

DAVID Y. IGE  
GOVERNOR

LAND USE COMMISSION  
STATE OF HAWAII

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STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
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IN REPLY REFER TO:

STP 8.2090

March 3, 2017

TO: LEO R. ASUNCION, DIRECTOR  
OFFICE OF STATE PLANNING

FROM: FORD N. FUCHIGAMI  
DIRECTOR OF TRANSPORTATION

SUBJECT: KAUAI COMMUNITY COLLEGE (KCC) CONTINUED OPERATION AND  
EXPANSION  
PETITION FOR AMENDMENT OF THE STATE LAND USE DISTRICT  
BOUNDARIES  
LAND USE COMMISSION DOCKET NO. A16-801  
PUHI, LIHUE, KAUAI, HAWAII  
TMK: (4) 3-4-007:001, 002, 003 AND 006

Our Department of Transportation's (DOT) comments on the subject project are as follows:

Airports Division (DOT-AIR)

KCC is located approximately two (2) miles from Lihue Airport (LIH) and will be subject to the following aviation operational conditions, safety provisions and protocol:

1. Installation of structures that will penetrate the Federal Aviation Administration (FAA) air space at LIH, pursuant to FAA's "Notice of Proposed Construction or Alteration" (also known as Form 7460-1), will require responsible parties to submit to FAA, Form 7460-1 for approval prior to installation. This requirement is codified at Title 14, Part 77.9 of the Code of Federal Regulations. The management of FAA protected air space with regard to height restriction, is applicable to tall equipment, such as cranes, that may be used during construction. FAA Form 7460-1 and criteria for its submittal can be found at the following website: <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.
2. There is generalized risk of exposure, for KCC, to aircraft-generated fumes, smoke, propagated sound wave vibration, odors, etc., resulting from aircraft flight operations over existing use-developments and proposed (future) developments.

3. Developers must adhere to a non-glint and non-glare photovoltaic (PV) system operational policy so as to eliminate the blinding hazard for pilots in air traffic flight paths to and from LIH. The following website provides guidance for the preparation of a glint and glare analysis to meet the specified safe pilot-visual requirement for an FAA protected air space: <https://share.sandia.gov/phlux>.

The highest rated non-glare PV material is best suited to not reflect radiating solar rays of light that cause glint and glare to pilots. An operating PV system that deviates from the non-glint and non-glare aviation air space requirement will be deemed an aviation visual hazard by DOT-AIR.

Thus, if glint or glare from an operating PV system creates a blinding hazard for pilots, then owner of the PV system must correct the hazard upon notification of the owner by DOT-AIR. The FAA can also serve notice to the owner and the owner will also have to make corrective action to eliminate glint and glare.

In addition, operating PV installations have been known to emit radio frequency noise that may create radio frequency interference (RFI) to aviation-dedicated radio signals, disrupting the reliability of air-to ground communications. An owner must ensure that an operating PV installation will not create any RFI so as to not interfere with any aviation communication frequency.

4. KCC is subject to compatible land use requirements pursuant to Hawaii Revised Statutes, Chapter 262 – Airport Zoning Act.
5. KCC land use is also subject to compatible land use requirements pursuant to the Federal Aviation Administration Advisory Circular, *Hazardous Wildlife Attractants On or Near Airports* 150/5200-33B.
6. KCC and future developers for the property, designated for urban land use, are subject to municipal obligations (of city and state) promulgated in a Technical Advisory Memo (TAM) reflected to current land uses and future land uses with 5 miles of LIH. Details of the TAM can be accessed from the following world-wide web link:  
[http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports\\_08-01-2016.pdf](http://files.hawaii.gov/dbedt/op/docs/TAM-FAA-DOT-Airports_08-01-2016.pdf).

#### Highways Division (DOT-HWY)

While the DOT-HWY does not object to re-designation of the KCC campus from Agricultural to Urban district, we offer the following comments:

1. We understand KCC will be updating the 1999 KCC Long Range Development Plan (LRDP) that will include the expansion of KCC facilities.
2. We request KCC work with DOT to satisfactorily address the traffic impacts of the KCC expansion on the State's highway facilities in an update to the 2010 Traffic Impact Report (TIR) that was prepared for the KCC 2012 Final Environmental Assessment.
3. The updated TIR should include KCC expansion plans, satisfactorily address our concerns identified in our prior letters, HWY-PS 2.3917, dated January 24, 2013 and STP 8.0490, dated July 12, 2011 (copies attached) and consider the following projects in the area:
  - a. The Lihue-Hanamaulu Bypass Project that considers alignment possibilities connecting to Kaumualii Highway in the vicinity of KCC.
  - b. The widening of Kaumualii Highway from Anonui Street to the Kipu Road area from two to four lanes (identified in DOT's Statewide Transportation Improvement Program (STIP) for 2019 and 2020.
  - c. The proposed construction and expansion of the Island School facilities located at TMK: (4) 3-8-002:016.

If there are any questions, please contact Mr. Norren Kato of the DOT Statewide Transportation Planning Office at telephone number (808) 831-7976.