

TRANSPORTATION AND LAND USE PLANNING KO'OLA LOA from
KAWELA BAY TO KULOVA RANCH, KA'A'AWA

SITE PHOTOS -2015 THRU APRIL 2017 - CONDITIONS
A ONE LANE ROAD 24/7 5+ MONTHS INCLUDES 4 600' PROJECT SEAWALL
COLLAPSE/TEMPORARY HDOT FIX no alternative route \$5.4 million

CONDITIONS DETERIORATE - ROCK PILES ROAD SHOULDER TO BEACH ADDED.
10,000' OF REPAIRS TIP OS 38,39,40 DEFERRED OR DELETED

The Ka'a'awa Transit Station slide - How could it be ADA compliant?

ORTP 2040: FIGURE 1-1 Transportation/Land Use Cycle starts with a road with NO
CONGESTION, like Kamehameha Highway Route 83 was when I moved from Kaneohe to
Ka'a'awa to escape Urban Sprawl, HOUSING was cheaper but further from the Primary Urban
Core job, and in LEASEHOLD.

The FEE PURCHASE resulted in the CPR of many lots, adding of Ohana units, or selling the
extra lot space now created. Rising prices, more resident population and traffic - tourists now
about 3.5 million+ annually now, with record breaking increases going into their 6th year. There
are also over a million de facto residents living on Oahu, some who come for recreation and to
bring visitors, to see family... More people, more problems? Yes.
THE ORTP40 MAP STILL SHOWS A GREEN LINE FOR NO CONGESTION.
This is Outdated information. The one road is "fully saturated much of the time" per OMPO staff
. Gridlock occurs regularly even in many spots, the road is closed for increased flooding and
increasing accidents. NO ALTERNATIVE ROUTE.

THE DEPARTMENT OF EMERGENCY MANAGEMENT HAS NOW WARNED
KO'OLAULOVA RESIDENTS TO BE PREPARED WITH 30 + DAYS OF FOOD AND
WATER SUPPLIES FOR DISASTER PREPAREDNESS, KAMEHAMEHA HIGHWAY #83
WILL BE COMPROMISED, POSSIBLY BRIDGES DESTROYED THEY SAY.

The nearly 10,000 daily tourists and unknown amount of Oahu's de facto million plus
residents out in the country will be completely unprepared, foodless and waterless, with DEM
evacuation time of 5.2 to 6.2 hours in Ko'olauloa.
THINK OF A TSUNAMI WARNING NOW AND 30 DAYS BEFORE WE GET DEM HELP.
The Extreme tsunami gets here in 4 hours. from the Aleutian Islands. There are NO VERTICAL
EVACUATION OPTIONS, no recently built 10 story hotel to go to the 4th floor of out here.

CONSIDER CURRENT DEVELOPMENTS/PLANS AFFECTING KO'OLAULOVA.

1. THE SOLE ROAD CONNECTING US TO THE PUC, ETC.
CONDITION REMAINS SKETCHY. TEMPORARY FIXES ONLY.

2. THE KO'OLAULOVA 'SUSTAINABLE' COMMUNITIES PLAN (KLSCP)

3. THE OAHU GENERAL PLAN 2035 REVISION 2 (OGP)

4. THE IMPORTANT AGRICULTURAL LANDS (IAL) BEING IDENTIFIED MALAEKAHANA - a 'THIRD CITY' vs IAL designation or PRESERVATION

SUSTAINABLE development is generally defined as development that will not require the use of resources reserved for future generations for today's needs...

KLSCP: 4/3/2013 DPP told the Planning Commission that a *PARTIAL COUNT* showed 4,356 vacant Urban Zoned lands/lots in Ko'olauloa OF ONLY 3 CATEGORIES OF BUILDABLE LANDS.

21,780 population add at area US Census median family size.
DOWNPLAYED BY DPP, but asked for by Public Advisory Committee since 2007. 4/3/2017 until 4/19/2017 has the Condition of the Planning Commission been met for a completion?

The 'organic' build out of 1 % growth of permanent residences = DPP's OGP GUIDELINE/GOAL is 10,867 population added.
This is 1.4% rounded off (or 15,200 population added), they said.

The DPP wants the new city IN MALAEKAHANA ON identified PRIME IAL LAND for nearly 5,000 people since the KLSCP's Revision; and has a PROPOSAL FOR 3,000 MORE housing units for year 2041 in plans for Malaekahana...or another 15,000 people on the road...

Total KLSCP ADDS; 2,700 BYU Students (90% FROM ELSEWHERE) AND STAFFING INCREASE plus 44 NEW SHOPS AND A NEW HOTEL IN LAIE AND TURTLE BAY RESORTS 4400 DAYTIME POPULATION ADDITION ETC. IS ABOUT 10,000 NOT COUNTED IN THE 1% GROWTH FACTOR.

THIS IS 46,980 BEFORE 15,000 IN 2041 ADDED
= 61,980 PEOPLE

CURRENT POPULATION= under 17,000 per 2010 Census.

BUT THE ORTP POPULATION GROWTH CHART SHOWED 0 TO 3999...

The OGP revision would allow ALL OF LAIE TO BE RESORT DESIGNATION. =MORE UN-COUNTED POPULATION GROWTH, WORSE TRAFFIC, NO INFRASTRUCTURE, RESOURCES DRAIN, AND MORE DISASTER- UNPREPARED PEOPLE ON OUR SOLE ROAD WITH NOWHERE TO SHELTER.

THE OGP WOULD ALLOW ALL RESIDENTIAL NEIGHBORHOODS TO HAVE TRANSIENT VACATION RENTALS (TVU).

DPP IS NOT EFFECTIVELY ENFORCING RULES NOW!

DISTRICT 23 SENATOR TOLD OF 7 CITATIONS TOTAL HERE.

HOWEVER 69% OF ALL RENTALS IN OUR DISTRICT ARE TVU'S AND INCREASING...4,500 AIR b&b RENTALS ON Oahu,
2500 ARE ENTIRE HOUSES...OWNED BY 500 INDIVIDUALS AND COMPANIES LIKE AIR B & B.

OGP revision would promote BUS STOP AREAS TO BE TOD AREAS.
(primarily) NOW WITH RAIL STATIONS, bus stops planned adds TO 2035.

MORE PEOPLE, MORE PROBLEMS - THE ONLY ROAD.
SEE BILL 1 (2017) in TRANSPORTATION and PLANNING COMMITTEE,

Eliminating the 'third city' saves about 20,000 population add; saves Ag land, less traffic gridlock, etc. No Urban Sprawl wanted. There are many critics of this development in the country, numerous Neighborhood Boards and Community Associations, including the Association of all Hawai'ian Civic Clubs, and most of Sierra club's 8,000 Oahu members/voters and thousands of Defend Oahu Coalition members/voters, etc. The political pressure on DPP is empathized with, it was strong, both ways, but the Mayor does not even support this anymore he said...Trust needs to be possible again.

The court cases like the one for KYO-Ya showed blatant disregard by the DPP for Land Use Ordinances variance criteria. This cost taxpayers, the would-be developer, and the intervenors hundreds of thousands of dollars, thousands of hours of labor and trust in the DPP's processes. The KLSCP revision has been in process and fought out of court by residents over 17 years now. Passing Bill 1 without any growth boundary changes is of prime CONCERN to GEOGRAPHICALLY NEARLY HALF OF OAHU and its TRANSPORTATION AVAILABILITY.

Kamehameha Highway is eroding rapidly, the sea level is rising, and mitigation was needed yesterday! Possible actions are to:

1. Maintain the location and elevate the highway as done in the Netherlands,
2. Relocate or build another highway several hundred feet inland and at higher elevation,
3. Keep largely as is and add jetties, lagoons and breakwaters to widen the coastline and isolate the highway from the forces of the ocean, (maybe Hawai'ian fishponds added like at He'eia),
4. Sloped or vertical seawalls/revetments, HDOT has been dropping rock piles over crumbling road shoulder in Ko'olauloa, so far. Some already slid into the ocean.
5. Road widening - not possible for the whole road per HDOT, would not last due to SLR and about 50% of existing housing, schools, businesses lost or affected adversely, and too expensive per HDOT.
6. Other - e.g. causeways, any high wave erosion deterrents, etc.

COMMENTS ON THE OGP2035 TO: gp2035@hhf.com
BY MAY 8, 2017

Important to be stricken is Point 320, Policy 6 allowing "modest growth boundary changes" that could affect 'third city' rural implementation.

BILL 1 (2017) SUPPORT TO: ianderson@honolulu.gov
Chair of T and P Committee... AND OTHER COUNCIL MEMBERS for your Districts

Comment period was over on IAL's recently.

Mahalo,
Andrea Anixt