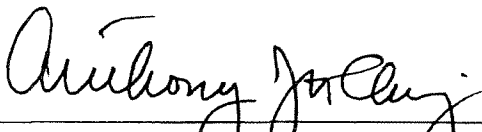


KEAHOLE TO KAILUA INFORMATIONAL
FORUM AND INFORMATION FAIR
COUNTY OF HAWAII/STATE LAND USE
COMMISSION

Staff Summary

November 4, 2002



Anthony J. H. Ching, Executive Officer

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1. General Overview

On November 4, 2002, the Keahole to Kailua Informational Forum and Information Fair was held in the Ekahi and Ekolu Rooms of the King Kamehameha Hotel in Kailua-Kona, Island and County of Hawaii , and was comprised of the following segments:

- A transportation forum;
- An informational fair; and
- A pollution prevention forum.

The event was held pursuant to Condition Nos. 3g. and 5a. of the Findings of Fact, Conclusions of Law, and Decision and Order issued on February 14, 2002, for LUC Docket No. A00-732/TSA Corporation relating to transportation and pollution prevention issues respectively. The invitees to the event were developers; landowners; and County, State, and Federal agency representatives affiliated with projects and activities within the Keahole to Kailua (“K to K”) corridor (refer to the Keahole to Kailua Informational Forum and Information Fair Invitee List). Various County, State, and Federal agencies participated as information resources (refer to the K to K Agency Contact List). The event was organized in partnership with Peter Young, the Deputy Managing Director, County of Hawaii, and his staff. Mr. Young contacted, briefed, and coordinated the participating County agencies; and LUC staff coordinated with the State and Federal agencies.

The objective of the event was to provide opportunities for information dissemination/clarification on transportation, infrastructure, environmental compliance and pollution prevention issues, and the status of transportation and infrastructure plans in the North Kona region. Nearly 70 people were in attendance for the event (including invitees and participating agency representatives). The following County, State and Federal agencies participated in the Information Fair and/or served as governmental resources:

County Agencies

Department of Public Works, County of Hawaii (“DPW”);
Department of Environmental Management, County of Hawaii (“DEM”); and
Planning Department, County of Hawaii (“PD”).

State Agencies

Department of Transportation, State of Hawaii (“DOT”);
Department of Business and Economic Development and Tourism (“DBEDT”):

Office of Planning, DBEDT (“OP”)
Coastal Zone Management Program, (“CZM”);
Natural Energy Laboratory of Hawaii, DBEDT (“NELHA”); and
Department of Health, State of Hawaii (“DOH”):
Environmental Health Administration, DOH (“EHA”);
Environmental Planning Office, EHA;
Compliance Assistance Office, DOH (“CAO”);
Environmental Management Division, DOH (“EMD”):
Clean Air Branch (“CAB”);
Clean Water Branch (“CWB”):
Polluted Runoff Control Program (“PRCP”);
Safe Drinking Water Branch (“SDWB”):
Underground Injection Control Program (“UIC”);
Solid and Hazardous Waste Branch (“SHWB”); and
Wastewater Branch (“WWB”).

Federal Agency

National Park Service, U.S. Department of Interior (“NPS”)
Fish and Wildlife Service, U.S. Department of Interior (“FWS”)

The following attachments are enclosed:

- Forum Agenda
- Invitee Lists
- Agency Contact Listings
- Forum Sign-in Sheets
- K to K Forum Map
- PD’s Presentation on the K to K and Keahole to Honaunau (“K to H”) Regional Circulation Plans; and a copy of the draft revised K to K Roadway Plan.
- DOT’s West Regional Transportation Presentation; and a copy of Ordinance 02-52
- Pollution Prevention Planning
- Listing of LUC Dockets in North Kona with DOT conditions

2. Transportation Forum

The Transportation Forum consisted of presentations from the PD and DOT and a question and answer session with the audience. Within their respective presentations, both agencies stressed the need for coordination of County and State plans with affected stakeholders/communities.

County of Hawaii

Chris Yuen, Director, PD, described the status of the projects in the K to K corridor and their relation with the County's General Plan objectives. Roy Takemoto, Deputy Director, PD, provided an overview of the County's traffic circulation plans for the West Hawaii region pursuant to the K to K Plan and Keahole to Honaunau ("K to H") Plan. Roy described the following traffic circulation updates to the K to K and K to H Plans:

- Reasons for the revised K to K alignment: Keanalehe Street (La`iopua) alignment; Lanihau quarry; perpendicular intersection with Hina Lani Street; Kohanakiki alignment; and University Drive.
- The revised roadway plan: a Waena collector to the Mid-Level arterial road; a Mid-Level arterial to Main Street collector; and a Kealakaa connection to Mamalahoa Highway.
- The County's K to H Plan will be prepared by Townscape, Inc., and the draft plan is expected by January 2003.
- Corridor management issues: existing street widening vs future roadways; long-term vs short-term solutions; right-of-way vs takings; access management; and Zoning and Subdivision Code provisions.
- Corridor alignment findings: Kealakekua bottleneck; Napoopoo to Kailua issues such as, the Mamalahoa Bypass/Parkway, Kam III widening, Kuakini widening, mauka/makai connectors, and Hienaloli connector.

State of Hawaii

Brian Minaai, Director, DOT, presented the following topics:

- Hawaii Statewide Transportation Plan;
- Hawaii Long-Range Land Transportation Plan Update;
- Statewide Transportation Improvement Program;
- State Highway Projects; and
- Impact Fees.

With regard to the Queen Kaahumanu Highway Widening Project ("QK Project"), two phases from Henry Street to Keahole Airport were identified:

- Phase 1 – Henry Street to Kealakehe Parkway
 - Design to be completed during Summer 2003.
 - Construction to start during Fall 2003 and completed during Fall 2005.

- Phase II – Kealakehe Parkway to Keahole Airport
 - Design to be completed during Summer 2004.
 - Construction to start during Late 2004 and completed during Mid 2007.

In addition, DOT discussed the Kuakini Highway Widening Project, from Henry Street to Kamehameha III Road which calls for planning to be completed by Spring 2006 and completion of the project by Mid 2011.

DOT also described the impact fee determination used for the Ewa projects and possible applications to the K to K region.

Questions & Answer Session

The audience provided written or oral questions to the PD and DOT. Peter Young moderated the session with Brian Minaai, Chris Yuen and Roy Takemoto providing responses.

Discussion topics included issues regarding the County's K to K and K to H traffic circulation plans; short-term and long-term planning issues regarding DOT's QK Project affecting areas from Keahole to Honaunau; transportation alternatives to highway widening; current settlement patterns below Kailua-Kona affecting roadways such as Henry Street, Alii Drive, Kuakini Highway, and Mamalahoa Highway Bypass Road. (Refer to November 4, 2002, Transportation Q & A Summary.)

3. Information Fair

The Information Fair was held from 12:00 – 1:30 p.m. The fair provided the opportunity for forum participants to talk with agency representatives on issues of environmental compliance, pollution prevention, and updates to regional infrastructure issues. The following agency representatives participated in respective issue areas:

Transportation

PD: Chris Yuen and Roy Takemoto,

DOT: Brian Minaai; Julia Tsumoto, Statewide Transportation Planning Office; Ron Tsuzuki and Stan Tamura, Highways Division.

Drainage and Runoff

DPW: Dennis Lee, Director, DPW

DOH: Denis Lau, Chief, CWB
Chauncey Hew and Robert Chong, UIC.

Wastewater

DEM: Peter Boucher, Chief, Wastewater Division

DOH: Dennis Tulang, Chief, WWB

Pollution Prevention

DOH: Steven Chang, Chief, and Marlyn Aquilar, Pollution Prevention Coordinator,
SHWB

Robert Tam, CAB

Patrick Felling, Environmental Ombudsman, CAO

State Resources

DBEDT: Jeffrey Smith, Director, NELHA

Environmental Resources

NPS: Geraldine Bell and Stanley Bond, Kaloko-Honokohau National Historical Park.

4. Pollution Prevention

The Pollution Prevention segment consisted of the following:

- Presentations from Anthony Ching, Executive Officer, LUC, providing an overview of the principles of pollution prevention planning.
- Presentations from Peter Boucher, Chief, Wastewater Division, DEM, and Dennis Lee, Director, DPW, providing updates to regional wastewater and drainage issues.
- Conduct a Pollution Prevention (“P2”) Plan Exercise involving the development of a hypothetical P2 Plan.
- Critique and scoring of the hypothetical P2 Plan by representatives of the NPS, NELHA, and OP.

Pollution Prevention Planning

Anthony Ching provided the scope and principles of P2 planning; the critical success factors in developing a P2 Plan; the components of a P2 Plan; and described the P2 exercise. He stressed the importance of developers or operators looking beyond simply complying with environmental regulations and proactively developing a P2 plan that could mitigate the impacts of an upset of an environmental management system upon neighboring communities and ecosystems. The following summarizes his presentation: (Refer to Pollution Prevention (P2) Planning):

- Scope of P2 planning: P2 is a mix of environmental regulations/requirements and pollution prevention activities that can provide an alternative in the management of a specific facility process, personnel, program, practice and/or procedure. The scope of a P2 Plan should make the following determinations:
 - Management by an existing P2 Plan;
 - Control/influence over an entity or activity; and
 - Integration of the P2 Plan within the project/facility’s products, services, or activities.
- Critical success factors in developing a P2 Plan:
 - Use of existing structures and procedures that have proven value;
 - Secure top management support and commitment;
 - Set realistic objectives and targets;
 - Clearly assign roles, responsibilities, and authorities; and
 - There is no finish line.
- Components of a P2 Plan:
 - Environmental policy;
 - Planning;

- Implementation and operation;
- Checking and corrective action; and
- Management Review.

County Updates

Wastewater

Peter Boucher provided an update of the County's plans for the wastewater improvement district that would extend sewer lines from the Kealakehe wastewater treatment plant ("WWTP") north toward the TSA project area. The following is a summary of his presentation:

- The wastewater treatment/transmission system in Kona consists of two sections:
 - North Zone – from Kailua-Kona to the Kealakehe WTP.
 - South Zone – from Kailua-Kona to the White Sands (Disappearing Sands) Beach Park near Kahaluu.
- The Kealakehe WWTP capacity is 4 –6 million gallons/day ("mgd"); current usage is 2.8 mgd.
- Pending issue areas: completion of the collector system for Kona including interceptors and pump stations; addressing the usage of cesspools on Queen Liliuokalani Trust ("QLT") lands north of Kailua-Kona and sewerage those houseslots in Kealakehe; and upgrading and maintaining existing services.
- The proposed North Kona Improvement District will focus upon the areas around these areas: Honokohau Small Boat Harbor; Kaloko-Honokohau National Historical Park; Kaloko Light Industrial Park, including Phases 1 through 4; the proposed Lanihau project; McClean's light industrial park; and DHHL areas above the harbor.
- The proposed wastewater reuse plan has been revised for the following proposed uses:
 - Irrigation of DOT's landscaping for the Queen Kaahumanu Highway.
 - Kealakehe Demonstration Wetlands Project would be a subsurface wetlands applying ultrasound to produce R-1 effluent for irrigation and the following uses; creation of a specialized habitat for stilts away from the Kona airport as specified by the U.S. Bureau of Reclamation; enhancement of the Old Kona airport.

Questions from the audience focused on Kealakehe Demonstration Wetlands Project:

- DEM clarified that project will start with a pilot cell that would expand when plans are completed and funding and procurement of services are acquired.
- The project will be located somewhere between the Kealakehe WWTP and QLT lands. The project is unique because it utilizes a subsurface wetlands for the

treatment of sewage effluent and coupled with ultrasound filtration to produce a high quality R-1 effluent.

- The quality of the effluent, barring renegade chemicals entering the system, will be high R-1 where all suspended solids, nutrients and pathogens should be removed.

Drainage

Dennis Lee discussed the County's Flood Control Project and the TSA Storm Water Runoff Filter Demonstration Project as summarized in the following:

Flood Control Project:

- The project is in the Keopu area and design and construction costs were estimated at \$10 million.
- The feasibility study should be completed by 2005.
- Construction should be completed by 2006/2007. The project will be a U.S. Army Corp of Engineers project.

The County clarified that flood control for the K to H region was in the planning stages and that it was not intending flood control measures north of Palani Street but it was pursuing FEMA mapping for Waikoloa and Puna.

TSA Storm Water Runoff Filter Demonstration Project:

- The project is confined to Phases III and IV of the Kaloko Light Industrial Park, and a variety of filters were described.
- The filters would be located in the catch basin of the storm drains and consist of a filter type that allows large flows but captures low flows or first flush. The filters can capture petroleum hydrocarbons.
- The filters would be located where vehicles will be parked, refueled or serviced. The shoulders and swales will be paved to allow maximum runoff to enter the storm drains. The County will inspect the filters 4 times/year.
- The County was concerned that the roadways of the project area, comprising of 7% of the total project area, was not filtered from runoff. The LUC imposed conditions for on-site capture of runoff but the County felt that the public roadways were gap areas in safeguarding the Kaloko-Honokohau National Historical Park.
- The County estimated that the filters would cost \$300,000 to install 30 filtration units and \$30,000 annually to inspect and maintain the units.

P2 Plan Exercise

The exercise consisted of the development of a hypothetical P2 plan by a Development Team whom were able to consult with a Resource Panel for plan elements and clarification. The setting of the project was a proposed mixed commercial light industrial subdivision that was nestled within open space Conservation and Agricultural lands, adjacent to rural low density residences and parks near a protected wetlands area near the coast. The project needed to address its activities near residential, open space, and critical environmental resource areas. The plan was then reviewed and scored by a Critique Panel.

The exercise was intended to provide exercise participants and the audience with insights as to what a P2 plan should include, and what issues should be addressed. In addition, any discussion and interaction with the Resource Panel was intended to provide a more interactive dissemination of environmental compliance and pollution prevention information.

The Development Team comprised of:

- Scott Derrickson, AICP, OP (*-serving as the project's professional planning consultant*);
- Hamid Jahanmir, OP (*-serving as the project's financial officer*);
- Daryn Arai, PD, Kona Office (*-serving as the local government liaison and project compliance officer*); and
- John B. Ray, Hawaii Leeward Planning Conference (*-serving as the owner's representatives*).

The Resource Panel comprised of the agency representatives from the Information Fair. The Critique Panel comprised of:

- Abe Mitsuda, OP;
- Jeffrey Smith, NELHA; and
- Stanley Bond, NPS.

The Planning Team developed the following:

- Identification of their development objectives and environmental policies.
- Planning of the project area including identification of potential tenants/activities; and the master planning of activities by clustering activities to mitigate its impact upon surrounding residential and environmental areas.
- Implementation objectives of ensuring that Best Management Practices (“BMPs”) are included in the Covenants, Conditions and Restrictions (“CCRs”) imposed upon all tenants; documentation of the BMPs; and using a community association to enforce the P2 objectives.

- Monitoring and auditing of tenants to ensure that the measures required in the CCRs are complied with and check for effectiveness.

The Critique Panel provided the following scores (a score of 85 or higher was considered successful):

- Abe Mitsuda – 80 overall: he felt that the P2 Plan should plan for the worst tenant.
- Jeffrey Smith – 100 overall: he felt that in P2, standards need to be set such as the development and environmental objectives; these standards should be upfront and identify environmental issues and catastrophic occurrences.
- Stanley Bond – 85 overall: he felt that existing environmental regulations do not adequately protect environmental resource areas and that proactive P2 planning is needed; techniques needed to be discussed; specific BMPs, engineering solutions, and other remedies also needed to be discussed; and a P2 Plan needs to acknowledge specific BMPs and mitigation measures.

November 4, 2002, Transportation Q & A Summary

The following were the major issues discussed during the Transportation Forum segment:

- K to K north-south lateral roadway: The County clarified that its right of way for the north-south mid lateral roadway range between 120 – 150 feet; upon inquiries, it stated there are condemnation procedures for the affected Kona Palisades subdivision; and it reported the need for a General Plan amendment for the new north-south lateral roadway.
- Impact fees for affordable housing – questions were raised about housing projects on ceded lands in Kealahou; and the County collected \$2 million, to date, from affordable housing impact fees.
- The Ewa fair-share formula application to the Big Island – DOT recommended using a Big Island developer group, such as Hawaii Leeward Planning Conference, to facilitate a similar process as conducted by the Land Use Research Foundation; DOT clarified that development patterns in Kona differ from Ewa and effects how much stakeholders will pay; it clarified that those who paid the fair share in Ewa were required through the LUC conditions; it also clarified that a developer’s share would be the same as the local government share of 20% of project costs.
- The status of development of State-owned lands in the K to K region – the County is unsure of State plans for undeveloped areas but areas that have been planned include: HCDCH’s Villages of La`iopua project; University of Hawaii -

West Hawaii campus; DHHL's development projects in Kealahou; and a proposal for a deep draft harbor near the Honokohau Small Boat Harbor.

- DOT's proposed landscaping for the QK Project – DOT stated that 60-foot medians will be used for the landscaping plan developed with the Sierra Club. Previous water constraints limited landscaping to Henry Street, but the Department of Water Supply, County of Hawaii, may have water available for other areas and uses.
- DOT's consideration of alternative transportation modes – issues were raised that highway widening creates increased vehicle usage/demand and DOT should consider alternative transportation modes to reduce vehicle use. DOT responded that its primary source of funding for roadways are from Federal highway funds which limits expending for other issues, but DOT has promoted the vanpool program. DOT clarified that mass/rapid transit alternatives have been the focus and responsibility of the Counties.
- Inequity of roadway standards for lower income neighborhoods – issues were raised that lower income road appear to have higher slope grades and lateral roads are located in their areas. The County responded that Kona has few points of entry/exit and that the situation becomes more difficult in higher density areas such as in the communities south of Kailua-Kona.
- The reason for the forum – Tony Ching responded that the forum was to address the access of stakeholders and agencies within the K to K corridor for information regarding transportation and pollution prevention issues; and facilitate discussions among stakeholders and of respective issues. Peter Young reiterated that the County's effort in the K to H region was to get stakeholders, such as landowners, developers, and agencies together.
- DOT's involvement in the K to H Plan – Roy Takemoto clarified that DOT is the funding source for the County's K to H Plan, and will be involved in any revisions to the plan. The County anticipated only minor revisions.
- Kuakini Highway – DOT clarified that Kuakini Highway will become a regional highway and that it is funding improvements to Alii Drive and the widening to Kuakini Highway are pursuant to DOT's long range plan. DOT will be doing a regional plan update next year sometime.
- Growth in Kona – Chris Yuen clarified that the areas south of Kailua-Kona are slated for growth because of the desire to locate residences near employment centers. Audience members commented that the area's growth have resulted in bottlenecks at the Kuakini/Alii Drive intersection and traffic problems from Henry Street to Honolua. Also concerns were raised that DOT should align the phasing of its projects with settlement patterns in the region. DOT responded that project phasing was funding oriented, but it is planning revisions to its long range regional plan.