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LAND USE COMMISSION
STATE OF HAWAII

2013 JUN 11 A 1:37

1:08 p.m.

BEFORE THE LAND USE COMMISSION
OF THE STATE OF HAWAII

In the Matter of the Petition of)	DOCKET NO. A11-794
)	
STATE OF HAWAII, DEPARTMENT OF)	OFFICE OF PLANNING'S FIRST
EDUCATION)	AMENDED LIST OF EXHIBITS;
)	EXHIBITS 5A AND 10; CERTIFICATE
To Amend the Land Use District Boundary)	OF SERVICE
of Approximately 77.2 Acres of Land from)	
the Agricultural District into the Urban)	
District at Kihei, Maui, Hawaii, Tax Map)	
Key (2) 2-2-002: 081 and 083.)	
)	
)	
)	

OFFICE OF PLANNING'S FIRST AMENDED LIST OF EXHIBITS,
EXHIBITS 5A AND 10, AND CERTIFICATE OF SERVICE

LAND USE COMMISSION

DOCKET NO./PETITIONER: A11-794 STATE OF HAWAII, DEPARTMENT OF EDUCATION
 OFFICE OF PLANNING (OP)

FIRST AMENDED
LIST OF EXHIBITS

PARTY:

EXHIBIT NUMBER	DESCRIPTION	PARTY: OBJECTIONS	ADMIT
1	Office of Planning Statement of Position		
2	Office of Planning Written Testimony		
3	Map 1, <i>Petition Location</i> , OP		
4	Map 2, <i>Regional Context Map</i> , OP		
5	State Department of Transportation (DOT) Written Testimony		WITHDRAWN
<u>5A</u>	<u>State Department of Transportation (DOT) Written Testimony – Revised: June 7, 2013</u>		
6	Commission on Water Resources Management (CWRM) Written Testimony		WITHDRAWN
7	Resume of OP Representative - Rodney Funakoshi, Planning Program Administrator, Land Use Division		
8	Resume of DOT Representative – Alvin Takeshita, Highways Administrator		
9	Resume of CWRM Representative		WITHDRAWN
<u>10</u>	<u>State Historic Preservation Division Letter, May 3, 2013</u>		

Kihei High School

Petition for Land Use District Boundary Amendment
By State of Hawaii, Department of Education
Docket No. A11-794

State of Hawaii, Department of Transportation Revised Testimony
Alvin Takeshita, Highways Division Administrator
Date: May 23, 2013
Revised: June 7, 2013

The State Department of Transportation (DOT) recognizes the need for a State transportation system that supports the planned growth which is consistent with and will accommodate the objectives of the State and the County of Maui. The Directed Growth Map in the *Maui Island Plan* indicates the Petition Area is within the urban growth boundary.

The proposed Kihei High School will be located adjacent and to the east of Piilani Highway, State Route No. 31, a four lane divided highway in this area, which is functionally classified as a principal arterial. DOT has concerns on the impacts that the proposed Kihei High School will have on Piilani Highway.

The Petitioner proposes to provide access to the Kihei High School from Piilani Highway at the existing three-way intersection with Kulanihakoi Street by extending Kulanihakoi Street to create a four-way intersection.

DOT Concerns

1. The 1% annual growth rate used by the Petitioner was based on historical data and does not account for large committed future developments in the area. A 2% annual growth rate plus the trip generation from other future committed developments in the Kihei area should be considered in the traffic forecast analysis.
2. The study area proposed by Petitioner is Piilani Highway, from its intersection with Kaonoulu Street to Piikea Avenue. Based upon the data, it is reasonable to use this study area along Piilani Highway and the change in the traffic level of

service (LOS) and change in capacity due to the development does not appear to be significant enough to study beyond these limits.

3. As with all other developments, the LOS for the project with mitigation improvements in the Revised TIAR should reflect the DOT's guideline that the applicant shall mitigate all transportation impacts due to the project in order to maintain the without project scenario operating LOS and delay level conditions for the horizon years. Based on the current analysis, it appears that the project will not cause any negative regional impacts. Accordingly, regional transportation improvements are not being required.
4. The Traffic Signal Warrant Study at the Piilani Highway intersection with Kulanihakoi Street is not acceptable to DOT and should be reanalyzed and resubmitted for DOT review and acceptance. One concern, for example, is that the current Traffic Signal Warrant Study appears to include vehicle counts for right-turning vehicles which should have been excluded.
5. The revised Traffic Signal Warrant Study shall be based upon an analysis of vehicle, not pedestrian, movements. Although generally traffic signals may be warranted based upon pedestrian movements, DOT is not willing to slow traffic along Piilani Highway by allowing a traffic light and crosswalk based upon pedestrian movement. In that scenario, a grade separated pedestrian crossing provides a safer alternative which will not impede vehicle traffic.
6. The Revised TIAR should also include a Pedestrian Route Study which includes ingress and egress of pedestrians through defined location(s) that are not along Piilani Highway, which Study shall also be satisfactory to DOT. Schools generate greater amounts of pedestrian traffic than most other developments. Accordingly, a multi-modal analysis including a Pedestrian Route Study is particularly appropriate for schools.
7. With projected enrollments of 800 students when Kihei High School opens and 1,650 students at buildout year 2025, DOT is concerned about the conflicts

between vehicles and pedestrians, and the overall safety of pedestrians crossing Piilani Highway, with a posted speed limit of 40 mph. If the Revised TIAR indicates that a traffic signal is not warranted at the Piilani Highway intersection with Kulanihako'i Street, a grade separated pedestrian crossing should be provided from Kihei High School across Piilani Highway. Based on Federal Highway Administration Report No. FHWA/RD-84/082 "Warrants for Pedestrian Over and Underpasses" dated July 1984, and the American Association of State Highway and Transportation Officials publication "Guide for the Planning, Design and Operation of Pedestrian Facilities" dated 2004, a pedestrian overpass or underpass is justified when the average daily traffic (ADT) is over 35,000 if vehicle speed is over 40 mph and the site is in an urban area. Alternatively, ~~arrant~~ a pedestrian overpass or underpass is justified when the pedestrian volume is over 300 in the 4 highest continuous hour period if vehicle speed is over 40 mph and the site is in an urban area. With reference to the Regional Travel Demand Model for the Long Range Land Transportation Plan for Maui, at buildout year 2025, the average ADT of Piilani Highway in the vicinity of Kihei High School is projected to be 46,000, which exceeds the 35,000 ADT. The Petitioner has not provided pedestrian data/counts, therefore, DOT estimated if 20 percent of the 1,650 students walk to school, 330 students will be crossing Piilani Highway, which exceeds 300 students.

8. Petitioner proposes to build a crosswalk instead of an overpass or underpass, arguing that most students will use the crosswalk instead of the overpass or underpass. If the Revised Traffic Signal Warrant Study does not justify a traffic signal and crosswalk, an overpass or underpass is obviously then required. If the Revised Traffic Signal Warrant Study does justify a traffic signal and crosswalk based on vehicle movement, then DOT recommends but will not require an overpass or underpass.
9. The petitioner should set aside sufficient right-of-way for the proposed access road to Kihei High School and intersections that may be developed into a collector or local road due to the possible future development to the east 'mauka'

side of Kihei High School. DOT understands that DOE has an agreement with a mauka landowner allowing the use of the proposed Kulanihakoi extension by the possible future mauka development. Further improvements are likely if and when the mauka development occurs. Accordingly, DOE should plan for this eventuality and set aside a sufficient right-of-way to accommodate this future development.

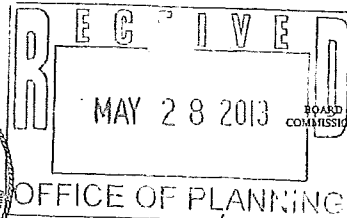
10. The current conceptual plans appear to be compliant with DOT's Noise Policy and Abatement Guidelines because the noise sensitive facilities are located away from Piilani Highway. Any revisions to these conceptual plans should also be compliant with DOT's Noise Policy and Abatement Guidelines.

Recommended DOT Conditions of District Boundary Amendment Approval

1. The Petitioner shall revise the Traffic Impact Analysis Report (TIAR) dated September 2011, revised April 2012 and submit such Revised TIAR for DOT review and obtain acceptance from DOT prior to approval of a change of zone from the County of Maui. The Revised TIAR shall address the concerns and conditions expressed in this testimony and shall identify the transportation impacts of the development on the State Highway System, including vehicles, mass transit, bicycles and pedestrians, and recommend mitigation measures for the identified transportation impacts.
2. Petitioner shall provide access to Kihei High School from Piilani Highway by developing the fourth leg of an existing T-intersection with Kulanihakoi Street. The access to Kihei High School shall be perpendicular to Piilani Highway for a minimum distance of 200 feet.
3. Petitioner shall provide paved shoulders along Piilani Highway fronting Kihei High School and provide accommodations for bicycles. To further remove conflicts between vehicles and pedestrians, Petitioner shall provide a pedestrian overpass or underpass structure from Kihei High School crossing Piilani Highway if required based on the Revised TIAR, as acceptable to DOT, including any right-

of-way necessary for the improvement. If required, the pedestrian structure shall provide for a pedestrian landing (pad) at the entrance/exit of the structure to provide for efficiency and safety for the pedestrians using the structure. As part of the pedestrian structure the petitioner shall provide all improvements necessary to ensure the safety of pedestrians crossing Piilani Highway to and from the development. The work shall be designed using applicable federal and state requirements and guidelines; and approved by the DOT. The Petitioner shall be responsible for the maintenance of the pedestrian overpass or underpass structure, if required.

4. The Petitioner shall fund and provide for the planning, design, and construction of all transportation improvements to support the planned initial enrollment (Phase I) and expanded buildout enrollment (Phase II) of the school, as recommended by the Revised TIAR and/or the updated Revised TIAR and complete said transportation improvements recommended for each phase prior to the issuance of a certificate of occupancy for the first building in that phase. The improvements shall mitigate all local and direct project-generated and related transportation impacts. The Revised TIAR shall be updated and submitted to DOT for review and acceptance one year following the opening of Phase I or as required by DOT, and also prior to the issuance of a building permit for Phase II.
5. Petitioner shall also dedicate sufficient land for right-of-way necessary for these recommended transportation improvements, and set aside a sufficient right-of-way for mauka developments which will use Kulanihakoi Street. The work shall be designed using applicable federal and state requirements and guidelines, and approved by DOT.
6. The Petitioner should determine the traffic noise impacts the proposed Kihei High School and address the impacts by noise compatible planning and abatement measures to comply with the noise level requirements in the current DOT Highway Noise Policy and Abatement Guidelines. The Petitioner shall provide noise abatement measures, at no cost to the DOT.



WILLIAM J. AILA, JR.
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HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

**HISTORIC PRESERVATION DIVISION
DEPARTMENT OF LAND AND NATURAL RESOURCES**

HISTORIC PRESERVATION DIVISION
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May 3, 2013

Jesse K. Souki, Director
Office of Planning
P.O. Box 2359
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LOG NO: 2012.2645
LOG NO: 2013.1943
DOC NO: 1304JP17
Archaeology

Aloha Mr. Souki:

**SUBJECT: Section 6E-8 Historic Preservation Review- (Reference P-13875)
Final Environmental Impact Statement for the Proposed Kihei High School and Petition for
Amendment of the State Land Use District Boundaries (Docket A11-794)
Ka 'ono'ulu Ahupua'a, Wailuku District, Island of Maui
Koheo 1-2/Waiohuli Ahupua'a, Wailuku/Makawao Districts, Island of Maui
TMK: (2) 2-2-002:081 & :083 (Formerly 2-2-002:015 por. & :054 por.)**

Thank you for the opportunity to review the submittals for the proposed construction of Kihei High School. We received the Final EIS on September 6, 2012 and the Amendment on February 22, 2013. The Department of Education plans to develop a high school in Kihei on 77.2 acres mauka of Pi'ilani Highway between Kulanihako'i and Waipuilani Gulches. The high school will be designed for 1,650 students and associated staff for grades 9-12.

The State acquired the two subject parcels for the high school in January 2012 and plan to consolidate them into a single lot for the development. The campus will include athletic fields such as: tennis, track and field, football, soccer, baseball and softball fields, a swimming pool; and associated infrastructure improvements including new roadways, utilities, drainage, wastewater and water systems. SHPD History and Culture Branch provided comments in reference to the consultation request (*Log 2010.0107, Doc 1004HR02*).

An archaeological inventory survey report was accepted by our division (*Log 2010.0194, Doc 1001PC26 and Log 2010.1140, Doc 1002PC09*). The survey included 77 acres (30.8 hectares) that was listed under former TMKs (2) 2-2-002:015 and (2) 2-2-002:054. Subsurface testing was limited to two manually excavated test units. One site was recorded comprised of eight features including seven rock mounds and one alignment (SIHP 50-50-10-6393). The site is significant under Criterion D of the Hawai'i and National Registers of Historic Places for its ability to yield important information related to prehistory or history. No further work was recommended for the site because an adequate amount of information was collected during the survey.

Based on our prior comments, we are not comfortable with the recommendation for no archaeological monitoring during the project. While continuous monitoring may not be necessary, we believe an archaeological monitoring program should be implemented during the initial phases of ground preparation, and planned accordingly. The program may be adjusted to address specific conditions. Therefore, we recommend the submittal of an archaeological monitoring plan, pursuant to Hawai'i Administrative Rule §13-279. We appreciate the chance to provide comments and look forward to the submittal of a monitoring plan. Please contact Jenny Pickett at Jenny.L.Pickett@Hawaii.gov or (808) 243-1285 for any questions regarding this letter.

Mahalo,

Theresa K. Donham
Archaeology Branch Chief

Docket No. A11-794

CERTIFICATE OF SERVICE

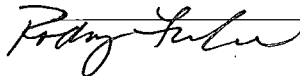
I hereby certify that a copy of the foregoing was served upon the following by either hand delivery or depositing the same in the U.S. Postal Service by regular mail.

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DATED: Honolulu, Hawaii this 12th day of June 2013.



for

JESSE K. SOUKI
Director
Office of Planning