



## HOUSE OF REPRESENTATIVES

STATE OF HAWAII  
STATE CAPITOL  
HONOLULU, HAWAII 96813

May 30, 2008

Mr. Dan Davidson, Executive Officer  
Land Use Commission  
P.O. Box 2359  
Honolulu, Hawaii 96804-2359

Dear Mr. Davidson,

I am on record as providing comment to the state Land Use Commission (Commission) for the **Hoopili Project** proposed by applicant **DR Horton Schuler Division** (Applicant) that was due in April of 2007. I also submitted comments to the Commission regarding the Applicant's Draft Environmental Impact Statement (DEIS) that permitted comments to be received through April 8, 2008. Please consider and accept for inclusion into the record the following additional comments regarding the DEIS for the Hoopili Project:

### I. TRANSPORTATION

A. No issuance or approval to reclassify the acreage in question should be advanced by the Commission until the following requisites are met:

1. The H-1 Freeway's level of service is improved from its current level of service "F" to at least a level of service "D" or better. This can be accomplished by adding lane capacity to the H-1 Corridor by means of an elevated reversible expressway or as a Pearl Harbor Tunnel configuration.

FACT: Honolulu ranks at the very bottom in the number of lane miles per capita in the United States; this extreme lane deficiency status must be alleviated before additional housing is permitted to exacerbate traffic congestion conditions on the H-1.

SOLUTION: The Applicant pay for the feasibility studies for implementing a tunnel option through Pearl Harbor and also compare this route with the concept of providing the motoring public with an elevated expressway and advance findings to the state Legislature, state Department of Transportation, and the Oahu Metropolitan Planning Organization Policy Committee for review and analysis.

2. Under no circumstances, should any traffic studies, comparisons, or evaluations conducted by the Applicant give rise to results that reflect and illustrate an eventual deployment of a Honowai Street traffic signal at the merge with Kunia Road.

FACT: The entire Ewa/Ewa Beach community along the Ft. Weaver Road Corridor has just one lane to gain entry to the H-1 Freeway eastbound towards town. A traffic signal erected at the Honowai Street merge with Kunia Road would result in pure gridlock as the one lane currently backs up to the Laulaunui Street intersection with Ft. Weaver Road during the

weekday morning commute times.

**SOLUTION:** The Applicant be held responsible in the event a traffic signal is warranted where Honowai Street intersects with Kunia Road whereby instead of a traffic signal being constructed, other measures are deployed such as a flyover, overpass, bridge, or tunnel be provided to mitigate the flow of traffic at this location in lieu of a traffic signal. If a tunnel, bridge, overpass, or flyover cannot be accommodated at this location, then the added traffic volumes expected from the Applicant's schemata that is to be served by this intersection must not be permitted to transpire.

3. As referenced in previous comments to the Commission, the East West Connector Road must be completed and available for public use prior to the sale of any new home(s) being offered within the scope of the Hoopili Project development plans.

**FACT:** The North South Road Corridor and the Ft. Weaver Road Corridor are to be linked by routes Roosevelt Avenue, Farrington Highway, and Renton Road. As it stands, Roosevelt Avenue, Farrington Highway and Renton Road are inferior (unimproved) tributaries incapable of accommodating current levels of vehicles that traverse this region. Without the East West Connector Road available prior to adding more homes, this inferior condition will become intolerable to the motoring public.

**SOLUTION:** The Applicant direct its initial developments for ingress and egress to be served by the East West Connector Road first prior to plotting housing tracks that are to be served by existing roads such as the North South Road and Farrington Highway.

4. The Applicant be permitted to fund the plans, design, and construction of a fully operational cloverleaf interchange with the H-1 Freeway that directly serves its development scheme.

**FACT:** The North South Road and Ft. Weaver Road are capable of handling the disbursement of traffic to and from the H-1 Freeway for current levels of residential, commercial, recreational, and industrial developments in situ. The addition of over 11,000 units per the Applicant's preliminary renderings will create traffic conditions on the North South Road and Ft. Weaver Road back to previous traffic volumes mimicking what conditions were like for the motoring public before the Ft. Weaver Road widening and North South Road projects were made available on these two thoroughfares.

**SOLUTION:** If in the event traffic volumes on the North South Road and Ft. Weaver Road increase to a level where traffic congestion conditions do not improve, but rather get worse, at such time, the Applicant should be required to construct their own interchange connecting their development directly to the H-1 and do so at the sole expense of the Applicant. Language in the Unilateral Agreement should contain this provision whereby if the Ewa Neighborhood Board and or government entities suggest this interchange be provided for, that the agreement warrant the approval.

- B. Pedestrian safety measures and alternative modes of transportation must be deployed and open for public use prior to the sale of any new homes(s). A requisite for approving the Applicant's request to reclassify Agricultural zoned land to an Urban zoned district should include the following improvements:

1. Bikeways on all public thoroughfares within the Applicant's domain are to be able to connect in some fashion and be accessible to the Leeward Bikeway.

2. All crosswalks served by a traffic signal are to feature pedestrian timers that display one's crossing time.
3. A waiver to the warrants process that permits the installation of traffic signs, signals, and crosswalks to be constructed prior to the actual warrants per recommendation of the Ewa Neighborhood Board is included into the agreement.

FACT: History has proven to reveal that in the developments of Ewa by Gentry and Haseko's Ocean Pointe are conditions that condoned unsafe traffic and pedestrian patterns of travel; whereby vehicle and pedestrian counts as a formula to determine mitigating safety with the features of crosswalks or stop signs or traffic signals at intersections is flawed and in need of being reevaluated. Waiting for two deaths to transpire at an intersection that lacks a marked crosswalk or traffic stop sign or signal before these safety measures can be installed is archaic and unwarranted.

SOLUTION: Place conditions upon the Applicant that in the event that the Ewa Neighborhood Board has deemed a situation to be mitigated with a crosswalk, stop sign, or traffic signal prior to such being warranted by the City and County of Honolulu's Department of Transportation Services, that such improvement called for by the Ewa Neighborhood Board or Board that has jurisdiction, be considered a mandate that must be remedied within a six month period by the Applicant.

## II. EDUCATION

- A. The Applicant should not be permitted to place residential dwellings within the Hoopili Project whereby its inhabitants are to be assigned to attend any preexisting schools until the following requisite is met:
  1. Any public school to be conceived by the Applicant to serve its development must be completed and available for instruction prior to permitting any of its inhabitants to attend any existing public school in operation.

FACT: Current conditions of developments approved of on the Ewa Plain already have inflicted a level of discrimination to residents residing within zip code 96706 and fostered inequitable and economic class warfare; whereby students are being bused passed schools in proximity to their dwellings to schools farther away to appease developers and their sales pitches. To duplicate this scenario would be reckless.

SOLUTION: The new High School being proposed by the Applicant must be open for learning prior to any students that reside from within the Hoopili Project to be bused to James Campbell High School; and, not be permitted to create conditions where others outside of their development, are in turn bused to father away schools from their homes as is the case for the Keoneula Elementary School as it currently stands. Thus, a requisite within the reclassification that mandates all future homes to be sold are to be occupied by persons that choose to attain their instruction within the public school system (excluding UH and higher learning) are to do so within the Hoopili Project and not infused into the current swelling of schools already plagued with portables and busting at the seams.

2. All public schools to be accommodated in the Applicant's domain are to be accessible by bicycle and by walking whereby pedestrian paths serve and connect to the school grounds.

3. All public schools to be accommodated in the Applicant's domain are to be exempt from any waiver, ordinance, or requisite that places Transit Oriented Development (TOD) parking ratio schemes to serve the school directly. Thereby, each and every public school shall have a greater number of parking stalls to serve its school than is currently in practice. Under no circumstances shall the public schools implement TOD parking ratios to diminish, restrict, or limit persons and or operations from having adequate parking available.

FACT: All schools within the Campbell Complex have insufficient parking conditions.

SOLUTION: Instead of assuming persons will take mass transit and then applying a lesser than needed parking configuration to serve each public school within Hoopili, realistic accommodations to prepare for the opposite should transpire in the event persons refuse to forfeit their automobiles and instead chose to take their cars to the school. Parking should be available by design, not omitted by force.

### III. ENVIRONMENT

- A. The Pueo Owl, an endangered species, uses these grounds within the currently zoned Agricultural district for hunting and nesting. The Applicant should be required, prior to any reclassification award, conduct the following:

1. Provide a study in the event that once the Hoopili Project is fully developed/built –out, illustrate that their development will have no significant impact on the hunting, foraging, and nesting uses of this territory by the Pueo Owl population to propagate their species within the Ewa Plain.

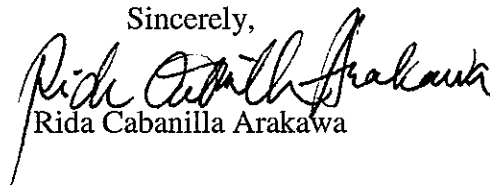
FACT: On any given evening, one can witness the Pueo Owl hunting in the land to be reclassified by the Applicant.

SOLUTION: A buffer zone within the development be provided for that is adjacent to the Ewa Municipal Golf Course property at no lesser width than 100 yards in distance and no lesser length than 300 yards in distance as a preservation swath to ensure the owl's population numbers can be sustained for the future.

In conclusion, due to the massive size of this proposed development and the number of jobs it will create and sustain over time, I welcome this development so long as the requisites aforementioned above are carried out and applied. To assist the developer in meeting the requisites, I offered legislation to permit developers to engage in the option of soliciting Special Purpose Revenue Bonds to have an infusion of funds available to construct the infrastructure first before the homes. However, this Applicant did not support that endeavor by assisting me in advancing the bill.

Thank you for receiving my comments and suggestion to include them in the DEIS process.

Sincerely,



Rida Cabanilla Arakawa

CC: Ewa Neighborhood Board #23  
Makakilo/Kapolei/Honokai Hale Neighborhood Board #34  
Waipahu Neighborhood Board #22