Appendix G:
Graphic Representation of the Relationship Between Haleʻiwa Beach House Project Site and Previous Cultural Impact Assessment Studies, Haleʻiwa, Oʻahu (Garcia and Associates, February 2, 2018).

GARCIA AND ASSOCIATES — PACIFIC REGION

HAWAI'I: 146 HEKILI STREET, SUITE 101, KAILUA, HAWAI'I 96734 PHONE 808.262.1387 FAX 808.262.1384
GUAM: GARDEN VILLA H302, 800 PALE SAN VITORES ROAD, TUMON, GUAM 96913 PHONE 671.488.2005 FAX 671.647.0870

2 February 2018

A-6 LLC
dba: Hale`iwa Beach House
D.G. "Andy" Anderson
4391 Kahala Ave.
Honolulu, Hawaii
96816

RE: Graphic Representation of the Relationship Between Haleiwa Beach House Project Site and Previous Cultural Impact Assessment Studies, Haleiwa, Oahu.

Aloha Mr. Anderson,

In accordance with review comments from the Department of Permitting and Planning on the Draft Environmental Assessment for the Haleiwa Beach House Restaurant project (Letter No. 2017/ED-10(GT); September 8, 2017), Garcia and Associates has produced map illustrations demonstrating graphically how the Cultural Impact Assessment (CIA) and ethnographic study conducted for the adjacent 'Shops at Anahulu' project (McElroy et al. 2016) relate directly to the subject site.

The recent 'Shops at Anahulu' CIA was conducted for a parcel located 280 feet south of the subject site. This CIA included cultural and historical data, plus ethnographic interviews, covering all of Kawailoa Ahupua'a and Haleiwa. Ethnographic survey data focused primarily on Lokoea, the pond adjacent to both sites. These interviews identified a variety of concerns regarding general development of the area, but no cultural practices associated with the parcel. Although Lokoea is a culturally important geographic feature, there is no evidence that redevelopment of the existing Haleiwa Beach House site will impact current or traditional cultural practices. According to the CIA, fishing, crabbing, and hula ceremonies occur along the shoreline to the west, across the road. Gathering of *kukunaokalā* (mangrove) for lei occurs in the general vicinity, but there are no relevant resources for this activity on the subject parcel. Results of the McElroy et al. (2016) CIA indicate that the Haleiwa Beach House Restaurant project will have no impact on customary cultural practices.

Please feel free to contact me at 262-1387 or mdesilets@garciaandassociates.com with any comments or questions.

Sincerely,

Michael Desilets, MA, RPA
Senior Archaeologist/Cultural Resource Specialist
Garcia and Associates

McElroy, W., D. Duhaylonsod, and J. Condit
2016 *Final–Cultural Impact Assessment for TMK: (1) 6-2-003:37, Kawailoa Ahupua'a, Waialua District, Island of O'ahu, Hawai'i*. Prepared for Group 70 International, Honolulu. Keala Pono Archaeological Consulting LLC, Kaneohe.

GARCIA AND ASSOCIATES — PACIFIC REGION
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GUAM: GARDEN VILLA H302, 800 PALE SAN VITORES ROAD, TUMON, GUAM 96913 PHONE 671.488.2005 FAX 671.647.0870

Figure 1. USGS Haleiwa quadrangle showing current project area, Shops at Anahulu project area, and approximate boundary of CIA/ethnographic study focus.

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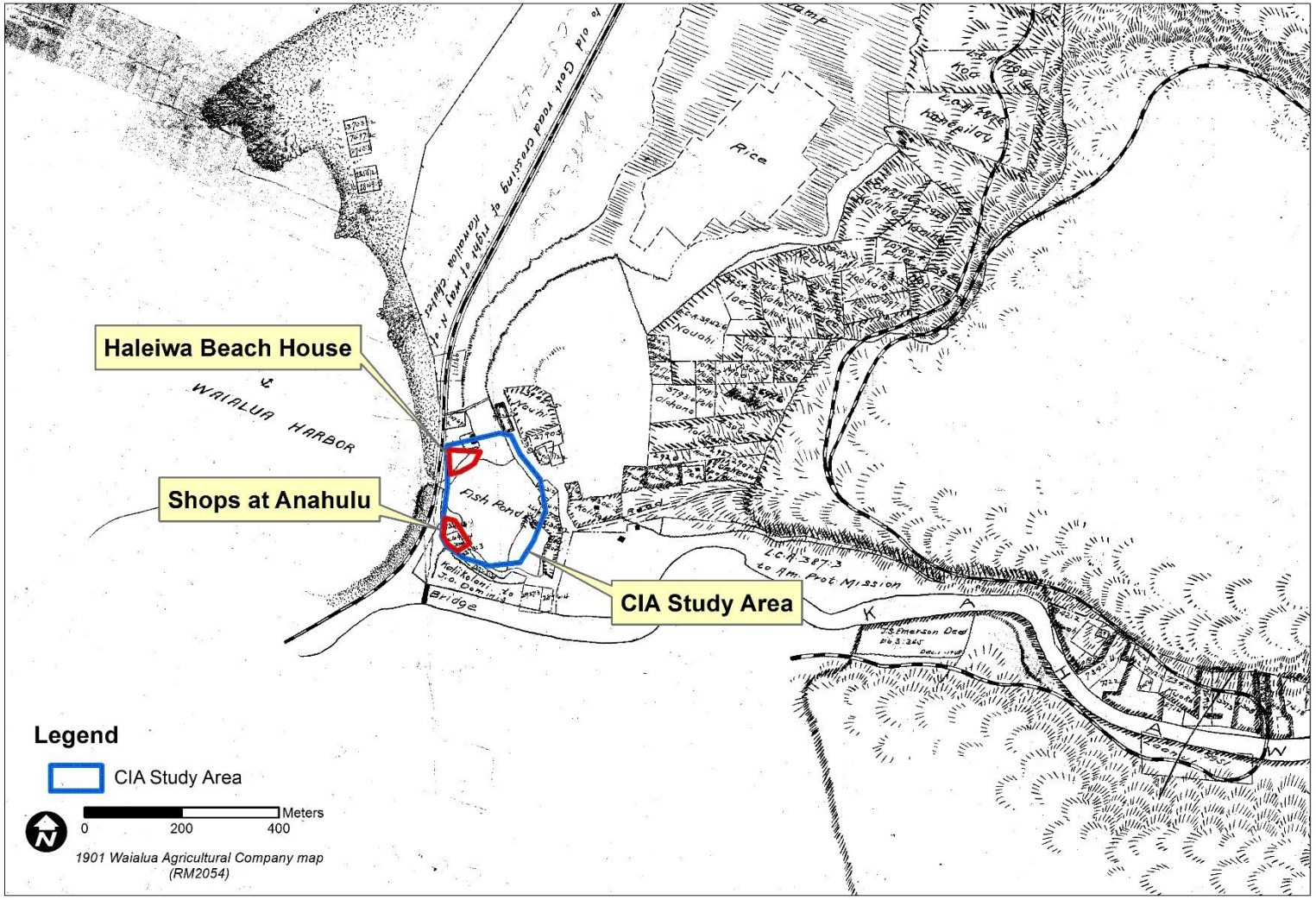

Figure 2. 1901 Waialui Agricultural Company map showing current project area, Shops at Anahulu project area, and approximate boundary of CIA/ethnographic study focus.

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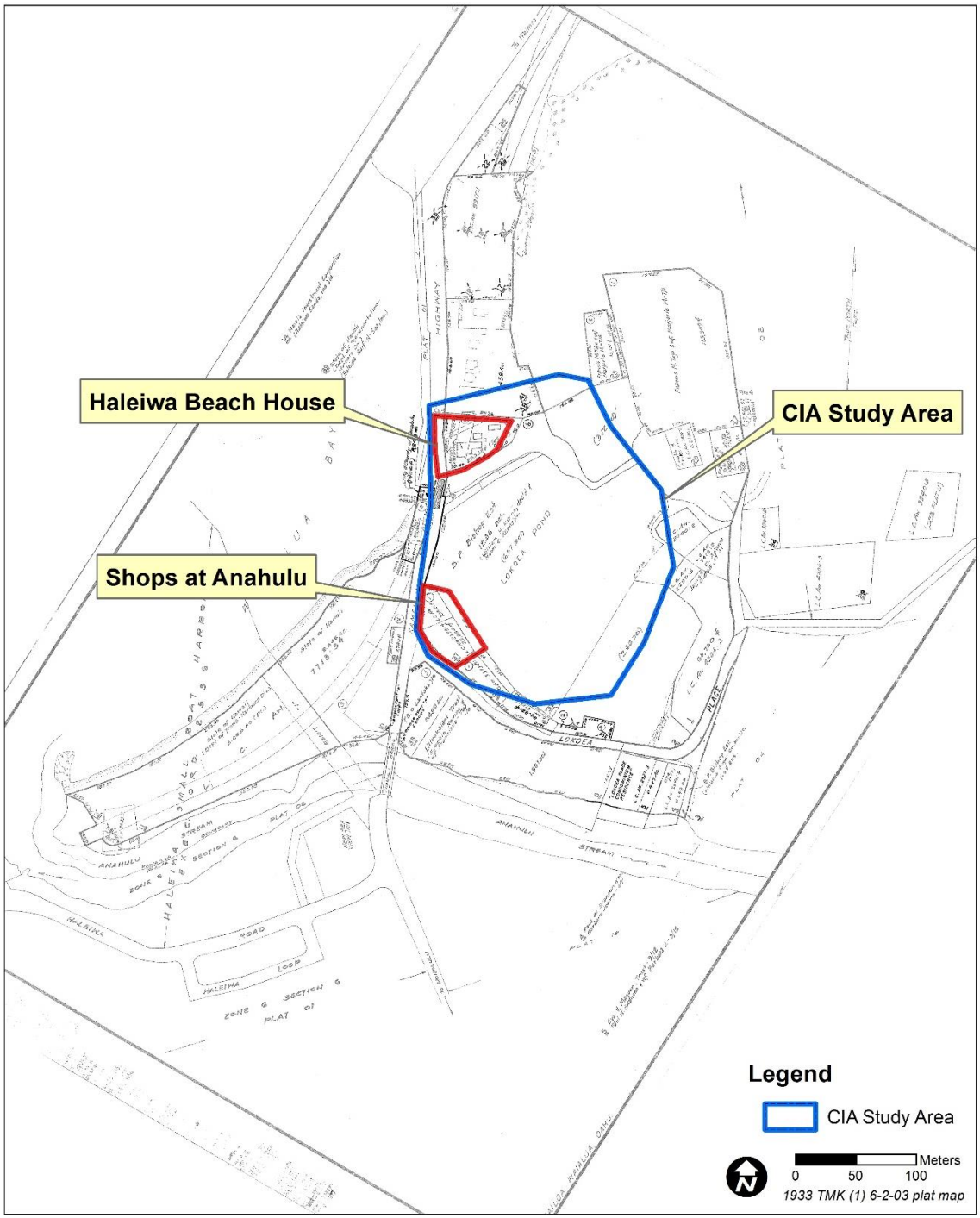
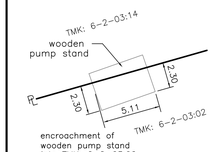


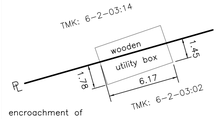
Figure 3. 1933 TMK map showing current project area, Shops at Anahulu project area, and approximate boundary of CIA/ethnographic study focus.

Appendix H:
ALTA Survey Map
(Dated March 19, 2018)



encroachment of wooden pump stand into TMK: 6-2-03:02 from TMK: 6-2-03:14

Inset 1
Not to scale



encroachment of wooden utility box into TMK: 6-2-03:02 from TMK: 6-2-03:14

Inset 2
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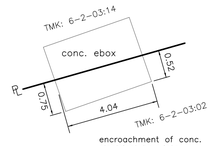
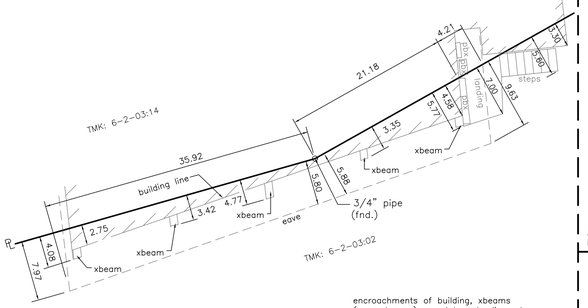


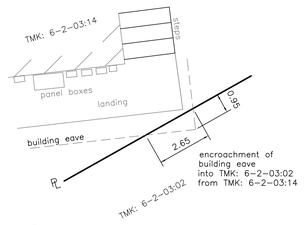
encroachment of conc. electrical box into TMK: 6-2-03:02 from TMK: 6-2-03:14

Inset 3
Not to scale



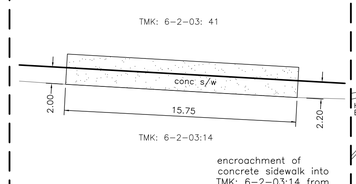
encroachments of building, xbeams (cross beams), panel box, landing, steps and building eave into TMK: 6-2-03:02 from TMK: 6-2-03:14

Inset 4
Not to scale



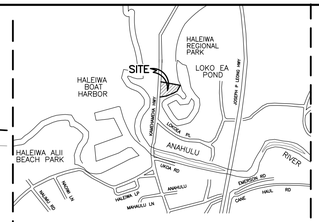
encroachment of building eave into TMK: 6-2-03:02 from TMK: 6-2-03:14

Inset 5
Not to scale



encroachment of concrete sidewalk into TMK: 6-2-03:14 from TMK: 6-2-03:17

Inset 6
Not to scale

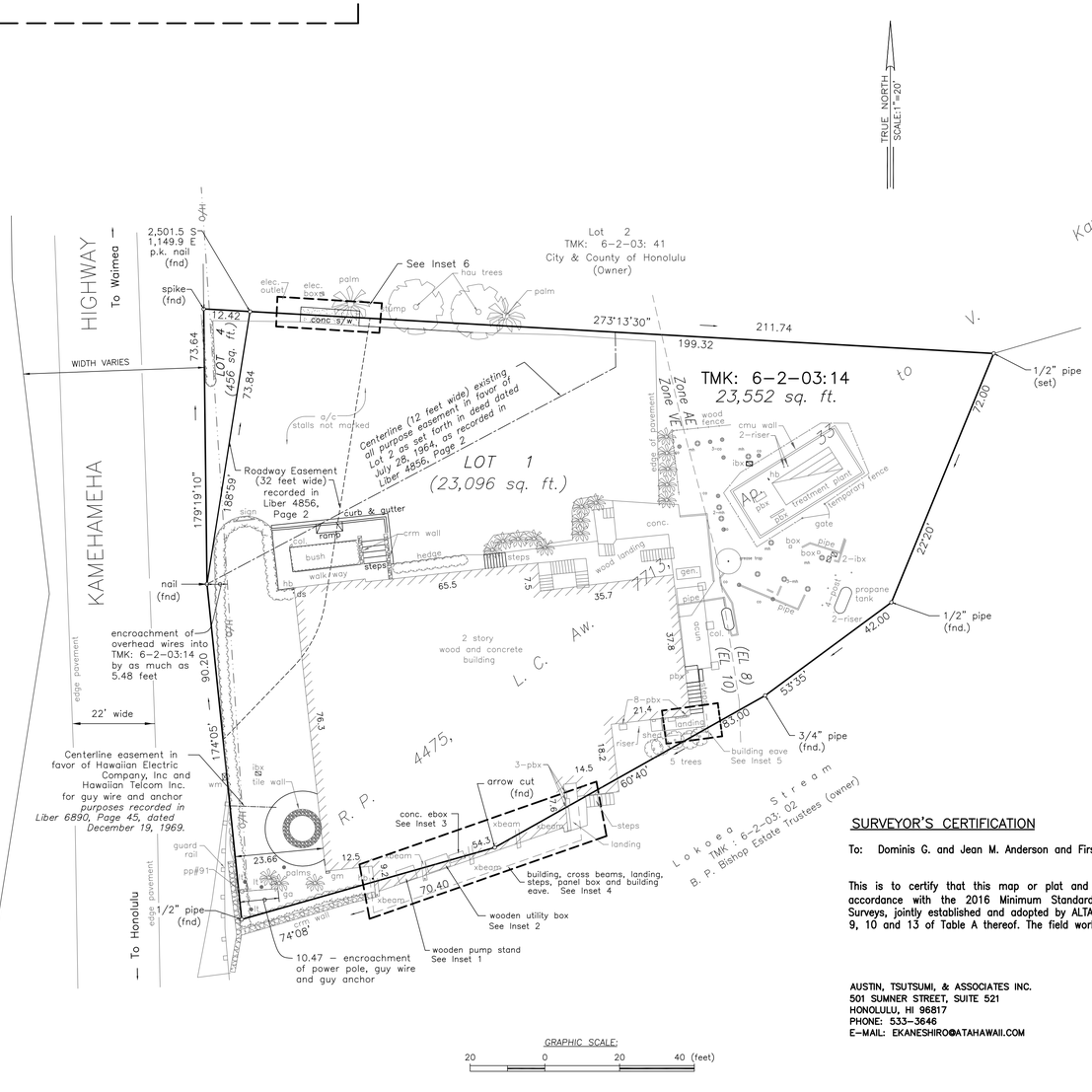


Vicinity Map
Not to scale

ALTA/NSPS
Land Title Survey
of the premesis of
62-540 Kamehameha Highway
TMK: (1st Div.) 6-2-03:14
Being Lot 1 and Lot 4
Being a portion of R.P. 4475,
L.C. Aw. 7713, Ap. 33 to V. Kamamalu
at Kawailoa, Waialua, Oahu, Hawaii

Owners: Dominis G. and Jean M. Anderson

Property Address: 62-540 Kamehameha Highway
Haleiwa, Hawaii 96712



GRAPHIC SCALE:
20 0 20 40 (feet)

Abbreviations:

a/c	asphaltic concrete
ac unit	air conditioner unit
cmu	concrete masonry unit
co	clean out
conc	concrete
crm	concrete rubble masonry
ct	coconut tree
ebox	electric box
exp.	exposed
fnd	found
ft	feet
ga	guy anchor
gp	guard post
h	height in feet
hb	hose bib
lt	light
R	property line
pp	power pole
pvc	polyvinyl chloride
smh	sewer manhole
wm	water meter
xbeam	cross beam
xformer	transformer

Notes:

1. Azimuths shown on this map is referred to Government Survey Triangulation Station "PUAENA NEW"
2. This property is located within the areas designated Zone AE and Zone VE as shown on the Flood Insurance Rate Map Panel 15003C0105H, effective date January 19, 2011.
3. Property contains no marked parking stalls.
4. Subject property has access to adjoining public road (Kamehameha Hwy.).
5. Survey is based on Commitment for Title Insurace issued by First American Title Company dated May 7, 2010.

Property Description

First:
All Of That Certain Parcel Of Land (portion Of The Land Described In Royal Patent Number 4475, Land Commission Award Number 7713, Apana 33 To V. Kamamalu) Situate, Lying And Being At Kawailoa, Waialua, City And County Of Honolulu, State Of Hawaii, Being Lot Number One (1)and Thus Bounded And Described:

Beginning At The Northwest Corner Of This Parcel Of Land And On The East Side Of Oahu Railway And Land Company's 40-foot Right-of-way, The Coordinates Of Said Point Of Beginning Referred To Government Survey Triangulation Station "PUAENA NEW" Being 2,501.5 Feet South And 1,149.9 Feet East, And Thence Running By Azimuths Measured Clockwise From True South:

1. 273° 13' 30" 199.32 Feet Along Lot 2;

2. 22° 20' 72.00 Feet;

3. 53° 35' 42.00 Feet;

4. 60° 40' 83.00 Feet;

5. 74° 08' 70.40 Feet;

6. 174° 05' 90.20 Feet Along Kamehameha Highway;

7. 188° 59' 73.84 Feet Along Oahu Railway And Land Company's 40-foot Right-of-way To The Point Of Beginning And Containing An Area Of 23,096 Square Feet, Or 0.53 Acre, More Or Less, Or Thereabouts.

Second:

All Of That Certain Parcel Of Land (portion Of The Land Described In Royal Patent Number 4475, Land Commission Award Number 7713, Apana 33 To V. Kamamalu) And Also Portion Of The Oahu Railway And Land Company's 40-foot Right-of-way Situate, Lying And Being At Kawailoa, Waialua, City And County Of Honolulu, State Of Hawaii, Being Lot Number Four (4)and Thus Bounded And Described As Per Survey Of Masao Kawahara, Registered Professional Surveyor, Dated December 14, 1964.

Beginning At The South Corner Of This Parcel Of Land, Being Also The West Corner Of Lot 1 And On The East Side Of Oahu Railway And Land Company's 40-Foot Right-of-way, The Coordinates Of Said Point Of Beginning Referred To Government Survey Triangulation "puaena New" Being 2,573.42 Feet South And 1,137.60 Feet East, Thence Running By Azimuths Measured Clockwise From True South:

1. 179° 19' 10" 73.64 Feet Along The Remainder Of Oahu Railway And Land Company's 40-foot Right-of-way, Along The Remainder Of R. P. 4475, L. C. Aw. 7713, Ap. 33 To V. Kamamalu;

2. 273° 13' 30" 12.42 Feet Along Same;

3. 8° 59' 73.84 Feet Along Lot 1, Along The Remainder Of R. P. 4475, L. C. Aw. 7713, Ap. 33 To V. Kamamalu To The Point Of Beginning And Containing An Area Of 456 Square Feet, More Or Less, Or Thereabouts.

Being All Of The Premises Conveyed By Deed Recorded January 06, 1972 As Book 8046 Page 276 Of Official Records.
Grantor: Frederick Charles Gross (also Known As Frederick C. Gross) And Gwendolyne Mavis Gross (also Known As Gwendolyne M. Gross), Husband And Wife
Grantee: Waiala Investment Corporation, A Hawaii Corporation.

SURVEYOR'S CERTIFICATION

To: Dominis G. and Jean M. Anderson and First American Title Company

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 2, 3, 4, 7a, 8, 9, 10 and 13 of Table A thereof. The field work was completed on February 12, 2018.

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION.

AUSTIN, TSUTSUMI, & ASSOCIATES INC.
501 SUMNER STREET, SUITE 521
HONOLULU, HI 96817
PHONE: 533-3646
E-MAIL: EKANESHIRO@ATAHAWAII.COM

By : _____
Erik S. Kaneshiro
Licensed Professional Land Surveyor
Certificate Number 9826
Exp. 04/18

Appendix I:
Transportation Assessment Report for Haleʻiwa Beach House
(The Traffic Management Consultant, April 2, 2018)

TRANSPORTATION ASSESSMENT REPORT

HALE`IWA BEACH HOUSE

HALE`IWA, OAHU, HAWAII
TAX MAP KEY: (1) 6-2-003:014

PREPARED FOR

A 6 LLC

REVISED: FEBRUARY 15, 2019

PREPARED BY

TMC **THE TRAFFIC MANAGEMENT CONSULTANT**

TRANSPORTATION ASSESSMENT REPORT

FOR THE

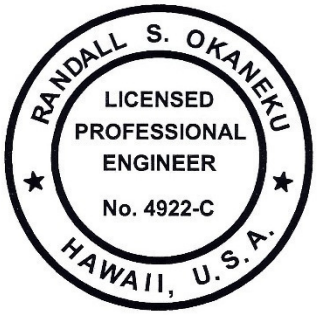
HALE`IWA BEACH HOUSE

HALE`IWA, OAHU, HAWAII
TAX MAP KEY: (1) 6-2-003:014

PREPARED FOR

A 6 LLC

REVISED: FEBRUARY 15, 2019



PREPARED BY

TMC

THE TRAFFIC MANAGEMENT CONSULTANT

RANDALL S. OKANEKU, P.E., PRINCIPAL * 1188 BISHOP STREET, SUITE 1907 * HONOLULU, HI 96813

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TRANSPORTATION ASSESSMENT REPORT

HALE`IWA BEACH HOUSE

HALE`IWA, OAHU, HAWAII
TAX MAP KEY: (1) 6-2-003:014

I. Introduction

A. Project Description

The Hale`iwa Beach House is located at 62-540 Kamehameha Highway in Hale`iwa Town, across from the Hale`iwa Beach Park. The 23,552 square foot project site is identified as Tax Map Key: (1) 6-2-003:014. Figure 1 depicts the location of the Hale`iwa Beach House.

The Hale`iwa Beach House was formerly Jameson's By The Sea. The Hale`iwa Beach House is an existing restaurant and bar with 6,449 square feet of gross floor area. The current restaurant seating capacity is 114 seats. The proposed restaurant seating capacity is 354 seats, i.e., a 240-seat increase over the existing seating capacity, utilizing unused floor space. Based upon the restaurant floor area, 21 parking stalls are required. A total of thirty (30) parking stalls are planned. Six (6) of the proposed parking stalls, located on the mauka (east) portion of the site, will be accessed through the lot, located immediately to north of the project site.

The existing Hale`iwa Beach House (HBH) Driveway is located on Kamehameha Highway. Located immediately to the north of the HBH Driveway is the access to the mauka parking stalls, hereinafter referred to as the Loko`ea Driveway. The site plan is depicted on Figure 2. The Hale`iwa Beach House is open from 11:00 AM to 10:00 PM, seven days a week. Lunch is served from 11:00 AM to 2:45 PM, while dinner is served from 5:00 PM to 8:45 PM.

B. Purpose and Scope of the Study

The purpose of this study is to assess the transportation operations at the Hale`iwa Beach House. This report presents the findings and recommendations of the study, the scope of which includes:

1. A description of the project.
2. An analysis of existing roadways and traffic conditions.
3. An evaluation of existing pedestrian conditions.
4. An assessment of existing parking conditions

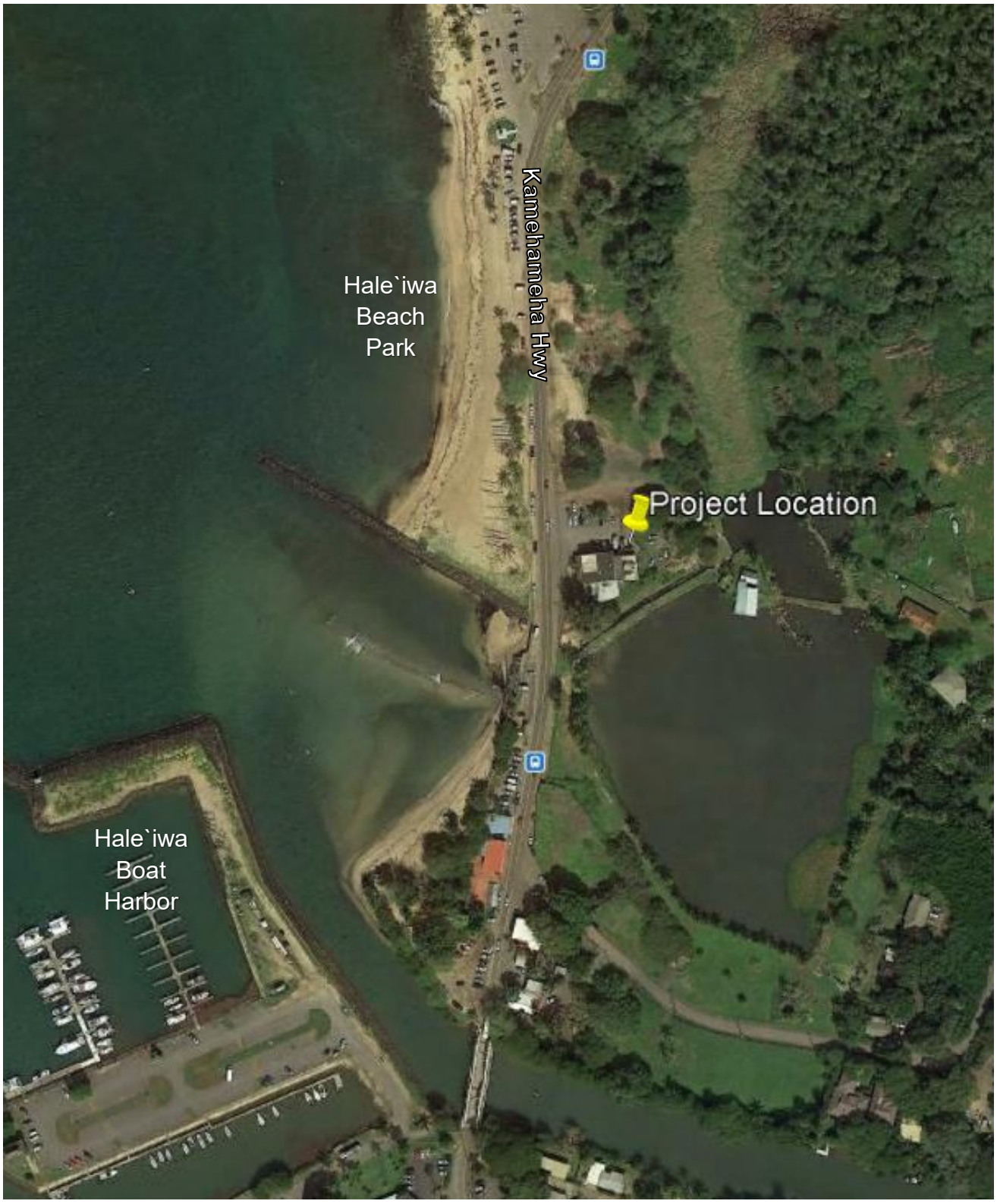

Figure 1. Location and Vicinity Map

CODE DATA

OCCUPANCY:	A2	
HEIGHT (EXISTING):	23'-6"	
REQ. YARDS:	FRONT - PER DTS MAP N-1 SIDE - 5' REAR - 5'	
ZONING:	B1	
CONSTRUCTION TYPE:	VB NON-RATED	
FLOOR AREA:		
FIRST FLOOR	DINING	- 1204 SF
	BAR	- 580 SF
	RESTROOMS	- 320 SF
	KITCHEN	- 1188 SF
	SERVICE/STORAGE	- 692 SF
	OPEN STAIR	- 265 SF
	TOTAL INTERIOR AREA	- 4249 SF
	OUTSIDE DECK	- 869 SF
	OUTSIDE ENTRY	- 324 SF
	TOTAL OUTSIDE AREA	- 1193 SF
SECOND FLOOR	DINING	- 420 SF
	BAR	- 540 SF
	RESTROOMS	- 385 SF
	KITCHEN/ SERVICE/STORAGE	- 885 SF
	TOTAL INTERIOR AREA	- 2200 SF
	TOTAL BUILDING (INT.)	- 6449 SF
	TOTAL OUTSIDE DECK	- 1193 SF

PARKING:
6,449 SF @ 1 CAR/300 SF = 21.49 = 21 CAR SPACES REQUIRED
30 CAR SPACES PROVIDED

Abbreviations:

a/c	asphaltic concrete
ac unit	air conditioner unit
cmu	concrete masonry unit
co	clean out
conc	concrete
crm	concrete rubble masonry
ct	coconut tree
ebox	electric box
exp.	exposed
fnd	found
ft	feet
ga	guy anchor
gp	guard post
h	height in feet
hb	hose bib
lt	light
PL	property line
pp	power pole
pvc	polyvinyl chloride
smh	sewer manhole
wm	water meter
xbeam	cross beam
xformer	transformer

Notes:

1. Azimuths shown on this map is referred to Government Survey Triangulation Station "PUAENA NEW"
2. This property is located within the areas designated Zone AE and Zone VE as shown on the Flood Insurance Rate Map Panel 15003C0105H, effective date January 19, 2011.
3. Subject property has access to adjoining public road (Kamehameha Hwy.).
4. Survey is based on Commitment for Title Insurace issued by First American Title Company dated May 7, 2010.

TMK: 6-2-03: 14

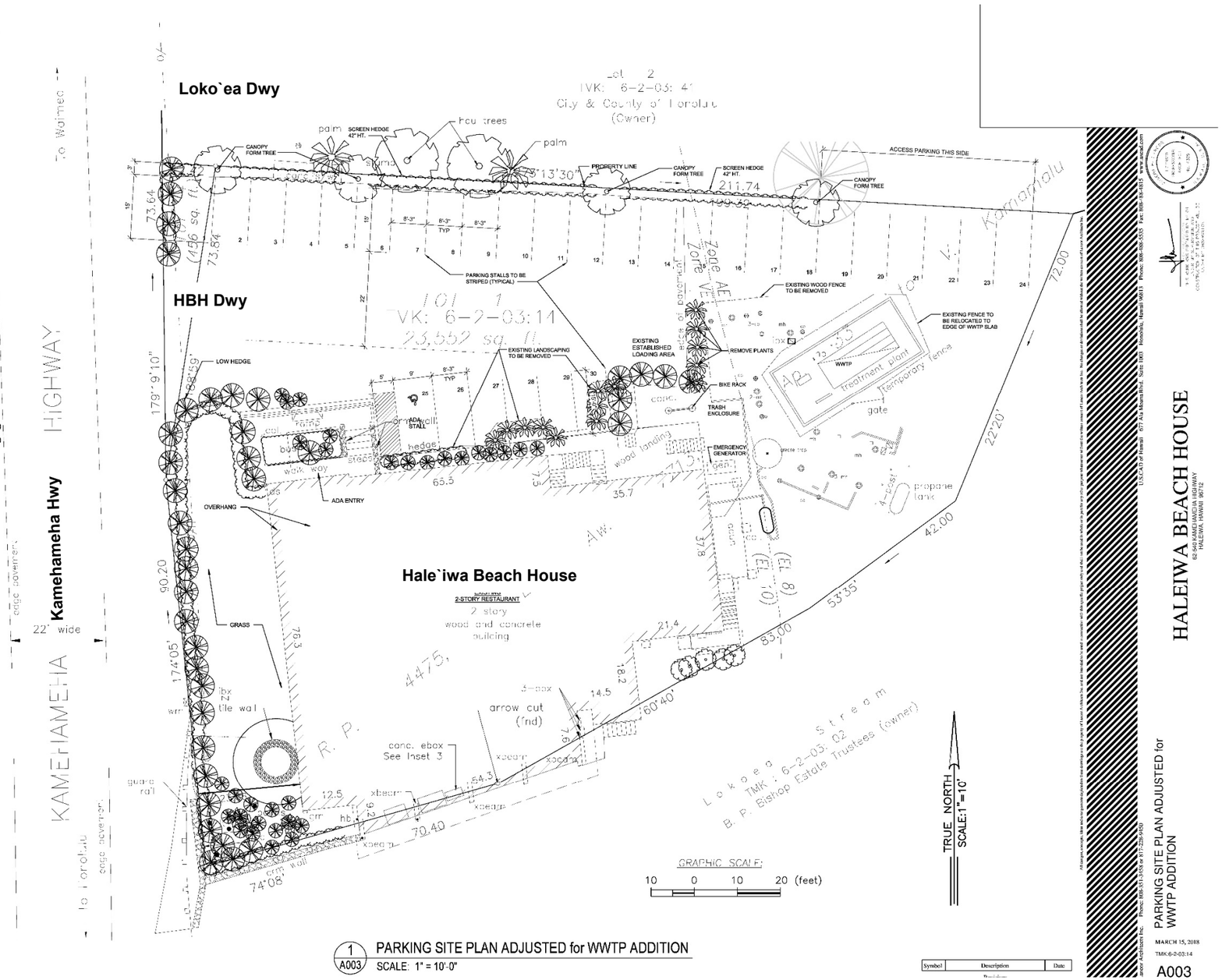

Figure 2. Site Plan

5. The development of trip generation characteristics of the project.
6. The identification and analysis of the transportation impacts resulting from the project.
7. The recommendations of improvements, which would mitigate the transportation impacts identified in this study.

C. Methodologies

1. Capacity Analysis

The highway capacity analysis, performed for this study, is based upon procedures presented in the Highway Capacity Manual (HCM) Sixth Edition, published by the Transportation Research Board. Worksheets for the capacity analysis performed throughout this study are compiled in the Appendix. HCM defines the Level of Service (LOS) as "a quantitative stratification of a performance measure or measures representing quality of service." HCM defines the six (6) Levels of Service from the traveler's perspective, ranging from the best LOS "A" to the worst LOS "F". LOS translates the complex mathematical results of the highway capacity analysis into an A through F grading system for the purpose of simplifying the roadway performance for non-technical decision-makers.

LOS's "A", "B", and "C" are considered satisfactory Levels of Service. LOS "D" is generally considered a "desirable minimum" operating Level of Service. LOS's "E" and "F" are undesirable conditions. Intersection LOS is primarily based upon average delay (d) in seconds per vehicle (sec/veh). Table 1 summarizes the HCM LOS criteria.

Table 1. Level of Service Criteria (HCM)

LOS	Unsignalized Intersections
	Control Delay (sec/veh)
A	≤ 10
B	> 10 – 15
C	> 15 – 25
D	> 25 – 35
E	> 35 – 50
F	> 50

2. Trip Generation

The trip generation methodology is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in Trip Generation, 9th Edition. ITE trip rates were developed by correlating the total vehicle

trip generation data from a quality restaurant with various activity/land use characteristics, such as the vehicle trips per hour (vph) per seat. A trip generation study was conducted on the existing Hale`iwa Beach House. The observed rates for the Hale`iwa Beach House are used for this transportation assessment.

3. Parking Generation

The parking generation methodology is based upon generally accepted techniques also developed by ITE and published in Parking Generation, 4th Edition. ITE parking demand rates were developed by correlating the peak parking demand of a quality restaurant with various activity/land use characteristics, such as the number of occupied parking stalls per seat.

4. Pedestrian Traffic

The Manual on Uniform Traffic Control Devices (MUTCD), published by the Federal Highways Administration (FHWA), U. S. Department of Transportation, provides guidelines for the installation of pavement markings and signing at uncontrolled midblock crosswalks. The MUTCD states "Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors." "New marked crosswalks…should not be installed across uncontrolled roadways, where the speed limit exceeds 40 mph and…the roadway has four or more lanes without a raised median…and an ADT of 12,000 vehicles per day or greater".

FHWA also published the Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations. FHWA guidelines indicated that installing a marked crosswalk on a low-speed, two-lane street may help consolidate multiple crossing points. FHWA identified following criteria for "candidate sites for marked crosswalks":

- Average daily traffic (ADT) less than 9,000 vehicles per day
- Operating speeds less than 30 miles per hour (mph)
- Minimum crossing volume of 20 pph during a typical day

The pedestrian crossing treatments at unsignalized intersections and at midblock locations were published in the National Cooperative Highway Research Program

Report 562 Improving Pedestrian Safety at Unsignalized Crossings (NCHRP) by the Transportation Research Board.

ITE published Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. The ITE Recommended Practice states: "When the pedestrian destination is directly across the street, pedestrians will cross where necessary to get to their destination directly and conveniently, exposing themselves to traffic where drivers might not expect them. Midblock crossings, therefore, respond to pedestrian behavior." The ITE criteria for the consideration of midblock crosswalks include:

- Average daily traffic (ADT) less than 12,000 vehicles per day
- Operating speeds less than 40 miles per hour (mph)
- Minimum crossing volume of 25 pedestrians per hour (pph) for at least four (4) hours of a typical day
- Adequate sight distances for pedestrians and motorists

The City and County of Honolulu published the Honolulu Complete Streets Design Manual, dated September 2016. The Design Manual provides guidelines for the design of pedestrian crossings for various street types.

5. Left-Turn Lane Guidelines

The left-turn lane analysis on a two-lane highway is based upon A Policy on Geometric Design of Highways and Streets, published by the American Association of State Highway and Transportation Officials (AASHTO). The AASHTO guide analyzes the combination of the left-turn volume (minimum of 5 percent of the advancing volume), the advancing volume (left-turn, through and right-turn volume totals), the opposing volume (left-turn, through and right-turn volume totals), and operating speed (minimum 40 miles per hour). The AASHTO guide is based upon the probability of the arrival of an advancing vehicle slowing and/or stopping behind a vehicle, which is waiting to turn left from the through lane.

II. Existing Conditions

A. Roadways

Kamehameha Highway is a City and County of Honolulu street, which is the rural collector roadway in Hale`iwa Town. Kamehameha Highway is a two-way, two-lane roadway with gravel shoulders on both sides of the Highway. The posted speed on Kamehameha Highway is 25 miles per hour. The sight distances along the Hale`iwa Beach House frontage on Kamehameha Highway is in excess of 300 feet in both directions. Kamehameha Highway does not provide marked or unmarked crosswalks within 500 feet of Hale`iwa Beach House. The Hawaii State Department of Transportation reported the

24-hour traffic volume on Kamehameha Highway at about 9,000 vehicles per day, total for both directions.

The Hale`iwa Beach House (HBH) Driveway is located on the mauka (east) side of Kamehameha Highway, across from the Hale`iwa Beach Park. Immediately to the north of the Hale`iwa Beach House Driveway is another driveway, which provides access to the Malama Loko`ea Foundation in Hale`iwa, hereinafter referred to as the Loko`ea Driveway. The Loko`ea Driveway also provides access to an unpaved parking area on the mauka side of Kamehameha Highway, which is utilized by the Hale'iwa Beach Park users, surf schools, and canoe clubs.

B. Public Transit

TheBus Route 52 provides transit service to Hale`iwa, beginning at 7:00 AM and ending at 9:30 PM. TheBus stops are located on both sides of Kamehameha Highway, about 350 feet south of the project site.

C. Existing Peak Hour Traffic Volumes and Operating Conditions

1. Field Investigation and Data Collection

Previous traffic studies in Hale`iwa Town have indicated that the AM and PM commuter peak periods of traffic were not apparent in Hale`iwa Town. Traffic on Kamehameha Highway through Hale`iwa Town gradually increased during the morning hours, peaked during the mid-afternoon, and decreased into the early evening, during both the weekdays and weekends. As such, the peak hour of analysis was based upon the peak hour of the Hale`iwa Beach House traffic. Surveys were conducted on traffic entering and exiting the Hale`iwa Beach House (HBH) Driveway on Kamehameha Highway, from 11:00 AM to 9:00 PM from January 18, 2018 (Thursday), through January 21, 2018 (Sunday) to determine the peak periods of generator (Hale`iwa Beach House), during the weekday and weekend. Turning movement traffic count surveys were conducted on Kamehameha Highway at the Hale`iwa Beach House (HBH) Driveway and the Loko`ea Driveway, due to its proximity, during the following peak periods of generator:

- January 17, 2018 (Wednesday) 12 noon - 2:00 PM and 4:00 PM - 7:00 PM
- January 18, 2018 (Thursday) 12 noon - 3:00 PM and 5:00 PM - 8:00 PM
- January 19, 2018 (Friday) 12 noon - 3:00 PM and 5:00 PM - 7:00 PM
- January 20, 2018 (Saturday) 12 noon - 7:00 PM
- January 21, 2018 (Sunday) 12 noon - 7:00 PM.

The peak hour traffic on Wednesday through Friday were averaged to determine the existing weekday peak hour traffic. Similarly, the peak hour traffic on Saturday and Sunday were averaged to determine the existing weekend peak hour traffic.

Video surveillance of the Hale`iwa Beach House parking lot also was conducted, during the peak hours of generator from January 17 through 21, 2018.

Surveys of pedestrian traffic, crossing Kamehameha Highway and walking along the mauka (east) side of Kamehameha Highway, were conducted, during the peak periods of generator on January 17, 18, 20 and 21, 2018. On Friday January 19, 2018, the pedestrian survey, crossing Kamehameha Highway, was conducted from 9:00 AM through 7:00 PM.

2. Seasonal Traffic

The State of Hawaii Department of Transportation (DOT) collected traffic count data on Joseph P. Leong Highway (also known as the Hale`iwa Bypass Highway), at its north junction with Kamehameha Highway. DOT compiled the traffic count data to establish the seasonal variation in traffic on the North Shore of Oahu. The 2017 Annual Summary of traffic count data on Joseph P. Leong Highway (Route 83, Milepost 1.63) were obtained from DOT.

The average daily traffic on Joseph P. Leong Highway during the month of January 2017 was about 1.6 percent lower than the average daily traffic for the entire Year 2017. The seasonal variation in the monthly average daily traffic on Joseph P. Leong Highway ranged from 6 percent higher in July to 6 percent lower in November than the annual average daily traffic.

3. Existing Weekday Peak Hour Traffic

The existing peak hour of weekday traffic occurred from 1:00 PM to 2:00 PM. Kamehameha Highway carried about 800 vehicles per hour (vph), total for both directions, during the existing peak hour of weekday traffic. The weekday peak hour bicycle traffic on Kamehameha Highway averaged three (3) bicycles, total for both directions. The Hale`iwa Beach House (HBH) Driveway generated 40 vph, total for both directions, while the Loko`ea Driveway generated 18 vph, total for both directions. The Hale`iwa Beach House generated one (1) bicycle during the weekday peak hour of traffic.

The HBH Driveway and the Loko`ea Driveway operated at LOS “C” and LOS “B”, respectively, during the existing peak hour of weekday traffic. The left-turn movements from southbound Kamehameha Highway operated at LOS “A” at both Driveways.

The existing weekday peak hour left-turn demands from Kamehameha Highway into both the HBH Driveway and the Loko`ea Driveway did not meet the AASHTO volume guidelines for the installation of exclusive left-turn lanes. Figure 3 depicts the existing weekday peak hour traffic volumes.

4. Existing Weekend Peak Hour Traffic

The existing weekend peak hour of traffic occurred between 12:45 PM and 1:45 PM. Kamehameha Highway carried about 900 vph, total for both directions, during the existing peak hour of weekend traffic. The weekend peak hour bicycle traffic on Kamehameha Highway averaged eight (8) bicycles, total for both directions. The Hale`iwa Beach House Driveway generated 45 vph, while the Loko`ea Driveway generated 26 vph, total for both directions. The Hale`iwa Beach House generated zero (0) bicycle traffic, during the weekend peak hours of traffic.

The HBH Driveway and the Loko`ea Driveway operated at LOS "B" and LOS "C", respectively, during the existing peak hour of weekend traffic. The left-turn movements from southbound Kamehameha Highway operated at LOS "A" at both Driveways.

The existing weekend peak hour left-turn demands from Kamehameha Highway into the HBH Driveway and the Loko`ea Driveway did not meet the AASHTO volume guidelines for the installation of exclusive left-turn lanes. The existing weekend peak hour traffic volumes are depicted on Figure 4.

5. Existing Parking Demands

The existing HBH parking lot occupancy peaked at about 18 vehicles shortly after 12 noon and again around 6:00 PM every day, during the field investigation. Once the HBH parking lot reached its capacity, it became difficult to determine the number of vehicles, exiting the parking lot, that parked off-site and walked to the Hale`iwa Beach House. The ITE Parking Generation estimates the peak parking demands for a 114-seat quality restaurant between 51 and 56 parking stalls.

6. Existing Pedestrian Demands

During the average peak hour of weekday traffic, 26 pedestrians crossed Kamehameha Highway in the vicinity of the project site, while 43 pedestrians walked along the mauka roadside. Twenty-seven (27) pedestrians crossed Kamehameha Highway, while 26 pedestrians walked along the mauka roadside, during the average peak hour of weekend traffic.

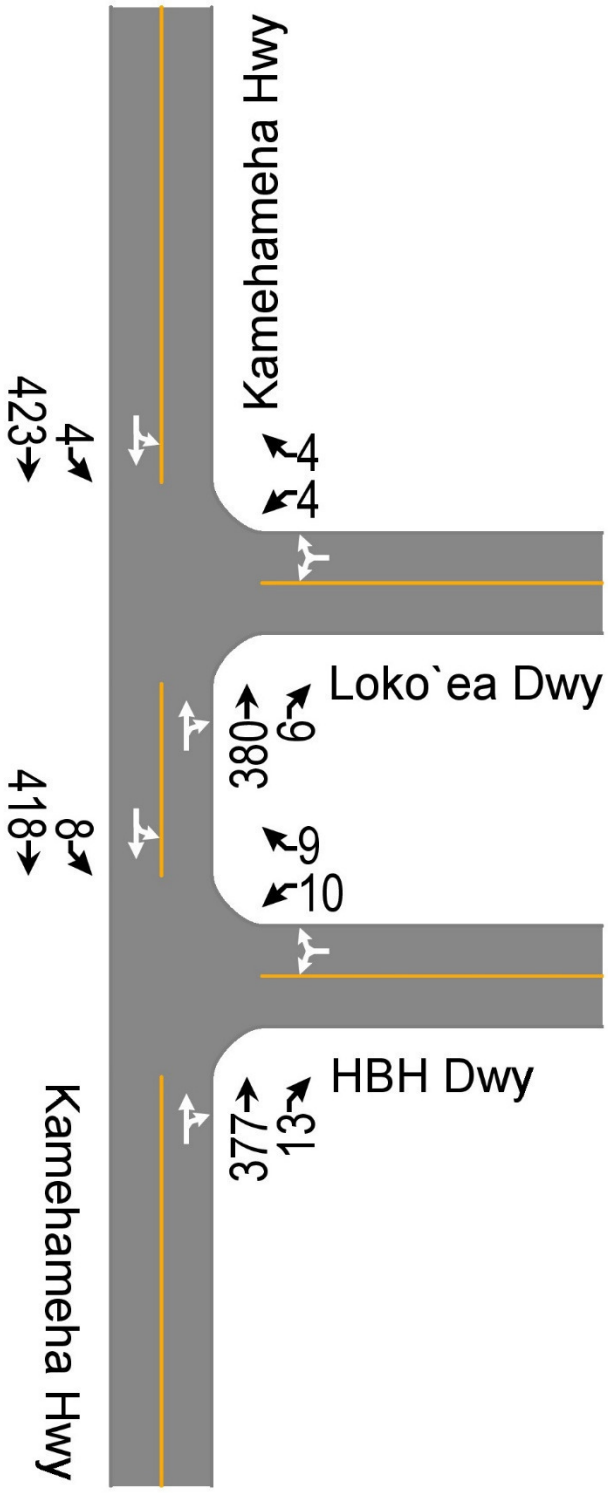

Figure 3. Existing Weekday Peak Hour Traffic

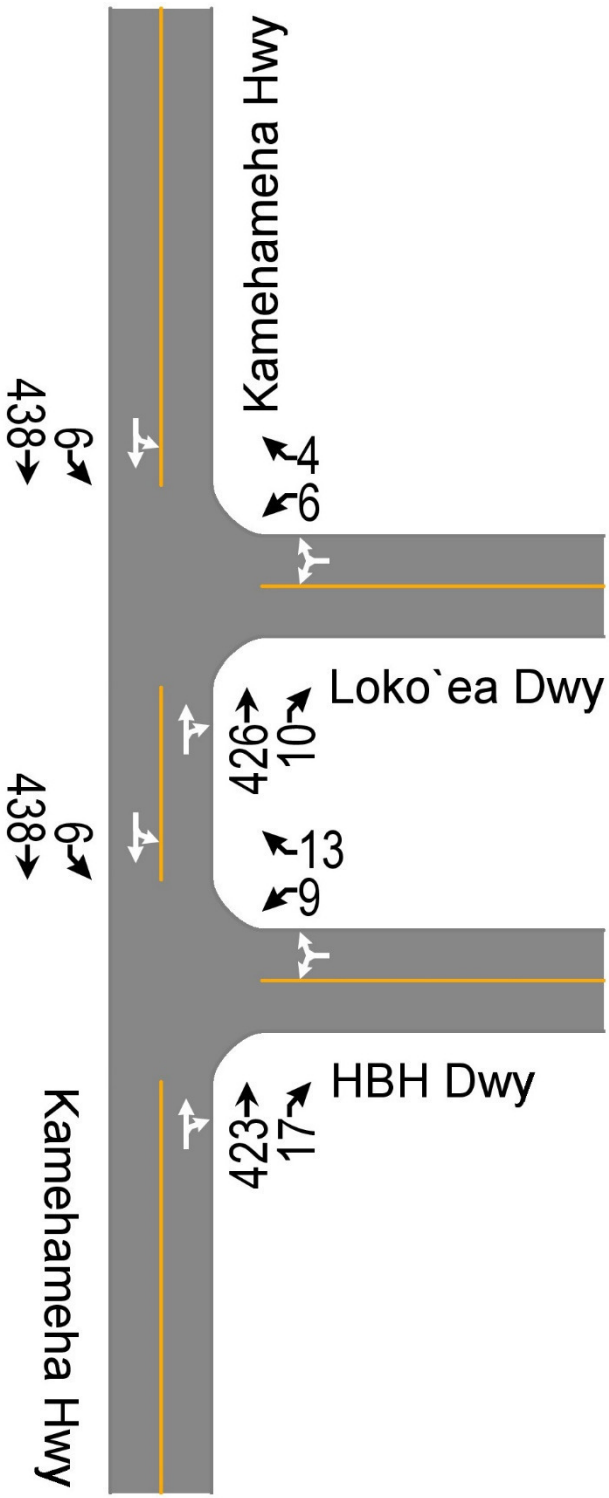

Figure 4. Existing Weekend Peak Hour Traffic

About 200 pedestrians crossed Kamehameha Highway, in the vicinity of the project site, between the hours of 9:00 AM and 8:00 PM. The pedestrian traffic volumes exceeded 25 pedestrians per hour (pph) for four (4) hours between 9:00 AM and 8:00 PM. The pedestrian traffic volumes, crossing Kamehameha Highway, peaked at 90 pph, during sunset. According to the NCHRP Report 562, the recommended treatment for pedestrians, crossing Kamehameha Highway, is a marked crosswalk.

III. Traffic and Parking Assessment

A. Trip Generation Characteristics

Based upon the ITE trip rates for 114-seat a quality restaurant, the Hale`iwa Beach House (HBH) is expected to generate totals of 34 vph and 37 vph, during the weekday PM peak hour of generator and the Saturday peak hour of generator, respectively, based upon the ITE trip generation rates. The observed trip generation at the Hale`iwa Beach House Driveway were 37 vph and 45 vph during the weekday and weekend peak hours of traffic. The observed entering traffic closely corresponded to ITE estimates. The observed exiting traffic were higher than the ITE estimates, which can be explained when the existing parking lot reached its capacity and vehicles exited to park off-site.

The observed trip rates were used to estimate the trips generated from the proposed 240-seat increase in seating capacity. The ITE and the observed trip generation characteristics for the Hale`iwa Beach House are summarized in Table 2.

Table 2. Trip Generation Characteristics

Land Use (ITE Code)	Seats	Weekday Peak Hour (vph)			Weekend Peak Hour (vph)		
		Enter	Exit	Total	Enter	Exit	Total
ITE Quality Restaurant (826)	114	20	14	34	22	15	37
HBH-Observed	114	21	16	37	22	23	45
HBH-Proposed	240	44	34	78	46	48	94
HBH-Totals	354	65	50	115	68	71	139

B. Traffic Assignment

Eighty (80) percent of the HBH trips were assigned to the HBH Driveway. The remaining twenty (20) percent of the HBH trips were assigned to the Loko`ea Driveway, as a result of the HBH parking demand exceeding the HBH-planned parking capacity. For the purpose of this analysis, it was assumed that parking mitigation measures will be implemented to accommodate the increase in the parking demand.

C. Weekday Peak Hour Traffic

During the weekday peak hour of traffic with the project, HBH Driveway and the Loko`ea Driveway are expected to operate at LOS "C". The left-turn demand from Kamehameha Driveway to the HBH Driveway is expected to operate at LOS "A". The left-turn demands from Kamehameha Highway into the HBH Driveway and the Loko`ea Driveway are not expected to meet the AASHTO volume guidelines for exclusive left-turn lanes, during the peak hour of weekday traffic with the project. The weekday peak hour traffic with the project is depicted on Figure 5.

D. Weekend Peak Hour Traffic

Both the HBH Driveway and the Loko`ea Driveway are expected to operate at LOS "C", during the weekend peak hour of traffic with the project. The left-turn demand from the Kamehameha Driveway to the HBH Driveway is expected to operate at LOS "A". The left-turn demands from Kamehameha Highway into the HBH Driveway and the Loko`ea Driveway are not expected to meet the AASHTO volume guidelines for exclusive left-turn lanes, during the weekend peak hour of traffic with the project. Figure 6 depicts the weekend peak hour traffic with the project.

E. Parking Generation Characteristics

Table 3 summarizes the ITE peak parking generation characteristics for a 354-seat quality restaurant.

Table 3. Parking Generation Characteristics

Day	Occupied Stalls
Non-Friday Weekday	166
Friday	173
Saturday	166

IV. Recommendations and Conclusions

A. Recommended Mitigation Measures

1. The Hale`iwa Beach House should implement one or both of the following parking mitigation measures to accommodate the expected increase in parking demands: valet service to off-site parking area(s) and tandem parking.
2. The Kamehameha Highway shoulder, fronting Hale`iwa Beach House, should be paved to provide an all-weather surface for pedestrians, bicyclists, and motorists experiencing emergencies or mechanical breakdowns, in accordance with the Honolulu Complete Streets Design Manual.

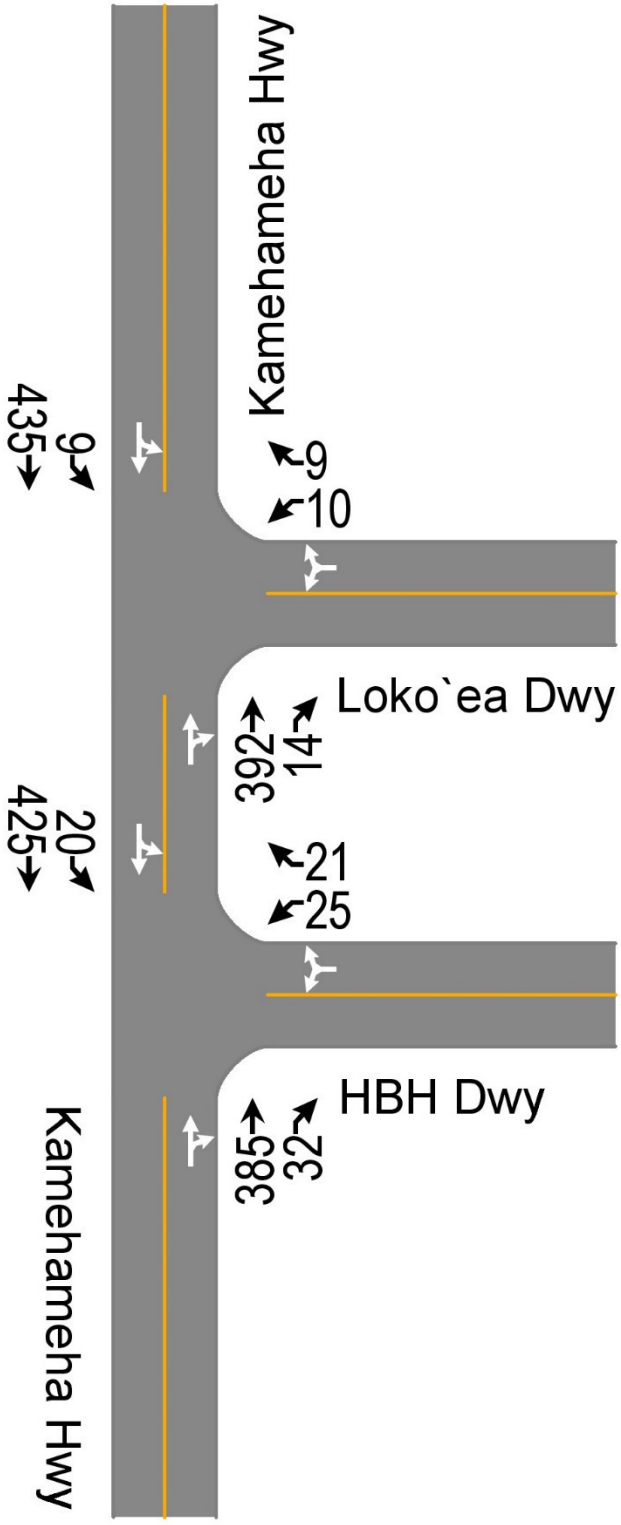

Figure 5. Weekday Peak Hour Traffic With Project

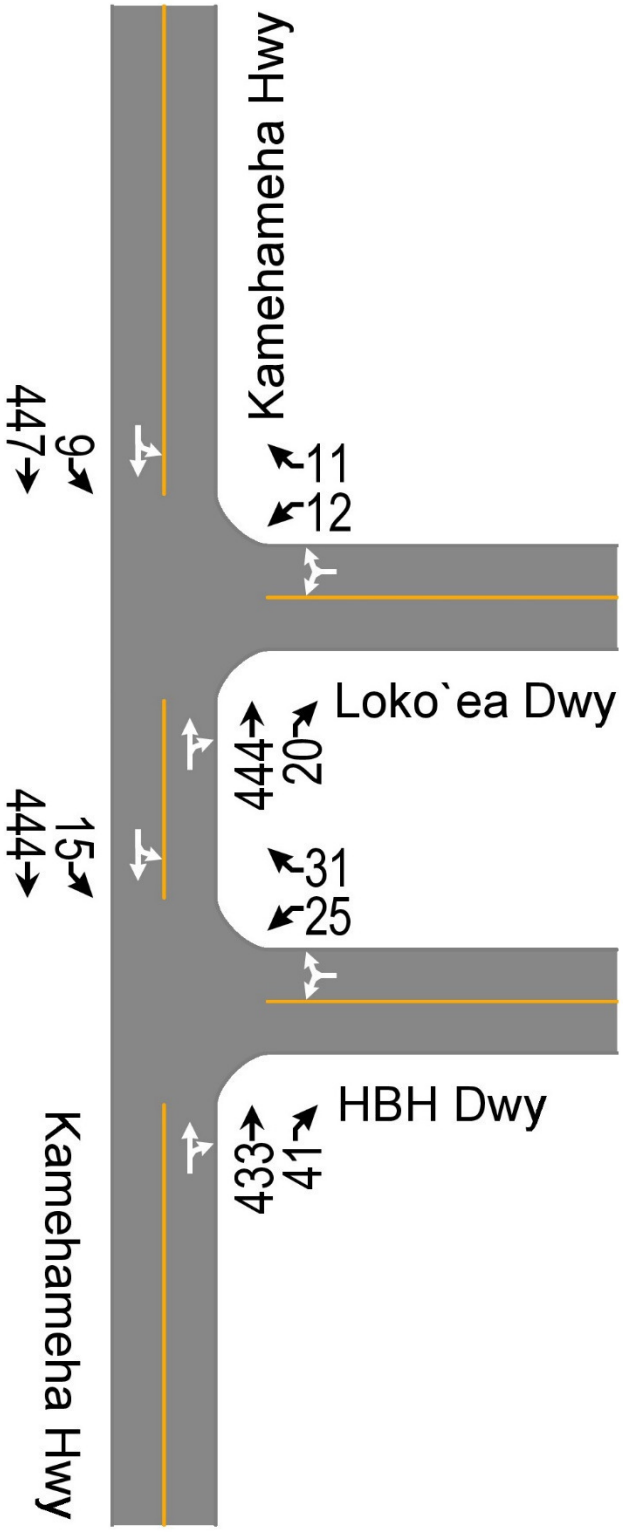

Figure 6. Weekend Peak Hour Traffic With Project

3. The City and County of Honolulu should consider the installation of a midblock crosswalk across Kamehameha Highway, and the appropriate advance warning signs and street lighting, in accordance with the Honolulu Complete Streets Design Manual. Alternative locations for the midblock crosswalk are near the existing street lights on Kamehameha Highway, fronting Hale`iwa Beach House or north of the Loko`ea Driveway.

B. Conclusions

The HBH parking lot reached its capacity during the lunch and dinner hours. While the Hale`iwa Beach House meets its parking requirements under the City and County of Honolulu Land Use Ordinance, the observed peak parking demands exceeded the current capacity.

The existing pedestrian traffic, crossing Kamehameha Highway, met the NCHRP, ITE, and FHWA criteria for considering the installation of a midblock crosswalk across Kamehameha Highway in the vicinity of the Hale`iwa Beach House.

The Hale`iwa Beach House Driveway and the Loko`ea Driveway currently operate at satisfactory Levels of Service, during weekday and weekend peak hours of generator. The Hale`iwa Beach House and Loko`ea Driveways are expected to continue to operate at satisfactory Levels of Service with the proposed increase in seating capacity. The Hale`iwa Beach House is not expected to significantly impact traffic on Kamehameha Highway.

TRANSPORTATION ASSESSMENT REPORT

HALE`IWA BEACH HOUSE

HALE`IWA, OAHU, HAWAII
TAX MAP KEY: (1) 6-2-003:014

APPENDIX A

TRAFFIC COUNT DATA

Study Name Haleiwa Beach Dwy 1100-2100 Thu-Sun

Start Date 01/18/2018 Start Time 11:00 AM

Project Haleiwa Beach House

	WB	EB	Totals	
Start Time	Exit	Enter	15-Min	Hourly
Thursday, January 18, 2018				
11:00 AM	3	3	6	25
11:15 AM	1	6	7	27
11:30 AM	1	3	4	30
11:45 AM	4	4	8	33
12:00 PM	3	5	8	31
12:15 PM	4	6	10	31
12:30 PM	3	4	7	32
12:45 PM	4	2	6	34
1:00 PM	4	4	8	33
1:15 PM	7	4	11	31
1:30 PM	3	6	9	24
1:45 PM	3	2	5	21
2:00 PM	4	2	6	22
2:15 PM	2	2	4	23
2:30 PM	2	4	6	24
2:45 PM	4	2	6	23
3:00 PM	7	0	7	25
3:15 PM	3	2	5	24
3:30 PM	3	2	5	20
3:45 PM	3	5	8	22
4:00 PM	2	4	6	16
4:15 PM	1	0	1	13
4:30 PM	1	6	7	21
4:45 PM	0	2	2	20
5:00 PM	2	1	3	23
5:15 PM	2	7	9	29
5:30 PM	3	3	6	41
5:45 PM	3	2	5	51
6:00 PM	5	4	9	57
6:15 PM	9	12	21	56
6:30 PM	8	8	16	40
6:45 PM	7	4	11	30
7:00 PM	5	3	8	21
7:15 PM	3	2	5	15
7:30 PM	6	0	6	15
7:45 PM	1	1	2	12
8:00 PM	1	1	2	14
8:15 PM	4	1	5	
8:30 PM	3	0	3	Max
8:45 PM	2	2	4	57

Study Name Haleiwa Beach Dwy 1100-2100 Thu-Sun

Start Date 01/18/2018 Start Time 11:00 AM

Project Haleiwa Beach House

	WB	EB	Totals	
Start Time	Exit	Enter	15-Min	Hourly
Friday, January 19, 2018				
11:00 AM	1	3	4	23
11:15 AM	2	5	7	28
11:30 AM	1	6	7	37
11:45 AM	2	3	5	38
12:00 PM	4	5	9	51
12:15 PM	7	9	16	48
12:30 PM	4	4	8	47
12:45 PM	11	7	18	55
1:00 PM	1	5	6	44
1:15 PM	9	6	15	46
1:30 PM	9	7	16	35
1:45 PM	3	4	7	21
2:00 PM	5	3	8	23
2:15 PM	4	0	4	20
2:30 PM	0	2	2	25
2:45 PM	6	3	9	29
3:00 PM	3	2	5	22
3:15 PM	5	4	9	23
3:30 PM	3	3	6	16
3:45 PM	1	1	2	15
4:00 PM	1	5	6	21
4:15 PM	0	2	2	21
4:30 PM	3	2	5	28
4:45 PM	3	5	8	33
5:00 PM	3	3	6	32
5:15 PM	2	7	9	35
5:30 PM	4	6	10	34
5:45 PM	4	3	7	35
6:00 PM	5	4	9	38
6:15 PM	4	4	8	35
6:30 PM	5	6	11	32
6:45 PM	6	4	10	26
7:00 PM	2	4	6	21
7:15 PM	2	3	5	22
7:30 PM	3	2	5	19
7:45 PM	2	3	5	17
8:00 PM	5	2	7	17
8:15 PM	1	1	2	
8:30 PM	3	0	3	Max
8:45 PM	1	4	5	55

Study Name Haleiwa Beach Dwy 1100-2100 Thu-Sun

Start Date 01/18/2018 Start Time 11:00 AM

Project Haleiwa Beach House

	WB	EB	Totals	
Start Time	Exit	Enter	15-Min	Hourly
Saturday, January 20, 2018				
11:00 AM	0	2	2	20
11:15 AM	3	3	6	23
11:30 AM	4	2	6	28
11:45 AM	3	3	6	35
12:00 PM	2	3	5	35
12:15 PM	5	6	11	44
12:30 PM	7	6	13	40
12:45 PM	3	3	6	33
1:00 PM	5	9	14	37
1:15 PM	4	3	7	38
1:30 PM	4	2	6	38
1:45 PM	4	6	10	46
2:00 PM	7	8	15	47
2:15 PM	4	3	7	44
2:30 PM	7	7	14	44
2:45 PM	8	3	11	34
3:00 PM	7	5	12	30
3:15 PM	5	2	7	26
3:30 PM	3	1	4	23
3:45 PM	3	4	7	27
4:00 PM	4	4	8	21
4:15 PM	1	3	4	17
4:30 PM	2	6	8	15
4:45 PM	1	0	1	19
5:00 PM	2	2	4	29
5:15 PM	1	1	2	32
5:30 PM	6	6	12	41
5:45 PM	8	3	11	38
6:00 PM	3	4	7	42
6:15 PM	4	7	11	47
6:30 PM	4	5	9	39
6:45 PM	6	9	15	33
7:00 PM	7	5	12	25
7:15 PM	2	1	3	15
7:30 PM	2	1	3	15
7:45 PM	7	0	7	15
8:00 PM	1	1	2	13
8:15 PM	3	0	3	
8:30 PM	2	1	3	Max
8:45 PM	0	5	5	47

Study Name Haleiwa Beach Dwy 1100-2100 Thu-Sun

Start Date 01/18/2018 Start Time 11:00 AM

Project Haleiwa Beach House

	WB	EB	Totals	
Start Time	Exit	Enter	15-Min	Hourly
Sunday, January 21, 2018				
11:00 AM	0	3	3	18
11:15 AM	3	1	4	24
11:30 AM	1	1	2	36
11:45 AM	3	6	9	44
12:00 PM	3	6	9	48
12:15 PM	9	7	16	51
12:30 PM	4	6	10	48
12:45 PM	8	5	13	49
1:00 PM	9	3	12	40
1:15 PM	7	6	13	37
1:30 PM	3	8	11	28
1:45 PM	2	2	4	23
2:00 PM	5	4	9	24
2:15 PM	2	2	4	22
2:30 PM	5	1	6	31
2:45 PM	5	0	5	32
3:00 PM	5	2	7	35
3:15 PM	8	5	13	31
3:30 PM	4	3	7	27
3:45 PM	2	6	8	27
4:00 PM	3	0	3	22
4:15 PM	3	6	9	29
4:30 PM	2	5	7	27
4:45 PM	0	3	3	27
5:00 PM	4	6	10	32
5:15 PM	4	3	7	27
5:30 PM	4	3	7	35
5:45 PM	4	4	8	38
6:00 PM	3	2	5	38
6:15 PM	9	6	15	37
6:30 PM	4	6	10	23
6:45 PM	4	4	8	20
7:00 PM	2	2	4	15
7:15 PM	0	1	1	14
7:30 PM	4	3	7	20
7:45 PM	3	0	3	16
8:00 PM	3	0	3	13
8:15 PM	6	1	7	
8:30 PM	2	1	3	Max
8:45 PM	0	0	0	51

Study Name Kamehameha Hwy Haleiwa Beach House Dwy

Start Date 01/17/2018 **Start Time** 12:00 PM

Project Haleiwa Beach House

	Haleiwa Beach House Dwy Westbound			Kamehameha Hwy Northbound				Kamehameha Hwy Southbound			Lokoea Dwy Southwest Bound			Totals	
Start Time	Left-Turn	Right-Turn	RT Lokoea	Left-Turn	Thru	RT Lokoea	Right-Turn	LT Lokoea	Left-Turn	Thru	LT HBH	LT	RT	15-Minute	Hourly
Wednesday, January 17, 2018															
12:00 PM	0	0	0	0	104	2	1	1	0	83	0	2	0	193	811
12:15 PM	0	2	0	0	93	4	1	5	0	86	0	2	1	194	**843**
12:30 PM	0	2	0	0	99	1	2	0	3	104	0	1	0	212	830
12:45 PM	1	3	2	0	87	2	2	0	2	111	0	1	1	212	827
1:00 PM	1	0	0	0	88	0	8	0	2	124	0	0	2	225	829
1:15 PM	1	0	0	0	76	0	1	1	1	101	0	0	0	181	
1:30 PM	0	2	0	0	103	2	5	1	2	94	0	0	0	209	
1:45 PM	1	1	0	0	106	0	2	0	1	99	0	0	4	214	
Wednesday, January 17, 2018															
4:00 PM	1	1	0	0	98	3	2	1	2	89	0	0	1	198	766
4:15 PM	3	1	0	0	82	2	1	0	1	84	0	4	1	179	762
4:30 PM	2	1	0	0	103	5	4	0	0	100	0	1	0	216	**773**
4:45 PM	2	2	0	0	74	1	0	0	0	92	0	2	0	173	724
5:00 PM	0	0	1	0	97	3	7	0	0	85	0	0	1	194	697
5:15 PM	2	1	2	1	80	0	3	2	2	93	1	2	1	190	672
5:30 PM	1	1	0	0	79	2	0	3	1	80	0	0	0	167	638
5:45 PM	0	1	2	0	67	2	3	1	1	68	0	0	1	146	616
6:00 PM	1	1	0	0	82	0	2	1	1	81	0	0	0	169	603
6:15 PM	1	3	0	0	67	0	1	0	1	82	0	1	0	156	
6:30 PM	1	0	0	0	55	1	5	0	1	80	0	1	1	145	
6:45 PM	2	3	0	0	53	2	3	1	1	65	0	1	2	133	
Thursday, January 18, 2018															
12:00 PM	3	1	0	0	104	3	2	1	2	96	0	0	3	215	841
12:15 PM	0	3	0	1	92	3	2	3	3	92	0	0	0	199	815
12:30 PM	2	1	0	1	88	3	6	4	1	100	0	0	0	206	825
12:45 PM	0	0	0	0	104	0	4	4	0	106	0	3	0	221	812
1:00 PM	3	0	1	0	75	3	1	2	0	96	0	5	3	189	828
1:15 PM	2	1	0	0	94	0	3	0	1	106	0	1	1	209	847
1:30 PM	4	3	0	0	96	1	2	2	2	80	0	3	0	193	855
1:45 PM	3	1	0	1	114	0	4	2	3	106	0	1	2	237	863
2:00 PM	1	1	1	0	101	1	1	1	1	97	0	2	1	208	837
2:15 PM	2	2	0	0	106	2	0	0	2	100	0	0	3	217	
2:30 PM	0	2	0	0	89	1	2	0	0	101	0	3	3	201	
2:45 PM	2	0	0	0	93	2	4	0	1	107	0	1	1	211	

Study Name Kamehameha Hwy Haleiwa Beach House Dwy

Start Date 01/17/2018 **Start Time** 12:00 PM

Project Haleiwa Beach House

	Haleiwa Beach House Dwy Westbound			Kamehameha Hwy Northbound				Kamehameha Hwy Southbound			Lokoea Dwy Southwest Bound			Totals	
Start Time	Left-Turn	Right-Turn	RT Lokoea	Left-Turn	Thru	RT Lokoea	Right-Turn	LT Lokoea	Left-Turn	Thru	LT HBH	LT	RT	15-Minute	Hourly
Thursday, January 18, 2018															
5:00 PM	0	0	0	0	90	0	1	0	2	85	1	0	0	179	677
5:15 PM	1	1	0	1	69	1	1	1	1	89	0	0	0	165	658
5:30 PM	0	0	2	0	72	2	1	0	6	97	0	1	1	182	644
5:45 PM	2	1	0	1	49	1	3	0	0	94	0	0	0	151	631
6:00 PM	1	0	0	0	72	1	4	2	0	80	0	0	0	160	626
6:15 PM	1	0	1	0	66	0	2	0	2	78	0	1	0	151	567
6:30 PM	3	0	5	1	52	0	7	2	2	96	0	0	1	169	**510**
6:45 PM	4	0	4	1	64	0	2	0	5	64	0	2	0	146	420
7:00 PM	2	1	2	0	36	0	0	1	4	53	0	0	2	101	357
7:15 PM	3	0	1	0	43	0	3	0	0	43	0	0	1	94	
7:30 PM	2	0	0	0	43	0	1	1	1	27	0	1	3	79	
7:45 PM	1	4	1	0	48	0	0	0	0	24	1	2	2	83	
Friday, January 19, 2018															
12:00 PM	1	0	0	1	88	2	0	2	3	108	0	1	0	206	865
12:15 PM	2	0	0	0	103	0	4	2	1	124	0	1	1	238	877
12:30 PM	6	0	1	0	98	3	5	0	3	90	0	1	1	208	850
12:45 PM	0	0	1	0	96	0	3	3	1	105	0	4	0	213	867
1:00 PM	7	2	1	0	87	1	2	3	5	110	0	0	0	218	**881**
1:15 PM	0	1	0	0	100	0	3	1	1	103	0	2	0	211	865
1:30 PM	5	3	2	0	99	0	3	0	3	108	0	0	2	225	864
1:45 PM	2	2	4	0	104	1	5	0	2	106	0	0	1	227	826
2:00 PM	1	3	0	0	93	0	4	1	1	95	0	2	2	202	777
2:15 PM	1	2	0	0	101	0	3	0	0	100	0	3	0	210	
2:30 PM	4	0	0	0	110	1	0	1	0	68	0	3	0	187	
2:45 PM	0	0	0	0	83	4	1	0	2	84	0	2	2	178	
Friday, January 19, 2018															
5:00 PM	0	2	1	0	85	1	4	1	1	95	0	0	0	190	**738**
5:15 PM	3	0	0	0	89	2	2	1	1	93	0	1	1	193	675
5:30 PM	0	0	1	0	74	0	4	3	2	86	0	0	0	170	648
5:45 PM	1	1	4	0	78	1	3	1	3	91	0	0	2	185	641
6:00 PM	1	0	2	0	57	1	2	1	1	60	0	2	0	127	588
6:15 PM	5	2	0	0	57	0	3	3	1	95	0	0	0	166	
6:30 PM	1	3	0	0	55	0	2	2	1	99	0	0	0	163	
6:45 PM	1	1	3	0	47	0	4	1	2	72	0	1	0	132	

Study Name Kamehameha Hwy Haleiwa Beach House Dwy

Start Date 01/17/2018 **Start Time** 12:00 PM

Project Haleiwa Beach House

	Haleiwa Beach House Dwy Westbound			Kamehameha Hwy Northbound				Kamehameha Hwy Southbound			Lokoea Dwy Southwest Bound			Totals	
Start Time	Left-Turn	Right-Turn	RT Lokoea	Left-Turn	Thru	RT Lokoea	Right-Turn	LT Lokoea	Left-Turn	Thru	LT HBH	LT	RT	15-Minute	Hourly
Saturday, January 20, 2018															
12:00 PM	1	1	1	0	113	0	3	1	0	89	0	0	1	210	875
12:15 PM	1	1	0	1	92	3	3	3	0	97	0	0	1	202	906
12:30 PM	0	2	3	0	113	2	5	4	1	112	0	0	0	242	**964**
12:45 PM	4	1	1	1	97	5	4	1	2	104	0	0	1	221	956
1:00 PM	1	2	0	0	105	1	3	2	0	122	0	3	2	241	944
1:15 PM	1	5	0	0	116	1	7	0	2	122	0	4	2	260	957
1:30 PM	2	2	0	0	96	0	3	1	0	126	0	2	2	234	929
1:45 PM	1	2	1	0	106	1	3	0	0	91	0	3	1	209	947
2:00 PM	2	1	0	0	114	3	1	1	3	124	0	3	2	254	950
2:15 PM	3	1	0	0	112	0	6	0	2	105	0	1	2	232	918
2:30 PM	2	2	0	0	133	1	3	3	1	106	0	1	0	252	908
2:45 PM	5	1	0	0	105	5	6	0	1	87	0	2	0	212	838
3:00 PM	4	4	0	0	102	2	2	1	1	104	0	1	1	222	813
3:15 PM	4	3	0	0	106	0	4	0	0	100	0	4	1	222	760
3:30 PM	3	2	0	0	74	1	1	2	0	95	0	3	1	182	709
3:45 PM	3	1	0	0	94	0	0	0	1	85	0	3	0	187	702
4:00 PM	3	0	0	0	77	1	4	0	0	83	1	0	0	169	688
4:15 PM	2	2	0	0	67	2	3	1	0	94	0	0	0	171	666
4:30 PM	1	1	0	0	78	0	1	1	0	90	1	2	0	175	689
4:45 PM	0	1	0	0	68	1	2	1	4	94	0	2	0	173	702
5:00 PM	0	1	0	0	69	0	0	1	0	75	0	0	1	147	683
5:15 PM	2	0	0	1	75	0	0	3	2	111	0	0	0	194	708
5:30 PM	1	0	0	1	70	0	1	2	1	111	0	0	1	188	681
5:45 PM	2	1	1	2	60	1	4	1	2	80	0	0	0	154	634
6:00 PM	5	3	0	0	69	1	3	0	0	90	0	0	1	172	599
6:15 PM	3	0	0	0	78	0	3	2	1	80	0	0	0	167	
6:30 PM	2	2	0	0	67	0	1	0	4	59	4	0	2	141	
6:45 PM	4	0	0	0	52	0	4	4	0	55	0	0	0	119	

Study Name Kamehameha Hwy Haleiwa Beach House Dwy

Start Date 01/17/2018 **Start Time** 12:00 PM

Project Haleiwa Beach House

	Haleiwa Beach House Dwy Westbound			Kamehameha Hwy Northbound				Kamehameha Hwy Southbound			Lokoea Dwy Southwest Bound			Totals	
Start Time	Left-Turn	Right-Turn	RT Lokoea	Left-Turn	Thru	RT Lokoea	Right-Turn	LT Lokoea	Left-Turn	Thru	LT HBH	LT	RT	15-Minute	Hourly
Sunday, January 21, 2018															
12:00 PM	2	1	0	1	78	1	5	1	1	101	0	1	0	192	807
12:15 PM	0	3	0	1	88	1	5	0	3	95	0	5	1	202	810
12:30 PM	5	2	2	0	79	0	4	2	2	95	0	2	1	194	**832**
12:45 PM	0	0	2	0	99	2	2	3	4	107	0	0	0	219	876
1:00 PM	6	0	0	0	91	2	4	3	1	88	0	0	0	195	863
1:15 PM	4	5	0	0	92	1	4	2	0	113	0	3	0	224	880
1:30 PM	1	5	0	0	121	2	4	0	0	101	0	1	3	238	886
1:45 PM	1	1	0	0	94	1	3	0	5	101	0	0	0	206	873
2:00 PM	1	0	0	0	114	0	2	2	0	92	0	0	1	212	871
2:15 PM	5	1	1	0	115	1	1	0	3	96	0	5	2	230	893
2:30 PM	1	1	0	0	121	3	2	0	0	96	0	1	0	225	857
2:45 PM	4	1	0	0	96	5	1	2	0	93	0	1	1	204	837
3:00 PM	2	2	0	0	112	1	1	0	0	112	0	4	0	234	846
3:15 PM	4	1	0	1	79	2	1	0	1	105	0	0	0	194	804
3:30 PM	5	2	0	0	91	0	3	1	2	98	0	2	1	205	830
3:45 PM	3	1	0	0	96	3	1	2	2	97	0	5	3	213	808
4:00 PM	1	0	0	0	92	2	5	1	1	88	0	1	1	192	818
4:15 PM	1	2	0	0	92	2	0	1	0	121	0	0	1	220	844
4:30 PM	2	1	0	0	87	0	5	1	1	83	0	0	3	183	815
4:45 PM	1	1	0	0	98	0	4	1	1	114	0	2	1	223	817
5:00 PM	0	0	0	1	102	3	3	0	0	108	0	1	0	218	773
5:15 PM	0	0	0	0	85	2	5	1	1	97	0	0	0	191	710
5:30 PM	2	1	1	0	69	0	1	1	2	104	0	1	3	185	670
5:45 PM	1	3	0	0	58	1	0	2	2	112	0	0	0	179	659
6:00 PM	1	2	1	0	61	3	3	1	1	80	0	1	1	155	657
6:15 PM	2	1	0	0	54	1	1	1	1	88	0	1	1	151	
6:30 PM	1	8	0	0	52	0	4	1	2	104	0	1	1	174	
6:45 PM	2	3	0	0	48	0	3	1	3	117	0	0	0	177	

Study Name Kamehameha Hwy Haleiwa Beach House Dwy

Start Date 01/17/2018 **Start Time 12:00 PM**

Project Haleiwa Beach House

	Haleiwa Beach House Dwy Westbound			Kamehameha Hwy Northbound				Kamehameha Hwy Southbound			Lokoea Dwy Southwest Bound			Totals
Start Time	Left-Turn	Right-Turn	RT Lokoea	Left-Turn	Thru	RT Lokoea	Right-Turn	LT Lokoea	Left-Turn	Thru	LT HBH	LT	RT	Hourly
Wednesday, January 17, 2018														
12:45 PM	3	5	2	0	354	4	16	2	7	430	0	1	3	827
PHF	0.75	5.00	2.00	0.00	1.01	4.00	0.50	2.00	0.88	0.87	0.00	1.00	0.38	0.92
Adj Factor	1.33	0.20	0.50	1.00	0.99	0.25	2.00	0.50	1.14	1.15	1.00	1.00	2.67	1.09
PHV	4	1	1	0	352	1	32	1	8	496	0	1	8	900
T	0%	0%	0%	0%	2%	0%	0%	0%	0%	3%	0%	0%	0%	2%
Thursday, January 18, 2018														
1:00 PM	12	5	1	1	379	4	10	6	6	388	0	10	6	828
PHF	1.00	1.25	1.00	0.25	0.83	4.00	0.63	0.75	0.50	0.92	0.00	2.50	0.75	0.87
Adj Factor	1.00	0.80	1.00	4.00	1.20	0.25	1.60	1.33	2.00	1.09	1.00	0.40	1.33	1.14
PHV	12	4	1	4	456	1	16	8	12	424	0	4	8	948
T	0%	0%	0%	0%	2%	0%	0%	0%	0%	1%	0%	0%	0%	1%
Friday, January 19, 2018														
1:00 PM	14	8	7	0	390	2	13	4	11	427	0	2	3	881
PHF	1.75	0.63	0.63	0.00	0.94	0.45	0.65	4.00	1.38	1.01	0.00	2.00	0.75	0.97
Adj Factor	0.57	1.60	1.60	1.00	1.07	2.22	1.54	0.25	0.73	0.99	1.00	0.50	1.33	1.03
PHV	8	13	11	0	416	4	20	1	8	424	0	1	4	908
T	0%	0%	0%	0%	1%	0%	0%	0%	0%	3%	0%	0%	0%	2%
Weekday Average														
1:00 PM	10	6	3	0	374	3	13	4	8	415	0	4	4	845
PHF	1.21	1.00	0.76	0.25	0.92	1.55	0.57	1.20	0.86	0.93	1.00	2.17	0.60	0.92
Adj Factor	0.83	0.99	1.32	4.00	1.09	0.64	1.74	0.83	1.17	1.08	1.00	0.46	1.67	1.09
PHV	8	6	4	1	408	2	23	3	9	448	0	2	7	919
T	0%	0%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%	0%	2%

Study Name Kamehameha Hwy Haleiwa Beach House Dwy

Start Date 01/17/2018 **Start Time 12:00 PM**

Project Haleiwa Beach House

	Haleiwa Beach House Dwy Westbound			Kamehameha Hwy Northbound				Kamehameha Hwy Southbound			Lokoea Dwy Southwest Bound			Totals
Start Time	Left-Turn	Right-Turn	RT Lokoea	Left-Turn	Thru	RT Lokoea	Right-Turn	LT Lokoea	Left-Turn	Thru	LT HBH	LT	RT	Hourly
Saturday, January 20, 2018														
12:30 PM	6	10	4	1	431	9	19	7	5	460	0	7	5	964
PHF	1.50	0.70	0.70	1.00	0.93	3.25	0.68	7.00	0.63	0.94	0.00	0.44	0.63	0.93
Adj Factor	0.67	1.43	1.43	1.00	1.08	0.31	1.47	0.14	1.60	1.06	1.00	2.29	1.60	1.08
PHV	4	14	6	1	464	3	28	1	8	488	0	16	8	1040
T	0%	10%	0%	0%	2%	0%	0%	0%	0%	2%	0%	0%	0%	2%
Sunday, January 21, 2018														
1:00 PM	12	11	0	0	398	6	15	5	6	403	0	4	3	863
PHF	3.00	0.55	0.00	0.00	0.82	0.75	0.94	5.00	6.00	1.00	0.00	1.00	0.25	0.91
Adj Factor	0.33	1.82	1.00	1.00	1.22	1.33	1.07	0.20	0.17	1.00	1.00	1.00	4.00	1.10
PHV	4	20	0	0	484	8	16	1	1	404	0	4	12	952
T	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%	1%
Weekend Average														
12:45 PM	9	11	2	1	415	8	17	6	6	432	0	6	4	914
PHF	2.25	1.00	0.70	1.00	0.87	1.39	0.77	6.00	1.22	0.97	1.00	0.55	0.40	0.92
Adj Factor	0.44	1.63	1.43	1.00	1.14	0.72	1.29	0.17	0.82	1.03	#DIV/0!	1.82	2.50	1.09
PHV	4	17	3	1	474	5	22	1	5	446	0	10	10	996
T	0%	5%	0%	0%	1%	0%	0%	0%	0%	2%	0%	0%	0%	1%

Study Name Kamehameha Hwy Pedestrian Crossing

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Crossing Kamehameha Hwy		Totals	
Start Time	**Westbound**	**Eastbound**	**15-Minute**	**Hourly**
Wednesday, January 17, 2018				
11:30 AM	1	2	3	11
11:45 AM	0	3	3	8
12:00 PM	1	4	5	10
12:15 PM	0	0	0	6
12:30 PM	0	0	0	10
12:45 PM	2	3	5	16
1:00 PM	0	1	1	**25**
1:15 PM	1	3	4	
1:30 PM	4	2	6	
1:45 PM	6	8	14	
Wednesday, January 17, 2018				
7:00 PM	0	1	1	5
7:15 PM	0	0	0	
7:30 PM	0	0	0	
7:45 PM	4	0	4	
Thursday, January 18, 2018				
12:00 PM	4	10	14	24
12:15 PM	0	1	1	25
12:30 PM	0	0	0	26
12:45 PM	6	3	9	**30**
1:00 PM	10	5	15	41
1:15 PM	2	0	2	
1:30 PM	2	2	4	
1:45 PM	8	12	20	
Thursday, January 18, 2018				
5:30 PM	2	0	2	11
5:45 PM	0	2	2	9
6:00 PM	0	1	1	11
6:15 PM	3	3	6	**17**
6:30 PM	0	0	0	12
6:45 PM	4	0	4	
7:00 PM	4	3	7	
7:15 PM	0	1	1	

Study Name Kamehameha Hwy Pedestrian Crossing

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Crossing Kamehameha Hwy		Totals	
Start Time	Westbound	Eastbound	15-Minute	Hourly
Friday, January 19, 2018				
9:00 AM	1	0	1	8
9:15 AM	0	0	0	7
9:30 AM	3	0	3	7
9:45 AM	0	4	4	4
10:00 AM	0	0	0	5
10:15 AM	0	0	0	9
10:30 AM	0	0	0	11
10:45 AM	1	4	5	11
11:00 AM	4	0	4	15
11:15 AM	0	2	2	16
11:30 AM	0	0	0	20
11:45 AM	6	3	9	**32**
12:00 PM	2	3	5	28
12:15 PM	3	3	6	24
12:30 PM	3	9	12	**28**
12:45 PM	2	3	5	16
1:00 PM	1	0	1	21
1:15 PM	8	2	10	**28**
1:30 PM	0	0	0	18
1:45 PM	6	4	10	23
2:00 PM	4	4	8	17
2:15 PM	0	0	0	16
2:30 PM	2	3	5	24
2:45 PM	0	4	4	31
3:00 PM	6	1	7	**33**
3:15 PM	2	6	8	29
3:30 PM	8	4	12	29
3:45 PM	4	2	6	20
4:00 PM	1	2	3	**20**
4:15 PM	6	2	8	18
4:30 PM	3	0	3	12
4:45 PM	3	3	6	11
5:00 PM	0	1	1	9
5:15 PM	0	2	2	30
5:30 PM	2	0	2	30
5:45 PM	1	3	4	**35**
6:00 PM	9	13	22	31
6:15 PM	1	1	2	15
6:30 PM	2	5	7	14
6:45 PM	0	0	0	9
7:00 PM	5	1	6	12
7:15 PM	1	0	1	
7:30 PM	0	2	2	
7:45 PM	3	0	3	

Study Name Kamehameha Hwy Pedestrian Crossing

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Crossing Kamehameha Hwy		Totals	
Start Time	Westbound	Eastbound	15-Minute	Hourly
Saturday, January 20, 2018				
12:00 PM	1	0	1	16
12:15 PM	2	2	4	22
12:30 PM	1	1	2	18
12:45 PM	5	4	9	18
1:00 PM	1	6	7	21
1:15 PM	0	0	0	23
1:30 PM	1	1	2	**28**
1:45 PM	4	8	12	27
2:00 PM	7	2	9	17
2:15 PM	2	3	5	
2:30 PM	1	0	1	
2:45 PM	1	1	2	
Saturday, January 20, 2018				
5:00 PM	2	0	2	14
5:15 PM	0	4	4	**22**
5:30 PM	1	0	1	18
5:45 PM	5	2	7	17
6:00 PM	3	7	10	10
6:15 PM	0	0	0	2
6:30 PM	0	0	0	4
6:45 PM	0	0	0	6
7:00 PM	2	0	2	10
7:15 PM	0	2	2	
7:30 PM	0	2	2	
7:45 PM	1	3	4	
Sunday, January 21, 2018				
12:00 PM	4	4	8	19
12:15 PM	3	3	6	20
12:30 PM	0	3	3	29
12:45 PM	0	2	2	**36**
1:00 PM	3	6	9	**36**
1:15 PM	5	10	15	
1:30 PM	2	8	10	
1:45 PM	2	0	2	

Study Name Kamehameha Hwy Pedestrian Crossing

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Crossing Kamehameha Hwy		Totals	
Start Time	**Westbound**	**Eastbound**	**15-Minute**	**Hourly**
Sunday, January 21, 2018				
5:30 PM	1	2	3	86
5:45 PM	2	2	4	**90**
6:00 PM	11	6	17	86
6:15 PM	32	30	**62**	69
6:30 PM	3	4	7	8
6:45 PM	0	0	0	1
7:00 PM	0	0	0	1
7:15 PM	0	1	1	
7:30 PM	0	0	0	
7:45 PM	0	0	0	
Peak Hours of Traffic				
Wednesday, January 17, 2018				
12:45 PM	7	9		16
Thursday, January 18, 2018				
1:00 PM	22	19		41
Friday, January 19, 2018				
1:00 PM	15	6		21
Weekday Average				
1:00 PM	15	11		26
Saturday, January 20, 2018				
12:30 PM	7	11		18
Sunday, January 21, 2018				
1:00 PM	12	24		36
Weekend Average				
12:45 PM	10	18		27

Study Name Kamehameha Hwy Mauka Shoulder Pedestrian Study

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Kamehameha Hwy Mauka Shoulder		Totals	
Start Time	Southbound	Northbound	15-Minute	Hourly
Wednesday, January 17, 2018				
11:30 AM	0	0	0	19
11:45 AM	2	5	7	24
12:00 PM	0	9	9	38
12:15 PM	0	3	3	42
12:30 PM	1	4	5	39
12:45 PM	10	11	21	**55**
1:00 PM	4	9	13	41
1:15 PM	0	0	0	
1:30 PM	11	10	21	
1:45 PM	7	0	7	
Wednesday, January 17, 2018				
7:00 PM	1	0	1	13
7:15 PM	1	0	1	
7:30 PM	2	0	2	
7:45 PM	1	8	9	
Thursday, January 18, 2018				
12:00 PM	6	2	8	32
12:15 PM	2	2	4	30
12:30 PM	5	8	13	**37**
12:45 PM	5	2	7	**37**
1:00 PM	4	2	6	
1:15 PM	5	6	11	
1:30 PM	0	13	13	
1:45 PM	0	0		
Thursday, January 18, 2018				
5:30 PM	0	5	5	13
5:45 PM	0	4	4	8
6:00 PM	2	2	4	7
6:15 PM	0	0	0	3
6:30 PM	0	0	0	**14**
6:45 PM	3	0	3	
7:00 PM	0	0	0	
7:15 PM	3	8	11	

Study Name Kamehameha Hwy Mauka Shoulder Pedestrian Study

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Kamehameha Hwy Mauka Shoulder		Totals	
Start Time	Southbound	Northbound	15-Minute	Hourly
Friday, January 19, 2018				
12:30 PM	6	7	13	36
12:45 PM	0	3	3	31
1:00 PM	6	10	16	**43**
1:15 PM	0	4	4	28
1:30 PM	5	3	8	27
1:45 PM	7	8	15	21
2:00 PM	0	1	1	8
2:15 PM	0	3	3	
2:30 PM	2	0	2	
2:45 PM	0	2	2	
Friday, January 19, 2018				
6:00 PM	1	4	5	**21**
6:15 PM	1	4	5	17
6:30 PM	9	2	11	12
6:45 PM	0	0	0	1
7:00 PM	0	1	1	11
7:15 PM	0	0	0	
7:30 PM	0	0	0	
7:45 PM	4	6	10	
Saturday, January 20, 2018				
11:30 AM	3	2	5	28
11:45 AM	0	7	7	30
12:00 PM	2	8	10	29
12:15 PM	3	3	6	33
12:30 PM	2	5	7	33
12:45 PM	3	3	6	50
1:00 PM	14	0	14	**55**
1:15 PM	5	1	6	46
1:30 PM	2	22	24	45
1:45 PM	6	5	11	29
2:00 PM	3	2	5	18
2:15 PM	0	5	5	
2:30 PM	1	7	8	
2:45 PM	0	0	0	

Study Name Kamehameha Hwy Mauka Shoulder Pedestrian Study

Start Date 01/17/2018 **Start Time** 11:30 AM

Project Haleiwa Beach House

	Kamehameha Hwy Mauka Shoulder		Totals	
Start Time	Southbound	Northbound	15-Minute	Hourly
Saturday, January 20, 2018				
5:00 PM	0	4	4	12
5:15 PM	0	2	2	13
5:30 PM	4	2	6	17
5:45 PM	0	0	0	11
6:00 PM	0	5	5	16
6:15 PM	1	5	6	12
6:30 PM	0	0	0	21
6:45 PM	2	3	5	**24**
7:00 PM	0	1	1	23
7:15 PM	5	10	15	
7:30 PM	2	1	3	
7:45 PM	2	2	4	
Sunday, January 21, 2018				
11:30 AM	5	2	7	**28**
11:45 AM	7	2	9	21
12:00 PM	3	0	3	21
12:15 PM	0	9	9	24
12:30 PM	0	0	0	20
12:45 PM	5	4	9	20
1:00 PM	2	4	6	18
1:15 PM	0	5	5	
1:30 PM	0	0	0	
1:45 PM	1	6	7	
Sunday, January 21, 2018				
5:30 PM	4	4	8	31
5:45 PM	1	2	3	34
6:00 PM	1	8	9	**42**
6:15 PM	7	4	11	39
6:30 PM	8	3	11	29
6:45 PM	2	9	11	19
7:00 PM	0	6	6	8
7:15 PM	0	1	1	
7:30 PM	0	1	1	
7:45 PM	0	0	0	

The Traffic Management Consultant
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Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018

Turning Movement Data

Start Time	Haleiwa Beach House Dwy Westbound				Kamehameha Hwy Northbound					Kamehameha Hwy Southbound				
	Left-Turn	Right-Turn	Peds	App. Total	Left-Turn	Thru	Right-Turn	Peds	App. Total	Left-Turn	Thru	Peds	App. Total	Int. Total
12:45 PM	1	5	4	6	0	89	1	2	90	2	112	0	114	210
Hourly Total	1	5	4	6	0	89	1	2	90	2	112	0	114	210
1:00 PM	2	5	4	7	0	89	8	0	97	2	124	0	126	230
1:15 PM	1	2	4	3	0	78	1	2	79	1	102	4	103	185
1:30 PM	0	6	2	6	0	106	5	2	111	2	94	0	96	213
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:15 PM	2	2	0	4	0	99	3	0	102	1	109	2	110	216
1:30 PM	4	3	0	7	0	106	2	2	108	3	83	2	86	201
1:45 PM	3	0	4	3	1	122	4	19	127	3	109	2	112	242
Hourly Total	9	5	4	14	1	327	9	21	337	7	301	6	308	659
2:00 PM	1	2	3	3	0	102	2	2	104	1	99	2	100	207
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	1	2	3	3	0	102	2	2	104	1	99	2	100	207
1:00 PM	7	4	0	11	0	106	2	1	108	5	113	0	118	237
1:15 PM	0	1	1	1	0	100	4	6	104	1	107	4	108	213
1:30 PM	4	5	0	9	0	109	4	0	113	3	111	0	114	236
1:45 PM	2	6	3	8	0	112	5	7	117	3	107	1	110	235
Hourly Total	13	16	4	29	0	427	15	14	442	12	438	5	450	921
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:30 PM	0	5	3	5	1	117	6	0	124	3	126	2	129	258
12:45 PM	5	2	0	7	1	109	4	10	114	2	110	0	112	233
Hourly Total	5	7	3	12	2	226	10	10	238	5	236	2	241	491
1:00 PM	1	3	2	4	0	107	4	7	111	0	127	0	127	242
1:15 PM	1	4	4	5	0	118	6	0	124	2	126	0	128	257
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	6	1	8	7	1	93	5	5	99	1	97	0	98	204
1:15 PM	4	5	2	9	0	96	5	3	101	0	118	0	118	228
1:30 PM	1	6	5	7	1	126	5	5	132	1	109	1	110	249
1:45 PM	2	2	0	4	0	98	3	0	101	5	100	0	105	210
Hourly Total	13	14	15	27	2	413	18	13	433	7	424	1	431	891
Grand Total	47	69	49	116	5	2082	79	73	2166	41	2183	20	2224	4506
Approach %	40.5	59.5	-	-	0.2	96.1	3.6	-	-	1.8	98.2	-	-	-
Total %	1.0	1.5	-	2.6	0.1	46.2	1.8	-	48.1	0.9	48.4	-	49.4	-
Motorcycles	0	1	-	1	0	19	1	-	20	2	24	-	26	47
% Motorcycles	0.0	1.4	-	0.9	0.0	0.9	1.3	-	0.9	4.9	1.1	-	1.2	1.0
Cars	41	60	-	101	5	1641	72	-	1718	35	1715	-	1750	3569
% Cars	87.2	87.0	-	87.1	100.0	78.8	91.1	-	79.3	85.4	78.6	-	78.7	79.2
Light Goods Vehicles	6	8	-	14	0	385	5	-	390	3	378	-	381	785
% Light Goods Vehicles	12.8	11.6	-	12.1	0.0	18.5	6.3	-	18.0	7.3	17.3	-	17.1	17.4
Buses	0	0	-	0	0	21	0	-	21	0	36	-	36	57
% Buses	0.0	0.0	-	0.0	0.0	1.0	0.0	-	1.0	0.0	1.6	-	1.6	1.3

Single-Unit Trucks	0	0	-	0	0	9	0	-	9	1	12	-	13	22
% Single-Unit Trucks	0.0	0.0	-	0.0	0.0	0.4	0.0	-	0.4	2.4	0.5	-	0.6	0.5
Articulated Trucks	0	0	-	0	0	0	0	-	0	0	1	-	1	1
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	7	1	-	8	0	17	-	17	25
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.3	1.3	-	0.4	0.0	0.8	-	0.8	0.6
Bicycles on Crosswalk	-	-	4	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	8.2	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	45	-	-	-	-	73	-	-	-	20	-	-
% Pedestrians	-	-	91.8	-	-	-	-	100.0	-	-	-	100.0	-	-

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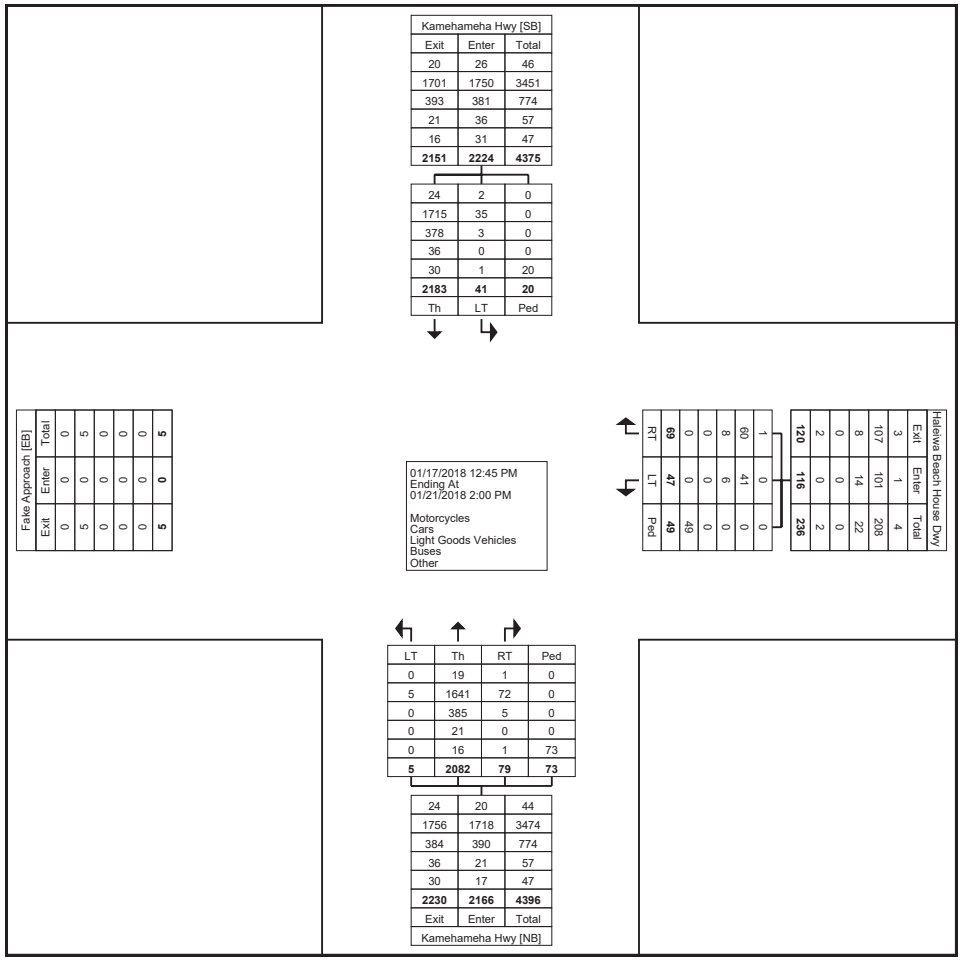
Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018



Turning Movement Data Plot

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Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018

Turning Movement Peak Hour Data (12:45 PM)

Start Time	Haleiwa Beach House Dwy Westbound				Kamehameha Hwy Northbound					Kamehameha Hwy Southbound				
	Left-Turn	Right-Turn	Peds	App. Total	Left-Turn	Thru	Right-Turn	Peds	App. Total	Left-Turn	Thru	Peds	App. Total	Int. Total
12:45 PM	1	5	4	6	0	89	1	2	90	2	112	0	114	210
1:00 PM	2	5	4	7	0	89	8	0	97	2	124	0	126	230
1:15 PM	1	2	4	3	0	78	1	2	79	1	102	4	103	185
1:30 PM	0	6	2	6	0	106	5	2	111	2	94	0	96	213
Total	4	18	14	22	0	362	15	6	377	7	432	4	439	838
Approach %	18.2	81.8	-	-	0.0	96.0	4.0	-	-	1.6	98.4	-	-	-
Total %	0.5	2.1	-	2.6	0.0	43.2	1.8	-	45.0	0.8	51.6	-	52.4	-
PHF	0.500	0.750	-	0.786	0.000	0.854	0.469	-	0.849	0.875	0.871	-	0.871	0.911
Motorcycles	0	0	-	0	0	2	0	-	2	0	5	-	5	7
% Motorcycles	0.0	0.0	-	0.0	-	0.6	0.0	-	0.5	0.0	1.2	-	1.1	0.8
Cars	4	15	-	19	0	277	14	-	291	6	347	-	353	663
% Cars	100.0	83.3	-	86.4	-	76.5	93.3	-	77.2	85.7	80.3	-	80.4	79.1
Light Goods Vehicles	0	3	-	3	0	73	1	-	74	1	67	-	68	145
% Light Goods Vehicles	0.0	16.7	-	13.6	-	20.2	6.7	-	19.6	14.3	15.5	-	15.5	17.3
Buses	0	0	-	0	0	4	0	-	4	0	7	-	7	11
% Buses	0.0	0.0	-	0.0	-	1.1	0.0	-	1.1	0.0	1.6	-	1.6	1.3
Single-Unit Trucks	0	0	-	0	0	4	0	-	4	0	4	-	4	8
% Single-Unit Trucks	0.0	0.0	-	0.0	-	1.1	0.0	-	1.1	0.0	0.9	-	0.9	1.0
Articulated Trucks	0	0	-	0	0	0	0	-	0	0	1	-	1	1
% Articulated Trucks	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.2	-	0.2	0.1
Bicycles on Road	0	0	-	0	0	2	0	-	2	0	1	-	1	3
% Bicycles on Road	0.0	0.0	-	0.0	-	0.6	0.0	-	0.5	0.0	0.2	-	0.2	0.4
Bicycles on Crosswalk	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	14	-	-	-	-	6	-	-	-	4	-	-
% Pedestrians	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-

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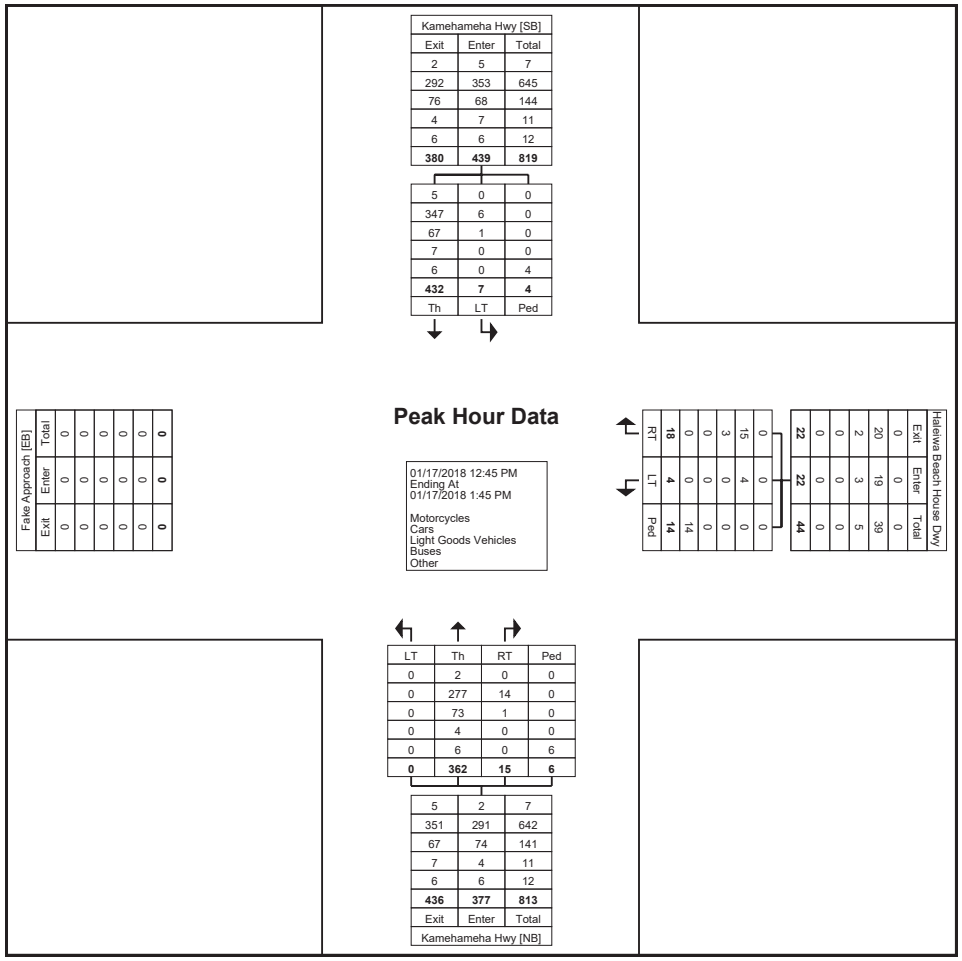
Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018
Page No: 5



Turning Movement Peak Hour Data Plot (12:45 PM)

The Traffic Management Consultant
1188 Bishop Street, Suite 1907

Honolulu, Hawaii, United States 96813
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Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018

Turning Movement Peak Hour Data (1:15 PM)

Start Time	Haleiwa Beach House Dwy Westbound				Kamehameha Hwy Northbound					Kamehameha Hwy Southbound				
	Left-Turn	Right-Turn	Peds	App. Total	Left-Turn	Thru	Right-Turn	Peds	App. Total	Left-Turn	Thru	Peds	App. Total	Int. Total
1:15 PM	2	2	0	4	0	99	3	0	102	1	109	2	110	216
1:30 PM	4	3	0	7	0	106	2	2	108	3	83	2	86	201
1:45 PM	3	0	4	3	1	122	4	19	127	3	109	2	112	242
2:00 PM	1	2	3	3	0	102	2	2	104	1	99	2	100	207
Total	10	7	7	17	1	429	11	23	441	8	400	8	408	866
Approach %	58.8	41.2	-	-	0.2	97.3	2.5	-	-	2.0	98.0	-	-	-
Total %	1.2	0.8	-	2.0	0.1	49.5	1.3	-	50.9	0.9	46.2	-	47.1	-
PHF	0.625	0.583	-	0.607	0.250	0.879	0.688	-	0.868	0.667	0.917	-	0.911	0.895
Motorcycles	0	0	-	0	0	5	0	-	5	2	9	-	11	16
% Motorcycles	0.0	0.0	-	0.0	0.0	1.2	0.0	-	1.1	25.0	2.3	-	2.7	1.8
Cars	9	6	-	15	1	353	9	-	363	5	318	-	323	701
% Cars	90.0	85.7	-	88.2	100.0	82.3	81.8	-	82.3	62.5	79.5	-	79.2	80.9
Light Goods Vehicles	1	1	-	2	0	63	1	-	64	0	64	-	64	130
% Light Goods Vehicles	10.0	14.3	-	11.8	0.0	14.7	9.1	-	14.5	0.0	16.0	-	15.7	15.0
Buses	0	0	-	0	0	4	0	-	4	0	6	-	6	10
% Buses	0.0	0.0	-	0.0	0.0	0.9	0.0	-	0.9	0.0	1.5	-	1.5	1.2
Single-Unit Trucks	0	0	-	0	0	2	0	-	2	1	2	-	3	5
% Single-Unit Trucks	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.5	12.5	0.5	-	0.7	0.6
Articulated Trucks	0	0	-	0	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	2	1	-	3	0	1	-	1	4
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.5	9.1	-	0.7	0.0	0.3	-	0.2	0.5
Bicycles on Crosswalk	-	-	1	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	14.3	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	6	-	-	-	-	23	-	-	-	8	-	-
% Pedestrians	-	-	85.7	-	-	-	-	100.0	-	-	-	100.0	-	-

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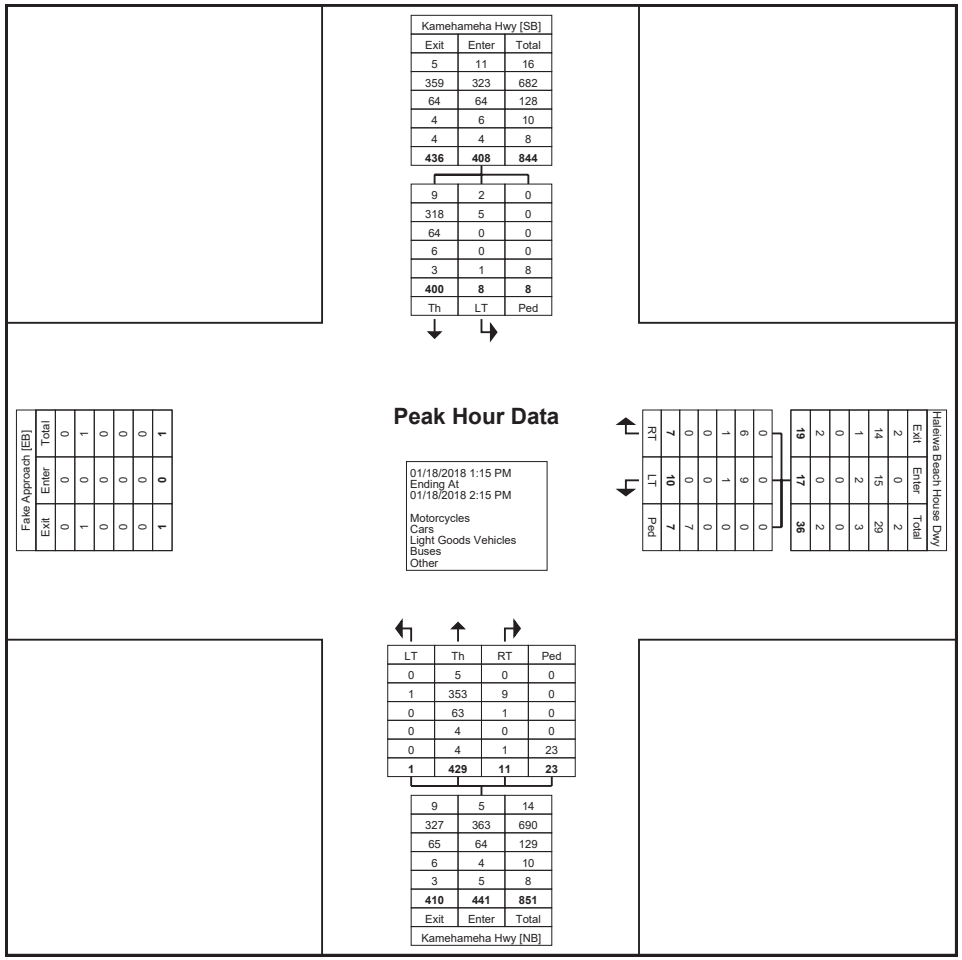
Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018



Turning Movement Peak Hour Data Plot (1:15 PM)

The Traffic Management Consultant
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Honolulu, Hawaii, United States 96813
808-536-0223 tmchawaii@aol.com

Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Haleiwa Beach House Dwy Westbound				Kamehameha Hwy Northbound					Kamehameha Hwy Southbound				
	Left-Turn	Right-Turn	Peds	App. Total	Left-Turn	Thru	Right-Turn	Peds	App. Total	Left-Turn	Thru	Peds	App. Total	Int. Total
1:00 PM	7	4	0	11	0	106	2	1	108	5	113	0	118	237
1:15 PM	0	1	1	1	0	100	4	6	104	1	107	4	108	213
1:30 PM	4	5	0	9	0	109	4	0	113	3	111	0	114	236
1:45 PM	2	6	3	8	0	112	5	7	117	3	107	1	110	235
Total	13	16	4	29	0	427	15	14	442	12	438	5	450	921
Approach %	44.8	55.2	-	-	0.0	96.6	3.4	-	-	2.7	97.3	-	-	-
Total %	1.4	1.7	-	3.1	0.0	46.4	1.6	-	48.0	1.3	47.6	-	48.9	-
PHF	0.464	0.667	-	0.659	0.000	0.953	0.750	-	0.944	0.600	0.969	-	0.953	0.972
Motorcycles	0	0	-	0	0	2	0	-	2	0	1	-	1	3
% Motorcycles	0.0	0.0	-	0.0	-	0.5	0.0	-	0.5	0.0	0.2	-	0.2	0.3
Cars	10	15	-	25	0	323	14	-	337	11	346	-	357	719
% Cars	76.9	93.8	-	86.2	-	75.6	93.3	-	76.2	91.7	79.0	-	79.3	78.1
Light Goods Vehicles	3	1	-	4	0	96	1	-	97	1	75	-	76	177
% Light Goods Vehicles	23.1	6.3	-	13.8	-	22.5	6.7	-	21.9	8.3	17.1	-	16.9	19.2
Buses	0	0	-	0	0	5	0	-	5	0	10	-	10	15
% Buses	0.0	0.0	-	0.0	-	1.2	0.0	-	1.1	0.0	2.3	-	2.2	1.6
Single-Unit Trucks	0	0	-	0	0	1	0	-	1	0	4	-	4	5
% Single-Unit Trucks	0.0	0.0	-	0.0	-	0.2	0.0	-	0.2	0.0	0.9	-	0.9	0.5
Articulated Trucks	0	0	-	0	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	0	-	0	0	2	-	2	2
% Bicycles on Road	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0	0.5	-	0.4	0.2
Bicycles on Crosswalk	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	4	-	-	-	-	14	-	-	-	5	-	-
% Pedestrians	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-

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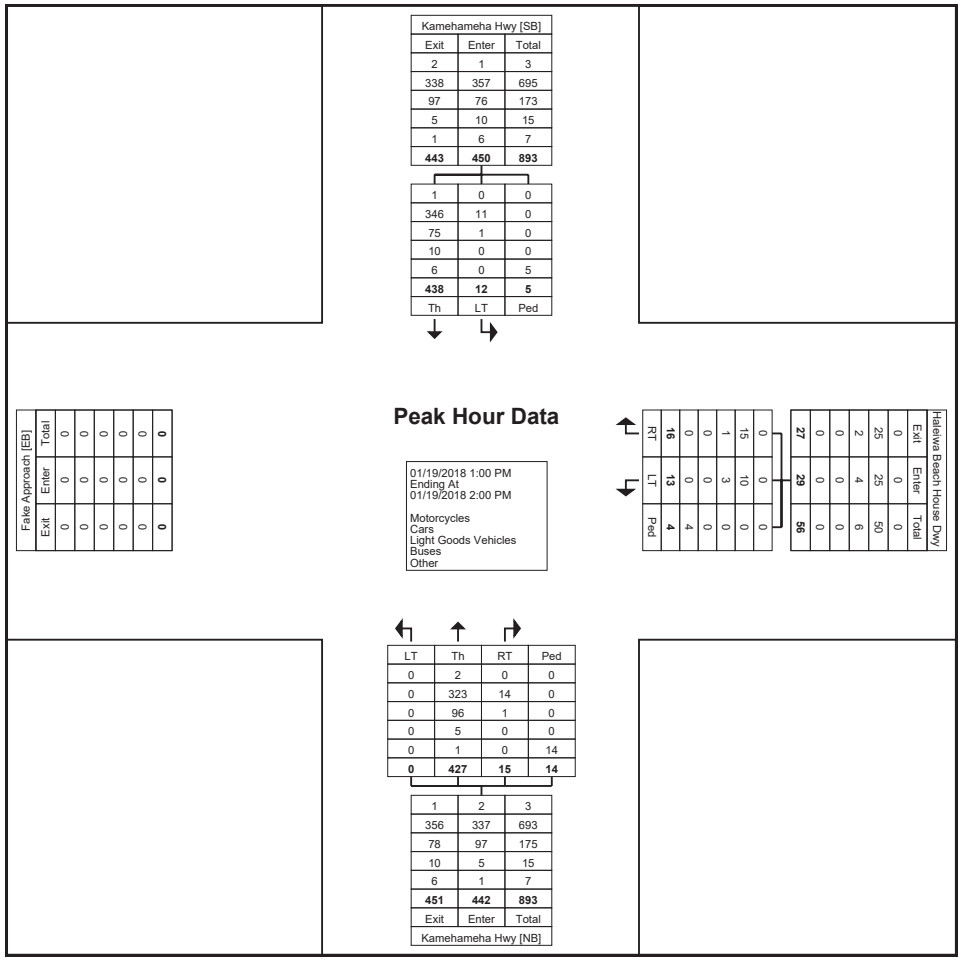
Site Code: Haleiwa Beach House
Start Date: 01/17/2018



Turning Movement Peak Hour Data Plot (1:00 PM)

The Traffic Management Consultant
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Honolulu, Hawaii, United States 96813
808-536-0223 tmchawaii@aol.com

Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018

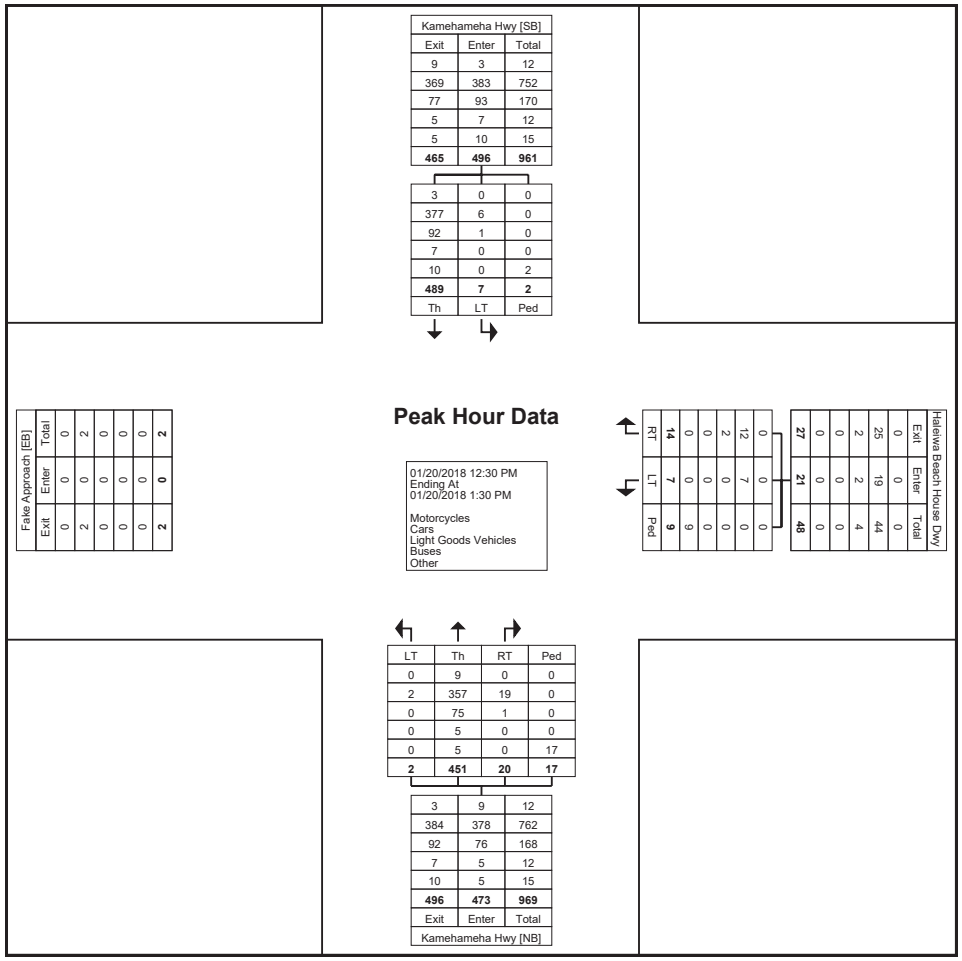
Turning Movement Peak Hour Data (12:30 PM)

Start Time	Haleiwa Beach House Dwy Westbound				Kamehameha Hwy Northbound					Kamehameha Hwy Southbound				
	Left-Turn	Right-Turn	Peds	App. Total	Left-Turn	Thru	Right-Turn	Peds	App. Total	Left-Turn	Thru	Peds	App. Total	Int. Total
12:30 PM	0	5	3	5	1	117	6	0	124	3	126	2	129	258
12:45 PM	5	2	0	7	1	109	4	10	114	2	110	0	112	233
1:00 PM	1	3	2	4	0	107	4	7	111	0	127	0	127	242
1:15 PM	1	4	4	5	0	118	6	0	124	2	126	0	128	257
Total	7	14	9	21	2	451	20	17	473	7	489	2	496	990
Approach %	33.3	66.7	-	-	0.4	95.3	4.2	-	-	1.4	98.6	-	-	-
Total %	0.7	1.4	-	2.1	0.2	45.6	2.0	-	47.8	0.7	49.4	-	50.1	-
PHF	0.350	0.700	-	0.750	0.500	0.956	0.833	-	0.954	0.583	0.963	-	0.961	0.959
Motorcycles	0	0	-	0	0	9	0	-	9	0	3	-	3	12
% Motorcycles	0.0	0.0	-	0.0	0.0	2.0	0.0	-	1.9	0.0	0.6	-	0.6	1.2
Cars	7	12	-	19	2	357	19	-	378	6	377	-	383	780
% Cars	100.0	85.7	-	90.5	100.0	79.2	95.0	-	79.9	85.7	77.1	-	77.2	78.8
Light Goods Vehicles	0	2	-	2	0	75	1	-	76	1	92	-	93	171
% Light Goods Vehicles	0.0	14.3	-	9.5	0.0	16.6	5.0	-	16.1	14.3	18.8	-	18.8	17.3
Buses	0	0	-	0	0	5	0	-	5	0	7	-	7	12
% Buses	0.0	0.0	-	0.0	0.0	1.1	0.0	-	1.1	0.0	1.4	-	1.4	1.2
Single-Unit Trucks	0	0	-	0	0	2	0	-	2	0	2	-	2	4
% Single-Unit Trucks	0.0	0.0	-	0.0	0.0	0.4	0.0	-	0.4	0.0	0.4	-	0.4	0.4
Articulated Trucks	0	0	-	0	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	3	0	-	3	0	8	-	8	11
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.6	0.0	1.6	-	1.6	1.1
Bicycles on Crosswalk	-	-	0	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	0.0	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	9	-	-	-	-	17	-	-	-	2	-	-
% Pedestrians	-	-	100.0	-	-	-	-	100.0	-	-	-	100.0	-	-

The Traffic Management Consultant
1188 Bishop Street, Suite 1907

Honolulu, Hawaii, United States 96813
808-536-0223 tmchawaii@aol.com

Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018



Turning Movement Peak Hour Data Plot (12:30 PM)

The Traffic Management Consultant
1188 Bishop Street, Suite 1907

Honolulu, Hawaii, United States 96813
808-536-0223 tmchawaii@aol.com

Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018

Turning Movement Peak Hour Data (1:00 PM)

Start Time	Haleiwa Beach House Dwy Westbound				Kamehameha Hwy Northbound					Kamehameha Hwy Southbound				
	Left-Turn	Right-Turn	Peds	App. Total	Left-Turn	Thru	Right-Turn	Peds	App. Total	Left-Turn	Thru	Peds	App. Total	Int. Total
1:00 PM	6	1	8	7	1	93	5	5	99	1	97	0	98	204
1:15 PM	4	5	2	9	0	96	5	3	101	0	118	0	118	228
1:30 PM	1	6	5	7	1	126	5	5	132	1	109	1	110	249
1:45 PM	2	2	0	4	0	98	3	0	101	5	100	0	105	210
Total	13	14	15	27	2	413	18	13	433	7	424	1	431	891
Approach %	48.1	51.9	-	-	0.5	95.4	4.2	-	-	1.6	98.4	-	-	-
Total %	1.5	1.6	-	3.0	0.2	46.4	2.0	-	48.6	0.8	47.6	-	48.4	-
PHF	0.542	0.583	-	0.750	0.500	0.819	0.900	-	0.820	0.350	0.898	-	0.913	0.895
Motorcycles	0	1	-	1	0	1	1	-	2	0	6	-	6	9
% Motorcycles	0.0	7.1	-	3.7	0.0	0.2	5.6	-	0.5	0.0	1.4	-	1.4	1.0
Cars	11	12	-	23	2	331	16	-	349	7	327	-	334	706
% Cars	84.6	85.7	-	85.2	100.0	80.1	88.9	-	80.6	100.0	77.1	-	77.5	79.2
Light Goods Vehicles	2	1	-	3	0	78	1	-	79	0	80	-	80	162
% Light Goods Vehicles	15.4	7.1	-	11.1	0.0	18.9	5.6	-	18.2	0.0	18.9	-	18.6	18.2
Buses	0	0	-	0	0	3	0	-	3	0	6	-	6	9
% Buses	0.0	0.0	-	0.0	0.0	0.7	0.0	-	0.7	0.0	1.4	-	1.4	1.0
Single-Unit Trucks	0	0	-	0	0	0	0	-	0	0	0	-	0	0
% Single-Unit Trucks	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	-	0	0	0	0	-	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	-	0	0	0	0	-	0	0	5	-	5	5
% Bicycles on Road	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	1.2	-	1.2	0.6
Bicycles on Crosswalk	-	-	3	-	-	-	-	0	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	20.0	-	-	-	-	0.0	-	-	-	0.0	-	-
Pedestrians	-	-	12	-	-	-	-	13	-	-	-	1	-	-
% Pedestrians	-	-	80.0	-	-	-	-	100.0	-	-	-	100.0	-	-

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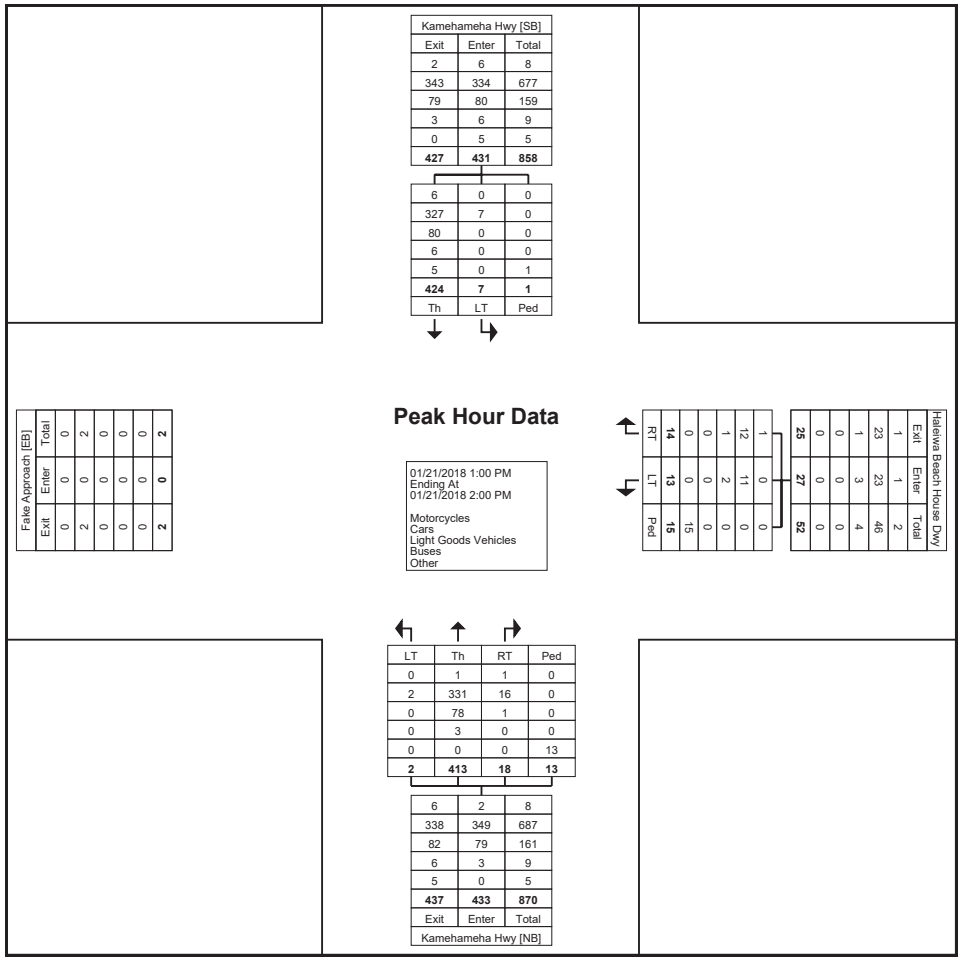
Count Name: Kamehameha Hwy Haleiwa Beach House Veh Class
Site Code: Haleiwa Beach House
Start Date: 01/17/2018



Turning Movement Peak Hour Data Plot (1:00 PM)

TRANSPORTATION ASSESSMENT REPORT

HALE`IWA BEACH HOUSE

HALE`IWA, OAHU, HAWAII
TAX MAP KEY: (1) 6-2-003:014

APPENDIX B

CAPACITY ANALYSIS WORKSHEETS

EXISTING TRAFFIC CONDITIONS

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	9	377	13	8	418
Future Vol, veh/h	10	9	377	13	8	418
Conflicting Peds, #/hr	26	26	0	26	26	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	9	8	403	23	9	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	936	467	0	0	452	0
Stage 1	441	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	297	600	-	-	1098	-
Stage 1	653	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	282	575	-	-	1075	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	632	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	375	1075	-
HCM Lane V/C Ratio	-	-	0.046	0.008	-
HCM Control Delay (s)	-	-	15.1	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	380	6	4	423
Future Vol, veh/h	4	4	380	6	4	423
Conflicting Peds, #/hr	14	14	0	14	14	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	2	7	414	6	3	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	908	445	0	0	434	0
Stage 1	431	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	308	617	-	-	1136	-
Stage 1	660	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	300	603	-	-	1123	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	622	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	489	1123	-
HCM Lane V/C Ratio	-	-	0.018	0.003	-
HCM Control Delay (s)	-	-	12.5	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	13	423	17	6	438
Future Vol, veh/h	9	13	423	17	6	438
Conflicting Peds, #/hr	27	27	0	27	27	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	1	0	0	2
Mvmt Flow	5	21	482	22	5	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1008	547	0	0	531	0
Stage 1	520	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	269	531	-	-	1047	-
Stage 1	601	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	256	508	-	-	1025	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1025	-
HCM Lane V/C Ratio	-	-	0.059	0.005	-
HCM Control Delay (s)	-	-	13.8	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	4	426	10	6	438
Future Vol, veh/h	6	4	426	10	6	438
Conflicting Peds, #/hr	18	18	0	18	18	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	11	10	486	7	3	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	983	526	0	0	511	0
Stage 1	508	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	278	556	-	-	1065	-
Stage 1	608	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	269	540	-	-	1050	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	1050	-
HCM Lane V/C Ratio	-	-	0.059	0.003	-
HCM Control Delay (s)	-	-	15.8	8.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

TRANSPORTATION ASSESSMENT REPORT

HALE`IWA BEACH HOUSE

HALE`IWA, OAHU, HAWAII
TAX MAP KEY: (1) 6-2-003:014

APPENDIX C

CAPACITY ANALYSIS WORKSHEETS

PEAK HOUR TRAFFIC WITH PROJECT

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	21	385	32	20	425
Future Vol, veh/h	25	21	385	32	20	425
Conflicting Peds, #/hr	81	81	0	81	81	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	22	20	412	56	22	459

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1105	602	0	0	549	0
Stage 1	521	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	235	503	-	-	1011	-
Stage 1	600	-	-	-	-	-
Stage 2	561	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	440	-	-	946	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	544	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	269	946	-
HCM Lane V/C Ratio	-	-	0.156	0.024	-
HCM Control Delay (s)	-	-	20.8	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	9	392	14	9	435
Future Vol, veh/h	10	9	392	14	9	435
Conflicting Peds, #/hr	81	81	0	81	81	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	6	18	419	11	8	470

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1073	587	0	0	511	0
Stage 1	506	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	246	513	-	-	1065	-
Stage 1	610	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	213	449	-	-	997	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	535	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	352	997	-
HCM Lane V/C Ratio	-	-	0.068	0.008	-
HCM Control Delay (s)	-	-	16	8.6	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	31	433	41	20	444
Future Vol, veh/h	25	31	433	41	20	444
Conflicting Peds, #/hr	84	84	0	84	84	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	5	1	0	0	2
Mvmt Flow	13	51	494	53	16	457

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1178	689	0	0	631	0
Stage 1	605	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Critical Hdwy	6.4	6.25	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	-	-	2.2	-
Pot Cap-1 Maneuver	213	441	-	-	961	-
Stage 1	549	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	384	-	-	897	-
Mov Cap-2 Maneuver	181	-	-	-	-	-
Stage 1	512	-	-	-	-	-
Stage 2	517	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	897	-
HCM Lane V/C Ratio	-	-	0.201	0.018	-
HCM Control Delay (s)	-	-	19.3	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	11	444	20	9	447
Future Vol, veh/h	12	11	444	20	9	447
Conflicting Peds, #/hr	84	84	0	84	84	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	1	0	0	2
Mvmt Flow	22	28	506	14	5	460

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1151	681	0	0	604	0
Stage 1	597	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	221	454	-	-	984	-
Stage 1	554	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	191	395	-	-	918	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	538	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	268	918	-
HCM Lane V/C Ratio	-	-	0.184	0.005	-
HCM Control Delay (s)	-	-	21.4	8.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Appendix J:
Draft EA Comment and Response Letters

Appendix J.1:
Community

James Niermann

From: Toyomura, Gerald F. <gtoyomura@honolulu.gov>
Sent: Wednesday, May 23, 2018 9:49 AM
To: James Niermann
Cc: Michele Leong; Balassiano, Katia; Ching, Anthony X.
Subject: FW: Haleiwa Beach House Potential Violations

Hello Jim,

Attached below are Haleiwa Beach House DEA comments received from Blake McElherny. Please address the comments and keep us informed.

Mahalo,
Gerald

Gerald F. Toyomura, A.I.A.
Planner/Architect
Urban Design Branch
Department of Planning and Permitting/LUPD
City and County of Honolulu
Ph. (808) 768-8056

From: Hildebrand, Terry
Sent: Tuesday, May 22, 2018 4:06 PM
To: 'Blake D. McElheny' <blakemcelheny@yahoo.com>
Cc: Toyomura, Gerald F. <gtoyomura@honolulu.gov>
Subject: RE: Haleiwa Beach House Potential Violations

Hi, Blake:

I spoke with Gerald Toyomura today about this case, and that you had a number of questions, especially pertaining to the draft environmental assessment that the violator submitted to Land Use Permits Division (LUPD).

I have been very busy today but I will review your questions myself and see if I can address any of the questions more appropriately than Gerald/LUPD. Meanwhile, by copying this email to Gerald, he is being provided with your questions.

_____

Terry Hildebrand, Chief
Code Compliance Branch
Customer Service Division
Department of Planning and Permitting
Ph. (808) 768-8110

From: Blake D. McElheny [mailto:blakemcelheny@yahoo.com]
Sent: Monday, May 21, 2018 1:15 PM
To: Hildebrand, Terry
Subject: Haleiwa Beach House Potential Violations

Aloha.
Hope all is well.

This is an inquiry regarding representations made in the Haleiwa Beach House Draft Environmental Assessment (62-540 Kamehameha Highway; TMK (1) 6-2-003:014).

1.
The DEA admits to adding approximately 440 square feet to the "existing" building footprint on page 2-5.

In addition, improvements such as the "new covered deck" referred to on page 2-1 (also referred to as the "reconstructed concrete lanai seating area" documented on page 2-6) most likely also added square footage to the "existing" building footprint.

In this regard, the photographs the applicant provides in Appendices A.1 and A.2 illustrate that the former first floor "exterior" wall facing the ocean was significantly farther from the roadway compared to the new first floor exterior "wall" (posts and roll-down doors) facing the ocean.

Also, concrete work along the border of Loko Ea streambed represented in Figure 2-3 on page 2-13 also appears to have expanded beyond the existing building footprint with the addition of at least 2 concrete footings into the sandy Loko Ea streambed.

On page 4-15 of the DEA the applicant references these encroachments onto the adjacent parcel owned by Kamehameha Schools zoned Ag-1.

The applicant's documented encroachment includes a new stairway as well as portions of the restaurant that were demolished and replaced or entirely new (and potentially the new concrete footings referenced above).

The narrative on page 4-15 attempts to characterize the encroachments as an existing, grandfathered non-conforming use.

The extent of the encroachment, the admitted expansion of the building footprint, as well as new concrete and foundation work at several places around the perimeter of the building also appear to be represented by the applicant in photographs in Appendices A.1 and A.2.

In the DEA the applicant represents that nearly $3 million dollars of demolition, alterations, repairs and new construction (stairway, WWTP, etc) were completed to date.

In addition, the applicant represents adding to the "existing" building footprint.

Lastly, the former restaurant was closed for business for several months to conduct this new development.

Taken together these facts raise the question of whether the new development and encroachment should be treated as "grandfathered" or whether there are set-back and zoning violations as a result of the extent of the new construction and development documented in the DEA by the applicant.

2.
The DEA references two City Notices of Violation seemingly issued prior to development work conducted in relation to the installation of the waste water treatment plant and the seepage bed. In addition, the NOVs were seemingly issued prior to the parking and loading area site work conducted by the applicant and referenced in the DEA.

Were any additional City NOVs issued related to this development work referenced on pages 2-5 through 2-8 of the DEA?

The applicant documents that there are no approved building permits, SMA permits, or Special Design District permits for these development activities.

3.
According to the land survey referenced in the DEA on page 4-15, does any portion of the waste water treatment plant encroach onto either Kamehameha Schools or City park land? In the alternative, are there adequate set-backs from the waste water treatment plant and the other facilities on this portion of the property referred to in the DEA?

Thank you for your consideration of these matters.
Take care,
Blake McElheny

From:	Blake D. McElheny
To:	Gerald F. Toyomura; Michele Leong
Subject:	Questions and comments on After-the-Fact Haleiwa Beach House Draft Environmental Assessment ("DEA")
Date:	Thursday, June 07, 2018 6:04:47 AM

Re: Haleiwa Beach House After-the-Fact DEA

1.

Please provide comparative objective documentation and analysis of the number of employees and guests parking on the adjacent City park land currently compared to under the proposal to have 388 seats.

What is the current employee parking plan? What will it be with the proposed 388 seat arrangement?

2.

Please provide objective documentation and analysis of the average number of cars parked in the Applicant's parking lot from approximately 4 pm to 9:00 pm and provide comparative analysis of the average number of cars parked in the adjacent park land during this same time period.

3.

Please provide objective documentation and analysis of the average number of guests that come from each car typically parked in the Applicant's parking lot. Put another way, currently how does the Applicant know what the average guest to car ratio is? Has the Applicant ever asked its guests how many cars they brought and documented this? Does the Applicant have some data showing that typically a 388 seat restaurant will provide 24-40 parking spots? Is it the Applicant's understanding that between 8-10 people usually fit in one car that comes to restaurants in Haleiwa? Where is the documentation for this assumption?

4.

Please give examples of other available restaurants in Haleiwa providing the number of seats, lot area, and parking stalls available?

5.

If 40 “spaces” are utilized under the “valet” parking model does this leave any room for delivery vehicles or emergency vehicles to enter and/or turn around on the Applicant’s property? Please provide further diagrams and schematics of how this system is proposed to work. Please provide diagrams showing where cars will need to be moved to if a valet parked car is blocking a regularly parked car. For example will the valets need to move cars onto the highway and/or onto the City park land in order for this model to function as envisioned?

6.

On a daily basis how many of the Applicant’s employees drive to work? Where do they currently park? Does the Applicant have a parking policy for its employees? If so, please attach it.

7.

Does the Applicant have an estimate for how many of its guests on a daily basis, on average, cross the highway before or after their meal to go and look around the beach?

How do these guests effect the environment - where are they expected to dispose of any trash the may have?

8.

Does the Applicant have an estimate of the duration the average guest stays on the property? What is the current daily number of guests to the restaurant? How many guests would be expected to pass through the restaurant on a daily basis if the 388 seats were open?

9.

Please provide a comparative analysis and documentation from the Board of Water Supply comparing the average monthly water use (utilizing at least 3 months from each period studied): before the restaurant was demolished and rebuilt (approximately 114 seats); after the restaurant opened with both the downstairs and upstairs (approximately 388 seats) open; and currently with approximately 114 seats.

10.

Please explain what waste water system is currently being utilized and under what authority. Please provide any documentation of any variances or other approvals or applications associated to the current system being utilized. How often does the current system have to be pumped? How does the Applicant know when to pump? Please provide documentation including invoices from your vendor to help illustrate the average monthly volume being pumped from the current system from the last 12 months.

Please provide any documentation related to any dye testing that may have been conducted by the State DOH and or the Applicant that would illustrate whether or not the system currently being utilized still discharges onto the adjacent property.

If no dye testing has been conducted, how does the State and the DOH know if the current system is functioning?

Please provide a comparative analysis of the Applicant's annual water use of the last 12 months (documented by BWS billings) to the volume that has been pumped from the system in the last 12 months (verified by vendor invoices). Do the volumes match up? If not, why not? Where would the Applicant expect any differential to have gone to?

How does the restaurant's actual water usage over the last 12 months compare to what is projected in the DEA for the 388 seat model? For example, if you were to simply proportionally multiply the existing water usage by the projected increased number of seats/guests do your numbers match up?

Please provide any documentation of the Applicant having to dewater either the former (maybe still currently in use?) septic system leach field and/or tank area or documentation related to the Applicant having to dewater any portion of the new seepage bed.

11.

Please explain what the Applicant did to the prior septic system and leach field. Was the entire system removed? Where was any material removed disposed of? Are there any portions of the former system in the ground? Under what authority were

these portions left in the ground?

12.

What is the estimated depth of the water table under the waste water treatment plant? What is the depth of the water table under the entire length of the seepage bed. Are these depths affected by the changing tides?

13.

Given the soil type and sands in the seepage bed how long will it take waste water discharged into the bed to reach the ground water? How long will it take for waste water discharged into the seepage bed to reach Waialua Bay, Loko Ea Stream, and Loko Ea Fishpond?

Please provide the Applicant's understanding of the rate, volume, and flow of the ground water under the seepage bed and the restaurant. Is the ground water stationary? Is it flowing toward the stream and fishpond? Is it flowing toward the ocean?

14.

Please provide documentation of all citations, warnings, violations, and/or fines issued by the Honolulu Fire Department. Have all issues been corrected to the satisfaction of the Fire Department?

15.

Please provide documentation of all approvals from the Honolulu Liquor Commission as well as submittals to the Liquor Commission. Have all of the Applicant's representations to the Liquor Commission come to fruition? For example, did the Applicant represent to the Commission that it has all of its approvals necessary for operation? Did the Commission approve the license based off the false impression that the Applicant has received all necessary City and State approvals for the building?What is the approved square footage from the Liquor Commission? Please provide any parking plan the Applicant provided to the Commission. Please provide any documentation provided to the Liquor Commission to document that the Applicant met the requirement to notify the North Shore Neighborhood Board of its license applications.

16.

Please provide any documentation of any outreach to the North Shore Neighborhood Board asking for input or pre-consultation that occurred before completing the Draft EA.

17.

Please provide any documentation related to the Applicant's understanding of whether utility lines are in the ground encroaching onto Kamehameha Schools land (for example, gas lines for the former upstairs outdoor gas powered fire pit).

18.

Please provide any documentation related to the Applicants trimming of trees in the Loko Ea Streambed and under what authority those trees were trimmed by the Applicant.

19.

Please provide any documentation of under what authority the Applicant appears to be spraying down its parking lot on a daily basis and allowing the run off wastewater to flow onto the adjacent park land? Are there any cleaning agents, leaked oil from parked cars, other materials on the surface of the Applicant's parking lot that are being allowed to run off on to the adjacent park land?

20.

Please provide any documentation from the Applicant related to attempts to "fill in" the area where the waste water discharge was discovered on the neighboring Kamehameha Schools land.

21.

Please provide further documentation of the annual amount of rainfall that is expected to runoff of the Applicant's roof. Where is this rainwater directed to?

22.

The DEA shows a line item budget for “asbestos testing.” Please attach those test results. What steps were taken during demolition to control the release into the surrounding environment of hazardous materials. Was any asbestos detected? If so, what was done with it? Please describe the management practices that were being utilized when large uncovered piles of debris were being stored in the applicant’s parking lot during demolition and also being stored in large uncovered dumpsters being stored on the adjacent City park land.

23.

Please provide any documentation related to communications between the Applicant and the City and County of Honolulu regarding the community’s proposed public canoe halau on the adjacent City park land that the Applicant currently utilizes for employee and customer parking.

24.

Please provide any documentation the Applicant has regarding its understanding of daily public use of the adjacent Haleiwa Beach Park. How will these park users be affected by the proposed increase to 388 seats? How will the makai side of the park be affected by the Applicant’s proposed cross walk joining the mauna and makai sides?

25.

Where will the proposed new fire hydrant be located? It is possible that its eventual placement may affect and/or interfere with the current public access points to the park land adjacent to the restaurant?

26.

Have the iwi that were identified been re-interred on-site and properly marked off?

27.

Have all of the piles of sand that were excavated for the seepage bed been studied and sorted through? Where is that material being stockpiled? Please provide any documentation related to the archaeological work that has been conducted to date on

the sand and material that was excavated as well as any correspondence with the State documenting their required treatment of these materials.

Please provide all documentation of communications with the State regarding the excavated materials and the proper permits and oversight that typically that should have been in place for such excavation activities.

Please provide any communications from the State that authorized the Applicant's current course of action and related to the failure of the Applicant to complete a Cultural Impact Survey or a Cultural Impact Statement. Please provide documentation of any communications regarding these matters to the Oahu Burial Council.

28.

Please explain who currently uses the upstairs bathroom. Under what authority is that upstairs bathroom being utilized? What portions of the upstairs, if any, has the State DOH authorized the Applicant to utilize? What is the purpose of the tables and chairs visible upstairs? Is their presence and use authorized by the State DOH?

Please provide photo documentation of the current upstairs. How many tables and chairs are upstairs currently?

29.

Please provide photo documentation of when the whole upstairs was removed. Please provide photographs showing the extent of what was removed upstairs. Please explain what specific portions/materials of the prior upstairs is still in place currently (for example, 20 cinder blocks along the windward upstairs exterior wall towards the mauna side of the restaurant).

30.

Please explain how you are able to fit 274 more seats in the restaurant by adding by your estimates only approximately 400 more square feet to the building foot print. What was the average floor area in square feet utilized per seat in the prior restaurant (Jamesons) compared to the estimated square feet to be utilized per feet for the proposed 388 seat arrangement.

31.

Please discuss further the annual volume of rainfall that will run-off from the parking lot. Where is this run off to be directed?

32.

Please discuss the Applicant's plans and procedures for good housekeeping and cleanliness along the border with the City park land. Recently large amounts of trash and cigarette butts were observed piled around what appeared to be an ash tray and/or trash receptacle on the Applicant's property along this border. How often does the Applicant clean up trash along the border of the parking lot and how does the Applicant prevent trash from blowing onto the beach and/or the City park land?

33.

Please provide more information on the waste water treatment plant that the Applicant proposes to operate. How much electricity does it use daily? How loud is it when it is operating? Are there any exhaust fumes created by its operation? In the event it plant breaks down where would discharges from the restaurant go until such time the plant was restarted? How would the Applicant be alerted if the plant broke down? On a daily basis, who on the property will be responsible for running and monitoring the plant?

34.

The Applicant should provide further documentation and analysis of any endangered species in the surrounding special wetland area, fishpond, stream, and estuary that could potentially be harmed by light, noise, and/or water pollution resulting from the Applicant's activities.

35.

Please provide any documentation of any community consultation (for example, presentation to North Shore Neighborhood Board) or meetings the Applicant held in the last three years relating to any of the estimated $3 million dollars of demolition and reconstruction work. For example, did the Applicant make any effort to inform any community organization of the scale and scope of the proposed development before it was initiated/completed?

36.

Please provide any documentation related to any effort by the Applicant to obtain usage of the adjacent City Park land and/or the adjacent Kamehameha Schools land. Please describe how the Applicant obtaining usage of any adjacent land would affect current users of the adjacent land (for example, students at Loko Ea fishpond or park goers at the City park land).

37.

Please describe where substances such as used mop water is currently disposed off. If poured onto the ground currently, please describe the daily volumes and what sort of cleaning agents might be present in such run off.

38.

Please describe any past efforts of the Applicant to discourage people from parking on the mauka side of the highway in such a manner that would adversely affect the view of restaurant guests. Does the Applicant currently make any effort to control parking on the mauka side of the highway?

Please describe any past efforts of the Applicant or its agents to limit or control public parking in the adjacent public park land during large community events such as the Haleiwa Arts Festival or canoe regattas.

39.

Does the Applicant have any involvement in or ownership in any surf school or rental operation that currently parks on the mauka side of the highway fronting the restaurant? If so, please describe the relationship and/or involvement.

40.

Has the Applicant ever observed high wave activity flowing up Loko Ea Stream? If so, has the Applicant ever observed high wave wash washing up against the side of any of its walls and/or structures?

41.

What is the current valuation of the Restaurant for insurance purposes? What square footage is insured through the Applicant's representations to its insurance companies? For example, the Applicant may have represented to its insurance company that the restaurant is ___ square feet.

42.

Is the Applicant's structure in compliance with flood zone requirements? Given the flood zone it is in does the restaurant's construction comply with the City and State requirements?

43.

Please describe the work the Applicant conducted along the wall that borders the Kamehameha Schools property (Loko Ea streambed). The Applicant's photographs in the DEA show new concrete footings that were placed in the sand on the makai/streambed corner of the restaurant. What was the purpose of these footings and are they on Kamehameha Schools land.

44.

Please provide documentation that all fines owed to the State of Hawaii have been paid in full.

45.

Please provide an update on the current tally of fines accumulated and owed to the City and County of Honolulu. Please provide any communications to the City that are related to the Applicant not having paid these fines in full to date. What are the Applicant's plans for addressing these fines? Can the community expect payment in full?

46.

For comparison sakes, please provide any examples that the Applicant is aware of a similarly sized development in the North Shore region that was constructed with no building permits, no special design district permits, no SMA permit, no DEA, and no approved waste water treatment plan. If there is no such example on the North

Shore, please provide one from elsewhere on Oahu or in the alternative anywhere in the State. What processes were utilized in any example you are able to find. Was the illegal construction torn down and the developer had to start from scratch? Or is this situation unprecedented in scale and scope and shear lack of any government approvals?

47.

Please explain how long the former restaurant was closed down before the new restaurant opened after the demolition and reconstruction. Please explain how many of the former restaurant employees currently work at the new restaurant.

48.

If any large scale events are held in the restaurant please explain where large vehicles such as vans, buses, limousines, etc.. will park under the proposed parking plan.

49.

Please provide a calendar of community events on the North Shore where large numbers of the public are known to park in the adjacent public park land (Haleiwa Arts Festival, canoe regattas, soccer festivals, fun runs, etc…)

50.

Please describe any activities by the Applicant to prevent trash and or dust from leaving the restaurant property and entering the ocean, stream, and fishpond.

51.

Please provide better quality and more detailed schematics showing and comparing the layouts and foot prints of the former building and the current building. Please provide a 3 dimensional drawing or other schematic that shows the relative “volume” of the current restaurant compared to the former building (for example, showing how the former restaurant could “fit inside” the current restaurant given that the new restaurant is much larger).

The intent here is for the Applicant to more clearly illustrate how the current building is in fact much larger than the former building given that the exterior walls on the makai side have been pushed out on both floors and that a greater area of square footage is now under the roof. In addition the roof appears to be much taller.

52.

Please also provide an overlay of a current aerial picture with the accurate property lines from the most recent survey added on so that the current encroachments onto the neighboring property can be seen more clearly.

Please provide photographs of the property survey stakes on each corner of the property in such a way that the photographs are able to illustrate the position of the Applicant's activities relative to the stakes. For example the makai/and southwest corner stake should be photographed with the restaurant behind the stake so that the viewer can clearly see the restaurant's encroachment onto Kamehameha Schools land along the stream.

Please provide current aerial photographs showing the stakes.

Thank you for the opportunity to provide these questions and comments.

Sincerely,
Blake McElheny
(808) 479-9818
blakemcelheny@yahoo.com

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May 4, 2019

Mr. Blake McElheny
blakemcelheny@yahoo.com

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Mr. McElheny,

On behalf of the Applicant, A 6 LLC, thank you for your emails dated May 21, 2018 and June 6, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

May 21, 2018 Email:

1. *The DEA admits to adding approximately 440 square feet to the "existing" building footprint on page 2-5.*

   In addition, improvements such as the "new covered deck" referred to on page 2-1 (also referred to as the "reconstructed concrete lanai seating area" documented on page 2-6) most likely also added square footage to the "existing" building footprint.

   In this regard, the photographs the applicant provides in Appendices A.1 and A.2 illustrate that the former first floor "exterior" wall facing the ocean was significantly farther from the roadway compared to the new first floor exterior "wall" (posts and roll-down doors) facing the ocean.

   Also, concrete work along the border of Loko Ea streambed represented in Figure 2-3 on page 2-13 also appears to have expanded beyond the existing building footprint with the addition of at least 2 concrete footings into the sandy Loko Ea streambed.

   On page 4-15 of the DEA the applicant references these encroachments onto the adjacent parcel owned by Kamehameha Schools zoned Ag-1.

   The applicant's documented encroachment includes a new stairway as well as portions of the restaurant that were demolished and replaced or entirely new (and potentially the new concrete footings referenced above).

The narrative on page 4-15 attempts to characterize the encroachments as an existing, grandfathered non-conforming use.

The extent of the encroachment, the admitted expansion of the building footprint, as well as new concrete and foundation work at several places around the perimeter of the building also appear to be represented by the applicant in photographs in Appendices A.1 and A.2.

In the DEA the applicant represents that nearly $3 million dollars of demolition, alterations, repairs and new construction (stairway, WWTP, etc) were completed to date.

In addition, the applicant represents adding to the "existing" building footprint.

Lastly, the former restaurant was closed for business for several months to conduct this new development.

Taken together these facts raise the question of whether the new development and encroachment should be treated as "grandfathered" or whether there are set-back and zoning violations as a result of the extent of the new construction and development documented in the DEA by the applicant.

As disclosed in the Final Environmental Assessment (FEA), the floor area added to the building footprint is 611 square feet (sf) from the covered Americans with Disabilities Act (ADA) compliant front entryway (250 sf) on the north side of the building and the enclosed code-required fire exit stairway (200 sf) on the south side of the building and the freezer (161 sf).

The "new covered deck" and "reconstructed concrete lanai seating area" refer to the same improvement which is the ground level area at the front of the restaurant. This area is included in the architect's floor area calculation. This new covered deck has been part of the restaurant structure since 1955, as shown below and in Photo 1 of Appendix A.1, in the DEA and FEA, and includes the area under the overhanging roof structure supported by posts. The improvements to this area, including the new posts, were approved by Special Management Area (SMA) Use (minor) permit, Special District (SD) (minor) permit and Building Permit (BP) No. 790449. The deletion of the folding doors along the original wall line and addition of roll-up doors along the makai edge of the lanai were not approved by the SMA (minor) and SD (minor) permit and an after-the-fact BP will have to be obtained after the new SMA (major) and SD (major) are approved. A new wall on the south side of the covered lanai will also require an after-the-fact BP. The roll-up doors are for security purposes only and remain open during business hours.

No portion of the original or recently completed renovation work is located within the Loko ea Stream bed, bank, pond or wetland. All improvements are located approximately 20 feet or more away from the stream. The improvements are shown in the photos in Appendix A of the Draft EA which illustrate separation between the restaurant structure and Loko ea Stream and fish pond. The Applicant encased one of the original two structural support posts along the south/makai corner of the restaurant building in hollow tile for weather protection. This work

was also undertaken as part of the exterior renovations under BP No. 790811. These posts are located on the adjoining property.

Section 4.2.2 in the FEA will include a discussion of the Applicant's plans to further work with the adjoining property owner, B. P. Bishop Estate Trustees (Kamehameha Schools), to mitigate the encroachments. Should there be no way to reach an agreement with the adjoining landowner the ultimate mitigation would be to remove the encroachment.

The original encroachments may or may not have been previously approved as part of the original restaurant construction and renovations because the encroachments were not shown on the old plans the Applicant found in the City and County of Honolulu (City) Records. The records did not include the original building or original building renovation that created the encroachments. The use of City records allowed subsequent permits to be approved. Section 4.2.2 of the DEA recognized the encroachments as existing and states that "The restaurant structure has existed continuously in this location since before Hawai'i statehood and the adoption of the City Comprehensive Zoning Code and is an existing, grandfathered non-conforming use."

The wooden stair case at the side of the building, including a wood post on concrete block footing, is a temporary stair case and landing requested by Hawaiian Electric Company (HECO) to get to their meters. The City records show that the Applicant was denied a permit to install a new HECO smart meter until the SMA and SD (major) permits and interior renovation building permit are approved. The new HECO smart meter will not require the stairs and landing, which will be removed. The enclosed fire exit stairway was constructed under approved building permit no. 790811. Based on the recently completed ALTA Survey, it appears that a corner of the staircase enclosure encroaches into the adjoining property. In addition, the Applicant encased one of the original two structural support metal posts along the south/makai corner of the restaurant building in hollow tile for weather protection. This work was also undertaken as part of the exterior renovations under building permit no. 790811. Lastly, a fixed, louvered pergola and safety railing installed on the second floor deck under BP Application No. A2016-12-0471 encroaches slightly into the adjoining property within the footprint of the original restaurant building. These improvements are included under 2016/NOV-06-052 and 2016/NOO-211.

2. *The DEA references two City Notices of Violation seemingly issued prior to development work conducted in relation to the installation of the waste water treatment plant and the seepage bed. In addition, the NOVs were seemingly issued prior to the parking and loading area site work conducted by the applicant and referenced in the DEA.*

   Were any additional City NOVs issued related to this development work referenced on pages 2-5 through 2-8 of the DEA?

   The applicant documents that there are no approved building permits, SMA permits, or Special Design District permits for these development activities.

All City Notices of Violation (NOVs) are disclosed in Section 2.2 and all State NOVs are disclosed in Section 3.3.4 of the DEA and FEA. The permit history of the project, including approvals from the City for a SMA (minor), SD (minor), granting of courtesy inspection for interior renovations, and BPs for the exterior renovations and the first floor covered deck addition are disclosed in Section 2.2 of the DEA and FEA. The DPP's subsequent determination that SMA (major) and SD (major) permits are required as prerequisites for the final interior renovation BPs is also disclosed in Section 2.2 and elsewhere in the DEA and FEA.

3. *According to the land survey referenced in the DEA on page 4-15, does any portion of the waste water treatment plant encroach onto either Kamehameha Schools or City park land? In the alternative, are there adequate set-backs from the waste water treatment plant and the other facilities on this portion of the property referred to in the DEA?*

The location of the existing individual wastewater system (IWS) and wastewater treatment plant (WWTP), including all setbacks, were reviewed and approved by the State Department of Health (DOH). The recently prepared ALTA Survey included as Appendix H in the DEA and FEA shows the location of the IWS and WWTP is completely within the property lines of the restaurant parcel.

June 6, 2018 Email:

4. *Please provide comparative objective documentation and analysis of the number of employees and guests parking on the adjacent City park land currently compared to under the proposal to have 388 seats.*

   What is the current employee parking plan? What will it be with the proposed 388 seat arrangement?

The adjacent, vacant parcel owned by the City and identified as Tax Map Key (TMK): (1) 6-2-003: 038, is described in City records as a "remnant park" parcel. Other than daily use by KS for their employee parking, historically, it has been and is still today, used by the public for bus and visitor parking, on a first come first serve basis. The City installed a temporary fence along the shared property boundary preventing motor vehicle access between the HBH restaurant and the City parcel.

The HBH provides the required number of parking stalls required by the Land Use Ordinance (LUO), Revised Ordinances of Honolulu (ROH), Section 21-6.3. Additionally, the Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

The City does not require any applicant to provide documentation and analysis of parking patterns on adjacent properties.

5. *Please provide objective documentation and analysis of the average number of cars parked in the Applicant's parking lot from approximately 4 pm to 9:00 pm and provide comparative analysis of the average number of cars parked in the adjacent park land during this same time period.*

As previously stated, the HBH provides the required number of parking stalls required by the LUO, ROH Section 21-6.3. The City does not require any applicant to collect this type of information and no documentation and analysis is available.

6. *Please provide objective documentation and analysis of the average number of guests that come from each car typically parked in the Applicant's parking lot. Put another way, currently how does the Applicant know what the average guest to car ratio is? Has the Applicant ever asked its guests how many cars they brought and documented this? Does the Applicant have some data showing that typically a 388 seat restaurant will provide 24-40 parking spots? Is it the Applicant's understanding that between 8-10 people usually fit in one car that comes to restaurants in Haleiwa? Where is the documentation for this assumption?*

As previously stated, the HBH provides the required number of parking stalls required by the LUO, ROH Section 21-6.3. The City does not require any applicant to collect this type of information and no documentation and analysis is available.

7. *Please give examples of other available restaurants in Haleiwa providing the number of seats, lot area, and parking stalls available?*

As previously stated, the HBH provides the required number of parking stalls required by the LUO, ROH Section 21-6.3. The City does not require any applicant to collect this type of information and no documentation and analysis is available.

8. *If 40 "spaces" are utilized under the "valet" parking model does this leave any room for delivery vehicles or emergency vehicles to enter and/or turn around on the Applicant's property? Please provide further diagrams and schematics of how this system is proposed to work. Please provide diagrams showing where cars will need to be moved to if a valet parked car is blocking a regularly parked car. For example will the valets need to move cars onto the highway and/or onto the City park land in order for this model to function as envisioned?*

The Applicant presently limits delivery times to early daytime hours prior to opening at 11:00 a.m. This is standard practice for the service industry, not because of/or limited to parking issues, but because once an establishment opens for business, the staff is busy and has no time to stop work and receive deliveries. During normal operations the restaurant will use the existing

established loading area which will be managed by the restaurant staff. Should there be an unexpected late delivery the staff will direct the delivery vehicle to the location in front of the restaurant entrance should all the parking stalls be taken. A fire access lane will be provided for emergency vehicles. All valet operations will occur on-site.

9. *On a daily basis how many of the Applicant's employees drive to work? Where do they currently park? Does the Applicant have a parking policy for its employees? If so, please attach it.*

There is no parking policy at the HBH. HBH staff are either dropped by family or friends, utilize their bikes, mass transit, walk and/or find their own parking, similar to the rest of the employees in Haleiwa.

10. *Does the Applicant have an estimate for how many of its guests on a daily basis, on average, cross the highway before or after their meal to go and look around the beach? How do these guests effect the environment - where are they expected to dispose of any trash the may have?*

The City does not require any applicant to collect this type of information and no documentation and analysis is available.

11. *Does the Applicant have an estimate of the duration the average guest stays on the property? What is the current daily number of guests to the restaurant? How many guests would be expected to pass through the restaurant on a daily basis if the 388 seats were open?*

The HBH has a 354-seat capacity, of which 70 seats are reserved for private parties and are otherwise not used for regular restaurant seating. It should be noted that under normal operations a restaurant rarely fills all of its available seats at any given time because most tables accommodate four seats, yet many of the 4-seat tables are occupied by couples. This is the current condition experienced at HBH. However, because the restaurant is currently operating at 114-seat capacity, based on chair count, there are additional tables without chairs which are available to accommodate couples, by moving chairs. In this way, the restaurant is currently able to serve the full 114-seats, which it cannot do in the future, when all tables will have four chairs and there will be no additional room to move chairs.

12. *Please provide a comparative analysis and documentation from the Board of Water Supply comparing the average monthly water use (utilizing at least 3 months from each period studied): before the restaurant was demolished and rebuilt (approximately 114 seats); after the restaurant opened with both the downstairs and upstairs (approximately 388 seats) open; and currently with approximately 114 seats.*

The Board of Water Supply (BWS) potable water system has adequate capacity to serve the renovated HBH. The renovations did not require a change or increase in the size of the water meter. A comparative analysis of water use before and after the renovations is not required.

13. *Please explain what waste water system is currently being utilized and under what authority. Please provide any documentation of any variances or other approvals or applications associated to the current system being utilized. How often does the current system have to be pumped? How does the Applicant know when to pump? Please provide documentation including invoices from your vendor to help illustrate the average monthly volume being pumped from the current system from the last 12 months.*

    Please provide any documentation related to any dye testing that may have been conducted by the State DOH and or the Applicant that would illustrate whether or not the system currently being utilized still discharges onto the adjacent property. If no dye testing has been conducted, how does the State and the DOH know if the current system is functioning?

    Please provide a comparative analysis of the Applicant's annual water use of the last 12 months (documented by BWS billings) to the volume that has been pumped from the system in the last 12 months (verified by vendor invoices). Do the volumes match up? If not, why not? Where would the Applicant expect any differential to have gone to?

    How does the restaurant's actual water usage over the last 12 months compare to what is projected in the DEA for the 388 seat model? For example, if you were to simply proportionally multiply the existing water usage by the projected increased number of seats/guests do your numbers match up?

    Please provide any documentation of the Applicant having to dewater either the former (maybe still currently in use?) septic system leach field and/or tank area or documentation related to the Applicant having to dewater any portion of the new seepage bed.

The Applicant is conscious of the need for high quality wastewater treatment and the septic tanks and grease traps are maintained, serviced regularly and pumped as required regularly.

As documented in the DEA and FEA, the field investigation of the HBH's IWS septic system and leach field by DOH during May 16-19, 2016, did not identify any discharges into Loko ea fish pond from the restaurant. The results of DOH's dye test are provided in Table 3-4 in the DEA and FEA. The DOH temporarily closed the restaurant because they found the restaurant was operating with 388 seats, which exceeded the permitted capacity of the approved IWS, not due to an IWS spill. Following their investigation, DOH approved the continued operation of the restaurant based on the previously approved seating capacity of 114 seats until such time that the applicant could provide a WWTP with adequate treatment capacity to accommodate the full restaurant seating. The DOH subsequently approved the permit to construct the WWTP with capacity for 354 seats.

The Applicant has not done any dewatering of the septic tank or leach field.

Regarding water usage at the HBH, please see the above response to comment #12.

14. *Please explain what the Applicant did to the prior septic system and leach field. Was the entire system removed? Where was any material removed disposed of? Are there any portions of the former system in the ground? Under what authority were these portions left in the ground?*

The existing septic system was not removed; it will operate and serve as pre-treatment units when the new WWTP is turned on as approved by DOH. The new WWTP included two new leach fields (primary and secondary); therefore, the existing leach field was replaced. The two new leach fields use traffic-rated chambers, which minimized the need for backfill. The excavated material is being stored on an off-site property until such time as the Applicant obtains clearance from SHPD for its use.

15. *What is the estimated depth of the water table under the waste water treatment plant? What is the depth of the water table under the entire length of the seepage bed? Are these depths affected by the changing tides?*

The estimated depth of the water table under the WWTP and leach field is approximately 3.0 feet above mean sea level (msl).

16. *Given the soil type and sands in the seepage bed how long will it take waste water discharged into the bed to reach the ground water? How long will it take for waste water discharged into the seepage bed to reach Waialua Bay, Loko Ea Stream, and Loko Ea Fishpond?*

    Please provide the Applicant's understanding of the rate, volume, and flow of the ground water under the seepage bed and the restaurant. Is the ground water stationary? Is it flowing toward the stream and fishpond? Is it flowing toward the ocean?

The existing septic system was installed in 1992 and was designed to treat flows from the ground floor restaurant and bar area that was in operation at that time. Plans for the existing system are included in the DEA and FEA. The leach field system, including reuse of the pre-existing leach field and the two new leach fields, was approved by the DOH, in compliance with State regulations, without the requested computations and groundwater characteristics, so they are not provided.

17. *Please provide documentation of all citations, warnings, violations, and/or fines issued by the Honolulu Fire Department. Have all issues been corrected to the satisfaction of the Fire Department?*

There are no fines issued by the Honolulu Fire Department.

18. *Please provide documentation of all approvals from the Honolulu Liquor Commission as well as submittals to the Liquor Commission. Have all of the Applicant's representations*

to the Liquor Commission come to fruition? For example, did the Applicant represent to the Commission that it has all of its approvals necessary for operation? Did the Commission approve the license based off the false impression that the Applicant has received all necessary City and State approvals for the building? What is the approved square footage from the Liquor Commission? Please provide any parking plan the Applicant provided to the Commission. Please provide any documentation provided to the Liquor Commission to document that the Applicant met the requirement to notify the North Shore Neighborhood Board of its license applications.

The restaurant has been operating and serving liquor under liquor licenses granted to various owners since 1955. The Applicant operated under Temporary Liquor License No. E0715TH from 12/28/2015 to 6/30/2016. The Applicant has been operating under Restaurant Liquor License No. R1211 since 7/1/2016, which is based on the ground floor of the Interior Renovations building permit drawing set. The Restaurant Liquor License is active through June 30, 2019. As required, a letter was sent to the Neighborhood Board for Haleiwa Beach Houses' new liquor license application from their consultant, advising that the Haleiwa Beach House liquor license application was scheduled for a public hearing before the Commission, on Thursday April 7, 2016 at 4:00 pm. The Applicant's application and approval documents are on file with the Liquor Commission as a matter of public record. The Applicant is in compliance with the Liquor License.

It should be noted that the square footages related to liquor service should not be mistaken as being equivalent to the building area or floor area. The Liquor Commission approves the area to be used for liquor service (sale and consumption of alcohol), which does not include all areas of the restaurant. Upon obtaining the required SMA (major), SD (major) and BPs for the restaurant renovations, the Applicant will apply for a Liquor License for the full use of the restaurant, including the restored upstairs area.

19. *Please provide any documentation of any outreach to the North Shore Neighborhood Board asking for input or pre-consultation that occurred before completing the Draft EA.*

Approximately 30 pre-consultation letters were sent to various City, State and Federal agencies and community organizations, including the North Shore NB No. 27, in March 2017.

20. *Please provide any documentation related to the Applicant's understanding of whether utility lines are in the ground encroaching onto Kamehameha Schools land (for example, gas lines for the former upstairs outdoor gas powered fire pit).*

The Applicant plans to further work with the adjoining property owner, B. P. Bishop Estate Trustees, to mitigate encroachments. For further discussion, please see the above response to comment #1.

21. *Please provide any documentation related to the Applicants trimming of trees in the Loko Ea Streambed and under what authority those trees were trimmed by the Applicant.*

The Applicant did not remove any trees on adjoining property, owned by B. P. Bishop Estate Trustees.

22. *Please provide any documentation of under what authority the Applicant appears to be spraying down its parking lot on a daily basis and allowing the run off wastewater to flow onto the adjacent park land? Are there any cleaning agents, leaked oil from parked cars, other materials on the surface of the Applicant's parking lot that are being allowed to run off on to the adjacent park land?*

The Applicant has not altered the site topography to direct flows to the adjoining lands. The HBH restaurant staff hose down various areas of the property as a matter of routine cleaning and maintenance. They do not use detergents when hosing down the paved areas. Surface runoff flows through vegetated landscape areas at the perimeter of the property before flowing off-site. The vegetated areas help to capture sediments and other potential pollutants in the runoff water.

23. *Please provide any documentation from the Applicant related to attempts to "fill in" the area where the waste water discharge was discovered on the neighboring Kamehameha Schools land.*

The Applicant did not fill in a low spot that was below the groundwater table. The DOH dye testing shows dye in the ponded water, but the dye was from treated effluent.

24. *Please provide further documentation of the annual amount of rainfall that is expected to runoff of the Applicant's roof. Where is this rainwater directed to?*

Please see the above response to comment #22 regarding surface runoff. The provision of the annual amount of rainfall that is expected to runoff of the Applicant's roof is beyond the scope of the FEA.

25. *The DEA shows a line item budget for "asbestos testing." Please attach those test results. What steps were taken during demolition to control the release into the surrounding environment of hazardous materials. Was any asbestos detected? If so, what was done with it? Please describe the management practices that were being utilized when large uncovered piles of debris were being stored in the applicant's parking lot during demolition and also being stored in large uncovered dumpsters being stored on the adjacent City park land.*

The Applicant hired Penhall Hawai'i to do the demolition work, including testing demolition materials for asbestos. Small amounts of material, including approximately 12 sf of floor tile and water proofing caulking around the roof air vents tested positive for asbestos. The material was removed and disposed by Penhall Hawai'i in accordance with the requirements of their contractor's license and with state regulations.

26. *Please provide any documentation related to communications between the Applicant and the City and County of Honolulu regarding the community's proposed public canoe*

halau on the adjacent City park land that the Applicant currently utilizes for employee and customer parking.

The Applicant has had verbal discussions with the City regarding the Hale'iwa's Canoe Halau. The Department of Parks and Recreation prefers a canoe halau on the makai side of the road to avoid paddlers crossing the highway carrying their canoes. The Applicant has also had verbal discussions with the canoe club representative and fully supports their effort for a canoe halau.

27. *Please provide any documentation the Applicant has regarding its understanding of daily public use of the adjacent Haleiwa Beach Park. How will these park users be affected by the proposed increase to 388 seats? How will the makai side of the park be affected by the Applicant's proposed cross walk joining the mauna and makai sides?*

As previously stated, the HBH provides the required number of parking stalls required by the LUO, ROH Section 21-6.3. The City does not require any applicant to collect this type of information and no documentation and analysis is available. The restaurant has been in business since 1955 and has been through high and low business cycles, all the while the restaurant patron and park users have somehow coexisted. It should be noted that the restaurant is designed for 354 seats. Of these seats, 70 seats are for the private dining room, and are otherwise not used for regular restaurant seating.

The Applicant will work with DPP and DTS on the installation of the new crosswalk based on TRB's recommendation for a location. The crosswalk will be located in an area which promotes safe crossing of Kamehameha Highway by the public.

28. *Where will the proposed new fire hydrant be located? It is possible that its eventual placement may affect and/or interfere with the current public access points to the park land adjacent to the restaurant?*

The Applicant will provide an adequate water supply for fire protection, as required by the BWS and Honolulu Fire Department (HFD).

29. *Have the iwi that were identified been re-interred on-site and properly marked off?*

Yes. The Applicant and the applicant's licensed archaeologist subsequently worked with the State Historic Preservation Division (SHPD) on an acceptable burial treatment plan to properly investigate and treat the inadvertent discovery of fragmentary elements of iwi in the excavated material to SHPD's satisfaction. As directed by DPP, the Applicant is preparing and will submit a SHPD Hawai'i Revised Statutes (HRS) 6E Submittal Form and supporting documents for the project with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice.

30. *Have all of the piles of sand that were excavated for the seepage bed been studied and sorted through? Where is that material being stockpiled? Please provide any documentation related to the archaeological work that has been conducted to date on the*

sand and material that was excavated as well as any correspondence with the State documenting their required treatment of these materials.

Please provide all documentation of communications with the State regarding the excavated materials and the proper permits and oversight that typically that should have been in place for such excavation activities.

Please provide any communications from the State that authorized the Applicant's current course of action and related to the failure of the Applicant to complete a Cultural Impact Survey or a Cultural Impact Statement. Please provide documentation of any communications regarding these matters to the Oahu Burial Council.

The excavated material was screened by the applicant's licensed archaeologist in accordance with directions from the SHPD. The location of the stockpile site is not being publicly disclosed to prevent disturbance or pilfering of the material. Similarly, communication regarding reinternment of the iwi and the burial treatment plan are not included in the FEA due to the sensitive nature of the information. Information pertaining to the discovery and reinternment of the iwi is disclosed in Section 3.2.2 of the FEA.

31. *Please explain who currently uses the upstairs bathroom. Under what authority is that upstairs bathroom being utilized? What portions of the upstairs, if any, has the State DOH authorized the Applicant to utilize? What is the purpose of the tables and chairs visible upstairs? Is their presence and use authorized by the State DOH?*

    Please provide photo documentation of the current upstairs. How many tables and chairs are upstairs currently?

The use of the HBH's second floor bathroom is not restricted. However, restaurant and bar seating on the second floor is restricted. The existing tables and chairs were there before the DOH required the second floor to be closed.

32. *Please provide photo documentation of when the whole upstairs was removed. Please provide photographs showing the extent of what was removed upstairs. Please explain what specific portions/materials of the prior upstairs is still in place currently (for example, 20 cinder blocks along the windward upstairs exterior wall towards the mauna side of the restaurant).*

The project demolition and reconstruction is documented in the demolition and construction plans in Appendix B of the FEA. Before and after photos are provided in Appendix A of the FEA.

33. *Please explain how you are able to fit 274 more seats in the restaurant by adding by your estimates only approximately 400 more square feet to the building foot print. What was the average floor area in square feet utilized per seat in the prior restaurant (Jamesons)*

compared to the estimated square feet to be utilized per feet for the proposed 388 seat arrangement.

See the construction plans in Appendix B of the FEA. The HBH building prior to the renovations was underutilized. The improvements restored the restaurant to its former glory.

34. *Please discuss further the annual volume of rainfall that will run-off from the parking lot. Where is this run off to be directed?*

The project site is currently stabilized by a combination of asphalt pavement, gravel and landscape vegetation. Vegetation and gravel landscaping are forms of Low Impact Development (LID) treatments which serve to slow surface runoff velocities, capture sediments in storm water runoff, promote infiltration, and thereby protect water quality in nearby surface waters. The completed renovations at the HBH decreased impermeable surfaces in the front of the restaurant by replacing concrete and outdoor floor tiling with landscape. A site plan illustrating existing and additional proposed vegetation landscape will be included in the FEA.

35. *Please discuss the Applicant's plans and procedures for good housekeeping and cleanliness along the border with the City park land. Recently large amounts of trash and cigarette butts were observed piled around what appeared to be an ash tray and/or trash receptacle on the Applicant's property along this border. How often does the Applicant clean up trash along the border of the parking lot and how does the Applicant prevent trash from blowing onto the beach and/or the City park land?*

The Applicant has a designated smoking area for staff located on its property and monitors it daily, to ensure that trash from blowing onto the beach and/or the City park land.

36. *Please provide more information on the waste water treatment plant that the Applicant proposes to operate. How much electricity does it use daily? How loud is it when it is operating? Are there any exhaust fumes created by its operation? In the event it plant breaks down where would discharges from the restaurant go until such time the plant was restarted? How would the Applicant be alerted if the plant broke down? On a daily basis, who on the property will be responsible for running and monitoring the plant?*

The DOH approved the construction plans and construction for the new WWTP. The approved plans are included in the DEA and FEA.

The estimated power demand for the WWTP is 18.5 kilo-volt-ampere (kVA), while the connected power load is 26.7 kVA. The estimated operating ampere (A) is 22.2 A, which equates to approximately 19 kilowatt (kW).

A similar WWTP was in operation on the Big Island and there were no complaints regarding noise or fumes. The required redundancy and alarms have been provided and the Applicant hired a Certified Operator to operate and maintain the WWTP. In the event that the WWTP becomes

inoperable, restaurant operations will cease until the WWTP can be brought back online in compliance with DOH regulations.

37. *The Applicant should provide further documentation and analysis of any endangered species in the surrounding special wetland area, fishpond, stream, and estuary that could potentially be harmed by light, noise, and/or water pollution resulting from the Applicant's activities.*

Consultation with U.S. Fish and Wildlife (USFWS) was part of the EA process. The USFWS comments and the Applicant's response are included in Appendix F in the DEA and FEA. Section 3.1.7 in the FEA includes a discussion of endangered plants and animals that may occur in the vicinity of the restaurant.

38. *Please provide any documentation of any community consultation (for example, presentation to North Shore Neighborhood Board) or meetings the Applicant held in the last three years relating to any of the estimated $3 million dollars of demolition and reconstruction work. For example, did the Applicant make any effort to inform any community organization of the scale and scope of the proposed development before it was initiated/completed?*

The project did not initially require community consultation or a presentation to the North Shore NB. In October 2016, the DPP determined that a SMA (major) and SD (major) permits were required along with an EA, due to the cumulative cost of construction. As part of the pre-consultation for the DEA, approximately 30 letters were sent to various City, State and Federal agencies and community organizations, including the North Shore NB No. 27, in March 2017.

39. *Please provide any documentation related to any effort by the Applicant to obtain usage of the adjacent City Park land and/or the adjacent Kamehameha Schools land. Please describe how the Applicant obtaining usage of any adjacent land would affect current users of the adjacent land (for example, students at Loko Ea fishpond or park goers at the City park land).*

The Applicant has no documentation regarding usage of the neighboring properties, including the TMK parcel: (1) 6-2-003: 038 (owned by the City) or the TMK parcel: (1) 6-2-03: 02 (owned by the B. P. Bishop Estate Trustees). Jameson's by the Sea was in operation for 33 years before the Applicant took over; through high and low business cycles, the restaurant patron and park users have always coexisted. No impact is anticipated.

40. *Please describe where substances such as used mop water is currently disposed of. If poured onto the ground currently, please describe the daily volumes and what sort of cleaning agents might be present in such run off.*

Mop water from the HBH is disposed in the restaurants' wastewater treatment system and is not poured onto the ground.

41. *Please describe any past efforts of the Applicant to discourage people from parking on the mauka side of the highway in such a manner that would adversely affect the view of restaurant guests. Does the Applicant currently make any effort to control parking on the mauka side of the highway?*

    Please describe any past efforts of the Applicant or its agents to limit or control public parking in the adjacent public park land during large community events such as the Haleiwa Arts Festival or canoe regattas.

The Applicant does not manage or direct any parking on the mauka side of Kamehameha Highway outside of the HBH's property.

42. *Does the Applicant have any involvement in or ownership in any surf school or rental operation that currently parks on the mauka side of the highway fronting the restaurant? If so, please describe the relationship and/or involvement.*

The Applicant has no involvement in or ownership in any surf school or rental operation that currently parks on the mauka side of Kamehameha Highway or anywhere else on the North Shore.

43. *Has the Applicant ever observed high wave activity flowing up Loko Ea Stream? If so, has the Applicant ever observed high wave wash washing up against the side of any of its walls and/or structures?*

The Applicant has observed water surge and debris flowing up Loko ea Stream, but has not observed waves washing against the HBH's walls or structures.

44. *What is the current valuation of the Restaurant for insurance purposes? What square footage is insured through the Applicant's representations to its insurance companies? For example, the Applicant may have represented to its insurance company that the restaurant is ___ square feet.*

The divulgence of this information is beyond the scope of the FEA.

45. *Is the Applicant's structure in compliance with flood zone requirements? Given the flood zone it is in does the restaurant's construction comply with the City and State requirements?*

As described in Section 3.1.6 in the DEA and FEA, the finish floor of the HBH's structure is above the FEMA/FIRM flood elevation of 10 feet in the front and 8 feet in the rear of the building and is therefore in compliance with the flood development standard requirement of elevating the finished floor of a structure above the regulatory flood elevation. In a letter dated May 11, 2016 from the R.M. Towill Corporation, which was provided to the Building Division, the finished floor elevation was determined to be 10.61 feet. The pre-FIRM building is basically a slab on grade concrete structure with retaining walls on the north and south sides and rear of

the building. This footprint was not changed except for the 400 square foot area for the ADA access ramp and the fire exit stairway on the south side of the building. Access, storage and parking are allowable uses in FEMA Flood Hazard Zones.

46. *Please describe the work the Applicant conducted along the wall that borders the Kamehameha Schools property (Loko Ea streambed). The Applicant's photographs in the DEA show new concrete footings that were placed in the sand on the makai/streambed corner of the restaurant. What was the purpose of these footings and are they on Kamehameha Schools land.*

No portion of the original or recently completed renovation work is located within the Loko ea Stream bed, bank, pond or wetland. For further discussion, please see the above response to comment #1.

47. *Please provide documentation that all fines owed to the State of Hawaii have been paid in full.*

The State did not impose fines on the Applicant.

48. *Please provide an update on the current tally of fines accumulated and owed to the City and County of Honolulu. Please provide any communications to the City that are related to the Applicant not having paid these fines in full to date. What are the Applicant's plans for addressing these fines? Can the community expect payment in full?*

The divulgence of this information is beyond the scope of the FEA.

49. *For comparison sakes, please provide any examples that the Applicant is aware of a similarly sized development in the North Shore region that was constructed with no building permits, no special design district permits, no SMA permit, no DEA, and no approved waste water treatment plan. If there is no such example on the North Shore, please provide one from elsewhere on Oahu or in the alternative anywhere in the State. What processes were utilized in any example you are able to find. Was the illegal construction torn down and the developer had to start from scratch? Or is this situation unprecedented in scale and scope and shear lack of any government approvals?*

Please see the above responses to comments #1 and 2.

50. *Please explain how long the former restaurant was closed down before the new restaurant opened after the demolition and reconstruction. Please explain how many of the former restaurant employees currently work at the new restaurant.*

Jameson's by the Sea closed in September 2015, at which point the Applicant began preparing conceptual plans and consulting the DPP. After obtaining the necessary building permits, SMA (minor), and SD (minor) permits, the Applicant completed renovations in 2016. The HBH

opened on March 28, 2016. See Table 2-1 in the FEA for a full listing of the major project activities that have occurred.

The majority of the Hale`iwa Beach House's employees are local residents that have grown up on the North Shore and want to continue to live on the North Shore.

51. *If any large scale events are held in the restaurant please explain where large vehicles such as vans, buses, limousines, etc. will park under the proposed parking plan.*

The HBH has a private room with seating for 70 people. While vans, limousines and busses could be utilized by the patrons, traffic/parking planning with HBH management would be required in order to book a large scale event.

52. *Please provide a calendar of community events on the North Shore where large numbers of the public are known to park in the adjacent public park land (Haleiwa Arts Festival, canoe regattas, soccer festivals, fun runs, etc...)*

The North Shore Chamber of Commerce provides a calendar of community events on the North Shore.

53. *Please describe any activities by the Applicant to prevent trash and or dust from leaving the restaurant property and entering the ocean, stream, and fishpond.*

Trash generated at the restaurant is bagged and contained in covered trash receptacles. Trash is collected on a scheduled basis by a commercial refuse service.

To prevent dust generation, the project site is stabilized by a combination of asphalt pavement, gravel and landscape vegetation. Operation of the HBH is not a source of dust generation. Vegetation and gravel landscaping are forms of LID treatments which serve to slow surface runoff velocities, capture sediments in storm water runoff, promote infiltration, and thereby protect water quality in Loko ea fishpond.

54. *Please provide better quality and more detailed schematics showing and comparing the layouts and foot prints of the former building and the current building. Please provide a 3 dimensional drawing or other schematic that shows the relative "volume" of the current restaurant compared to the former building (for example, showing how the former restaurant could "fit inside" the current restaurant given that the new restaurant is much larger).*
    The intent here is for the Applicant to more clearly illustrate how the current building is in fact much larger than the former building given that the exterior walls on the makai side have been pushed out on both floors and that a greater area of square footage is now under the roof. In addition the roof appears to be much taller.

Appendix B in the FEA includes architectural and elevation plans for the original and existing restaurant structure. A 3-dimensional drawing or schematic is not prepared for the project, as the

architectural drawings in Appendix B, as well as Figures 2-1 to 2-3 accurately depict the changes in the building footprint. Appendix B.1, Exterior Renovations, show that the changes to the roofline are similar to the original and are within the LUO height standard for the underlying zoning district. Regarding improvements to the makai side of the building, the Applicant obtained the required permits (SMA and SD minor and building permit) for the renovation of the covered lanai area. See Section 2.2, Permit History and Appendix B.4, Building Permits and Appendix C.1 and Appendix C.2, for relevant Land Use Permits in the FEA.

55. *Please also provide an overlay of a current aerial picture with the accurate property lines from the most recent survey added on so that the current encroachments onto the neighboring property can be seen more clearly.*

    Please provide photographs of the property survey stakes on each corner of the property in such a way that the photographs are able to illustrate the position of the Applicant's activities relative to the stakes. For example the makai/and southwest corner stake should be photographed with the restaurant behind the stake so that the viewer can clearly see the restaurant's encroachment onto Kamehameha Schools land along the stream.

    Please provide current aerial photographs showing the stakes.

Please refer to the ALTA Survey in Appendix H of the FEA for existing site features in relation to the property line.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

Gmail

Bill Saunders <wwsrainbow@gmail.com>

Haleiwa Beach House - Request for FULL EIS

1 message

Cora Sanchez <cora.sanchez@gmail.com> Wed, Jun 6, 2018 at 8:21 PM
To: gtoyomura@honolulu.gov, andersond003@hawaii.rr.com, michelel@towill.com
Bcc: wwsrainbow@gmail.com

Re: Haleiwa Beach House After-the-Fact Draft Environmental Assessment

Thank you for the opportunity to provide comments and questions regarding the after-the-fact Draft Environmental Assessment ("DEA") for the Haleiwa Beach House ("Applicant").

The primary comment is that a full Environmental Impact Statement ("EIS") is required by law in this instance. The purpose of a Draft Environmental Assessment ("DEA") is to determine before development activities are initiated whether it is likely there will be "significant effects." If it is determined there are or may be significant effects, then a full EIS is required.

In this case, the City and County of Honolulu ("City") and the State of Hawaii ("State") do not even need this DEA to ascertain if the development activities of the Haleiwa Beach House ("Applicant") will likely cause "significant effects" because there is already sufficient documentation of the "significant effects" the development activities described in the DEA are having and have already had.

In part, these effects are documented by City Notices of Violation and Notices of Order attached to the DEA. In addition, the DEA includes documentation of State Department of Health ("DOH") fines and Administrative Orders that further illustrate the significance of the effects the development activities of the Applicant.

Therefore, DEA already provides the evidence that not only "may" the proposed more intensive use of the Applicant's property have a significant environmental or ecological effect on the special management area or special wetlands areas, it "has" already had effects and is having effects that require the full analysis required in a Full EIS. This is especially so when the Applicant was operating at the proposed 388 seats before the Applicant was shut down by the State DOH.

In the alternative, the DEA provides overwhelming documentation of the "significant effects" that have been caused, that are continuing, and that will be caused by the Applicant's actions described in the DEA in this sensitive area on the banks of Loko Ea Stream, adjacent to Loko Ea Fishpond, adjacent to Haleiwa Beach Park, and on the shores of Waialua Bay.

This is notwithstanding the fact that the DEA is absent serious discussion and analysis of the potential cumulative effects of the development. Instead, the Applicant seems to have merely assembled documents that were utilized by contractors and subcontractors during the unpermitted construction activities as well as attached the numerous citations the Applicant received from the State and the City.

While this DEA fails to meet the standards of the documentation required, it does accurately

depict much of the existing evidence of the Applicant's damage to the environment and cultural resources.

Some of these documented effects in the DEA include: the discharge of wastewater onto the adjacent Kamehameha Schools property (leading to both the temporary closure of the restaurant by the State Department of Health and the closure of youth activities at Loko Ea Fishpond); encroachment onto Kamehameha Schools land; unpermitted private commercial utilization of the adjacent public park land by delivery trucks, employee parking, and customer parking impacting public beach access; the excavation of the coastal sand dune leading to the discovery and removal of iwi as well as other Native Hawaiian funerary objects.

As mentioned above, these effects are further evidenced by the hundreds of thousands of dollars in fines accumulated and unpaid to the City and County of Honolulu as well as the thousands of dollars of fines imposed by the State of Hawaii.

Moreover, the Applicant's DEA was produced in a seemingly haphazard manner with little regard for thorough analysis of critical issues such as the depth of the water table where the seepage bed was constructed. In fact, the DEA does not include adequate documentation or photographs of the construction of the seepage bed so it is difficult without a Full EIS for the agencies and community to determine what happened to the environment during the course of construction of the waste water treatment plant or during removal of portions of the former septic system.

Related issues that the DEA fails to address and discuss in-depth include what is the depth of the water table along the length of the waste water treatment plant seepage bed and what was/is the baseline water quality along Loko Ea Stream and at the outfall into Waialua Bay.

These errors and omissions are related to the serious error of the Applicant not conducting its own independent Cultural Inventory Survey or Cultural Impact Statement. It is important to consider there were serious violations of State Historic Preservation laws during the waste water treatment plant construction that require further analysis in a Full EIS.

This is not to mention that the Applicant fails to provide any sort of objective data collection or analysis of existing public use of the adjacent park land and/or beach park that the restaurant currently utilizes for employee and customer parking (operating with 114 seats). The Applicant has failed to produce data related to daily public use of the adjacent park land and how the addition of over 250 seats would affect public park land and beach access given that the Applicant only has 24 parking stalls.

Moreover, the Applicant failed to include an analysis of whether in fact it is practical or reasonable from an engineering perspective to have a 388 seat restaurant, a waste water treatment plant, and a parking lot in such a sensitive location given the limitations of the Applicant's lot size.

Furthermore, the Applicant documents in the DEA that:

1.
The Applicant conducted roughly $3 million dollars worth of unpermitted demolition, additions, and alterations to the original structure and its surroundings (including the construction of a waste water treatment plant) along the banks of Loko Ea Stream and Loko Ea Fishpond and

adjacent to public park land.
2.
Although unpermitted parking on the adjacent City park land by the Applicant's employees and customers is already an issue raised by the City Parks Department, the Applicant has the audacity to seek to increase its current seating from 114 to over 350 (please remember that they only have 24 parking stalls!).

3.
There are multiple other concerns voiced by City and State agencies in the DEA and echoed by community members at community meetings including: the increased traffic that necessitates the installation of a cross-walk (ironically, traffic and the need for a cross-walk are issues the City utilized in the past as reasons for not providing support for a public Canoe Halau on the adjacent public park land); the lack of adequate water supply for fire protection; the lack of a cultural impact assessment; and the possibility of pollution of the adjacent Loko Ea stream, Loko Ea fishpond, and the groundwater.

In addition to the above, the DEA raises the following questions:

A.
The Applicant added approximately 440 square feet to the "existing" building footprint according to the DEA page 2-5.

In addition, improvements such as the "new covered deck" referred to on page 2-1 (also referred to as the "reconstructed concrete lanai seating area" documented on page 2-6) most likely also added square footage to the "existing" building footprint.

In this regard, the photographs the Applicant provides in Appendices A.1 and A.2 illustrate that the former first floor "exterior" wall facing the ocean was previously significantly farther from the roadway compared to the new first floor exterior "wall" (posts and roll-down doors) facing the ocean which now appears to be much closer to the roadway.

Also, concrete work along the border of Loko Ea streambed represented in Figure 2-3 on page 2-13 also appears to have expanded beyond the existing building footprint with the addition of at least 2 concrete footings into the sandy Loko Ea streambed that is a part of and adjacent to the special wetland area.

On page 4-15 of the DEA the Applicant references these encroachments onto the adjacent parcel owned by Kamehameha Schools zoned Ag-1.

The Applicant's documented encroachment includes a new stairway as well as portions of the restaurant that were demolished and replaced or entirely new (and potentially the new concrete footings referenced above).

The narrative on page 4-15 attempts to characterize the encroachments as an existing, grandfathered non-conforming use.

The extent of the encroachment, the Applicant's admitted expansion of the building footprint, as well as new concrete and foundation work at several places around the perimeter of the building also appear to be represented by the Applicant in photographs in Appendices A.1 and A.2.

In summary, the DEA the Applicant represents that nearly $3 million dollars of demolition, alterations, repairs and new construction (stairway, WWTP, etc) were completed to date.

In addition, the Applicant represents adding to the "existing" building footprint.

Lastly, the former restaurant was closed for business for several months to conduct this new development.

Taken together these facts raise the question of whether the new development and encroachment should be treated as "grandfathered" or whether there are now set-back and zoning violations as a result of the extent of the new construction and development documented in the DEA by the Applicant.

B.
The DEA references two City Notices of Violation seemingly issued prior to development work conducted in relation to the installation of the waste water treatment plant and the seepage bed. In addition, the NOVs were seemingly issued prior to the parking and loading area site work subsequently conducted by the applicant and referenced in the DEA.

The question remains whether there were any additional City NOVs issued related to this development work referenced on pages 2-5 through 2-8 of the DEA and if not, when they will be issued.

The Applicant documents that there are no approved building permits, SMA permits, or Special Design District permits for these specific development activities.

C.
According to the land survey referenced in the DEA on page 4-15, the question remains whether any portion of the waste water treatment plant or the former septic system encroaches onto either Kamehameha Schools or City park land. In the alternative, there is a question of whether there are adequate set-backs from the waste water treatment plant and the other facilities on this portion of the property referred to in the DEA?

In summary, the development proceeded without the required studies and permits that would have allowed for the creation of mitigation strategies prior to the documented impacts occurring. We have already seen the significant cumulative effects of the Applicant’s actions and these effects are already acknowledged by the City and State in the form of serious fines and the on-going closure of the upstairs.

At the most recent North Shore Neighborhood Board meeting residents raised numerous additional concerns and questions that should be examined in a Full EIS. Residents pointed out that the tripling of the restaurant’s seating, the effects on the adjacent City beach park, the effects on public parking and the public highway, the construction of the waste water treatment plant and the potential effects on the groundwater, the impacts to cultural resources given the significance of the surrounding area, and the documented waste water discharge onto the adjacent Loko Ea streambed all merit additional analysis that the Full EIS will provide.

Given the circumstances leading up to the production of this DEA, it would be difficult to produce better evidence of the both the "likelihood" and the reality of “significant effects” that trigger the completion of a Full Environmental Impact Statement (“EIS”). The City’s own Notices of

Violation and Notices of Order as well as the State DOH fines and the complete shut-down of the restaurant (and continuing shut-down of the upstairs) are among the numerous forms of prima facie evidence of the types of effects that trigger the Full EIS requirement.

The only reasonable course of action given the Applicant's track record of violating important City and State law, the existing evidence of "significant effects," and the failure of the DEA to meet basic environmental review standards is to require the Applicant to complete a Full EIS in order to protect the public interest.

Lastly, given the break down of the oversight roles of the State and City that led to the unpermitted activities occurring without proper review and agency oversight, this time around the public deserves full disclosure of the environmental effects of the proposed action, the effects of a proposed action on the economic welfare, social welfare, and cultural practices of the community and State, the effects of the economic activities arising out of the "proposed" action, the measures proposed to minimize adverse effects, and alternatives to the actions and their environmental effects that a Full EIS will provide.

It is more than just likely that the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State's environmental policies or long-term environmental goals as established by law, or adversely affect the economic welfare, social welfare, or cultural practices of the community and State - it has already been established and continues to occur. One must ask if in fact these effects are unavoidable given the sensitivity of this area, the small size of the Applicant's lot, and the sheer scale and scope of a 388 seat restaurant that is not present anywhere else on the North Shore.

Special controls on development within an area along the shoreline are necessary to avoid permanent loss of valuable resources and foreclosure of management options, and to insure that adequate public access is provided to public owned or used beaches, recreation areas, and natural reserves, by dedication or other means.

It is also the policy of the City to avoid or minimize damage to natural or historic special management area wetlands wherever prudent or feasible; to require that activities not dependent upon a wetland location be located at upland sites; and to allow wetland losses only where all practicable measures have been applied to reduce those losses that are unavoidable and in the public interest.

Allowing this restaurant to triple its existing seating without a Full EIS would irrevocably commit the natural resources of the adjacent public park land and public beach park, will curtail the range of beneficial uses of the environment by the public, and has already damaged a special wetland area. This is contrary to the intent of HRS 343 and ROH Chapter 25 and further agency and community review of the effects and potential mitigation is required.

Thank you.

Sincerely,

Cora Sanchez
The Save Haleiwa Beach Park Coalition
Haleiwa Beach Park Mauka C&C Adopt-a-park co-coordinator

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May 4, 2019

Ms. Cora Sanchez
The Save Haleiwa Beach Park Coalition
Haleiwa Beach Park Adopt-a-park Co-coordinator
Cora.sanchez@gmail.com

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Ms. Sanchez,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 6, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

The primary comment is that a full Environmental Impact Statement ("EIS") is required by law in this instance. The purpose of a Draft Environmental Assessment ("DEA") is to determine before development activities are initiated whether it is likely there will be "significant effects." If it is determined there are or may be significant effects, then a full EIS is required.

In this case, the City and County of Honolulu ("City") and the State of Hawaii ("State") do not even need this DEA to ascertain if the development activities of the Haleiwa Beach House ("Applicant") will likely cause "significant effects" because there is already sufficient documentation of the "significant effects" the development activities described in the DEA are having and have already had.

In part, these effects are documented by City Notices of Violation and Notices of Order attached to the DEA. In addition, the DEA includes documentation of State Department of Health ("DOH") fines and Administrative Orders that further illustrate the significance of the effects the development activities of the Applicant.

Therefore, DEA already provides the evidence that not only "may" the proposed more intensive use of the Applicant's property have a significant environmental or ecological effect on the special management area or special wetlands areas, it "has" already had effects and is having effects that require the full analysis required in a Full EIS. This is especially so when the Applicant was operating at the proposed 388 seats before the Applicant was shut down by the State DOH.

In the alternative, the DEA provides overwhelming documentation of the "significant effects" that have been caused, that are continuing, and that will be caused by the Applicant's actions described in the DEA in this sensitive area on the banks of Loko Ea Stream, adjacent to Loko Ea Fishpond, adjacent to Haleiwa Beach Park, and on the shores of Waialua Bay.

This is notwithstanding the fact that the DEA is absent serious discussion and analysis of the potential cumulative effects of the development. Instead, the Applicant seems to have merely assembled documents that were utilized by contractors and subcontractors during the unpermitted construction activities as well as attached the numerous citations the Applicant received from the State and the City.

While this DEA fails to meet the standards of the documentation required, it does accurately depict much of the existing evidence of the Applicant's damage to the environment and cultural resources.

Some of these documented effects in the DEA include: the discharge of wastewater onto the adjacent Kamehameha Schools property (leading to both the temporary closure of the restaurant by the State Department of Health and the closure of youth activities at Loko Ea Fishpond); encroachment onto Kamehameha Schools land; unpermitted private commercial utilization of the adjacent public park land by delivery trucks, employee parking, and customer parking impacting public beach access; the excavation of the coastal sand dune leading to the discovery and removal of iwi as well as other Native Hawaiian funerary objects.

As mentioned above, these effects are further evidenced by the hundreds of thousands of dollars in fines accumulated and unpaid to the City and County of Honolulu as well as the thousands of dollars of fines imposed by the State of Hawaii.

Moreover, the Applicant's DEA was produced in a seemingly haphazard manner with little regard for thorough analysis of critical issues such as the depth of the water table where the seepage bed was constructed. In fact, the DEA does not include adequate documentation or photographs of the construction of the seepage bed so it is difficult without a Full EIS for the agencies and community to determine what happened to the environment during the course of construction of the waste water treatment plant or during removal of portions of the former septic system.

Related issues that the DEA fails to address and discuss in-depth include what is the depth of the water table along the length of the waste water treatment plant seepage bed and what was/is the baseline water quality along Loko Ea Stream and at the outfall into Waialua Bay.

These errors and omissions are related to the serious error of the Applicant not conducting its own independent Cultural Inventory Survey or Cultural Impact Statement. It is important to consider there were serious violations of State Historic Preservation laws during the waste water treatment plant construction that require further analysis in a Full EIS.

This is not to mention that the Applicant fails to provide any sort of objective data collection or analysis of existing public use of the adjacent park land and/or beach park that the restaurant currently utilizes for employee and customer parking (operating with 114 seats). The Applicant has failed to produce data related to daily public use of the adjacent park land and how the addition of over 250 seats would affect public park land and beach access given that the Applicant only has 24 parking stalls.

Moreover, the Applicant failed to include an analysis of whether in fact it is practical or reasonable from an engineering perspective to have a 388 seat restaurant, a waste water treatment plant, and a parking lot in such a sensitive location given the limitations of the Applicant's lot size.

We disagree that the issuance of a Notices of Violation (NOV) or Notice of Order (NOO) and associated fines in the case of the Hale'iwa Beach House (HBH), represent a significant environmental impact that would warrant an Environmental Impact Statement (EIS). The NOVs and NOOs for the HBH were issued as a result of Department of Planning and Permitting's (DPP) determination that the cost threshold for filing a Special Management Area (SMA) Use (major) permit had been exceeded, not for an adverse environmental effect. The outstanding NOVs are due to the fact that the Applicant does not have a building permit for the interior renovations and the covered trellis on the second floor deck. As directed by the DPP, the path to resolving the NOVs is to obtain the after-the-fact SMA Use (major) and Special District (SD) (major) permits. The NOV from the State Department of Health's (DOH) and other NOVs issued by the City and County of Honolulu (City) were resolved by the Applicant. In some cases, the City acknowledged that it erred in issuing the NOV. The permit history is disclosed in Section 2.2 of the DEA and Final Environmental Assessment (FEA).

As documented in the DEA and FEA, the field investigation of the restaurant's individual wastewater system's (IWS) by DOH did not identify any discharges into Loko ea fish pond from the restaurant. The results of DOH's dye test are provided in Table 3-4 in the DEA and FEA. The Loko ea fish pond's surface water elevation is higher than the surrounding ground water table which results in positive water pressure outward from the pond. The positive outward pressure prevents intrusion of salt water or other pollutants into the pond.

In response to DOH's investigation, Kamehameha Schools (KS) temporarily shut down the Youth Program at the pond while they conducted tests of the fish pond water quality. Their test results indicated that water quality met all state and federal guidelines and KS determined that the pond was not polluted and it was safe to reinstate the Youth Program. KS has been testing the water quality in the fish pond since 2008 and allows the consumption of fish caught in the pond. They routinely close the fish pond to water activities following heavy rainfall events and implement other protocols to ensure the safety of the keiki and volunteers who visit the fishpond. The DOH temporarily closed the HBH because they found the restaurant was operating with 388 seats, which exceeded the permitted capacity of the approved IWS, not due to an IWS spill. We wish to note that the restaurant never operated at full capacity due to normal table vacancies and a reserve of 70 seats for private parties that was never utilized. Following their investigation, DOH approved the continued operation of the restaurant based on the previously approved

seating capacity of 114 seats until such time that the applicant could provide a wastewater treatment plant with adequate treatment capacity to accommodate the full restaurant seating. The DOH subsequently approved the permit to construct the wastewater treatment plant with capacity for 354 seats and inspected and approved the completed construction. Approval to operate the completed treatment plant is pending obtaining the after-the-fact SMA and SD (major) permits. Additionally, it must be emphasized that under normal operations a restaurant rarely fills all of its available seats at any given time because many of the 4-seat tables are occupied by couples. The new wastewater treatment plant, when approved for use, will generate a higher quality of treated wastewater effluent than the currently approved wastewater system, and provide greater redundancy, all of which is an improvement over existing conditions.

The adjacent, vacant, City-owned park parcel identified as Tax Map Key: (1) 6-2-003: 038, is described in City records as a "remnant park" parcel. Other than daily use by KS for their employee parking, historically, it has been and is still today, used by the public for bus and visitor parking, on a first come first serve basis. The City installed a temporary fence along the shared property boundary preventing motor vehicle access between the HBH restaurant and the City parcel. The HBH provides the required number of parking stalls required by the Revised Ordinances of Honolulu (ROH), Land Use Ordinance (LUO) Section 21-6.3. Additionally, the Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

In September of 2016, the DOH granted approval to the Applicant to construct a new wastewater treatment plans (WWTP), including a primary and secondary leach field, under the area that included the existing parking lot. Unfortunately, the DOH did not submit the plans for the wastewater system to State Historic Preservation Division (SHPD) prior to granting the permit to construct. During the construction of the WWTP and Effluent Disposal System the SHPD requested that the excavated material be sifted for remains and as a result, iwi were found. The Applicant and the applicant's archaeologist subsequently worked with the SHPD on an acceptable treatment plan to properly investigate and treat the inadvertent discovery of fragmentary elements of iwi in the excavated material to SHPD's satisfaction. As directed by DPP, the Applicant is preparing and will submit a SHPD Hawai'i Revised Statutes (HRS) 6E Submittal Form and supporting documents for the project with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice.

The Applicant was not required to prepare a Cultural Impact Assessment (CIA) to obtain building permits and the permit to construct the wastewater system. Because the project consists of renovations to an existing, established restaurant that has occupied the site since 1955, and the

fact that the restaurant building and operations have not prevented access or use of Loko ea fish pond, coastal areas or other significant cultural resources in the area, the Applicant relied on recently completed CIAs for other projects in the immediate project vicinity In order to assess project impacts to cultural resources.

The Applicant will work with the adjoining landowner, B. P. Bishop Estate Trustees (KS), to mitigate and resolve the existing and new encroachments into the adjoining parcel. Should there be no way to reach an agreement with the adjoining landowner the ultimate mitigation would be to remove the encroachment. The encroachment conditions and proposed mitigation is disclosed in Section 4.2.2 of the FEA.

Lastly, we maintain that the FEA provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant effect. An EIS is not necessary. The project consists of interior and exterior renovations to an existing building which has existed on the site since 1955. The project also includes the installation of an approved wastewater treatment plant that will generate a higher quality of treated wastewater effluent than the currently approved wastewater system and provide greater redundancy, all of which is an improvement over existing conditions. Based on the evaluation criteria in Hawai'i Administrative Rules (HAR), 11-200-12, as documented in the DEA and FEA, the project does not result in significant impacts to the environment that would warrant evaluation in an EIS. Moreover, the project is not an action identified in HRS Section HRS 343-5 that triggers environmental review, rather as part of the SMA permit process stipulated in ROH 25, the project is subject to an assessment by DPP in accordance with the procedural steps set forth in HRS Chapter 343. While no two projects are the same and each must address its own unique conditions and impacts, as a matter of perspective the recent Hale'iwa Commercial Redevelopment Project by Kamehameha Schools and the Shops at Anahulu project, by Lokea Kai Partners, both of which involved new, larger scale building and wastewater treatment plant construction and earth moving activities, were both evaluated through EAs.

1. *Furthermore, the Applicant documents in the DEA that:*
   The Applicant conducted roughly $3 million dollars' worth of unpermitted demolition, additions, and alterations to the original structure and its surroundings (including the construction of a waste water treatment plant) along the banks of Loko Ea Stream and Loko Ea Fishpond and adjacent to public park land.

As disclosed in Section 2.2 of the DEA and FEA, the Applicant obtained building permits from the City for all exterior renovations and the first floor covered deck addition, and a permit from the DOH for construction of the WWTP and leach field. In addition, the Applicant, in consultation with DPP, had obtained an SMA (minor) and SD (minor) permit for the interior and exterior renovation work. With the granting of courtesy inspection by DPP at the time of construction, the Applicant believed he had all required approvals to proceed with all proposed renovation work.

2. *Although unpermitted parking on the adjacent City park land by the Applicant's employees and customers is already an issue raised by the City Parks Department, the Applicant has the audacity to seek to increase its current seating from 114 to over 350 (please remember that they only have 24 parking stalls!)*

The purpose of the renovations is to restore the restaurant use for the entire building. Of the 354-seat capacity, 70 seats are reserved for private parties and are otherwise not used for restaurant seating. Again, it must be emphasized that under normal operations a restaurant rarely fills all of its available seats at any given time because most tables accommodate four seats, yet many of the 4-seat tables are occupied by couples. This is the current condition experienced at HBH. However, because the restaurant is currently operating at 114-seat capacity, based on chair count, there are additional tables without chairs which are available to accommodate couples by moving chairs. In this way, the restaurant is currently able to serve the full 114-seats, which it cannot do in the future when all tables will have four chairs and there will be no additional room to move chairs.

The HBH provides the required number of parking stalls required by the LUO, ROH Section 21-6.3. The required parking from the approved Haleiwa Beach House - Exterior Renovation Plans BP 790811, based on 5,264 square feet (SF) of applicable floor area, is 16 stalls and 1 – loading stall. The additional applicable square footage following completion of the renovations, totaling 1,269 SF, requires an additional 4 stalls for a total of 20 stalls, 1 – loading stall and a handicap stall.

Lastly, as previously stated, the Applicant is agreeable the preparation of a TMP to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling.

3. *There are multiple other concerns voiced by City and State agencies in the DEA and echoed by community members at community meetings including: the increased traffic that necessitates the installation of a cross-walk (ironically, traffic and the need for a cross-walk are issues the City utilized in the past as reasons for not providing support for a public Canoe Halau on the adjacent public park land); the lack of adequate water supply for fire protection; the lack of a cultural impact assessment; and the possibility of pollution of the adjacent Loko Ea stream, Loko Ea fishpond, and the groundwater.*

The need for a crosswalk is mainly due to the existing pedestrian traffic and not necessarily due to the increased traffic due to patronage of the HBH.

The HBH renovations have improved public health and safety by bringing the original building into conformance with current regulatory standards, including fire codes, to ensure that access to adequate water for fire protection is provided.

See the above responses to the issues raised regarding the need for a CIA and the possible pollution of Loko ea stream, fishpond and groundwater.

A. *In addition to the above, the DEA raises the following questions:*
The Applicant added approximately 440 square feet to the "existing" building footprint according to the DEA page 2-5.

In addition, improvements such as the "new covered deck" referred to on page 2-1 (also referred to as the "reconstructed concrete lanai seating area" documented on page 2-6) most likely also added square footage to the "existing" building footprint.

In this regard, the photographs the Applicant provides in Appendices A.1 and A.2 illustrate that the former first floor "exterior" wall facing the ocean was previously significantly farther from the roadway compared to the new first floor exterior "wall" (posts and roll-down doors) facing the ocean which now appears to be much closer to the roadway.

Also, concrete work along the border of Loko Ea streambed represented in Figure 2-3 on page 2-13 also appears to have expanded beyond the existing building footprint with the addition of at least 2 concrete footings into the sandy Loko Ea streambed that is a part of an adjacent to the special wetland area.

On page 4-15 of the DEA the Applicant references these encroachments onto the adjacent parcel owned by Kamehameha Schools zoned Ag-1.

The Applicant's documented encroachment includes a new stairway as well as portions of the restaurant that were demolished and replaced or entirely new (and potentially the new concrete footings referenced above).

The narrative on page 4-15 attempts to characterize the encroachments as an existing, grandfathered non-conforming use.

The extent of the encroachment, the Applicant's admitted expansion of the building footprint, as well as new concrete and foundation work at several places around the perimeter of the building also appear to be represented by the Applicant in photographs in Appendices A.1 and A.2.

In summary, the DEA the Applicant represents that nearly $3 million dollars of demolition, alterations, repairs and new construction (stairway, WWTP, etc) were completed to date.

In addition, the Applicant represents adding to the "existing" building footprint.

Lastly, the former restaurant was closed for business for several months to conduct this new development.

Taken together these facts raise the question of whether the new development and encroachment should be treated as "grandfathered" or whether there are now set-back and zoning violations as a result of the extent of the new construction and development documented in the DEA by the Applicant.

The floor area added to the building footprint is 611 SF from the covered ADA front entryway (250 SF) on the north side of the building and the enclosed code-required fire exit stairway (200 SF) on the south side of the building and the freezer (161 SF).

The "new covered deck" and "reconstructed concrete lanai seating area" refer to the same improvement which is the ground level area at the front of the restaurant. This area is included in the architect's floor area calculation.

This new covered deck has been part of the restaurant structure since 1955, as shown below and in Photo 1 of Appendix A.1, in the DEA and FEA, and includes the area under the overhanging roof structure supported by posts. The improvements to this area, including the new posts, were approved by SMA (minor) permit, SD (minor) permit and Building Permit No. 790449. The deletion of the folding doors along the original wall line and addition of roll-up doors along the makai edge of the lanai were not approved by the SMA (minor) and SD (minor) permit and an after-the-fact building permit will have to be obtained after the new SMA (major) and SD (major) are approved. A new wall on the south side of the covered lanai will also require an after-the-fact building permit. The roll-up doors are for security purposes only and remain open during business hours.

No portion of the original or recently completed renovation work is located within the Loko ea Stream bed, bank, pond or wetland. All improvements are located approximately 20 feet or more away from the stream. The improvements are shown in the photos in Appendix A of the DEA which illustrate separation between the restaurant structure and Loko ea Stream and fish pond. The Applicant encased one of the original two structural support posts along the south/makai corner of the restaurant building in hollow tile for weather protection. This work was also undertaken as part of the exterior renovations under building permit no. 790811. These posts are located on the adjoining property.

Section 4.2.2 in the FEA will include a discussion of the Applicant's plans to further work with the adjoining property owner, B. P. Bishop Estate Trustees (KS), to mitigate the encroachments. Should there be no way to reach an agreement with the adjoining landowner the ultimate mitigation would be to remove the encroachment.

B. *The DEA references two City Notices of Violation seemingly issued prior to development work conducted in relation to the installation of the waste water treatment plant and the seepage bed. In addition, the NOVs were seemingly issued prior to the parking and loading area site work subsequently conducted by the applicant and referenced in the DEA.*

The question remains whether there were any additional City NOVs issued related to this development work referenced on pages 2-5 through 2-8 of the DEA and if not, when they will be issued.

The Applicant documents that there are no approved building permits, SMA permits, or Special Design District permits for these specific development activities.

All City NOVs are disclosed in Section 2.2 of the DEA and FEA. All State NOVs are disclosed in Section 3.3.4. The permit history of the project, including approvals from the City for a SMA (minor), SD (minor), granting of courtesy inspection for interior renovations, and building permits for the exterior renovations and the first floor covered deck addition are also disclosed in Section 2.2. The DPP's subsequent determination that SMA (major) and SD (major) permits are required as prerequisites for the final interior renovation building permit is also disclosed in Section 2.2 and elsewhere in the DEA and FEA.

C. *According to the land survey referenced in the DEA on page 4-15, the question remains whether any portion of the waste water treatment plant or the former septic system encroaches onto either Kamehameha Schools or City park land. In the alternative, there is a question of whether there are adequate set-backs from the waste water treatment plant and the other facilities on this portion of the property referred to in the DEA?*

In summary, the development proceeded without the required studies and permits that would have allowed for the creation of mitigation strategies prior to the documented impacts occurring. We have already seen the significant cumulative effects of the Applicant's actions and these effects are already acknowledged by the City and State in the form of serious fines and the on-going closure of the upstairs.

At the most recent North Shore Neighborhood Board meeting residents raised numerous additional concerns and questions that should be examined in a Full EIS. Residents pointed out that the tripling of the restaurant's seating, the effects on the adjacent City beach park, the effects on public parking and the public highway, the construction of the waste water treatment plant and the potential effects on the groundwater, the impacts to cultural resources given the significance of the surrounding area, and the documented waste water discharge onto the adjacent Loko Ea streambed all merit additional analysis that the Full EIS will provide.

Given the circumstances leading up to the production of this DEA, it would be difficult to produce better evidence of the both the "likelihood" and the reality of "significant effects" that trigger the completion of a Full Environmental Impact Statement ("EIS"). The City's own Notices of Violation and Notices of Order as well as the State DOH fines and the complete shut-down of the restaurant (and continuing shut-down of the upstairs) are among the numerous forms of prima facie evidence of the types of effects that trigger the Full EIS requirement.

The only reasonable course of action given the Applicant's track record of violating important City and State law, the existing evidence of "significant effects," and the failure of the DEA to meet basic environmental review standards is to require the Applicant to complete a Full EIS in order to protect the public interest.

Lastly, given the breakdown of the oversight roles of the State and City that led to the unpermitted activities occurring without proper review and agency oversight, this time around the public deserves full disclosure of the environmental effects of the proposed action, the effects of a proposed action on the economic welfare, social welfare, and cultural practices of the community and State, the effects of the economic activities arising out of the "proposed" action, the measures proposed to minimize adverse effects, and alternatives to the actions and their environmental effects that a Full EIS will provide.

It is more than just likely that the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State's environmental policies or long-term environmental goals as established by law, or adversely affect the economic welfare, social welfare, or cultural practices of the community and State - it has already been established and continues to occur. One must ask if in fact these effects are unavoidable given the sensitivity of this area, the small size of the Applicant's lot, and the sheer scale and scope of a 388 seat restaurant that is not present anywhere else on the North Shore.

Special controls on development within an area along the shoreline are necessary to avoid permanent loss of valuable resources and foreclosure of management options, and to insure that adequate public access is provided to public owned or used beaches, recreation areas, and natural reserves, by dedication or other means.

It is also the policy of the City to avoid or minimize damage to natural or historic special management area wetlands wherever prudent or feasible; to require that activities not dependent upon a wetland location be located at upland sites; and to allow wetland losses only where all practicable measures have been applied to reduce those losses that are unavoidable and in the public interest.

Allowing this restaurant to triple its existing seating without a Full EIS would irrevocably commit the natural resources of the adjacent public park land and public beach park, will curtail the range of beneficial uses of the environment by the public, and has already damaged a special wetland area. This is contrary to the intent of HRS 343 and ROH Chapter 25 and further agency and community review of the effects and potential mitigation is required.

The location of the existing IWS and WWTP, including all setbacks, were reviewed and approved by the DOH. The recently prepared ALTA Survey included as Appendix H in the DEA and FEA shows the location of the IWS and WWTP is completely within the property lines of

the HBH property. The wastewater system site plan and certification from the licensed contractor is provided in the FEA.

The HBH is not anticipated to involve substantial degradation of environmental quality. The project site has been developed and in use as a restaurant since the existing building was first constructed in 1955. The renovations and ongoing operations of the HBH will not substantially alter environmental conditions at the project site. Completed interior and exterior renovations and site work, including the installation of a new, state-of-the-art package WWTP, have improved public health and safety by bringing the original building into conformance with current building codes, fire codes and ADA accessibility standards, and by providing WWTP that treats wastewater to a higher level, with more capacity and system redundancy that will minimize the potential for wastewater overflow. Planning and design for the project includes mitigation measures to prevent or minimize potential adverse environmental effects.

The FEA has been prepared in accordance with the content requirements of HRS, Chapter 343 and the significance criteria in HAR, Section 11-200-12, it is anticipated that this project will have no significant adverse impact to water quality, air quality, existing utilities, noise, archaeological sites, or wildlife habitat. Additionally, the project will not result in cumulative impacts, will not involve a commitment to larger actions, and will not result in the elimination of planning options.

The restaurant building operated as Jameson's by the Sea for 33 years before the Applicant took over. For many years, Jameson's was known island-wide for their second-floor fine dining room. Over time, without any major upgrades or renovations, the building exteriors became visually tired and the interior became run down and the second floor only became useable as an office. It is the Applicant's hope to restore restaurant patronage to original historic levels that occurred when the second floor was fully utilized. As with any renovation, the City approvals do not result in expansion, but restoration of the original use. The renovations have further resulted in improved environmental conditions by conforming to current regulatory standards for access, fire protection, lighting, energy use and wastewater treatment.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

From: Dawn Bruns
To: gtoyomura@honolulu.gov; Michele Leong; andersond003@hawaii.rr.com
Subject: Beach House Draft Environmental Assessment - Public Comment
Date: Wednesday, June 06, 2018 7:57:05 PM

The Draft EA does not address the adverse effects the proposed action will have to the public's use of the adjacent beach park - these effects are expected to be significant so the project should not be approved without a thorough disclosure of these adverse effects in an EIS. The beach across the street from the Beach House is among the few places on the North Shore where it's easy to put a stand up paddle board into the ocean because public parking is near the water and the beach is sandy. In addition, the park land adjacent to the Beach House is public land that could be used for many public uses - storage of outrigger canoes (again, because of the ease of ocean entry access) and other ocean-related uses that can't be located at sites farther from the beach access point.

Already the parking from the existing Beach House operations spills into the public beach parking area across the street and the public beach park adjacent to the restaurant's insufficient parking area. The draft EA indicates they have fewer than 30 parking stalls on-site for their staff and customers and they propose to park/cram 40 cars into the lot using a valet system and posting lot full signs. This valet system itself would be expected to exacerbate the Beach House customer parking on the public beach park property because it's so accessible, easy, and free in comparison to dealing with a valet. The beach park should not be used by this commercial project because that takes away parking and recreational opportunities for stand up paddle boarders, canoes, and other ocean users. The effect of the proposed Beach House expansion to accessibility of the beach ocean entry point for stand up paddle boards and canoes is significant and therefore the effect must be disclosed in an EIS.

Thank you, Dawn Bruns, PO Box 704, Haleiwa, HI 96712

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May 4, 2019

Ms. Dawn Bruns
PO Box 704
Haleiwa, HI 96712

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Ms. Bruns,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 6, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *The Draft EA does not address the adverse effects the proposed action will have to the public's use of the adjacent beach park - these effects are expected to be significant so the project should not be approved without a thorough disclosure of these adverse effects in an EIS. The beach across the street from the Beach House is among the few places on the North Shore where it's easy to put a stand up paddle board into the ocean because public parking is near the water and the beach is sandy. In addition, the park land adjacent to the Beach House is public land that could be used for many public uses - storage of outrigger canoes (again, because of the ease of ocean entry access) and other ocean-related uses that can't be located at sites farther from the beach access point.*

   Already the parking from the existing Beach House operations spills into the public beach parking area across the street and the public beach park adjacent to the restaurant's insufficient parking area. The draft EA indicates they have fewer than 30 parking stalls on-site for their staff and customers and they propose to park/cram 40 cars into the lot using a valet system and posting lot full signs. This valet system itself would be expected to exacerbate the Beach House customer parking on the public beach park property because it's so accessible, easy, and free in comparison to dealing with a valet. The beach park should not be used by this commercial project because that takes away parking and recreational opportunities for stand up paddle boarders, canoes, and other ocean users. The effect of the proposed Beach House expansion to accessibility of the beach ocean entry point for stand up paddle boards and canoes is significant and therefore the effect must be disclosed in an EIS.

The Final Environmental Assessment (FEA) will include a discussion of the project's potential impact on publically-owned recreational resources in the surrounding area, as necessary.

The adjacent, vacant parcel owned by the City and County of Honolulu (City) and identified as Tax Map Key: (1) 6-2-003: 038, is described in City records as a "remnant park" parcel. Other than daily use by Kamehameha Schools for their employee parking, historically, it has been and is still today, used by the public for bus and visitor parking, on a first come first serve basis. The City installed a temporary fence along the shared property boundary preventing motor vehicle access between the Hale'iwa Beach House restaurant and the City parcel.

The Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

Lastly, the FEA provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant effect. An Environmental Impact Statement is not necessary.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

From:	Diane Fitzsimmons
To:	Michele Leong; andersond003@hawaii.rr.com; gtoyomura@gov.com
Subject:	Haleiwa Beach House - DEA ?
Date:	Wednesday, June 06, 2018 7:35:27 PM

A Full Environmental Impact Statement ("EIS") should be required for the Haleiwa Beach House restaurant. The north shore community needs to review the environmental impacts of this restaurant.

Allowing this restaurant to triple its existing seating without a Full EIS would will negatively impact the natural resources of the adjacent public park land and public beach park, as well as continue to damage the adjacent Loko Ea and nearby special wetland areas.

Mahalo nui loa,
Diane Fitzsimmons, Waialua Hawaiian Civic Club Member
--
Diane Puanani Fitzsimmons

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May 4, 2019

Ms. Diane Puanani Fitzsimmons
Waialua Hawaiian Civic Club Member

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Ms. Fitzsimmons,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 6, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *A Full Environmental Impact Statement ("EIS") should be required for the Haleiwa Beach House restaurant. The north shore community needs to review the environmental impacts of this restaurant. Allowing this restaurant to triple its existing seating without a Full EIS would will negatively impact the natural resources of the adjacent public park land and public beach park, as well as continue to damage the adjacent Loko Ea and nearby special wetland areas.*

The Final Environmental Assessment (FEA) provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant effect. An Environmental Impact Statement (EIS) is not necessary.

The existing Hale'iwa Beach House (HBH) building previously operated as Jameson's by the Sea for 33 years before the Applicant bought the property. Jameson's by the Sea was known island-wide for their second-floor fine dining room. Over time, without any major upgrades or renovations, the building exteriors became visually tired, the interior became run down and the second floor only became useable as an office. It was always the Applicant's hope to restore restaurant patronage to its original historic use that occurred when the second floor was fully utilized.

The adjacent, vacant parcel owned by the City and County of Honolulu (City) and identified as Tax Map Key: (1) 6-2-003: 038, is described in City records as a "remnant park" parcel. Other than daily use by Kamehameha Schools for their employee parking, historically, it has been and is still today, used by the public for bus and visitor parking, on a first come first serve basis. The City installed a temporary fence along the shared property boundary preventing motor vehicle access between the HBH and the City parcel.

The Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

The project's renovations in actuality, results in improved environmental conditions to the surrounding natural resources, by conforming to current regulatory standards for access, fire protection, lighting, energy use and wastewater treatment. Additionally, there is nothing documented in the State Department of Health's (DOH) field investigation records or the EA that supports your conclusion that the restaurant damaged a special wetland area, as DOH did not identify any discharges into Loko ea Stream or fish pond. The results of DOH's dye test are provided in Table 3-4 in the FEA.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

From:	Larry McElheny
To:	gtoyomura@honolulu.gov; Michele Leong; andersond003@hawaii.rr.com
Subject:	Haleiwa Beach House Restaurant DEA
Date:	Wednesday, June 06, 2018 6:24:24 PM

To Whom it May Concern

Regarding the Haleiwa Beach House (the "Applicant") "after-the-fact" Draft Environmental Assessment ("DEA")

It appears that the lot where the Haleiwa Beach House is located is too small for a business of the size being run there now.

Allowing this restaurant to triple its existing seating without a Full EIS would irrevocably commit the natural resources of the adjacent public park land and public beach park, would curtail the range of beneficial uses of the environment by the public, and has already damaged a special wetland area.

This is contrary to the intent of HRS 343 and ROH Chapter 25 and further agency and community review of the effects and potential mitigation is required.

In light of the sub-standard lot size and the serious and on-going violations, a full EIS must be required so that additional negative consequences can be identified and avoided.

Sincerely,

Larry McElheny

(808) 638-8484

2024 North King Street
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Construction Management

May 4, 2019

Mr. Larry McElheny
lkmcelheny@gmail.com

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Mr. McElheny,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 6, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *Regarding the Haleiwa Beach House (the "Applicant") "after-the-fact" Draft Environmental Assessment ("DEA"). It appears that the lot where the Haleiwa Beach House is located is too small for a business of the size being run there now.*

The lot area, building area, floor area and building height are in conformance with the development standards for the underlying Neighborhood Business District (B-1) zoning district.

2. *Allowing this restaurant to triple its existing seating without a Full EIS would irrevocably commit the natural resources of the adjacent public park land and public beach park, would curtail the range of beneficial uses of the environment by the public, and has already damaged a special wetland area.*

The Final Environmental Assessment (FEA) provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant effect. An Environmental Impact Statement is not necessary.

The existing Hale'iwa Beach House building previously operated as Jameson's by the Sea for 33 years before the Applicant bought the property. Jameson's by the Sea was known island-wide for their second-floor fine dining room. Over time, without any major upgrades or renovations, the building exteriors became visually tired, the interior became run down and the second floor only became useable as an office. It was always the Applicant's hope to restore restaurant patronage to its original historic use that occurred when the second floor was fully utilized.

The project's renovations in actuality, results in improved environmental conditions to the surrounding natural resources, by conforming to current regulatory standards for access, fire

protection, lighting, energy use and wastewater treatment. Additionally, there is nothing documented in the State Department of Health's (DOH) field investigation records or the EA that supports your conclusion that the restaurant damaged a special wetland area, as DOH did not identify any discharges into Loko ea Stream or fish pond. The results of DOH's dye test are provided in Table 3-4 in the Final Environmental Assessment (FEA).

3. *This is contrary to the intent of HRS 343 and ROH Chapter 25 and further agency and community review of the effects and potential mitigation is required. In light of the sub-standard lot size and the serious and on-going violations, a full EIS must be required so that additional negative consequences can be identified and avoided.*

The Environmental Assessment (EA) provides thorough disclosure and adequate assessment of environmental impacts from the project; an Environmental Impact Statement is not necessary. The findings and mitigation measures described in the FEA support a finding of no significant effect. As previously mentioned, the project site is in conformance with the development standards for the underlying B-1 zoning district.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

NORTH SHORE NEIGHBORHOOD BOARD NO. 27

NEIGHBORHOOD COMMISSION • 925 DILLINGHAM BOULEVARD, SUITE 160 • HONOLULU, HAWAII, 96817
PHONE (808) 768-3710 • FAX (808) 768-3711 • INTERNET http:///www.honolulu.gov/nco

REGULAR MEETING BEACH HOUSE NOTES
TUESDAY, MAY 22, 2018
WAIALUA ELEMENTARY SCHOOL CAFETERIA

Beach House Environmental Assessment (EA) – Chair Pahinui noted that a presentation was requested and that they will attend a future neighborhood board meeting. There are two (2) permits being worked on: a special management area (SMA) major permit and a special design district permit. These are expected to be submitted to DPP shortly and a presentation to the board is required. In addition, there is a lawsuit regarding the project and the owners want to ensure they have all the necessary information ready before appearing before the board.

Pahinui noted that public comments on the EA need to be submitted by Thursday, June 7, 2018.

Justice moved and Shirai seconded that the North Shore Neighborhood Board No. 27 submit all comments from the May 22, 2018 North Shore Neighborhood Board No. 27 meeting regarding the Beach House Environmental Assessment (EA) to the City and to the applicant. Discussion followed:

- Permits: McElheny noted with gratitude that the community had previously requested that the Beach House submit permit applications and that a SMA Major will be included. McElheny noted that there were iwi (traditional Hawaiian burial remains) found, youth activities at the nearby fishpond were closed, wastewater was discharged onto nearby property, and that public property was used for private gain.
- Support: Lyons noted support for the EA and support for the Beach House.
- Process: Shirai voiced support for the motion. Shirai voiced concerns with the process not being done correctly and that older information was used for their cultural assessment.

The motion was approved by VOICE VOTE, 11-0-0 (**AYE**: Achiu, Courtenay, Foo, Justice, Hirota, Lyons, Martin, McElheny, Pahinui, Philips, and Shirai.; **NAY**: None; **ABSTAIN**: None).

Comments Followed:

1. Public Parking: Justice noted concerns with the use of the City Park parking area next to the Beach House by Beach House patrons.
2. Fishpond: Resident Kaila noted concerns with runoff and heat/light pollution from the Beach House affecting Loko Ea Pond.
3. Support: Resident Lori Schlatman introduced herself as the Assistant General Manager of the Beach House and stated that the Beach House has been supportive of the area schools and continues to try to provide the community with benefits.
4. Permitting: Resident TJ Cuaresma voiced disappointment with the Beach House moving forward on their work before applying for any permits or conducting studies. Cuaresma voiced opposition to the Beach House.
5. State Historic Preservation Division (SHPD): Resident Diane Fitzsimmons noted that Loko Ea Pond has been in the area for a long time and that iwi found in the area has shown to be from a very long time ago. Diane noted she has submitted a letter to SHPD regarding her concerns regarding iwi in the area.
6. Environmental Impact Statement (EIS): A resident requested an EIS be done. The resident voiced concerns with the number of parking spaces available in relation to the number of expected patrons at at restaurant maximum capacity. The resident voiced similar concerns with using the nearby public park parking area for Beach House patrons.
7. Pollution: Resident Iwalani Sanders voiced concerns with pollution occurring at Loko Ea Pond from the Haleiwa Beach House.
8. Process: Achiu voiced concerns with the lack in the follow up process from the Department of Planning and Permitting (DPP). Achiu noted that restaurants pre-dating the Beach House had an upstairs with the same number of parking stalls allocated currently.
9. Public Park: Achiu stated that the land next to the Beach House was taken from ancestral owners through “Eminent Domain” and was originally planned to become a park. When it was determined that the land could not be turned into a park it was placed in the inventory of the Department of Parks and Recreation (DPR). Achiu agreed with the sentiment that public spaces should not be commercialized, but that the City needs to be more diligent in what it allows to be done.

10. Process (continued): Foo noted that it is incumbent on the City to follow up with inspections.
11. Archeological Research: A resident noted that the Beach House owner was able to find information on under-utilized properties from his previous position with Mayor Hanneman's administration. The resident requested a full EIS and requested SHPD to require a full archeological research study.
12. Clarifying Concerns: McElheny voiced concerns with the Beach House's request to increase their capacity when the EA notes that there are 24 parking stalls that seem to be exclusively for customers. McElheny asked for clarification from the Department of Health (DOH) on what wastewater system is currently being utilized by the Beach House. McElheny noted that there have been various suggestions from the community regarding uses for the supposed "park" lot next to the Beach House. McElheny noted that the City rejected plans for a canoe halau as it would create too much crossing pedestrian traffic which would then require a crosswalk, but that the current projected capacity of the Beach House would require a crosswalk as well.
13. Public Park (continued): Justice noted witnessing a person deterring people from parking at the "park" lot.
14. Process (continued): Shirai voiced displeasure with the Beach House owner using prior cultural assessments to justify and submit their current cultural assessment.
15. Presence: Chair Pahinui noted that there was not any community outreach from the Beach House as required by the draft EA scoping process. Chair Pahinui noted that comments previously submitted from Leinau and McElheny will be included.
16. Estuary: A resident noted that the area surrounding the Beach House is technically an estuary and so sediment screens should be installed. The resident asked that the Beach House should address actions to mitigate sediment runoff and a proposed a plan to address the negative impacts from the restaurant and parking lot.
17. City Administration: A resident noted that the City administration should be held accountable. Lyons noted that the homes in the immediate area should also be investigated in regards to their septic systems as well as permitting requirements for any construction work. Foo asked if the permits are public records and if DPP inspectors are required to sign-off on the permits. Several board members and community members reemphasized displeasure with the Beach House bypassing the permitting process.

Comments submitted by board member Robert Leinau
Aloha Kathleen,
I will be off island at the time that the NSNB is meeting this month.

I reviewed the waste water part of the plan and have a few questions:

1. For effective treatment of the waste water, what is the designed minimal detention time in the facility.
2. What is the chemical treatment and at what dosage will it be applied?
3. What would the estimated peak total loading [GPD] on the the three busiest days of the year?
4. Why are the waste water utilization figures lower in the meeting room? Will it not be serving food just as in the restaurant?
5. Noted that there is a design capacity for the facility based on a GPD, but what is the maximum GPHour that the facility can process?
6. What is the capacity of the grease trap? Does the temperature of the waste water affect its efficiency.
7. How will the solids be removed from the system that do not break down?
8. Is there redundancy in the lift pump?

I did not review the whole Draft but I am not sure about how the parking will play out on busy days and how it will affect the adjacencies.
Mahalo, Bob

Comments submitted by board member Blake McElheny
The Draft Environmental Assessment ("DEA") that the Haleiwa Beach House has been forced to produce by the City and County of Honolulu ("City") after they conducted roughly $3 million dollars of demolition, additions, and alterations to the structure (including the construction of a waste water treatment plant) along the banks of Loko Ea Stream and Loko Ea Fishpond is inadequate and a full Environmental Impact Statement should be completed given the cumulative and significant effects and impacts of the development on the environment already demonstrated and that can be foreseen as a result of the representations made by the applicant in the document.

To date the Haleiwa Beach House has built up $207,750.00 in unpaid fines to the City for its unpermitted work in this sensitive location.

The DEA has been submitted as part of the effort by the Haleiwa Beach House to increase its seating from 114 to over 350 (please remember that they only have 24 parking stalls!).

Typically, the purpose of the legally required Draft Environmental Assessment would be to determine before development activities are initiated whether there may be "significant effects." If so, then a full Environmental Impact Statement is required.

According to the Hawaii Revised Statutes "Significant effect" means the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State's environmental policies or long-term environmental goals as established by law, or adversely affect the economic welfare, social welfare, or cultural practices of the community.

According the Hawaii Administrative Rules "Cumulative impact" means the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Unfortunately, in this case the development proceeded without the required studies and permits and we have already seen the cumulative significant effects of these actions.

Some of these documented effects in the Draft Environmental Assessment include: the discharge of wastewater onto the adjacent Kamehameha Schools property (leading to both the temporary closure of the restaurant by the State Department of Health and the closure of cultural youth activities at Loko Ea Fishpond); encroachment onto Kamehameha Schools land; unpermitted private commercial utilization of the adjacent public park land by delivery trucks, employee parking, and customer parking; the excavation of the coastal sand dune leading to the discovery and removal of iwi as well as other Native Hawaiian funerary objects.

The DEA also documents multiple other concerns voiced by City and State agencies and echoed by community members including: the increased traffic that necessitates the installation of a cross-walk (ironically, traffic and the need for a cross-walk are issues the City utilized in the past as reasons for not providing support for a public Canoe Halau on the adjacent public park land); the lack of adequate water supply for fire protection; the lack of a cultural impact assessment; and the possibility of pollution of the adjacent Loko Ea stream, Loko Ea fishpond, and the groundwater.

There are significant questions that remain about the development that need to be addressed through the completion of an Environmental Impact Statement. These questions include: under what authority is the restaurant currently operating its individual wastewater system; are there other violations that the City has not cited the owner for; has a cultural inventory survey been completed; and how will the adjacent public park land and City beach park be affected by the development?

In this instance, we have documented proof from the applicant in its own documentation of the significant effects of the development. It is clear that these significant effects merit further review through the complete EIS process.

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R. M. TOWILL CORPORATION
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May 4, 2019

Ms. Kathleen Pahinui, Chair
North Shore Neighborhood Board No. 27
City and County of Honolulu
Neighborhood Commission
925 Dillingham Blvd., Suite 160
Honolulu, HI 96817

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Ms. Kathleen Pahinui,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 3, 2018, which included comments on the Draft Environmental Assessment (DEA), for the subject project, as documented in the meeting minutes for the North Shore Neighborhood Board (NB) No. 27 meeting held on Tuesday, May 22, 2018. In response to your comments (in italics below), we wish to provide the following information:

1. *Public Parking: Justice noted concerns with the use of the City Park parking area next to the Beach House by Beach House patrons.*

The adjacent, vacant parcel owned by the City and County of Honolulu (City) and identified as Tax Map Key (TMK): (1) 6-2-003: 038, is described in City records as a "remnant park" parcel. Other than daily use by KS for their employee parking, historically, it has been and is still today, used by the public for bus and visitor parking, on a first come first serve basis. The City installed a temporary fence along the shared property boundary preventing motor vehicle access between the Hale'iwa Beach House (HBH) restaurant and the City parcel. The HBH provides the required number of parking stalls required by the Revised Ordinances of Honolulu (ROH), Land Use Ordinance (LUO) Section 21-6.3. Additionally, the Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

2. *Fishpond: Resident Kaila noted concerns with runoff and heat/light pollution from the Beach House affecting Loko Ea Pond.*

The project site is currently stabilized by a combination of asphalt pavement, gravel and landscape vegetation. Vegetation and gravel landscaping are forms of Low Impact Development treatments which serve to slow surface runoff velocities, capture sediments in storm water runoff, promote infiltration, and thereby protect water quality in nearby surface waters. The completed renovations at the HBH decreased impermeable surfaces in the front of the restaurant by replacing concrete and outdoor floor tiling with landscape. A site plan illustrating existing and additional proposed vegetation landscape will be included in the Final Environmental Assessment (FEA). All major construction activities are completed; however, during construction, the General Contractor will employ site-specific best management practices (BMPs) to stabilize soils and prevent sediment or other pollutants from discharging in construction storm water runoff from the site, as specified in Hawai'i Administrative Rules (HAR) Chapter 11-54.

The HBH building has been in this location since 1955 and is not expected to generate new, additional heat conditions that would adversely affect the Loko ea fish pond. Currently, during the hours of operation, all nighttime lighting is shielded and angled downward to prevent nighttime glare.

3. *Support: Resident Lori Schlatman introduced herself as the Assistant General Manager of the Beach House and stated that the Beach House has been supportive of the area schools and continues to try to provide the community with benefits.*

The Applicant acknowledges the support.

4. *Permitting: Resident TJ Cuaresma voiced disappointment with the Beach House moving forward on their work before applying for any permits or conducting studies. Cuaresma voiced opposition to the Beach House.*

As disclosed in Section 2.2 of the DEA and FEA, the Applicant obtained building permits from the City for all exterior renovations and the first floor covered deck addition, and a permit from the DOH for construction of the new wastewater treatment plans (WWTP) and primary and secondary leach field. In addition, the Applicant, in consultation with Department of Planning and Permitting (DPP), had obtained a Special Management Area (SMA) Use (minor) permit and Special District (SD) (minor) permit for the interior and exterior renovation work. With the granting of courtesy inspection by DPP at the time of construction, the Applicant believed he had all required approvals to proceed with all proposed renovation work. The DPP's subsequent determination that SMA (major) and SD (major) permits are required as prerequisites for the final interior renovation building permit is also disclosed in Section 2.2 and elsewhere in the DEA and FEA.

5. *State Historic Preservation Division (SHPD): Resident Diane Fitzsimmons noted that*

Loko Ea Pond has been in the area for a long time and that iwi found in the area has shown to be from a very long time ago. Diane noted she has submitted a letter to SHPD regarding her concerns regarding iwi in the area.

In September of 2016, the Department of Health (DOH) granted approval to the Applicant to construct a new WWTP, including a primary and secondary leach field, under the area that included the existing parking lot. Unfortunately, the DOH did not submit the plans for the wastewater system to State Historic Preservation Division (SHPD) prior to granting the permit to construct. During the construction of the WWTP and Effluent Disposal System the SHPD requested that the excavated material be sifted for remains and as a result, iwi were found. The Applicant and the applicant's archaeologist subsequently worked with the SHPD on an acceptable treatment plan to properly investigate and treat the inadvertent discovery of fragmentary elements of iwi in the excavated material to SHPD's satisfaction. As directed by DPP, the Applicant is preparing and will submit a SHPD Hawai'i Revised Statutes (HRS) 6E Submittal Form and supporting documents for the project with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice.

6. *Environmental Impact Statement (EIS): A resident requested an EIS be done. The resident voiced concerns with the number of parking spaces available in relation to the number of expected patrons at restaurant maximum capacity. The resident voiced similar concerns with using the nearby public park parking area for Beach House patrons.*

See the above response to comment 1 regarding the provision of adequate parking.

The FEA provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant impact. An Environmental Impact Statement (EIS) is not necessary.

7. *Pollution: Resident Iwalani Sanders voiced concerns with pollution occurring at Loko Ea Pond from the Haleiwa Beach House.*

The new WWTP, when approved for use, will generate a higher quality of treated wastewater effluent than the currently approved wastewater system, and provide greater redundancy, all of which is an improvement over existing conditions.

Additionally, see the above response to comment 2 regarding the stormwater runoff and light / heat pollution to Loko Ea Pond.

8. *Process: Achiu voiced concerns with the lack in the follow up process from the Department of Planning and Permitting (DPP). Achiu noted that restaurants pre-dating the Beach House had an upstairs with the same number of parking stalls allocated currently.*

Per LUO Section 21-6.3, the required parking is 21 stalls based on floor area of 6,449 sf, which

includes both the first and second floor dining areas. A total of 24 parking stalls are provided on site. The Applicant concurs, that the restaurant building once operated as Jameson's by the Sea for 33 years before the Applicant took over, which was known island-wide for their second-floor fine dining room. The purpose of the renovations was always to restore the restaurant to its original 354-seat capacity.

The Applicant is working cooperatively with the DPP to ensure that the project meets all permitting requirements.

9. *Public Park: Achiu stated that the land next to the Beach House was taken from ancestral owners through "Eminent Domain" and was originally planned to become a park. When it was determined that the land could not be turned into a park it was placed in the inventory of the Department of Parks and Recreation (DPR). Achiu agreed with the sentiment that public spaces should not be commercialized, but that the City needs to be more diligent in what it allows to be done.*

The Applicant agrees that public spaces should be utilized and enjoyed for the benefit of the public.

See the above response to comment 1 regarding the mitigation of parking impacts on the adjacent City-owned parcel.

10. *Process (continued): Foo noted that it is incumbent on the City to follow up with inspections.*

The City has been inspecting the restaurant throughout the renovations. The Applicant is working cooperatively with the DPP to process this EA, as well as SMA Use and SD (major) permit applications to address City requirements.

11. *Archeological Research: A resident noted that the Beach House owner was able to find information on under-utilized properties from his previous position with Mayor Hanneman's administration. The resident requested a full EIS and requested SHPD to require a full archeological research study.*

The FEA provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant impact. An EIS is not necessary.

See the above response to comment 5 regarding compliance with HRS 6E.

12. *Clarifying Concerns: McElheny voiced concerns with the Beach House's request to increase their capacity when the EA notes that there are 24 parking stalls that seem to be exclusively for customers. McElheny asked for clarification from the Department of Health (DOH) on what wastewater system is currently being utilized by the Beach House. McElheny noted that there have been various suggestions from the community*

regarding uses for the supposed "park" lot next to the Beach House. McElheny noted that the City rejected plans for a canoe halau as it would create too much crossing pedestrian traffic which would then require a crosswalk, but that the current projected capacity of the Beach House would require a crosswalk as well.

As previously stated, the HBH is providing the required number of parking stalls required by the LUO Section 21-6.3.

The restaurant is presently using an approved wastewater system and will switch to the new WWTP once the SMA (major) permit is granted.

The Applicant will work with DPP and the Department of Transportation Services on frontage improvements and the location of a new crosswalk, due to the amount of pedestrian traffic, as documented in the Traffic Impact Analysis Report. The Applicant is requesting that the crosswalk location be determined by the City.

13. *Public Park (continued): Justice noted witnessing a person deterring people from parking at the "park" lot.*

That is unfortunate and that should not happen. The Applicant is not aware of that activity and would frown upon deterring people from parking in the adjacent, vacant City-owned parcel (TMK: (1) 6-2-003: 038), as it is for the public to use on a first come first serve basis.

14. *Process (continued): Shirai voiced displeasure with the Beach House owner using prior cultural assessments to justify and submit their current cultural assessment.*

The Applicant was not required to prepare a Cultural Impact Assessment (CIA) to obtain building permits for the exterior renovations and the permit to construct the wastewater system. Because the project consists of renovations to an existing, established restaurant that has occupied the site since 1955, and the fact that the restaurant building and operations have not prevented access or use of Loko ea fish pond, coastal areas or other significant cultural resources in the area, and because the EA, SMA and SD (major) applications are for an after-the-fact permit for completed improvements and no further work is proposed, the Applicant relied on recently completed CIAs from other projects in the immediate project vicinity in order to assess project impacts to cultural resources. The Applicant hired Garcia and Associates to evaluate existing, available CIAs for their applicability to the subject project, including the CIA prepared in 2015 for the Shops at Anahulu which is also adjacent to Loko ea fish pond. Review of existing literature is a standard component of the CIA process. Based upon the existing recent studies, Garcia and Associates concluded that there is no evidence that redevelopment of the existing project site would impact current or traditional cultural practices.

15. *Presence: Chair Pahinui noted that there was not any community outreach from the*

Beach House as required by the draft EA scoping process. Chair Pahinui noted that comments previously submitted from Leinau and McElheny will be included.

Approximately 30 pre-consultation letters were sent to various City, State and Federal agencies and community organizations, including the North Shore NB No. 27, in March 2017.

The Applicant acknowledges that comments from North Shore NB members Robert Leinau and Blake McElheny were included in the meeting record for the meeting held on Tuesday, May 22, 2018.

16. *Estuary: A resident noted that the area surrounding the Beach House is technically an estuary and so sediment screens should be installed. The resident asked that the Beach House should address actions to mitigate sediment runoff and a proposed a plan to address the negative impacts from the restaurant and parking lot.*

There are no formal drainage systems on the project site or on the fronting City-owned road. The asphalt parking lot does not have curbs or gutters. Storm water tends to sheet flow off the road and parking lot, towards the northeast corner of the property and percolate down within an unpaved gravel parking area. This percolation area prevents the water from reaching the stream and fish pond areas. Storm water from the rooftop drains into the surrounding landscape.

The renovations increased impermeable surfaces with the addition of the WWTP and minor additions to the building (fire exit stairway and covered entrance). However, the renovations decreased impermeable surfaces in the front of the restaurant by replacing concrete and outdoor floor tiling with landscape. The reduced permeable surface area for rainwater recharge is mitigated by the use of gravel for the extended parking lot and grass and other vegetation at the edges of the parking lot. These LID treatments serve to slow surface runoff velocities, capture sediments in storm water runoff, promote infiltration, and thereby protect water quality in Loko ea fishpond.

17. *City Administration: A resident noted that the City administration should be held accountable. Lyons noted that the homes in the immediate area should also be investigated in regards to their septic systems as well as permitting requirements for any construction work. Foo asked if the permits are public records and if DPP inspectors are required to sign-off on the permits. Several board members and community members reemphasized displeasure with the Beach House bypassing the permitting process.*

The Applicant did not bypass the permitting process for this project. See the above response to comment 4.

We have no comment regarding investigations of individual wastewater systems on other properties in the area.

Robert Leinau (NB Board Member)

18. *For effective treatment of the waste water, what is the designed minimal detention time in the facility?*

The hydraulic detention time in the bio-chip reactor is 6.3 hours at 9,500 gpd, which is specific to the type of technology used in the new WWTP. The detention time is extended by 11 hours with the use of the existing septic tanks as pre-treatment tanks.

19. *What is the chemical treatment and at what dosage will it be applied?*

Polymer will be applied at a dosage per manufacturer's recommendations.

20. *What would the estimated peak total loading [GPD] on the three busiest days of the year?*

The estimated peak total loading on the three busiest days of the year would be approximately 9,500 gallons per day.

21. *Why are the waste water utilization figures lower in the meeting room? Will it not be serving food just as in the restaurant?*

The private meeting room will be used for one seating, periodically at most, so the required wastewater utilization is lower.

22. *Noted that there is a design capacity for the facility based on a GPD, but what is the maximum GPHour that the facility can process?*

The equalization basin will transfer the wastewater to be treated at a maximum flow of 21 gallons per minute or 1,206 gallons per hour.

23. *What is the capacity of the grease trap? Does the temperature of the waste water affect its efficiency?*

The restaurant uses hot water dishwashing and has installed a trapzilla unit to capture the major amount of grease prior to the grease traps. There are three grease traps that reduce the temperature of the waste water prior to entering the pretreatment tanks, which cool the wastewater further.

24. *How will the solids be removed from the system that does not break down?*

The solids that do not break down will be pumped out of the WWTP on a regular basis.

25. *Is there redundancy in the lift pump?*

Yes, there is redundancy in the lift pump.

Blake McElheny (NB Board Member)

26. *The Draft Environmental Assessment ("DEA") that the Haleiwa Beach House has been forced to produce by the City and County of Honolulu ("City") after they conducted roughly $3 million dollars of demolition, additions, and alterations to the structure (including the construction of a waste water treatment plant) along the banks of Loko Ea Stream and Loko Ea Fishpond is inadequate and a full Environmental Impact Statement should be completed given the cumulative and significant effects and impacts of the development on the environment already demonstrated and that can be foreseen as a result of the representations made by the applicant in the document.*

    To date the Haleiwa Beach House has built up $207,750.00 in unpaid fines to the City for its unpermitted work in this sensitive location.

    The DEA has been submitted as part of the effort by the Haleiwa Beach House to increase its seating from 114 to over 350 (please remember that they only have 24 parking stalls!).

    Typically, the purpose of the legally required Draft Environmental Assessment would be to determine before development activities are initiated whether there may be "significant effects." If so, then a full Environmental Impact Statement is required.

    According to the Hawaii Revised Statutes "Significant effect" means the sum of effects on the quality of the environment, including actions that irrevocably commit a natural resource, curtail the range of beneficial uses of the environment, are contrary to the State's environmental policies or long-term environmental goals as established by law, or adversely affect the economic welfare, social welfare, or cultural practices of the community.

    According the Hawaii Administrative Rules "Cumulative impact" means the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

    Unfortunately, in this case the development proceeded without the required studies and permits and we have already seen the cumulative significant effects of these actions.

    Some of these documented effects in the Draft Environmental Assessment include: the discharge of wastewater onto the adjacent Kamehameha Schools property (leading to both the temporary closure of the restaurant by the State Department of Health and the closure of cultural youth activities at Loko Ea Fishpond); encroachment onto Kamehameha Schools land; unpermitted private commercial utilization of the adjacent public park land by delivery trucks, employee parking, and customer parking; the

excavation of the coastal sand dune leading to the discovery and removal of iwi as well as other Native Hawaiian funerary objects.

The DEA also documents multiple other concerns voiced by City and State agencies and echoed by community members including: the increased traffic that necessitates the installation of a cross-walk (ironically, traffic and the need for a cross-walk are issues the City utilized in the past as reasons for not providing support for a public Canoe Halau on the adjacent public park land); the lack of adequate water supply for fire protection; the lack of a cultural impact assessment; and the possibility of pollution of the adjacent Loko Ea stream, Loko Ea fishpond, and the groundwater.

There are significant questions that remain about the development that need to be addressed through the completion of an Environmental Impact Statement. These questions include: under what authority is the restaurant currently operating its individual wastewater system; are there other violations that the City has not cited the owner for; has a cultural inventory survey been completed; and how will the adjacent public park land and City beach park be affected by the development?

In this instance, we have documented proof from the applicant in its own documentation of the significant effects of the development. It is clear that these significant effects merit further review through the complete EIS process.

The FEA provides thorough disclosure and assessment of environmental impacts from the project and that the findings and mitigation measures described in the FEA support a finding of no significant impact. An EIS is not necessary.

The project is not anticipated to involve substantial degradation of environmental quality. The site has been developed and in use as a restaurant since the existing building was first constructed in 1955. As previously mentioned, the restaurant building operated as Jameson's by the Sea for 33 years before the Applicant took over. For many years, Jameson's was known island-wide for their second-floor fine dining room. It was always the Applicant's hope to restore restaurant patronage to original historic levels that occurred when the second floor was fully utilized. The renovations and ongoing operations of the restaurant will not substantially alter environmental conditions at the project site. Completed interior and exterior renovations and site work, including the installation of a new, state-of-the-art package WWTP, have improved public health and safety by bringing the original building into conformance with current building codes, fire codes and ADA accessibility standards, and by providing WWTP that treats wastewater to a higher level, with more capacity and system redundancy that will minimize the potential for wastewater overflow. Planning and design for the project includes mitigation measures to prevent or minimize potential adverse environmental impacts. The project will not result in cumulative impacts, will not involve a commitment to larger actions, and will not result in the elimination of planning options.

Contrary to the assertion in your comment, there is nothing documented in the State DOH's field investigation records or the EA that supports your conclusion that the restaurant has had an

adverse impact on Loko ea Stream or fish pond. As documented in the DEA and FEA, the field investigation of the restaurant's IWS by DOH did not identify any discharges into Loko ea fish pond from the restaurant. The results of DOH's dye test are provided in Table 3-4 in the DEA and FEA. Additionally, the State DOH will not allow the construction of a wastewater treatment plant along the banks of a stream. In response to DOH's investigation, Kamehameha Schools (KS) temporarily shut down the Youth Program at the pond while they conducted tests of the fish pond water quality. Their test results indicated that water quality met all state and federal guidelines and KS determined that the pond was not polluted and it was safe to reinstate the Youth Program. KS has been testing the water quality in the fish pond since 2008 and allows the consumption of fish caught in the pond. They routinely close the fish pond to water activities following heavy rainfall events and implement other protocols to ensure the safety of the keiki and volunteers who visit the fishpond. The DOH temporarily closed the restaurant because they found the restaurant was operating with 388 seats, which exceeded the permitted capacity of the approved IWS, not due to an IWS spill. We wish to note that the restaurant never operated at full capacity due to normal table vacancies and a reserve of 70 seats for private parties that was never utilized. Following their investigation, DOH approved the continued operation of the restaurant based on the previously approved seating capacity of 114 seats until such time that the applicant could provide a wastewater treatment plant with adequate treatment capacity to accommodate the full restaurant seating. The DOH subsequently approved the permit to construct the wastewater treatment plant with capacity for 354 seats. Approval to use the treatment plant is pending obtaining the after-the-fact SMA and SD (major) permits. Additionally, it must be emphasized that a restaurant rarely fills all of its available seats at any given time because many of the 4-seat tables are occupied by couples.

The existing IWS is being operated under the authority of the DOH and in conformance with HAR Chapter 11-62. The new WWTP, when approved for use, will generate a higher quality of treated wastewater effluent than the currently approved wastewater system, and provide greater redundancy, all of which is an improvement over existing conditions.

The Applicant will work with the adjoining landowner, B. P. Bishop Estate Trustees (KS), to mitigate and resolve the existing and new encroachments into the adjoining parcel. Should there be no way to reach an agreement with the adjoining landowner the ultimate mitigation would be to remove the encroachment. The encroachment conditions and proposed mitigation is disclosed in Section 4.2.2 of the FEA.

The Applicant did not bypass the permitting process for this project. See the above response to comment 4.

The Applicant agrees that the adjacent, vacant, City-owned parcel (TMK: (1) 6-2-003: 038) should be used for the public on a first come first serve basis. See the above response to comment 1.

The Applicant is preparing and will submit a SHPD HRS 6E Submittal Form and supporting documents for the project with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact

for the City, as required by SHPD procedures and standard practice. See the above response to comment 5.

Lastly, see the above response to comment 14 regarding the preparation of a CIA.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

From:	sayo
To:	gtoyomura@honolulu.gov; Michele Leong; andersond003@hawaii.rr.com
Subject:	Questions and Concerns RE Haleiwa Beach House "after-the-fact" Draft Environmental Assessment ("DEA")
Date:	Thursday, June 07, 2018 3:13:38 PM

Aloha,

Mahalo for taking the time to read and accrue comments and concerns from the community.

I am a Waialua resident as well as work in Haleiwa- near the Haleiwa Beach House.

I think my first concern is that this is a "ater the fact" EA. The applicant has not proved himself to be trustworthy by completing all of the alterations and construction, and then only when caught is "asking forgiveness with the EA.

1. A Full Environmental Impact Statement ("EIS") should be required given that the Applicant's DEA illustrates that the project already has had significant effects on environmental and cultural resources.

2. How is it okay to allow an increase to the seating from 114-388 by reopening the upstairs, that's more than triple the existing number of seats. What impacts does that have on the waste water, the parking, traffic *see below for all of these concerns.

3. In part, these significant effects are already documented by the existing City Notices of Violation and Notices of Order attached to the Applicant's DEA. In addition, the DEA includes documentation of State fines and Administrative Orders that further illustrate the significance of the effects caused by the development activities of the Applicant.

4. One GREAT concern I have is the documented effects in the DEA include: the discharge of wastewater onto the adjacent Kamehameha Schools property (leading to both the temporary closure of the restaurant by the State Department of Health and the closure of youth activities at Loko Ea Fishpond); encroachment onto Kamehameha Schools land; unpermitted private commercial utilization of the adjacent public park land by delivery trucks, employee parking, and customer parking; the excavation of the coastal sand dune leading to the discovery and removal of iwi as well as other Native Hawaiian funerary objects.

5. This is not to mention that the Applicant fails to provide any sort of objective data collection or analysis of existing public use of the adjacent park land and beach park land that the restaurant currently utilizes for employee and customer parking (operating with 114 seats and utilizing the 24 parking stalls on the Applicant's property).

The Applicant has failed to produce data related to daily public use of the adjacent park land and how the addition of over 250 seats would affect public park land and beach access given that the Applicant only has 24 parking stalls.

Moreover, the Applicant failed to include its own independent Cultural Inventory Survey or Cultural Impact Statement in the DEA.

6. Allowing this restaurant to triple its existing seating without a Full EIS would irrevocably commit the natural resources of the adjacent public park land and public beach park, will curtail the range of beneficial uses of the environment by the public, and has already damaged a special wetland area. This is contrary to the intent of HRS 343 and ROH Chapter 25 and further agency and community review of the effects and potential mitigation is required.

7. The only reasonable course of action given the Applicant's track record of attempting to skirt important City and State laws (resulting in over $200,000.00 in unpaid fines to the City to date), the existing evidence of "significant effects," and the failure of the DEA to meet basic

environmental review standards is to require the Applicant to complete a Full EIS.

Please hold the applicant to the laws and regulations of the state of Hawaii and the historic nature of the area .

mahalo for your time.

--
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www.walkingsisters.com
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May 4, 2019

Mr. Sayo Costantino
sayo.costantino@gmail.com

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Mr. Costantino,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 7, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *A Full Environmental Impact Statement ("EIS") should be required given that the Applicant's DEA illustrates that the project already has had significant effects on environmental and cultural resources.*

The Final Environmental Assessment (FEA) provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant impact. An Environmental Impact Statement (EIS) is not necessary.

2. *How is it okay to allow an increase to the seating from 114-388 by reopening the upstairs, that's more than triple the existing number of seats? What impacts does that have on the wastewater, the parking, traffic *see below for all of these concerns.*

The existing Hale'iwa Beach House (HBH) building previously operated as Jameson's by the Sea for 33 years before the Applicant bought the property. Jameson's by the Sea was known island-wide for their second-floor fine dining room. Over time, without any major upgrades or renovations, the building exteriors became visually tired, the interior became run down and the second floor only became useable as an office. It was always the Applicant's hope to restore restaurant patronage to its original historic use that occurred when the second floor was fully utilized.

The project's renovations in actuality, results in improved environmental conditions to the surrounding natural resources, by conforming to current regulatory standards for access, fire protection, lighting, energy use and wastewater treatment.

3. *In part, these significant effects are already documented by the existing City Notices of Violation and Notices of Order attached to the Applicant's DEA. In addition, the DEA includes documentation of State fines and Administrative Orders that further illustrate the significance of the effects caused by the development activities of the Applicant.*

The outstanding Notices of Violation (NOVs) are due to the fact that the Applicant does not have a building permit for the interior renovations and the covered trellis on the second floor deck. As directed by the Department of Planning and Permitting (DPP), the path to resolving the NOVs is to obtain the after-the-fact Special Management Area (SMA) Use (major) and Special District (SD) (major) permits. The NOV from the State Department of Health's (DOH) and other NOVs issued by the City and County of Honolulu (City) were resolved by the Applicant. In some cases, the City acknowledged that it erred in issuing the NOV. The permit history is disclosed in Section 2.2 of the DEA and FEA. We disagree that issuance of an NOV or Notices of Order (NOOs) and associated fines in the case of the HBH represent a significant environmental impact that would warrant an EIS. The NOVs and NOOs for the HBH were issued as a result of DPP's determination that the cost threshold for filing a SMA (major) permit had been exceeded, not for an adverse environmental effect.

4. *One GREAT concern I have is the documented effects in the DEA include: the discharge of wastewater onto the adjacent Kamehameha Schools property (leading to both the temporary closure of the restaurant by the State Department of Health and the closure of youth activities at Loko Ea Fishpond); encroachment onto Kamehameha Schools land; unpermitted private commercial utilization of the adjacent public park land by delivery trucks, employee parking, and customer parking; the excavation of the coastal sand dune leading to the discovery and removal of iwi as well as other Native Hawaiian funerary objects.*

As documented in the DEA and FEA, the field investigation of the restaurant's individual wastewater system's (IWS) by DOH did not identify any discharges into Loko ea fish pond from the restaurant. The results of DOH's dye test are provided in Table 3-4 in the DEA and FEA. In response to DOH's investigation, Kamehameha Schools (KS) temporarily shut down the Youth Program at the pond while they conducted tests of the fish pond water quality. Their test results indicated that water quality met all state and federal guidelines and KS determined that the pond was not polluted and it was safe to reinstate the Youth Program. KS has been testing the water quality in the fish pond since 2008 and allows the consumption of fish caught in the pond. They routinely close the fish pond to water activities following heavy rainfall events and implement other protocols to ensure the safety of the keiki and volunteers who visit the fishpond.

The DOH temporarily closed the restaurant because they found the restaurant was operating with 388 seats, which exceeded the permitted capacity of the approved IWS, not due to an IWS spill. We wish to note that the restaurant never operated at full capacity due to normal table vacancies and a reserve of 70 seats for private parties that was never utilized. Following their investigation, DOH approved the continued operation of the restaurant based on the previously approved seating capacity of 114 seats until such time that the applicant could provide a wastewater treatment plant with adequate treatment capacity to accommodate the full restaurant seating. The

DOH subsequently approved the permit to construct the wastewater treatment plant with capacity for 354 seats. Approval to use the treatment plant is pending obtaining the after-the-fact SMA and SD (major) permits. Additionally, it must be emphasized that a restaurant rarely fills all of its available seats at any given time because many of the 4-seat tables are occupied by couples. The new wastewater treatment plant, when approved for use, will generate a higher quality of treated wastewater effluent than the currently approved wastewater system, and provide greater redundancy, all of which is an improvement over existing conditions.

The Applicant will work with the adjoining landowner, B. P. Bishop Estate Trustees (KS), to mitigate and resolve the existing and new encroachments into the adjoining parcel. Should there be no way to reach an agreement with the adjoining landowner the ultimate mitigation would be to remove the encroachment. The encroachment conditions and proposed mitigation is disclosed in Section 4.2.2 of the FEA.

In September of 2016, the DOH granted approval to the Applicant to construct a new wastewater treatment plans (WWTP), including a primary and secondary leach field, under the area that included the existing parking lot. Unfortunately, the DOH did not submit the plans for the wastewater system to State Historic Preservation Division (SHPD) prior to granting the permit to construct. During the construction of the WWTP and Effluent Disposal System the SHPD requested that the excavated material be sifted for remains and as a result, iwi were found. The Applicant and the applicant's archaeologist subsequently worked with the SHPD on an acceptable treatment plan to properly investigate and treat the inadvertent discovery of fragmentary elements of iwi in the excavated material to SHPD's satisfaction. As directed by DPP, the Applicant is preparing and will submit a SHPD Hawai'i Revised Statutes (HRS) 6E Submittal Form and supporting documents for the project with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice.

The adjacent, vacant parcel owned by the City and identified as Tax Map Key: (1) 6-2-003: 038, is described in City records as a "remnant park" parcel. Other than daily use by KS for their employee parking, historically, it has been and is still today, used by the public for bus and visitor parking, on a first come first serve basis. The City installed a temporary fence along the shared property boundary preventing motor vehicle access between the HBH restaurant and the City parcel. The HBH provides the required number of parking stalls required by the Revised Ordinances of Honolulu (ROH), Land Use Ordinance (LUO) Section 21-6.3. Additionally, the Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

5. *This is not to mention that the Applicant fails to provide any sort of objective data collection or analysis of existing public use of the adjacent park land and beach park land that the restaurant currently utilizes for employee and customer parking (operating with 114 seats and utilizing the 24 parking stalls on the Applicant's property).*

   The Applicant has failed to produce data related to daily public use of the adjacent park land and how the addition of over 250 seats would affect public park land and beach access given that the Applicant only has 24 parking stalls.

   Moreover, the Applicant failed to include its own independent Cultural Inventory Survey or Cultural Impact Statement in the DEA.

As previously stated, the HBH provides the required number of parking stalls required by the LUO Section 21-6.3. The City does not require any applicant to collect this type of information and no documentation and analysis is available.

The Applicant was not required to prepare a Cultural Impact Assessment (CIA) to obtain building permits and the permit to construct the wastewater system. Because the project consists of renovations to an existing, established restaurant that has occupied the site since 1955, and the fact that the restaurant building and operations have not prevented access or use of Loko ea fish pond, coastal areas or other significant cultural resources in the area, the Applicant relied on recently completed CIAs for other projects in the immediate project vicinity In order to assess project impacts to cultural resources.

6. *Allowing this restaurant to triple its existing seating without a Full EIS would irrevocably commit the natural resources of the adjacent public park land and public beach park, will curtail the range of beneficial uses of the environment by the public, and has already damaged a special wetland area. This is contrary to the intent of HRS 343 and ROH Chapter 25 and further agency and community review of the effects and potential mitigation is required.*

As previously stated, the restaurant has been in business since 1955 and has utilized the second floor for fine dining in the past so the increase in the number of seats is a restoration of previous restaurant operations before the former owner failed to upkeep the restaurant building. There will be no irrevocable commitment of natural resources of the adjacent public park land and public beach park or curtailment of beneficial uses of the environment by the public. Lastly, the DOH did not identify any discharges into Loko ea fish pond or wetland from the restaurant. The results of DOH's dye test are provided in Table 3-4 in the DEA and FEA.

7. *The only reasonable course of action given the Applicant's track record of attempting to skirt important City and State laws (resulting in over $200,000.00 in unpaid fines to the City to date), the existing evidence of "significant effects," and the failure of the DEA to meet basic environmental review standards is to require the Applicant to complete a Full EIS.*

Please hold the applicant to the laws and regulations of the state of Hawaii and the historic nature of the area.

As previously stated, we disagree that the issuance of an NOV or NOO in the case of the HBH, represents a significant environmental impact that would warrant an EIS. The outstanding NOVs and related fines are due to the fact that the Applicant does not have a building permit for the interior renovations and the covered trellis on the second floor deck, based DPP's determination that the cost threshold for filing a SMA (major) permit had been exceeded, and not for an adverse environmental effect. As directed by the DPP, the path to resolving the NOVs is to obtain the after-the-fact SMA and SD (major) permits. The NOV from the State DOH and other NOVs issued by the City were resolved by the Applicant. In some cases, the City acknowledged that it erred in issuing the NOV. The permit history is disclosed in Section 2.2 of the DEA and FEA.

As previously stated, the Applicant is preparing and will submit a SHPD HRS 6E Submittal Form and supporting documents for the project with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice. The Applicant will continue to work cooperatively with SHPD as required to ensure full compliance with the laws and regulations of the State of Hawai'i regarding historic preservation.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

2018/ELOG-1167

SURFRIDER FOUNDATION

2018 JUN -8 AM 11:50

DEPT OF PLANNING AND PERMITTING
CITY & COUNTY OF HONOLULU

June 7, 2018

To: Dept. of Planning & Permitting, C & C of Honolulu
From: Surfrider Foundation Oahu and Hawaii Chapters
Re: Proposed expansion of the Haleiwa Beach House
Date of Hearing: Fri., June 8, 10:30am, Mission Memorial Conf. Room, 550 S. King St., Hon., HI

Aloha, Director Sokukawa and DPP representatives,

As the Hawaii Manager of the Surfrider Foundation, I'm writing to voice our concern and opposition to the Haleiwa Beach House's proposed re-opening of the upstairs dining area and the doubling of their seating capacity. A Full Environmental Impact Statement ("EIS") should be required because the Applicant's DEA shows that the project already has had significant effects on environmental and cultural resources.

These effects have already been documented by several City Notices of Violation and Notices of Order attached to the Applicant's DEA. Some of the documented effects in the DEA include: the discharge of wastewater onto the adjacent Kamehameha Schools property, which lead to the temporary closure of the restaurant by the State Department of Health and the closure of youth activities at Loko Ea Fishpond.

The Applicant has not produced enough information related to daily public use of the adjacent park land and how the addition of over 250 seats would affect public park land and beach access given that the Applicant only has 24 parking stalls. Allowing this restaurant to double its existing seating without a Full EIS could damage the natural resources of the adjacent public park land and beach park and curtail the range of beneficial uses of the environment by the public. It has already damaged a special wetland area.

The only reasonable course of action given the Applicant's track record of violating important City and State laws (resulting in over $200,000.00 in unpaid fines to the City to date), the existing evidence of "significant effects," and the failure of the DEA to meet basic environmental review standards is to require the Applicant to complete a Full EIS. Mahalo for your consideration of this serious matter and please let us know if you have any questions.

Aloha,

Stuart Coleman
Hawaiian Manager

Rafael Bergstrom
Oahu Coordinator

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3470
Telephone 808 842 1133
Fax 808 842 1937
eMail rmtowill@hawaii.rr.com

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Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Stuart Coleman, Hawaiian Manager
Surfrider Foundation
2927 Hibiscus Place
Honolulu, HI 96815

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Rafael Bergstrom, O'ahu Coordinator

Dear Mr. Coleman,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated June 7, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *As the Hawaii Manager of the Surfrider Foundation, I'm writing to voice our concern and opposition to the Haleiwa Beach House's proposed re-opening of the upstairs dining area and the doubling of their seating capacity. A Full Environmental Impact Statement (" EIS") should be required because the Applicant's DEA shows that the project already has had significant effects on environmental and cultural resources.*

The existing Hale'iwa Beach House (HBH) building previously operated as Jameson's by the Sea for 33 years before the Applicant bought the property. Jameson's by the Sea was known island-wide for their second-floor fine dining room. Over time, without any major upgrades or renovations, the building exteriors became visually tired, the interior became run down and the second floor only became useable as an office. It was always the Applicant's hope to restore restaurant patronage to its original historic use that occurred when the second floor was fully utilized.

The Final Environmental Assessment (FEA) provides thorough disclosure and adequate assessment of environmental impacts from the project. The findings and mitigation measures described in the FEA support a finding of no significant effect. An Environmental Impact Statement (EIS) is not necessary.

2. *These effects have already been documented by several City Notices of Violation and Notices of Order attached to the Applicant's DEA. Some of the documented effects in the DEA include: the discharge of wastewater onto the adjacent Kamehameha Schools*

property, which lead to the temporary closure of the restaurant by the State Department of Health and the closure of youth activities at Loko Ea Fishpond.

The outstanding Notices of Violation (NOVs) are due to the fact that the Applicant does not have a building permit for the interior renovations and the covered trellis on the second floor deck. As directed by the Department of Planning and Permitting (DPP), the path to resolving the NOVs is to obtain the after-the-fact Special Management Area (SMA) Use (major) and Special District (SD) (major) permits. The NOV from the State Department of Health's (DOH) and other NOVs issued by the City and County of Honolulu (City) were resolved by the Applicant. In some cases, the City acknowledged that it erred in issuing the NOV. The permit history is disclosed in Section 2.2 of the DEA and FEA. We disagree that issuance of an NOV or Notice of Order (NOO) and associated fines in the case of the HBH represents a significant environmental impact that would warrant an EIS. The NOVs and NOOs for the HBH were issued as a result of DPP's determination that the cost threshold for filing a SMA (major) permit had been exceeded, not for an adverse environmental effect.

As documented in the DEA and FEA, the field investigation of the restaurant's individual wastewater system's (IWS) by DOH did not identify any discharges into Loko ea fish pond from the restaurant. The results of DOH's dye test are provided in Table 3-4 in the DEA and FEA. In response to DOH's investigation, Kamehameha Schools (KS) temporarily shut down the Youth Program at the pond while they conducted tests of the fish pond water quality. Their test results indicated that water quality met all state and federal guidelines and KS determined that the pond was not polluted and it was safe to reinstate the Youth Program. KS has been testing the water quality in the fish pond since 2008 and allows the consumption of fish caught in the pond. They routinely close the fish pond to water activities following heavy rainfall events and implement other protocols to ensure the safety of the keiki and volunteers who visit the fishpond.

The DOH temporarily closed the HBH because they found the restaurant was operating with 388 seats, which exceeded the permitted capacity of the approved IWS, not due to an IWS spill. We wish to note that the restaurant never operated at full capacity due to normal table vacancies and a reserve of 70 seats for private parties that was never utilized. Following their investigation, DOH approved the continued operation of the restaurant based on the previously approved seating capacity of 114 seats until such time that the applicant could provide a wastewater treatment plant with adequate treatment capacity to accommodate the full restaurant seating. The DOH subsequently approved the permit to construct the wastewater treatment plant with capacity for 354 seats. Approval to use the treatment plant is pending obtaining the after-the-fact SMA and SD (major) permits. Additionally, it must be emphasized that a restaurant rarely fills all of its available seats at any given time because many of the 4-seat tables are occupied by couples. The new wastewater treatment plant, when approved for use, will generate a higher quality of treated wastewater effluent than the currently approved wastewater system, and provide greater redundancy, all of which is an improvement over existing conditions.

3. *The Applicant has not produced enough information related to daily public use of the adjacent park land and how the addition of over 250 seats would affect public park land and beach access given that the Applicant only has 24 parking stalls. Allowing this*

restaurant to double its existing seating without a Full EIS could damage the natural resources of the adjacent public park land and beach park and curtail the range of beneficial uses of the environment by the public. It has already damaged a special wetland area.

The City does not require any applicant to information related to the daily public use of adjacent properties; no documentation and analysis is available. The HBH provides the required number of parking stalls required by the Revised Ordinances of Honolulu (ROH), Land Use Ordinance (LUO) Section 21-6.3. Additionally, the Applicant will review the initiation of valet parking during all business hours, as a means to mitigate the overflow of parking onto the adjacent City-owned parcel. The Applicant is also agreeable to the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. However, the Applicant does not believe that a TMP is necessary to minimize vehicle trip generation by restaurant staff and should not be used to compel use of specific modes of transportation.

4. *The only reasonable course of action given the Applicant's track record of violating important City and State laws (resulting in over $200,000.00 in unpaid fines to the City to date), the existing evidence of "significant effects" and the failure of the DEA to meet basic environmental review standards is to require the Applicant to complete a Full EIS. Mahala for your consideration of this serious matter and please let us know if you have any questions.*

Please see the above responses to comments 1 and 2.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

James Niermann

From: Toyomura, Gerald F. <gtoyomura@honolulu.gov>
Sent: Wednesday, May 09, 2018 9:07 AM
To: 'Wendy Rusnell'
Cc: Michele Leong; andersond003@hawaii.rr.com
Subject: RE: OEQC2.DOH.HAWAII.GOV Support for Haleiwa Beach House Permits

Dear Wendy Rusnell,

Thank you for your testimony.

Respectfully,

Gerald F. Toyomura, A.I.A.
Planner/Architect
Urban Design Branch
Department of Planning and Permitting/LUPD City and County of Honolulu Ph. (808) 768-8056

-----Original Message-----
From: Wendy Rusnell [mailto:wendy.rusnell@gmail.com]
Sent: Wednesday, May 09, 2018 8:51 AM
To: Toyomura, Gerald F. <gtoyomura@honolulu.gov>; andersond003@hawaii.rr.com
Subject: OEQC2.DOH.HAWAII.GOV Support for Haleiwa Beach House Permits

I am in support of the approval of Haleiwa Beach House permit approvals to allow use of the wastewater treatment plant and therefore the second floor dining and bar area. As both my husband, Chris Rusnell and I work in the plumbing industry (My husband is Service Manager at Steve's Plumbing here on Oahu, and I own AZ's Best Pipe Doctor Plumbing in Phoenix, AZ) we asked the owner one afternoon after dining at Haleiwa Beach House what exactly was the issue with the second floor not being utilized. We explained we had heard many rumors of noncompliance and wanted to understand what was going on. He was very gracious, explained the issues and measures taken to comply with code requirements, even gave us a tour of the facility showing us the improvements that were made. Because of our professions, we are aware of plumbing and environmental impact codes and feel that the owner has made every attempt to comply with all laws in making the renovations to this property and has met environmental and code requirements at great expense. Please approve the requested permits.

Wendy Rusnell
68-121 Au St#303
Waialua, HI 96791
808-223-9572

2024 North King Street
Suite 200
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Fax 808 842 1937
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May 4, 2019

Ms. Wendy Rusnell
68-121 Au Street #303
Waialua, HI 96791

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Ms. Rusnell,

On behalf of the Applicant, A 6 LLC, thank you for your email dated May 9, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *I am in support of the approval of Haleiwa Beach House permit approvals to allow use of the wastewater treatment plant and therefore the second floor dining and bar area. As both my husband, Chris Rusnell and I work in the plumbing industry (My husband is Service Manager at Steve's Plumbing here on Oahu, and I own AZ's Best Pipe Doctor Plumbing in Phoenix, AZ) we asked the owner one afternoon after dining at Haleiwa Beach House what exactly was the issue with the second floor not being utilized. We explained we had heard many rumors of noncompliance and wanted to understand what was going on. He was very gracious, explained the issues and measures taken to comply with code requirements, even gave us a tour of the facility showing us the improvements that were made. Because of our professions, we are aware of plumbing and environmental impact codes and feel that the owner has made every attempt to comply with all laws in making the renovations to this property and has met environmental and code requirements at great expense. Please approve the requested permits.*

The Applicant appreciates your continued support and patronage of the Hale'iwa Beach House.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

From:	Bill Saunders
To:	Michele Leong; gtoyomura@honolulu.gov; andersond003@hawaii.rr.com
Subject:	Comments on Draft Environmental Assessment for Haleiwa Beach House After the Fact Permitting
Date:	Thursday, June 07, 2018 9:34:37 PM
Attachments:	Sanchez Haleiwa Beach House - Request for FULL EIS.pdf McElheny DEA Comments and Questions.pdf

Gentlemen:

I represent Abigail Kawananakoa, Cora Sanchez, and The Save Haleiwa Beach Park Coalition that has been heavily involved in efforts to ensure enforcement of City and State environmental laws as they apply to the unpermitted expansion and renovations at the “Haleiwa Beach House” restaurant. Ms. Sanchez and the Coalition have submitted their own comments on the Draft Environmental Assessment ("DEA") which has been prepared in connection with the after-the-fact permitting sought by the restaurant owner (copy attached). Miss Kawananakoa hereby joins in and incorporates by reference those comments.

My clients all also hereby join in and incorporate by reference the comments and questions which have been submitted by Blake McElheny (also attached).

In addition, my clients submit that the Draft EA Is insufficient in that it fails to adequately describe, analyze or address Issues relating to:

1. The fact that the unpermitted expansion of the restaurant footprint, specifically the new retaining wall and footings which extend into the Loko Ea streambed (and onto Kamehameha Schools/Bishop Estate property), are actually within a watershed and wetland area. In addition, these structures are at risk of inundation by high surf during the winter months and may actually be located below the high wash of the waves which constitutes the shoreline under Hawaii law. A certified shoreline survey is required to determine the extent of the shoreline as it relates to the inter-tidal sections of Loko Ea streambed adjacent to the restaurant property so that the appropriate shoreline setbacks under existing statutes and regulations may be determined and enforced.

2. There is no adequate discussion of the impact of global warming and sea level rise on the very-low elevation sewage treatment systems, the encroaching structures mentioned above or the main structure itself. Readily available local news videos show that winter waves already wash up the stream, against the encroaching retaining wall and footings, past the restaurant and into the general area of the existing (old) sewage treatment system's historic leakage area. As sea levels continue to rise, this will become more and more of a problem and there is no adequate data, analysis or discussion of appropriate mitigation measures in the DEA.

3. The fact that the existing and the newly constructed waste water systems and their leach fields are also located at very low elevations in areas subject to inundation by the seasonal high wash of the waves has not been fully acknowledged. A detailed scientific analysis of the likelihood of system failure and untreated waste water escaping into and polluting of the Loko Ea Stream and fish pond needs to be conducted. It has been demonstrated that sewage from the restaurant

has already made its way into the streambed. Adequate and sufficient prevention and mitigative measures have not been identified or analyzed.

4. It does not appear that an adequate soil survey or analysis of water table depth was conducted when the new sewage treatment system was installed without the necessary and required grading and SMA permits. This directly affects the capacity of the newly installed system's leach field to absorb and disperse the treated sewage and could potentially result in back-up, system failure and more instances of insufficiently treated sewage making its way into the stream. Neither has there been a sufficient investigation to verify the actual extent and depth of the leach field and whether, given it's relatively small expanse, it will be capable of adequately handling the large number of daily patrons proposed under the restaurant expansion. This is because the owner and/or its representatives misrepresented the proximity of the system to a known stream and wetland directly adjacent to the property and, as with the expansion of the restaurant structure itself, totally disregarded the law and installed it quickly and stealthily without proper permits, ongoing inspection or supervision by appropriate agencies.

Under the circumstances, this after-the-fact permitting should not be simply a shuffling of papers and a rubber stamp of the blatantly illegal construction of structures and facilities. Instead, a full Environmental Impact Statements should be required which will, in depth, detail, and with scientific rigor, examine all the issues which will significantly affect the environment in this fragile coastal wetland area. This would include an actual on-site survey of the depth and extent of the leach field and percolation pipes of the newly installed sewage system, rather than relying on as-builts submitted by a demonstrated scofflaw.

Respectfully submitted,
William W. Saunders, Jr.
808-375-3588
Attorney for Abigail Kawananakoa,
Cora Sanchez, and
The Save Haleiwa Beach Park Coalition

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Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. William W. Saunders, Jr., Attorney for
Abigail Kawananakoa,
Cora Sanchez, and
The Save Haleiwa Beach Park Coalition
wwsrainbow@gmail.com

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Mr. Saunders,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 7, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

I represent Abigail Kawananakoa, Cora Sanchez, and The Save Haleiwa Beach Park Coalition that has been heavily involved in efforts to ensure enforcement of City and State environmental laws as they apply to the unpermitted expansion and renovations at the "Haleiwa Beach House" restaurant. Ms. Sanchez and the Coalition have submitted their own comments on the Draft Environmental Assessment ("DEA") which has been prepared in connection with the after-the-fact permitting sought by the restaurant owner (copy attached). Miss Kawananakoa hereby joins in and incorporates by reference those comments. My clients all also hereby join in and incorporate by reference the comments and questions which have been submitted by Blake McElheny (also attached). In addition, my clients submit that the Draft EA Is insufficient in that it fails to adequately describe, analyze or address Issues relating to:

1. *The fact that the unpermitted expansion of the restaurant footprint, specifically the new retaining wall and footings which extend into the Loko Ea streambed (and onto Kamehameha Schools/Bishop Estate property), are actually within a watershed and wetland area.*

Contrary to your assertion, no portion of the original or recently completed renovation work is located within the Loko ea Stream bed, bank, pond or wetland. All improvements are located approximately 20 feet or more away from the stream. Additionally, the project did not involve construction of *new* retaining walls and footings on the Loko ea side of the building. The Applicant encased one of the original two structural support posts along the south/makai corner of the restaurant building in hollow tile for weather protection. The improvements are shown in the photos in Appendix A of the Final Environmental Assessment (FEA), which illustrate separation between the restaurant structure and Loko ea Stream and fish pond.

2. *In addition, these structures are at risk of inundation by high surf during the winter months and may actually be located below the high wash of the waves which constitutes the shoreline under Hawaii law. A certified shoreline survey is required to determine the extent of the shoreline as it relates to the inter-tidal sections of Loko Ea streambed adjacent to the restaurant property so that the appropriate shoreline setbacks under existing statutes and regulations may be determined and enforced.*

The HBH closes during extreme storm surges and weather conditions and when there is a danger to the safety of the patrons and employees.

The FEA will reference the Hawaii Sea Level Rise Vulnerability and Adaptation Report, prepared by Tetra Tech, Inc. and the State of Hawai'i Department of Land and Natural Resources, Office of Conservation and Coastal Lands in 2017, and the Sea Level Exposure Area Map (SLR-XA) on the Sea Level Rise Viewer, maintained by the Pacific Islands Ocean Observing System (PacIOOS). Additionally, maps of the project area and adjacent highway, as impacted by 0.5, 1.0, 2.0 and 3.2 feet of sea level rise (SLR) shall be provided in the FEA. According to the SLR-XA, the Hale'iwa Beach House (HBH) will not be impacted in 2050; however, the HBH parking lot will be impacted in 2075 and by 2100 the HBH will be impacted under the 3.2-foot SLR scenario.

A certified shoreline survey is not required.

3. *There is no adequate discussion of the impact of global warming and sea level rise on the very-low elevation sewage treatment systems, the encroaching structures mentioned above or the main structure itself. Readily available local news videos show that winter waves already wash up the stream, against the encroaching retaining wall and footings, past the restaurant and into the general area of the existing (old) sewage treatment system's historic leakage area. As sea levels continue to rise, this will become more and more of a problem and there is no adequate data, analysis or discussion of appropriate mitigation measures in the DEA.*

Please see the above response to comment 2.

4. *The fact that the existing and the newly constructed waste water systems and their leach fields are also located at very low elevations in areas subject to inundation by the seasonal high wash of the waves has not been fully acknowledged. A detailed scientific analysis of the likelihood of system failure and untreated waste water escaping into and polluting of the Loko Ea Stream and fish pond needs to be conducted. It has been demonstrated that sewage from the restaurant has already made its way into the streambed. Adequate and sufficient prevention and mitigative measures have not been identified or analyzed.*

The State Department of Health's (DOH) conducted a field investigation during May 16-19, 2016, which involved fluorescein dye testing of the HBH's individual wastewater system's (IWS) septic system and leach field to assess whether it was leaching excess nutrients into the Loko ea fishpond. On May 31, 2016, the dye test results indicated the HBH's wastewater was being discharged into the depression along the rock wall. The DOH did not identify discharges in the Loko ea Stream or fish pond. The results of DOH's dye test are provided in Table 3-4 in the FEA.

In addition, the new wastewater treatment plant (WWTP), generator and seepage beds/ leach field that were installed at the HBH in October 2016, complies with the DOH's current requirements for treatment capacity and water quality. The system is being operated and maintained in compliance with State regulations.

A detailed scientific analysis to determine the likelihood of the WWTP's failure is not required.

5. *It does not appear that an adequate soil survey or analysis of water table depth was conducted when the new sewage treatment system was installed without the necessary and required grading and SMA permits. This directly affects the capacity of the newly installed system's leach field to absorb and disperse the treated sewage and could potentially result in back-up, system failure and more instances of insufficiently treated sewage making its way into the stream.*

On September 21, 2016, the DOH approved the construction plans for the HBH's new WWTP, which included the design of the leach field.

6. *Neither has there been a sufficient investigation to verify the actual extent and depth of the leach field and whether, given its relatively small expanse, it will be capable of adequately handling the large number of daily patrons proposed under the restaurant expansion. This is because the owner and/or its representatives misrepresented the proximity of the system to a known stream and wetland directly adjacent to the property and, as with the expansion of the restaurant structure itself, totally disregarded the law and installed it quickly and stealthily without proper permits, ongoing inspection or supervision by appropriate agencies.*

The new WWTP is based on a potential seating capacity of 354. As previously stated, the DOH approved the construction plans for the HBH's new WWTP, which included the design of the leach field for the aforementioned seating capacity. DOH inspectors visited the HBH project site on May 3 and 16-19, 2016; therefore there was no misrepresentation regarding the proximity of the WWTP to the Loko ea stream, wetland or fishpond.

7. *Under the circumstances, this after-the-fact permitting should not be simply a shuffling of papers and a rubber stamp of the blatantly illegal construction of structures and facilities. Instead, a full Environmental Impact Statements should be required which will, in depth, detail, and with scientific rigor, examine all the issues which will significantly affect the environment in this fragile coastal wetland area. This would include an actual on-site survey of the depth and extent of the leach field and percolation pipes of the newly installed sewage system, rather than relying on as-builts submitted by a demonstrated scofflaw.*

The Applicant did not bypass the permitting process for this project. As disclosed in Section 2.2 of the DEA and FEA, the Applicant obtained building permits from the City and County of Honolulu for all exterior renovations and the first floor covered deck addition, and a permit from the DOH for construction of the new WWTP and leach field. In addition, the Applicant, in consultation with the Department of Planning and Permitting (DPP), had obtained a Special Management Area (SMA) Use Permit (minor) and Special District (SD) (minor) permit for the interior and exterior renovation work. With the granting of courtesy inspection by DPP at the time of construction, the Applicant believed he had all required approvals to proceed with all proposed renovation work. The DPP's subsequent

determination that SMA (major) and SD (major) permits are required as prerequisites for the final interior renovation building permit is also disclosed in Section 2.2 and elsewhere in the DEA and FEA.

The project consists of interior and exterior renovations to an existing building which has existed on the site since 1955. The project also includes the installation of an approved WWTP that will generate a higher quality of treated wastewater effluent than the currently approved wastewater system and provide greater redundancy, all of which is an improvement over existing conditions. Based on the evaluation criteria in Hawai'i Administrative Rules 11-200-12, as documented in the DEA and FEA, the project does not result in significant impacts to the environment that would warrant evaluation in an Environmental Impact Statement. Moreover, the project is not an action identified in Hawai'i Revised Statutes (HRS) Section 343-5 that triggers environmental review, rather as part of the SMA permit process stipulated in Revised Ordinances of Honolulu 25, the project is subject to an assessment by DPP in accordance with the procedural steps set forth in HRS Chapter 343. While no two projects are the same and each must address its own unique conditions and impacts, as a matter of perspective the recent Hale'iwa Commercial Redevelopment Project by Kamehameha Schools and the Shops at Anahulu project, by Lokea Kai Partners, both of which involved new, larger scale building and WWTP construction and earth moving activities, were both evaluated through EAs.

The WWTP as-builts were prepared by James R. Matichuk, P.E. License # 8198-C, and Kingdom Builders. Copies of the as-builts are included in the FEA. A separate survey of the WWTP is not required.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

Appendix J.2:
City and County of Honolulu

BOARD OF WATER SUPPLY

CITY AND COUNTY OF HONOLULU
630 SOUTH BERETANIA STREET
HONOLULU, HI 96843
www.boardofwatersupply.com

June 22, 2018

Ms. Michele Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

Subject: Your Letter Dated May 4, 2018 Requesting Comments on the Draft Environmental Assessment for the Haleiwa Beach House Project – Tax Map Key: 6-2-003: 014

Thank you for the opportunity to comment on the Haleiwa Beach House renovation project.

The existing water system cannot provide adequate fire protection in accordance with our Water System Standards. Our Water System Standards require a fire hydrant to be located within 125 linear feet of parcels in business-zoned developments and provide a flow of 2,000 gallons per minute. The nearest hydrants are located approximately 200 linear feet away from the projected parcel. Therefore, the applicant will be required to install a fire hydrant between Fire Hydrant No. C00059 and Fire Hydrant No. C00060 along Kamehameha Highway. The proposed fire hydrant should be within 125 linear feet of the Haleiwa Beach House, be installed on the existing 16-inch water main fronting the parcel, and be able to provide adequate fire protection and peak hour pressures.

Water conservation measures are recommended for all proposed developments. These measures include the selection of Water Sense labeled ultra-low-flow plumbing fixtures and toilets, drought-tolerant and low water use plants, and xeriscaping principles in all landscaping. We recommend installing efficient irrigation systems, such as drip irrigation, and incorporating moisture sensors to avoid operating the irrigation system in the rain and/or if the ground has adequate moisture.

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 on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

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

Very truly yours,

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

2024 North King Street
Suite 200
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Telephone 808 842 1133
Fax 808 842 1937
eMail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Ernest Y. W. Lau, P.E., Manager and Chief Engineer
City and County of Honolulu
Board of Water Supply
630 Beretania Street
Honolulu, HI 96843

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Mr. Robert Chun, Project Review Branch, Water Resources Division

Dear Mr. Lau,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated June 22, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *The existing water system cannot provide adequate fire protection in accordance with our Water System Standards. Our Water System Standards require a fire hydrant to be located within 125 linear feet of parcels in business-zoned developments and provide a flow of 2,000 gallons per minute. The nearest hydrants are located approximately 200 linear feet away from the projected parcel. Therefore, the applicant will be required to install a fire hydrant between Fire Hydrant No. C00059 and Fire Hydrant No. C00060 along Kamehameha Highway. The proposed fire hydrant should be within 125 linear feet of the Haleiwa Beach House, be installed on the existing 16-inch water main fronting the parcel, and be able to provide adequate fire protection and peak hour pressures.*

The Applicant will provide an adequate water supply for fire protection, as required by the Board of Water Supply's (BWS) Water System Standards.

2. *Water conservation measures are recommended for all proposed developments. These measures include the selection of Water Sense labeled ultra-low-flow plumbing fixtures and toilets, drought tolerant and low water use plants, and xeriscaping principles in all landscaping. We recommend installing efficient irrigation systems, such as drip irrigation, and incorporating moisture sensors to avoid operating the irrigation system in the rain and/or if the ground has adequate moisture.*

The Applicant has implemented water conservation measures such as low-flow plumbing fixtures. The landscape irrigation system utilizes drip-irrigation.

3. *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 Applicant will pay the BWS' Water System Facilities Charges as required.

4. *The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.*

The Applicant will coordinate with the Honolulu Fire Department's Fire Prevention Bureau to ensure there are adequate fire protection requirements on the property.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

DEPARTMENT OF DESIGN AND CONSTRUCTION
CITY AND COUNTY OF HONOLULU
650 SOUTH KING STREET, 11TH FLOOR
HONOLULU, HAWAII 96813
Phone: (808) 768-8480 • Fax: (808) 768-4567
Web site: www.honolulu.gov

KIRK CALDWELL
MAYOR

ROBERT J. KRONING, P.E.
DIRECTOR

MARK YONAMINE, P.E.
DEPUTY DIRECTOR

May 22, 2018

R.M. Towill
ATTN: Michelle Leong
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong,

Subject: Public Review of Draft Environmental Assessment
For the Haleiwa Beach House Renovation Project
Haleiwa, Oahu TMK: (1) 6-2-03:014

Thank you for the opportunity to review and comment. The Department of Design and Construction has no comments at this time.

Should you have any further questions, please call me at 768-8480.

Very Truly Yours,

Robert J. Kroning, P.E.
Director

RJK:ms(728896)

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Robert Kroning, Director
City and County of Honolulu
Department of Design and Construction
650 South King Street, 11th Floor
Honolulu, HI 96813

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Mr. Kroning,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 22, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *The Department of Design and Construction has no comments at this time.*

The Applicant acknowledges that the Department of Design and Construction has no comments at this time.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

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 18-287

May 18, 2018

R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819
Attention: Michele Leong

Dear Ms. Leong:

Subject: Pre-Assessment Consultation, Hale'iwa Beach House Project

Thank you for the opportunity to review and to give our input regarding the subject project.

We have no comments at this time, as we do not have any facilities or easements on the subject property. However, during construction and upon completion of the project, any damages/deficiencies along Kamehameha Highway shall be corrected to City Standards and accepted by the City at the Contractor'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

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

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Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Ross S. Sasamura, P.E., Director and Chief Engineer
City and County of Honolulu
Department of Facility Maintenance
1000 Uluohia Street, Suite 215
Kapolei, HI 96707

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Mr. Kyle Oyasato, Division of Road Maintenance

Dear Mr. Sasamura,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 18, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *During construction and upon completion of the project, any damages/deficiencies along Kamehameha Highway shall be corrected to City Standards and accepted by the City at the Contractor's expense.*

The Applicant understands that any damages and/or deficiencies along Kamehameha Highway that result from the project shall be corrected to City Standards at the Applicant's expense.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
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KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

2017/ED-10(GT)

June 19, 2018

Ms. Michele M. Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

SUBJECT: Chapter 343, Hawaii Revised Statutes
Draft Environmental Assessment
Haleiwa Beach House
62-540 Kamehameha Highway – Haleiwa
Tax Map Key 6-2-003: 014

We have reviewed the Draft Environmental Assessment (DEA) for the above-mentioned Project and have the following comments which should be addressed in the Final Environmental Assessment (FEA):

Environmental

1. Although an archaeological assessment was included in the DEA, it lacks a Cultural Impact Assessment and should be included in the FEA; or State Historic Preservation Division (SHPD) determination has been made to accept the studies included in the DEA. The Applicant should work with SHPD and undertake additional mitigation measures, as required to comply with Section 6E Historic Preservation.

2. For Section 3.1.1, Climate & Climate Change, refer to the Hawaii Sea Level Rise Vulnerability and Adaptation Report and include maps of the extent of passive flooding and annual high wave flooding likely for the Haleiwa Project site with 0.5, 1.0, 2.0, and 3.2 feet of sea level rise. (Scientists expect sea level rise of 3.2 feet to occur in Hawaii sometime between 2060 and 2100.)

3. Show how the existing structures meet current flood development standards. If the building is a non-conforming flood structure, the new work nevertheless, might be deemed "Substantial Improvement" requiring that the structure be made flood compliant.

Wastewater

4. Please confirm whether any portion of the WWTP encroaches onto either Kamehameha Schools or City park land. Also, are there adequate setbacks from the WWTP and the other facilities on this portion of the property referred to in the DEA?

5. Discuss restaurant's seating capacity with the WWTP's capacity (before and after renovations).

Traffic and Parking

6. Given that the proposed parking lot arrangement only works with stated limits on delivery hours and the use of valet parking at busy times; these may be a condition of approval.

7. Due to the heavy amount of pedestrian traffic, as documented in the TAR, a sidewalk pedestrian pathway should be provided as part of the frontage improvement for the site, to enhance pedestrian safety and circulation for patrons.

8. A Traffic Management Plan (TMP) will be required and should be submitted to the Traffic Review Branch (TRB) for their review and approval before the Certificate of Occupancy is issued. The TMP should include traffic demand management (TDM) strategies to minimize the amount of vehicular trips generated by the restaurant. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives, and other TDM measures. The TMP would detail the recommended mitigation measures as stated in the traffic assessment, and should also identify how the proposed increase in seating from 114 seats to 354 seats will be accommodated from a parking and traffic management perspective.

9. The installation of a midblock crosswalk across Kamehameha Highway should be installed by the owner, as recommended by the TRB. Appropriate crosswalk treatments per the Complete Streets Design Manual should be applied. The exact location of the crossing should be recommended by the consultant and take into account street lighting, sight distance, and potential multi-modal traffic conflicts in the area.

10. Site plans need to show that the one required loading stall is at least 12 x 35 feet in size, unless it can be established that the existing loading stall was previously approved and is non-conforming in size.

Zoning

11. Discuss and propose corrective actions for the existing encroachments onto the adjacent property.

12. A new stairway, as well as portions of the restaurant that were demolished and replaced or entirely new (and potentially the new concrete footings referenced above), appears to be encroaching into the neighbor's property. On Page 4-15, the narrative characterizes the encroachments as an existing, grandfathered non-conforming use. Please clarify these encroachments by providing permit details, if available.

13. Document whether the refrigeration unit/structure located in the back of the building is permitted by building permit or other approvals, along with any associated changes to the floor area.

14. Provide a more complete, scaled, dimensional site plan showing dimensioned parking stalls, loading stall, trash enclosure, wastewater treatment plant (WWTP), emergency generator, edge of paving, and landscaping.

15. In Figures 2-2 and 2-3, show the road widening setback and required front yard.

16. Provide building elevations or sections showing the building heights, 40-foot height limit, height setbacks, required yards, and property lines.

17. On Page 2-5, it is noted that approximately 440 square feet was added to the "existing" building footprint. Please confirm how the following relates to this number and influences an expansion of floor area:

    a. Improvements were most likely added to the square footage of the "existing" building footprint, such as the "new covered deck" referred to on Page 2-1 (also referred to as the "reconstructed concrete lanai seating area" as documented on Page 2-6).

    b. Confirm that no outdoor dining is proposed.

    c. In Appendices A.1 and A.2, the photographs illustrate that the former first floor "exterior" wall facing the ocean was significantly farther from the roadway as compared to the new first floor exterior "wall" (posts and roll-down doors) facing the ocean.

    d. In Figure 2-3 on Page 2-13, the concrete work along the border of Loko Ea streambed also appears to have expanded beyond the existing

building footprint with the addition of at least two concrete footings into the sandy Loko Ea streambed.

e. On Page 4-15, the Applicant references these encroachments onto the adjacent parcel owned by Kamehameha Schools, zoned AG-1. Please explain how this will be rectified.

f. The extent of the encroachment, the admitted expansion of the building footprint, as well as new concrete and foundation work at several places around the perimeter of the building, also appear to be represented in the photographs shown in Appendices A.1 and A.2. Please clarify these discrepancies.

Other Comments

18. Section 5.1 of the DEA lists the required permits, including the Stockpiling Permit. According to Section 5.1 of the Revised Ordinances of Hawaii (City Permits and Approvals), if the stockpile doesn't exceed 100 cubic yards, then a stockpiling permit is not required, and therefore, should be removed from the list. Otherwise, if a stockpiling permit is required, then the Project must also comply with the prevailing Rules Relating to Water Quality.

19. The above information is being requested so that it is clear what needs to be permitted (after-the-fact, or as new improvements) versus what was already present and "grandfathered" by previous approvals.

We appreciate the work done on the DEA, and look forward to an FEA, such that we can proceed with required permit approvals. Should you have any questions, please contact Gerald Toyomura, of our staff, at 768-8056.

Very truly yours,

Kathy K. Sokugawa
Acting Director

Doc 1604276

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
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KIRK CALDWELL
MAYOR

KATHY K. SOKUGAWA
ACTING DIRECTOR

TIMOTHY F. T. HIU
DEPUTY DIRECTOR

EUGENE H. TAKAHASHI
DEPUTY DIRECTOR

January 15, 2019

Ms. Michele M. Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

SUBJECT: Review of Draft Response Comments
Haleiwa Beach House – Draft Environmental Assessment
62-540 Kamehameha Highway – Haleiwa
Tax Map Key: 6-2-003: 014

In response to your correspondence dated December 28, 2018, we request additional information to be provided for the Final Environmental Assessment (FEA), as noted below:

1. More details and documentation of the Cultural Impact Assessment (CIA) performed for this project.

2. Must include a more detailed assessment of the impact and mitigation measures to address climate change.

3. Must include clarification in Section 4.2.2, to the statement "and/or other options that may be available", to address the existing encroachment. These other options should be listed as a possible solution to address this encroachment and how they may have an impact on the environment.

4. For clarification purposes, a consolidated site plan drawing to scale, showing the parking stalls, the turn-around-area, loading stalls, trash enclosure, wastewater treatment plan, emergency generator, the edge of paving, site drainage, the road widening setback and the required front yard, the frontage improvements for the site, and the landscaping.

5. For clarification purposes, provide building elevation showing conformance to the Haleiwa Special Design District requirements (reference exhibit Appendix B, Interior Renovation Permit Drawing Set, Sheet A009, Exterior Elevation, dated October 1, 2015). This reference shows the overall height of the building to be greater than 21'-6", but there are no noted dimensions for the overall height of the building in total.

We look forward to the completed FEA, and will proceed with all the necessary subsequent permit approvals once the FEA has been submitted. Should you have any questions, please contact Gerald Toyomura, of our staff, at 768-8056.

Very truly yours,

Timothy F. T. Hiu
Deputy Director

2024 North King Street
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Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Ms. Kathy K. Sokugawa, Acting Director
Department of Planning and Permitting
650 South King Street, 7th Floor
Honolulu, HI 96813

Public Review of Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Gerald Toyomura, Planner

Dear Ms. Sokugawa,

On behalf of the Applicant, A 6 LLC, thank you for your letters dated June 19, 2018 and January 15, 2019, commenting on the Draft Environmental Assessment (EA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

June 19, 2018

1. *Although an archaeological assessment was included in the DEA, it lacks a Cultural Impact Assessment and should be included in the FEA; or State Historic Preservation Division (SHPD) determination has been made to accept the studies included in the DEA. The Applicant should work with SHPD and undertake additional mitigation measures, as required to comply with Section 6E Historic Preservation.*

The Department determined that an Environmental Assessment (EA) was required in its October 28, 2016 letter (2016/ELOG-1904(GT) for the Special Management Area (SMA) Use (major) permit. The EA requires the Applicant to prepare an archaeological assessment. The Applicant was not originally required by the City to have State Historic Preservation Division (SHPD) review for Hawaii Revised Statutes (HRS) Section 6E compliance in order to obtain building permits for the exterior and interior renovations because there was no ground disturbance proposed at that time and the work proposed was to renovate an existing building (see Attachment 1 for Jameson's to Haleiwa Beach House Before and After pictures and Attachment 2 Historic Maps and Photos). It should be noted from the photos that the "bones of the building" the foundation, structural walls and posts, are still intact. The Applicant was required to have SHPD review the plans because the building was over 50-years old. The Applicant did propose ground disturbing activity in order to construct the wastewater system. The permit to construct the wastewater system is under the jurisdiction of the State Department of Health (DOH). Unfortunately, the DOH did not submit the plans for the wastewater system to SHPD prior to

granting the permit to construct. Because the project consists of renovations to an existing, established restaurant that has occupied the site prior to 1955 (see Attachment 2 for historic information of this site), and the fact that the restaurant building and operations have not in any way prevented access or use of Loko ea fish pond, coastal areas or other significant cultural resources in the area, and because the EA, SMA and Special District (SD) (major) applications are for an after-the-fact permit for completed improvements and no further work is proposed, the Applicant relied on recently completed Cultural Impact Assessments (CIAs) from other projects in the immediate project vicinity in order to assess project impacts to cultural resources. The Applicant hired Garcia and Associates to evaluate existing, available CIAs that they researched and found for their applicability to the subject project, including the CIA prepared in 2015 for the Shops at Anahulu which is also adjacent to Loko ea fish pond. Review of existing literature is a standard component of the CIA process. Based upon the existing recent studies, Garcia and Associates concluded that there is no evidence that renovation of the existing Hale'iwa Beach House site would impact current or traditional cultural practices. The Applicant agrees that the same concerns and recommendations expressed in the CIA for the Shops at Anahulu will be addressed by this project. The Draft EA graphically showed, with location maps, how other CIAs and ethnographic studies specifically relate to the subject site to confirm that the project site is included in other recently conducted CIAs. The Applicant will submit the CIA to SHPD on behalf of the City and will work with the Department of Planning and Permitting (DPP) and SHPD for concurrence with Garcia's findings. The CIA evaluation by Garcia and Associates is included in the Draft and Final EA, Appendix G.

The previous restaurant owner started work on land use and building permits to replace the pre-existing and unpermitted covered deck addition to the first-floor dining area and front entry way of the existing building. SMA Permit 2014/SMA-22 (minor) and SD Permit 2014/SDD-27 (minor) were approved. Building Permit Application (BPA) A2013-04-2371 First Floor Covered Deck was submitted but was not completed when management of the restaurant was turned over to the Applicant in 2015.

Since the restaurant was in decline, the Applicant chose to do additional renovations and applied for additional land use permits to allow exterior renovation of the building. SMA Permit 2015/SMA-30 and SD Permit 2015/SDD-25 were approved in July of 2015. In July, BPA A2015-07-0442 Exterior Renovations was submitted for the exterior renovations covered by the SMA and SD permits.

The Applicant subsequently submitted in September of 2015 BPA A2015-09-0536 Interior Renovations. The interior renovation work was also granted Special Assignment Inspection and proceeded under the approved SMA and SD Permits.

The Applicant began work on the First Floor Covered Deck, Exterior Renovations and Interior Renovations under a request for a Special Assignment Inspection Letter SAA 2015-09-0536 (2015/ELOG-2392) dated November 6, 2015. The Applicant completed the renovations in March of 2016. The Applicant was able to complete the BPA process for the First Floor Covered Deck and obtained BP#790449 in August of 2016. BP#790811 for the exterior work was also obtained in August of 2016.

The Applicant was processing BPA A2015-09-0536 and was about to receive building permit when the DOH, Wastewater Branch rescinded their approval in February of 2016. The Applicant requested a modification to the existing individual wastewater system (IWS) from the DOH but was told to apply for a wastewater treatment plant (WWTP). The Applicant prepared engineering reports and design plans for a new WWTP and in September of 2016 the DOH granted approval to construct a new WWTP, including a primary and secondary leach field, under the area that included the existing parking lot. During the construction of the WWTP and Effluent Disposal System the SHPD requested that the excavated material be sifted for remains and Iwi were found. The Applicant worked with SHPD on an acceptable treatment plan and completed the work to SHPD's satisfaction.

The Applicant did work installing a trellis on the second-floor deck and had to apply for an after-the-fact building permit BPA A2016-12-0471 for Fixed Louvered Pergola. This deck area was identified as existing on the BP#790811 plans.

In October of 2016 the Department determined that Major SMA and Major SD Permits were required along with an EA due to the cumulative cost of construction, including the WWTP. The Applicant complied and has met with SHPD on Section 6E, Historic Preservation issues and will continue to do so.

As Directed by DPP, the Applicant is preparing and will submit a SHPD HRS 6E Submittal Form and supporting documents for the project with DPP Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice. As noted above, the Applicant was not originally required by the city to seek SHPD's review and approval to obtain building permits for the exterior renovations and the DOH did not route the permit to construct the wastewater system to SHPD. Please note that in informal discussions, SHPD has indicated that its standard practice is to respond only to communication from government agencies, in this case the City, and not to requests from private applicants. The Applicant has informally contacted SHPD regarding the project and is willing at any time to meet with SHPD and the City to discuss HRS Section 6E Historic Preservation compliance.

2. *For Section 3.1.1, Climate & Climate Change, refer to the Hawaii Sea Level Rise Vulnerability and Adaptation Report and include maps of the extent of passive flooding and annual high wave flooding likely for the Haleiwa Project site with 0.5, 1.0, 2.0, and 3.2 feet of sea level rise. (Scientists expect sea level rise of 3.2 feet to occur in Hawaii sometime between 2060 and 21 00.)*

Section 3.1.1 will be updated to reference the Hawaii Sea Level Rise Vulnerability and Adaptation Report.

Based on review of the Sea Level Exposure Area Map on the Sea Level Rise Viewer (http://www.pacioos.hawaii.edu/shoreline/slr-hawaii/), the project site is partially covered by the 3.2-foot Sea Level Rise Scenario, which models three chronic flooding hazards: i. passive flooding, ii. annual high wave flooding, and iii. coastal erosion, however the building footprint is mostly outside of the inundation area. Maps showing the 0.5, 1.1, 2.0 and 3.2 feet of sea level

rise are included in the Final EA as Figures 3-1 through 3-4. We note that the Hawaii Sea Level Rise Vulnerability and Adaptation Report includes a disclaimer that the report is to be used to estimate the scale and cost of potential damages related to sea level rise, and not for permitting or other legal purposes.

As described above, sea level rise will dramatically affect this site. The economic impact would be severe if the restaurant is required to improve the on-site infrastructure or to retreat to higher ground. Transportation systems and the utilities supporting the use of this site would need to be upgraded to address the impacts of sea level rise, much of which is beyond the ability of this individual development.

Mitigation strategies to address sea level rise, are relocation or designing the development for the impact of sea level rise. As this project is the renovation of an existing two story building, structure relocation or retreat are not viable short term options. Using the Sea Level Rise Viewer, this site is projected not to be impacted in 2050, partially impacted in the parking lot in 2075 and impacted in 2100. With an existing structure with an estimated useful life of 30 years, it is likely that the structure will be renovated or reconstructed or there would have to be a complete retreat, to address the sea level rise at that later date.

The current situation is that during extreme storm surges and weather conditions the restaurant will be closed down should there be a danger to the safety of the patrons and employees

3. *Show how the existing structures meet current flood development standards. If the building is a non-conforming flood structure, the new work nevertheless, might be deemed "Substantial Improvement" requiring that the structure be made flood compliant.*

As described in Section 3.1.6 in the Draft and Final EA, the finish floor of the restaurant building is above the Federal Emergency Management (FEMA), Flood Insurance Rate Map (FIRM) flood elevation of 10 feet in the front and 8 feet in the rear of the building and is therefore in compliance with the flood development standard requirement of elevating the finished floor of a structure above the regulatory flood elevation. In a letter dated May 11, 2016 from the R.M. Towill Corporation, which was provided to the Building Division, the finished floor elevation was determined to be 10.61 feet. The pre-FIRM building is basically a slab on grade concrete structure with retaining walls on the north and south sides and rear of the building. This footprint was not changed except for the 400 square foot area for the Americans with Disabilities Act (ADA) access ramp and the fire exit stairway on the south side of the building. Access, storage and parking are allowable uses in FEMA Flood Hazard Zones.

4. *Please confirm whether any portion of the WWTP encroaches onto either Kamehameha Schools or City park land. Also, are there adequate setbacks from the WWTP and the other facilities on this portion of the property referred to in the DEA?*

The location of the existing IWS and wastewater treatment plant, including all setbacks, were reviewed and approved by the State DOH. The recently prepared ALTA Survey included as

Appendix H in the Draft and Final EA shows the location of the IWS and wastewater treatment plant is completely within the property lines of the restaurant parcel.

The licensed Contractor has certified that the wastewater system was constructed in accordance with the enclosed as-built drawing which conforms to the WWTP design drawing provided in Appendix B.7 of the Draft and Final EA. The as-built drawing and certification letter are also included Appendix B.7 of the Final EA.

5. *Discuss restaurant's seating capacity with the WWTP's capacity (before and after renovations).*

The WWTP is designed for 354 seats, including 130 restaurant seats, 154 bar seats and 70 private dining seats with a flow of 9,510 gallons per day. The private dining has not been used to date so the majority of restaurant use is based on 284 seats. To be conservative the existing septic tanks will be used as a pre-treatment system to reduce the biological load on the WWTP. The treatment process of the WWTP assumes a high biological design load which increases the capacity if the biological load is lower than the assumed load.

DOH approved the operation of the restaurant based on the previously approved seating capacity of 114 seats until such time that the applicant could provide a wastewater treatment plant with adequate treatment capacity to accommodate the full restaurant seating. The DOH subsequently approved the permit to construct the wastewater treatment plant with capacity for 354 seats and inspected and approved the completed construction. Approval to operate the completed treatment plant to its 354-seat design capacity is pending obtaining the after-the-fact SMA and SD (major) permits. Additionally, it must be emphasized that under normal operations a restaurant never fills all of its available seats at any given time because most tables accommodate four seats, yet many of the 4-seat tables are occupied by couples. The new wastewater treatment plant, when approved for operation, will generate a higher quality of treated wastewater effluent than the currently approved wastewater system, and provide greater redundancy, all of which is an improvement over existing conditions for the environment.

The DOH has no objections to the current of the operation of the restaurant utilizing the approved individual wastewater system with an approved capacity equivalent to 114 seats.

As mentioned above the restaurant has been in existence since prior to 1955. Throughout its existence, the restaurant use has grown; in 1982 the Liquor Commission assigned a seating of 224 seats (184 dining room and 40 bar seats) to the restaurant for License E 715 on 8-18-82. The Liquor Permit specifically excluded the roof deck on the mauka side and the Waialua side. In April 1985 the Liquor Commission fined Jameson's Restaurant for changing the use of the main dining room on the first floor, extending the lanai area that fronts the cocktail lounge as an additional dining area and converting the two offices on the second floor into dining areas as well. These changes resulted in the following floor area increases based on Liquor Commission measurements:

- The cocktail lounge extension added 270 square feet.

- The two offices added 144 square feet and 156 square feet for a total of 300 square feet of converted area.

While the uses within the existing restaurant changed over time, in its letter dated July 29, 2002 the Liquor Commission allowed an extension of the permit to cover 10-feet x 29-feet covered area on the lanai for Dispenser General License No. E0715.

6. *Given that the proposed parking lot arrangement only works with stated limits on delivery hours and the use of valet parking at busy times; these may be a condition of approval.*

The Applicant will monitor parking conditions during hours of operation and implement valet parking service when required. A site plan showing the layout of managed parking stalls is included in Section 3.3.1 of the Final EA. No off-site parking is proposed. The Applicant presently limits delivery times to early daytime hours prior to opening at 11:00 a.m. This is standard practice for the service industry, not because of/or limited to parking issues, but because once an establishment opens for business, the staff is busy and has no time to stop work and receive deliveries.

The current parking plan for Hale'iwa Beach House is shown in the updated Figure 2-3 of the Final EA. The managed (valet) parking plan is shown in Figure 3-9. Copies of Figure 2-3 and 3-9 are enclosed with this letter. The current parking plan is a modification to the permitted parking plan provided in the Haleiwa Beach House - Exterior Renovation Plans Building Permit 790811 drawing set, Sheet A000, which is included in Appendix B.1 in the Final EA.

The permit parking plan shows 16 stalls are required for 2,744 square feet of dining area, 1,188 square feet of kitchen and 1,332 square feet of exterior deck and that a total of 28 regular parking spaces are provided as well as one loading stall and a handicap stall. The total floor area used to calculate the required parking is 5,264 square feet. The remainder of the existing floor area was excluded from the parking calculation.

An overlay of the 2010 ALTA, prepared by Austin Tsutsumi and Associates, and the Haleiwa Beach House Interior Renovation First Floor Plan shows good agreement on the existing condition prior to the renovation. The additional improvements in terms of floor area can be identified.

Colored first and second floor plans showing the existing floor area and the additional floor area are enclosed with this letter.

The colored first and second floor plans show the existing floor area and the floor area added by the renovation work. An architectural review shows that the approximate added floor area is 1,269 square feet. This includes a new ADA entryway, new enclosed fire exit stairway, freezer enclosure, second floor covered lanai near the kitchen, fixed louvered pergola, and a modified second floor roof line to accommodate the new elevator shaft and bar. The areas are shown on the enclosed figures.

The required parking from the approved Haleiwa Beach House - Exterior Renovation Plans BP 790811 is 16 stalls and 1 – loading stall. The additional square footage added by the renovation project requires an additional 4 stalls for a total of 20 stalls, 1 – loading stall and a handicap stall. The restaurant is open for lunch and dinner. During normal operations the restaurant will use the existing established loading area which will be managed by the restaurant staff as deliveries are usually made in the early morning when the restaurant is closed. Should there be an unexpected late delivery the staff will direct the delivery vehicle to the location in front of the restaurant entrance should all the parking stalls be taken.

Historically, Jameson's by the Sea restaurant, which occupied essentially the same building footprint, operated as a restaurant on two floors. Later, a portion of the restaurant was converted to a gift shop and additional restaurant areas were added under the covered lanai on the first floor and by converting two offices to restaurant on the second floor. The recently completed renovations convert the gift shop to restaurant use and will restore the building to full restaurant use.

7. *Due to the heavy amount of pedestrian traffic, as documented in the TIAR, a sidewalk pedestrian pathway should be provided as part of the frontage improvement for the site, to enhance pedestrian safety and circulation for patrons.*

The Applicant will work with DPP and Department of Transportation Services (DTS) on frontage improvements and the location of a new crosswalk and will take Complete Streets policies into consideration. The Applicant is proposing improvements similar to what is being contemplated for the City's Hale'iwa Shoulder and Walkway Improvements project. The Applicant is requesting that the crosswalk location be determined by the City.

8. *A Traffic Management Plan (TMP) will be required and should be submitted to the Traffic Review Branch (TRB) for their review and approval before the Certificate of Occupancy is issued. The TMP should include traffic demand management (TDM) strategies to minimize the amount of vehicular trips generated by the restaurant. TDM strategies could include carpooling and ride sharing programs, transit, bicycle and pedestrian incentives, and other TDM measures. The TMP would detail the recommended mitigation measures as stated in the traffic assessment, and should also identify how the proposed increase in seating from 114 seats to 354 seats will be accommodated from a parking and traffic management perspective.*

The Applicant is agreeable the preparation of a Traffic Management Plan (TMP) to address parking and also supports measures to educate and encourage staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. It is expected that staff will take advantage of these transportation modes as they are able to do so. Restaurant staff is comprised largely of young, North Shore residents who have other obligations and must select their transportation mode to meet their broader responsibilities and schedules. The Applicant does not believe that a TMP is necessary to minimize vehicle trip

generation by restaurant staff and should not be used to compel use of specific modes of transportation.

As mentioned above, the purpose of the renovations is to restore the restaurant use for the entire building. See the response to Comment 5 for the discussion on historic seating count. Of the 354-seat capacity, 70 seats are reserved for private parties and are otherwise not used for restaurant seating. Additionally, it must be emphasized that under normal operations a restaurant rarely fills all of its available seats at any given time because most tables accommodate four seats, yet many of the 4-seat tables are occupied by couples. This is the current condition experienced at Hale'iwa Beach House. However, because the restaurant is currently operating at 114-seat capacity, based on chair count, there are additional tables without chairs which are available to accommodate couples by moving chairs. In this way, the restaurant is currently able to serve the full 114-seats, which it cannot do in the future when all tables will have four chairs and there will be no additional room to move chairs.

The required parking from the approved Haleiwa Beach House - Exterior Renovation Plans BP 790811, based on 5,264 square feet of applicable floor area, is 16 stalls and 1 – loading stall. The additional applicable square footage following completion of the renovations, totaling 1,269 square feet, requires an additional 4 stalls for a total of 20 stalls, 1 – loading stall and a handicap stall.

9. *The installation of a midblock crosswalk across Kamehameha Highway should be installed by the owner, as recommended by the TRB. Appropriate crosswalk treatments per the Complete Streets Design Manual should be applied. The exact location of the crossing should be recommended by the consultant and take into account street lighting, sight distance, and potential multi-modal traffic conflicts in the area.*

The Applicant will work with DPP and DTS on installation of a new crosswalk based on DPP, Traffic Review Branch's (TRB) recommendation for a location. The Applicant will provide information on street lighting, sight distance, and potential multi-modal traffic conflicts in the area.

10. *Site plans need to show that the one required loading stall is at least 12 x 35 feet in size, unless it can be established that the existing loading stall was previously approved and is non-conforming in size.*

The Applicant will review the initiation of Valet Parking during all business hours.

The loading stall area is located adjacent to the loading dock at the side of the building, as represented in previously approved land use and building permits, including SD Permit (minor) 2014/SDD-27 and SMA Permit (minor) 2014/SMA-22, and Building Permit No. 790449. The loading stall dimensions are not indicated on previous applications.

11. Discuss and propose corrective actions for the existing encroachments onto the adjacent property.

The Applicant will discuss resolution of encroachments with adjacent landowner.

The wooden stair case at the side of the building, including a wood post on concrete block footing, is a temporary stair case and landing requested by Hawaiian Electric Company (HECO) to get to their meters. The City records show that the Applicant was denied a permit to install a new HECO smart meter until the SMA and SD (major) permits and interior renovation building permit are approved. The new HECO smart meter will not require the stairs and landing, which will be removed.

The enclosed fire exit stairway was constructed under approved building permit no. 790811. Based on the recently completed ALTA Survey, it appears that a corner of the staircase enclosure encroaches into the adjoining property.

In addition, the Applicant encased one of the original two structural support metal posts along the south/makai corner of the restaurant building in hollow tile for weather protection. This work was also undertaken as part of the exterior renovations under building permit no. 790811.

Lastly, a fixed, louvered pergola and safety railing installed on the second floor deck under BPA No. A2016-12-0471 encroaches slightly into the adjoining property within the footprint of the original restaurant building. These improvements are included under 2016/NOV-06-052 and 2016/NOO-211.

The Applicant will work with the adjoining landowner, B. P. Bishop Estate Trustees (Kamehameha Schools), to mitigate the new encroachments into the adjoining parcel. Should there be no way to reach an agreement with the adjoining landowner the ultimate mitigation would be to remove the encroachment.

12. A new stairway, as well as portions of the restaurant that were demolished and replaced or entirely new (and potentially the new concrete footings referenced above), appears to be encroaching into the neighbor's property. On Page 4-15, the narrative characterizes the encroachments as an existing, grandfathered non-conforming use. Please clarify these encroachments by providing permit details, if available.

Please see the above response to comment #11. The original encroachments may or may not have been previously approved as part of the original restaurant construction and renovations because the encroachments were not shown on the old plans the Applicant found in the City Records. The records did not include the original building or original building renovation that created the encroachments. The use of City records allowed subsequent permits to be approved. The narrative on Page 4-15 of the EA recognized the encroachments as existing and states that "The restaurant structure has existed continuously in this location since before Hawai'i statehood and the adoption of the City's Comprehensive Zoning Code and is an existing, grandfathered non-conforming use."

The Applicant will pursue a Land Use Boundary Interpretation for the property from the Land Use Commission.

13. *Document whether the refrigeration unit/structure located in the back of the building is permitted by building permit or other approvals, along with any associated changes to the floor area.*

The refrigeration unit located at the back of the building is not permitted by building permit. The refrigeration unit increases the floor area and is included in the 1,269 square foot additional floor area calculated in the architectural review. As noted in the project summary and Section 5, the Applicant will file an after-the-fact building permit for the refrigeration unit at the back of the building. The refrigeration unit's relationship to the overall floor area is shown in the figures provided in the response to Question 6. Note: the new replacement walk-in box is non-habitable space as it contains a freezer.

14. *Provide a more complete, scaled, dimensional site plan showing dimensioned parking stalls, loading stall, trash enclosure, wastewater treatment plant (WWTP), emergency generator, edge of paving, and landscaping.*

The requested information is provided in the Draft and Final EA as Figure 2-3, and in Appendix H, ALTA Survey.

The licensed Contractor has certified that the wastewater system was constructed in accordance with the enclosed as-built drawing which conforms to the WWTP design drawing provided in Appendix B.7 of the Draft and Final EA. The as-built drawing and certification letter has been added to Appendix B.7 of the Final EA.

15. *In Figures 2-2 and 2-3, show the road widening setback and required front yard.*

The Applicant added the road widening setback to Figures 2-2 and 2-3 based on the site plan provided in the approved SMA Permit (minor) 2014/SMA-22. Figures 2-2 and 2-3 are also revised to show the required front yard based on a 10-foot offset from the existing property line.

16. *Provide building elevations or sections showing the building heights, 40-foot height limit, height setbacks, required yards, and property lines.*

The restaurant is in the B-1 zoning district (Neighborhood Business District); the maximum building height limit in the B-1 zoning district is 40 feet. However, in the Hale'iwa SD the maximum building height limit is 30 feet. Certain architectural features, including mechanical appurtenances, utilitarian features and decorative features may be 12 feet above the maximum height limit if they do not obstruct any significant views. The restaurant building is less than 30 feet high as shown in the enclosed Interior Renovation Permit Drawing Set, Sheet A009, Exterior Elevations, dated October 1, 2015. The restaurant building conforms to the height limit

restrictions, is consistent with the low-rise rural character of the area and does not obstruct distant views from primary public corridors.

17. *On Page 2-5, it is noted that approximately 440 square feet was added to the "existing" building footprint. Please confirm how the following relates to this number and influences an expansion of floor area:*
    a. *Improvements were most likely added to the square footage of the "existing" building footprint, such as the "new covered deck" referred to on Page 2-1 (also referred to as the "reconstructed concrete lanai seating area" as documented on Page 2-6).*
    b. *Confirm that no outdoor dining is proposed.*
    c. *In Appendices A.1 and A.2, the photographs illustrate that the former first floor "exterior" wall facing the ocean was significantly farther from the roadway as compared to the new first floor exterior "wall" (posts and roll-down doors) facing the ocean.*
    d. *In Figure 2-3 on Page 2-13, the concrete work along the border of Loko Ea streambed also appears to have expanded beyond the existing building footprint with the addition of at least two concrete footings into the sandy Loko Ea streambed.*
    e. *On Page 4-15, the Applicant references these encroachments onto the adjacent parcel owned by Kamehameha Schools, zoned AG-1. Please explain how this will be rectified.*
    f. *The extent of the encroachment, the admitted expansion of the building footprint, as well as new concrete and foundation work at several places around the perimeter of the building, also appear to be represented in the photographs shown in Appendices A.1 and A.2. Please clarify these discrepancies.*

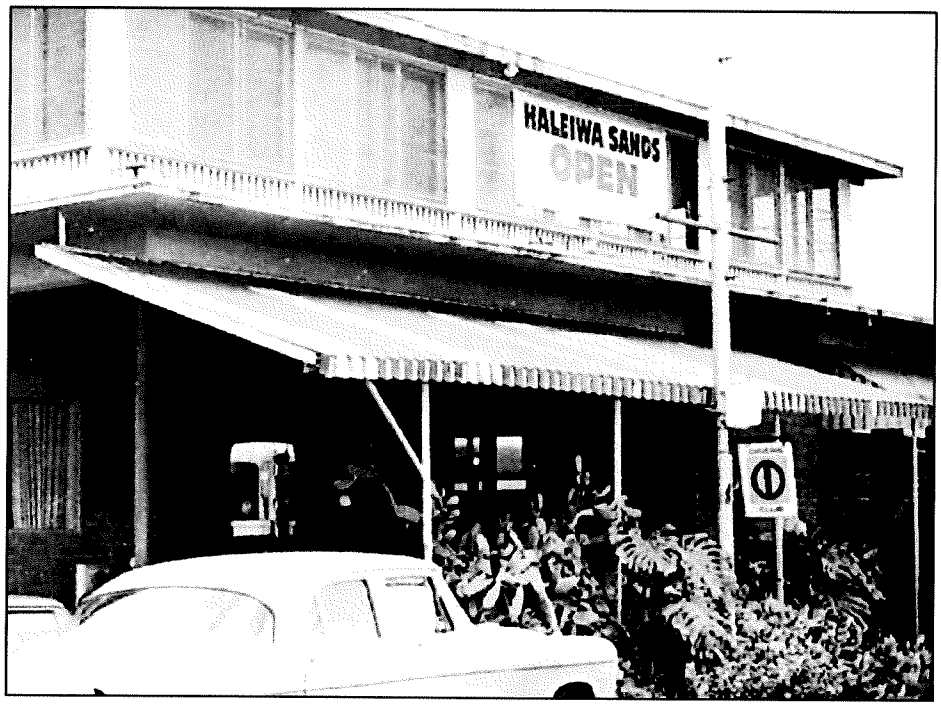
As disclosed in the response to Question 6, the floor area added to the building footprint is 611 square feet from the covered ADA front entryway (250 sf) on the north side of the building and the enclosed code-required fire exit stairway (200 sf) on the south side of the building and the freezer (161 sf).

a. The "new covered deck" and "reconstructed concrete lanai seating area" refer to the same improvement which is the ground level area at the front of the restaurant. This area is included in the architect's floor area calculation.
b. The area under the "new covered deck" is outdoor dining. There will be no outdoor dining on the second floor deck.
c. This new covered deck has been part of the restaurant structure since 1955, as shown below and in Photo 1 of Appendix A.1, in the Draft and Final EA, and includes the area under the overhanging roof structure supported by posts. The improvements to this area, including the new posts, were approved by SMA (minor) permit, SD (minor) permit and Building Permit No. 790449. The deletion of the folding doors along the original wall line and addition of roll-up doors along the makai edge of the lanai were not approved by the SMA (minor) and SD (minor) permit and an after-the-fact building permit will have to be obtained after the new SMA (major) and SD (major) are approved. A new wall on

the south side of the covered lanai will also require an after-the-fact building permit. The roll-up doors are for security purposes only and remain open during business hours.

d. No portion of the original or recently completed renovation work is located within the Loko ea Stream bed, bank, pond or wetland. All improvements are located approximately 20 feet or more away from the stream. The improvements are shown in the photos in Appendix A of the Draft EA which illustrate separation between the restaurant structure and Loko ea Stream and fish pond. The Applicant encased one of the original two structural support posts along the south/makai corner of the restaurant building in hollow tile for weather protection. This work was also undertaken as part of the exterior renovations under building permit no. 790811. These posts are located on the adjoining property.
e. Section 4.2.2 in the Final EA will include a discussion of the Applicant's plans to further work with the adjoining property owner, B. P. Bishop Estate Trustees (Kamehameha Schools), to mitigate the encroachments.
f. See response to item 11 above regarding the encroachments referenced in your comment.

An ALTA map from 2010 was provided by the surveyors who prepared the 2018 ALTA. A comparison of the 2010 ALTA and the floor plan is enclosed in the response to Question 6. The existing area of the building was found to be different and is provided in the response to Question 6.



1: Circa 1955

2: Circa 2015

18. *Section 5.1 of the DEA lists the required permits, including the Stockpiling Permit. According to Section 5.1 of the Revised Ordinances of Hawaii (City Permits and Approvals), if the stockpile doesn't exceed 100 cubic yards, then a stockpiling permit is not required, and therefore, should be removed from the list. Otherwise, if a stockpiling permit is required, then the Project must also comply with the prevailing Rules Relating to Water Quality.*

The stockpile plan for an offsite stockpile site was approved in February 2017 for greater than 100 cubic yards of excavated material therefore a stockpile permit is included in the Draft and Final EA list of required permits. The Applicant acknowledges that the project must comply with prevailing rules relating to water quality.

19. *The above information is being requested so that it is clear what needs to be permitted (after-the-fact, or as new improvements) versus what was already present and "grandfathered" by previous approvals.*

The information disclosed in the EA is for the purpose of clarifying pre-existing versus new conditions. As noted above, the purpose of the renovations is to restore restaurant operations to full restaurant use. The building renovations restored the first and second floor building interiors and ground-level lanai to their original use for restaurant and bar operations. The completed renovations address the original building deficiencies due to lack of maintenance and passage of time and will help the Applicant meet his objectives as a restaurant operator for increasing patronage back to previous levels, providing employment opportunities, and creating a landmark dining establishment that will be an asset to the North Shore community.

As previously mentioned, the renovation included a new ADA entryway, new enclosed fire exit stairway, freezer enclosure, second floor covered lanai near the kitchen, fixed louvered pergola, and a modified second floor roof line to accommodate the new elevator shaft and bar.

Attached is a sketch showing building elevations and a list clarifying the building permit drawings and the exterior improvements to the building:

West Elevation

1. Deleted low X-form security rail first floor
2. Replaced folding doors and added security overhead doors at makai edge of Lanai – 5 bays – cream painted finish- existing structural members preserved, cased and painted (not shown).
3. Deleted painted frame glass folding security doors - first floor only.
4. Replaced deteriorated exterior windows and doors.
5. Removed old stair wall and unsafe stair from first to second floor. Finished trim. This area remains open.
6. Upper floor roof matches lanai awning roof below.

North Elevation

1. Changed large single-entry hardwood door to 3'-0" width leaf pair (6'-0" total width) hardwood entry doors. No panic hardware required.
2. Replaced existing deteriorated windows and frames. Reduced vertical height as shown on plans with replacement awning windows at first floor. These are Coastal Windows Awning type with integral frame in cream color and clear glass
3. Replaced deteriorated jalousie windows with Coastal Windows bypass horizontal sliding window in cream color with clear glass
4. Upper floor roof matches lanai awning roof below.
5. Covered deteriorated CMU paint finish (too many coats caused buildup) with cedar wood split shingles – clear oil finish. Trimmed boards in cream paint to match windows.

South Elevation

1. Replaced deteriorated windows with Coastal Windows large horizontal sliding windows and frames at two westerly bays and replaced deteriorated jalousies with a bank of Coastal Windows Awning type at easterly single bay. Frames and window surrounds are cream color and clear glass in all cases.
2. Upper floor roof matches lanai awning roof below
3. Replaced/Repaired existing exterior wall, doors, windows and frames (termite damage). Used treated lumber and drywall/plywood exterior
4. Provided walk-in cooler/freezer – used new foundation and steel support (existing was heavily rusted) removed and replaced with new.
5. Existing concrete landing and stair not previously shown now indicated – no change.
6. New wall added on south side of covered lanai (not shown).
7. New fixed, louvered pergola covering the second floor deck (not shown).

East Elevation

1. Replaced upper floor Office windows with Coastal Windows horizontal sliding windows with cream frames and clear glass.
2. Provided walk-in cooler/freezer – used new foundation and steel support (existing was heavily rusted) removed and replaced with new.
3. Existing concrete landing and stair not previously shown now indicated – no change

Existing Plan First Floor and Second Floor

1. Interior non-bearing partition walls removed for the following reasons:
    a. Some poorly installed – 60 plus years of repairs
    b. Not functional to operations plan – relocated bar
    c. Hindered ADA compliance – restrooms
    d. Hindered code compliant exiting paths – exit halls
2. Exterior non-bearing (head beam) to remain and be repaired
    a. Replaced inoperable glazing (maintain existing structure)
    b. Repaired termite damage
    c. Replaced non-functional / non-code compliant stair
3. Exterior Bearing Walls - perimeter
    a. CMU – primarily first floor and partial second floor – Due to age, too many coats of paint and mortar patching resulted in poor appearance so cedar wood split shingle covering was applied to west and north elevations. South and east elevations were cleaned and painted as they were in better condition.
    b. First and Second Floor exterior bearing walls of wood construction (primarily office second floor and Lanai first floor) were repaired in place with Hi-Bor treated lumber and plywood where damaged. These received solid color stain finish.
    c. Wood Facias were repaired/replaced in kind and finished with solid color stain.
4. Wall Materials
    a. Majority of walls are constructed with Hi-Bor treated lumber stud walls and plywood with drywall
    b. Kitchen area is all metal studs with plywood backing where shelving and equipment is installed covered by water resistant gypboard and armored up to 7 ft with FRP board covering.
    c. CMU existing wall divides kitchen from dining – no change.
    d. CMU new surrounds ADA elevator shaft – skim coat and paint finish with some areas Cedar wood shingles covering.

Exterior Materials List

- Coastal Windows and Doors integral color frames and surrounds in cream color
- Glass is clear
- Cedar split shake shingles – clear oil finish
- Fascia – 2x wood with solid opaque stain finish, green color
- Gutters – copper natural weathering
- Small trim is cream to match windows
- Posts and structural beams is opaque stain Benjamin Moore

- Roofing is composition shingles in forest green
- Handrails are Ipe hardwood with oil finish natural
- Entry door pair are teak hardwood with natural oil finish

The restaurant today employs nearly one hundred full-time and part-time people, the majority of them locals that have grown up in the area and want to continue to live on the North Shore. The restaurant also contributes to hundreds of related off-site jobs that service the restaurant daily and weekly. We are hopeful that these responses address the concerns of the Department and that we can continue with finalizing the EA.

January 15, 2019

In response to your correspondence dated December 28, 2018, we request additional information to be provided for the Final Environmental Assessment (FEA), as noted below:

20. *More details and documentation of the Cultural Impact Assessment (CIA) performed for this project.*

Please see the above response to comment #1.

21. *Must include a more detailed assessment of the impact and mitigation measures to address climate change.*

Please see the above response to comment #2.

22. *Must include clarification in Section 4.2.2, to the statement "and/or other options that may be available", to address the existing encroachment. These other options should be listed as a possible solution to address this encroachment and how they may have an impact on the environment.*

Please see the above response to comment #11.

23. *For clarification purposes, a consolidated site plan drawing to scale, showing the parking stalls, the turn-around-area, loading stalls, trash enclosure, wastewater treatment plan, emergency generator, the edge of paving, site drainage, the road widening setback and the required front yard, the frontage improvements for the site, and the landscaping.*

Please see the above response to comment #14. Figure 2-3 in the FEA also indicates the turn-around-area in the parking lot, site drainage pattern and flows, the Kamehameha Highway road widening setback, and an approximate area for proposed frontage improvements, similar to the City's planned Haleiwa walkway improvements.

24. *For clarification purposes, provide building elevation showing conformance to the Haleiwa Special Design District requirements (reference exhibit Appendix B, Interior*

Renovation Permit Drawing Set, Sheet A009, Exterior Elevation, dated October 1, 2015). This reference shows the overall height of the building to be greater than 21 '-6", but there are no noted dimensions for the overall height of the building in total.

Please see the above response to comment #16.

The following figures are enclosed with this letter:

- Figure 2-3, Hale'iwa Beach House Site Plan
- Figure 3-9, Managed Parking Plan
- Colored First and Second Floor Plan / ALTA Overlay
- Colored First Floor Plan (Sheet A006), Added Floor Area
- Colored Second Floor Plan (Sheet A007), Added Floor Area
- Colored Building Elevation (Sheet A009)
- WWTP As-Built Drawing
- WWTP Engineer As-built Certification Letter

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final EA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

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

WES FRYSZTACKI
DIRECTOR

JON Y. NOUCHI
DEPUTY DIRECTOR

TP5/18-728902R

June 7, 2018

Ms. Michele Leong
Project Planner
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

SUBJECT: Draft Environmental Assessment (DEA) for Haleiwa Beach House Renovation Project, Haleiwa, Oahu, Hawaii

In response to your letter dated May 4, 2018, we have the following comments:

1. **Transportation Assessment Report (TAR).**

   a. The Project Summary (page vii) states that the project is completed and this document is being prepared after-the-fact. The current seating capacity for the restaurant is 114 seats, however, the Project Description (TAR, page 1) states that the proposed project will increase seating capacity to 354 seats. Provide clarification on the above and how the seating capacity will increase when the project is completed.

   b. Pedestrian Traffic (page 5), should include a discussion of how the project complies with the Honolulu Complete Streets Design Manual relating to pedestrian crossing treatments.

   c. The TAR has counts on vehicles and pedestrians, but not bicyclists. Include a section on bicycle counts and necessary mitigation measures and improvements.

   d. Existing Weekday Peak Hour Traffic (page 8) includes a discussion on weekday traffic generated in both directions at the Haleiwa

Beach House and Lokoea Driveways. The figures do not match with what is shown in Figure 3 (page 9).

e. Table 2 Trip Generation Characteristics (page 12) figures don't match with what is shown in Figures 5 and 6 (pages 13 and 14).

f. Recommended Mitigation Measures (page 15):

i. The first measure states that Haleiwa Beach House should implement valet service to off-site parking area(s) and/or tandem parking. The DEA should include a plan of how this will be completed, including the location of the off-site parking area.

ii. The second measure states that the City and County of Honolulu (City) should consider the installation of a midblock crosswalk across Kamehameha Highway. The developer should consider the installation of a midblock crosswalk and work with the City on additional pedestrian improvements that would be required.

2. **Complete Streets**. The DEA should contain further discussion of compliance with County and State Complete Streets policies, pursuant to Act 54, Session Laws of Hawaii 2009, HRS §264-20.5 and ROH 12-15. The DEA should elaborate on how it will comply with Complete Streets policies, including specific adherence to the following key Complete Streets principles: safety, Context Sensitive Solutions, accessibility and mobility for all, use and comfort of all users, consistency of design guidelines and standards, energy efficiency, and health and green infrastructure.

3. **Bike and Moped Parking.** A bike rack is included on the parking plan (page 2-13). Also include secure moped parking on the site and locate on the site plan. Include a description of the bike rack and secure moped parking location in the document.

4. **Loading and Unloading.**

a. Under Pedestrian Conditions, Traffic (page 3-29), it states that on rare occasions, large delivery vehicles have to back out onto the highway shoulder to exit. Inform vendors to deliver with smaller vehicles to prevent reversing onto the highway.

b. All loading and unloading needs, including service delivery and refuse vehicles should be handled on-site, rather than on City roadways. A description of how the delivery and refuse vehicles are safely maneuvering their vehicles on the property should be provided.

c. The project should be designed to accommodate TheHandi-Van para-transit vehicles on-site, which require a minimum 31-foot turning radius, a 10-foot, 6-inch height clearance, and the ability to exit the area without reversing onto public roadways.

5. **Sea Level Rise and Resilience.** Infrastructure improvements located within areas potentially exposed to chronic flooding with sea level rise shall be subject to an in-depth analysis of the potential impacts of sea level rise on elevation, tolerance for risk, and the lifetime of the proposed structure or infrastructure. Any significant improvements within existing footprints should be dependent on established, resilient design guidelines, or otherwise be subject to relocation to a more suitable area.

   The potential for chronic flooding with 3.2 feet of sea level rise (SLR-XA) shall be used as the vulnerability zone for planning purposes. Maps of the project area shall be provided for both the SLR-XA and flooded highways. The applicant shall recommend strategies and designs that increase the flood resiliency for new development or improvements within the SLR-XA that cannot be relocated, or seek opportunities to plan new development or projects well landward of the SLR-XA. See the following to determine vulnerability: http://www.pacioos.hawaii.edu/shoreline/slr-hawaii/

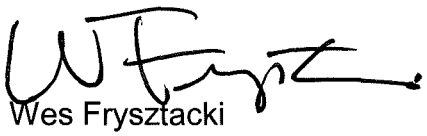
6. **Priority Guidelines on Sustainability.** In addressing priority guidelines on sustainability through HRS § 226-108, the Project should consider certification by a green building rating system, including but not limited to nationally recognized rating systems such as Leadership in Energy and Environmental Design (LEED), the Living Building Challenge, Green Globes, or another comparable State-approved, nationally recognized, and consensus-based guideline, standard, or system.

   The Department of Transportation Services supports certification such as the LEED for Building Design and Construction Version 4.0 as it mitigates Location and Transportation (LT) impacts including but not limited to: minimizing the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff; reducing pollution by promoting alternatives to conventionally

fueled automobiles; increasing access to quality transit; reducing Vehicle Miles Traveled (VMT) through the integration of bicycle facilities; and compact, walkable development that encourages a density and diversity of surrounding uses.

Thank you for the opportunity to review this matter. Should you have any questions, please contact Renee Yamasaki of my staff at 768-8383.

Very truly yours,



Wes Frysztacki
Director

2024 North King Street
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E-mail rmtowill@hawaii.rr.com

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Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Wes Frysztacki, Director
City and County of Honolulu
Department of Transportation Services
650 South King Street, 3rd Floor
Honolulu, HI 96813

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Ms. Renee Yamazaki

Dear Mr. Frysztacki,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated June 7, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. ***Transportation Assessment Report (TAR)***
    a. *The Project Summary (page vii) states that the project is completed and this document is being prepared after-the-fact. The current seating capacity for the restaurant is 114 seats, however, the Project Description (TAR, page 1) states that the proposed project will increase seating capacity to 354 seats. Provide clarification on the above and how the seating capacity will increase when the project is completed.*

The project is completed and the DEA was prepared as an after-the-fact document. The Hale'iwa Beach House (HBH) is currently operating at 114-seat capacity. The purpose of the project was to renovate and restore the restaurant and utilize the entire building, which has a 354-seating capacity (including 130 restaurant seats, 154 bar seats and 70 private dining seats). It should be emphasized that under normal operations a restaurant never fills all of its available seats at any given time because most tables accommodate four seats, yet many of the 4-seat tables are occupied by couples.

    b. *Pedestrian Traffic (page 5), should include a discussion of how the project complies with the Honolulu Complete Streets Design Manual relating to pedestrian crossing treatments.*

The Applicant will work with the Department of Transportation Services (DTS) and the Department of Planning and Permitting (DPP) to implement Complete Streets policies, in accordance with the Honolulu Complete Streets Design Manual. The Applicant will work with DTS and DPP on the installation of a new mid-block crosswalk across Kamehameha Highway; per the DPP, Traffic Review Branch's (TBR) recommendation. Additionally, the Applicant will provide DPP, TRB with information regarding street lighting, sight distance, and potential multi-modal traffic conflicts in the area to the City.

c. *The TAR has counts on vehicles and pedestrians, but not bicyclists. Include a section on bicycle counts and necessary mitigation measures and improvements.*

Existing bicycle counts on Kamehameha Highway are not significant; no mitigation measures are required. The TAR has been revised by the Traffic Engineer to address bicycle counts and is included in Appendix I of the FEA.

d. *Existing Weekday Peak Hour Traffic (page 8) includes a discussion on weekday traffic generated in both directions at the Haleiwa Beach House and Lokoea Driveways. The figures do not match with what is shown in Figure 3 (page 9).*

The TAR is revised to address your comment.

e. *Table 2 Trip Generation Characteristics (page 12) figures don't match with what is shown in Figures 5 and 6 (pages 13 and 14).*

The TAR is revised to address your comment.

f. *Recommended Mitigation Measures (page 15):*
   i. *The first measure states that Haleiwa Beach House should implement valet service to off-site parking area(s) and/or tandem parking. The DEA should include a plan of how this will be completed, including the location of the off-site parking area.*

The Applicant will monitor parking conditions during hours of operation and implement valet parking service when required. A site plan showing the layout of managed parking stalls is included in Section 3.3.1 of the FEA. No off-site parking is proposed.

   ii. *The second measure states that the City and County of Honolulu (City) should consider the installation of a midblock crosswalk across Kamehameha Highway. The developer should consider the installation of a midblock crosswalk and work with the City on additional pedestrian improvements that would be required.*

See the response above to comment 1.b.

2. ***Complete Streets.***
   The DEA should contain further discussion of compliance with County and State Complete Streets policies, pursuant to Act 54, Session Laws of Hawaii 2009, HRS §264-20.5 and ROH 12-15. The DEA should elaborate on how it will comply with Complete Streets policies, including specific adherence to the following key Complete Streets principles: safety, Context Sensitive Solutions, accessibility and mobility for all, use and comfort of all users, consistency of design guidelines and standards, energy efficiency, and health and green infrastructure.

See the response above to comment 1.b. Additionally, the Applicant is proposing frontage improvements similar to what is being contemplated for the City's Hale'iwa Shoulder and Walkway Improvements project.

3. ***Bike and Moped Parking.***
   A bike rack is included on the parking plan (page 2-13). Also include secure moped parking on the site and locate on the site plan. Include a description of the bike rack and secure moped parking location in the document.

The area designated for the bicycle rack will also be designated for secure moped parking. A description of the bicycle and moped parking is provided in the Final Environmental Assessment (FEA) and is indicated on Figure 3-9, Managed Parking Plan in Section 3.3.1.

4. ***Loading and Unloading.***
   a. *Under Pedestrian Conditions, Traffic (page 3-29), it states that on rare occasions, large delivery vehicles have to back out onto the highway shoulder to exit. Inform vendors to deliver with smaller vehicles to prevent reversing onto the highway.*
   b. *All loading and unloading needs, including service delivery and refuse vehicles should be handled on-site, rather than on City roadways. A description of how the delivery and refuse vehicles are safely maneuvering their vehicles on the property should be provided.*
   c. *The project should be designed to accommodate TheHandi-Van para-transit vehicles on-site, which require a minimum 31-foot turning radius, a 1 0-foot, 6-inch height clearance, and the ability to exit the area without reversing onto public roadways.*

The Applicant will inform vendors to deliver with smaller vehicles to prevent reversing onto the Kamehameha Highway, in as much as possible. The majority of the loading and unloading will occur during the early morning hours when the Hale'iwa Beach House (HBH) is closed, at which time the delivery trucks can safely maneuver on the property. This is standard practice for the service industry, not because of/or limited to parking issues, but because once an establishment opens for business, the staff is busy and has no time to stop work and receive deliveries. Should there be an unexpected late delivery, the HBH staff will direct the delivery vehicle(s) to the loading stall area in front of the HBH entrance should all the parking stalls be taken. The loading stall area is located adjacent to the loading dock at the side of the HBH. A description of how

delivery and refuse vehicles will safely maneuver on-site and reverse onto the Kamehameha Highway, as well as any modifications to the parking design, will be discussed in the FEA.

The project should be designed to accommodate TheHandi-Van para-transit vehicles on-site.

5. ***Sea Level Rise and Resilience.***
Infrastructure improvements located within areas potentially exposed to chronic flooding with sea level rise shall be subject to an in-depth analysis of the potential impacts of sea level rise on elevation, tolerance for risk, and the lifetime of the proposed structure or infrastructure. Any significant improvements within existing footprints should be dependent on established, resilient design guidelines, or otherwise be subject to relocation to a more suitable area.

The potential for chronic flooding with 3.2 feet of sea level rise (SLR-XA) shall be used as the vulnerability zone for planning purposes. Maps of the project area shall be provided for both the SLR-XA and flooded highways. The applicant shall recommend strategies and designs that increase the flood resiliency for new development or improvements within the SLR-XA that cannot be relocated, or seek opportunities to plan new development or projects well landward of the SLR-XA. See the following to determine vulnerability: http://www.pacioos.hawaii.edu/shoreline/slr-hawaii/

The FEA will reference the Hawaii Sea Level Rise Vulnerability and Adaptation Report, prepared by Tetra Tech, Inc. and the State of Hawai'i Department of Land and Natural Resources, Office of Conservation and Coastal Lands in 2017, and the Sea Level Exposure Area Map (SLR-XA) on the Sea Level Rise Viewer, maintained by the Pacific Islands Ocean Observing System (PacIOOS). Additionally, maps of the project area and adjacent highway, as impacted by 0.5, 1.0, 2.0 and 3.2 feet of sea level rise (SLR) shall be provided in the FEA. According to the SLR-XA, the HBH will not be impacted in 2050; however, the HBH parking lot will be impacted in 2075 and by 2100 the HBH will be impacted under the 3.2-foot SLR scenario.

The project involves the renovation of an existing two story building; the economic impact would be severe if the restaurant is required to improve the on-site infrastructure or to retreat to higher ground. The existing HBH structure has an estimated useful life of 30 years; therefore, it is likely that the HBH will be renovated or reconstructed or would have to completely retreat at a later date, to address the impacts of SLR. Currently, during extreme storm surges and weather conditions, the restaurant is closed down should there be a danger to the safety of the patrons and employees.

6. ***Priority Guidelines on Sustainability.***
In addressing priority guidelines on sustainability through HRS § 226-108, the Project should consider certification by a green building rating system, including but not limited to nationally recognized rating systems such as Leadership in Energy and Environmental Design (LEED), the Living Building Challenge, Green Globes, or another comparable

State-approved, nationally recognized, and consensus-based guideline, standard, or system.

The Department of Transportation Services supports certification such as the LEED for Building Design and Construction Version 4.0 as it mitigates Location and Transportation (L T) impacts including but not limited to: minimizing the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff; reducing pollution by promoting alternatives to conventionally fueled automobiles; increasing access to quality transit; reducing Vehicle Miles Traveled (VMT) through the integration of bicycle facilities; and compact, walkable development that encourages a density and diversity of surrounding uses.

The Applicant will consider the implementation of sustainability guidelines, standards and systems. The Applicant supports measures to educate and encourage HBH staff to make use of alternate modes of transportation, including transit, walking, skateboarding, bicycling and ride-sharing / carpooling. In addition, the Applicant will

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter will be included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

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

May 25, 2018

Ms. Michele Leong
Project Planner
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819-3494

Dear Ms. Leong:

Subject: Public Review of Draft Environmental Assessment
Haleiwa Beach House Renovation Project
62-540 Kamehameha Highway
Haleiwa, Hawaii 96712
Tax Map Key: 6-2-003: 014

In response to your letter dated May 4, 2018, regarding the abovementioned subject, the Honolulu Fire Department (HFD) requires that the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; Fire Code [FC] 2012 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1.)

   A fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; FC 2012 Edition, Section 18.2.3.2.1.)

2. A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter

constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; FC 2012 Edition, Section 18.3.1, as amended.)

3. The unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; FC 2012 Edition, Sections 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)

4. Submit civil drawings to the HFD for review and approval.

Should you have questions, please contact Battalion Chief Wayne Masuda of our Fire Prevention Bureau at 723-7151 or wmasuda@honolulu.gov.

Sincerely,

Socrates D Bratakos

SOCRATES D. BRATAKOS
Assistant Chief

SDB/TC:bh

2024 North King Street
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Planning
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Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Manuel P. Neves, Fire Chief
City and County of Honolulu
Honolulu Fire Department
636 South Street
Honolulu, HI 96813

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Mr. Wayne Masuda, Battalion Chief, Fire Prevention Bureau

Dear Mr. Neves,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 25, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; Fire Code [FC] 2012 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1.)*

   A fire department access road shall extend to within 50 feet of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; FC 2012 Edition, Section 18.2.3.2.1.)

The Applicant will ensure that the project complies with relevant provisions of the Uniform Fire Code (UFC), regarding fire department access for the purposes of emergency response. The Hale'iwa Beach House abuts the Kamehameha Highway ROW, which is 50 feet from the main entrance, providing access to the interior of the building.

2. *A water supply approved by the county, capable of supplying the required fire flow for fire protection, shall be provided to all premises upon which facilities or buildings, or portions thereof, are hereafter constructed, or moved into or within the county. When any portion of the facility or building is in excess of 150 feet from a water supply on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains capable of supplying the required fire*

flow shall be provided when required by the AHJ [Authority Having Jurisdiction]. (NFPA 1; FC 2012 Edition, Section 18.3.1, as amended.)

The Applicant will provide an adequate water supply for fire protection as required by the Honolulu Fire Department (HFD).

3. *The unobstructed width and unobstructed vertical clearance of a fire apparatus access road shall meet county requirements. (NFPA 1; FC 2012 Edition, Sections 18.2.3.4.1.1 and 18.2.3.4.1.2, as amended.)*

The Hale'iwa Beach House abuts the Kamehameha Highway ROW, which serves as unobstructed road for fire access.

4. *Submit civil drawings to the HFD for review and approval.*

The Applicant will submit civil drawings to the HFD for review and approval.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

POLICE DEPARTMENT

CITY AND COUNTY OF HONOLULU

801 SOUTH BERETANIA STREET · HONOLULU, HAWAII 96813
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KIRK CALDWELL
MAYOR

SUSAN BALLARD
CHIEF

JOHN D. McCARTHY
JONATHON GREMS
DEPUTY CHIEFS

OUR REFERENCE MT-AL

May 21, 2018

Ms. Michele Leong
R.M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

This is in response to your letter dated May 4, 2018, requesting comments on a Draft Environmental Assessment for the Haleiwa Beach House Renovation project.

Based on the information provided, this project should have no significant impact on the services or operations of the Honolulu Police Department at this time.

If there are any questions, please call Major Gregory Osbun Jr. of District 2 (Wahiawa) at 723-8703.

Thank you for the opportunity to review this project.

Sincerely,

MARK ISUYEMURA
Management Analyst VI
Office of the Chief

2024 North King Street
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Honolulu Hawaii 96819-3494
Telephone 808 842 1133
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R. M. TOWILL CORPORATION
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Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Mark Tsuyemura, Management Analyst VI
City and County of Honolulu
Honolulu Police Department
801 South Street
Honolulu, HI 96813

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Major Gregory Osbun Jr., District 2

Dear Mr. Tsuyemura,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 21, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *Based on the information provided, this project should have no significant impact on the services or operation of the Honolulu Police Department at this time.*

The Applicant acknowledges that the Honolulu Police Department has no comments at this time.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

Appendix J.3:
State of Hawai‘i

DAVID Y. IGE
GOVERNOR

RODERICK K. BECKER
COMPTROLLER

AUDREY HIDANO
DEPUTY COMPTROLLER

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

(P)1312.8

MAY 1 8 2018

Ms. Michele Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

Subject: Public Review of Draft Environmental Assessment for the Haleiwa Beach House Renovation Project
Haleiwa, Oahu, Hawaii
TMK: (1) 6-2-003: 014

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

If you have any questions, your staff may call Ms. Dora Choy of the Planning Branch at 586-0488.

Sincerely,

Audrey Hidano

for RODERICK K. BECKER
Comptroller

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Roderick K. Becker, Comptroller
State of Hawai'i
Department of Accounting and General Services
P.O. Box 119
Honolulu, HI 96810

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Ms. Dora Choy, Planning Branch

Dear Mr. Becker,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 18, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *The proposed proejct does not impact any of the Department of Accounting and General Services' projects or existing faciltiies and we have no comments to offfer at this time.*

The Applicant acknowledges that the Department of Accounting and General Services has no comments at this time.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for, Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

RECEIVED
LAND DIVISION
2018 MAY 14 PM 1:28
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

May 9, 2018

MEMORANDUM

TO: **DLNR Agencies:**
___Div. of Aquatic Resources
___Div. of Boating & Ocean Recreation
_X_ Engineering Division
___Div. of Forestry & Wildlife
___Div. of State Parks
_X_ Commission on Water Resource Management
___Office of Conservation & Coastal Lands
_X_ Land Division – Oahu District
_X_ Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Assessment (DEA) for **Haleiwa Beach House Renovation Project**
LOCATION: Haleiwa, Island of Oahu; TMK No. (1) 6-2-003:014
APPLICANT: A 6 LLC

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments by **June 5, 2018.**

The DEA can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on the Current Environmental Notice in the middle of the page.)

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

( ) We have no objections.
(X) We have no comments.
( ) Comments are attached.

Signed: Darlene Bryant-Takamatsu
Print Name: Darlene Bryant-Takamatsu
Date: 5/11/18

Attachments
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

18 MAY 10 AM 10:59 ENGINEERING

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

May 9, 2018

RECEIVED
LAND DIVISION
2018 MAY 18 AM 11:12
DEPT. OF LAND & NATURAL RESOURCES
STATE OF HAWAII

MEMORANDUM

FROM

TO:

DLNR Agencies:
__Div. of Aquatic Resources
__Div. of Boating & Ocean Recreation
X Engineering Division
__Div. of Forestry & Wildlife
__Div. of State Parks
X Commission on Water Resource Management
__Office of Conservation & Coastal Lands
X Land Division – Oahu District
X Historic Preservation

FROM: Russell Y. Tsuji, Land Administrator
SUBJECT: Draft Environmental Assessment (DEA) for **Haleiwa Beach House Renovation Project**
LOCATION: Haleiwa, Island of Oahu; TMK No. (1) 6-2-003:014
APPLICANT: A 6 LLC

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments by **June 5, 2018.**

The DEA can be found on-line at: http://health.hawaii.gov/oeqc/ (Click on the Current Environmental Notice in the middle of the page.)

If no response is received by this date, we will assume your agency has no comments. If you have any questions about this request, please contact Lydia Morikawa at 587-0410. Thank you.

additional

( ) We have no objections.
(✓) We have no comments.
( ) Comments are attached.

Signed: _____

Print Name: Carty S. Chang, Chief Engineer
Date: 5/14/18

Attachments
cc: Central Files

DAVID Y. IGE
GOVERNOR OF HAWAII

SUZANNE D. CASE
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION

POST OFFICE BOX 621
HONOLULU, HAWAII 96809

June 5, 2018

R. M. Towill Corporation
Attention: Ms. Michele Leong
2024 N. King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

SUBJECT: Draft Environmental Assessment (DEA) for **Haleiwa Beach House Renovation Project**

Thank you for the opportunity to review and comment on the subject matter. The Department of Land and Natural Resources' (DLNR) Land Division distributed or made available a copy of your report pertaining to the subject matter to DLNR Divisions for their review and comments.

At this time, enclosed are comments from the (a) Engineering Division and (b) Land Division – Oahu District on the subject matter. Should you have any questions, please feel free to call Lydia Morikawa at 587-0410. Thank you.

Sincerely,

Russell Y. Tsuji
Land Administrator

Enclosure(s)
cc: Central Files

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Russell Y. Tsuji, Land Administrator
State of Hawai'i
Department of Land and Natural Resources
P.O. Box 621
Honolulu, HI 96809

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Ms. Lydia Morikawa

Dear Mr. Tsuji,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated June 5, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

Land Division (LD) – O'ahu District

1. *We have no comments.*

The Applicant acknowledges that the Department of Land and Natural Resources (DLNR), LD (*O'ahu District*) has no comments at this time.

Engineering Division (ED)

1. *We have no additional comments.*

The Applicant acknowledges that the DLNR, ED has no comments at this time.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

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

In reply, please refer to:
File:

May 10, 2018

Ms. Michele Leong, Project Planner
R.M. Towill Corporation
2024 North King Street Suite 200
Honolulu, Hawaii 96819
Email: rmtowill@rmtowill.com

Dear Ms. Leong:

Subject: Public Review of Draft Environmental Assessment (DEA) for the Haleiwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
TMK: (1) 6-2-003:014

Thank you for allowing us the opportunity to provide comments for the subject project's DEA. The Wastewater Branch is waiting for the subject DEA to be finalized before approval to use of the wastewater treatment plant with design capacity of 10,000 gallons per day will be granted for the Haleiwa Beach House. We have no other comments to offer at this time.

Should you have any questions, please call Mr. Mark Tomomitsu of our office at 586-4294.

Sincerely,

SINA PRUDER, P.E., CHIEF
Wastewater Branch

LM/MST:lim

c: Ms. Kathy K. Sokugawa, Acting Director, C&C of Honolulu, DPP, **via mail**
Mr. Peter Oshiro, Sanitation Branch, via email
Ms. April Matsumura, DOH-WWB, PD Section, via email

DAVID Y. IGE
GOVERNOR OF HAWAII

VIRGINIA PRESSLER, M.D.
DIRECTOR OF HEALTH

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

In reply, please refer to:
File:

May 11, 2018

Ms. Michele Leong, Project Planner
R.M. Towill Corporation
2024 North King Street Suite 200
Honolulu, Hawaii 96819
Email: rmtowill@rmtowill.com

Dear Ms. Leong:

Subject: Public Review of Draft Environmental Assessment (DEA) for the Haleiwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
TMK: (1) 6-2-003:014

The Wastewater Branch is revising our response letter dated May 10, 2018 for the subject DEA.

The Wastewater Branch will grant approval to use of the wastewater treatment plant with design capacity of 10,000 gallons per day for the Haleiwa Beach House after the subject DEA is finalized and the Special Management Area permit is issued for the subject project.

Should you have any questions, please call Mr. Mark Tomomitsu of our office at 586-4294.

Sincerely,

SINA PRUDER, P.E., CHIEF
Wastewater Branch

LM/MST:lim

c: Ms. Kathy K. Sokugawa, Acting Director, C&C of Honolulu, DPP, **via mail**
Mr. Peter Oshiro, Sanitation Branch, via email
Ms. April Matsumura, DOH-WWB, PD Section, via email

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Ms. Sina Pruder, Chief
State of Hawai'i
Department of Health
Environmental Management Division
Wastewater Branch
2827 Waimano Home Road, Room 207
Pearl City, HI 96782

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Mr. Mark Tomomitsu

Dear Ms. Pruder,

On behalf of the Applicant, A 6 LLC, thank you for your letters dated May 10 and 11, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *The Wastewater Branch will grant approval to use of the wastewater treatment plant with design capacity of 10,000 gallons per day for the Haleiwa Beach House after the subject DEA is finalized and the Special Management Area permit is issued for the subject project.*

The Applicant acknowledges that the Department of Health, Environmental Management Division, Wastewater Branch will grant approval to the Applicant to utilize the Hale'iwa Beach House's wastewater treatment plant with a design capacity of 10,000 gallons per day, once the DEA is finalized and the Special Management Area permit is issued for the subject project.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

DAVID Y. IGE
GOVERNOR

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

JADE T. BUTAY
DIRECTOR

Deputy Director
ROY CATALANI
ROSS M. HIGASHI
EDWIN H. SNIFFEN
DARRELL T. YOUNG

IN REPLY REFER TO:
DIR 0547
HWY-PS 2.7688

June 8, 2018

Ms. Michele Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Dear Ms. Leong:

Subject: Draft Environmental Assessment (DEA)
Haleiwa Beach House Renovation Project
Oahu, Haleiwa, TMK: (1) 6-2-003: 014

The applicant, A 6 LLC, proposed various improvements and renovations to its facility, Haleiwa Beach House (HBH), an existing restaurant, located along Kamehameha Highway in Haleiwa. It was subsequently determined that the improvements and renovations, completed by 2016, that certain assumptions regarding scope, cost, and applicability of some permits were incorrect. The DEA is in response to obtaining the proper permits after-the-fact.

The DEA is being prepared due to Hawaii Revised Statutes Chapter 205A-41, Chapter 343, and Revised Ordinance of Honolulu Chapter 25.

The Hawaii Department of Transportation has reviewed the DEA and determined that HBH is located along a portion of Kamehameha Highway that is under the jurisdiction of the City and County of Honolulu. Further, the DEA traffic assessment indicated relatively good Level of Service at the nearest intersection to Joseph P Leong Highway, State Route 83, which indicated that the project was not anticipated to have a significant impact to State Highway facilities.

If there are any questions, please contact Ken Tatsuguchi, Engineering Program Manager, Highways Division, Planning Branch, at (808) 587-1830. Please reference file review number 2017-045.

Sincerely,

JADE T. BUTAY
Director of Transportation

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
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Surveying
Construction Management

May 4, 2019

Mr. Jade T. Butay, Director
State of Hawai'i
Department of Transportation
869 Punchbow Street
Honolulu, HI 96813-5097

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Mr. Ken Tatsuguchi, Engineering Progam Manager

Dear Mr. Butay,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated June 8, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *The Hawaii Department of Transportation has reviewed the DEA and determined that HBH is located along a portion of Kamehameha Highway that is under the jurisdiction of the City and County of Honolulu. Further, the DEA traffic assessment indicated relatively good Level of Service at the nearest intersection to Joseph P Leong Highway, State Route 83, which indicated that the project was not anticipated to have a significant impact to State Highway facilities.*

The Applicant acknowledges the Department of Transportation's determination that the portion of Kamehameha Highway fronting the subject property, is under the jurisdiction of the City and County of Honolulu.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

OFFICE OF PLANNING
STATE OF HAWAII

DAVID Y. IGE
GOVERNOR

LEO R. ASUNCION
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/

DTS 201805241536BE

May 25, 2018

Ms. Michele Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, HI 96819

Dear Ms. Leong:

Subject: Draft Environmental Assessment for the Hale'iwa Beach House Renovation Project, Hale'iwa, O'ahu, Hawai'i; Tax Map Key: (1) 6-2-003: 014

Thank you for the opportunity to provide comments on the Draft Environmental Assessment (Draft EA), received May 7, 2018, for the completed Hale'iwa Beach House (HBH) Renovation Project in Hale'iwa, North Shore of O'ahu.

According to the Draft EA, the Department of Planning and Permitting, City and County of Honolulu, has determined that the renovation work, which was previously approved under Special District (SD) Minor Permits No. 2014-SDD-27 and No. 2015-SDD-25, constitutes major additions and alterations to the HBH restaurant structure, and triggers requirements for a SD Major Permit. The total cost for the renovation project, estimated at $2,997,728.00, triggers requirements for a Special Management Area (SMA) Use Permit.

The applicant, A 6 LLC, is applying for an after-the-fact SMA Use Permit and SD Major Permit for the subject renovation project. The renovations include interior and exterior building renovations, site work for parking and loading spaces, landscaping, irrigation system, and a sewage treatment facility, including a Wastewater Treatment Plant (WWTP), generator and two new seepage beds. All renovation work and the first floor covered deck addition were completed by March 2016, and the new WWTP and related site work were completed in November 2016. Use of the new WWTP, and additional site work to complete the parking lot and landscaping are pending approval of the SMA Use Permit and the SD Major Permit.

The EA is required to meet assessment requirements for the subject SMA Use Permit application, pursuant to Chapter 25, Revised Ordinances of Honolulu.

The Office of Planning (OP) has reviewed the Draft EA and has the following comments to offer:

1. As stated by the Draft EA, page 3-2, all major construction activities are completed. Remaining construction work consists of paving, landscaping, WWTP fence relocation and signage. The applicant and contractors shall implement site-specific best management practices, including protection of stockpiles, erosion control blankets and filter socks, as appropriate, to confine any remaining construction activities, and prevent discharge of sediments and potential polluted runoff from adversely impacting the coastal ecosystem, and State waters as specified in Hawai'i Administrative Rules Chapter 11-54.

2. Surface waters near the project site include Loko ea fishpond, 'Uko'a fishpond, Anahulu Stream, and Waialua Bay. The Final EA should specifically provide a vegetation landscape plan, and discuss how on-site vegetation landscaping, including existing and proposed additional landscaping, will be developed and maintained through the life of the HBH restaurant structure to stabilize soils, and promote storm water infiltration.

3. Sea level rise from climate change will increase the risk of flooding and coastal erosion during the life of the HBH restaurant improvements. The Draft EA, pages 3-1 and 3-2, applied the U.S. Army Corps of Engineers Sea Level Change Curve Calculator for sea level rise risk assessment. The OP recommends that the Final EA further refer to the findings of the Hawaii Sea Level Rise Vulnerability and Adaptation Report 2017, prepared by the Hawaii Climate Change Mitigation and Adaptation Commission. The Report particularly identifies a 3.2 foot sea level rise exposure area across the six islands including O'ahu, to depict hazards that may occur in the mid to latter half of the 21st century.

4. OP concurs the determination from the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD) that the remains excavated from the project construction shall be reburied as close as possible to where they originated, or in a more appropriate location in a grassy landscaped, low-traffic area on the subject property in accordance with the reburial location documented in SHPD's database as SIHP No. 50-80-04-08047. Should any archaeological or cultural resources, or burials be discovered during new ground excavation, all construction shall be ceased immediately. Subsequent work shall proceed only upon an archaeological clearance from the SHPD.

5. Act 120, Session Laws of Hawai'i (SLH) 2013, made permanent Act 160, SLH 2010. **Beach Protection** from the subject Draft EA, page 4-11, should be discussed by referring to Hawaii Revised Statutes (HRS) § 205A-2(c)(9), as amended, as follows:
   (9) Beach protection
   - *(A) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;*
   - *(B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities;*
   - *(C) Minimize the construction of public erosion-protection structures seaward of the shoreline.*
   - *(D) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and*
   - *(E) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.*

6. Page 4-12, the Draft EA states that the endangered Hawaiian duck, wedge-tailed shearwater may be found near the project vicinity, and the federally threatened sea turtle may nest or bask on the nearby beach park shoreline. Please note that exterior lighting and lamp posts associated with the proposed project shall be cut-off luminaries to provide the necessary shielding to lessen possible seabird strikes. No artificial light, except as provided in HRS §§ 205A-30.5(b) and 205A-71(b), shall be directed to travel across property boundaries toward the shoreline and ocean waters.

If you have any questions regarding this comment letter, please contact Shichao Li of our office at (808) 587-2841.

Sincerely,

Leo R. Asuncion
Director

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Leo R. Asuncion Jr., AICP, Director
State of Hawai'i
Department of Business, Economic Development and Tourism
Office of Planning
P.O. Box 2359
Honolulu, HI 96804

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Attn: Shichao Li, Planner

Dear Mr. Asuncion Jr.,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 25, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *According to the Draft EA, the Department of Planning and Permitting, City and County of Honolulu, has determined that the renovation work, which was previously approved under Special District (SD) Minor Permits No. 2014-SDD-27 and No. 2015-SDD-25, constitutes major additions and alterations to the HBH restaurant structure, and triggers requirements for a SD Major Permit. The total cost for the renovation project, estimated at $2,997,728.00, triggers requirements for a Special Management Area (SMA) Use Permit. The EA is required to meet assessment requirements for the subject SMA Use Permit application, pursuant to Chapter 25, Revised Ordinances of Honolulu.*

The Applicant acknowledges that the project triggers the requirement for a Special Management Area Use (SMA) Permit, and that the EA is required to meet the assessment requirements for the subject SMA Use Permit.

2. *As stated by the Draft EA, page 3-2, all major construction activities are completed. Remaining construction work consists of paving, landscaping, WWTP fence relocation and signage. The applicant and contractors shall implement site-specific best management practices, including protection of stockpiles, erosion control blankets and filter socks, as appropriate, to confine any remaining construction activities, and prevent discharge of sediments and potential polluted runoff from adversely impacting the*

coastal ecosystem, and State waters as specified in Hawai'i Administrative Rules Chapter 11-54.

During construction, the General Contractor will employ site-specific best management practices to stabilize soils and prevent sediment or other pollutants from discharging in construction storm water runoff from the site, as specified in Hawai'i Administrative Rules Chapter 11-54.

3. *Surface waters near the project site include Loko ea fishpond, 'Uko'a fishpond, Anahulu Stream, and Waialua Bay. The Final EA should specifically provide a vegetation landscape plan, and discuss how on-site vegetation landscaping, including existing and proposed additional landscaping, will be developed and maintained through the life of the HBH restaurant structure to stabilize soils, and promote storm water infiltration.*

The project site is currently stabilized by a combination of asphalt pavement, gravel and landscape vegetation. Vegetation and gravel landscaping are forms of Low Impact Development treatments which serve to slow surface runoff velocities, capture sediments in storm water runoff, promote infiltration, and thereby protect water quality in nearby surface waters. The completed renovations at the Hale'iwa Beach House (HBH) decreased impermeable surfaces in the front of the restaurant by replacing concrete and outdoor floor tiling with landscape. A site plan illustrating existing and additional proposed vegetation landscape will be included in the Final Environmental Assessment (FEA).

4. *Sea level rise from climate change will increase the risk of flooding and coastal erosion during the life of the HBH restaurant improvements. The Draft EA, pages 3- 1 and 3-2, applied the U.S. Army Corps of Engineers Sea Level Change Curve Calculator for sea level rise risk assessment. The OP recommends that the Final EA further refer to the findings of the Hawaii Sea Level Rise Vulnerability and Adaptation Report 2017, prepared by the Hawaii Climate Change Mitigation and Adaptation Commission. The Report particularly identifies a 3.2 foot sea level rise exposure area across the six islands including O'ahu, to depict hazards that may occur in the mid to latter half of the 21st century.*

The FEA will reference the Hawaii Sea Level Rise Vulnerability and Adaptation Report, prepared by Tetra Tech, Inc. and the State of Hawai'i Department of Land and Natural Resources, Office of Conservation and Coastal Lands in 2017, and the Sea Level Exposure Area Map (SLR-XA) on the Sea Level Rise Viewer, maintained by the Pacific Islands Ocean Observing System (PacIOOS). Additionally, maps of the project area and adjacent highway, as impacted by 0.5, 1.0, 2.0 and 3.2 feet of sea level rise (SLR) shall be provided in the FEA. According to the SLR-XA, the HBH will not be impacted in 2050; however, the HBH parking lot will be impacted in 2075 and by 2100 the HBH will be impacted under the 3.2-foot SLR scenario.

5. *OP concurs the determination from the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD) that the remains excavated from the project construction shall be reburied as close as possible to where they originated, or in a more appropriate location in a grassy landscaped, low-traffic area on the subject*

property in accordance with the reburial location documented in SHPD's database as SIHP No. 50-80-04-08047. Should any archaeological or cultural resources, or burials be discovered during new ground excavation, all construction shall be ceased immediately. Subsequent work shall proceed only upon an archaeological clearance from the SHPD.

As directed by the Department of Planning and Permitting, the Applicant is preparing and will submit a State Historic Preservation Division (SHPD), Hawai'i Revised Statues (HRS) 6E Submittal Form and supporting documents to SHPD, with DPP's Deputy Director, Mr. Timothy Hiu as the point of contact for the City, as required by SHPD procedures and standard practice.

6. *Act 120, Session Laws of Hawai'i (SLH) 2013, made permanent Act 160, SLH 2010.* ***Beach Protection*** *from the subject Draft EA, page 4-11, should be discussed by referring to Hawaii Revised Statutes (HRS) § 205A-2(c)(9), as amended, as follows:*
   (9) Beach protection
      (A) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;
      (B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities;
      (C) Minimize the construction of public erosion-protection structures seaward of the shoreline.
      (D) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and
      (E) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.

Section 4.1.3 in the DEA addressed HRS §205A-2(c)(9)(A), (B) and (C). The FEA will address criteria (D) and (E) as well. Regarding criterion (D) and (E), the project is located mauka from Kamehameha Highway and is not within a beach transit corridor; therefore, the project vegetation will not be a public nuisance or interfere or encroach upon a beach transit corridor.

7. *Page 4-12, the Draft EA states that the endangered Hawaiian duck, wedge-tailed shearwater may be found near the project vicinity and the federally threatened sea turtle may nest or bask on the nearby beach park shoreline. Please note that exterior lighting and lamp posts associated with the proposed project shall be cut-off luminaries to provide the necessary shielding to lessen possible seabird strikes. No artificial light, except as provided in HRS §§ 205A-30.5(b) and 205A-71(b), shall be directed to travel across property boundaries toward the shoreline and ocean waters.*

Currently, during the HBH's hours of operation, all exterior nighttime lighting is shielded and angled downward to prevent nighttime glare from disorienting or disrupting flight patterns of seabirds.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

Appendix J.4:
Federal

From:	Koskelo, Vera B CIV (US)
To:	Michele Leong
Subject:	Corps No Permit Required documentation for POH-2017-00052 (Haleiwa Beach House, Haleiwa, Oahu Hawaii) DEA
Date:	Wednesday, June 06, 2018 4:16:22 PM
Attachments:	Dry Land AJD Form.pdf POH-2017-00052 NPR.PDF Encl 2__2017-00052 AOR.PDF Encl 3_2017-00052 NAP and RFA Form.pdf

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Aloha Michele,
This email is the U.S. Army Corps of Engineers (Corps) Honolulu District Regulatory Branch's response to the May 4, 2018 request for comments on the proposed Haleiwa Beach House Draft Environmental Assessment. Please see the Corps No Permit Required documentation and AJD, attached.

Note: Please do not complete or sign the Request for Appeals form (Enclosure 3) unless you wish to request an appeal of the Approved Jurisdictional Determination for the subject project.

The Honolulu District, Regulatory Branch is digitally transmitting the attached documentation for your convenience. Please print a copy of the document(s) and retain for your records. If you are unable to print the documentation and require a hard copy mailed to you, please notify me at your earliest convenience.

The Regulatory Branch is committed to providing the highest level of customer service. I value your comments and appreciate you contacting me if you have any comments/concerns regarding our customer service.

Thank you,

Vera Koskelo
Biologist
Project Manager
Honolulu District
U.S. Army Corps of Engineers
Building 230
Fort Shafter, Hawaii 96858-5440
808-835-4310
Vera.B.Koskelo@usace.army.mil

DRY LAND APPROVED JURISDICTIONAL DETERMINATION FORM[1]
U.S. Army Corps of Engineers

This form should be completed by following the instructions provided in Section IV of the JD Form Instructional Guidebook.

SECTION I: BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR APPROVED JURISDICTIONAL DETERMINATION (JD): April 17, 2017

B. DISTRICT OFFICE, FILE NAME, AND NUMBER: Haleiwa Beach House POH-2017-00052

C. PROJECT LOCATION AND BACKGROUND INFORMATION:

State: Hawaii County/parish/borough: Oahu City: Haleiwa
Center coordinates of site (lat/long in degree decimal format): Lat. 21.35.45.50 °, Long. -158.06.09.81 °
Universal Transverse Mercator: UTM Zone 4 N
Name of nearest waterbody: Pacific Ocean
Name of watershed or Hydrologic Unit Code (HUC): 200600000104 Anahulu River

☑ Check if map/diagram of review area is available upon request.

☐ Check if other sites (e.g., offsite mitigation sites, disposal sites, etc…) are associated with this action and are recorded on a different JD form.

D. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☑ Office (Desk) Determination. Date: April 10, 2017

☐ Field Determination. Date(s):

SECTION II: SUMMARY OF FINDINGS

A. RHA SECTION 10 DETERMINATION OF JURISDICTION.

There **are no** "*navigable waters of the U.S.*" within Rivers and Harbors Act (RHA) jurisdiction (as defined by 33 CFR part 329) in the review area.

B. CWA SECTION 404 DETERMINATION OF JURISDICTION.

There **are no** "*waters of the U.S.*" within Clean Water Act (CWA) jurisdiction (as defined by 33 CFR part 328) in the review area.

SECTION III: DATA SOURCES.

A. SUPPORTING DATA. Data reviewed for JD (check all that apply - checked items shall be included in case file and, where checked and requested, appropriately reference sources below):

- ☑ Maps, plans, plots or plat submitted by or on behalf of the applicant/consultant: Project Location Map
- ☐ Data sheets prepared/submitted by or on behalf of the applicant/consultant.
  - ☐ Office concurs with data sheets/delineation report.
  - ☐ Office does not concur with data sheets/delineation report.
- ☐ Data sheets prepared by the Corps:
- ☐ U.S. Geological Survey Hydrologic Atlas:
  - ☐ USGS NHD data.
  - ☐ USGS 8 and 12 digit HUC maps.
- ☐ U.S. Geological Survey map(s). Cite scale & quad name:
- ☐ USDA Natural Resources Conservation Service Soil Survey. Citation:
- ☐ National wetlands inventory map(s). Cite name:
- ☐ State/Local wetland inventory map(s):
- ☐ FEMA/FIRM maps:
- ☐ 100-year Floodplain Elevation is: (National Geodectic Vertical Datum of 1929)
- ☑ Photographs: ☑ Aerial (Name & Date): Google Earth Pro
  - ☐ or ☐ Other (Name & Date):
- ☐ Previous determination(s). File no. and date of response letter:
- ☐ Applicable/supporting case law:
- ☐ Applicable/supporting scientific literature:
- ☐ Other information (please specify):

B. REQUIRED ADDITIONAL COMMENTS TO SUPPORT JD. EXPLAIN RATIONALE FOR DETERMINATION THAT THE REVIEW AREA ONLY INCLUDES DRY LAND: Project is in all uplands. No water features are on the parcel of land.

[1] This form is for use only in recording approved JDs involving dry land. It extracts the relevant elements of the longer approved JD form in use since 2007 for aquatic areas and adds no new fields.

NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Haleiwa Beach House c/o Ms. Michele Leong, RM Towill Corporation 2024 North King Street, Suite 200, Honolulu, HI 96819	File Number: POH-2017-00052	Date: June 06, 2018

Attached is:		See Section below
	INITIAL PROFFERED PERMIT (Standard Permit or Letter of Permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of Permission)	B
	PERMIT DENIAL	C
x	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

SECTION I - The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at http://www.usace.army.mil/CECW/Pages/reg_materials.aspx or Corps regulations at 33 CFR Part 331.

A. INITIAL PROFFERED PERMIT: You may accept or object to the permit.

- ACCEPT: If you received a Standard Permit or a Letter of Permission (LOP), you may sign the permit document and return it to the district commander for final authorization. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- OBJECT: If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the district commander. Your objections must be received by the district commander within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the district commander will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the district commander will send you a proffered permit for your reconsideration, as indicated in Section B below.

B. PROFFERED PERMIT: You may accept or appeal the permit

- ACCEPT: If you received a Standard Permit or a Letter of Permission (LOP), you may sign the permit document and return it to the district commander for final authorization. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- APPEAL: If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

C. PERMIT DENIAL: You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.

D. APPROVED JURISDICTIONAL DETERMINATION: You may accept or appeal the approved JD or provide new information.

- **ACCEPT: You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.**
- **APPEAL: If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the division commander. This form must be received by the division commander within 60 days of the date of this notice.**

E. PRELIMINARY JURISDICTIONAL DETERMINATION: You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT

REASONS FOR APPEAL OR OBJECTIONS: (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

ADDITIONAL INFORMATION: The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

POINT OF CONTACT FOR QUESTIONS OR INFORMATION:

If you have questions regarding this decision and/or the appeal process you may contact:	If you only have questions regarding the appeal process you may also contact:
Honolulu District, U.S. Army Corps of Engineers Regulatory Office, CEPOH-RO Building 230 Fort Shafter, Hawaii 96858-5440 808-835-4303	Kate Bliss Regulatory Program Manager U.S. Army Corps of Engineers, Pacific Ocean Division Building 525 Fort Shafter, HI 96858-5440 808-835-4626 Kate.m.bliss@usace.army.mil

RIGHT OF ENTRY: Your signature below grants the right of entry to Corps of Commanders personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15-day notice of any site investigation, and will have the opportunity to participate in all site investigations.

	Date:	Telephone number:
_____ Signature of appellant or agent.		

2024 North King Street
Suite 200
Honolulu Hawaii 96819-3494
Telephone 808 842 1133
Fax 808 842 1937
E-mail rmtowill@hawaii.rr.com

R. M. TOWILL CORPORATION
SINCE 1930

Planning
Engineering
Environmental Services
Photogrammetry
Surveying
Construction Management

May 4, 2019

Mr. Tunis W. McElwain, Chief
Department of the Army
U.S. Army Corps of Engineers
Honolulu District Regulatory Office, Building 230
Fort Shafter, HI 96858-5440

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014
Department of the Army File No. POH-2017-00052

Attn: Ms. Vera Koskelos, Biologist and Project Manager

Dear Mr. Shane McCoy,

On behalf of the Applicant, A 6 LLC, thank you for your email dated June 6, 2018, commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *Please see the Corps No Permit Required documentation and AJD, attached.*

The Applicant thanks the Corps for the No Permit Required and Approved Jurisdictional Determination documentation.

2. *Note: Please do not complete or sign the Request for Appeals form (Enclosure 3) unless you wish to request an appeal of the Approved Jurisdictional Determination for the subject project.*

The Applicant understands.

3. *The Honolulu District, Regulatory Branch is digitally transmitting the attached documentation for your convenience. Please print a copy of the document(s) and retain for your records. If you are unable to print the documentation and require a hard copy mailed to you, please notify me at your earliest convenience.*

The Applicant will print a copy of the documents and retain them.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the Final Environmental Assessment. Should you have any

questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

for: Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96850

In Reply Refer To:
01EPIF00-2018-TA-0307

May 23, 2018

Ms. Michele Leong
R. M. Towill Corporation
2024 North King Street, Suite 200
Honolulu, Hawaii 96819

Subject: Draft Environmental Assessment for the Haleiwa Beach House Renovation Project, Oahu

Dear Ms. Leong:

Thank you for your recent correspondence requesting technical assistance on species biology, habitat, or life requisite requirements. The Pacific Islands Fish and Wildlife Office (PIFWO) of the U.S. Fish and Wildlife Service (Service) appreciates your efforts to avoid or minimize effects to protected species associated with your proposed actions. We provide the following information for your consideration under the authorities of the Endangered Species Act (ESA) of 1973 (16 U.S.C. 1531 *et seq.*), as amended and Migratory Bird Treaty Act of 1918 (16 U.S.C. 703-712).

Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the '**Occurs In or Near Project Area'** column. Please note, this list is not comprehensive and should only be used for general guidance.

If you are representing a federal action agency, please use the official species list on our web-site for your section 7 consultation. You can find out if your project occurs in or near designated critical habitat here: https://ecos.fws.gov/ipac/.

Under section 7 of the ESA, it is the Federal agency's (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project "may affect" federally listed species or designated critical habitat. A "may affect, not likely to adversely affect" determination is appropriate when effects to federally listed species are expected to be discountable (*i.e.*, unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a "may affect, likely to adversely affect" determination is made, then the Federal agency must initiate formal

consultation with the Service. Projects that are determined to have "no effect" on federally listed species and/or critical habitat do not require additional coordination or consultation.

Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a "may affect, not likely to adversely affect" determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats, and defines measures to minimize and mitigate those adverse effects.

We appreciate your efforts to conserve endangered species. We regret that we cannot provide you with more specific protected species information for your project site. If you have questions that are not answered by the information on our website, you can contact PIFWO at (808) 792-9400 and ask to speak to the lead biologist for the island where your project is located.

Sincerely,

AARON NADIG

Digitally signed by AARON NADIG
Date: 2018.05.23 10:30:23 -10'00'

Island Team Manager
Pacific Islands Fish and Wildlife Office

The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. For your guidance, we've marked species that may occur in the vicinity of your project

Scientific Name	Common Name / Hawaiian Name	Federal Status	Occurs In or Near Project Area
Mammals			
Lasiurus cinereus semotus	Hawaiian hoary bat/ `ōpe`ape`a	E	☒
Reptiles			
Chelonia mydas	Green sea turtle/honu - Central North Pacific DPS	T	☒
Erectmochelys imbricate	Hawksbill sea turtle/ honu`ea	E	☐
Birds			
Anas wyvilliana	Hawaiian duck/ koloa	E	☒
Branta sandvicensis	Hawaiian goose/ nēnē	E	☐
Fulica alai	Hawaiian coot/ `alae kea	E	☒
Gallinula galeata sandvicensis	Hawaiian gallinule/ `alae `ula	E	☒
Himantopus mexicanus knudseni	Hawaiian stilt/ ae`o	E	☒
Oceanodroma castro	Band-rumped storm-petrel/ `akē`akē	E	☐
Pterodroma sandwichensis	Hawaiian petrel/ `ua`u	E	☒
Puffinus auricularis newelli	Newell's shearwater/ `a`o	T	☒
Ardenna pacificus	Wedge-tailed Shearwater/ `ua`u kani	MBTA	☒
Gygis alba	White Tern/ manu-o-kū	MBTA	☐
Buteo solitarius	Hawaiian hawk/ ʻio	E	☐
Insects			
Manduca blackburni	Blackburn's sphinx moth	E	☐
Megalagrion pacificum	Damselfly, Pacific Hawaiian	E	☐
M. xanthomelas	Damselfly, Orangeblack	E	☐

Below are our general conservation measures to avoid and minimize potential impacts to federally listed species that may occur in your project area:

Endangered Hawaiian hoary bat (*Lasiurus cinereus semotus*): The Hawaiian hoary bat roosts in both exotic and native woody vegetation across all islands and will leave young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that young bats could inadvertently be harmed or killed since they are too young to fly or may not move away. Additionally, Hawaiian hoary bats forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid and minimize impacts to the endangered Hawaiian hoary bat we recommend you incorporate the following applicable measures into your project description:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).
- Do not use barbed wire for fencing.

Endangered Hawaiian petrel (*Pterodroma sandwichensis*), Threatened Newell's shearwater (*Puffinus auricularis newelli*), and Endangered Band-rumped storm-petrel (*Oceanodroma castro*): Newell's shearwaters are found in the highest densities on Kauai with lower densities on all of the other islands, except Lanai. Hawaiian Petrel populations are greatest on Maui, Lanai, and Kauai with lower densities on Hawaii and Molokai. Band-rumped storm-petrels are found in low densities throughout the islands. All islands may experience overflight at night.

For all projects, Hawaiian seabirds may traverse the project area at night during the breeding, nesting and fledging seasons (March 1 to December 15). Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable.

To avoid and minimize potential project impacts to seabirds we recommend you incorporate the following applicable measures into your project description:

- Fully shield all outdoor lights so the bulb can only be seen from below bulb height and only use when necessary.
- Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

Endangered Hawaiian waterbirds (Hawaiian stilt, *Himantopus mexicanus knudseni*; Hawaiian coot, *Fulica alai*; Hawaiian common gallinule, *Gallinula galeata sandvicensis*; Hawaiian duck, *Anas wyvilliana*): Listed Hawaiian waterbirds are found in fresh and brackish-water marshes and natural or man-made ponds. Hawaiian stilts may also be found wherever ephemeral or persistent standing water may occur. Threats to these species include non-native predators, habitat loss, and habitat degradation. Hawaiian ducks are also subject to threats from

hybridization with introduced mallards. While the Hawaiian stilt, Hawaiian coot, and Hawaiian duck may be found on all islands, the Hawaiian common gallinule is restricted to Kauai and Oahu.

If your project may create, either purposefully or inadvertently, any kind of standing water as part of the project activities, including excavation or grading for construction or roadwork, then it may attract Hawaiian waterbirds to the site. In particular, the Hawaiian stilt is known to nest in sub-optimal locations (e.g. any ponding water), if water is present. Hawaiian waterbirds attracted to sub-optimal habitat may suffer adverse impacts, such as predation and reduced reproductive success, and thus the project may create an attractive nuisance. Therefore, we recommend you work with our office during project planning so that we may assist you in developing measures to avoid impacts to listed species (e.g., fencing, vegetation control, predator management).

To avoid and minimize potential project impacts to Hawaiian waterbirds we recommend you incorporate the following applicable measures into your project description:

- In areas where waterbirds are known to be present, post and implement reduced speed limits, and inform project personnel and contractors about the presence of endangered species on-site.
- If water resources are located within or adjacent to the project site, incorporate the applicable best management practices regarding work in aquatic environments into the project design.
- Have a biological monitor that is familiar with the species' biology conduct Hawaiian waterbird nest surveys where appropriate habitat occurs within the vicinity of the proposed project site prior to project initiation. Repeat surveys again within 3 days of project initiation and after any subsequent delay of work of 3 or more days (during which the birds may attempt to nest). If a nest or active brood is found:
  - Contact the Service within 48 hours for further guidance.
  - Establish and maintain a 100-foot buffer around all active nests and/or broods until the chicks/ducklings have fledged. Do not conduct potentially disruptive activities or habitat alteration within this buffer.
  - Have a biological monitor that is familiar with the species' biology present on the project site during all construction or earth moving activities until the chicks/ducklings fledge to ensure that Hawaiian waterbirds and nests are not adversely impacted.

Threatened (Central North Pacific Distinct Population Segment (DPS); Hawaii and Johnston Atoll) and Endangered ((Central West Pacific DPS; Mariana Archipelago and Wake NWR) and Central South Pacific DPS: American Samoa, Palmyra, Kingman, Howland, Baker and Jarvis NWR)) Green sea turtles (*Chelonia mydas*) and Endangered Hawksbill sea turtle (*Eretmochelys imbricata*) (collectively referred to as sea turtles): The Service consults on sea turtles and their use of terrestrial habitats (beaches where nesting and/or basking is known to occur), whereas the National Marine Fisheries Service (NMFS) consults on sea turtles and their use of off-shore and open ocean habitats. We recommend that you consult with NMFS regarding the potential impacts from the proposed project to sea turtles in off-shore and open ocean habitats.

Green sea turtles may nest on any sandy beach area in the Pacific Islands. Hawksbill sea turtles exhibit a wide tolerance for nesting substrate (ranging from sandy beach to crushed coral) with nests typically placed under vegetation. Both species exhibit strong nesting site fidelity. Nesting for the Central North Pacific DPS occurs on beaches from May through September, peaking in June and July, with hatchlings emerging through November and December. In the Marianas, nesting may occur anytime throughout the year, with a peak between April and September. In American Samoa, the nesting and hatching season runs from October to March.

Construction on, or in the vicinity of, beaches can result in sand and sediment compaction, sea turtle nest destruction, beach erosion, contaminant and nutrient runoff, and an increase in direct and ambient light pollution which may disorient hatchlings or deter nesting females. Off-road vehicle traffic may result in direct impacts to sea turtles and nests, and also contributes to habitat degradation through erosion and compaction.

Projects that alter the natural beach profile, such as nourishment and hardening, including the placement of seawalls, jetties, sandbags, and other structures, are known to reduce the suitability of on-shore habitat for sea turtles. These types of projects often result in sand compaction, erosion, and additional sedimentation in nearshore habitats, resulting in adverse effects to the ecological community and future sea turtle nests. The hardening of a shoreline increases the potential for erosion in adjacent areas, resulting in subsequent requests to install stabilization structures or conduct beach nourishment in adjacent areas. Given projected sea level rise estimates, the likelihood of increase in storm surge intensity, and other factors associated with climate change, we anticipate that beach erosion will continue and likely increase.

Where possible, projects should consider alternatives that avoid the modification or hardening of coastlines. Beach nourishment or beach hardening projects should evaluate the long-term effect to sea turtle nesting habitat and consider the cumulative effects.

To avoid and minimize project impacts to sea turtles and their nests we recommend you incorporate the following applicable measures into your project description:

- No vehicle use on or modification of the beach/dune environment during the sea turtle nesting or hatching season (May to December for Hawaii; throughout the year in the Marianas; October to March for American Samoa).
- Do not remove native dune vegetation.
    - Incorporate applicable best management practices regarding Work in Aquatic Environments (see separate document) into the project design.
    - Have a biologist familiar with sea turtles conduct a visual survey of the project site to ensure no basking sea turtles are present.
        - If a basking sea turtle is found within the project area, cease all mechanical or construction activities within 100 feet until the animal voluntarily leaves the area.
        - Cease all activities between the basking turtle and the ocean.
    - Remove any project-related debris, trash, or equipment from the beach or dune if not actively being used.

- Do not stockpile project-related materials in the intertidal zone, reef flats, or stream channels.

Lighting: Optimal nesting habitat is a dark beach free of barriers that restrict sea turtle movement. Nesting turtles may be deterred from approaching or laying successful nests on lighted or disturbed beaches. They may become disoriented by artificial lighting, leading to exhaustion and placement of a nest in an inappropriate location (such as at or below the high tide line). Hatchlings that emerge from nests may also be disoriented by artificial lighting. Inland areas visible from the beach should be sufficiently dark to allow for successful navigation to the ocean.

To avoid and minimize project impacts to sea turtles from lighting we recommend incorporating the following applicable measures into your project description:

- Avoid nighttime work during the nesting and hatching season (May to December for Hawaii; throughout the year in the Marianas; October to March for American Samoa).
- Minimize the use of lighting and shield all project-related lights so the light is not visible from any beach.
    - If lights can't be fully shielded or if headlights must be used, fully enclose the light source with light filtering tape or filters.
- Incorporate design measures into the construction or operation of buildings adjacent to the beach to reduce ambient outdoor lighting such as:
    - tinting or using automatic window shades for exterior windows that face the beach;
    - reducing the height of exterior lighting to below 3 feet and pointed downward or away from the beach; and
    - minimize light intensity to the lowest level feasible and, when possible, include timers and motion sensors.

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May 4, 2019

Mr. Aaron Nadig, Island Team Manager
Fish and Wildlife Service
Pacific Islands Fish and Wildlife Office
U.S. Department of the Interior
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawaii 96850

Draft Environmental Assessment
Hale'iwa Beach House Renovation Project
Hale'iwa, O'ahu, Hawai'i
Tax Map Key: (1) 6-2-03: 014

Dear Mr. Nadig,

On behalf of the Applicant, A 6 LLC, thank you for your letter dated May 23, 2018 (01EPIF00-2018-TA-0307), commenting on the Draft Environmental Assessment (DEA), for the subject project. In response to your comments (in italics below), we wish to provide the following information:

1. *Due to significant workload constraints, PIFWO is currently unable to specifically address your information request. The table below lists the protected species most likely to be encountered by projects implemented within the Hawaiian Islands. Based on your project location and description, we have noted the species most likely to occur within the vicinity of the project area, in the 'Occurs In or Near Project Area' column. Please note this list is not comprehensive and should only be used for general guidance. If you are representing a federal action agency, please use the official species list on our web-site for your section 7 consultation. You can find out if your project occurs in or near designated critical habitat here: https://ecos.fws.gov/ipac/.*
    - *Hawaiian hoary bat (Lasiurus cinereus semotus) - Endangered*
    - *Hawaiian petrel (Pterodroma sandwichensis) - Endangered*
    - *Newell's shearwater (Puffinus auricularis newelli)- Threatened*
    - *Band-rumped storm-petrel (Oceanodroma castro) - Endangered*
    - *Hawaiian stilt (Himantopus mexicanus knudseni) - Endangered*
    - *Hawaiian coot (Fulica alai) - Endangered*
    - *Hawaiian common gallinule (Gallinula galeata sandvicensis) - Endangered*
    - *Hawaiian duck (Anas wyvilliana) - Endangered*
    - *Green Sea Turtle (Chelonia mydas) - Threatened*
    - *Wedge-tailed Shearwater (Ardenna pacificus) - Migratory Bird Treaty Act of 1918*

We appreciate the information provided. The Final Environmental Assessment (FEA) will include potential impacts to the above-mentioned threatened or endangered species and outline conservation measures to minimize any impacts to these species. However, it should be noted that all major construction activities for the project are complete.

2. *Under section 7 of the ESA, it is the Federal agency's (or their non-Federal designee) responsibility to make the determination of whether or not the proposed project "may affect" federally listed species or designated critical habitat. A "may affect, not likely to adversely affect" determination is appropriate when effects to federally listed species are expected to be discountable (i.e., unlikely to occur), insignificant (minimal in size), or completely beneficial. This conclusion requires written concurrence from the Service. If a "may affect, likely to adversely affect" determination is made, then the Federal agency must initiate formal consultation with the Service. Projects that are determined to have "no effect" on federally listed species and/or critical habitat do not require additional coordination or consultation.*

   Implementing the avoidance, minimization, or conservation measures for the species that may occur in your project area will normally enable you to make a "may affect, not likely to adversely affect" determination for your project. If it is determined that the proposed project may affect federally listed species, we recommend you contact our office early in the planning process so that we may assist you with the ESA compliance. If the proposed project is funded, authorized, or permitted by a Federal agency, then that agency should consult with us pursuant to section 7(a)(2) of the ESA. If no Federal agency is involved with the proposed project, the applicant should apply for an incidental take permit under section 10(a)(1)(B) of the ESA. A section 10 permit application must include a habitat conservation plan that identifies the effects of the action on listed species and their habitats, and defines measures to minimize and mitigate those adverse effects.

The project is not being carried out by a Federal agency, is not Fedearlly-funded and does not require a Federal permit. Therefore, consultation under the Endangered Species Act, Section 7 is not required for the project.

3. *Below are our general conservation measures to avoid and minimize potential impacts to federally listed species that may occur in your project area:*
   - ***Endangered Hawaiian hoary bat***
     - *Do not disturb, remove, or trim woody plants greater than 15 feet tall during the bat birthing and pup rearing season (June 1 through September 15).*
     - *Do not use barbed wire for fencing.*
   - ***Endangered Hawaiian petrel, Threatened Newell's shearwater, and Endangered Band-rumped storm-petrel***
     - *Fully shield all outdoor lights so the bulb can only be seen from below bulb height and only use when necessary.*

- *Install automatic motion sensor switches and controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area.*
- *Avoid nighttime construction during the seabird fledging period, September 15 through December 15.*

- ***Endangered Hawaiian waterbirds (Hawaiian stilt, Hawaiian coot, Hawaiian common gallinule, Hawaiian duck)***
  - *In areas where waterbirds are known to be present, post and implement reduced speed limits, and inform project personnel and contractors about the presence of endangered species on-site.*
  - *If water resources are located within or adjacent to the project site, incorporate the applicable best management practices regarding work in aquatic environments into the project design.*
  - *Have a biological monitor that is familiar with the species' biology conduct Hawaiian waterbird nest surveys where appropriate habitat occurs within the vicinity of the proposed project site prior to project initiation. Repeat surveys again within 3 days of project initiation and after any subsequent delay of work of 3 or more days (during which the birds may attempt to nest). If a nest or active brood is found:*
  - *Contact the Service within 48 hours for further guidance.*
  - *Establish and maintain a 100-foot buffer around all active nests and/or broods until the chicks/ducklings have fledged. Do not conduct potentially disruptive activities or habitat alteration within this buffer.*
  - *Have a biological monitor that is familiar with the species' biology present on the project site during all construction or earth moving activities until the chicks/ducklings fledge to ensure that Hawaiian waterbirds and nests are not adversely impacted.*
- ***Threatened and Endangered Green sea turtles and Endangered Hawksbill sea turtle***
  - *We recommend that you consult with NMFS regarding the potential impacts from the proposed project to sea turtles in off-shore and open ocean habitats.*
  - *Where possible, projects should consider alternatives that avoid the modification or hardening of coastlines.*
  - *No vehicle use on or modification of the beach/dune environment during the sea turtle nesting or hatching season (May to December for Hawaii; throughout the year in the Marianas; October to March for American Samoa).*
  - *Do not remove native dune vegetation.*
  - *Incorporate applicable best management practices regarding Work in Aquatic Environments (see separate document) into the project design.*
  - *Have a biologist familiar with sea turtles conduct a visual survey of the project site to ensure no basking sea turtles are present.*

- *If a basking sea turtle is found within the project area, cease all mechanical or construction activities within 100 feet until the animal voluntarily leaves the area.*
- *Cease all activities between the basking turtle and the ocean.*

o *Remove any project-related debris, trash, or equipment from the beach or dune if not actively being used.*

o *Do not stockpile project-related materials in the intertidal zone, reef flats, or stream channels.*

All major construction activities are complete. Construction activities may have temporarily disrupted routine behavior of common faunal species in the immediate project area, but did not result in permanent displacement, or adversely affect regional distribution of affected fauna. During construction, site contractors used Best Management Practices (BMPS) to stabilize soils and prevent discharges of pollutants in construction storm water in adjacent surface waters. Additionally, the new WWTP facility is intended to provide a higher level of water quality treatment, which will provide added protection against wastewater discharges that could affect local flora and fauna inhabiting the adjacent Loko ea Fishpond and Waialua Bay. Currently, during the hours of operation, all nighttime lighting is shielded and angled downward to prevent nighttime glare from disorienting or disrupting flight patterns of the endangered Hawaiian petrel, threatened Newell's shearwater, and endangered Band-rumped storm-petrel.

We appreciate this opportunity to respond to your comments. Your comment letter and this response letter are included in the FEA. Should you have any questions, or if you would like to discuss the project in greater detail, please contact me at (808) 842-1133 or by email at MicheleL@rmtowill.com.

Best Regards,

Michele M. Leong
Project Planner

cc: Mr. D. G. Andy Anderson, Manager