

Amy Ford-Wagner

From: Andrea Anixt <andreapeatmoss@gmail.com>
Sent: Friday, March 4, 2016 4:57 PM
To: Amy Ford-Wagner
Subject: Comments on Oahu MPO ORTP 2040 continued - Ka'a'awa Community Association

In addition to the dubious projections of the DPP about population growth by 2040 being only 0 to 3999 in my beginning Comments:
there is the court case settled recently regarding current DPP Director's 'abusing his discretion of power by approving KYO-YA Hotels and Resorts variance within the Shoreline setback' (Star-Advertiser) , full of practical difficulties and against the rules.

This cost the taxpayers over \$40 million by the precedent set when the former Director basically sabotaged 2 years of work by all stakeholders on the KLSCP's PAC (Public Advisory Committee) from 2007 to 2009 ; one major provision being to restrict the expansion of Turtle Bay Resort to its existing footprint.
This ultimately cost taxpayers over \$40 million to buy a Conservation Easement there instead...The variance to allow KYO-YA such a variance would eventually
And "AT NO TIME" was the Malaekahana new city development on Gunstock Ranch included in the PAC's 2009 Revision; yet DPP 'slipped' it in, without further Community hearings after doing so. The expansion of Turtle Bay Resort to the size of Waikiki in the rural designated agricultural area of Ko'olauLoa (see KLSCP) would NOT have cost us all that money if the PAC Revision/rules were followed, in retrospect.

The ORTP 2040 should consider environmental impacts of that Turtle Bay Resort decision by DPP which also did NOT include the PAC's protection of about a dozen endangered species on the Turtle Bay property by making it a Shoreline Management Area too. This will be found to be in the interests of the migratory birds, the sea turtles, the Hawaiian monk seals, etc. and save the State court costs over development on the affected area, in my estimation

The North Shore Corridor Study from Haleiwa to Kahalu'u that was the CAC's first choice of OWP projects in 2013 and second choice in 2015. The scope of work is being 'done piecemeal' as parts of Kamehameha Highway in Ka'a'awa fall into the ocean... 3 times and so far months of 24/7 lane closures since January 2015,,This has been deferred and delayed by years, as has any solution to the frequent closures of the ONLY highway for 35 miles at Waikane bridge... Again, this has been delayed in the TIP. The ORTP 2040 needs to expedite these projects because other areas of concern on Oahu have at least another road, (even Waianae in emergency). As my 90 year old neighbor says "tell them to get to work!"

Court cases are multiplying over various DPP abuses in Honolulu even...their rules are now being followed by them apparently... and there is no excuse for granting favors for 'out of line' building project developers. This is especially likely in the Ko'olauLoa and North Shore area because of all the Community Associations and Neighborhood Boards that have made formal Resolutions against this Malaekahana (and Turtle Bay Resort expansion) over-population KLSCP plan.

Communities include: Waiahole/Waikane, Ka'a'awa, Kahana Bay, Punalu'u, Hau'ula, Kahuku, Kawela Bay, Sunset Beach; and the Neighborhood Boards of Kahalu'u, North Shore, Mililani/Waipio/Helemanu, Manoa, Kailua, and Makakilo/Kapolei/Honokai Hale. Their comments/Resolutions have been sent to Oahumpo along with at least 319 comments, and petition signers, etc. from the OWP 2015 .

Public Input has not been valued in the ORTP 2040; nor by the Policy Board in not having a CAC Representative on the Policy Board as requested. Has the HDOT funded the public's/CAC's priority projects in Ko'olauloa , North Shore or Ko'olaupoko at Waikane? Lip Service is not enough.

The ORTP2040 mentions a statewide task force for Complete Streets...where is it? Does it have more emphasis on bike paths instead of the ONLY highway, a two lane one at that,? It mentions a recently completed report on Energy Sustainability for Honolulu and Hawai'i. How can the furthest point on Oahu from the Primary Urban Core jobs and dwellings be "Sustainable"... It is not. when it adds hours of gas expended and Vehicle Miles Traveled being pressured on this rural area? The roadwork delays do not work for commuters, school buses, regular buses, seniors, emergency vehicles, freight movement, or the currently over 2.6 million tourists to North Shore and Ko'olauloa and thru Kahalu'u/Kaneohe.

On page 26 there is one guy in his 20's given equal standing against all this other information basically. He says he is from Haleiwa and he can't find a job. Really? So many other people have and there are help wanted signs up in many places. Maybe he needs to adapt instead of 50,000+ other people on this corridor! My son has because he wants to stay in Ka'a'awa. So have many of my neighbor's children.

Page 11, ORTP2040 Figure 2-1 Modeled Roadway Level of Service (2012) AM V/C map shows more outdated information I believe. Also page 48, Congestion free to moderate traffic needs to contain all of the North Shore on the map, and all of the Windward coast. The chart cuts off part and the top is cut off. There is also a 35 mph road with 25mph sections only from Likelike Highway to Ka'a'awa...It claims it can be traveled in 51 to 62 EC in the AM period.

We wish! IAnd the intersection at Hygienic Store (Kahekili/Kamehameha intersection) has been at Level E for years and without the aloha courtesy of many drivers it would be a flat F. The heavy traffic on the Kaneohe to Ka'a'awa/or just Kahalu'u's Waihee Road is not shown on a PM Flow Chart is it? That lasts past 7pm.

The VMT increases becoming a long-range trend (p.13) is especially bad if a new city at Malaekahana is added by DPP in its KLSCP! The PUC is still expected to have 68% of all jobs, so this population push is UNWANTED by RESIDENTS, makes no sense on energy sustainability goals of the State, is considered an "Unsustainable Growth pattern" by Oahumpo's chart; does not protect Agriculture in the region, or support any maintenance of the 40 year old Oahu General Plan that reflects the traditional Hawai'ian land division system, (plus is political shibai).

The development plans actually undermine the last remaining natural scenic, cultural, historic, economic value of ranch lands on Oahu for locals and tourists, degrading this world-class destination on the fabled North Shore 'brand'; and puts in the unsustainable growth pattern of URBAN SPRAWL at Malaekahana to ruin the rural life and Hawai'ian values. Do read the Association of Hawai'ian Civic Clubs Resolution and understand it please! Old Hawai'i is what most people want in the country, and no tour buses go to Mililani to sight-see...

Transit capital projects are mentioned (page 52 of Draft. Service expansion to and within Windward Oahu ...this translates to frequent express bus service to the North Shore and Windward as a concept...that should be promoted!

What map exists of the 37 block groups of T6/EJ areas and projects? The CAC needs information and so do I please...Will it be in the ORTP?

P.55 Are the OS projects in Ko'olauloa in the first two years as revised? Does that delay them if they are not?

P. 58 "The CMP TAC sub committee could oversee the development, research and analyses of data considered" worries me as the DPP has a lots of representation on the TAC and the Policy Board now. This

is not compatible with the lack of input the Public has on development as obviated by the KLSCP, the lack of being on the Policy Board, voting member or not, and the DPP's previous problems of slipping things in that politicians it want - like development plans where it is not wanted, where traffic is bad already, infrastructure (very) lacking and no concurrency of infrastructure and development even possible or in the development plan as in Ko'olauLoa .

P.59 Survey tourists AFTER their visit, once they experience the traffic congestion on the North Shore/Ko'olauloa. They often do not want to return; and dare not walk or ride a bike along Kamehameha Highway, for example. There is little planning of value for local life, the residents who live here all the time. Most townies (Honolulu residents) dread going to the North Shore due to the known traffic gridlock on so many days, any day, not just weekends anymore...The goal should be for residents to be able to enjoy their second homes themselves instead of making them into illegal transient vacation rentals, I think.

I question the mid-range Laie only State Project #201 for \$49.5 million State projects for 2019-2029. What details are available? Are these based on a new city at Malaekahana at that price? There is enough 'signage' for the road to resemble a video game frankly...but we have road lanes and shoulders that are susceptible to falling in the ocean, no plan for Laniakea to have a bypass road, etc.

#202 Is Haiamoa Stream bridge the one that is closing very frequently in Waikane? When ORTP says 'current design standards' does that mean raising it considerably due to rising sea levels, chronic flooding , putting sides up too high to keep the (stupid) people from throwing old dryers and refrigerators over the bridge as were fished out recently after the road was closed 5 times in one week (September 2015)

I think an illustrative Project better than " a second access to Waianae for 1 billion 269 million" would be an intact first (only) access from Kahalu'u to Haleiwa on Kamehameha Highway.

And I think it is inaccurate to have Destination Figure 6-7 read from 6 to 9AM Travel Times (on page 46) be 37 to 51 minutes to downtown Honolulu...It takes 60 minutes now when schools are out and that is minimum...

The Shoreline Protections program needs more than \$20 million I am sure, since waves, seaweed, sand and coral debris have come over cars driving on Kamehameha Highway thru Ka'a;awa for the last five years. Waiting until 2030 to 2040 Long Range #552 for another \$30 million there is putting this population at greater and greater risk...

Andrea Anixt

Citizen's Advisory Committee Member for Ka'a'awa Community Association

Ka'a'awa Beach Owner's Association Board of Directors member

Concerned citizen and 40 year resident of Ka'a'awa (Kaneohe previously)