any proposed development within the special management area requiring a special management area use permit shall be subject to an assessment by the agency in accordance with the procedural steps set forth in HRS Chapter 343. The director may allow the assessment to be conducted concurrently with the processing of the application for a special management area use permit.

1.4 Consulted Parties

Parties Consulted During the Pre-Environmental Assessment Consultation Period

State of Hawaii

Department of Land and Natural Resources, State Historic Preservation Division – email correspondence was sent to SHPD but no response was received at the time of publishing of this document.

Department of Health (DOH) – Telephone conversations were made to DOH to research the possibility of contamination of the project site because the last use of the site was a gas station. DOH indicated that there is no record of or any expectation that hazardous materials and/or contaminated soil is located on the project site.

City and County of Honolulu

Department of Planning and Permitting

Civil Engineering Branch (CEB) – project plans are currently in the review process with CEB.

Traffic Review Branch (TRB) – project plans are currently in the review process with TRB.

Wastewater Branch (WWB) – Sewer Connection Permit is included in the appendix

Board of Water Supply (BWS) – A letter from BWS stating water is available for the project is included in the appendix, project plans have been approved by BWS.

1.5 Permits and Approvals

- Issuance of a FONSI for the Final EA
- City and County of Honolulu, Special Management Area Permit;
- City and County of Honolulu, Sewer Connection Permit
- City and County of Honolulu, Grading Permit
- City and County of Honolulu, Building Permit
Figure 1 – Location and Vicinity Map
FIGURE 2 - Site & Utility Plan

SHEET NO. DRAWN BY DATE

REVISIONS SHEET TITLE PROJECT SITE & UTILITY PLAN

MÖHNI STREET (CITY)

LEGEND

PROPERTY LINE

SCALE 1" = 10'

FOR ESTIMATING PURPOSES ONLY

SUMMARY CHARGE

TOTAL $8,000.00

SHEET C-3

ON THE BALL ENGINEERING INC.

C-3
Chapter 2
Proposed Project and Description of Proposed Action

2.1 Existing Site Conditions

Nanakuli historically has been sparsely populated because of its lack of water. The surrounding Waianae region was mostly agricultural, specifically sugar cane. However, because of the limited supply of fresh water in Nanakuli, it remained relatively untouched until 1929 when the land was subdivided for Hawaiian homesteads. Lack of water and distance from employment meant little growth for the area until Farrington Highway was constructed.

The property proposed to be redeveloped is currently a vacant lot, however it was previously a Gas Express Station gas station that was closed in 1994. The existing site is relatively flat with elevations ranging from ten (10) feet in the southeastern corner to approximately eight (8) feet in the northwestern corner. It is bordered by Farrington Highway, a 60’ main arterial with two lanes in each direction to the south, and Mohihi Street, a 24’ road with one lane in each direction to the west. To the north and east are single family homes.

2.2 Proposed Project Description

The project will include the construction of a seven thousand six hundred four (7,604) square foot building; the total lot foot print coverage is four thousand two hundred fifty-five (4,255) square feet. The ground level portion of the building will include a larger retail space (grocery), two smaller retail spaces and a laundry facility. The second floor will include a private residence of the caretaker and office space.

The building from ground to top of roof is proposed to be 24’-4”. The first floor brick façade, and the second floor fiber cement panel siding. The roof throughout is asphalt single siding. On the first floor fronting the grocery and other retail spaces, a covered walking way with an asphalt single siding roof is provided. See the Construction Drawings in the appendices for architectural and civil plans.

The project will also include a parking area, pavement striping, and utility services for the building. Two driveways are proposed, primary access to the site is provided from Mohihi Street, secondary access is provided off Farrington Highway. The facility will require a new sewer, water, electrical and communication service connections. See Figure 2 – Site and Utility Plan.

2.2.1 Access and Parking

The proposed building is located at 87-1818 Farrington Highway (see Figure 2 – Site & Utility Plan). Primary access to the site is provided from Mohihi Street which connects with Farrington Highway, secondary access is provided off Farrington Highway. The site consists of a 19,373 square foot lot and is rectangular in shape. Parking for project will be provided onsite and will meet county zoning code requirements for urban development (City and County B-1); the site will accommodate thirty-two (32) spaces, including two accessible spaces.
2.2.2 Sidewalks

Right-of-way improvements are not proposed within the state right-of-way along Farrington Highway or within the city right-of-way along Mohihi Street. Existing along both streets are concrete sidewalks, curbs and gutters.

2.2.3 Landscaping

The lot is currently mostly aggregate base and asphalt concrete. There is minimal vegetation along the fringes of the property and the fence line. The portion of the site fronting Mohihi Street will be grassed and six canopy trees will be provided to shade the proposed parking lot. These trees will be Madagascar Olive or similar, with a minimum 2” caliper. The north and west frontages allow Mohihi Street and Farrington Highway will include a 36” high screening hedge. The east and south side property lines will include a solid fence with a vine or shrub planted at the bottom of the fence. There will also be simple landscaping including small shrubs and grassed provided on both the south and eastern property boundaries adjacent to the proposed four foot wide concrete walkways. Existing rock walls along the property line will be left in place. (See Figure 2 – Site and Utility Plan)

2.2.4 Infrastructure

A new 2-1/2” inch water service lateral will be tapped off of an existing 8-inch water main on Mohihi Street, and a 2-inch water meter will be installed to service the new building.

A new 4-inch sewer lateral will connect to the building from a 10-inch City and County sewer main in Mohihi Street.

The site will be graded to be consistent with existing drainage patterns. Storm water runoff from the site will continue to sheet flow to Farrington Highway and Mohihi Street. Gutters in Farrington Highway and Mohihi Street convey the flow to an existing catch basin at the corner of Farrington Highway and Mohihi Street. (See Figure 2 – Site and Utility Plan).

New electrical and communication services will be provided to the building.

2.3 Hours of Operation

The grocery and laundry facilities will operate from 8:00 a.m. until 8:00 p.m. The smaller retail hours are unknown at this time, but will occur within the hours the grocery and laundry facilities are operating. At full capacity, with no vacancies there will be twelve (12) people working on site during peak hours.

2.4 Project Cost

The planning, design and construction costs of the proposed project is approximately $800,000 and will be entirely privately funded.
2.5 Project Schedule

The project will take approximately 6 to 8 months of construct, which is anticipated to begin in June of 2012. The proposed new businesses are anticipated to be operational by December 2012.
Chapter 3
Affected Environment, Potential Environmental Impacts and Mitigation Measures

The purpose of this chapter is to describe existing environmental conditions in the study area of the proposed action. It also describes the environmental impacts that may result from constructing the proposed building, including impacts that may occur during construction and proposed mitigation measures.

3.1 Climate

The climate in Waianae is dry compared to the rest of the Island of Oahu. Generally, rainfall is less than 25 inches along the coastline. Relatively warm temperatures exist year round, between 72-80 degrees Fahrenheit, however in the summer temperatures can reach the mid-90’s. Prevailing tradewinds are diminished by the Waianae mountain range, contributing to the arid feeling of the coast.

Potential Impacts and Mitigative Measures
The proposed project will have no impacts on regional climate conditions.

3.2 Topography and Soils

The property is currently a fenced in vacant lot (See Figure 6 – Site Photos). The project site is relatively flat with slopes between 0 to 3 percent. The southeast boundary of the sight is slightly higher than the northwest boundary. According to the The U.S Department of Agriculture Soil Conservation Service’s “Soils Survey for the Islands of Kauai, Oahu, Maui, Molokai and Lanai” the soil is classified as Malama stoney silty clay loam (MnC). Malama stoney silty clay loam consists of coral rock fragments and well drained soils typically found in and along the coastal plains.

Potential Impacts and Mitigative Measures
The proposed project will require some excavation, filling and grading. However, the construction activities will not significantly alter the topography of the project site. Based on the Geotechnical Investigation Report that was completed in October 2010 it was determined that beneath the top one foot of asphalt and fill, is very hard coral ledges. Slab-on-grade construction is proposed for the building, the soils report recommends that the slab be constructed with a minimum of 12-inches of select granular fill beneath it.

Other minor on-site excavation will be limited to the superficial removal and replacement of existing pavement and accommodating utility hookups. The new surface parking lot area will involve minor excavation, fill and grading. These areas will not generally require excavation to deeper levels. The topography of the area will not be significantly altered or impacted.

The area of soil disturbance within the project site will not be greater than one acre. Thus a National Pollutant Discharge Elimination System permit is not required.
Construction-related activities will conform to the “Rules Relating to Soil Erosion Standards and Guidelines”, including strict erosion control and dust control measures. A silt fence will be placed along the Farrington Highway and Mohihi Street, and temporary catch basin protection will be provided for the catch basin on Farrington Highway to prevent any sediment from reaching the existing drainage systems. Ground cover plantings, landscaping and hardscape will be in place when construction is done, thereby minimizing potential soil loss.

3.3 Water Resources

The proposed project is located approximately 400’ northeast from the Pacific Ocean. There are no streams, rivers, ponds or wetlands or other surface water bodies within the project limits. The nearest fresh water stream is Nanakuli Stream approximately 500’ to the west, and the project runoff does not drain into it.

Potential Impacts and Mitigative Measures
The proposed project will have no adverse impacts to surface waters. During construction, Best Management Practices will be employed such as silt fences and crushed rock entrances to prevent impacts.

3.4 Drainage

The existing stormwater runoff from the project site sheet flows to Farrington Highway and Mohihi Street; roadway gutters on Mohihi and Farrington Highway convey the runoff to a catch basin at the corner of Farrington Highway and Mohihi Street.

The proposed project is slightly increasing the amount of runoff, due to increase in impervious area.

Potential Impacts and Mitigative Measures
No adverse impacts are anticipated to the surrounding drainage systems. The storm drain systems will not be impacted because any additional storm water generated from the development of the site due to increase in impervious area will be stored onsite in small detention ponds. Storm water runoff from the project site during construction will be controlled in compliance the City’s “Rules Relating to Storm Drainage Standards”.

3.5 Flood Hazard

According to the FIRM Maps, the project site is located within an area Zoned D, which are “areas where flood hazards are undetermined” (See Figure 4 – FIRM Map). According to the Pacific Disaster Center, the project site lies inside the established tsunami evacuation zones (http://www5.hawaii.gov/tsunami/maps.asp) (See Figure 5 – Tsunami Hazard Map).

Potential Impacts and Mitigative Measures
The proposed project will have no impacts on flood hazard conditions. No mitigation measures are proposed.
3.6 Biological Resources

The proposed project is currently vacant and fenced in, with mostly aggregate base and asphalt concrete. There is minimal vegetation along the fringes of the project at the fence line. The existing vegetation is patchy weeds and grasses, and some kaiwe bushes along the perimeter.

Wildlife was not observed, however it is likely that feral cats, mongoose and rodents forage for food, water and shelter in the area.

Potential Impacts and Mitigative Measures

The proposed project will not have any adverse impacts on the area’s vegetation or wildlife habitat. The project is not anticipated to result in any adverse impacts to native plant or animal species that are endangered, rare or threatened. The project will improve landscaped areas. The portion of the site fronting Mohihi Street will be grassed and six canopy trees will be provided to shade the proposed parking lot, these trees will be Madagascar Olive or similar, minimum 2 inch caliper. There will also be screening hedges, and simple landscaping such as gasses provided on both the south and eastern property boundaries adjacent to the proposed four foot wide concrete walkways.

3.7 Air Quality & Noise

Construction activities including clearing, grubbing, and grading will temporarily affect the air quality.

Farrington Highway is relatively busy main arterial and noise from the roadway is fairly high. Sources of noise from the project will occur mainly during construction, the construction activities to develop the site will involve the use of heavy machinery and vehicles that will produce high levels of noise. The State Department of Health (DOH) regulates noise from fixed mechanical equipment. Construction activities are regulated by DOH through the issuance of permits that allow excessive construction noise during limited time periods. After construction, sources of noise include not only typical automobiles and motorcycles, but also delivery and semi-trucks. Other sources of noise include emergency vehicles with sirens at all hours of the day or night. The contractor will comply with the Community Noise Control regulations, and construction will be limited to daytime hours.

Potential Impacts and Mitigative Measures

City and County approved best management practices (BMP’s) will be implemented during construction. These measures will include silt and dust fencing along limit of work and will comply with Chapter 60.1, Air Pollution Control, Title 11, Department of Health, State of Hawaii. Mitigation measures to address short-term impacts include minimizing movement of construction vehicles during peak traffic periods to avoid traffic congestion and its associated increase in vehicular emissions. Also, frequent watering of unpaved and disturbed areas on the project site will help control the generation of dust. Landscaping disturbed areas as soon as possible is yet another mitigation measure. No long term impacts on air quality are
anticipated. Short-term construction noise will be generated during construction activity and the use of heavy machinery. Significant adverse impacts due to construction noise are not anticipated due to the temporary nature of the work. Project-related construction noise will and must comply with the State Department of Health Hawaii Administrative Rules, Chapter 11-46, Community Noise Control.

In the long term during the operational phase of the project, the new building will be air-conditioned so that will mitigate both noise impacts to those working inside and it will prevent noise from leaving the building. Any increase in noise levels that might result in the vicinity of the project site are not anticipated to exceed regulated noise levels. Long term operational noise, (after construction is complete and the new building is occupied) must also meet the State noise regulations.

3.8 Views

Currently, there are no views of the coast from the ground level of the project site. The project site is on the Mauka side of Farrington Highway, the opposite side of the beach. A small hill or berm, approximately six feet high on the ocean side of Farrington Highway blocks this view. However it is anticipated that the new structure will have a view of the ocean from the second story. See project site photos in Figure 6.

Potential Impacts and Mitigative Measures
The proposed building will be visible from nearby properties and Farrington Highway. The proposed building and related landscaping will comply with all applicable development standards and regulations regarding height, density, open space, building setbacks, and landscaping of the Land Use Ordinance. The proposed building will not have significant negative impacts on views in the project area.

3.9 Socio-Economic Characteristics

3.9.1 Cultural & Recreational Resources

The proposed project is surrounded by several different uses. Adjacent to the project on the northern and eastern sides are single family homes and across Mohihi Street on the western side is Maile Commercial Center and a Redemption and Recycling Facility.

Recreational resources in the project area are primarily beach and ocean related.

Potential Impacts and Mitigative Measures
The proposed project will not negatively impact any cultural resources. Approximately one mile south along Farrington Highway is a portion of the proposed “Nanakuli Village Center” which is currently in the planning phase. The proposed Nanakuli Commercial Center is a 47,000 square foot retail/commercial project that will display a Hawaiian cultural plantation theme.

There will be no adverse impacts to any recreational resources, the site is currently fenced in and is not available or functioning as an active use. Any space used for the building or parking will not reduce or remove recreational resources.
3.9.2 Population, Housing and Economic

The 2000 Census reported the population of Oahu at just under 900,000. Based on the City and County of Honolulu’s Department of Planning and Permitting (DPP) demographic profile for various Oahu neighborhoods, Nanakuli has a population of near 11,000.

According to 2000 census data complied by the City’s DPP, median household income in 1999 for the Nanakuli Area was just under $50,000, which is lower than the median household income of $52,280 for Oahu.

Potential Impacts and Mitigative Measures
The second floor of the proposed building will provide housing for the site caretaker, therefore impacts to Nanakuli’s population housing inventory are not significant.
The project will have positive short term construction related economic impacts. In the long term, the project will create job opportunities associated with the businesses and office space.

3.10 Public Services and Solid Waste

3.10.1 Protective Services

The Nanakuli Fire Station located at 89-334 Nanakuli Avenue will serve this project. The station is located 1.5 miles to the southeast.

The Waianae Police Station is located at 85-939 Farrington Highway, approximately 2 miles north of the project.

The closest hospitals to the project site are Pali Momi Medical Center and Kaiser Permanente Moanalua.

Potential Impacts and Mitigative Measures
The project is anticipated not to have significant impacts on the fire and police services. Unfortunately, due to the closure of Hawaii Medical Center the distance to medical services has increased, however the proposed project is anticipated to have negligible impacts on the Pali Momi and Kaiser facilities.

3.10.2 Solid Waste

Solid waste pickup will be contracted out to either the City and County of Honolulu or a private contractor such as King Recycling and Waste Disposal for a monthly fee. Final decisions will be determined upon the completion of construction.

Potential Impacts and Mitigative Measures
If waste pickup will be provided by the City and County of Honolulu, or a private contractro, the impact will not be significant.
3.11 Utilities and Infrastructure

3.11.1 Storm Drain System
There is no underground storm drain piping proposed on site, storm water runoff from the site will continue to sheet flow to Farrington Highway and Mohihi Street. Gutters in Farrington Highway and Mohihi Street convey the flow to an existing catch basin at the corner of Farrington Highway and Mohihi Street.

Potential Impacts and Mitigative Measures
The storm drain systems will not be impacted because any additional storm water generated from the development of the site due to increase in impervious area will be stored onsite in small detention ponds.

3.11.2 Water
Potable water is supplied by the Board of Water Supply, City and County of Honolulu. Existing facilities include an 8-inch main in Mohihi Street.

The building will be serviced by a 2½-inch service and a 2-inch domestic water meter. The lateral connects to the existing 8-inch main in Mohihi Street (See Figure 2 – Site & Utility Plan).

Average daily consumption is estimated at less than 2200 gallons per day.

There is one hydrant on Mohihi Street across the street by the mauka corner.

Potential Impacts and Mitigative Measures
Based on correspondence with the Board of Water Supply, the existing water system is presently adequate to accommodate the proposed development. See BWS letter included in the appendix.

3.11.3 Sewer
City and County sewer lines surround the site. An 8-inch sewer main in Farrington Highway connects to a 10-inch on Mohihi Street. Wastewater is transmitted to Waianae Wastewater Treatment Plant. WWT treats to secondary and is not operating a full capacity.

The building will be serviced by a 4” lateral which drains to an existing 10-inch in Mohihi Street.

Wastewater flow from the building averages less than 2000 gallons per day.

Potential Impacts and Mitigative Measures
Based on correspondence with the DPP Wastewater Branch, the existing sewer system is presently adequate to accommodate the proposed development. An Approved Sewer Connection Permit is attached in the Appendix.
3.11.4 Electrical Power

Overhead power lines are located on the mauka side of Farrington Highway, the lines are owned and maintained by Hawaiian Electric Company (HECO).

Overhead telephone and communication lines share the utility poles with HECO

Potential Impacts and Mitigative Measures
No negative impacts from the proposed project are anticipated in regards to electrical power.

3.12 Archaeological Resources

No Archaeological investigation is known to have been done on the site by the previous owners of the property, however available surveys in the area do not document any historical or cultural resources on the project site. There are sites documented at the 57.65 acre Ulehawa Beach Park Parcel (TMK:8-7--05:01,03 and 05; 8-7-06:03; 8-7-07:01, 8-7-08:26) which is across Farrington Highway from the project site. An Archaeological Inventory Survey of the beach park identified four historic properties: including SIHP # 50-80-12-9714, the tracks of the OR&L railroad; SIHP # 50-80-07-5761, three concrete WWII bunkers and two concrete foundations; and SIHP # 50-80-07-5762 and –5763 two discrete subsurface cultural layers (McDermott and Hammatt, 2000).

Potential Impacts and Mitigative Measures
Based on archaeological surveys it is extremely unlikely that any potentially significant archaeological sites are present due to the relatively high amount of historic and modern disturbance related to commercial and residential development.

No further archaeological investigations are recommended for the project site. However, in the unlikely event that potentially significant archaeological resources, including human burials, are encountered during construction excavations, work should halt and the State Historic Preservation Division (808-692-8015) should be notified.

3.13 Traffic

The project site is bordered by two existing roads, Farrington Highway and Mohihi Street. Farrington Highway is a State-owned two-way, four-lane, paved roadway that runs parallel to the Pacific Ocean. The road has curbs, gutters and sidewalks on both sides of the street.

Mohihi Street is a City-owned two-way, two lane paved road that runs in an east-west direction at the project site. Primary access to the project will be provided off of Mohihi Street. Secondary access will be provide from Farrington Highway at an existing driveway to the project site.

The City & County DPP, Traffic Review Branch (TRB) and Civil Engineering Branch (CEB) are in the processes of reviewing the plans; comments received to date will be address in the construction plan review process.
The number of employees, customers, and deliveries associated with the small grocery store and other commercial facilities are anticipated to be the same or less than the gas station that operated on the site.

Potential Impacts and Mitigative Measures
All of the construction will be limited to the project site except for the connection of a new water lateral in Mohihi Street, therefore impacts from construction traffic will be minimal. Traffic near the intersection of Farrington Highway and Mohihi Street may be temporarily impacted by construction traffic. The contractor will minimize impact to normal traffic activity by:

- Keeping one lane of traffic in either direction open at all times;
- Posting warning signs on both sides of the work area to alert motorists of road work and to slow traffic speed;
- Positioning traffic cones or other directional devices in the roadway to guide vehicles around work areas;
- Posting off-duty police officers for traffic control;
- Limiting construction to between 7:00 AM and 3:30 PM, Monday through Friday.

Based on plan reviews with TRB and CEB, the primary access is provided off of Mohihi Street. There are no additional comments on the plan and site layout.
Chapter 4
Relationship to Land Use, Policies and Controls

This chapter discusses State and City and County of Honolulu land use controls, plans, and policies relating to the proposed project.

State Land Use District: Urban
General Plan: Rural
Waianae Sustainable Communities Plan: Rural Residential
Zoning: B-1 Neighborhood Business District
Special Management Area: Inside Special Management Area
Special District: None

4.1 State Land Use District

The State of Hawaii – Land Use Commission designated the Nanakuli area as Urban. State Land Use Urban District is essentially defined as a “city-like” concentration of a population and its required services. Most of the populated areas near and around Farrington Highway are classified at “Urban”.

Discussion
The proposed project is consistent with the State Urban classification.

4.2 City and County of Honolulu

4.2.1 General Plan

The City and County of Honolulu General Plan defines the entire Waianae Coast Area as “Rural”. This area has a fairly small population compared with the other areas on the Island. The idea is to keep the Waianae area with a rural feel and preserve the natural environment, while also meeting the retail and housing needs of the existing residents. The proposed building meets these requirements by providing the residents with needed commercial uses, such as laundry facilities, while not significantly impacting the rural feel, as this site has previously been used for commercial purposes and has a fairly small footprint.

4.2.2 Waianae Sustainable Communities Plan

As noted above, the City and County of Honolulu’s objective is to keep Waianae as rural in both its landscape as well as its feel. The Waianae Sustainable Communities Plan is consistent with that theme. The Waianae Sustainable Communities Plan principal policies are to: Preserve Open Space; Preserve Historic and Cultural Resources; Preserve Agricultural Lands; No increase in lands designated for residential use; Encourage commercial and light industrial businesses that will serve the community. The project will be constructed on previously developed land, and
will provide the community with commercial services such as future retail and a small grocery store.

4.2.3 Zoning
As stated in the Land Use Ordinance (LUO) the Neighborhood Business District intent is to provide areas that meet the commercial and business needs of a city that supports the economic growth. The project is located within a B-1 district which is primarily to provide daily commercial needs for smaller areas. The Nanakuli area is a much more rural portion of Oahu, therefore it is appropriate that the proposed development be located along Farrington Highway which is the major travel route for the area. Therefore the two-story retail establishment (grocery and smaller retail), laundry facility, office space and the accessory residence are permitted within the B-1 zoning district.

Table 1 – B-1 Neighborhood Business Zoning District

<table>
<thead>
<tr>
<th>Development Standard</th>
<th>Proposed Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>5000 sq. ft.</td>
</tr>
<tr>
<td>Minimum Lot Width and Depth</td>
<td>50 ft.</td>
</tr>
<tr>
<td>Yards</td>
<td>10 ft. front, 5 ft side &amp; rear</td>
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<tr>
<td>Maximum Building Area</td>
<td>Not regulated</td>
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<tr>
<td>Maximum Density (FAR)</td>
<td>1.0</td>
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<tr>
<td>Open Space Bonus</td>
<td>n/a</td>
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<tr>
<td>Maximum Height (ft)</td>
<td>40 ft.</td>
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<tr>
<td>Height Set Back (ft)</td>
<td>Per Sec. 21-3.110-1(c)</td>
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</tbody>
</table>

4.2.4 Special Management Area
The site is located within the Special Management Area delineated by the County (See Figure 4 – SMA Boundary Map). Therefore the proposed improvements are subject to the requirements of Chapter 25 ROH. A Special Management Area Use Permit (Major) will be required prior to the start of construction. The project must meet the objectives and policies relating to the Costal Zone Management (CZM) and Special Management Area (SMA), as set forth in Chapter 205A-26, HRS as discussed below.

1. All development in the special management in the special management area shall be subject to reasonable terms and conditions set by the authority in order to ensure:

   A. Adequate access, by dedication or other means, to publicly owned or used beaches, recreation areas, and national reserves is provided to the extent consistent with sound conservation principles;
   B. Adequate and properly located public recreation areas and wildlife preserves are reserved;
   C. Provisions are made for solid and liquid waste treatment, disposition, and management which will minimize adverse effects upon special management area resources; and
D. Alterations to existing land forms and vegetation, except crops, and construction of structures shall cause minimum adverse effect to water resources and scenic and recreational, erosion, siltation, or failure in the event of earthquake.

Discussion: The Proposed Action would not adversely affect access to publicly-owned recreational areas, beaches, or natural reserves, nor would it impact public recreation areas of wildlife reserves. The Proposed Action would appropriately manage and dispose of regulated materials in accordance with applicable federal, State, and local regulations and ordinances. The Proposed Action would not adversely impact water resources or scenic and recreational amenities and would ensure minimum danger of floods, wind damage, landslides, erosion, siltation or failure in the event of earthquake.

2. No development shall be approved unless the authority has first found:

A. That the development will not have any substantial adverse environmental or ecological effect, except as such adverse effect is minimized to the extent practicable and clearly outweighed by public health, safety, or compelling public interests. Such adverse effects shall include, but not be limited to, the potential cumulative impact of individual developments, each one of which take in itself might not have substantial adverse effect, and elimination of planning options;
B. That the development is consistent with the objectives, policies, and special management area guidelines of this chapter and any guidelines enacted by the legislature; and
C. That the development is consistent with the county general plan and zoning. Such a finding of consistency does not preclude concurrent processing where a general plan or zoning amendment may also be required.

Discussion: The Proposed Action would require that appropriate permit application be prepared and reviewed by the City for approval.

3. The authority shall seek to minimize, where reasonable:

A. Dredging, filling or otherwise altering any bay, estuary, salt marsh, river mouth, slough or lagoon;
B. Any development which would reduce the size of any beach or other area usable for public recreation;
C. Any development which would reduce or impose restrictions upon public access to tidal and submerged lands, beaches, portions of rivers and streams within the special management areas and the mean high tide line where there is no beach;
D. Any development which would substantially interfere with or detract from the line of sight toward the sea from the state highway nearest the coast; and
E. Any development which would adversely affect water quality, existing areas of open water free of visible structures, existing and potential fisheries and fishing grounds, wildlife habitats, or potential or existing agricultural uses of land.
Discussion: The Proposed Action would not impact by dredging, filling, altering any water body. The Proposed Action would not impact public access to or use of coastal areas, including tidal and submerged lands and beaches, or portions of rivers or streams. The Proposed Action would not interfere with or detract from the line of sight toward the sea from any roadway. The project would not adversely impact water quality of ground water or surface waters or shoreline areas, fisheries, fishing grounds, wildlife habitats, or agricultural lands.

The project relates to the CZM objectives and policies in the following ways:

1) *Recreational resources.* As stated in section 3.9.1 Cultural and Recreational Resources, the site is currently fenced in and is not available or functioning as an active use. Any space used for the building or parking will not reduce or remove recreational resources.

2) *Historic resources.* As stated in section 3.12 Archeological Resources, no historical or cultural resources are documented or known to be onsite.

3) *Scenic and open space resources.* The scenic and open space resources will not be impacted by the project. As stated in previous sections, the building will not impact scenic views and currently the project is a fenced in vacant lot and is not a quality coastal scene.

4) *Coastal Ecosystems.* The project will not impact coastal ecosystems because any drainage leaving the project site is diverted into storm drains and will not adversely impact nearby coastal ecosystems.

5) *Economic uses.* The project will provide facilities and improvements important to the State’s economy. The site is located in an appropriate location to meet the communities’ commercial needs and provide economic uses to the nearby population.

6) *Coastal Hazards.* As stated in section 3.5 Flood Hazard, according to the Pacific Disaster Center, the project site lays inside the established tsunami evacuation zones. Therefore there is a possibility of hazard to life and property from tsunami and flooding, however the project is with sounding range of evacuation sirens and adjacent to Farrington Highway where emergency vehicles would alert businesses and residents of a tsunami. The development will comply with the requirements of the Federal flood Insurance Program. The development has been design so the building is the highest portion of the site; therefore no flooding of the building is anticipated.

7) *Managing Development.* The project will follow the requirements of the SMA process and the CZM objectives of managing the proposed development.

8) *Public participation.* The project will engage the public as well as provided public participation.

9) *Beach Protection.* The project is on the mauka side of Farrington Highway and will therefore not impact the nearby beach.

10) *Marine Resources.* The project is on the mauka side of Farrington Highway and will not impact marine resources.

The proposed project will not have any adverse environmental effects, and will meet required Hawaii Revised Statutes (HRS). The project is also in compliance with general plan, development plans and zoning as stated above.
FIGURE 3

ZONING & SMA BOUNDARY MAP

87-1818 FARRINGTON HIGHWAY
FIGURE 4 – Flood Insurance Rate Map
FIGURE 5 - Tsunami Hazard Map
View from Farrington Hwy looking mauka at project site

View from Mohihi Street looking Diamond Head at project site

FIGURE 6 – Site Photos
View from Project Site looking makai towards Farrington Highway

View from Project Site looking makai towards Farrington Highway and Mohihi Street

FIGURE 6 – Site Photos
View from Mohihi Street looking makai towards Farrington Highway

FIGURE 6 – Site Photos
FIGURE 7 - Erosion Control Plan

1. Install silt fence and temporary #2 crushed rock embankment.
2. Construct grading operations.
3. Install erosion control measures such as silt fencing, water barrels, and straw bales.
Chapter 5
Alternatives

5.1 No Action Alternative

The “No Action” alternative would result in not providing the community with a grocery; laundry facility, retail space and office space for businesses. The “No Action” alternative would prevent short and long term beneficial and adverse impacts described in this EA.

5.2 Alternate Site

The proposed site is zoned as Mixed-Use Development, consequently the proposed project is consistent with this use and will provide mixed-use needs in one central location to the community. Therefore, no alternative sites are being considered.

5.3 Alternative Design

Alternative site layouts were considered while developing the project. These included a single story option to limit costs and possible view impacts, however in order to meet all the needs, the footprint became too large to accommodate parking and access. Other options included different building orientations on the property, however these options as well were found to not provide the owner with the required parking and access requirement.

A two-story building was chosen because it provides the multiple mixed uses while minimizing the building footprint. Vehicular access is provided at two locations to streamline traffic flow and all required parking is provided on site.
Chapter 6
References


McDermott, Matt, and Hallett H. Hammatt “2000 Archeological Inventory Survey of the 57.65 Acre ‘Ulehawa Beach Park Parcel, Ahupua’a of Lualualei, Wai’anae District, Island of O’ahu, (TMK:8-7-05:01,03 and 05; 8-7-06:03; 8-7-07:01, 8-7-08:26). Cultural Surveys Hawaii, Kailua, Hawaii.


City and County of Honolulu, Revised Ordinances of Honolulu, as amended.


State of Hawaii, Hawaii Administrative Rules, as amended

State of Hawaii, Hawaii Revised Statutes, as amended

Coastal Zone Management objectives and policies

Special Management Area guidelines

U.S. Environmental Protection Agency website, http://epa.gov

APPENDICES

1) Agency correspondence
2) 87-1818 Farrington Highway Construction Drawings
SEWER CONNECTION APPLICATION

APPLICATION NO.: 2012/SCA-0027
DATE RECEIVED: 01/17/2012
PROJECT NAME: 2012/SCA-0027 New mix use development-supermarket/offices

LOCATION:

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<td>7</td>
<td>035</td>
<td>005</td>
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87-1818 FARRINGTON HWY 19,737 Sq. Ft.
SPECIFIC LOCATION: 87-1818 Farrington Highway

APPLICANT: BALL, CHRIS
182 OPIHIKAO WAY
HONOLULU, HI 96825

DEVELOPMENT TYPE: Commercial (Misc.)
OTHER USES: Supermarket/Offices, 12 employees
NON-RESIDENTIAL AREA: s.f.

SEWER CONNECTION WORK DESIRED: Existing
APPROXIMATE DATE OF CONNECTION: 02/01/2012

PROPOSED UNITS
No. of New Units: 0

EXISTING UNITS
No. of Existing Units: 0

UNITS TO BE DEMOLISHED
No. of Units to be Demolished: 0

PROPOSED UNITS

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<td>6-Bedroom:</td>
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REMARKS
Connect to existing lateral for 10 inch line on Mohihi Street.

APPROVAL DATE: 01/30/2012
EXPIRATION DATE: 01/29/2014

Valid 2-years after approval date. Construction plans shall be completed and approved within this 2-year period. Construction shall commence within 1-year after approval of plans.

*Applicable WSFC shall be collected at the prevailing rate in accordance with ROH 1990, Chapter 14, Sections 14-10.3, 14-10.4, 14-10.5 and Appendix 14-D.

REVIEWED BY: Tessa Ching

Sewer Development Division, Wastewater Branch

Initial Print Date: Monday January 30, 2012 10:25 am
Mr. Chris Ball  
On The Ball Engineering LLC.  
182 Opihikao Way  
Honolulu, Hawaii 96825  

Dear Mr. Ball:  

Subject: Your Letter Dated January 14, 2012 Requesting the Availability of Water to the Proposed Residential and Commercial Development, TMK: 8-7-35: 5  

Thank you for your letter on the proposed residential and commercial development.  

The existing water system is adequate to accommodate the proposed development. 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 your 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.  

If you have any questions, please contact Robert Chun at 748-5443.  

Very truly yours,  

[Signature]  
SUSAN UYESUGI  
Program Administrator  
Customer Care Division  

Water for Life . . . Ka Wai Ola
1. The objective of this Project is that the Client, the Architect, and the Contractor work cooperatively to produce a complete and quality project, within the time scheduled.

2. Verify conditions and dimensions relating to the Project before beginning. Promptly notify the Architect of any discrepancies and/or conditions which need clarification or may adversely affect the finished Project. Work carried out disregarding these instructions is subject to replacement at the expense of the Contractor.

3. Progress Schedule: Keep an up-to-date progress schedule graph or chart posted on the job site, for ready reference by the Architect and the Owner.

4. Drawings and Submittals Package: Upon completion of the work and prior to final payment, submit to the Owner a package labeled with the Project name, containing as-built reproducible drawings of all structural and electrical work, and final record drawings, shop drawings, product data, and samples (see AIA A201 Paragraph 4.11.1).

5. DOCUMENTS EXISTING CONDITIONS AFFECTED BY THE WORK BEFORE BEGINNING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR DAMAGE CAUSED BY THE WORK.

6. Work shall conform to applicable codes of the appropriate governing authorities and the best practice prevailing in the trade performing the work.

7. Coordinate work with the Owner and observe regulations and specifications of the Owner.

8. Work shown is by the Contractor unless noted otherwise.

9. Work shall be "new" unless indicated "existing".

10. The word "replace" means remove existing work and provide new work as indicated or required to complete the work.

11. Take measures to keep dust to a minimum. Remove all waste materials and dispose of offsite. Clean job site daily.

12. Written dimensions take precedence over scaled drawings. Dimensions are to picks of concrete, gauges and similar materials.

13. Take care not to damage adjacent structures, landscaping or utilities. Repair damages to existing conditions at additional cost to the Client.

14. It is the responsibility of the Contractor to verify location of all utility lines.

15. Maintain all existing fire control systems during construction.

16. Colors, past all new surfaces to match adjacent surface unless noted otherwise. Balanced and blended to adjacent exterior surfaces.

ADDRESS: 87-1818 FARRINGTON HWY WAIANAE, OAHU, HAWAII

TMK: 8-7-035:005
LOT AREA: 19,737 SF (0.453 Acres)

FLOOD ZONE: FIRM ZONE D
HEIGHT LIMIT: 40 FEET

ZONING (LUO): B-1, NEIGHBORHOOD BUSINESS DISTRICT

PROJECT LOCATION

SYMBOL LEGEND

VICINITY MAP
To the best of my knowledge, this project's design substantially conforms to the Building Energy Conservation Code for:

- Building Component Systems
- Electrical Component Systems
- Mechanical Component Systems

Signature: [Signature]
Date: 11/5/2010
Name: JOONGKU ALLEN KANG
Title: ARCHITECT
License No.: AR-13042

CITY AND COUNTY OF HONOLULU
REVISED ORDINANCE CHAPTER 32,
HONOLULU COUNTY CODE 1990, AS AMENDED

PROJECT:
CITY AND COUNTY OF HONOLULU
REVISED ORDINANCE CHAPTER 32,
HONOLULU COUNTY CODE 1990, AS AMENDED

IMPROVEMENTS
RT-18 A
PARKINGTON
HIGHWAY
TMK: 8-7-035.005
### NATURAL LIGHT & VENTILATION CALC.

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### FINISH SCHEDULE

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### WALL TYPES

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<th>PROJECT</th>
</tr>
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### MOUNTING HEIGHT DETAILS

1. PROVIDE BACKING PLATES AT ALL WALL MOUNT ACCESSORIES OTHERWISE NOTED.

2. NOT ALL ITEMS SHOWN MAY BE USED.

3. ALL TYPICAL DIMENSIONS SHOWN ARE MINIMUM UNLESS OTHERWISE NOTED.

4. ALL ACCESSIBLE DIMENSIONS SHOWN AS ABSOLUTE DIMENSIONS.

5. SEE PLANS FOR DIMENSIONAL VARIATIONS.

6. PROVIDE BACKING PLATES AT ALL WALL MOUNT ACCESSORIES.
20. All grading and construction work shall include measures to ensure that the incidence of pollution from the construction site will be reduced to the minimum extent practicable and will not cause or contribute to an impairment of water quality conditions.
MOHNI STREET (CITY)

FARRINGTON HWY (STATE)

EARTHWORK QUANTITIES:

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<th>ACREAGE</th>
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<tr>
<td>Backfill</td>
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GRAPHIC SCALE

1" = 0'0"
EROSION CONTROL NOTES / BMP'S

PREVIOUS EROSION CONTROL NOTES:
1. FOLLOW SEQUENCE OF OPENING AS DESIGNATED ON PLATES 23 AND 24 OF THE TABLES RELATING TO SEED, EROSION STABILIZATION AND GROUNDS. AVOID FINS OF THE DEPARTMENT OF PLANNING AND PERMITTING, CITY OF COURTS OF REZONING.
2. THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF LAND TO BE EXPOSED AT ANY TIME.
3. EXPOSED AREAS THAT ARE NOT AT ADEQUATE SCALES AND ARE NOT SUBJECT TO EROSION FOR MORE THAN 45 DAYS SHALL BE COVERED WITH A PROTECTIVE COVER OR BE FULLY COVERED FOR A PERIOD OF 60 DAYS, OR 1000 SQUARE FEET PER 1000 SQUARE FEET PER 1000 SQUAARE FEET IN ORDER TO PREVENT EROSION AND SILT BANDING.
4. TEMPORARY EROSION CONTROLS SHALL NOT BE REMOVED BEFORE PERMANENT EROSION CONTROLS ARE IN PLACE AND ENSURED.
5. TEMPORARY EROSION CONTROL ACCESS AT THEIR SITE SHALL BE USED AS A TEMPORARY CONTROL AT ALL CONSTRUCTION SITES AND PERmanent EROSION CONTROL MEASURES:

1. ALL SUPPRESSES EXPOSED AREAS SHALL BE COVERED OR PLANTED AS SOON AS FINAL GRADES HAVE BEEN ENSURED.
2. All surfaces shall not be exposed. Where exposed, they shall be properly.
3. Temporary erosion control measures shall be established prior to clearing operations. The average depth of soil shall be 12 inches, 8 inches, and 6 inches.
4. Erosion and clearing of land for grading shall be performed in accordance with erosion control.
5. Areas not subject to erosion shall remain undisturbed during clearing operations.
6. Site work shall be limited to the extent necessary to complete operations without erosion during clearing operations.
7. Clearing and grading shall be performed to limit erosion.
8. Clearing and grading shall be performed to limit erosion.
9. Clearing and grading shall be performed to limit erosion.

TEMPORARY EROSION CONTROL MEASURES:
1. AERIAL SEEDING, BANDING, OR SEEDING MACHINES SUCH AS BAND SEEDERS SHALL BE PROTECTED.
2. TEMPORARY EROSION CONTROL MEASURES SUCH AS BAND SEEDERS SHALL BE PROTECTED.
3. TEMPORARY EROSION CONTROL MEASURES SUCH AS BAND SEEDERS SHALL BE PROTECTED.
4. TEMPORARY EROSION CONTROL MEASURES SUCH AS BAND SEEDERS SHALL BE PROTECTED.
5. TEMPORARY EROSION CONTROL MEASURES SUCH AS BAND SEEDERS SHALL BE PROTECTED.

BMP NO.

1. TEMPORARY EROSION CONTROL MEASURES:
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3. TEMPORARY EROSION CONTROL MEASURES:
4. TEMPORARY EROSION CONTROL MEASURES:
5. TEMPORARY EROSION CONTROL MEASURES:

SILT FENCE SECTION

TEMPORARY 8" THICK #2 CRUSHED ROCK ACCESS

NOT TO SCALE
1. **ACCESSIBLE PARKING DETAIL**

   - Scale: 1/4" = 1'-0"

2. **ISA SYMBOL DETAIL**

   - Scale: 1/4" = 1'-0"

3. **CONCRETE WHEEL STOP DETAIL**

   - Scale: 1/4" = 1'-0"

4. **A.C. PAVEMENT DETAIL**

   - Scale: 1/4" = 1'-0"

5. **CONCRETE WALKWAY DETAIL**

   - Scale: 1/4" = 1'-0"

6. **VAN ACCESSIBLE & ACCESSIBLE STALL SIGNS DETAIL**

   - Scale: 1/4" = 1'-0"