

# **Mahi Solar Project**

**APPLICATION FOR STATE SPECIAL USE PERMIT (SUP)**

**KUNIA, ISLAND OF O'AHU**



Photo: G70

**APPLICANT:**  
**MAHI SOLAR, LLC**

**PREPARED BY:**



**DECEMBER 2020**





# Mahi Solar Project

APPLICATION FOR SPECIAL USE PERMIT (SUP)

KUNIA, ISLAND OF O'AHU

TMK (1) 9-2-001:020 (POR.)

AND (1) 9-2-004: 003 (POR.), 006 (POR.), 010 (POR.), AND 012  
(POR.)

---

APPLICANT:

**MAHI SOLAR, LLC**  
330 CONGRESS ST., 6TH FL.  
BOSTON, MASSACHUSETTS, 02210

PREPARED BY:



111 S. KING STREET, SUITE 170  
HONOLULU, HI 96813

DECEMBER 2020



# Table of Contents

<b>SECTION</b>	<b>PAGE</b>
List of Figures .....	iv
List of Tables .....	iv
Appendices .....	v
Abbreviations.....	vi
<b>1.0 Pre-Application Procedures</b>	
1.1 Pre-Application Meeting.....	1-1
1.2 Presentation to the Neighborhood Board.....	1-1
1.3 HRS Chapter 343 Compliance .....	1-1
1.4 Department of Planning and Permitting Master Application Form .....	1-1
<b>2.0 Application Information</b>	
<b>3.0 Project Description</b>	
3.1 Purpose of the Proposed Project .....	3-1
3.2 Project Location and Existing Uses .....	3-2
3.3 Surrounding Land Uses .....	3-3
3.4 Project Description.....	3-4
3.4.1 Project Components.....	3-4
3.4.2 Relationship to Agriculture.....	3-8
3.4.3 Landscaping.....	3-11
3.4.4 Access, Roadways, and Parking .....	3-12
3.4.5 Construction Characteristics.....	3-12
3.4.6 Hours of Operation and Occupation.....	3-13
<b>4.0 Site Description</b>	
4.1 Climate and Wind Patterns.....	4-1
4.2 Soil Types and Classifications .....	4-1
4.2.1 Soil Types .....	4-1
4.2.2 Land Study Bureau Classification (LSB).....	4-5
4.2.3 Agricultural Lands of Importance to the State of Hawaii (ALISH) .....	4-5
4.2.4 Important Agricultural Lands (IAL).....	4-8
4.3 Topography .....	4-11
4.4 Biological Resources.....	4-13
4.4.1 Flora .....	4-13

4.4.2	Avifauna .....	4-14
4.4.3	Mammalian Resources .....	4-19
4.4.4	Critical Habitat .....	4-19
4.5	Jurisdictional Waters.....	4-20
4.6	Cultural and Historic Resources.....	4-20
4.6.1	Cultural Resources .....	4-20
4.6.2	Historic Sites .....	4-23
4.7	Noise .....	4-25
4.8	Air Quality.....	4-26
4.9	Views .....	4-26
4.10	Glint and Glare .....	4-27
4.11	Hazardous Wastes and Materials .....	4-27
4.12	Public Services .....	4-28
<b>5.0 Compliance with Laws and Public Policies</b>		
5.1	Land Use Commission Guidelines, HRS Chapter 205 .....	5-1
5.2	Consistency with State and County Plans and Policies .....	5-6
5.2.1	Hawai'i Environmental Policy Act .....	5-6
5.2.2	Coastal Zone Management Program .....	5-6
5.2.3	Hawai'i State Plan .....	5-9
5.2.4	City and County of Honolulu General Plan .....	5-11
5.2.5	Central O'ahu Sustainable Communities Plan .....	5-12
5.2.6	'Ewa Development Plan .....	5-14
5.3	Land Use Ordinance, ROH Chapter 21 .....	5-16
5.3.1	Zoning District Regulations.....	5-17
5.3.2	Specific Use Development Standards.....	5-18
5.4	Important Agricultural Lands, HRS Chapter 205 Part III .....	5-19
5.5	Required Permits and Approvals.....	5-21
<b>6.0 Infrastructure</b>		
6.1	Wastewater Collection, Treatment, and Disposal .....	6-1
6.2	Water Supply .....	6-1
6.3	Hydrology and Drainage.....	6-2
6.4	Streets and Transportation.....	6-3
6.5	Solid Waste.....	6-9
<b>7.0 Mitigative Measures</b>		
7.1	Issues and Concerns.....	7-1
7.2	Potential Impacts and Mitigation Measures .....	7-2
7.2.1	Loss of Agricultural Land.....	7-2
7.2.2	Viability of Co-location of Agriculture and Solar.....	7-2

7.2.3 Biological Resources .....7-3  
7.2.4 Cultural Resources .....7-3  
7.2.5 Construction Characteristics.....7-4  
7.2.6 Solar PV Panel Glare .....7-4  
7.2.7 Decommissioning Plan.....7-5  
7.2.8 Stormwater Runoff .....7-5  
7.2.9 View Impacts.....7-5  
7.2.10 Renewable Energy .....7-6

**8.0 References**

## List of Figures

<b>Figure</b>	<b>Page</b>
2.1 Project Vicinity Map .....	2-3
2.2 Tax Map Key .....	2-4
2.3 State Land Use District Classification.....	2-5
2.4 City and County of Honolulu Zoning.....	2-6
2.5 City and County of Honolulu Central O‘ahu Sustainable Communities Plan Map.....	2-7
2.6 City and County of Honolulu ‘Ewa Development Plan Map.....	2-8
2.7 Flood Zone.....	2-9
3.1 Proposed Farm Plan Area.....	3-10
4.1 Soils Map.....	4-2
4.2 Land Study Bureau (LSB) .....	4-6
4.3 Agricultural Lands of Importance to the State of Hawai‘I (ALISH) .....	4-7
4.4 Important Agricultural Lands (IAL) .....	4-9
4.5 Proposed Important Agricultural Lands (IAL) .....	4-10
4.6 Topography.....	4-12
4.7 O‘ahu ‘Elepaio Critical Habitat .....	4-16
4.8 Archaeological Reconnaissance Survey Study Locations and Recorded Sites (ASM Affiliates) .....	4-24

## List of Tables

<b>Table</b>	<b>Page</b>
3.1 Land Ownership .....	3-2
3.2 Project Building/Equipment Data .....	3-6
3.3 Plant Palette List (WKM, Inc.).....	3-12
5.1 CZM Objectives/Policy Applicable to Project .....	5-6
5.2 Development Standards for the AG-1 District .....	5-17
5.3 Specific Development Standards for Utility Installation, Type B.....	5-18
5.4 Required Permits and Approvals .....	5-21
6.1 Project Trip Generation.....	6-5
6.2 LOS Summary of Intersection Operations .....	6-6

## Appendices

- A. Site Photos
- B. Site Plan and Drawings, Prepared by Revamp Engineers and Walters, Kimura, Motoda, Inc., November 2020.
- C. *Mahi Solar: Agricultural Plan*, Prepared by Mahi Solar, LLC, December 2020.
- D. *Mahi Solar Project Biological Resources Report and Mahi Solar Pueo Survey Addendum*, Prepared by SWCA Environmental Consultants, October 2020 and November 2020.
- E. *A Ka Pa‘akai O Ka ‘Āina Analysis for the Longroad Energy Management*, LLC Mahi Solar Facility, Prepared by ASM Affiliates, December 2020.
- F. *Archaeological Reconnaissance Survey for the Mahi Solar Project*, Prepared by ASM Affiliates, December 13, 2020.
- G. *View Study of Proposed Mahi Solar Farm, Kunia, O‘ahu*, Prepared by G70, October 2020.
- H. *Glare Analysis for the Mahi Longroad Energy Solar Project in O‘ahu, Hawai‘i*, Prepared by Power Engineers, October 2020.
- I. Decommissioning Plan
- J. *Construction Traffic Assessment for the Proposed Mahi Solar Farm*, Prepared by Fehr and Peers, November 2020.



## Abbreviations

Amsl	Above Mean Sea Level
AC	Alternating Current
APLIC	Avian Power Line Interaction Committee
BESS	Battery Energy Storage System
BMPs	Best Management Practices
BWS	Honolulu Board of Water Supply
CdTe	Cadmium Telluride
CCH	City and County of Honolulu
CUP	Conditional Use Permit
CUPm	Conditional Use Permit, Minor
CWA	Clean Water Act
CZM	Coastal Zone Management
CZMP	Coastal Zone Management Program
DC	Direct Current
DLNR	State of Hawai'i Department of Land and Natural Resources
DOH	State of Hawai'i Department of Health
DP	Development Plan
DPP	Department of Planning and Permitting
EA	Environmental Assessment
EIS	Environmental Impact Statement
ESCP	Erosion and Sediment Control Plan
GHG	Greenhouse Gas
HARC	Hawai'i Agriculture Research Center
HCEI	Hawai'i Clean Energy Initiative
HDOT	State of Hawai'i Department of Transportation
HECO	Hawaiian Electric Company
HFD	Honolulu Fire Department
HPD	Honolulu Police Department
HSEO	Hawai'i State Energy Office
IPaC	Information for Planning and Consultation, U.S. Fish and Wildlife Service
KWA	Kunia Water Association
LUC	Land Use Commission

LUO Land Use Ordinance  
MBTA U.S. Migratory Bird Act Treaty  
MW Megawatt  
MWac Megawatt Alternating Current  
MWh Megawatt-hours  
NPDES National Pollutant Discharge Elimination System  
NPS National Park Service  
OHA Office of Hawaiian Affairs  
OR & L O'ahu Railway and Land Company  
PV Photovoltaic  
RFP Request for Proposal  
SCP Sustainable Communities Plan  
SMA Special Management Area  
SHPD State Historic Preservation Division, DLNR  
State State of Hawai'i  
STC Standard Test Condition  
TMK Tax Map Key  
U.S. United States  
USACE U.S. Army Corps of Engineers  
USFWS U.S. Fish and Wildlife Service  
VDC Volts Direct Current



# Pre-Application Procedures





## Chapter 1

# Pre-Application Procedures

### 1.1 Pre-Application Meeting

A pre-application meeting with the City and County of Honolulu Department of Planning and Permitting (DPP) was held on October 16, 2020 to discuss the proposed Mahi Solar project.

### 1.2 Presentation to the Neighborhood Board

The project is located in the following two Neighborhood Board areas:

- Waipahu Neighborhood Board No. 22
- Mililani-Waipio-Melemanu Neighborhood Board No. 25

Community outreach has been conducted for this project, including a series of virtual public meetings held on July 15, 2020 and October 29, 2020. Presentations to the neighborhood boards are being planned. A discussion on community input and major concerns raised during preliminary stakeholder and agency review is provided in *Chapter 7.0*.

### 1.3 HRS Chapter 343 Compliance

The Mahi Solar project does not require completion of a Hawai'i Revised Statutes (HRS) Chapter 343, Environmental Assessment (EA) or Environmental Impact Statement (EIS). The project will not involve the development of items specified in the Applicability and requirements HRS Chapter 343-5(a)(1) through (9).

### 1.4 Department of Planning and Permitting, Planning Division Master Application Form

The signed and completed DPP Planning Division Application Form is provided following this section.

### 1.5 HECO Interconnection Requirements Study (IRS) Determination Letter

Hawaiian Electric Company's (HECO) letter approving the Interconnection Requirements Study (IRS) Agreement dated November 17, 2020 is provided following this section.





City and County of Honolulu  
DEPARTMENT OF PLANNING AND PERMITTING  
650 South King Street, 7<sup>th</sup> Floor  
Honolulu, Hawaii 96813

**PLANNING DIVISION MASTER APPLICATION FORM**

Additional data, drawings/plans, and fee requirements are listed on a separate sheet title "Instructions for Filing". **PLEASE ASK FOR THESE INSTRUCTIONS.**

All specified materials described in the "Instructions for Filing" and required fees must accompany this form; incomplete applications will delay processing. You are encouraged to consult with Planning Division staff in completing the application. Please call appropriate phone number given in the "Instructions for Filing".

Please print legibly or type the required information.

SUBMITTED FEE: \$ 15,000.00

**PERMIT/APPROVAL REQUESTED (Check one or more as appropriate):**

<input type="checkbox"/> GENERAL PLAN AMENDMENT	<input checked="" type="checkbox"/> SPECIAL USE PERMIT <input checked="" type="checkbox"/> New <input type="checkbox"/> Modify Existing
<input type="checkbox"/> STATE LAND USE BOUNDARY AMENDMENT (<15 acres) From _____ (District) To _____ (District)	<input type="checkbox"/> ZONING DISTRICT BOUNDARY ADJUSTMENT, ADMINISTRATIVE
<input type="checkbox"/> DEVELOPMENT PLAN (DP)/SUSTAINABLE COMMUNITIES PLAN (SCP) AMENDMENT Indicate DP/SCP area _____	<input type="checkbox"/> ZONE CHANGE From _____ (District) To _____ (District)
<input type="checkbox"/> PUBLIC INFRASTRUCTURE MAP REVISION (Indicate Map Symbol Request): <input type="checkbox"/> CY (Corporation Yard) <input type="checkbox"/> DSP (Desalination Plant)	
<input type="checkbox"/> D (Drainage Way (Open Channel)) <input type="checkbox"/> TS (Transit Station) <input type="checkbox"/> FS (Fire Station) <input type="checkbox"/> GB (Government Building) <input type="checkbox"/> GC (Golf Course)	
<input type="checkbox"/> P (Parks) <input type="checkbox"/> PS (Police Station) <input type="checkbox"/> PKG (Parking Facility/Transit Center) <input type="checkbox"/> RES (Water Reservoir) <input type="checkbox"/> SPS (Sewage Pump Station)	
<input type="checkbox"/> STP (Sewage Treatment Plant) <input type="checkbox"/> SW (Solid Waste Facility) <input type="checkbox"/> RTC (Rapid Transit Corridor) <input type="checkbox"/> R (Arterial & Collector Roadway) <input type="checkbox"/> W (Potable Well)	

(Project/Parcel specific information should be provided for General Plan and Development Plan amendments only if appropriate.)

TAX MAP KEY(S): (1) 9-2-001:020 por. and (1) 9-2-004: 003 por., 006 por., 010 por., and 012 por.

STREET ADDRESS/LOCATION OF PROPERTY: 94-520, 94-880 Kunia Road

APPLICATION/SUBJECT AREA (Acres/sq.ft.): Approximately 620 acres

THE PROPOSED PROJECT IS LOCATED  INSIDE  OUTSIDE THE:

- Urban Growth Boundary  
 Urban Community Boundary
- Community Growth Boundary  
 Rural Community Boundary

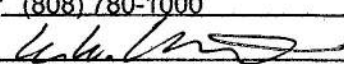
OF THE Central O'ahu and 'Ewa  
 ZONING DISTRICT(S): AG-1, Restricted Agricultural

**DEVELOPMENT PLAN/SUSTAINABLE COMMUNITY PLAN**  
 STATE LAND USE DISTRICT: Agricultural

**RECORDED FEE OWNER:**

Name (& title, if any) See Attachments  
 Organization \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 Phone Number \_\_\_\_\_  
 Signature \_\_\_\_\_

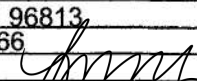
**APPLICANT:**

Name Wren Wescoatt  
 Organization Mahi Solar, LLC  
 Mailing Address 330 Congress St., 6th Floor  
Boston, MA 02210  
 Phone Number (808) 780-1000  
 Signature 

**PRESENT USE(S) OF PROPERTY/BUILDING:**

Agricultural, vacant

**AUTHORIZED AGENT/CONTACT PERSON:**

Name Tracy Camuso, G70  
 Mailing Address 111 South King Street, Suite 170,  
Honolulu, HI 96813  
 Phone Number (808) 523-5866  
 Signature 

PROJECT NAME (if any): Mahi Solar

**REQUEST/PROPOSAL (Briefly describe the nature of the request, proposed activity or project):**

Solar Generation Facility (Utility Installation Type B) and agricultural activities


DPP/ELOG NO. \_\_\_\_\_

DPP/POSSE NO. \_\_\_\_\_




City & County of Honolulu  
Planning Division Master Application Form  
Maui Solar

---

<b>Tax Map Key(s)</b>	<b>(1) 9-2-001:020</b>
Recorded Fee Owner	Monsanto Technology LLC
Name (& title, if any)	
Organization	
Mailing Address	94-520 Kunia Rd., PO Box 200 Kunia, HI 96759
Phone Number	
Signature 	Yarrow Flower



City & County of Honolulu  
Planning Division Master Application Form  
Mahi Solar

Tax Map Key(s)	(1) 9-2-004:003, 006 and 012
Recorded Fee Owner	Hartung Brothers Hawaii LLC
Name (& title, if any)	DANIEL F HARTUNG
Organization	HARTUNG BROTHERS INC, Sole Member
Mailing Address	708 Heartland Trl Ste 2000 Madison, WI 53717-2099
Phone Number	608 829 6002
Signature	



City & County of Honolulu  
Planning Division Master Application Form  
Mahi Solar

<b>Tax Map Key(s)</b>	<b>(1) 9-2-004:010</b>
Recorded Fee Owner	Fat Law's Farm Inc.
Name (& title, if any)	V.P. FRANK LAW
Organization	
Mailing Address	91-1008 Aipoola St. Ewa Beach, HI 96706-3956
Phone Number	(808) 485-7488
Signature	FRANK LAW







November 17, 2020

Via email: [wren.wescoatt@longroadenergy.com](mailto:wren.wescoatt@longroadenergy.com)

Mr. Wren Wescoatt  
Mahi Solar, LLC  
c/o Longroad Development Company, LLC  
330 Congress Street, 6<sup>th</sup> Floor  
Boston, MA 02210

Re: IRS Determination Letter

Dear Mr. Wescoatt:

This letter is to confirm that the Mahi Solar 120MW solar PV project (“Project”) has been selected by Hawaiian Electric to participate in the Hawaiian Electric Companies’ Final Stage 2 Renewable and Grid Services Request for Proposals. A Power Purchase Agreement dated September 11, 2020 (the “PPA”), has been executed between Hawaiian Electric Company, Inc. and Mahi Solar, LLC, approval of which is currently under review by the State of Hawai‘i Public Utilities Commission in Docket No. 2020-0140.

In connection with and as required by the PPA, pursuant to the terms of the Interconnection Requirement Study Letter Agreement, executed on June 26, 2020, Hawaiian Electric has begun to undertake an Interconnection Requirements Study (“IRS”) for this Project to determine the requirements to interconnect the Project to Hawaiian Electric’s system.

You may include this letter with your application materials to the City and County of Honolulu Department of Permitting and Planning as proof of your participation in this process.

Sincerely,

A handwritten signature in blue ink that reads "Rebecca Dayhuff Matsushima". The signature is written in a cursive, flowing style.

Rebecca Dayhuff Matsushima  
Director, Renewable Acquisition



# Application Information



## Chapter 2

# Application Information

<b>Type of Application:</b>	Special Use Permit (SUP)
<b>Project Name:</b>	Mahi Solar Project
<b>Petitioner:</b>	Mahi Solar, LLC 330 Congress St., 6th Floor Boston, MA 02210 Contact: Wren Wescoatt Telephone: (808) 780-1000
<b>Agent:</b>	Group 70 International, Inc. dba G70 111 South King Street, Suite 170, Honolulu, HI 96813 Contact: Tracy Camuso, AICP, Associate Principal Telephone: (808) 523-5866
<b>Project Location:</b>	Kunia, O'ahu, Hawai'i ( <i>Figure 2.1</i> )
<b>Tax Map Keys (TMK):</b>	(1) 9-2-001:020 por. and (1) 9-2-004: 003 por., 006 por., 010 por., and 012 por. ( <i>Figure 2.2</i> )
<b>Recorded Fee Owner:</b>	(1) 9-2-001:020 Monsanto Technology LLC 94-520 Kunia Rd., PO Box 200 Kunia, HI 96759  (1) 9-2-004:003, 006 and 012 Hartung Brothers Hawai'i LLC 708 Heartland Trl Ste 2000 Madison, WI 53717-2099  (1) 9-2-004:010 Fat Law's Farm Inc. c/o Kunia Agriculture Park LLLC 91-1008 Aipoola St. Ewa Beach, HI 96706-3956
<b>SUP Project Area:</b>	Approximately 620 acres
<b>State Land Use District:</b>	Agricultural ( <i>Figure 2.3</i> )
<b>County Zoning:</b>	AG-1 Restricted Agricultural ( <i>Figure 2.4</i> )

<b>Central O‘ahu Sustainable Communities Plan:</b>	Agriculture and Preservation Area ( <i>Figure 2.5</i> )
<b>‘Ewa Development Plan:</b>	Agriculture and Preservation Area ( <i>Figure 2.6</i> )
<b>Special Management Area:</b>	Not in the SMA
<b>Flood Zone:</b>	Zone D (Undetermined) ( <i>Figure 2.7</i> )
<b>Proposed SUP Use:</b>	Solar Generation Facility (Utility Installation Type B) and agricultural activities



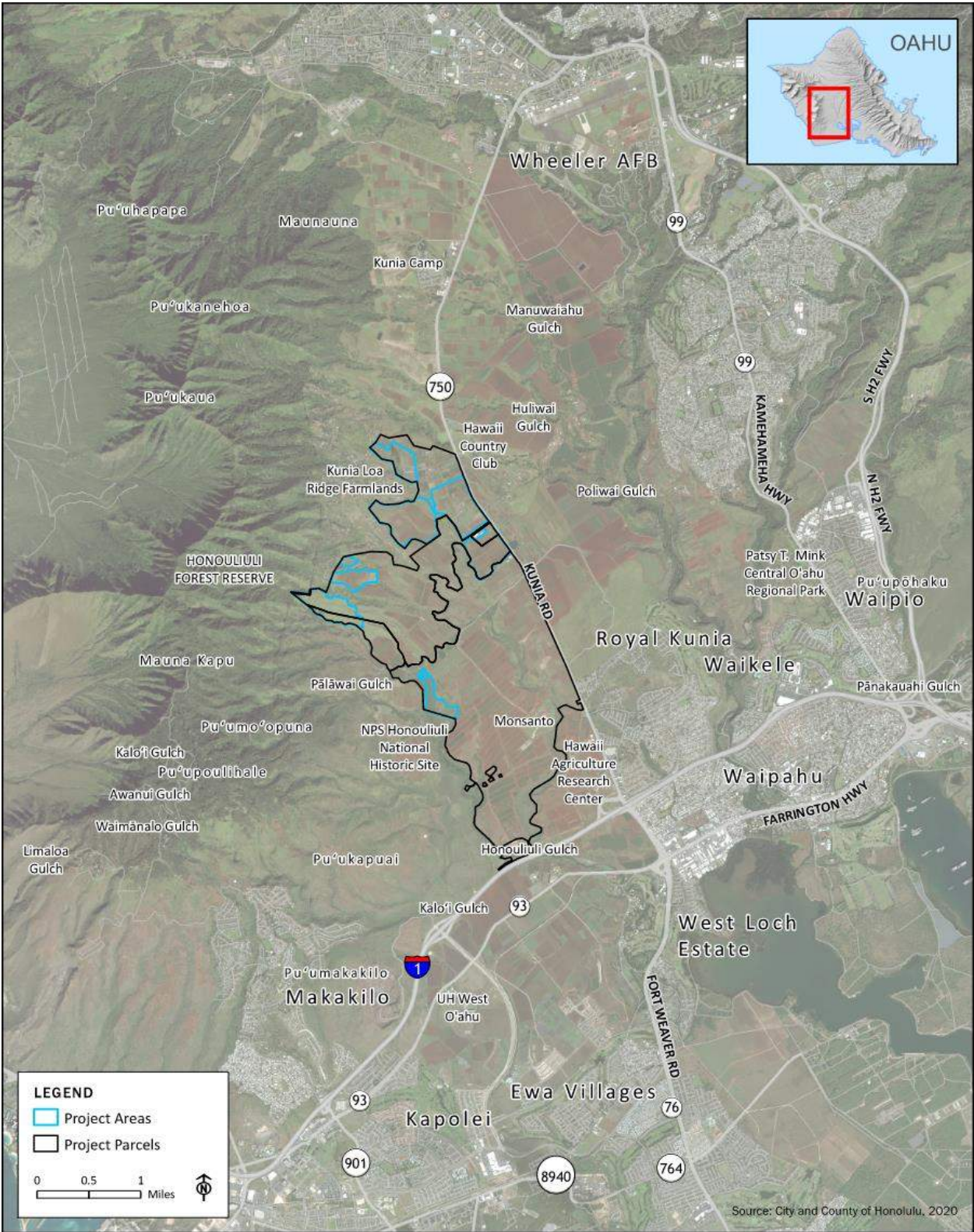


Figure 2.1

Project Vicinity Map



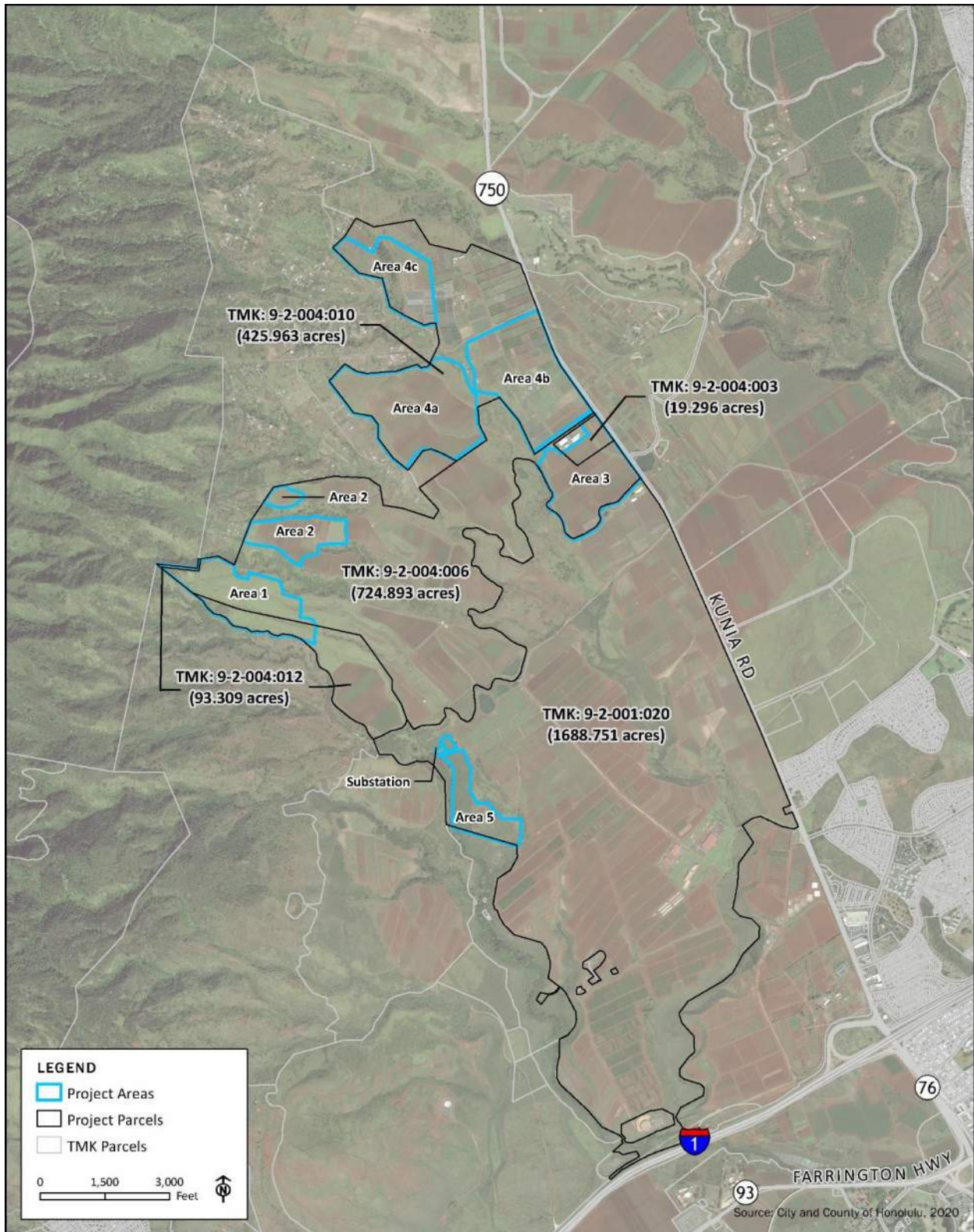


Figure 2.2

Tax Map Key

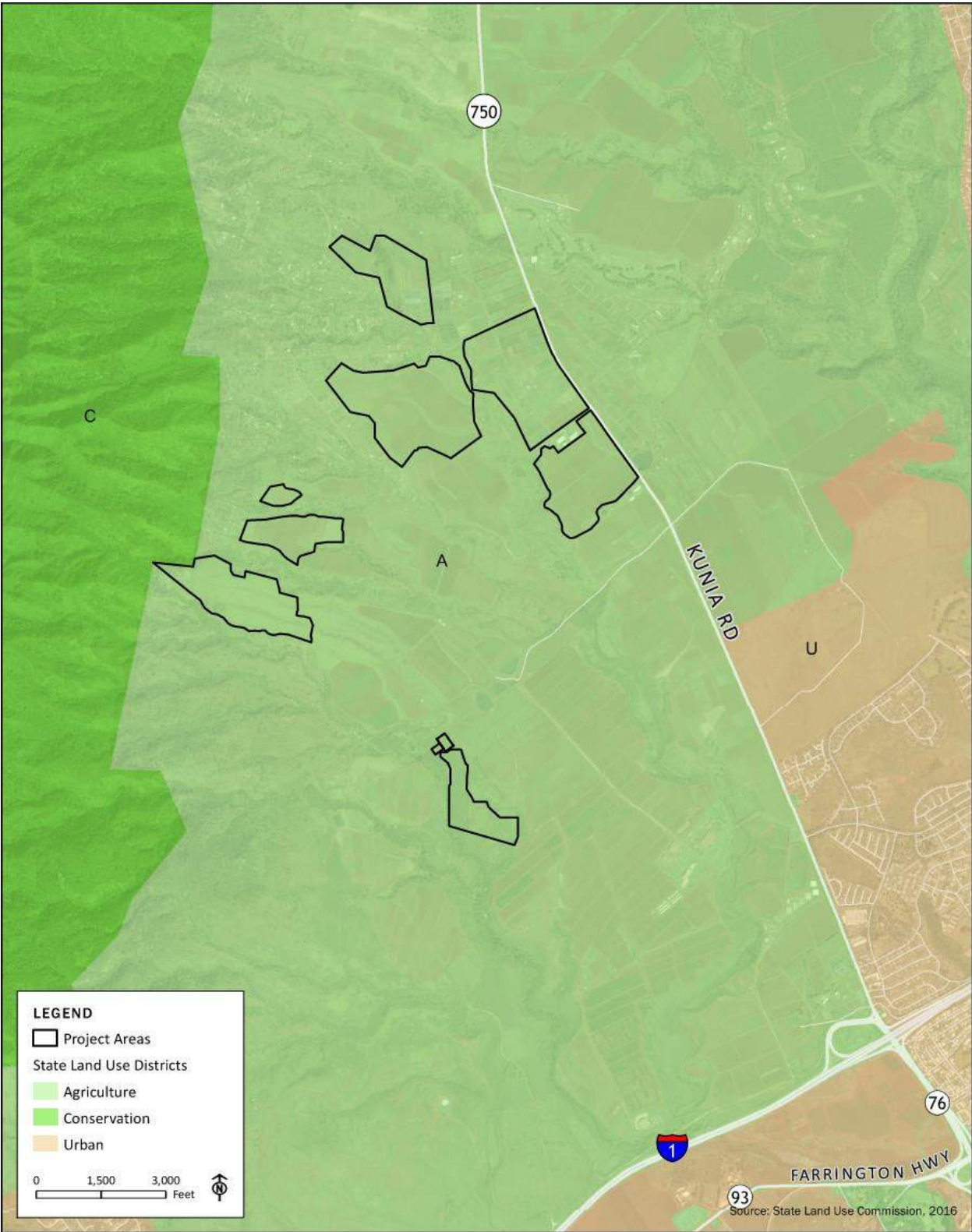


Figure 2.3

State Land Use District Classification



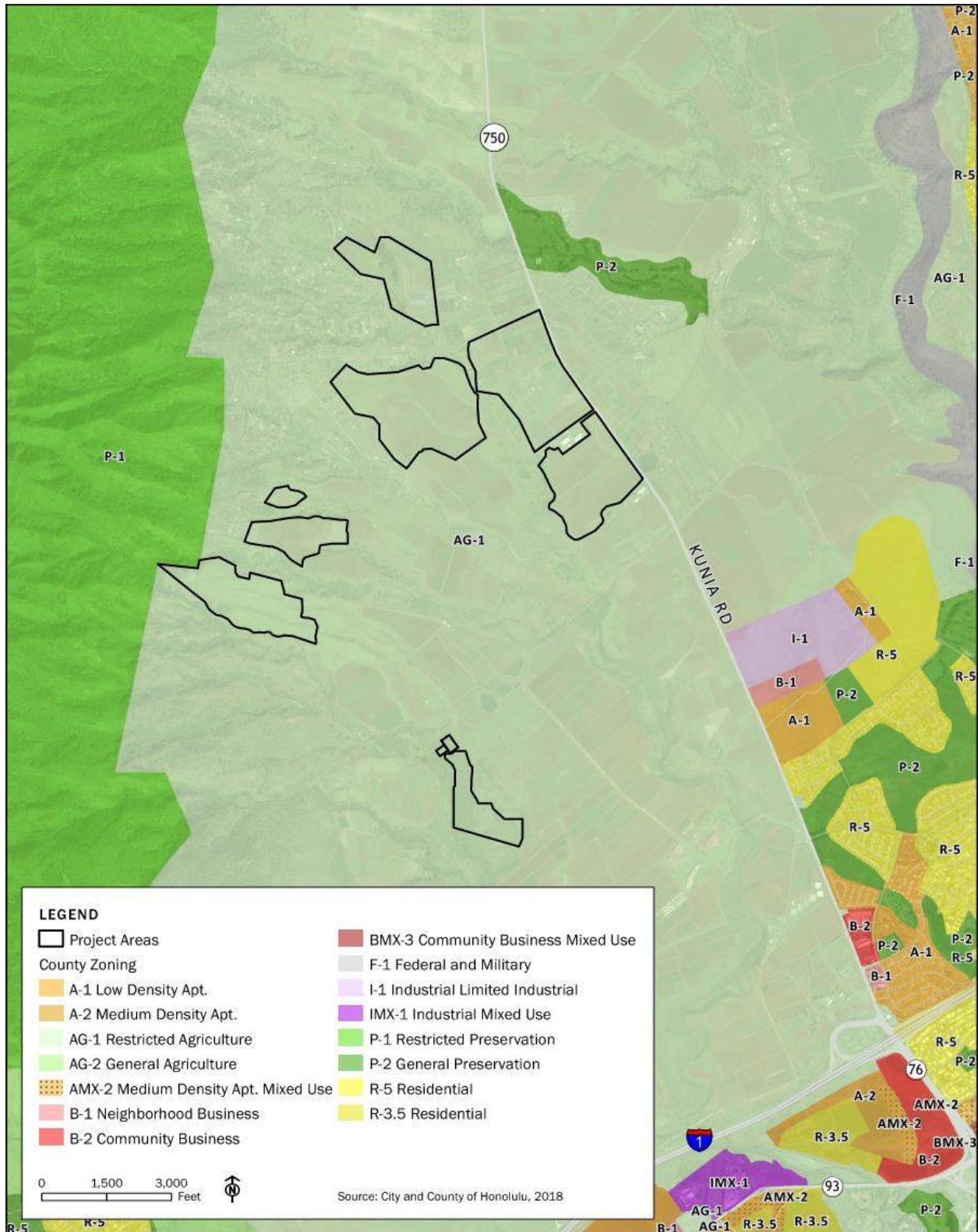


Figure 2.4

City and County of Honolulu Zoning

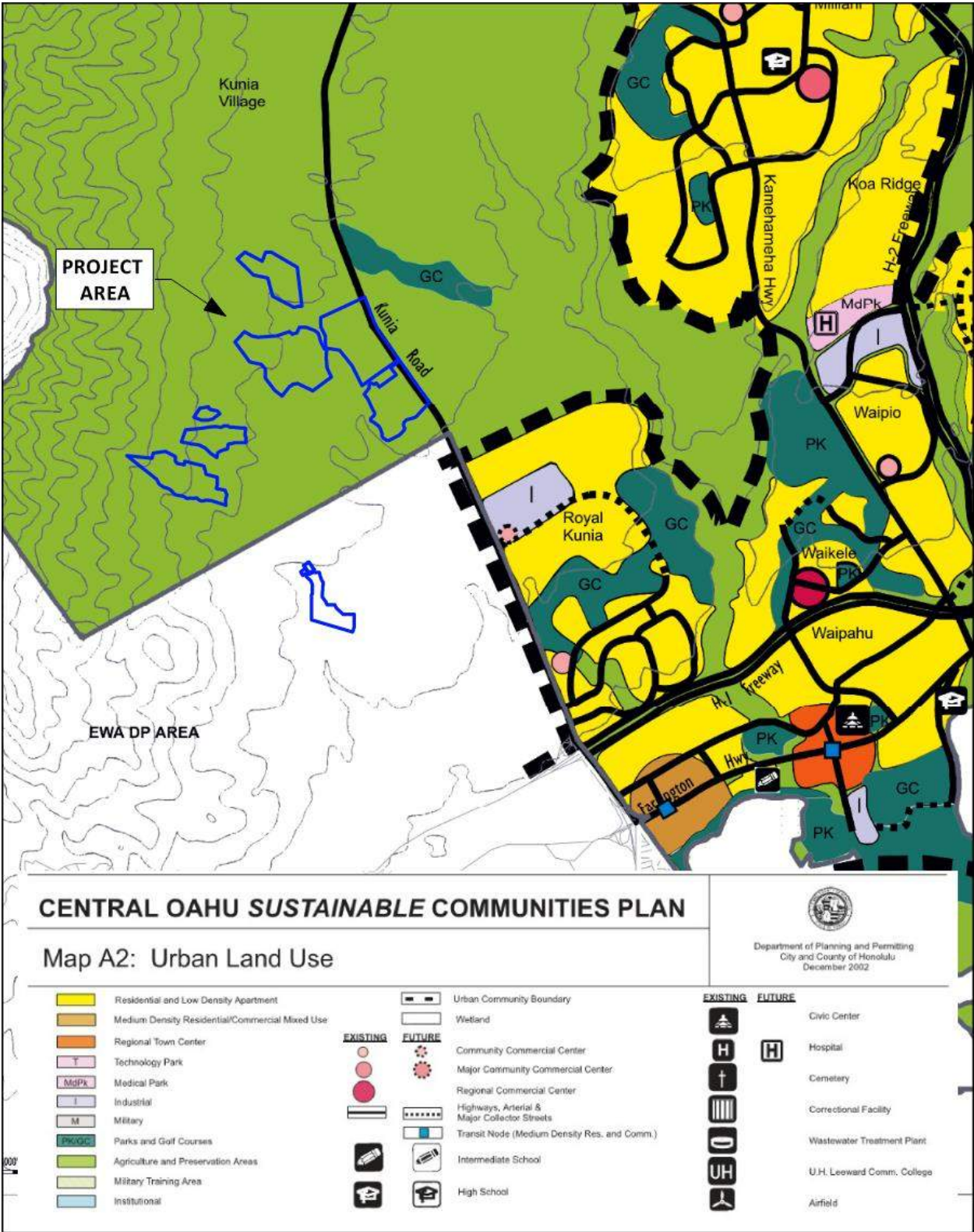


Figure 2.5 City and County of Honolulu Central O’ahu Sustainable Communities Plan Map



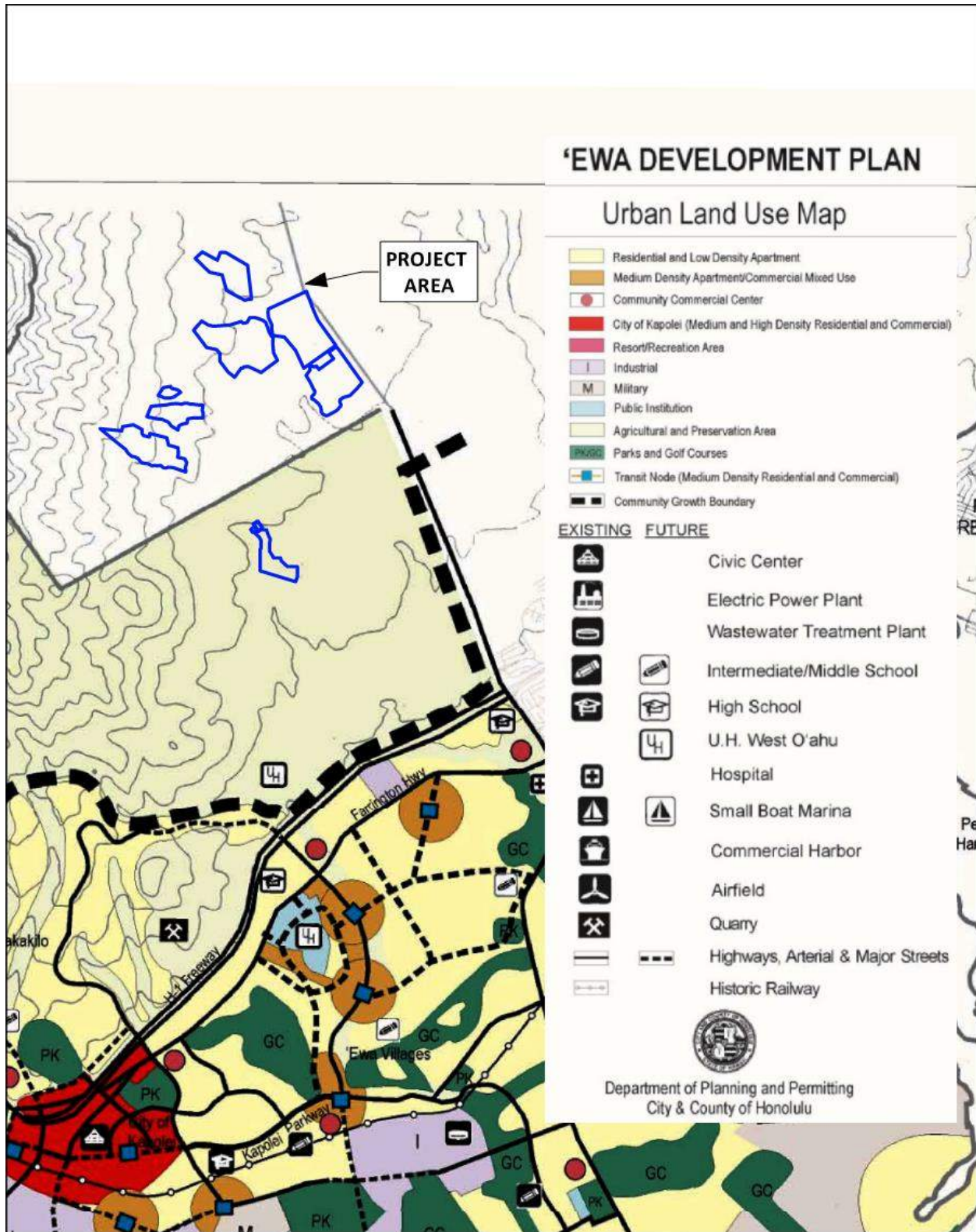


Figure 2.6

City and County of Honolulu 'Ewa Development Plan Map

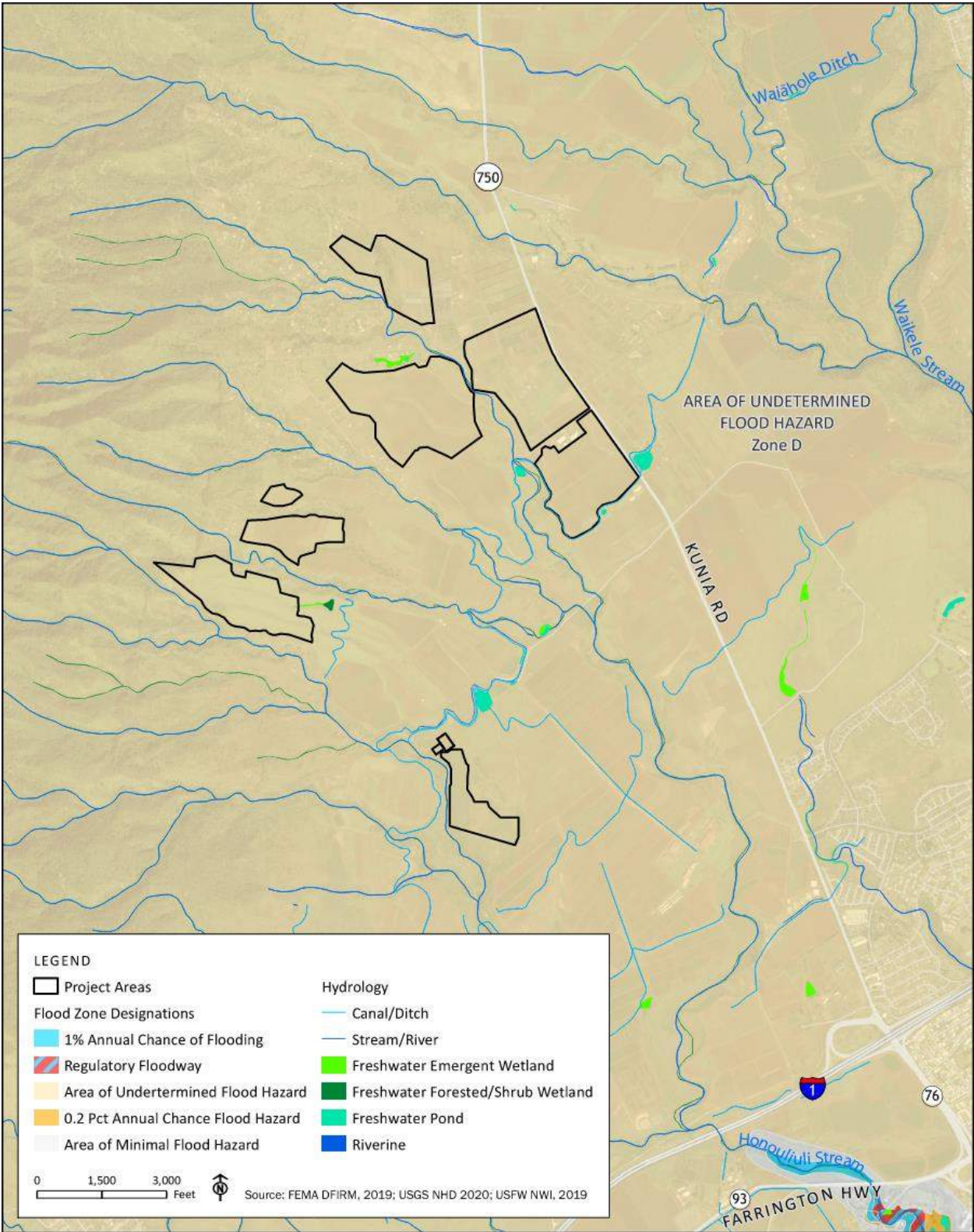


Figure 2.7

Flood Zone





# Project Description



## Chapter 3

# Project Description

### 3.1 Purpose of the Proposed Project

Hawai'i is the most petroleum-dependent state in the United States (U.S.). In 2003, petroleum accounted for 90 percent of the state's energy portfolio. In response to this dependency, the State of Hawai'i created the Hawai'i Clean Energy Initiative (HCEI) in 2008 and in 2015, set a goal of having 100 percent of electricity sales come from renewable sources by the year 2045 (Act 97). This was followed in 2018 by the passage of Act 15, which required Hawai'i to become net carbon negative "as soon as practicable, but no later than 2045".

While the state's petroleum dependence has gradually been reduced, in 2019, the state still imported 26.4 million barrels of crude oil and 646 million gallons of refined petroleum (Hawai'i State Energy Office (HSEO), 2020). The state's imports of petroleum, petroleum products, and coal were 57 percent of the total tons of cargo imports and exceeded all other products and materials imported overall (HSEO, 2020). By 2019, the state's largest electricity production source was petroleum, at 63.2 percent, followed by coal at 12 percent, for a fossil fuel total of 75.2 percent. renewable energy sources accounted for 20.3 percent of electricity production, still far short of the state's 100 percent goal. by contrast, only 0.3 percent of electricity in the U.S. is generated using petroleum. dependence on petroleum directly affects the state's citizens, who pay more than double the national average for electricity due to the fluctuations in the price of oil (HSEO, 2020).

Electricity for the island of O'ahu is provided by HECO. The purpose of the Mahi Solar project is to provide low-cost renewable energy in the form of solar electric power to HECO's existing power grid. Selected as part of HECO's competitive Request for Proposal (RFP) process, Mahi Solar is one of 15 HECO Stage 2 renewable energy projects. The 620-acre Mahi Solar project is projected to generate a total of 120 megawatts (MW) of energy, which is enough to power approximately 37,000 O'ahu homes or 4 percent of the island's electricity annually. The Mahi Solar project will be capable of generating up to 271,525 megawatt-hours (MWh) per year (Ramboll, 2020). Inputting this energy value into the Environmental Protection Agency's (EPA) GHG Equivalencies Calculator, a Greenhouse Gas (GHG) Analysis run for the Mahi Solar project produces an oil consumption equivalence of 444,472 barrels of oil per year – or over 18 million gallons of oil per year. With a constant generation of electricity, the project is estimated to avert the consumption of 11,111,800 barrels of oil and save O'ahu consumers \$175 million over a 25-year lifespan: nearly half a billion gallons of oil use avoided over 25 years. As such, development of the Mahi Solar project will move the state forward in achieving its HCEI goal while also improving Hawai'i's environment by reducing GHG emissions, dependency on foreign imports of fossil fuels and associated price variations, and the environmental risk of spills during the transport and storage of fossil fuel to the state.

The project will further support local agriculture by allowing landowners to lease out less productive agricultural lands for solar use and continue farming on their most productive lands. Less productive lands are those lands that are not compatible with growing the farmer's primary market crop. Mahi

Solar has consulted with the Hawai'i Agricultural Research Center (HARC) and with several local farmers to develop an agricultural plan to design an Agrivoltaic Program that will research and implement multiple different agricultural activities that will be co-located at a utility-scale solar project. The goals of this program are (A) to study what types of solar-compatible farming could work in Hawai'i; (B) to support local farmers with land, water and start-up funds to grow out these products at a commercial scale; and (C) to share results with others in the local solar and agricultural industries to find new solutions for solar and agriculture to be productive on the same land. See *Section 3.4.2* for further detail.

## 3.2 Project Location and Existing Uses

### Location

The Mahi Solar project is located on portions of TMKs (1) 9-2-001:020 and (1) 9-2-004: 003, 006, 010, and 012 in Kunia, O'ahu, Hawai'i (*Figures 2.1 and 2.2*). The site will be developed in five areas identified as Areas 1, 2, 3, 4A, 4B, 4C, and 5, across five TMK parcels (*Figure 2.2*). The site lies within the traditional moku of 'Ewa and the ahupua'a of Honouliuli. The project consists of multiple sites within the five project parcels, and totals approximately 620 acres. The site is bounded by agricultural land to the north, south, east, and west. A portion of the project site is also bound by the Honouliuli Forest Reserve and State of Hawai'i -owned vacant preservation land to the west. The National Park Service (NPS) Honouliuli National Historic Site is located adjacent to the southwest of the proposed site with the Royal Kunia residential development located further southeast. The project will be developed as a Utility Installation, Type B and will provide 120 MW of solar electricity and 480 Megawatt-hours (MWh) of battery storage.

The Mahi Solar project is situated on lands designated as Agriculture by the State of Hawai'i Land Use Commission (LUC) (*Figure 2.3*). The project area is zoned as AG-1 Restricted Agricultural District by the City and County of Honolulu's Land Use Ordinance (LUO) and is planned for "Agriculture and Preservation" uses within both the City and County of Honolulu Central O'ahu Sustainable Communities Plan (SCP) and 'Ewa Development Plan. (*Figures 2.4 and 2.5*).

### Ownership

The project area encompasses portions of five TMKs identified in *Table 4.1* below. The Applicant, Mahi Solar, will lease the lands from three separate landowners for the duration of the solar project.

A Conditional Use Permit (CUP) (minor) application for Joint Development of TMKs (1) 9-2-004:003, 006 (por.), 012 (por.) has been submitted to DPP. The legal lots of record are described as Lot M-9-A (19.296 acres), Lot 169 (0.693 acre), Lot 878 (432.503 acres), Lot 880 (93.117 acres), and Lot 416 (91.99 acres). These joint developed parcels will total 637.599 acres of which approximately 202 acres will be used for the project area. All three parcels are owned by Hartung Brothers Hawai'i LLC.

<b>TMK</b>	<b>Project Area Number (See <i>Figure 2.2</i>)</b>	<b>Project Area (acres)</b>	<b>Total Parcel Area (acres)</b>	<b>Landowner</b>
(1) 9-2-001:020	5	85	1,688.75	Monsanto Technology LLC
(1) 9-2-004:003	3	15	19.29	Hartung Brothers Hawai'i LLC

<b>Table 3.1: Land Ownership</b>				
<b>TMK</b>	<b>Project Area Number (See Figure 2.2)</b>	<b>Project Area (acres)</b>	<b>Total Parcel Area (acres)</b>	<b>Landowner</b>
(1) 9-2-004:006	2, 3 & 4B	180	724.89	Hartung Brothers Hawai'i LLC
(1) 9-2-004:010	4A, 4B, & 4C	310	425.96	Fat Law's Farm Inc.
(1) 9-2-004: 012	1	30	93.30	Hartung Brothers Hawai'i LLC
<b>Total Area:</b>		<b>620 acres</b>	<b>2,952.19 acres</b>	

**Historic Uses**

Commercial agriculture, starting first with sugarcane and then later pineapple, transformed O'ahu starting in the middle nineteenth century. Other major commercial developments, such as the founding of the O'ahu Railway and Land Company (OR & L) in 1899, and artesian well drilling for irrigation purposes, contributed to the success of the O'ahu Sugar Company Co. in and around the current project area. The project area was part of a larger region of 'Ewa District dedicated to commercial sugarcane agriculture.

**Existing Uses**

Today, the project site currently consists of actively farmed areas, undeveloped and fallow agricultural land, and overgrown natural vegetation. Actively farmed areas on the project site are used for the cultivation of diversified crops, including seed corn. See *Appendix A* for photos of the existing site. All three of the landowners are leasing less productive sections of their property and plan to continue farming areas which are more productive. In some cases, landowners have decided to relocate production to within their property or to reduce farming activities because their children are not interested in continuing the family farming business. Leasing part of their land to solar enables landowners to earn a steady source of income to balance their revenue from farming, which is not as consistent. Once the project is completed, different agricultural activities will begin throughout the solar project as described in *Section 3.4.2*.

**3.3 Surrounding Land Uses**

The project site is bounded by agricultural land to the north, south, and east and the Honouliuli Forest Reserve, zoned as conservation land, to the west. As previously described, lands surrounding the solar project area is used for crop production and open space. Kunia Loa Ridge Farmlands located directly adjacent to Areas 4A and 4B is comprised of 99 lots leased to farmers and dedicated for agriculture uses, including crop production and ranching, and includes structures related to agriculture activities, including farm dwellings (*Figure 2.1*). The National Park Service (NPS) Honouliuli National Historic Site is located nearby a small portion of the project area to the south (Area 5).

Beyond the immediate surroundings of the site, the project is surrounded by residential communities including: Makakilo to the southwest; 'Ewa and Kapolei further south; Mililani Town and Royal Kunia to the east; and, Waipahu to the southeast (*Figure 2.1*). Further north of the project site is the Wheeler Air Force Base. Residential uses range from approximately two to four miles away from the project site.

The project's proposed use of the agricultural zoned lands for the solar farm (utilities installation Type B) is an allowable use with approval of a State of Hawai'i Special Use Permit (SUP) and City and County

of Honolulu CUP (minor) and is appropriate with the surrounding area. Electricity generated by the project will be enough to power roughly 37,000 local homes.

## **3.4 Project Description**

### **3.4.1 Project Components**

The Mahi Solar project is a 120-megawatt alternating current (MWac) solar and energy storage facility located in Kunia, O‘ahu. The project includes ground-mounted, single-axis tracking photovoltaic (PV) arrays, a 480 MWh Battery Energy Storage System (BESS), and a 34.5 kilovolt (kV)/138 kV substation. The project will interconnect through a new 138 kV switchyard, also called a “switching station” adjacent to the existing Kahe-Waiiau 138 kV transmission circuit west of Kunia Road. The 138kV transmission line is not currently serving other renewable projects, and no additional easements or rights of way are required.

The site will be developed in five areas identified as Areas 1, 2, 3, 4A/4B/4C, and 5, across five TMK parcels. The total project area is approximately 620 acres, while the project parcels total approximately 2,952 acres. See *Appendix B, Figure 1* for the overall site layout and *Appendix B, Figures 2 through 6* for close-ups of each area. The design of the project fits with the existing topography of the land and will provide an efficient layout with appropriate connections that allow the project to function as one cohesive solar energy system.

#### **Solar PV Array Field**

The Mahi Solar site plan maximizes the number of installed solar panels while minimizing site disturbance. Each panel is approximately 48 inches wide and 79 inches long, dark in color, and stands approximately 6 to 8 feet above ground level when flat (0-degree tilt). At maximum rotation or 50-degree tilt, the height of the panel reaches approximately 9 to 12 feet high and is approximately 1 to 3 feet off of the ground. See *Appendix B, Figure 7*, for the solar PV panel elevation. The PV panels will be installed on single-axis trackers aligned north-south. The trackers will rotate the panels to follow the sun during the day to maximize solar exposure to the face of the module. The array will have approximately 370,000 ground mounted PV panels, for a combined capacity of 120MW (AC). The estimated output for the project is 271,525 MWh per year. Each PV panel is made up of thin-film Cadmium Telluride (CdTe) semiconductor cells or equivalent. The cells are linked together and function as a single unit. PV panels will be mounted on a rack with steel and aluminum construction and will be designed with a wind resistance to meet wind loading requirements per the adopted building code. There will be an approximately 9-foot-wide aisle between adjacent arrays of panels when they are in the horizontal position or 0-degree tilt.

Panels will be installed on single-axis trackers which will vary in length. Trackers are supported by steel pile foundations at intervals. The PV panels may be mounted in either a portrait or landscape orientation, in single or double combination. Based on the preliminary design criteria for the project, there will be approximately one foundation for every eight-to-ten panels. Foundation spacing will be dependent upon the final chosen panel orientation.

The project’s PV panels will be connected in series, referred to as a “string”. The maximum string size is limited by a maximum system voltage of 1,500 volts direct current (VDC). The maximum direct current (DC) voltage is designed based on the PV module’s open circuit standard test condition (STC) voltage, the module’s temperature coefficient, and the site’s record low temperature. For this project’s design, a string is a DC circuit of approximately 6 panels each. Each string is connected to a combiner

box with a fused disconnect. Typically, a group of approximately 16-30 strings will be connected at the combiner boxes and are limited by the 400A fuse size. A group of approximately 20-30 combiner boxes are connected via DC feeders into a DC/alternating current (AC) inverter which connects to the AC power system. The AC power system consists of pad-mounted equipment, including the inverters, step up transformer and communication equipment, which increases the power from 400-600 volts to a medium voltage of approximately 34.5 kV. Each pad will tie into the 34.5 kV collector system which terminates at the high-voltage AC substation, whereby the voltage will be increased to 138 kV. The substation connects to a new adjacent 138 kV switchyard. The new 138 kV switchyard will connect to the existing HECO utility line at the property.

The inverters contain a safety protocol (anti-islanding) that automatically shuts off the PV facilities in the event the HECO grid loses power. This prevents adverse effects on grid operation, and electricity from leaving the PV facilities and injuring utility line workers who may be working on a nearby power line.

The PV facility will integrate protective devices for safe operation, and a Supervisory Control and Data Acquisition (SCADA) which includes a central system controller, generating station protocols, and sensors to perform plant control and system operation. The SCADA system will allow for remote monitoring and control of select facility functions. Electrical maintenance for the project will be conducted on an as needed basis.

The PV systems will be interconnected with a substation located in Area 5 at the southwest corner of the project area (*Appendix B, Figures 1 and 6*). Electrical power from the PV system will be produced during daylight hours. Power from the PV system may be stored in the BESS and may be discharged from the BESS at any time of day or night, in accordance with the Power Purchase Agreement between HECO and Mahi Solar.

### **Battery Energy Storage System (BESS)**

The BESS is planned to be located in Area 5 of the project. The system provides a four-hour discharge duration and storage capacity of 120 MW/480 MWh. The BESS consists of lithium-ion battery cells that are connected in series into a battery module or array. The battery modules are typically stacked and connected into vertical racks containing several modules. The racks are then collected via cables and fed into DC to AC converters that feeds into the Battery Energy Storage inverter. The battery energy storage transformer steps up the voltage from the BESS inverter from 400-600V to 34.5 kV. The battery energy system will typically come equipped with controls and communications systems that integrate into the plant's SCADA, including a battery management system to monitor battery state of health and operations. The battery racks will be stored in cabinets/enclosures and laid on top of a gravel pad. The enclosures will contain an internal thermal management system and/or HVAC units to support battery temperature management. The battery enclosures are also rated for outdoor use. Each BESS container is approximately 15 feet high (*Appendix B, Figure 8*).

### **Support Facilities – Substation and Switchyard**

The operational support facilities will consist of an outdoor electrical substation, switchyard, and two control enclosures. The support facilities will be located in Area 5 (*Appendix B, Figures 1 and 6*).

At the substation, the medium voltage AC output from the solar project will be stepped up from 34.5 kV to 138 kV and interconnected to the new HECO-owned switchyard. The new 138 kV switchyard will connect the substation to the existing 138 kV HECO transmission line. The substation will be located within an approximately 80,000-square foot fenced area. The electrical substation and switchyard

equipment will consist of a switchgear cabinet, bus supports, meter SCADA, power transformer, circuit breaker, current transformer and power transformers for metering pole mounts and dead-end structure (H-Frame). Equipment will be mounted on equipment pads or concrete footers. The substation and switchyard will include equipment that reaches approximately 56 feet in height. See *Appendix B, Figure 9* for the substation elevations and *Appendix B, Figure 10* for the switchyard elevations.

There will be two control enclosures, each with an area of approximately 798 square feet, and a height of approximately 13 feet (*Appendix B, Figure 11*). The control enclosures will house the PV and BESS plant control systems, HECO remote terminal units, communications equipment, and relays and meters. Within the control enclosures, there will be a small battery system to serve as a back-up power system for data collection.

The project will also include 32 PV inverter stations. The inverter stations will be located within the PV solar array field and include inverters and medium voltage transformers. Inverters rated at 3.95-4.2 MW-AC will be used to convert the DC electricity from the PV modules to AC. The AC electricity will be stepped up with a medium voltage transformer at the inverter station and connected to the substation by an underground or overhead medium voltage line. The inverter stations will be supported on steel pile or concrete foundations, depending on the final foundation design. Each of the 32 PV inverter stations are sized approximately 15 feet long by 40 feet wide by 10 feet high, and have a footprint of 600 square feet, for a total area of 19,200 square feet. The project will also contain concrete pads within the site layout, including within the substation, switchyard, and BESS area, measuring approximately 135,000 square feet.

The total building area or lot coverage of the facilities and equipment at the project site will be approximately 6,495,188 square feet (approximately 149.1 acres). *Appendix B, Figure 1* provides the overall site plan for the project. Individual building and equipment layouts and details are shown in *Appendix B, Figures 2 through 6*. The buildings and equipment will be governed by AG-1 Restricted Agricultural District development requirements such as lot coverage, setbacks, and height restrictions. Each structure's compliance with AG-1 development standards is discussed in *Chapter 5* of this application. See *Tables 3.2 and 3.3* for a detailed list of the buildings and equipment for the project.

<b>Building/ Equipment Name</b>	<b>Dimensions (ft)</b>	<b>Building Area (sf)</b>	<b>Height (ft)</b>	<b>Front Setback (ft)</b>	<b>Side Setback (ft)</b>	<b>Rear Setback (ft)</b>
<b>PV Panels</b>	~6.7 x 4.1 per panel	6,235,740	12	10 min	10 min	10 min
<b>Electrical Substation and Switchyard</b>	Various <sup>1</sup>	37,120	28 to top of Switch (56 Static Mast to top of Concrete)	25 min	25 min	25 min
<b>PV Inverter Stations</b>	15 x 40 (Various <sup>2</sup> )	19,200	10	5 min	15 min	25 min



<b>Table 3.2: Project Building/Equipment Data</b>						
<b>Building/ Equipment Name</b>	<b>Dimensions (ft)</b>	<b>Building Area (sf)</b>	<b>Height (ft)</b>	<b>Front Setback (ft)</b>	<b>Side Setback (ft)</b>	<b>Rear Setback (ft)</b>
<b>Control Enclosures (2)</b>	14 x 57	1,596 (798 each)	13	20 min	20 min	20 min
<b>BESS</b>	~70 x 14 per BESS Enclosure	201,880	15	25 min	25 min	25 min
<b>Total</b>		6,495,188 sf (149.1 acres)				
Notes: <sup>1</sup> Refer to Table 3-2.						

### **Project Integration into the Hawaiian Electric Company (HECO) Grid**

The project will be interconnected to HECO’s Kahe-Waiiau 138 kV transmission circuit located west of Kunia Road. The medium voltage collection system will transmit generation from the solar array inverters to the BESS and substation along overhead lines to be installed as part of the project. These 34.5 kV “collector” lines will be installed on new wooden structures along existing roadways, where required to comply with existing land use regulations, and then will cross the existing 138 kV lines underground to the BESS yard and project substation (*Appendix B, Figure 1*).

The BESS and substation will be connected to the HECO-owned switchyard via an overhead bus structure. A short extension of the adjacent Kahe-Waiiau circuit will extend both transmission lines into a proposed ring bus in the switchyard.

The Kahe-Waiiau circuit is expected to be the primary Point of Interconnection (POI) since the 138 kV line located in the vicinity can accommodate the full output of the project without requiring a more elaborate interconnection scheme. Interconnecting the project to the Kahe-Waiiau line will enable Mahi Solar to dispatch the full 120 MW of the project during the day, or at night via the BESS to enable time-shifting generation, ancillary services and other dispatch scenarios. Recent communication with HECO indicated that, of the other nearby 138 kV lines, (A) the Kahe-Wahiawa circuit has limited available hosting capacity and (B) the two Kahe-Hālawa circuits may require a more elaborate interconnection scheme to connect the project to both circuits. Based on this guidance, the Kahe-Waiiau line is the preferred POI.

At the request of Hawaiian Electric Company, an alternative generation tie line (“gen-tie”) route and substation/switchyard/BESS location is being considered for the project, as shown in *Appendix B, Figure 12*. The alternative would require the substation and BESS yard to be relocated to the southwest corner of Area 3. The same number of panels would be included in the project and shifted from Area 3 to Area 5. The alternative route would interconnect to a HECO switchyard proposed at the Ho’ohana Solar project site, located directly across Kunia Road to the southeast of the project. The Mahi Solar project is on no way associated with any other solar projects, but if there were the opportunity to connect the project into an existing switchyard, that could potentially reduce the need to build a separate utility substation for each project. The gen-tie utility poles will range in height between

approximately 41 feet to 70 feet. A right-of-way easement would be granted by the landowner. The utility gen-tie is considered a public utility pole use and is a permitted use within the AG-1 Restricted Agricultural Zoning District. The alternative will not result in an increase in lot coverage, as the number of panels and other equipment generally would remain the same. The technical surveys performed for this project include assessment of the alternative gen-tie alignment. Additionally, landscaping and screening has been planned to accommodate the alternative substation location.

### **Fire Code Compliance**

Design of the site, structures, and fire access for the project will be based on applicable requirements of the State of Hawai'i Fire Code. Appropriate "clear" areas are incorporated throughout the site. "Clear" areas are buffers around the project area where combustible vegetation has been removed in order to slow or stop the spread of wildfire. A minimum clear area of 10 feet around ground-mounted solar PV installations will be provided. Particular attention will be paid to clearing areas around transformers, under power lines, and around the BESS cabinets. Fencing will be provided around the perimeter of PV panel areas, at the project substation, HECO switchyard, and BESS area. Batteries will be installed in self-contained enclosures that are constructed across an open-air gravel pad. The self-contained enclosures are remotely monitored and are intended to contain/suppress fires with no active fire response necessary from the Honolulu Fire Department (HFD). Coordination with the HFD will occur throughout the project design and permit process to ensure adequate access and fire code requirements are met. If required by HFD, a vegetation management plan will also be provided. Throughout the life of the project, clear areas and fuel breaks, or areas that are frequently mowed, will be maintained.

### **3.4.2 Relationship to Agriculture**

The Land Survey Bureau (LSB) productivity rating system classifies land according to its soil properties, and productive capability. These properties include texture, structure, depth, drainage, parent material, stoniness, topography, climate, and rainfall. The five LSB classes include Class A, B, C, D, or E, with Class A representing the most productive soils and Class E representing the least productive soils. The project site contains soils rated as LSB B and C, and therefore requires the integration of compatible agricultural activities pursuant to HRS Chapter 205-4.5.

Longroad Energy (previously known as First Wind), who is the Applicant for the Mahi Solar project, has successfully developed the Kawailoa and Waipi'o solar projects, which sought the first SUPs for a utility scale solar project on O'ahu. These projects paired sheep ranching and solar on LSB Class B and C agricultural land. Today the two solar projects are home to O'ahu's largest sheep ranching operation, which provides 100% grass-fed lamb to the local market. This arrangement and partnership lowers the cost of operation for the farmer, as the land, water and perimeter fencing are already present at a large solar site.

An agricultural plan was prepared for the Mahi Solar project in compliance with HRS Chapter 205 (*Appendix C*). For this project, Longroad Energy is expanding beyond sheep and proposes an agrivoltaic plan which includes an Agrivoltaic Program to study and support new agricultural activities such as vegetable crops, feed for livestock, and flowering plants to support honey production. Through the Agrivoltaic Program, Mahi Solar will evaluate, implement, and share research on new agricultural activities that will support the use of the land for both energy and local food production. Mahi Solar has consulted with HARC and several local farmers to develop the agricultural plan and design the Agrivoltaic Program.

The term “agrivoltaics” describes co-developing the same area for both solar PV energy and agriculture uses. Since the 1980’s agrivoltaic projects have been designed to share land and sunlight between agriculture and solar panels, and often to study which crops or livestock can co-produce with solar most successfully. Numerous types of agrivoltaic projects are being pursued in several countries, for example cultivation of shade-tolerant crops like lettuce, ginseng, alfalfa, and lettuce; co-location with shrimp production; or co-location with pollen-producing flowering plants for honeybees. Agrivoltaics shows promise in Hawai’i where land is in short supply; however, it is essential to find crops and combinations of uses that will work well in Hawai’i’s unique growing conditions to support local food production.

The goals of the Mahi Solar agricultural plan and Agrivoltaic Program are (A) to study what types of solar-compatible farming could work in Hawai’i; (B) to support local farmers with land, water and start-up funds to grow out these products at a commercial scale at the Mahi project site; and (C) to share results with others in the local solar and agricultural industries to find new solutions for solar and agriculture to be productive on the same land. The agricultural plan will support clean, local energy, increase local food production, and result in valuable research and information about agricultural land use best practices that can be shared with communities in the state and worldwide.

To implement the three goals of the agricultural plan, three phases of the Agrivoltaics Program have been identified: (1) to research what types of solar-compatible farming could work in Hawai’i; (2) to support local farmers with land, water and start-up funds to grow viable products; and (3) to share results with others in the local solar and agricultural industries to find new solutions for compatible agricultural activities that are productive on the same land.

In the initial phase of the Agrivoltaic Program, HARC will research and study potential viable agricultural uses such as those detailed in *Section 5.0 of Appendix C*, to learn what practices works and could be grown at a larger scale by farmers. Crops, such as lettuce basil, and alfalfa, will be grown hydroponically and conventionally in soil as a trial. Beginning trials of potential crops, forage, and hydroponics will advance the understanding of what farming products can be productively grown with solar, along with practices that will help farming and solar co-exist successfully. Early research can also gather data about the solar irradiance under and between the rows of panels to better inform farming efforts, and this information will continue to be implemented throughout the life of the solar project.

In the second phase, after the Mahi Solar project is in operation, the Agrivoltaic Program will make available most of its 620-acre project area to local farmers to grow agricultural products at a commercial scale. Most of the 620-acre project area will be used for agricultural activities, with the exception of the small portion of high-voltage equipment in the substation, switchyard, and BESS facility (*Figure 3.1*). Rather than selecting only one or two potential activities that could work on the solar site, Mahi Solar will coordinate with local experts, including both research organizations like HARC and local farmers and ranchers themselves, to propose agrivoltaic projects that they believe will be successful. Mahi Solar will provide land and water to farmers at a nominal cost to assist with the testing of activities at commercial scale. Agricultural uses will likely change over the decades of the solar project life, as it is likely some crops will be more successful and expanded while others may be phased out. The Agrivoltaic Program is designed to be flexible to support multiple farmers and ranchers with different business models. Several professional local farmers and ranchers have already indicated an interest in subleasing land at the Mahi Solar project for various agricultural activities. They are proposing to use the land under and between the solar panels to grow shade-tolerant vegetable crops such as hydroponic lettuce, choi sum and daikon; high-quality livestock feed like alfalfa; pollinator-friendly flowering plants to support honey-bee hives; and to raise livestock like sheep. Letters of intent from farmers/ranchers are appended to the Agricultural Plan (*Appendix C*).

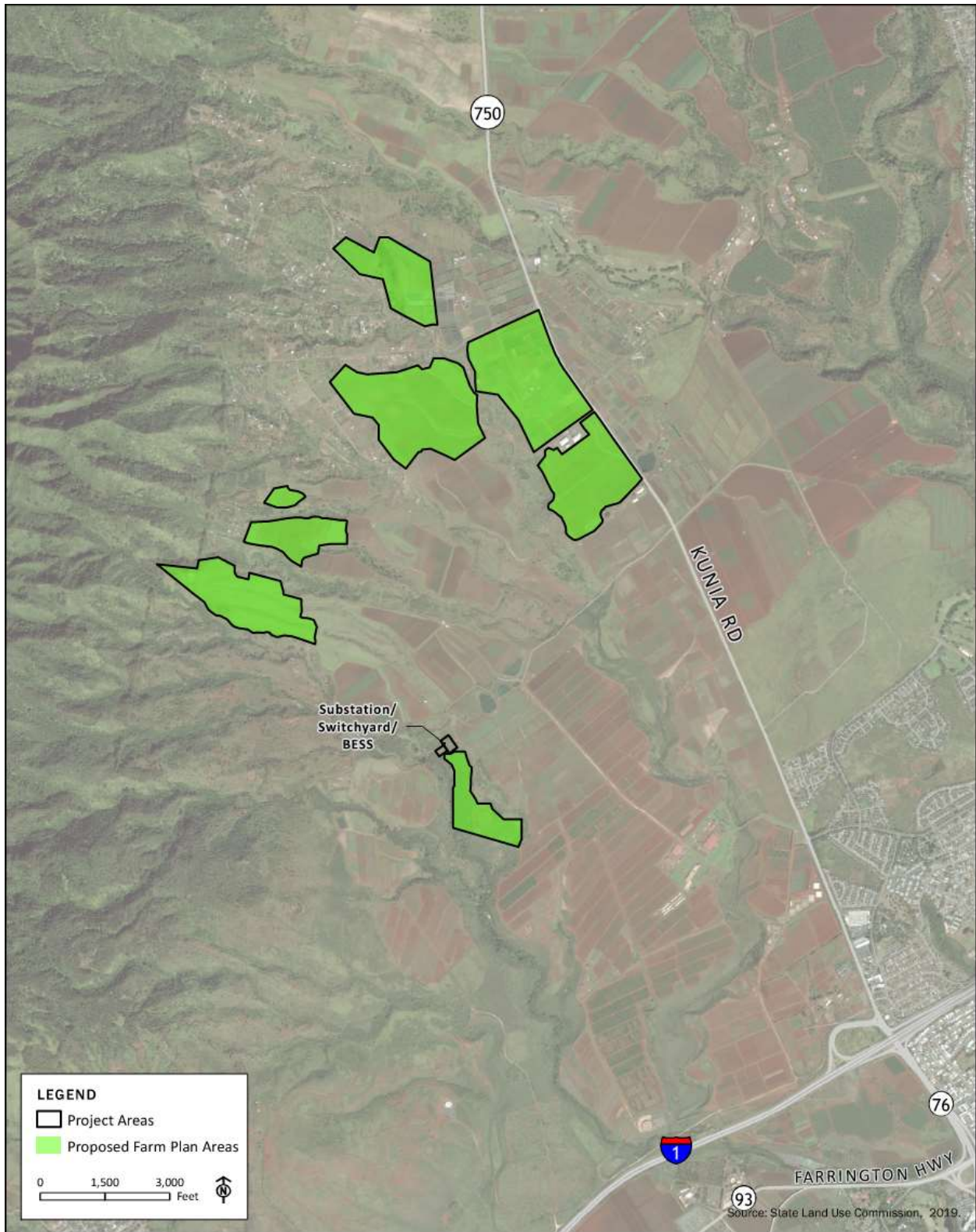


Figure 3.1

Proposed Farm Plan Area



The third phase will be sharing the results of the effort to support commercial farming in concert with a solar farm. As each new agricultural use is tested at the project site in research trials or grown in the solar fields by farmers, Mahi Solar and HARC will gather data, evaluate results, and share research and analysis on its test crops with other farmers and solar farm operators. This will help farmers and ranchers learn and modify their work, in an iterative process. Results will be shared with the broader community, so that farmers and solar developers can find new and more productive ways of using Hawai'i's agricultural land for both farming and renewable energy.

The project will retain agricultural uses on the site as described in this section, meeting the intent of HRS Chapter 205 while also producing clean, renewable energy. The agricultural plan is provided in *Appendix C*.

### **3.4.3 Landscaping**

The project area has been disturbed by previous and current agricultural related land-use activities. The vegetation types and species located in the project are that have been identified as part of a biological survey conducted for the project are not considered unique (SWCA, 2020). See *Section 4.4.1* for further discussion of vegetation identified in the project area. Vegetated portions of the project area can be classified into two predominant types: cultivated croplands and fallow fields. Cultivated croplands are dominated by corn (*Zea mays*), with sparse weedy vegetation such as koa haole (*Leucaena leucocephala*), golden crown-beard (*Verbesina encelioides*), and Guinea grass (*Urochloa maxima*). Fallow fields are dominated by greater than 95 percent Guinea grass, with occasional weedy vegetation such as koa haole, golden crown-beard, Formosan koa (*Acacia confusa*), and 'uhaloa (*Waltheria indica*). 'Uhaloa was the only native species seen during the site visit in the study area. It is indigenous to Hawai'i, is very common, and is not a protected species. The current land managers, the Hartung Brothers, stated that these areas are maintained to limit woody vegetation emerging in the fallow fields.

Though rare, tumbleweed (*Salsola tragus*) was seen in the survey area. This species has caused impacts to agricultural operations and even to road safety in some instances. Tumbleweed can be controlled using herbicides on managed land, but it has become most problematic on unmanaged land. Although a few neighboring properties on Kunia Road are believed to have tumbleweed populations, this species is not yet widespread on O'ahu.

Some clearing and grading will be needed in the project area for the access roads and leveling of uneven terrain. Most of the existing landscaping and overgrown vegetation located on the southern portion of the project area near the BESS, substation and switchyard will remain in place.

The landscaping proposed for the project site is minimal considering the planned utility type function of the site. Most landscaping will be primarily concentrated on the eastern boundary of the project site along Kunia Road. See *Appendix B, Figures 13 through 21* for the proposed Landscape Plan and close-ups for each area. Landscaping will include plants suitable for the Kunia climate. Proposed landscaping for the project also includes native Hawaiian or Polynesian-introduced species. See *Appendix B, Figures 22 and 24* for the proposed landscape treatments and plant palette. A drip irrigation system or watering via water trucks will be used to irrigate required screening plants. As compared to a spray irrigation system, a drip irrigation system will increase water use efficiency to the reduction of overspray on roads and non-planted areas as well as reduce the losses due to evaporation and wind drift. Runoff and soil erosion also will be minimized as low volumes of water are directed at the individual plants near the soil surface. The irrigation system will be operated during the evenings

or early morning hours to further minimize the losses due to evaporation. Proposed landscaping is provided in *Table 3.3* below.

<b>Botanical Name Common Name</b>	<b>Maintenance</b>
'Ohai Ali'i ( <i>Ceasalpinia pulcherrima</i> )	Low
'A'ali'i* ( <i>Dodonaea viscosa</i> )	Low
Ma'o* ( <i>Gossypium tomentosum</i> )	Low
Kulu'i* ( <i>Nototrichium sandwicense</i> )	Low
Ho'oawa* ( <i>Pittosporum hosmeri</i> )	Low
'Ilie'e* ( <i>Plumbago zeylanica</i> )	Low
Alahe'e* ( <i>Psydrax odoratum</i> )	Low
Naupaka kahakai* ( <i>Scaevola sericea</i> )	Low
*Plants are native Hawaiian or Polynesian introduced	

### 3.4.4 Access, Roadways and Parking

Access to the project site is via three established entrances from Kunia Road (approximately 3 miles north of Interstate H-1) and an existing network of dirt access roads which are actively maintained in support of the surrounding agricultural operations. Three established access points have been designated at the following locations: Site Access #1, located at Kunia Road and Plantation Road; Site Access #2 located at Kunia Road and an unnamed private driveway into the Monsanto property, and Site Access #3 located at Kunia Road and Pālāwai Road, which is also a private driveway (*Appendix B, Figure 1*). No other transportation facilities (e.g., bus stops, bicycle lanes, etc.) occur in the project vicinity. A portion of the access road will be improved with grading and compacting during construction. Gravel may also be added strategically to areas along the access road to prevent vehicles from tracking mud outside of the site and onto Kunia Road. See *Section 6.4* for further description.

Vehicle access ways will be provided within the solar array and for the inverter stations, and substation area. There will be eight to twelve feet between each tracker row and access paths to inverters will be about 16 feet to 20 feet wide. Circulation within the site is detailed in *Appendix B, Figure 25*.

Parking for maintenance workers periodically visiting the site will be designated for each Area (*Appendix B, Figures 1 through 6*). The parking area will be covered with gravel and will provide space for up to four cars. Per ROH, Chapter 21, Land Use Ordinance (LUO), parking required for a Utility Installation, Type B is determined by the Director.

### 3.4.5 Construction Characteristics

Construction activities will take place sequentially, starting with site preparation and grading, followed by the installation of solar PV racking, construction of the BESS, and construction of the substation. Installation of electrical utilities will overlap with each component. Construction of the entire site is planned to be completed in a single phase.

Construction is expected to begin in early 2022 and continue through late 2023, for a construction duration of approximately 18 months. Access to the site for construction will be provided from three proposed access points along Kunia Road (*Appendix B, Figure 1*). General hours of construction will occur from 7:00 a.m. through 5:30 p.m. Approximately 340 construction workers are anticipated to be on site at peak production, however the number of workers will fluctuate throughout construction. Short-term on-site parking areas will be designated to accommodate parking for workers during construction. Best Management Practices (BMPs), including the use of construction staging areas, will be employed.

### **3.4.6 Hours of Operation and Occupancy**

The Mahi Solar project will operate independently seven days per week throughout the year. Typically, the project will have on-site staff during regular working hours during the week and will be remotely monitored 24/7 by staff. The project staff will include one Asset Manager, one Regional Operations Manager and two onsite operations and maintenance technicians for upkeep of the solar farm. Staff performing vegetation maintenance will also periodically access the site. There will be up to five staff supporting the solar PV operation on site at any given time. The project site will be secured by fencing and entry gates.





# Site Description



## Chapter 4

# Site Description

### 4.1 Climate and Wind Patterns

The project area is located in Kunia, where the summers are hot, muggy, and dry and the winters are long and comfortable, and it is windy and mostly clear year-round. Over the course of the year, the temperature typically varies from 65°F to 87°F and is rarely below 59°F or above 89°F.

The hot season lasts for about 3.5 months, from mid-June to early-October, with an average daily high temperature above 85°F. The cool season are typically from December to March, with an average daily high temperature below 81°F. Kunia experiences significant seasonal variation in monthly rainfall and wind speeds. Mean annual rainfall at the project site is 30 (Giambelluca, 2013). The most rain falls around January, with an average total accumulation of 4.6 inches, while the least amount of rain falls in the month of June, with average total accumulation of 1 inch. The area is most windy from May to September.

The average hourly wind speed in Kunia experiences significant seasonal variation over the course of the year. The windier part of the year lasts for about 4 months, from June to September, with average wind speeds of more than 14.4 miles per hour.

### 4.2 Soil Types and Classifications

#### 4.2.1 Soil Types

The project area contains multiple soil classifications and groupings as defined by the U.S. Department of Agriculture (DOA) Natural Resource Conservation Service (NRCS) (*Figure 4.1*). Each soil type and associated characteristics are described below.

**Helemano Series** –The Helemano Series consists of well-drained soils on alluvial fans and colluvial slopes on the sides of gulches on O’ahu. They developed in alluvium and colluvium derived from basic igneous rock. They are steep to extremely steep. Elevations range from 500 to 1,200 feet. Helemano soils are geographically associated with Lahaina, Leilehua, Manana, Molokai, and Wahiawa soils. These soils are used for pasture, woodland, and wildlife habitat. The natural vegetation consists of bermudagrass, Christmas berry, eucalyptus, Formosa koa, guava, Japanese tea, Java plum, and koa haole. The site contains the following Helemano Series soils:

- **Helemano silty clay, 30 to 90 percent slopes (HLMG)** – On this soil, permeability and runoff are rapid, and the erosion hazard ranges from severe to very severe. This soil is used for pasture, woodland, and wildlife habitat.

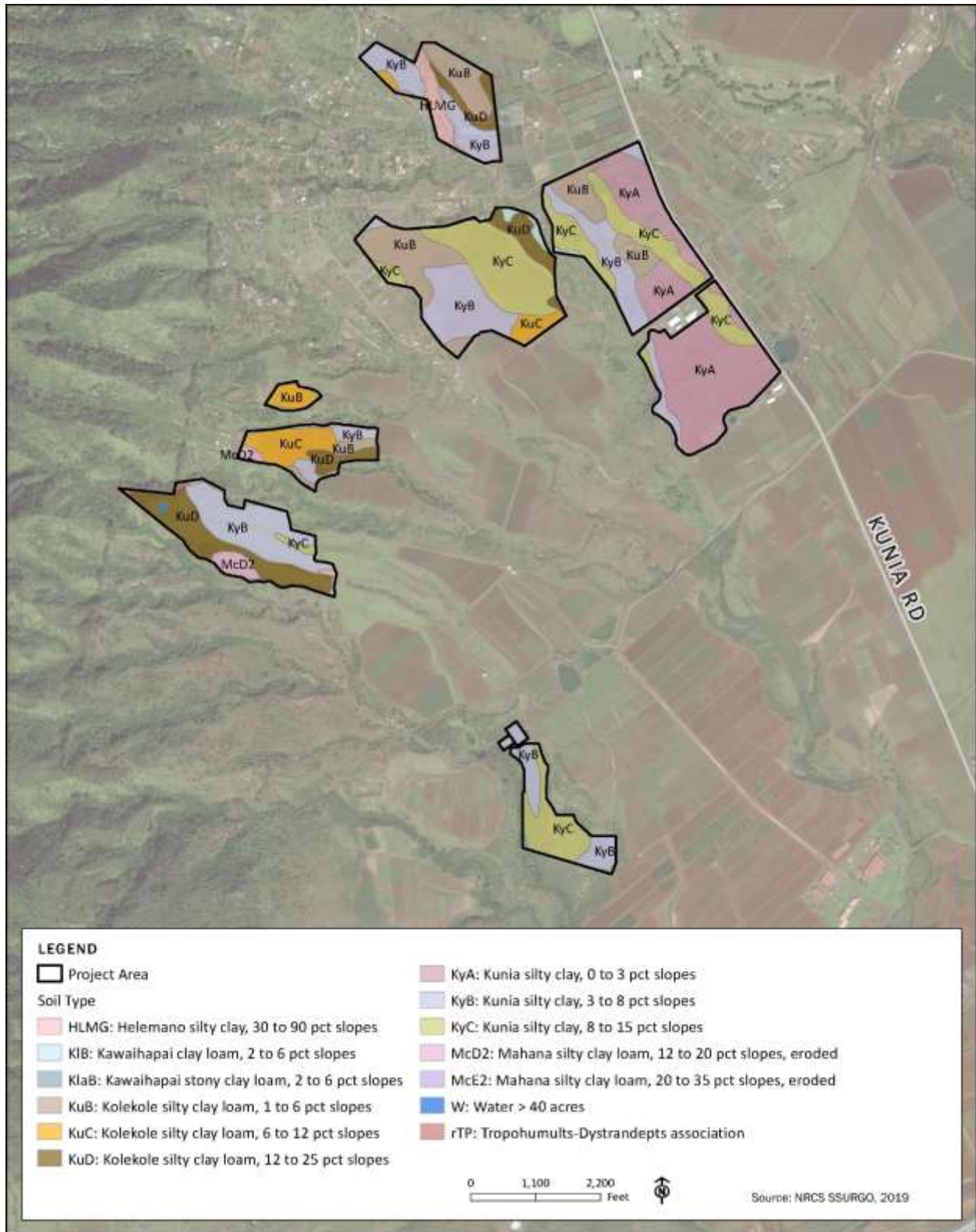


Figure 4.1

Soils Map

**Kawaihapai Series** – This series consists of well-drained soils in drainageways and on alluvial fans on the coastal plains on the islands of O‘ahu and Moloka‘i. These soils formed in alluvium derived from basic igneous rock in humid uplands. They are nearly level to moderately sloping. Elevations range from nearly sea level to 300 feet. The annual rainfall amounts to 30 to 50 inches. Kawaihapai soils are geographically associated with Haleiwa, Waialua, and Jaucus soils. These soils are used for sugarcane, truck crops, and pasture. The natural vegetation consists of kiawe, koa haole, lantana, and bermudagrass.

- **Kawaihapai clay loam, 0 to 2 percent slopes (KIA)** – This soil is characterized by moderate permeability, slow runoff, and an erosion hazard that is no more than slight. In some places, this soil is subject to flooding. This soil is used for sugarcane, truck crops, pasture, and orchards.
- **Kawaihapai clay loam, 2 to 6 percent slopes (KIB)** – On this soil, runoff is slow and erosion hazard is slight. This soil is used for sugarcane, truck crops, and pasture.
- **Kawaihapai stony clay loam, 2 to 6 percent slopes (KlaB)** – This soil is similar to KIA except that there are enough stones to hinder, but not prevent, cultivation. Runoff is slow and the erosion hazard is slight. This soil is used for sugarcane, truck crops, and pasture.

**Kolekole Series** – This series consists of well-drained soils on uplands on the island of O‘ahu. These soils developed in old gravelly alluvium mixed with volcanic ash. They are gently sloping to moderately steep. Elevations range from 500 to 1,200 feet. The annual rainfall amounts to 35 to 50 inches, most of which occurs between November and April. Kolekole soils occur on the windward slopes of the Wai‘anae Range. They are geographically associated with Kunia, Mahana, and Wahiawa soils. These soils are used for sugarcane, pineapple, and pasture. The natural vegetation consists of guava, lantana, bermudagrass, and Natal redtop.

- **Kolekole silty clay loam, 1 to 6 percent slopes (KuB)** – This soil occurs on smooth slopes. Permeability is moderately rapid to the panlike layer and moderate in the compact subsoil. Runoff is slow, and the erosion hazard is slight. The available water capacity is about 1.3 inches per foot of soil. This soil is used for sugarcane, pineapple, and pasture.
- **Kolekole silty clay loam, 6 to 12 percent slopes (KuC)** – On this soil, runoff is medium and the erosion hazard is moderate. Workability is slightly difficult because of the slope. This soil is used for sugarcane, pineapple, and pasture.
- **Kolekole silty clay loam, 12 to 25 percent slopes (KuD)** – This soil occurs on narrow side slopes, mainly along drainageways. Runoff is medium to rapid, and the erosion hazard is moderate to severe. Workability is difficult because of the slope. This soil is used for pasture and pineapple.

**Kunia Series** – This series consists of well-drained soils on upload terraces and fans on the island of O‘ahu. Kunia soils occur on the foot slopes of the Wai‘anae Mountain Range, near Scholfield Barracks. These soils are used for sugarcane, pineapple, homesites, and military reservations. Most areas are cultivated, and the natural vegetation is not significant.

- **Kunia silty clay, 0 to 3 percent slopes (KyA)** – This soil occurs on broad, smooth slopes. The soil is characterized by moderate permeability, slow runoff, and an erosion hazard that is no more than slight. This soil is used for sugarcane, pineapple, and homesites.
- **Kunia silty clay, 3 to 8 percent slopes (KyB)** – On this soil, runoff is slow and the erosion hazard is slight. This soil is used for sugarcane, pineapple, and homesites.
- **Kunia silty clay, 8 to 15 percent slopes (KyC)** – This soil occurs on narrow side slopes, mainly along drainageways. Runoff is medium, and the erosion hazard is moderate. This soil is used for sugarcane, pineapple, and homesites.

**Lahaina Series** – The Lahaina Series of soils consists of well-drained soils on uplands of O‘ahu. These soils developed in material weathered from basic igneous rock. They are nearly level to steep. Elevations range from 10 to 1,500 feet. Lahaina soils are geographically associated with Helemano, Hoolehua, Kahana, Molokai, Pāmoa and Wahiawa soils. These soils are used for sugarcane and pineapple. Small acreages are used for truck crops, pasture, homesites, and wildlife habitat. The natural vegetation consists of bermudagrass, feather fingergrass, ‘ilima, kiawe, lantana and uhaloa.

- **Lahaina silty clay, 7 to 15 percent slopes, severely erode (LaC3)** – On this soil, runoff is medium, and the erosion hazard is moderate. This soil is mainly used for sugarcane and pineapple. Small acreages are used for truck crops, pasture, and wildlife habitat.

**Mahana Series** – This series consists of well-drained soils on uplands on the islands of Kauai and O‘ahu. The soils developed in volcanic ash. These soils are used for pasture, woodland, wildlife habitat, irrigated sugarcane, and water supply. The natural vegetation consists of puakeawe, ‘a‘ali‘i, ricegrass, molasses grass, silver oak, yellow foxtail, lantana, joe, Japanese tea, passion flower, and associated plants.

- **Mahana silty clay loam, 12 to 20 percent slopes, eroded (McD2)** – This soil is characterized by rapid runoff and the erosion hazard is severe. Most of the surface layer has been removed by erosion. This soil is used for sugarcane, pineapple, and pasture.
- **Mahana silty clay loam, 20 to 35 percent slopes, eroded (McE2)** – This soil is characterized by rapid runoff and the erosion hazard is severe. Most of the surface layer has been removed by erosion. This soil is used for pasture, pineapple, and irrigated sugarcane.

**Tropohumults-Dystrandcepts association (rTP)** – Areas mapped as rTP consist of mountainous areas in the Wai‘anae Range on the island of O‘ahu. The areas are dominated by deep, V-shaped drainageways and narrow ridges. The slope ranges from 30 to 90 percent. Elevations range from 1,000 to 4,000 feet. Tropohumults occur on narrow ridgetops at the higher elevations. These are well-drained, strongly acid to extremely acid soils. Dystrandcepts are dark-colored, friable soils on steep side slopes and narrow ridgetops at the lower elevations. In most places the surface layer is silty clay. These soils formed mainly in volcanic ash, but partly in colluvium. They are well drained and medium to strongly acid. Most of the rTP association is very steep and inaccessible. It serves mainly as a watershed. At the lower elevations, the natural vegetation consists of lantana, molassesgrass, and yellowfoxtail. At the higher elevations, the vegetation is mainly ohia, puakeawae, koa, aalii, and ferns.

**Wahiawa Series** – The Wahiawa Series of soils consists of well-drained soils in the uplands of O‘ahu. These soils develop in residuum and alluvium derived from basic igneous rock. Elevations range from 500 to 1,200 feet. Wahiawa soils are geographically associated with Kunia, Lahaina, Leilehua, and Manana soils. The natural vegetation consists of bermudagrass, guava, honohono, koa haole, and lantana. The site contains the following Wahiawa Series soils:

- **Wahiawa silty clay, 0 to 3 percent slopes (WaA)** – This soil is found on the smooth, broad interfluves. The surface layer of the soil is dusky red and dusky red silty clay measuring approximately 12 inches thick and is medium acidic. The subsoil is a dark reddish-brown color measuring approximately 48 inches thick and is medium acidic to neutral. The underlying material is weathered igneous rock. On this soil, runoff is slow, and erosion hazard is no more than slight. This soil is used for sugarcane, pineapple, pasture, and homesites.

**Water > 40 acres (W)** - Denotes areas 40 acres or less where water may exist.



#### 4.2.2 Land Study Bureau (LSB)

The LSB of the University of Hawai'i prepared an inventory and evaluation of the State's land resources during the 1960s and 1970s. The LSB productivity rating system classifies land according to its soil properties, and productive capability. These properties include texture, structure, depth, drainage, parent material, stoniness, topography, climate, and rainfall. The five LSB classes include Class A, B, C, D, or E, with Class A representing the most productive soils and Class E representing the least productive soils.

The project includes soils rated by the LSB as Class B, C, D, and E (*Figure 4.2*). The project area does not contain soils designated as Class A. As noted in HRS Chapter 205-4.5(21), "solar energy facilities" are a permitted use on lands classified by the LSB as Class B and C, with the approval of a SUP by the State LUC. An SUP is not required for development on lands classified as LSB D and E. Pursuant to HRS Chapter 205-4.5(21)(A), the project will include compatible agricultural activities at a lease rate of at least fifty percent below the fair market rent. The project will also meet decommissioning requirements as articulated in HRS Chapter 205-4.5(21)(B) and (C).

#### 4.2.3 Agricultural Lands of Importance to the State of Hawai'i (ALISH)

The Agricultural Lands of Importance to the State of Hawai'i (ALISH) Classification System was developed and compiled in 1977 by the State of Hawai'i DOA with assistance from the NRCS, U.S. DOA and College of Tropical Agriculture at the University of Hawai'i. The ALISH system established the following three classes of agriculturally important lands for the State as part of a national effort to inventory important farmlands:

- 1) **Prime Agricultural Land:** Lands that are best suited for the production of food, feed, forage, and fiber crops. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops.
- 2) **Unique Agricultural Land:** Lands that are typically used for the production of specific high-value food crops, for example coffee, taro, rice, watercress, and non-irrigated pineapple. This land has a special combination of soil quality, growing season, temperature, humidity, sunlight, air drainage, elevation, aspect, moisture supply, or other conditions, such as nearness to market, that favor the production of a specific crop of high quality and/or high yield when the land is treated and managed according to modern farming methods.
- 3) **Other Important Agricultural Land:** Land other than Prime or Unique Agricultural Land that is also of statewide or local importance for the production of food, feed, fiber and forage crops. The lands in this classification are important to agriculture in Hawai'i yet they exhibit properties, such as seasonal wetness, erodibility, limited rooting zone, slope, flooding, or droughtiness, that exclude them from the other two classifications.

The classification of ALISH does not in itself constitute a designation of any area to a specific land use. Rather, the classification is intended to provide decision makers with an awareness of the long-term implications of various land use options for production of food, feed, forage, and fiber crops in the State.

The Mahi Solar project area is comprised of all three types of ALISH lands (Prime, Unique, and Other Important Agricultural Land), and unclassified lands where gulches exist (*Figure 4.3*).

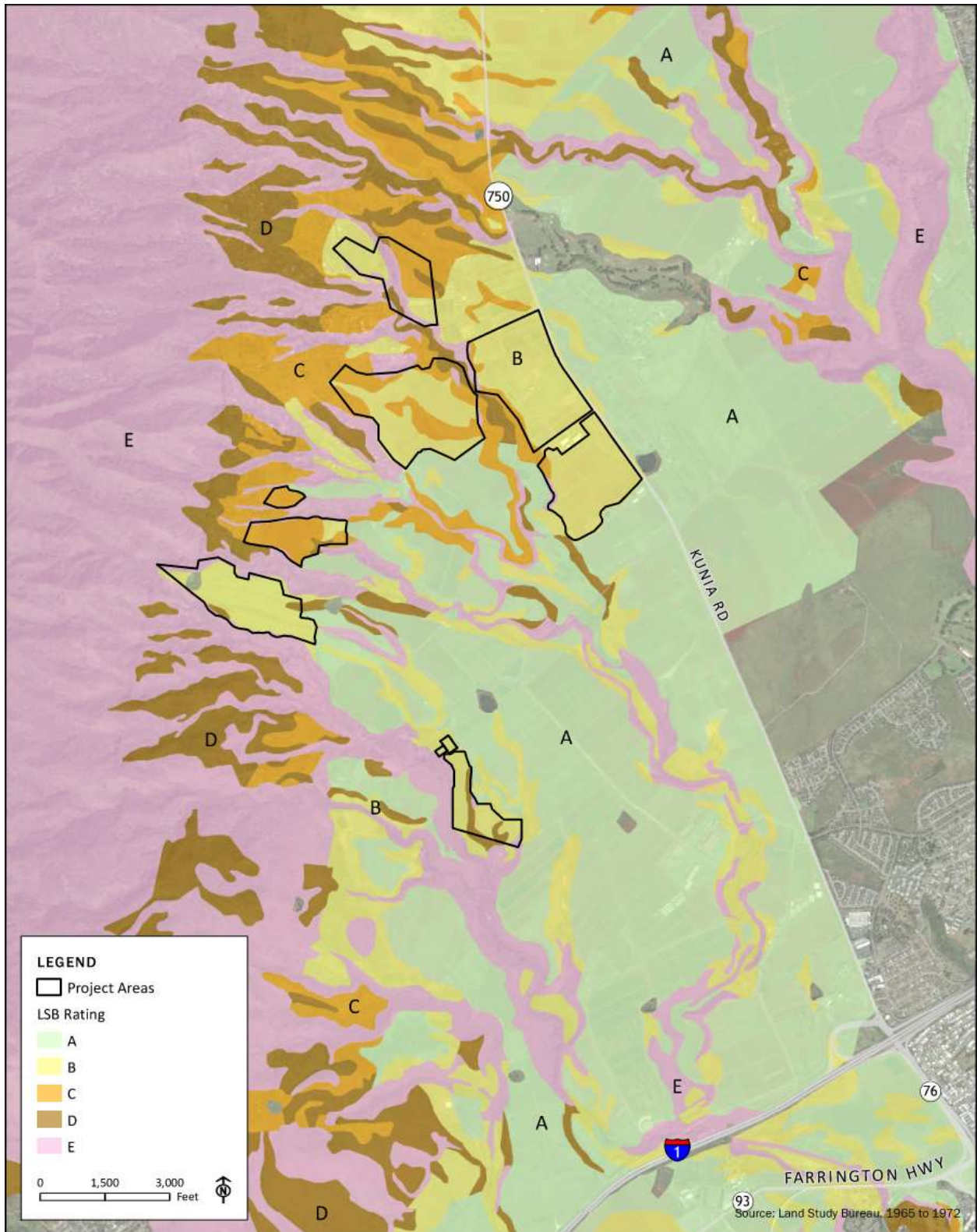


Figure 4.2

Land Study Bureau (LSB)



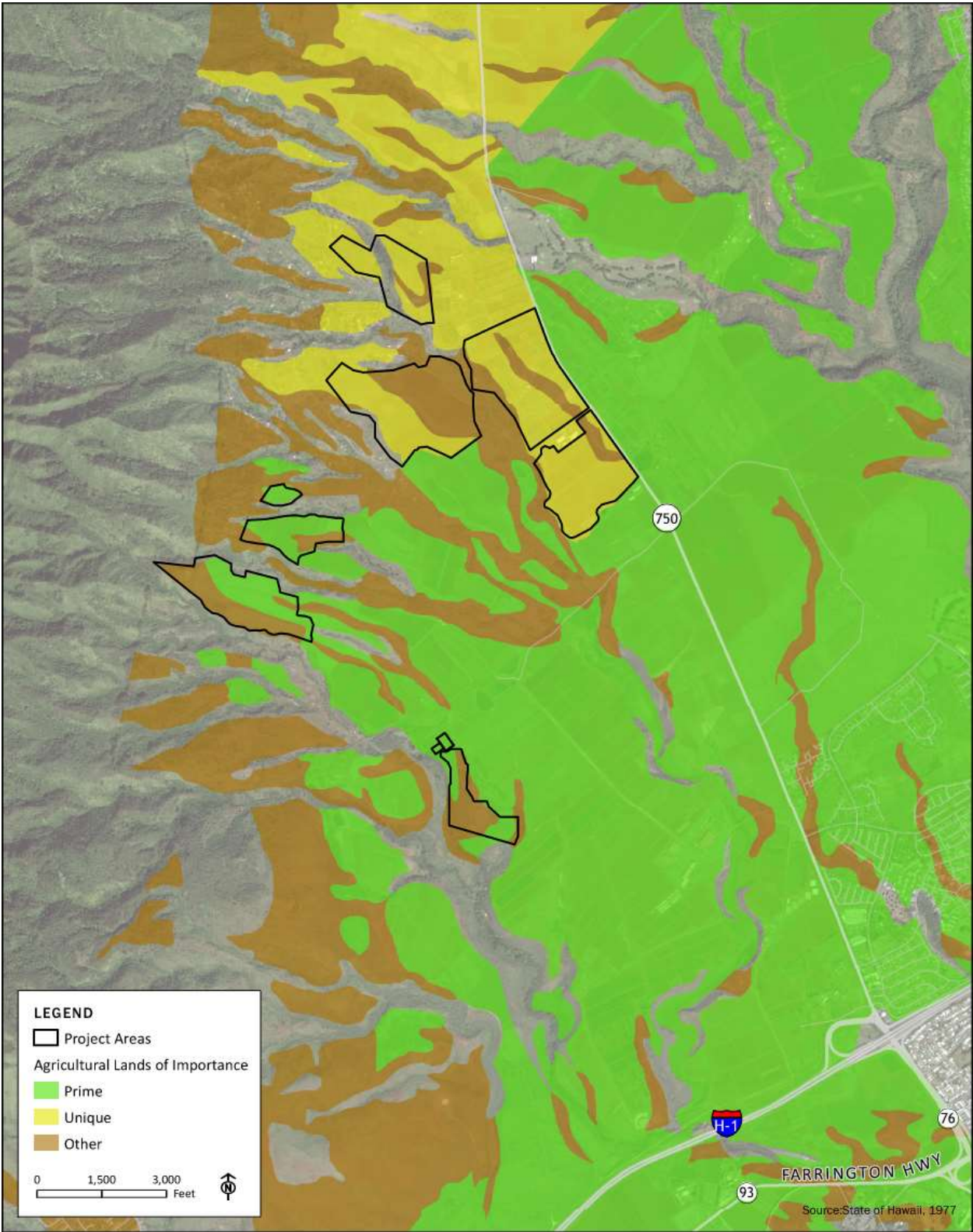


Figure 4.3

Agricultural Lands of Importance to the State of Hawai'i (ALISH)

#### 4.2.4 Important Agricultural Lands (IAL)

Important Agricultural Lands (IAL) refers to a State land use designation for a select class of farmland intended to be used in the long-term for active agricultural production. The IAL designation is a supplemental State land use classification for an exclusive sub-set of high-quality farmland within the State Land Use Agricultural District.

Pursuant to HRS Chapter 205-42, IAL refers those lands that: 1) Are capable of producing sustained high agricultural yields when treated and managed according to accepted farming methods and technology; 2) Contribute to the State's economic base and produce agricultural commodities for export or local consumption; and 3) Are needed to promote the expansion of agricultural activities and income for the future, even if currently not in production. Farmers and landowners may petition their land for IAL designation should their land qualify under HRS Chapter 205-44. The State and Counties are responsible for establishing IAL incentives outlined in HRS 205-46 to promote the economic viability of farming. HRS Chapter 205-47 mandates that each county in the State conduct a mapping process to identify lands within their jurisdiction to be recommended to the LUC to be designated as IAL. The LUC administers the IAL program and is responsible for final approval and adoption of IAL maps (HRS Chapter 205-49).

Of the total 620-acre project area, approximately 85 acres is located within lands designated as IAL (*Figure 4.4*). IAL lands within the project area are located entirely within Area 5, which is identified by TMK (1) 9-2-001:020. The subject site is owned by Monsanto who completed a voluntary IAL designation of the land (LUC Docket No. DR17-59, November 15, 2017). Notably, parcel "020" was identified as parcel "001" in the LUC Decision and Order.

Pursuant to HRS Chapter 205-47, the City and County of Honolulu DPP completed its IAL mapping project in 2018, titled *Report on the O'ahu Important Agricultural Land Mapping Project* (DPP, 2018). The report maps lands that meet the statutory requirements for consideration as IAL. The island of O'ahu comprises an approximate 386,000 total acres, of which roughly 128,000 acres is designed as State Agricultural District. Approximately 12,300 acres on the island have already been designated as IAL through the landowner-initiated process, accounting for nearly 10% of O'ahu lands in the State Agricultural District. DPP's IAL mapping effort recommends a total of 45,400 acres of land be designated as IAL, including lands that have already been designated through the landowner-initiated process and newly recommended lands. While not formally adopted as IAL, TMK (1) 9-2-004:010, owned by Fat Law's Farm, Inc., has been recommended by the City and County of Honolulu for designation as IAL (*Figure 4.5*). Areas 4A, 4B, and 4C are located within this parcel; therefore, 310 acres of the project are recommended for IAL designation. The City and County of Honolulu's IAL map has been adopted by the Honolulu City Council (Resolution 18-233, CD1, FD1), and is pending adoption by the LUC.

The use of the land for solar and innovative agricultural uses is consistent with the intent of IAL lands articulated in HRS Chapter 205. The project parcels currently include agricultural uses. As described in *Section 3.4.2*, the agricultural plan prepared for the Mahi Solar will integrate an agrivoltaics program to be implemented in cooperation with HARC, who has proposed to study several compatible agricultural crops and projects they believe will be successful. Plots of agricultural land located directly between and under the solar PV arrays will be cultivated to test compatible market crops, such as lettuce, basil, and alfalfa.



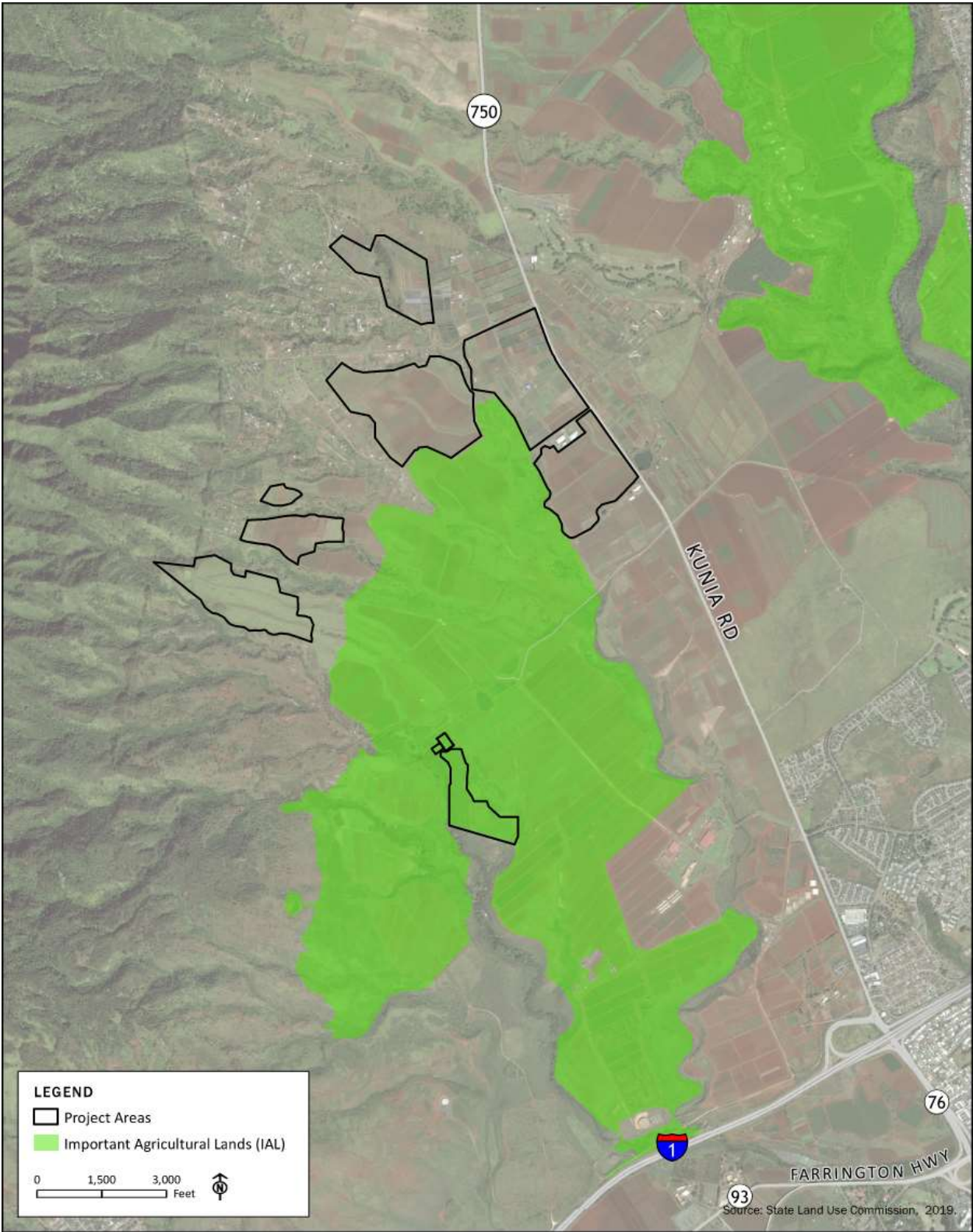


Figure 4.4

Important Agricultural Lands (IAL)

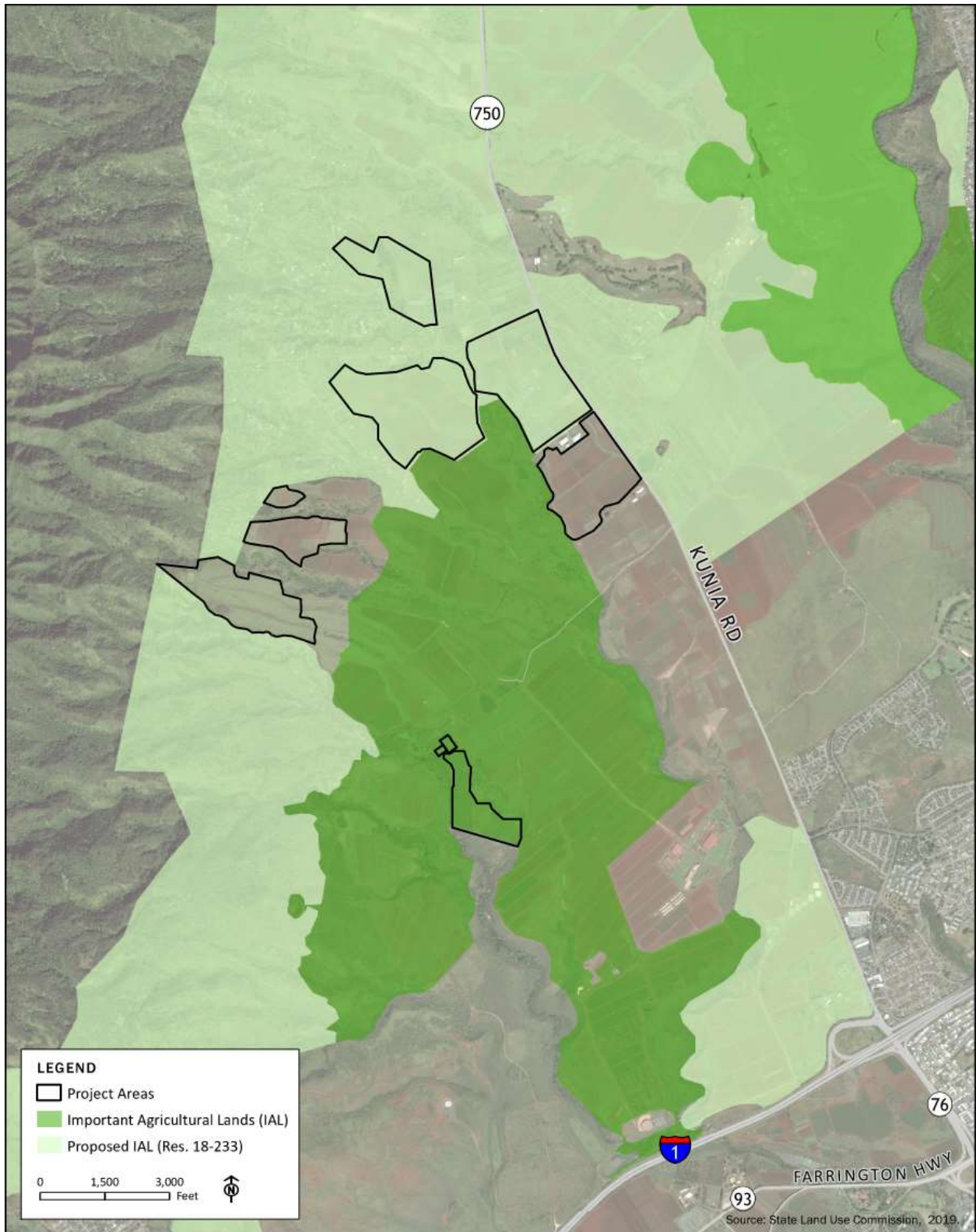


Figure 4.5

Proposed Important Agricultural Lands (IAL)



Growing of nitrogen-fixing legumes such as alfalfa and perennial peanut and high quality, low growing grasses such as bahiagrass, oats and barley for high-quality forage for livestock grazing also is proposed. Mahi Solar will outreach to local agricultural organizations and agencies about the agrivoltaic program and open up approximately 600 acres to local farmers.

In addition to land plots underneath the solar PV panels, Mahi Solar will provide water to farmers at a nominal cost to support the cultivation and testing of agricultural activities at commercial scale. As each new agricultural use is tested at the project site in research trials or grown in the solar fields by farmers, HARC and Mahi Solar will gather data and evaluate the results. This will help farmers and ranchers learn and modify their work, in an iterative process. Results will be shared with the broader community, so that farmers and solar developers can find new and more productive ways of using Hawai'i's agricultural land for both farming and renewable energy. The agricultural plan further supports the preservation of the project parcels for agricultural uses and meets the overall objectives of IAL land articulated in HRS Chapter 205-42. Use of the vacant site for solar will expand the land's agricultural use and is anticipated to produce 4 percent of the island's electricity annually, enabling HECO to burn less fossil fuel and emit less GHGs. See *Section 5.4* for further discussion.

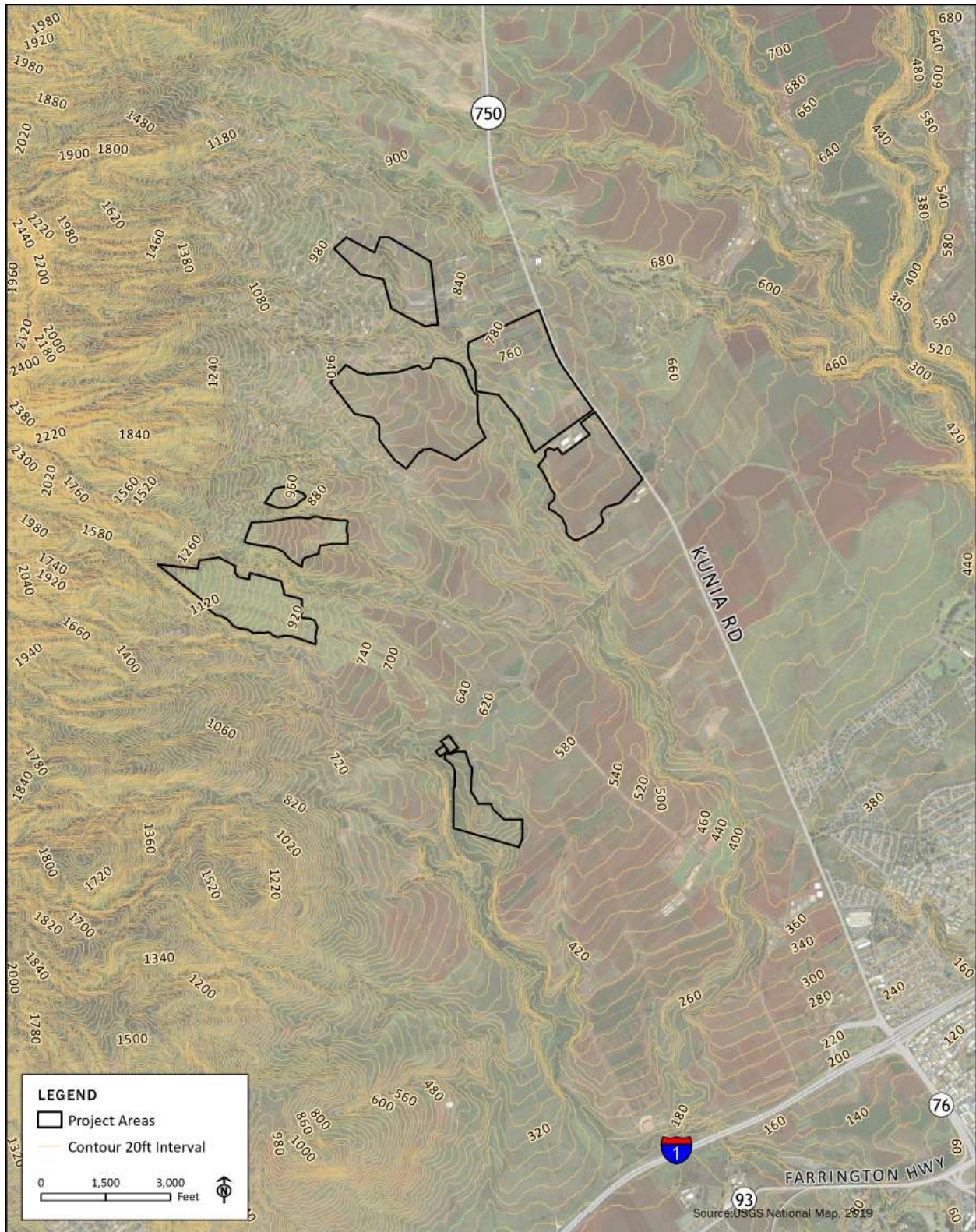
### 4.3 Topography

According to the *Geology of the State of Hawai'i* (1985), the project site is situated within the Schofield Plateau that spans the central part of O'ahu. The Schofield Plateau was formed by the lava flows from the Ko'olau Range to the east banking against the older Waianae Range to the west. These lava flows are part of the Ko'olau volcanic series comprising the majority of the Schofield Plateau. However, some of the Ko'olau volcanic series partially overlaps the Wai'anae volcanic series within the plateau. Both the Ko'olau volcanic series and Waianae volcanic series emerged during the Tertiary period of the Cenozoic era, with the lavas erupting in the Pliocene time; however, the Ko'olau volcanic series is the younger of the two series. On the west side of the plateau and along the rim of the Kaukonahua Valley, the plateau consists of alluvium from the Wai'anae Range piled against and interweaved with the Ko'olau lavas. These alluvial deposits occurred during the Holocene and Pleistocene ages.

The project site is a mix of undeveloped, fallow agricultural land with overgrown grasses and weedy vegetation and areas actively used for farming corn or seed crops that will be phased out. Elevation on the site varies from approximately 520 feet above mean sea level (amsl) in the southern end of project area to approximately 1,160 feet amsl in the west end (*Figure 4.6*). From its south end, the site generally slopes upwards to the north and to the west.

The elevation ranges by area as follows:

- Area 1 at the east of the project site ranges from 920 to 1,160 amsl.
- Area 2, just north of Area 1, ranges from 820 to 1,020 feet amsl.
- Area 3 at the west end of the project site ranges from 660 to 700 feet above amsl.
- Area 4A in the center of the project site ranges from 720 to 920 feet above amsl.
- Area 4B encompassing the north and east of the project site ranges from 720 to 1,000 feet amsl.
- Area 5 in the south end of the project site 520 to 600 feet amsl



**Figure 4.6**

**Topography**

The site will be cleared and grubbed prior to the placement of the PV panels, equipment, and facilities. The improvements proposed under this project will disturb the 620-acre project site. Grading and



ground leveling will be required for the project substation, HECO switchyard, BESS area, equipment, driveways, and array areas that exceed maximum slope requirements. Although grading is expected throughout the site to remove local undulations in topography, overall drainage patterns will not be altered. The layout of the solar equipment will follow the natural terrain of the land. Best Management Practices (BMPs) will be implemented pursuant to the required Grading Permit to mitigate potential impacts of soil erosion and fugitive dust during grading or excavation. Construction work will be performed in accordance with the federal, state, and City and County of Honolulu-approved design standards and all disturbed areas will be permanently stabilized.

## 4.4 Biological Resources

A Biological Resources Report was prepared for the project by SWCA (September 2020). SWCA first surveyed the project site in 2018 to determine the potential for federal and state-listed species to occur at the site and identify critical issues related to applicable permitting for natural resources. Based on the findings of the 2018 report, SWCA conducted suitable habitat surveys in 2020 for special plants, the O'ahu 'elepaio (*Chasiempis ibidis*), and Hawaiian short-eared owl or pueo (*Asio flammeus sandwichensis*) to determine the likelihood of their presence in the study area. Subsequently, a desktop survey was conducted for the alternative gen-tie route and substation, switchyard, and BESS location in December 2020. The findings of the survey are summarized below and provided as Appendix D.

The following section discusses existing conditions of biological resources at the project site.

### 4.4.1 Flora

No threatened, endangered, or special status species were seen during surveys. The habitat observed has been transformed by previous land use and is either dominated by non-native invasive species or used for cultivation of crops. The habitat is therefore poor for the majority of special-status species. The vegetated portions of the study area can be classified into five predominant types: cultivated croplands, fallow fields, grassland, koa haole forest, and non-native forest. Cultivated croplands are dominated by corn (*Zea mays*), with sparse weedy vegetation such as koa haole (*Leucaena leucocephala*), golden crown-beard (*Verbesina encelioides*), and Guinea grass (*Urochloa maxima*). Fallow fields occur on level land that has recently been used for agriculture, and are dominated by greater than 95% Guinea grass, with occasional weedy vegetation such as koa haole, golden crown-beard, Formosan koa (*Acacia confusa*), and 'uhaloa (*Waltheria indica*). Grasslands also are dominated by guinea grass, and occur on slopes, gulches, and other areas not recently used for agriculture. Koa haole forest is dominated by thickets of short-statured koa haole trees, with an understory dominated by Guinea grass or buffelgrass (*Cenchrus ciliaris*). Non-native forest is made up usually of mixed non-native trees such as monkeypod (*Samanea saman*), Christmas berry (*Schinus terebinthifolius*), Formosan koa, and silk oak (*Grevillea robusta*), with an understory dominated by Guinea grass. Occasional stands of eucalyptus (*Eucalyptus cf. citriodora*) occur in several pockets in the study area, where thickets of these trees occur with an understory limited to bare ground or occasional Guinea grass.

Three native species were seen during the surveys. Scattered individuals of 'iliahialo'e (*Santalum ellipticum*) occur in the understory of a eucalyptus stand, where it was rare. Scattered individuals of wiliwili (*Erythrina sandwicensis*) occur in the dry lower gulches of the study area. 'Uhaloa was also seen throughout the study area along roadsides. None of these species are considered rare, and none are protected.

Though rare, tumbleweed (*Salsola tragus*) was observed in the study area. Tumbleweed can be controlled using herbicides on managed land, but it has become most problematic on unmanaged land. This species is not yet widespread on O'ahu.

Weedy non-native plant species are common throughout the study area. Most of these weedy species are widespread on O'ahu, and their control in the study area is not expected to result in a significant decrease in their number or distribution. However, one invasive species seen at the site, tumbleweed, could spread locally in the study area during construction activities due to soil disturbance. If soil or other potentially infested materials are moved from the study area, there is potential for spreading this species to other, currently unaffected areas of the island. This species can impact agricultural operations and road safety.

Within the alternative gen-tie route study area, vegetation has been disturbed by previous and current land use activities. Vegetation types and species expected to be in this study area are not considered unique on O'ahu. The vegetated portions of the project area can be classified into two predominant types: cultivated croplands and fallow fields. Based on the U.S. Fish and Wildlife (USFWS) Information for Planning and Consultation (IPaC) resource query for this route, no special-status plant species are expected to occur.

To avoid the unintentional introduction or transport of new terrestrial invasive species to O'ahu, construction equipment and vehicles will be washed and inspected prior to entering the site. In addition, construction materials arriving from outside O'ahu also will be washed and/or visually inspected (as appropriate) for excessive debris, plant materials, and invasive or harmful non-native species (plants, amphibians, reptiles, and insects). When possible, raw materials (gravel, rock, and soil) will be purchased from a local supplier on O'ahu to avoid introducing non-native species not present on the island. Inspection and cleaning activities also will be conducted at a designated location.

With the presence of tumbleweed on the site, measures will be taken to limit the spread of this species to other parts of the island. During construction, decontamination of equipment and vehicles will be implemented to prevent the movement of soil off site.

#### **4.4.2 Avifauna**

During the 2018 survey, 18 bird species were observed, including five protected by the U.S. Migratory Bird Act Treaty (MBTA) of 1918. A full list of birds surveyed is provided in Table 1 of *Appendix D*. The avifauna was not resurveyed during a 2020 O'ahu 'elepaio habitat assessment because the vegetation and environmental conditions of the study area were unchanged and the same species were expected to occur.

#### **MBTA-Protected Species**

Of the five MBTA-protected species observed during the biological survey, all are non-native permanent residents except for the Pacific golden plover (*Pluvialis fulva*), which is migratory. The study area could provide foraging habitat for all observed bird species. Of the observed MBTA-protected species, the cattle egret (*Bubulcus ibis*), Eurasian skylark (*Alauda arvensis*), house finch (*Haemorhous mexicanus*), and northern cardinal (*Cardinalis cardinalis*) could nest in the study area. The Pacific golden plover does not breed in Hawai'i. Though not observed during the survey, 'apapane (*Himatione sanguinea*) and O'ahu 'amakihi (*Chlorodrepanis flava*), both MBTA-protected, are likely to occur in the project area. Within the alternative gen-tie route study area, the IPaC resource query listed three native MBTA-protected bird species that could occur, including the 'apapane and O'ahu 'amakihi.



Short-term impacts associated with project construction could result in temporary displacement of MBTA-protected from breeding and foraging habitats; however, individuals would be expected to find abundant habitat nearby. The temporary displacement of individuals from the study area as a result of implementation of the project would not be expected to affect the survival of individuals or populations, and impacts would cease after construction is completed. No direct impacts are anticipated to these highly mobile species.

To minimize potential impacts to special-status fauna, regular on-site staff will be trained to identify special-status species with potential to occur on-site and will know the appropriate measures to be taken if they are present. In addition, prior to tree removal, a qualified biologist will conduct a nest search for the MBTA-protected species. If active nests are found, they will be protected by a no-construction buffer until the chicks fledge.

### **O'ahu 'Elepaio**

The O'ahu 'elepaio is an endemic forest bird that are considered to be a habitat generalist and are known to occur in a wide range of native and introduced forest types, ranging from 100 to 550 m (325 to 1,800 feet) in elevation. Suitable nest and forage habitat for O'ahu 'elepaio occurs where the study area borders O'ahu 'elepaio critical habitat (see *Figure 4.7*).

The O'ahu 'elepaio may use the study area for foraging and nesting. Direct impacts could occur during the breeding season (January to July) if a tree containing an active nest is removed. If O'ahu 'elepaio use the study area trees for nesting, site clearing would result in O'ahu 'elepaio relocating to adjacent forest areas that provide suitable nesting habitat.

If tree clearing occurs within 1,000 feet of O'ahu 'elepaio critical habitat from January through July, a qualified biologist will survey the tree clearing area. If a nest is found, the USFWS and Department of Land and Natural Resources will be contacted. A no-construction buffer will be established around any active nest.

### **Nēnē**

Potential forage and nest habitat are present for the Hawaiian water goose or nēnē (*Branta sandvicensis*) in the cultivated croplands and fallow fields of the study area and the alternative gentie route study area. Because of the known geographic range, and non-migratory lifestyle of nēnē, the species is highly unlikely to occur on the study area.

If present, nēnē may use the study area for nesting and foraging. Direct impacts could occur during vegetation removal if a nest is damaged or if goslings are separated from adults. The impact of removing foraging and nesting habitat would be minor due to the availability of adjacent foraging and nesting habitat for displaced geese to use. Since nēnē have been extirpated from O'ahu and were not documented in the study area historically, impact to nēnē is highly unlikely.

If a Hawaiian goose is observed in the area during construction activities, all activities within 100 feet of the individual will cease, and work will not continue until the individual leaves the area on its own accord. If a Hawaiian goose nest is discovered, all activities within 150 feet of the nest will also cease, and the USFWS will be contacted. Work will not resume until directed by the USFWS.

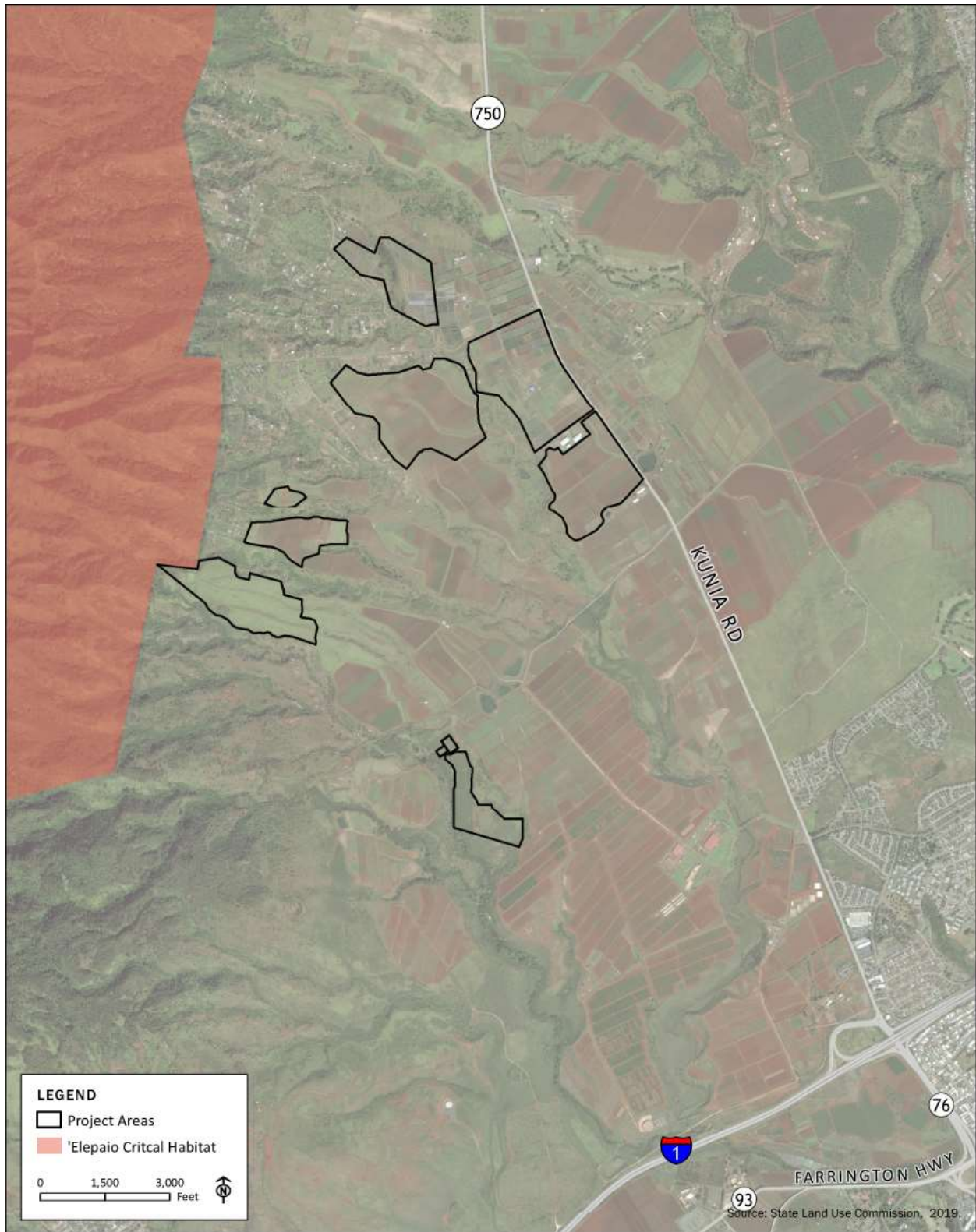


Figure 4.7

O'ahu 'Elepaio Critical Habitat

## Hawaiian Waterbirds

Three listed waterbird species—Hawaiian coot or ‘alae ke‘oke‘o (*Fulica alai*), Hawaiian moorhen or ‘alae ‘ula (*Gallinula galeata sandvicensis*), and Hawaiian stilt or ae‘o (*Himantopus mexicanus knudseni*) — could visit the study area and the alternative gen-tie route study area. However, it is unlikely that they would nest in the study area due to a lack of permanent water resources and aquatic vegetation.

The Hawaiian coot, Hawaiian moorhen, and Hawaiian stilt may visit the study area to forage when moving between permanent water resources. Impacts during construction are unlikely to occur because water resources occur seasonally and infrequently in the study area. The Hawaiian stilt and Hawaiian coot would be attracted to the site only during heavy rain events that would cause ponded water.

If a Hawaiian stilt or Hawaiian coot is observed in the area during construction activities, all activities within 100 feet of the individual will cease, and work will not continue until the individual leaves the area on its own accord.

## Pueo

Subsequent to the 2018 avifauna surveys, SWCA conducted a field survey for pueo and barn owls (*Tyto alba*) in the project area. Pueo are found throughout the main Hawaiian Islands from sea level to 8,000 feet (Department of Land and Natural Resources (DLNR), 2015). This species is not federally listed under the Endangered Species Act; however, it is listed by the State as endangered on O‘ahu. Barn owls are an introduced species that are sometimes mistaken for pueo. They are protected under the MBTA but are not Federal- or State-listed as threatened or endangered. Three survey periods ranging from two to eight days were conducted at nine survey points to increase the probability of detecting pueo and to allow for 100 percent coverage of the project area. During the surveys, nine owl detections occurred, including three total pueo and six barn owls. All three pueo were detected in Area 5 (see Figure 3 of *Appendix D*).

Pueo may use the study area and the alternative gen-tie route study area for nesting and foraging. The owls could forage throughout the entire study area and could nest in the shrublands and grasslands. Little is known about the breeding biology of the pueo, but nesting occurs throughout the year (SWCA, 2020). Nests are made on the ground. Direct impacts could occur during vegetation removal if a nest is damaged or if chicks are separated from adults. If direct impacts are avoided, the impact of removing foraging and nesting habitat would be minor due to the availability of adjacent foraging and nesting habitat. Pueo have been known to become entangled in barbed-wire fences. Barbed-wire fencing will not be included in the construction and project design.

To prevent direct impacts to pueo, the following measures will be implemented:

- A biological monitor will be present when clearing vegetation in pueo nesting habitat.
- If a pueo nest is discovered, all activities within 150 feet of the nest will cease, and the Hawai‘i DLNR will be contacted. Work will not resume until directed by the DLNR.
- Barbless wire will be used for fence construction to avoid entanglement of pueo.

## Hawaiian Seabirds

Three listed seabird species—the endangered band-rumped storm-petrel or akē'akē (*Oceanodroma castro*), the endangered Hawaiian petrel 'ua'u (*Pterodroma sandwichensis*), and the threatened Newell's shearwater 'a'o (*Puffinus auricularis newelli*) — could fly over the project area and the alternative gen-tie route study area at night while traveling to and from their upland nesting sites and foraging areas in the ocean. However, it is very unlikely they would use the habitat available in the project area for anything other than flying over it.

Special-status seabirds (Hawaiian petrel and Newell's shearwater) may transit the area but would not nest or forage there. They are attracted to bright lights, which can cause them to become disoriented and grounded, making them vulnerable to mammalian predators or being struck by vehicles.

To minimize potential impacts to seabirds, construction activity will be restricted to daylight hours as much as practicable during the seabird peak fallout period (September 15–December 15) to avoid the use of nighttime lighting that could attract seabirds. Any outdoor lights will be shielded to prevent light from radiating upward to reduce the potential for seabird attraction. In addition, lights not needed for security and safety will be either motion activated or turned off from dusk through dawn during the fledgling fallout period.

## Long-term Impacts

Long-term impacts to avifauna during operation of the solar facility are related to panel strikes and electrocution. Depending on the size of the solar facility, glare or reflection from panels could result in bird strikes, particularly for facilities along important migratory pathways. Extensive solar PV arrays can mimic the appearance of waterbodies, inadvertently attracting birds. Solar panels are designed to minimize reflection, though some light may be inherently reflected. Given the diverse group of migrant waterfowl and shorebird species, there is potential for any avifauna to be attracted to and strike the solar panels. Dead birds may occasionally be found near solar panels as a result of natural causes, injury sustained off-site, or direct interactions with the solar facility.

If frequent mortality is observed, causes will be determined and mitigated to the extent feasible. Although attraction of avifauna to solar facilities in Hawai'i has yet to be documented, the following steps will be taken:

- Personnel will be educated about the potential for birds to be attracted and inadvertently harmed.
- Routine monitoring and documentation of species observed will be implemented.
- If monitoring indicates that listed or candidate species are visiting the site, the USFWS and DOFAW will be contacted to provide assistance with avoidance measures to minimize impacts.

To minimize potential for avian electrocutions, the following measures will also be implemented in adherence with the Avian Power Line Interaction Committee (APLIC) guidelines, as is the standard design practice (APLIC 2006):

- Energized and/or grounded structures will be isolated through adequate spacing, as recommended by APLIC.
- Energized and/or grounded features will be insulated.
- Perch discouragers and ribbons that alert birds to change flight course will be deployed if deemed necessary.



#### 4.4.3 Mammalian Resources

The findings of the mammalian resources on the site are consistent with the location of the property and the habitats currently present. The only rodent detected was a single European house mouse (*Mus musculus*). It is likely that other alien Muridae found on O‘ahu including the roof rat (*Rattus rattus*), brown rat (*Rattus norvegicus*), and Polynesian rat (*Rattus exulans hawaiiensis*) use various resources found in the area on a seasonal basis. All of these introduced rodents are deleterious to native ecosystems and the native faunal species dependent on them.

No Hawaiian hoary bats were detected during the survey. However, it is possible that bats forage over portions of the project site and within the alternative gen-tie route study area on a seasonal and/or temporal basis and may roost in some of the larger trees within the gulches and on the edges of currently cultivated areas. The potential impact of the solar project on Hawaiian hoary bats would occur during the clearing and grubbing phase of construction. The trimming and removal of trees may temporarily displace bats which use vegetation as a roosting location. During the pupping season, females carrying pups may be less able to rapidly vacate a roost site while vegetation is cleared. In addition, adult bats sometimes leave their pups in the roost tree while they forage, and very small pups may be unable to flee a tree that is being felled.

To minimize potential impacts to Hawaiian hoary bats, clearing and grubbing of vegetation taller than 15 feet would be planned to occur outside of the bat pupping season between June 1 and September 15. If a Hawaiian hoary bat is observed in the area during construction activities, all activities within 100 feet of the individual will cease, and work will not continue until it leaves the area on its own accord. Regular on-site staff will also be trained to identify special-status species with potential to occur on-site and will know the appropriate measures to be taken if they are present.

Foraging bats active at night may continue to use the site during and after construction. Hawaiian hoary bats have been known to become entangled in barbed-wire fences. As such, barbed-wire fencing will not be included in the construction and project design to avoid entanglement of Hawaiian hoary bats.

No mammalian species currently proposed for listing or listed under either the Federal or State of Hawai‘i endangered species statutes was recorded during the survey.

#### 4.4.4 Critical Habitat

There is no federally designated critical habitat in the project area. However, the mauka portion of the site is within approximately 4,265 feet of USFWS-designated Lowland Mesic Unit 3 which provides protection for a number of federally listed plant species, including *Delissea subcordata*, laukahi kuahiwi (*Plantago princeps*), pōpolo‘aiakeakua (*Solanum sandwicense*), hāhā (*Cyanea grimseana ssp. obatae*), *Phyllostegia hirsuta*, ōpuhe (*Urera kaalae*), *Phyllostegia mollis*, *Phyllostegia parviflora*, kāmanomano (*Cenchrus agrimonioides*), and alani (*Melicope saint-johnii*).

Critical habitat designated in 2002 by USFWS for O‘ahu ‘elepaio borders the study area’s easternmost boundary, as shown in *Figure 4.7*. Although this critical habitat borders the study area, not all of it is occupied. The closest O‘ahu ‘elepaio habitat occurs approximately 2,723 feet inside the critical habitat boundary where it joins with the study area.

### 4.5 Jurisdictional Waters

A portion of the Honouliuli Stream flows through Areas 4A/4B and 5 of the project site. Honouliuli Stream is a perennial stream and may be regarded as jurisdictional by the U.S. Army Corps of Engineers

(USACE). There are no known wetlands within the project area. Preliminary design does not involve discharge to potential Waters of the U.S. and onsite drainage features will be avoided. Should work occur in or near the stream, an Ordinary High-Water Mark delineation will be conducted to determine the lateral limits of jurisdiction. Work within the jurisdictional limits may require a Clean Water Act (CWA) Section 404 permit issued by USACE and a CWA Section 401 permit issued by the State of Hawai'i Department of Health.

## **4.6 Cultural and Historic Resources**

### **4.6.1 Cultural Resources**

ASM Affiliates conducted a Ka Pa'akai Analysis in September 2020 (*Appendix E*). The study relies on historical archival sources, prior cultural and archaeological studies, and consultation to identify whether any valued cultural, historical, or natural resources are present within the project site. These sources aid in identifying the extent to which any traditional and customary native Hawaiian rights are (or have been) exercised in the project area. The following section summarizes the customary and traditional practices, consultation, and assessment and mitigative measures identified in *Appendix E*.

#### **Customary and Traditional Practices**

The Mahi Solar project area is situated in the ahupua'a of Honouliuli, which is the largest traditional land unit on O'ahu and the westernmost ahupua'a of the District of 'Ewa. During the Māhele 'Āina of 1848, an ali'i claim (Land Commission Award No. 11216:8; Royal Patent No. 6971) comprising 43,250 acres of Honouliuli was awarded to Mikahela Kekauonohi, who was niece of Kamehameha III and Kamehameha I's granddaughter. There were no kuleana awards granted within the subject parcel or its immediate vicinity during the Māhele. Although the current study area vicinity appears to have been only sparsely inhabited, a sizeable population once thrived near the West Loch of Pearl Harbor to the southeast of the project area in an 'ili with the same name as the ahupua'a, Honouliuli.

Just subsequent to the Māhele, ranching operations controlled mostly by foreigners had begun to develop in Honouliuli. In 1877, James Campbell purchased Honouliuli Ahupua'a (roughly 43,640 acres) including the current project area from John H. Coney and his wife Ami (Bureau of Conveyances Liber 52 September 11, 1877: 201-201). In addition to ranching, during the second half of the 19<sup>th</sup> century, a local rice market began to develop as migrant contract sugar laborers from China settled in the islands to work on the sugar plantations. However, by the 1930s, rice paddies were abandoned and the state's industry ceased.

In 1889, B.F. Dillingham organized the O'ahu Railway and Land Company (OR&L). The fate of the OR&L would prove to be inexorably linked to that of commercial sugar in 'Ewa and beyond. Construction of the railroad began in 1889, and by July 1, 1890, the railroad reached Hō'ae'ae, east of the project site. Later that same year, Dillingham shifted his focus to developing portions of Campbell's land in 'Ewa into sugar plantations. Dillingham continued to run parts of the Campbell lands as ranches while renting out portions for other uses, which resulted in the establishment of 'Ewa Plantation Company in 1890. The 'Ewa Plantation cultivated the lower portions of Honouliuli and in 1897, Dillingham established the O'ahu Sugar Company with its fields in the upper reaches of Honouliuli. The availability of fresh water allowed for the expansion of commercial sugar in the district.

In 1913, Waiāhole Water Company, a wholly owned subsidiary of O'ahu Sugar Company was formed. The Waiāhole Water Company led the construction of the massive Waiāhole Ditch and upon its completion in 1916 included twenty-seven tunnels that connected to thirty-seven stream intakes on the Ko'olau mountains with the main bore through Waiāhole Valley. The Waiāhole Ditch extended for

21.9 miles and brought an estimated 32 million gallons of water daily to 'Ewa. The Waiāhole Ditch, with some modifications, is still in used and has been listed on the State Inventory of Historic Places (SIHP) as Site 50-80-09-2268.

By 1908, the U.S. began its process of transforming Ke-awa-lau-o-Pu'uloa into a military installation known today as Pearl Harbor. By the 1930s, the harbor had become a major industrial base for the U.S. Pacific Fleet and other parts of O'ahu were developed as Army bases including Schofield Barracks located upland of Honouliuli in Wai'anae Uka. Throughout the remainder of the 1930s, the U.S. Navy expanded its operations in Honouliuli to include the construction of the 'Ewa Field, installation of roads in the coastal area, and purchased 3,500 acres of land to construct Barbers Point Naval Air Station. A 1944 aerial photo of the project area shows continued agriculture while a 1959 map obtained at the collections of the University of Hawai'i at Mānoa library shows the military expansion around O'ahu and extensive naval operations in the 'Ewa region.

The U.S. entered World War I following the attack on U.S. Naval base in Pearl Harbor on December 7, 1941, and established the Honouliuli Internment Camp along the floodplains of Honouliuli Gulch just south of the project area (the area designated as Area 5 of the Mahi Solar project). Repatriation of prisoners began in 1945, and the camp was abandoned and demolished before 1948 by the U.S. Army Corps of Engineers. By 1958, the land was leased by Mr. Rodney Santiago for ranching which lasted until 2000. On February 21, 2012, the site was listed on the National Register of Historic Places, and in 2015, the Honouliuli Internment Camp was established as a national monument. The Honouliuli National Historic Site is currently managed by the National Park Service (NPS) and is closed to the public until all of the NPS planning requirements have been completed.

O'ahu Sugar Company continued commercial sugar cultivation throughout the second half of the 20th century before it closed its operations in 1995. An aerial photo taken in 1962 shows the project area under commercial sugar cultivation. Subsequent to the end of sugar cultivation on the project properties, the land was retained by the current respective landowners for agricultural uses including seed corn production, agricultural research, and cultivation of various food crops.

## **Consultation**

In an effort to identify individuals knowledgeable about past and ongoing customary and traditional cultural practices associated with the project area, efforts were made by ASM staff to contact community members via email or phone. These individuals were identified as persons who were believed to have genealogical ties, long-standing residency, or knowledge of cultural and or historical properties in Honouliuli Ahupua'a. Of the ten individuals contacted, responses were received from five individuals. One individual, Mr. Thomas Lenchanko, provided written comments via email and his comments have been included below. Interviews were conducted with the remaining four respondents, Mr. Dietrix Ulukoa Duhaylonsod, Mr. Douglas "McD" Philpotts, Mr. Glen Kila, and Mr. Christopher Olivera.

Additional consultation was also sought with lead staff from the Department of Land and Natural Resources (DLNR), State Historic Preservation Division (SHPD). On September 15, 2020, ASM and G70 staff met with SHPD, and no specific information about known archaeological or cultural resources in the project area was identified. Efforts were also made to consult with the Office of Hawaiian Affairs (OHA) on September 16, 2020, and no information about traditional cultural traditions and practices specific to the project area were identified.

## **Assessment and Mitigative Measures**

A review of the culture-historical background material in conjunction with the results of the consultation process has resulted in the identification of several resources, as well as traditional and customary practices that formerly took place within the general project area vicinity. Resources and traditional and customary practices are listed below, in addition to potential impacts and recommended mitigative measures.

- Pohakea Trail: Based on the results of the consultation, all of the consulted parties have recalled or described walking Pohakea Trail at some point in their lifetime. They also noted that access to the trail has been limited or restricted which has impacted their ability to carry out their traditional customary rights. If access remains obstructed, then the project would infringe upon customary access rights and any concomitant resources and traditional customary practices (i.e., gathering of plant resources for cultural purposes) that would otherwise occur along this trail.

It is recommended that consultation be conducted with Nā Ala Hele, the State Trail and Access Program, as this trail is likely subject to the Highways Act of 1892. The alignment of the trail should be identified through a formal survey and a trail access plan should be co-developed with the appropriate parties. It is further recommended that the trail access plan give preference to customary access rights. Mahi Solar has initiated a further consultation with cultural practitioners interviewed for this analysis and will move forward with preparing an appropriate plan.

- Traditional Hawaiian Agricultural Practices and Endemic Plant References and Uses: Historical records provide a rather clear account of traditional agricultural practices and native plant species once found in the uplands of Honouliuli. The results from consultation suggest that no traditional agricultural practices nor traditional gathering of plant resources are currently taking place in the project area. The fact that such customary practices are not being carried out is a result of decades of restricted access that has prevented community members and practitioners from accessing the uplands to gather plant resources for cultural purposes.

According to the biological survey conducted for the project (*Appendix D*), native species, including 'iliahialo'e, wiliwili, and 'uhaloa occur along the roadsides of the project site. The former two plant species were noted in historical literature and traditional accounts. Native species will be avoided; therefore, no adverse impacts are anticipated.

- Ali'i Battle Sites: Kāua (warfare) took place in Honouliuli over the centuries as warring chiefs from inter-island polities sought more land and political prestige. The wars that are mentioned in historical sources specific to the uplands of Honouliuli as well as by several of the interviewees include those during the reigns of Kūali'i (A.D. 1720-1740) and Mā'ilikūkahi. Although use of the project area and or immediate vicinity as a traditional battle site has not been practiced for many generations, the consulted individuals still recognize this as an important aspect of O'ahu's Hawaiian history and heritage.
- Cultural Sites and Resources in the Vicinity of Pu'u Ku'ua: The southwestern portion of the project area is situated at the base of Pu'u Ku'ua, known for its extensive stands of sandalwood. Mr. Philpotts described a heiau atop Pu'u Ku'ua as culturally significant and possibly associated with the deity Lono due to various alignments that can be seen during the winter solstice. Mr. Duhaylonsod, Mr. Kila, and Mr. Olivera's comments regarding a population of kauā that once lived at Pu'u Ku'ua is supported by earlier accounts. By the early 19th century, Pu'u Ku'ua and the surrounding area was sparsely populated and nearly abandoned.



Early explorers noted the lack of a substantial population in the region, in contrast to the populated areas in the makai region of Honouliuli along the lochs.

- Possibility of Remnant Cultural Sites in Gulches, Ravines, and Along Ridgelines: All of the consulted parties acknowledged the history of intensive agriculture practices and its resulting impacts on the natural and cultural resources once located in the project area. Several of the consulted parties did note that historical agriculture practices (i.e., sugarcane and pineapple cultivation) was not often conducted in the gulches, ravines, and ridgelines and thus they cautioned of the possibility of findings such resources in these areas. They also cautioned of the possibility of finding remnant subsurface features in formerly cultivated areas. All of the consulted parties referenced previous archaeological studies conducted in the adjacent areas or recalled personal experience in which such resources were found in the gulches, ravines, and ridgelines. The possibility of findings sites in the vicinity of Pu'u Ku'ua is supported by historical records which describe it as a well populated area during the Precontact Era.

During construction, an unanticipated discovery plan for cultural resources will be prepared. To mitigate for potential impacts, project construction workers and all other personnel involved in construction and related activities will be informed of the possibility of inadvertent cultural finds, including human remains. In the event that any potential historic properties are identified during construction activities, all activities will cease in that area and the SHPD will be notified pursuant to HAR Chapter 13-280 Section 3, Procedure for Inadvertent Discoveries. Pursuant to HRS Chapter 6E, in the event that iwi kūpuna are uncovered during construction operations, the contractor shall immediately suspend work and notify SHPD. Additionally, a 100-ft. buffer will be installed to protect all cultural resources during construction.

- Freshwater and the Waiāhole Ditch: As pointed out by Mr. Duhaylonsod and Mr. Philpotts, freshwater, valued as both a natural and cultural resources, can be found along the base of Wai'anae Mountains as well as the gulches and ravines. Historical records and maps have also identified the Waiāhole Ditch, portions of which can be found extending through portions of the project area as well as along portions of the project area boundaries.

With the implementation of the above-described recommendations, impacts to traditional and customary practices will be mitigated.

#### **4.6.2 Historic Sites**

An initial archaeological reconnaissance was completed for the project by ASM Affiliates in December 2020. Findings are summarized below and provided in *Appendix F*.

Background research conducted prior to the fieldwork suggested much of the study area has been previously disturbed associated with nearly a century of intensive cultivation. An archaeological reconnaissance surface survey of the entire roughly 690-acre study area was conducted between August 14 and September 4, 2020. No subsurface testing was conducted.

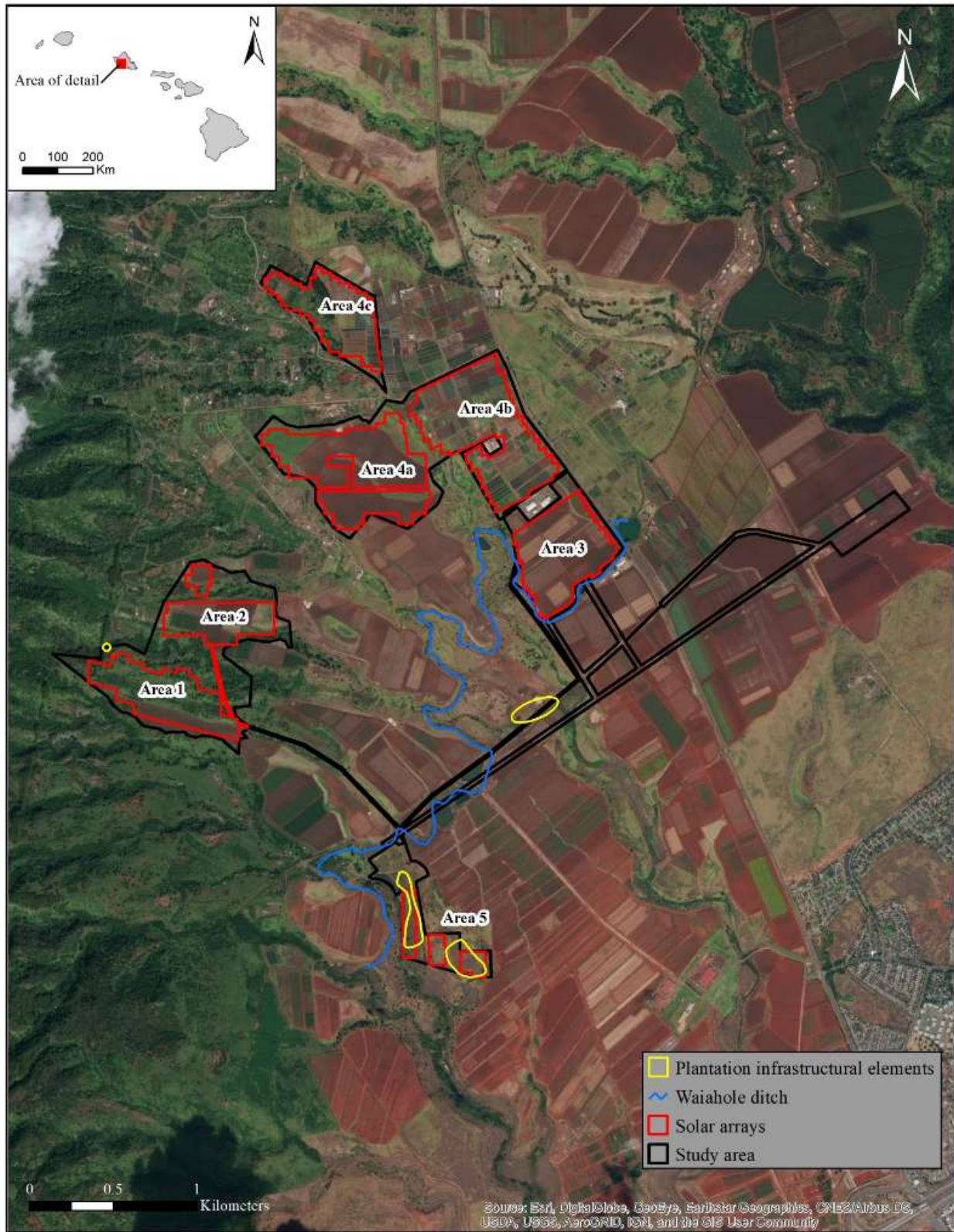


Figure 4.8

Archaeological Reconnaissance Survey Study Locations and Recorded Sites (ASM Affiliates)

During the archaeological reconnaissance surface survey, numerous Historic Period plantation infrastructural elements such as concrete “Waiialua” flume segments, metal pipes, and concrete reinforced masonry structures were found primarily in Area 5, and to a lesser degree in the peripheral portion of Area 1 (*Figure 4.8*). These elements were found in both undisturbed and disturbed contexts.

A section of the Waiāhole Ditch (SIHP Site 50-80-09-2268) was also identified meandering between the solar array areas and crossing the access and transmission line corridors (*Figure 4.8*). The construction of the massive Waiāhole Ditch project, described in *Section 4.6.1*, is still in use today.

All historic resources identified during the reconnaissance study will be further documented in an Archaeological Inventory Survey (AIS) in compliance with HRS Chapter 6E-42 and in accordance with HAR Chapter 13-284 and 276. The AIS will contain a culture-historical context sufficient to support significance assessments for the documented sites. Treatment recommendations for each of the sites will also be made along with a project effects determination.

The plantation infrastructural elements will be documented as part of the AIS with a likely recommended treatment of “No Further Work.” SIHP Site 2268 (Waiāhole Ditch), portions of which have been previously documented outside of the current study area, will also be recorded in areas where it extends through the study area. The recommended treatment for this site will be avoidance and protection. Consultation with SHPD will be conducted to determine an appropriate AIS testing strategy. Upon completion of the survey, an AIS will be submitted to SHPD for review and concurrence.

During construction, an unanticipated discovery plan for cultural resources will be prepared. To mitigate for potential impacts, project construction workers and all other personnel involved in construction and related activities will be informed of the possibility of inadvertent cultural finds, including human remains. In the event that any potential historic properties are identified during construction activities, all activities will cease in that area and the SHPD will be notified pursuant to HAR Chapter 13-280 Section 3, Procedure for inadvertent discoveries. Pursuant to HRS Chapter 6E, in the event that iwi kūpuna are uncovered during construction operations, the contractor shall immediately suspend work and notify SHPD. Additionally, a 100-ft. buffer will be installed to protect all historic resources during construction.

## **4.7 Noise**

Noise sources at the project site generally include wind moving through vegetation with the presence of birds in the area, and farming activities due to operations in adjacent areas. Ambient noise can also be attributed to surrounding traffic on Kunia Road and the Interstate Highway 1. Operations at the solar site will not generate noise that exceeds the acceptable noise levels. While the inverters may emit a low humming type during operation, the project is not expected to adversely impact neighboring residential or other noise sensitive areas. Some noise may also occur if supplemental grass trimming by mechanical means is required.

During construction of the project site, noise levels are likely to increase as a result of earth moving equipment, installation of solar panels, construction vehicles and other construction activities taking place on the site. Construction activities will be monitored by the State of Hawai'i to comply with the provisions of the regulation for community noise control articulated in HAR Chapter 11-46. While significant impacts to neighboring areas are not anticipated to occur, mitigation measures will be implemented to minimize adverse impacts. These measures include limiting work to daytime hours and reducing truck/equipment idling when not in use.



## 4.8 Air Quality

The project is not expected to have a substantial negative impact on air quality. There will be short-term impacts during the construction period in the form of exhaust from increased traffic and fugitive dust generated by the construction activity. A dust control management plan will be developed and effects on air quality during construction will be mitigated by compliance with provisions of HAR Section 11-60.1-33 on Fugitive Dust. Operations at the project site will not adversely affect air quality. No odors will be generated directly from the operation of the solar farm.

## 4.9 Views

The project site is located in Kunia, Central O'ahu, and is bounded by agricultural land to the north, south, and east. Honouliuli Forest Reserve is located to the west and is zoned as State Conservation land. Kunia Loa Ridge Farmlands is located adjacent to Areas 4A and 4B. The NPS Honouliuli National Historic Site is located nearby a small portion of the project area to the south (Area 5). Beyond the immediate surroundings of the site, the project is bounded by agricultural and residential uses. The nearest residential areas to the project are Royal Kunia, located approximately 1.2 miles southeast, and Waipahu, located approximately 2 miles southeast.

The westernmost portion of Mililani Town is located approximately 1.9 miles to east. *Appendix A* provides photos of the existing site. No ocean views are visible from the project area.

A view study for the project was conducted from several locations along Kunia Road and neighboring communities, including Makakilo, Waipahu, and Mililani (*Appendix G*). Specifically, views were studied at the following locations:

1. H-1 Freeway Westbound before Exit 8B (Waipahu) – Looking Northwest (4.9 miles away)
2. Kunia Road (1.2 miles away)
3. Kunia Road and Pālāwai Road (0.1-mile away)
4. Pālāwai Road (0.1-mile away)
5. Kunia Road and Plantation Road (0.6-mile away)
6. Kunia Road (0.2-mile away)
7. Kunia Road and Anonui Road (1.6 miles away)
8. Makakilo Drive (2.3 miles away)
9. Waipahu Elementary (3.4 miles away)
10. Nui Street in Mililani (2.0 miles away)

View simulations include depictions of landscaping at mature growth. An additional view (View No. 11) is included in *Appendix G* to depict the alternative gen-tie site layout with the substation in view from Kunia Road approximately 0.2-mile away. The solar farm will be developed on agricultural lands and will not be visible from distant view sheds articulated in the Central O'ahu SCP and 'Ewa DP. As shown in the view study, views from Kunia Road towards the Wai'anae Range will not be affected. The project will have a relatively low profile and will run with the existing topography of the land. The project design will meet AG-1 Restricted Agricultural District development standards to the extent possible, as established in Section 21-3.130-1 of the LUO. At peak elevation, the panels will be no more than 12 feet above ground level. Views of the solar panel racks will be visible from some locations along Kunia Road, but, in most cases, are blocked by existing berms and vegetation (*Appendix G*). Where the solar PV panels may be slightly visible, landscaping will be incorporated on top of the existing berm to ensure screening.

The solar PV panels in the project area will be most visible from Pālāwai Street, which is primarily an agricultural road used to access Kunia Loa Ridge Farmlands. However, landscaping will be integrated along the project boundary to provide some screening along Pālāwai Street and along most of the fence lines that face nearby farms. Mahi Solar has conducted outreach with the existing members of the Kunia Loa Ridge Farmlands to discuss the project. Mahi Solar will be slightly visible to the public from distant areas mauka of the project such as Makakilo Drive and from Pearl City; however, the project is not anticipated to substantially add to or substantially affect these existing distant views.

Additional landscaping will be strategically integrated along portions of the project boundary to provide privacy and screen distant views of the solar project. As described in *Section 3.4.3*, landscaping will include plants such as alahe'e, 'a'ali'i, ma'o, and ho'oawa. With the implementation of these mitigation measures, adverse impacts to visual resources within the vicinity are not anticipated.

## **4.10 Glint and Glare**

The Federal Aviation Administration (FAA) has expressed concern for glare resulting from PV systems potentially causing distractions to pilots. Therefore, a Glare Study was prepared for the project by POWER Engineers Inc. (PE) (October 2020) and is provided in *Appendix H*.

The study identifies sensitive viewers near the project including structures, major roadways and approach slopes associated with the Kalaeloa Airport and Wheeler Army Airfield. The study also characterizes typical glare behavior experienced from the solar project throughout the day and year and evaluates when and where glare may be visible to structures, motorists and pilots on final approach.

Sensitive viewers near the project include structures within the Kunia Loa Ridge Farmlands, Kunia Road (State Highway Route 750), Kalaeloa Airport, and Wheeler Army Airfield. PE utilized the Glare Gauge tool to input viewer position, solar facility location, solar technology, and elevation data to obtain results. Findings of the analysis determined that no potential glare will be visible from the solar project operations due to the orientation of the single-axis true tracking PV panels and distance from sensitive views to the project. As such, it was determined that the project would have no negative impacts to airport operations at the Kalaeloa Airport and Wheeler Army Airfield, nearby structures, and motorists on Kunia Road. See *Appendix H* for full results of the analysis.

## **4.11 Hazardous Wastes and Materials**

The project area has been used for agricultural activities over a long period of time. One pesticide release is known to have occurred in 1977 that led to the designation of a portion of the Mahi project area and areas outside of Mahi as a Superfund site under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). However, the pesticide release has been subject to assessment, soil removal, and soil vapor remediation under CERCLA and managed by Region 9 of the Environmental Protection Agency (EPA). In August 2020, a third 5-year review was published with findings that the remedial efforts were effective as demonstrated by site monitoring. Based on these findings, no additional recommendations for mitigation were made. Given the nature of the pesticide release into groundwater, the effective treatment of the release, and lack of groundwater interaction proposed by the Mahi Solar Project, the project is not expected to encounter or expose hazardous materials relating to this release.

No other known activities relating to the generation, release, or disposal of hazardous materials, including pesticides or herbicides associated with agricultural or any other site activity on the site are expected to exist in the project area. Visual inspection of the project site does not indicate the presence

of hazardous substances, such as large areas of stressed vegetation, equipment, or storage. Based on currently available information, no additional hazardous substances or recognized environmental conditions are expected to be present within the site.

Upon decommissioning of the project, components of the PV panels will be recycled or landfilled. The PV panels used for the Mahi Solar project include cells with thin film CdTe semiconductor, of which over 90 percent is recyclable. This is roughly twice what is recoverable from consumer electronics such as laptops and desktop computers. Previous research of this material has shown CdTe be non-toxic if released into the environment (NC Clean Energy, 2017 and Virginia Tech, 2019). Non-PV panel components of utility-scale solar systems, such as rackings, are made of typical construction materials including galvanized steel and/or aluminum. Inverters may contain fluids associated with cooling systems, while the transformers contain non-toxic fluid such as mineral oil or a biodegradable vegetable oil. Exposure to toxic chemicals related to the project is not anticipated and materials used for operation of the system is not expected to pose health or environmental dangers.

Construction will require the use of some hazardous materials, such as diesel fuel, gasoline and lubricants. Similar materials may also be occasionally used for operations and maintenance activities. However, only a limited amount of these materials will be present onsite, and a project- and chemical-specific spill prevention, control, and countermeasure (SPCC) plan will be developed and implemented to avoid and minimize potential impact. The SPCC will include use of proper handling and storage procedures and routine inspection of vehicles and equipment for leaks, as needed to prevent spills or releases of hazardous materials during construction activities. With implementation of these measures, the project is not expected to result in significant impacts related to hazardous materials.

## **4.12 Public Services**

### **Schools**

The project site is located in the State Department of Education Leeward District, Campbell-Kapolei Complex Area. Educational facilities geographically located nearest to the project site are within the Pearl-City Waipahu Complex Area and include the following:

- Kalei'opu'u Elementary located at 94-665 Ka'aholo Street in Waipahu.
- Honowai Elementary located at 94-600 Honowai Street in Waipahu.
- Waipahu Elementary School located at 94-465 Waipahu Street in Waipahu.
- Waipahu Intermediate School located at 94-455 Farrington Highway in Waipahu.
- Waipahu High School located at 94-1211 Farrington Highway in Waipahu.

No facilities associated with the Mahi Solar project will be occupied; therefore, the project is not expected to adversely affect existing educational facilities or operations near the project site.

### **Police**

Due to its location in Kunia, the project will be primarily served by the Honolulu Police Department (HPD) Pearl City District (District 3) Station located at 1100 Waimano Home Road, approximately 5.6 miles east of the project site. The project does not involve occupied facilities and is therefore, not anticipated to affect HPD operations, or their ability to provide adequate protection services to the surrounding community.

### **Fire**

Primary fire protection of the project site is provided by the HFD Station 12 located at 94-121 Leonui Street in Waipahu, approximately 2.7 miles south of the site. The project is not expected to affect HFD operations or ability to provide fire protection services to the project and surrounding area. Design of the site, structures, and fire access for the project will be based on applicable requirements of the State Fire Code.

“Clear” areas which are buffers around the project equipment area where combustible vegetation has been removed in order to slow or stop the spread of wildfire will be integrated into the project design. A minimum clear area of 10 feet around ground-mounted solar PV installations will be provided. Particular attention will be paid to clearing areas around transformers, under power lines, and around the BESS cabinets. Fencing will also be provided around the perimeter of PV panel areas, at the project substation, HECO switchyard, and BESS area. Batteries will be installed in self-contained enclosures that are constructed across an open-air gravel pad. The self-contained enclosures are remotely monitored and are intended to contain/suppress fires with no active fire response necessary from HFD. Coordination with the HFD will occur throughout the project design and permit process to ensure adequate access and fire code requirements are met. If required by HFD, a vegetation management plan will also be provided. Throughout the life of the project, clear areas and fuel breaks, or areas that are frequently mowed, will be maintained. Livestock grazing and animal forage may be integrated as part of the project’s Agricultural Plan will help to contribute to the maintenance of vegetation.





# **Compliance with Laws and Public Policies**



## Chapter 5

# Compliance

In this chapter, the Mahi Solar project's compliance with applicable land use policies set forth in the State Land Use Commission Guidelines and State Land Use Law (HRS Chapter 205), State Coastal Zone Management (CZM) Program (HRS Chapter 205A), Hawai'i State Plan (HRS Chapter 226), City and County of Honolulu General Plan, Central O'ahu Sustainable Communities Plan (SCP), 'Ewa Development Plan (DP), and Land Use Ordinance (ROH Chapter 21) are discussed.

### 5.1 Land Use Commission Guidelines, HRS Chapter 205

The State of Hawai'i Land Use Law (HRS Chapter 205) was adopted in 1961 by the state Legislature to establish an overall framework of land use management, whereby all lands in the State of Hawai'i are classified into one of four Districts: Urban, Rural, Agricultural, and Conservation. To administer this statewide land use law, the Legislature established the Land Use Commission (LUC). The LUC is responsible for preserving and protecting Hawai'i's lands and encouraging those uses to which lands are best suited.

The Mahi Solar project is located on state lands classified as Agricultural District (HRS Chapter 205-2). The following section discusses the project's compliance with LUC guidelines for granting an SUP:

**a. Such use shall not be contrary to the objectives sought to be accomplished by the (State) Land Use Law and Regulations.**

Uses permitted within the Agricultural District, as articulated in HRS Chapter 205-4.5, includes lands with activities or uses characterized by the cultivation of crops, crops for bioenergy, aquaculture, livestock, agriculture-support activities (i.e., processing facilities, employee housing, etc.), open recreational areas, public and private utility lines and roadways, agricultural parks, plantation subdivisions, ag tourism and education programs, wind energy, biofuel processing facility, wireless communication antennas, solar energy facilities, geothermal resources, and hydroelectric facilities.

HRS Chapter 205-4.5 limits uses on Agricultural lands classified in the highest productivity agricultural ratings promulgated by the LSB: land rated A or B. Uses in the lower-productivity categories – those rated C, D, E or U are governed by HRS Chapter 202-5(b) and county zoning ordinance. HRS Chapter 205-4.5 permits the use of solar energy facilities on Agricultural land rated as LSB B or C with approval of a SUP pursuant to Section 205-6, provided that:

- a. *The area occupied by the solar energy facilities is also made available for compatible agricultural activities at a lease rate that is at least fifty percent below the fair market rent for compatible properties;*
- b. *Proof of financial security to decommission the facility is provided to the satisfaction of the county planning commission prior to the date of commencement of commercial generation; and*

- c. *Solar energy facilities be decommissioned at the owner's expense according to the following requirements:*
  - I. *Removal of all equipment related to the solar energy facility within twelve months of the conclusion of operation or useful life; and*
  - II. *Restoration of the disturbed earth to substantially the same physical condition as existing prior to the development of the solar energy facility.*

The Mahi Solar project is located on lands rated LSB B, C, D, and E. No portion of the project site is rated LSB A. The Mahi Solar project will not be contrary to the objectives established by the State of Hawai'i Land Use Law and Regulations. As required by HRS Chapter 205-4.5, agricultural activity is proposed throughout the life of the project as an integrated use with the solar energy facility. The agricultural plan for the project includes the co-location of agriculture with solar, a concept referred to as agrivoltaics. The goals of this Agrivoltaic Program are to (A) research what types of solar-compatible farming could work in Hawai'i; (B) support local farmers with land, water, and start-up funds to grow viable products; and (C) share results with others in the local solar and agricultural industries to find new solutions for solar and agriculture to be productive on the same land.

As described in *Section 3.4.2*, the agricultural plan includes an Agrivoltaic Program that will be implemented in cooperation with HARC, who has proposed compatible agricultural crops and projects they believe will be successful for the site. Plots of agricultural land located directly between and under the PV arrays will be cultivated to test and study compatible market crops, such as lettuce and basil. Livestock grazing and the establishment of nitrogen-fixing legumes such as alfalfa and perennial peanut, and high quality, low growing grasses such as bahiagrass, oats, and barley are also proposed. Mahi Solar will coordinate with local agricultural organizations and agencies to discuss the Agrivoltaic Program and make available most of its 620 acres to local farmers, excluding the small portion of high-voltage equipment in the substation, switchyard, and BESS. Mahi Solar will also provide land plots and water to farmers at a nominal cost, which will be at a rate below fifty percent of the fair market rent for compatible properties, to support the cultivation and testing of agricultural activities at commercial scale. Several professional local farmers and ranchers have already indicated an interest in subleasing land at the Mahi Solar project for various agricultural activities. Their letters of intent are appended to the agricultural plan (*Appendix C*). As each new agricultural use is tested at the project site in research trials or grown in the solar fields by farmers, HARC and Mahi Solar will gather data and evaluate the results. This will help farmers and ranchers learn and modify their work, in an iterative process. Results will be shared with the broader community, so that farmers and solar developers can find new and more productive ways of using Hawai'i's agricultural land for both farming and renewable energy. The agricultural plan further supports the preservation of the project parcels for agricultural uses (*Appendix C*).

Upon termination of the project's operational life of approximately 35 years, the solar facility will be decommissioned by the applicant. A decommissioning plan is provided in *Appendix I*. Decommissioning of the project is anticipated to take 18 months. The decommissioning activities will include the complete removal of the foundational piles and modules and all associated components to a depth of 24 inches below grade, which include any concrete foundations. The site will be restored to the original topography and revegetated, except where the landowner requests that access roads remain. Site fencing and electrical power will temporarily remain in place during decommissioning. Once the materials have been removed and the terrain revegetated, then the site will be fully de-energized, and the security fence will be removed.

A local recycling and salvage contractor will provide a detailed assessment of the materials that can be re-used, recycled, or landfilled prior to the end of the project life. All hazardous materials will be

separated from the site and property disposed at a permitted disposal facility. See *Section 4.11* for discussion on hazardous materials. Solar panels and other components, such as inverters and substation components, are expected to retain value and may be resold on the solar resale market. Structural components that cannot be reused will be scrapped and recycled at a recycling facility. Concrete will be broken up into transportable sized pieces by a hydraulic hoe ram, then transported to a location for re-use in road base.

Mahi Solar will post security for decommissioning of the project after the end of commercial operations. This is a standard requirement in land agreements for energy projects across the country. A reclamation cost estimate (RCE) will be completed prior to COD for the project, and Mahi Solar will post financial security in the form of a bond, letter of credit or similar instrument in favor of the landowner, to ensure that the decommissioning funds will be available at the time that the project is decommissioned should the project owner be unable to complete the decommissioning. This is also required in the SUP pursuant to HRS Chapter 205-4.5. The estimated cost of decommissioning is \$3 million (*Appendix I*).

Upon completion of removal of project components and grading of the site, revegetation will be initiated using native or other agricultural species at a time when germination and growing success is optimized. Erosional protection will be in place in accordance with a decommissioning storm water protection plan. It is expected that up to three years may be required to complete full revegetation of the site to a natural state. The vegetation that will be planted will be determined in concert with the landowner's intended use of the site following decommissioning.

**b. That the desired use would not adversely affect surrounding property.**

The existing development pattern in the vicinity of the project follows existing zoning and is consistent with the land use character and development pattern that is called for in the City and County of Honolulu's Central O'ahu SCP and 'Ewa DP. The proposed use of this agricultural land for the solar project is compatible with the existing land use of the site and surrounding area. The project site will continue to be zoned and used for agriculture purposes.

The nearest residential areas to the project are Royal Kunia, located approximately 1.2 miles southeast, and Waipahu, located approximately 2 miles southeast. The westernmost portion of Mililani Town is located approximately 1.9 miles to east. A view study for the project was conducted from several locations along Kunia Road and neighboring communities, including Makakilo, Waipahu, Waikele, Waipi'o and Mililani (*Appendix G*). The solar farm will be developed on agricultural lands and will not be highly visible from adjacent areas or distant view sheds. As shown in the view study, the project may be slightly seen from portions of Kunia Road or in areas having higher elevations such as Hawai'i Country Club. However, this visibility is minimal and is not expected to result in significant adverse impacts. The project will have a relatively low profile and will run with the existing topography of the land. Landscaping will also be integrated to provide privacy and screen distant views of the project. Adverse impacts to visual resources within this vicinity are not anticipated.

Noise or odors are not anticipated to adversely affect surrounding properties. Short-term noise impacts may result if supplemental grass trimming by mechanical means is required for maintenance of the project. During construction, short-term noise levels and air impacts are likely to occur as a result of earth moving equipment and construction vehicles. Construction activities will comply with applicable state regulations.

Use of this site for the solar project will not adversely alter the land use character of the site or surrounding area. The solar development operation will be integrated with compatible agriculture uses, including the cultivation and testing of market crops such as lettuce, basil, and alfalfa. As described in the agricultural plan (*Appendix C*), a program will be implemented in cooperation with HARC, who will test compatible market crops, including lettuce, basil, and alfalfa, between and underneath the PV panels and throughout the site. Licenses for land plots and water to cultivate crops will be also be provided to participating farmers at a nominal cost. The planned use of the agricultural land for the project is compatible with the existing land uses of the site and the surrounding area.

**c. Such use would not unreasonably burden public agencies to provide roads and streets, sewers, water, drainage and school improvements, and police and fire protection.**

The Mahi Solar project will not unreasonably burden public agencies to provide roads and streets, sewers, water, drainage and school improvements, and police and fire protection. Details of the area's roads and streets, sewers, water, and drainage are discussed in *Section 4.0 and 6.0*. While some infrastructure improvements will be required to support the project, these improvements will be provided by the Applicant and will not burden public agencies.

The project is located north, or mauka, of the H-1 freeway and west of Mililani. Three established access points have been designated for the project's use during construction and operations at the following locations: Site Access #1, located at Kunia Road and Plantation Road; Site Access #2 located at Kunia Road and an unnamed private driveway into the Monsanto property, and Site Access #3 located at Kunia Road and Pālāwai Road, which is also a private driveway (*Appendix B, Figure 1*). The Mahi Solar project will not require public agencies to provide new roads and streets to support the project.

The project will not require improvements to schools, as there will be no population increase with the project's development. Impacts to the police and fire departments' operations or ability to provide adequate protection services to the surrounding community are also not anticipated. No residential use is being proposed as part of the project, therefore, there will be no increase to the existing population in the area that will require additional public service needs. The solar array area will be completely fenced on its perimeter for overall safety and security of the site.

A firebreak will be integrated into the landscaping of the project site at its west end. Coordination with the HFD will occur throughout the project design and permit process to ensure fire code requirements are met. The project is not expected to impact existing fire department services.

**c. Unusual conditions, trends and needs have arisen since the district boundaries and regulations were established.**

The development of utility scale solar energy facilities on O'ahu has continued to increase as the state works towards achieving its goal of 100 percent clean energy by the year 2045 through energy efficiency and renewable energy. The shift to renewable energy is also key in mitigating the effects of climate change and sea level rise on the O'ahu. This trend of increased renewable energy development is evident with the number of completed solar projects in the state, those currently under construction, approved by regulators, or have been proposed and are awaiting approval. HECO intends on continuing support for the development of renewable energy projects as future needs identified for the state include up to 1,300,000 MWh annually on O'ahu, 444,000 MWh annually on Hawai'i Island, and up to 295,000 MWh annually on Maui. The Mahi Solar project is one of several of HECO's Stage 2 Renewable Energy Projects intended to help meet this goal.



The development of renewable energy projects, including utility solar installations, require large sites to accommodate the required system and layout. Land areas of this size are not abundantly available on lands designated as State of Hawai'i land use Urban District. Therefore, renewable energy projects are increasingly being proposed on lands designated as State of Hawai'i Agricultural District. Most of these agricultural lands identified are vacant and provide the acreage required for a successful project. Solar energy projects are an appropriate development of these lands as they typically have long-term leases commensurate to the hardware's expected life of about 20 years. Thereafter, the panels and support equipment may be removed or recycled, and the land can be returned to its original state. Utility solar projects are considered as low-impact development that will not adversely impact the use or quality of agricultural lands.

The trend to use large areas of land for energy generation was not anticipated at the time of the establishment of the State of Hawai'i Land Use Law. Furthermore, the State Hawai'i Land Use Law was established when global climate change was not a well-accepted fact. The local cost for energy from fossil fuels continue to rise with associated risks of spills during transport and storage. The development of renewable projects such as solar energy facilities will result in large savings to ratepayers and contribute to the economic benefit of the state while helping to meet the clean energy goals of 100 percent of electricity generation by renewable energy sources by year 2045.

**d. That the land upon which the proposed use is sought is unsuited for the uses permitted within the District.**

The land upon which the solar project is sought is suited for uses permitted within the Agricultural District, including agricultural cultivation and solar facilities. The Mahi Solar project is located on agricultural land with soils rated B, C, D, and E under the LSB system. HRS Section 205-4.5(a)(21) allows solar energy facilities on LSB lands rated B and C with the approval of a SUP and provided that certain conditions are met. HRS Section 205-4.5(a)(21)(A) requires that the project site be made available for compatible agricultural activities should the SUP be granted.

Portions of the site are currently used for farming activities as part of each landowner's larger agricultural operations. With the project's development, these lands will be shifted to support both solar energy generation and agricultural uses in coordination with the landowner. The solar project's compatible use with agriculture will be developed in partnership with HARC, details of which are described in the agricultural plan prepared for the project (*Appendix C*). HARC will grow and test crops between and underneath the solar PV panels, including hydroponic or in-ground lettuce, basil, and alfalfa. Additionally, the establishment of nitrogen-fixing legumes such as alfalfa and perennial peanut and high quality, low growing grasses such as bahiagrass, oats and barley for livestock grazing are planned for the higher elevation and steeper locations of the project. Other portions of the solar PV site may be licensed to local farmers for production of other market crops. The goals of the plan are to support innovative local farming, study productive ways to co-develop solar and agriculture, and to share information with other energy and agriculture sector stakeholders in the state. Additional details relating to the projects integrated agricultural operations are described in *Section 3.4.2* and *Appendix C*.

With the co-location of agricultural uses with solar, the project site will continue to be available for uses permitted in HRS Section 205-4.5 and is thus considered suitable for the establishment of the Mahi Solar project. Upon completion of the project life cycle, the project will be decommissioned per requirements listed in Section 205-4.5(a)(21)(c), HRS. The solar energy facility decommissioning and site reclamation will return the agricultural land to its natural state which will continue to be retained for agricultural uses.

## 5.2 Consistency with State and County Plans and Policies

The following section discusses the project’s consistency with the state’s CZM policies and objectives (HRS Chapter 205A), the Hawai’i State Plan (HRS Chapter 226), the City’s General Plan and the Central O’ahu SCP and ‘Ewa DP.

### 5.2.1 Hawai’i Environmental Policy Act (HEPA)

HEPA requires state and county agencies to consider the impact of proposed governmental and private actions on the environment. HEPA mandates completion of an EA or EIS for any of the triggers identified in Chapter 343-5(a) HRS. Its implementing administrative rules are articulated in Chapter 11-200.1 HAR.

Pursuant to HRS Chapter 343-5(a), the Mahi Solar project does not trigger preparation of an EA or EIS.

### 5.2.2 Coastal Zone Management Program, HRS Chapter 205A

The Coastal Zone Management Program (CZMP) is a comprehensive nationwide program that establishes and enforces standards and policies to guide the development of public and private lands within the coastal areas. In the State of Hawai’i, the CZMP is articulated in the State CZM Law in Chapter 205A, HRS. The state CZM objectives and policies address ten subject areas. These subject areas include recreational resources, historic resources, scenic and open space resources, coastal ecosystems, economic uses, coastal hazards, managing development, public participation, beach protection, and marine resources. Virtually all subject areas relate to potential development impacts on the shoreline, near shore, and ocean area environments. The Hawai’i CZM Law charges each County with designating and administering the Special Management Area (SMA) within the state’s coastal areas. Any “development,” as defined by the CZM Law, located within the SMA requires a SMA Use Permit.

**Discussion:** The Mahi Solar project is not located within the coastal zone. However, HRS Chapter 205A requires all State and City and County of Honolulu agencies to enforce CZM objectives and policies as set forth in HRS Chapter 205A-2. *Table 5.1* addresses the applicability of the Mahi Solar project in relation to the ten CZM subject areas mentioned above.

<b>Subject Area</b>	<b>Objective/Policy</b>
<b>Recreational Resources: Objective: Provide coastal recreational opportunities accessible to the public.</b>	The Mahi Solar site is located far mauka of any coastal recreational area, therefore the project does not directly provide for or affect coastal recreation access to the public and will not impact coastal resources of significant value.  The solar project will be constructed in accordance with applicable water quality and storm water regulations and standards. There will be no discharge points into coastal waters.
<b>Historic Resources: Objective: Protect, preserve and, where desirable, restore those natural and</b>	A Ka Pa’akai o Ka ‘Āina Analysis and archaeological reconnaissance survey were performed for the project site ( <i>Appendices E and F</i> ). Results are summarized in <i>Section 4.6</i> . All historic resources identified during the reconnaissance study will be further

**Table 5.1: CZM Objectives/Policy Applicable to Project**

<b>Subject Area</b>	<b>Objective/Policy</b>
<b>manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.</b>	documented in an AIS in compliance with HRS Chapter 6E-42 and in accordance with HAR Chapter 13-284 and 276. Consultation with SHPD will be conducted to determine an appropriate AIS testing strategy. Upon completion of the survey, an AIS will be submitted to SHPD for review and concurrence.
<p><b>Scenic and Open Space Resources:</b> <b>Objective: Protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.</b></p>	<p>Development of the Mahi Solar project will not result in significant adverse effects to vistas and scenic resources. The project is consistent with the County General Plan, Central O‘ahu SCP, ‘Ewa DP and zoning regulations. As shown in the view study provided in <i>Appendix G</i>, the project may be partially visible from Pālāwai Road or in areas having higher elevations (<i>Section 4.12</i>). However, this visibility is minimal and is not expected to result in significant adverse impacts. The project will have a relatively low profile and will run with the existing topography of the land. The project design will meet agricultural development standards of the LUO to the extent possible, and landscaping will be integrated to provide privacy and screening of distant views of the project.</p> <p>The project site is located away from coastal areas; therefore, coastal scenic view sheds are not accessible from this area. No impacts on existing ocean views and scenic resources are anticipated.</p>
<p><b>Coastal Ecosystems:</b> <b>Objective: Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.</b></p>	<p>The project will not affect coastal ecosystems or natural resource management. During construction and operation, all storm water will be retained onsite and the project will comply with state and federal water quality standards. Best Management Practices (BMPs) will be implemented to prevent and minimize erosion and sediment runoff from the disturbed areas. Drainage patterns at the project site will not be altered. The Mahi Solar project site is located well away from coastal areas and will not result in significant adverse impacts to coastal ecosystems.</p>
<p><b>Economic Uses:</b> <b>Objective: Provide public or private facilities and improvements important to the State’s economy in suitable locations.</b></p>	<p>The project is consistent with state and county plans and land regulations. The location for the Mahi Solar site is ideal because it will provide a viable use of the land for the development of a solar utility installation that is compatible with agricultural farming activities. The development of Mahi Solar project will support the state goal of 100 percent clean energy by the year 2045 through energy efficiency and renewable energy.</p> <p>The investment of solar development in Hawai‘i will support the state’s economy by using vacant agricultural lands for a revenue generating project which will be spent in the state. the project will result in construction spending, collection of applicable state and county taxes, and the creation of short-term construction-related jobs and long-term operational positions.</p> <p>the agricultural plan developed for the project will also support the state’s agriculture industry. The Mahi Solar project will help farmers</p>

**Table 5.1: CZM Objectives/Policy Applicable to Project**

Subject Area	Objective/Policy
	by providing land and water at a nominal cost, allowing farmers to test agricultural activities at a commercial scale. Results from Mahi Solar and HARC’s data of farming practices at the site are intended to be shared so that farmers and solar developers can find new and more productive ways of using Hawai’i’s agricultural land for both farming and renewable energy.
<p><b>Coastal Hazards:</b> <b>Objective: Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.</b></p>	<p>The project site is located in flood Zone D and is not in the tsunami inundation zone. Since the area is located well away from the coastal area, the project is secure from coastal inundation. While the Honouliuli Stream courses through Areas 4A/4B and Area 5 of the project site, the panels will be sited at an appropriate distance from the streams to prevent the potential for stream flooding during severe rainstorm events. Construction will maintain the general slope consistent with current site conditions and drainage patterns will not be significantly altered. BMPs will be implemented to prevent and minimize erosion and sediment runoff from the disturbed areas.</p>
<p><b>Managing Development:</b> <b>Objective: Improve the development review process, communication, and public participation in the management of coastal resource and hazards.</b></p>	<p>The Mahi Solar project is located away from the coastal areas; therefore, the improvement of processes relating to the management of coastal resource and hazards is not applicable to the project. However, the project was shared with community stakeholders through virtual public presentations and various one-on-one meetings. These public meetings to discuss the project provides a forum for communication and public participation.</p>
<p><b>Public Participation:</b> <b>Objective: Stimulate public awareness, education, and participation in coastal management.</b></p>	<p>The project is located away from the coastal areas; therefore, stimulating public participation in coastal management is not applicable to the project. However, the Mahi Solar project was shared with community stakeholders through virtual public presentations and various one-on-one meetings. Future presentations for the Mahi Solar project will continue to be made as the project progresses. These opportunities allow for public involvement and comment on the project.</p>
<p><b>Beach Protection:</b> <b>Objective: Protect beaches for public use and recreation.</b></p>	<p>The project site is located away from public beaches. No structures will be located near the shoreline areas and no construction of public erosion-protection structures seaward of the shoreline will occur. The project will not impact public use and recreation of beaches nearest the sites.</p>

### 5.2.3 Hawai'i State Plan, HRS Chapter 226

The Hawai'i State Plan establishes a statewide planning system that sets forth goals, objectives, policies, and priority directions to provide for the wise use of Hawai'i's resources and guide the future long-range development of the state. Discussed below is the project's relationship to the goals and applicable objectives, policies, and priority directions.

The goals of the State of Hawai'i, as stated under the Hawai'i State Planning Act (HRS Chapter 226), are to achieve the following:

- A strong, viable economy, characterized by stability, diversity, and growth, that enables the fulfillment of the needs and expectations of Hawai'i's present and future generations.
- A desired physical environment, characterized by beauty, cleanliness, quiet, stable natural systems, and uniqueness, that enhances the mental and physical well-being of the people.
- Physical, social, and economic well-being, for individuals and families in Hawai'i, that nourishes a sense of community responsibility, of caring, and of participation in community life.

The objectives and policies of the Hawai'i State Plan that are pertinent to the proposed project are as follows:

#### §226-7 Objectives and policies for the economy—agriculture.

- (a) *Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:*
  - (2) *Growth and development of diversified agriculture throughout the State.*
  - (3) *An agriculture industry that continues to constitute a dynamic and essential component of Hawaii's strategic, economic, and social well-being.*
- (b) *To achieve the general agriculture objective, it shall be the policy of this State to:*
  - (2) *Encourage agriculture by making the best use of natural resources.*

**Discussion:** As discussed in Section 3.4.2, Mahi Solar will incorporate compatible agricultural uses that will be integrated throughout the project site. The project will use vacant agricultural lands to provide both renewable energy and agricultural farming, a practice which supports a dynamic agricultural component of Hawai'i's strategic, economic, and social well-being. HARC will test crops that may be suitable for growth with solar PV panels, such as hydroponic and conventional soil planted lettuce, basil, and arugula, as well as the establishment of nitrogen-fixing legumes for livestock grazing. The project will support farmers by providing land and water at a nominal cost, allowing farmers to conduct agricultural activities at a commercial scale. The project promotes the best use of natural resources by allowing existing farmers to continue cultivating their most productive land for market crops, while generating clean energy and testing new agricultural crops on the areas sited for the solar project.

**§226-12 Objectives and policies for the physical environment—scenic, natural beauty, and historic resources.**

- (a) *Planning for the State’s physical environment shall be directed towards achievement of the objective of enhancement of Hawai’i’s scenic assets, natural beauty, and multi-cultural/historical resources.*
- (b) *To achieve the scenic, natural beauty, and historic resources objective, it shall be the policy of this State to:*
  - (1) *Promote the preservation and restoration of significant natural and historic resources.*
  - (3) *Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.*

**Discussion:** Development of the Mahi Solar project will promote the preservation of natural and historic resources and existing views and vistas in the surrounding area. An archaeological reconnaissance survey and Ka Pa’akai analysis were conducted for the project and are summarized in *Section 4.6*. To mitigate for possible impacts to cultural and traditional resources and customary practices, the analysis recommends that the alignment of the trail should be identified through a formal survey and a trail access plan should be co-developed with the appropriate parties. It is further recommended that the trail access plan give preference to customary access rights. Mahi Solar has initiated a further consultation with cultural practitioners interviewed for this analysis and will move forward with preparing an appropriate plan. Additionally, native plant species will be avoided by the project.

All historic resources identified during the reconnaissance study will be further documented in an AIS in compliance with HRS Chapter 6E-42 and in accordance with HAR Chapter 13-284 and 276. The AIS will contain a culture-historical context sufficient to support significance assessments for documented sites. The plantation infrastructural elements will be documented as part of the AIS with a likely recommended treatment of “No Further Work.” SIHP Site 2268 (Waiāhole Ditch), portions of which have been previously documented outside of the current study area, will also be recorded in areas where it extends through the study area. The recommended treatment for this site will be avoidance and protection. Consultation with SHPD will be conducted to determine an appropriate AIS testing strategy. Upon completion of the survey, an AIS will be submitted to SHPD for review and concurrence.

The solar farm will be developed on agricultural lands and will not be visible from adjacent areas or distant view sheds. A view study for the project was conducted from several locations along Kunia Road and neighboring communities, including Makakilo, Waipahu, Waikele, Waipi’o and Mililani (*Appendix G*). The project will have a relatively low profile and will run with the existing topography of the land. The project design will meet LUO AG-1 Restricted Agricultural District development standards to the extent possible and will integrate landscaping to provide privacy and screening from distant views.

**§226-18 Objectives and policies for facility systems – energy.**

- (a) *Planning for the State’s facility systems with regard to energy shall be directed toward the achievement of the following objectives, giving consideration to all:*
  - (1) *Dependable, efficient, and economical statewide energy systems capable of supporting the needs of the people.*



- (2) *Increased energy security and self-sufficiency through the reduction and ultimate elimination of Hawaii's dependence on imported fuels for electrical generation and ground transportation.*
- (3) *Greater diversification of energy generation in the face of threats to Hawaii's energy supplies and systems.*
- (4) *Reduction, avoidance, or sequestration of greenhouse gas emissions from energy supply and use.*
- (b) *To achieve the energy objective, it shall be the policy of this State to ensure the short- and long-term provision of adequate, reasonably priced, and dependable energy services to accommodate demand.*
- (c) *To further achieve the energy objectives, it shall be the policy of this State to:*
  - (1) *Support research and development as well as promote the use of renewable energy sources.*
  - (2) *Ensure that the combination of energy supplies and energy-saving systems is sufficient to support the demands of growth*

**Discussion:** The Mahi Solar project supports the State Planning Act policy relating to energy by providing alternative fuel-sourced energy that will contribute to the needs of the people and support energy security and self-sufficiency. Operation of the project will contribute to the reduction of GHG emissions by offering a clean energy alternative to fossil fuel-based energy production. The reduction of GHG emissions is key to addressing the effects of climate change and sea level rise in the state. The Mahi Solar project will help the state to provide a dependable energy system that can help to ensure energy supplies is sufficient to support the demands of future growth.

#### **§226-108 Sustainability.**

*Priority guidelines and principles to promote sustainability shall include:*

- (1) *Encouraging balanced economic, social, community, and environmental priorities;*
- (2) *Encouraging planning that respects and promotes living within the natural resources and limits of the State;*
- (5) *Promoting decisions based on meeting the needs of the present without compromising the needs of future generations;*
- (7) *Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawai'i.*

**Discussion:** Development of the solar project will help to support balanced economic and environmental policies by providing clean energy that helps the state to increase energy self-sufficiency and eliminate the dependence on imported fuels for electrical generation. The low-impact design for the solar farm respects natural and cultural resources in the area and preserves the site as agricultural lands into perpetuity. The Mahi Solar project is one of several HECO Phase 2 projects and represents an opportunity for communities, businesses, and government to work toward achieving the state's renewable energy goal of generating 100 percent of electricity sales from renewable energy resources by 2045. Meeting this goal will result in an ultimately more sustainable Hawai'i.

#### **5.2.4 City and County of Honolulu General Plan (2002 Amendment)**

The General Plan for the City and County of Honolulu was adopted in 1977 and has been subsequently amended (most recently in 2002). The General Plan is a comprehensive statement of the long-range social, economic, environmental and design objectives for the general welfare and prosperity of the people of O'ahu. The objectives and policies are organized into 11 subject areas and are intended to

guide and coordinate City and County of Honolulu land use plans and regulations, and budgeting policies and decisions for public facility capital improvements, operations, and maintenance. The project is consistent with the applicable objectives and policies of the City and County of Honolulu General Plan as amended in 2002, described below.

### Part III. Natural Environment

*Objective A: To protect and preserve the natural environment.*

*Policy 4. Require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water-recharge areas, distinctive landforms, and existing vegetation.*

*Policy 7. Protect the natural environment from damaging levels of air, water, and noise pollution.*

*Policy 8. Protect plants, birds, and other animals that are unique to the State of Hawai'i and the Island of O'ahu.*

*Objective B: To preserve and enhance the natural monuments and scenic views of O'ahu for the benefit of both residents and visitors.*

*Policy 2. Protect O'ahu's scenic views, especially those seen from highly developed and heavily traveled areas.*

**Discussion:** As discussed in Section 4.0 of this document, the project design considers the natural features of the project site and will not result in adverse impacts to natural and cultural resources, nor contribute to damaging levels of air, water, and noise pollution. Resource surveys were conducted for the project site, including a biological survey, archaeological reconnaissance survey, and Ka Pa'akai Analysis. In addition, a view study was performed to ensure significant adverse impacts to scenic views will not occur as a result of the project's development.

### Part VI. Energy

*Objective A: To maintain adequate, dependable, and economical supply of energy for Oahu residents.*

*Policy 3. Support programs and projects which contribute to the attainment of energy self-sufficiency on Oahu.*

**Discussion:** The Mahi Solar project will contribute towards the state's attainment of energy self-sufficiency by generating utility-scale solar power energy, thereby reducing the dependency on imported fossil fuels needed to support Oahu's energy needs.

#### 5.2.5 City and County of Honolulu Central O'ahu Sustainable Communities Plan

For planning purposes, the island of O'ahu is divided into eight planning areas: two Development Plan (DP) areas, targeted and directed for growth, and six Sustainable Communities Plan (SCP) areas intended to keep with their modest development patterns and rural characteristics. Prepared by DPP, each plan implements the objectives and policies of the General Plan and serves as a guide for public policy, investment, and decision-making within each respective region. Together with the General Plan, they guide population and land use growth over a 20- to 25-year time span.

Areas 1, 2, 3, and 4A/B of the project site are located within the Central O'ahu SCP area, while Area 5 is located within the 'Ewa DP (Figures 2.5 and 2.6). The Project's compliance with the Central O'ahu SCP is discussed below, while compliance with the 'Ewa DP is discussed in Section 5.2.6.

The Central O'ahu SCP was last revised by DPP in October 2002. In 2016, DPP prepared the Proposed Revised Central O'ahu SCP, which has not yet been adopted by the Honolulu City Council. The Plan's vision and implementing policies support sustaining Central O'ahu's unique character, lifestyle, and economic activities opportunities by focusing future residential development on master planned suburban communities within an Urban Community Boundary and on redevelopment around two transit centers in Waipahu. The following section discusses the Key Elements in the Central O'ahu SCP Vision most relevant to the project.

### **Urban Community Boundary (Section 2.2.1 of the Central O'ahu SCP)**

The Urban Community Boundary for Central O'ahu was drawn to give long-range protection from urbanization for 10,350 acres of prime and unique agricultural lands and for preservation of open space while providing adequate land for residential, commercial, and industrial uses needed in Central Oahu for the foreseeable future. It is the intent that urban zoning not be approved beyond this Boundary.

**Discussion:** The Mahi Solar project is consistent with the intent of the Urban Community Boundary and will not require urban zoning for the development of the project. The solar project will be built on agricultural zoned lands and will incorporate sustainable agricultural and farming uses with the project design and overall operations. The project is requesting approval of a SUP, as it is best suited for large open spaces in the Agricultural District and does not require approval of a State of Hawai'i or City and County of Honolulu urban zone change or amendment. The Mahi Solar project will include active agricultural and farming uses compatible with the solar development and will maintain the intent of the Central O'ahu SCP Urban Community Boundary to protect prime and unique agricultural lands.

### **Retention of Agricultural Lands (Section 2.2.2 of the Central O'ahu SCP)**

The Central O'ahu SCP protects the highest value Prime and Unique agricultural lands from urban development. These high value lands are located in four areas: lands along both sides of Kunia Road, lands north of Wahiawa, lands surrounding Mililani, and lands on the Waipio Peninsula which are in the Blast Zone of the West Loch Naval Magazine. State agencies indicated that Prime and Unique agricultural lands identified in the SCP should be retained in agriculture because they are among the best in the state, are supported by an extensive, well-developed agricultural infrastructure, and are near the major transportation hub for export markets.

These 10,350 acres have been rated as potentially among the most productive lands in the state for diversified agriculture, and as lands uniquely suited for pineapple production. The State of Hawai'i Department of Agriculture's ALISH indicates that the lands along Kunia Road, north of Wahiawa, and surrounding Mililani are uniquely suited for pineapple production. The ALISH study also identifies the former sugar lands along Kunia and a portion of the lands on the Waipio Peninsula as "prime" agricultural lands which generally produce the largest yields and the best quality crops for the least expenditure of energy. The University of Hawai'i LSB Land Classification for O'ahu, rated productive capacity of the former sugar fields in Kunia as A and B and the Waipio Peninsula lands as B and C. Pineapple lands along Kunia Road, north of Wahiawa, and surrounding Mililani were predominately rated as B.

By protecting agricultural lands from urban development, long-term retention and development of diversified agriculture on small farms, corporate lands, and agricultural parks can occur. Public-private partnerships will be needed to solve problems of lease terms and tenure, access to capital, research, and marketing if this vision is to be realized.

**Discussion:** The Mahi Solar project site is located within areas designated by the Central O‘ahu SCP as “Agriculture and Preservation”. Development of the project supports the retention of these agricultural lands identified in the SCP. The project site is comprised of lands classified as ALISH Prime, Unique, and Other Agricultural Land, and other unclassified spaces where gulches exist. The project site also includes lands rated as LSB Class B, C, D, and E soils, but does not contain any soils designated as Class A (*Figure 4.2 and Figure 4.3*). The site’s physical conditions, including soil types and relatively steep slopes in portions of the project parcels, dictates available farming opportunities.

The project will utilize portions of the project parcels that are less suited for the landowner-farmer’s market crops. An agricultural plan prepared for the project in coordination with HARC includes the co-location of solar PV panels with crops suitable for cultivation beneath the panels. Preliminary research of agricultural uses that may be compatible with the solar operation will be tested on the site. These include both hydroponic and conventional soil planted lettuce, basil, and arugula, as well as livestock grazing and the establishment of nitrogen-fixing legumes. Mahi Solar will also provide land plots between and underneath the solar PV panels and water to farmers at a nominal cost to support the cultivation and testing of agricultural activities at commercial scale. The agricultural plan is provided in *Appendix C*. The project will therefore retain the site for agricultural uses, while also using the land to generate renewable energy to meet state and county clean energy goals. After the project is decommissioned, the land will continue to be retained for agricultural uses.

#### **Preservation and Enhancement of Historic and Cultural Resources and Map A1: Open Space Map (Section 2.2.9 of the Central O‘ahu SCP)**

Central O‘ahu’s historic and cultural resources will be preserved and enhanced by:

Retaining visual landmarks and significant vistas, including:

- Distant vistas of the shoreline and Pearl Harbor from the H-2 Freeway and Kunia Road above the Ewa Plain
- Views of the Waianae and Ko‘olau Mountains from Kunia Road, Kamehameha Highway, and H-2 Freeway

**Discussion:** The Mahi Solar project site is within a panoramic view plane identified in the Central O‘ahu SCP. As discussed in *Section 4.12*, the project is not anticipated to result in an adverse impact to views. The solar panel and rack heights are approximately 12 feet high. As shown in the view study, views from Kunia Road towards the Wai‘anae Range will not be impacted. The project will have a relatively low profile and will run with the existing topography of the land. The project design will meet most agricultural development standards, as established in Section 21-3.130-1 of the LUO.

#### **5.2.6 ‘Ewa Development Plan**

The ‘Ewa DP was adopted in 1997 and subsequently revised in July 2013. The Plan’s vision and implementing policies support protecting agricultural lands and open space; developing the Secondary Urban Center around the City of Kapolei; building master planned residential communities that support walking, biking, and transit use; protecting natural, historical, and cultural resources; and providing adequate infrastructure to meet current and anticipated needs. The following section discusses the Key Elements in the ‘Ewa DP most relevant to the project.

Area 5 is located within the ‘Ewa DP, while Areas 1, 2, 3, and 4A/B of the project site are located within the Central O‘ahu SCP area (*Figures 2.5 and 2.6*). The Project’s compliance with the ‘Ewa DP is discussed below, while compliance with the Central O‘ahu SCP is discussed above in *Section 5.2.5*.

### **Protect Agricultural Lands and Open Space (Section 2.1 of the ‘Ewa DP)**

Urban growth will be contained within a boundary that will protect prime agricultural lands along Kunia Road and within the Pearl Harbor Naval Munitions Command Explosive Safety Quantity Distance (ESQD) arc for diversified agriculture. Preservation of prime agricultural lands mauka of H-1 and on the Wai‘anae side of Kunia Road for use in diversified agriculture will help retain open space and views, in addition to supporting economic diversification.

**Discussion:** The Mahi Solar project site is located within areas designated by the ‘Ewa DP as “Agriculture and Preservation Area”. The use of the site for utility-scale solar and accessory farm uses is consistent with the ‘Ewa DP’s vision to protect agricultural lands in the region. The project spans several parcels that are actively being used for agriculture. As discussed in *Section 5.2.5*, the project site will utilize portions of the project parcels that are less suited for the landowner-farmer’s market crops. An agricultural plan prepared for the project in coordination with HARC includes the co-location of solar PV panels with crops suitable for cultivation beneath the panels, a concept known as agrivoltaics. Preliminary research of agricultural uses that may be compatible with the solar development will be grown and tested on the site. These include both hydroponic and conventional soil planted lettuce, basil, and arugula, as well as livestock grazing and the establishment of nitrogen-fixing legumes. Mahi Solar will also provide land plots between and underneath the solar PV panels and water to farmers at a nominal cost to support the cultivation and testing of agricultural activities at commercial scale. Refer to *Section 3.4.2* and *Appendix C* for additional details on the project’s planned agricultural operations. The Mahi Solar project will retain the site for agricultural uses, while also using the land to generate renewable energy. After the project is decommissioned, the land will continue to be retained for agricultural uses.

### **Protect Natural, Historic, and Cultural Resources (Section 2.1 of the ‘Ewa DP)**

Natural resources will be conserved through retaining natural drainageways, protecting valuable plant and wildlife habitats, by cleaning up contaminated areas and by efficiently using all water supplies through conservation measures and distribution system leak repair, by developing a dual water distribution system with potable water for drinking and other clean water uses and non-potable water for irrigation and industrial uses, and reclamation of non-potable water from waste water effluent where feasible.

Cultural and historical resources will be preserved by retaining visual landmarks and significant views, and by preserving significant historic, cultural, and archaeological features from ‘Ewa’s past, and by conducting surveys to thoroughly assess the historical significance of sites and structures affected by development projects and to identify the appropriate measures to preserve the historic and cultural values of the resources.

**Discussion:** The project will be required to obtain a NPDES permit for construction activities and therefore require the implementation of BMPs to minimize impacts to nearby surface waters. The project is not anticipated to affect biological resources in the area. BMPs to mitigate for potential impacts to state-listed endemic species, such as the O‘ahu ‘Elepaio, pueo, and the Hawaiian hoary bat are provided in *Chapter 4.4*. As discussed in *Sections 4.7.7* and *4.8*, cultural and historic resources will not be adversely affected by the project.

## **Preservation and Enhancement of Historic and Cultural Resources and Open Space Map (Section 2.2.9 of the 'Ewa DP)**

'Ewa's Historic and Cultural Resources will be preserved and enhanced by:

Retaining visual landmarks and significant public views and vistas, including:

- Views of the Wai'anae Range from H-1 Freeway between Kunia Road and Kalo'i Gulch and from Kunia Road
- Views of nā pu'u at Kapolei, Pālailai, and Makakilo

**Discussion:** The project site is within an area identified in the 'Ewa DP Open Space Map for preservation of panoramic views, identified above. As shown in the view study, visual perspectives from Kunia Road towards the Wai'anae Range will not be impacted. The project will have a relatively low profile and will run with the existing topography of the land. The project design will meet most agricultural development standards, as established in Section 21-3.130-1 of the LUO. At peak elevation, the panels will be no more than 12 inches in height at its maximum rotation. Views of the solar panel racks, therefore, are blocked along Kunia Road by existing berms. Further, the solar panels will not interfere with existing views of nā pu'u at Kapolei, Pālailai, and Makakilo.

Landscaping including low visual screen plants discussed in *Section 5.3.3* will also be integrated along key areas of the project boundary to provide privacy and screen distant views of the project. With the employment of these mitigation measures, adverse impacts to visual resources within this vicinity are not anticipated.

## **Electrical Power Development (Section 4.4 of the 'Ewa DP)**

The Hawaiian Electric Company (HECO) forecasts that increased demand, the need for different types of generation to help reliably integrate additional renewable energy from intermittent sources, and the possible retirement of the Honolulu Power Plant from service will create a need for additional island-wide power generation capacity by 2025.

HECO has a number of renewable energy initiatives and activities including rebates to help homeowners install rooftop solar water heating systems, funding for biofuels crop research, and support for installations of PV systems with net energy metering. (Net energy metering allows the owner of the PV system to receive credit for the export of surplus energy into the island-wide grid.)

**Discussion:** The project is one of several HECO Phase 2 renewable energy projects intended to shift electric generation from petroleum to cleaner renewable energy sources. With population growth directed in the 'Ewa region, the project will benefit the region and will generate enough electricity to power approximately 37,000 homes.

## **5.3 Land Use Ordinance, ROH Chapter 21**

The project is situated on lands zoned as AG-1, Restricted Agricultural District by the City and County of Honolulu LUO. The Mahi Solar project is a Utility Installation, Type B defined as a large-scale utility project, "those with potential major impact, by virtue of their appearance, noise, size, traffic generation or other operational characteristics. Typical Type B uses include 138 kilovolt transmission substations, power generating plants, base yards, and other similar major facilities" (ROH, Section 21-10). According to Table 21-3 of the LUO, Utility Installation, Type B is an allowable use on AG-1 zoned lands with approval of a Conditional Use Permit, Minor (CUPm). Following SUP approval for the project, the



applicant will seek a CUPm and Zoning Waiver permit for anticipated exceedance of height and building area/lot coverage.

Compliance with district development standards, general development standards, and specific development standards is discussed below.

### **5.3.1 Zoning District Regulations**

*Section 21-3.50 Agricultural districts – Purpose and intent.*

- (a) The purpose of the agricultural districts is to maintain a strong agricultural economic base, to prevent unnecessary conflicts among incompatible uses, to minimize the cost of providing public improvements and services and to manage the rate and location of physical development consistent with the city's adopted land use policies. To promote the viability and economic feasibility of an existing agricultural operation, accessory agribusiness activities may be permitted on the same site as an adjunct to agricultural uses. These accessory activities must be compatible with the on-site agricultural operation and surrounding land uses.*
- (b) The intent of the AG-1 restricted agricultural district is to conserve and protect important agricultural lands for the performance of agricultural functions by permitting only those uses which perpetuate the retention of these lands in the production of food, feed, forage, fiber crops, and horticultural plants.*

**Discussion:** Mahi Solar meets the purpose and intent of agricultural districts as specified in the LUO. Large-scale utility projects are considered a Utility Installation, Type B, which are allowable uses on lands zoned AG-1 Restrict Agricultural District with the approval of a CUPm. Following the SUP process and approval of the project, the Applicant will apply for a CUPm and Waiver Permit with the DPP.

As discussed in *Section 3.4.2*, the project will integrate an Agrivoltaic Program in partnership with HARC to test crops such as hydroponic and conventional soil planted lettuce, basil, and arugula, as well as livestock grazing and the establishment of nitrogen-fixing legumes. Mahi Solar will also provide land plots between and underneath the solar PV panels and water to farmers at a nominal cost to support the cultivation and testing of agricultural activities at commercial scale. The project will allow landowners to lease out portions of their agricultural lands that are less productive for cultivation of their market crops. This will allow existing landowners to continue cultivating their most productive agricultural land and make farming operations more economically viable. As such, the project will create a strong economic base in an area that is not currently fully utilized to its economic potential. Development of the project will not require public improvements and services and is consistent with the City and County of Honolulu's adopted land use policies as presented earlier in this section.

Mahi Solar meets the intent of the AG-1 Restricted Agricultural District as it will conserve important agricultural land for a multi-purpose compatible use that will perpetuate the retention of these lands for various agricultural activities (i.e., food production, feed, forage, fiber crops and horticultural plants). The solar project is considered a low-impact development that will not adversely impact the use or quality of agricultural lands. After the project is decommissioned, the land will be retained for agricultural uses.

The project's compliance with applicable development standards in the AG-1 Restricted Agricultural District articulated in *Table 21-3.1* of the LUO is summarized in *Table 5.2*.

Table 5.2 District Development Standards for the AG-1 District			
LUO Standard		Project	
TMK	9-2-001: 020	9-2-004: 003 <sup>1</sup> 9-2-004: 006 (por.) 9-2-004:012 (por.)	9-2-004: 010
Area	Area 5	Area 1, 2 & 3	Areas 4A, 4B, & 4C
Minimum Lot Area: 5 acres	1,688.75	637.599	425.96
Minimum Lot width/depth: 150 feet	9,977/7,583	3,284/8,608	3,313/4,450
Y a r d s	Front: 15 feet	15	15
	Side/Rear: 10 feet	Side: 10/10 Rear: 10	Side: 10/10 Rear: 10
Maximum Building Area: For non-agricultural purposes, 10 percent of zoning lot	1.92% (32.4 acres)	8.17% (52.1 acres)	15.17% <sup>2</sup> (64.6 acres)
Maximum Height: 15 - 25 feet	56 <sup>2</sup>	20	20
<p>Notes:</p> <p>1. A CUP (minor) for Joint Development of TMKs (1) 9-2-004:003, 006 (por.), 012 (por.) has been submitted to DPP. The legal lots of record are described as Lot M-9-A (19.296 acres), Lot 169 (0.693 acre), Lot 878 (432.503 acres), Lot 880 (93.117 acres), and Lot 416 (91.99 acres). The joint developed parcels will total 637.599 acres of which approximately 202 acres will be used for the project area.</p> <p>2. Applicant will seek a Waiver Permit</p>			

### 5.3.2 Specific Use Development Standards

Article 5 of the LUO identifies the specific use development standards for conditional use categories. Relative to the project, it is expected that the development standards for Utility Installation, Type B as provided in ROH, Section 21-5.650, will apply to the solar panels and appurtenant structures.

**Discussion:** The project's compliance with standards articulated in ROH, Section 21-5.650 is summarized in Table 5.3 below.

Table 5.3 Specific Development Standards for Utility Installation, Type B		
LUO Standard	LUO Provision	Project
Landscape Plan (Section 21-5.650(a)(1))	All requests for Utility Installation, Type B shall be accompanied by a landscape plan which shall be approved by the director. Special emphasis shall be placed on visual buffering for the	The project site is buffered from nearby streets/highways and other publicly accessible locations by natural landforms and vegetation. A landscape plan involving the use of trees and low visual screening plants

<b>Table 5.3 Specific Development Standards for Utility Installation, Type B</b>		
<b>LUO Standard</b>	<b>LUO Provision</b>	<b>Project</b>
	installation from adjacent streets and highways.	has been developed to screen the solar PV arrays from vantage points where the site may be visible, such as from the Kunia Ridge Farmlands development. See Section 3.4.3 and Appendix B, Figures 13 through 25.
<b>Utility Installations for Telecommunications (Section 21-5.650(a)(2))</b>	Utility Installation, Type B for telecommunications shall provide fencing or other barriers to restrict public access within the area exposed to a power density of 0.1 milliwatt/cm <sup>2</sup> for all associated antennas involving radio frequency (RF) or microwave transmissions.	Mahi Solar is not a telecommunications project; however, a chain-link fence will be installed around the project area to maintain site security.
<b>Antenna Heights (Section 21-5.650(a)(3))</b>	In residential districts where utility lines are predominantly located underground, antennas shall not exceed the governing height limit.	The project is not located in a residential district.

## 5.4 Important Agricultural Lands, HRS Chapter 205 Part III

IAL refers to a State of Hawai'i land use designation for a select class of farmland intended to be used in the long-term for active agricultural production. The IAL designation is a supplemental state land use classification for an exclusive sub-set of high-quality farmlands within the State Land Use Agricultural District. The project's consistency with the policies of HRS Chapter 205, Part III is discussed below.

### *Section 205-42 Important agricultural lands; definition and objectives*

(a) As used in this part, unless the context otherwise requires, "important agricultural lands" means those lands, identified pursuant to this part, that:

- (1) Are capable of producing sustained high agricultural yields when treated and managed according to accepted farming methods and technology;
- (2) Contribute to the State's economic base and produce agricultural commodities for export of local consumption; or
- (3) Are needed to promote the expansion of agricultural activities and income for the future, even if currently not in production.

(b) The objective for the identification of important agricultural lands is to identify and plan for the maintenance of strategic agricultural land resource base that can support a diversity of agricultural activities and opportunities that expand agricultural income and job opportunities and increase agricultural self-sufficiency for current and future generations. To achieve this objective, the state shall:

- (1) *Promote agricultural development and land use planning that delineates blocks of productive agricultural land and areas of agricultural activity for protection from the encroachment of nonagricultural uses; and*
- (2) *Establish incentives that promote:*
  - (a) *Agricultural viability*
  - (b) *Sustained growth of the agriculture industry; and*
  - (c) *The long-term agricultural use and protection of these productive agricultural lands.*

**Discussion:** Of the total project area of 620 acres, approximately 85 acres of the project is located within lands designated as IAL. The project does not involve the conversion of non-IAL for nonagricultural uses, as agricultural uses will be maintained on the project site in accordance with the agricultural plan prepared for the project (*Appendix C*).

Landowners of the project parcels identified as TMK 9-2-001:020 (Monsanto) and TMK 9-2-004:003, 006, and 012 (Hartung) have designated land within their parcels as IAL. These lands have been preserved in alignment with the objectives articulated in HRS Chapter 205-42. Land designated for the Mahi Solar project will allow the landowners to lease lands that are less compatible with their market crops for solar use, which will help to support productive agricultural cultivation elsewhere on the parcels. Agricultural uses will continue to occur on the project site and will be integrated with the solar development as compatible farming activities. The agricultural plan prepared for Mahi Solar provides additional details of the project's promotion of agricultural development and viability for the site.

*Section 205-43 Important agricultural lands; policies.*

*State and county agricultural policies, tax policies, land use plans, ordinances, and rules shall promote the long-term viability of agricultural use of important agricultural lands and shall be consistent with and implement the following policies:*

- (1) *Promote the retention of important agricultural lands in blocks of contiguous, intact, and functional land units large enough to allow flexibility in agricultural production and management;*
- (2) *Discourage the fragmentation of important agricultural lands and conversion of these lands to nonagricultural uses;*
- (3) *Direct nonagricultural uses and activities from important agricultural lands to other areas and ensure that uses on important agricultural lands are actually agricultural uses;*
- (4) *Limit physical improvements on important agricultural lands to maintain affordability of these lands for agricultural purposes;*
- (5) *Provide a basic level of infrastructure and services on important agricultural lands limited to the minimum necessary to support agricultural uses and activities;*
- (6) *Facilitate the long-term dedication of important agricultural lands for future agricultural use through the use of incentives;*
- (7) *Facilitate the access of farmers to important agricultural lands for long-term viable agricultural use; and,*
- (8) *Promote the maintenance of essential agricultural infrastructure systems, including irrigation systems.*

**Discussion:** The use of agricultural land for solar is an allowed under HRS Chapter 205-2. As discussed in *Section 3.2.4*, the project site will utilize portions of the project parcels that are less suitable for the landowner-farmer's market crops. An agricultural plan prepared for the project in coordination with HARC includes the co-location of solar PV panels with crops suitable for cultivation beneath the panels,

a concept known as agrivoltaics. Preliminary research of agricultural uses that may be compatible with solar will be tested. These include both hydroponic and conventional soil planted lettuce, basil, and arugula, as well as livestock grazing and the establishment of nitrogen-fixing legumes. Mahi Solar will also provide land plots between and underneath the solar PV panels and water to farmers at a nominal cost to support the cultivation and testing of agricultural activities at commercial scale. As such, the project will retain the site for agricultural uses, while also using the land to generate renewable energy to achieve State of Hawai'i and City and County of Honolulu clean energy goals. After the project is decommissioned, the land will continue to be retained for agricultural uses.

## 5.5 Required Permits and Approvals

During the implementation stages of the project, Mahi Solar will work with State of Hawai'i and City and County of Honolulu review agencies for review and approval of the project plans and specifications. *Table 5.4* below lists the anticipated permits and approvals required for the project:

<b>Table 5.4 Required Permits and Approvals</b>	
<b>Permit/Approval</b>	<b>Authorizing Agency</b>
<b>State of Hawai'i</b>	
SUP	City and County of Honolulu Planning Commission and State Land Use Commission
National Pollutant Discharge Elimination System (NPDES) Permit, Form C for Construction Activities	Department of Health (DOH), Clean Water Branch
Community Noise Permit	DOH, Indoor and Radiological Health Branch
Historic Preservation Review (HRS Chapter 6E Compliance)	DLNR, State Historic Preservation Division (SHPD)
<b>City and County of Honolulu</b>	
Conditional Use Permit Minor for Utility Installation, Type B	DPP
Zoning Waiver Permit	DPP
Building Permit	DPP
Grading, Grubbing, and Stockpiling Permit	DPP
Erosion and Sediment Control Plan, Clean Water Pollution Plan, Post-Construction Best Management Practices Plan	Department of Facility Maintenance (DFM)





Chapter 6

---

# Infrastructure



## Chapter 6

# Infrastructure

This section describes the existing infrastructure conditions, and potential impacts and mitigation measures where applicable.

## 6.1 Wastewater Collection, Treatment, and Disposal

### Existing Conditions

There is no public wastewater collection system or treatment facility located near the project site. The nearest public wastewater collection system to the property is located approximately 1.5 miles away. Wastewater treatment within agricultural properties in the surrounding area is achieved with private, onsite wastewater systems.

DOH has no record of wastewater systems on the project property. The property is located mauka of the Underground Injection Control (UIC) line and within the Board of Water Supply (BWS) No Pass Zone.

### Probable Impacts and Mitigation Measures

The project will be constructed on a vacant portion of the project properties. Occupied facilities will not be located on the site, as such no wastewater facilities are required.

## 6.2 Water Supply

Honolulu Board of Water Supply (BWS) water service is not available to the site. The closest BWS water mains located within two miles of the project site consist of transmission mains located in Kunia Road, near the southern property line. However, BWS does not allow service connections from these transmission mains. Kunia Water Association (KWA) provides water service to the site and surrounding agricultural lands.

### Probable Impacts and Mitigation Measures

No occupied facilities are planned for the project; therefore, domestic and fire protection water service is not required. Onsite water demand is anticipated to be minimal and limited to a drip irrigation system or the use of water trucks to provide start up irrigation for screening plants. As compared to a spray irrigation system, a drip irrigation system will minimize water waste due to the reduction of overspray on roads and non-planted areas and will also reduce losses as a result of evaporation and wind drift. Runoff and soil erosion will be minimized as low volumes of water are directed towards individual plants near the soil surface. The irrigation system will be operated during the evenings or early morning hours to further lessen the water losses due to evaporation.

Onsite water supply for supporting the farming activities will be designed into the solar farm to ensure compatibility with the operation and maintenance activities. The Mahi Solar project will have access to water for agriculture through its lease agreements for the property. Irrigation infrastructure will be installed as needed with soft-material hoses and drip feeder lines strategically located to support crop

production. The site layout for the project will be designed to minimize impacts to existing KWA water lines. If necessary, KWA water lines will be relocated to avoid conflicts and provide access for maintenance and repair.

## **6.3 Hydrology and Drainage**

### **Existing Conditions**

There is no City and County of Honolulu storm drainage system in the project vicinity. State of Hawai'i storm drainage systems in the vicinity are limited to concrete culverts crossing Kunia Road. There is no subsurface drainage system on the project property.

The project site is a mix of undeveloped, fallow agricultural land with overgrown grasses and weedy vegetation and areas actively used for farming corn or seed crops that will be phased out. Elevation on the site varies from approximately 520 feet amsl in the southern end of project area to approximately 1,160 feet amsl in the west end. The property is located in Flood Zone D, areas with undetermined flood hazard (*Figure 2.7*).

The project site is located in the Honouliuli watershed, which encompasses approximately 23.2 square miles with a maximum elevation of approximately 3,045 feet amsl (Parnham et. al, 2008). Honouliuli Stream and its tributaries have been classified as perennial features, meaning that they typically contain water throughout the year during periods of normal rainfall. A portion of the Honouliuli Stream flows through Areas 4A/4B and 5 of the project site. However, placement of the PV arrays will avoid the stream areas. Other water features in the vicinity of the project site include a variety of ditches and reservoirs used for agricultural purposes.

Drainage across the site currently exists in the form of surface runoff based on the natural topography, with stormwater eventually flowing into the various tributaries of Honouliuli Stream.

### **Probable Impacts and Mitigation Measures**

Based on the project design, no adverse effect to water resources, including Honouliuli Stream or its tributaries, is anticipated. Grading will be outside of the channel and limited to where it is needed, so the project will not significantly alter existing drainage patterns. Stormwater runoff will be appropriately addressed through design features that incorporate temporary erosion controls and post-construction BMPs to minimize the quantity and water quality impacts of the runoff. BMPs will be identified as part of a Temporary Erosion and Sediment Control Plan (ESCP) and Permanent Post-Construction BMP Plan, which will be prepared and submitted for approval in accordance with the requirements of DOH's NPDES permit and DPP's Water Quality Rules. Temporary BMPs will include minimization of soil disturbance (particularly during periods of heavy rain), erosion prevention and sediment control measures (e.g., silt fencing, sediment traps/basins, etc.), proper stabilization and stockpiling procedures, and other good housekeeping measures. Permanent BMPs will include retention, biofiltration, or filtration treatment controls. Given the relatively short duration of construction and with implementation of BMPs as part of an approved ESCP and Post-Construction Storm Water Quality Plan, the potential for sedimentation or increased pollutants in stormwater runoff is expected to be minimal.

## **6.4 Streets and Transportation**

A Construction Traffic Assessment for the project was completed by Fehr & Peers in September 2020 (*Appendix J*). The report assesses vehicle trip generation anticipated during both project construction

and typical project operations, as well as an analysis of intersection operations to determine any traffic-related impacts from the project.

Based on the needs of a 120MW facility, project construction is anticipated to require up to 340 workers on-site at a time during the peak of construction; however, the number of workers on site will vary during the non-peak months of construction. As a conservative approach, the Traffic Assessment evaluates the peak of construction with 340 workers on site. Construction workers will be encouraged to carpool; therefore, the analysis assumes 1.5 employees per vehicle, or up to 227 construction worker vehicles arriving and departing the site each day during the peak of construction. Workers will generally be on-site between 7:30 AM and 5:00 PM Monday through Friday. Construction work may also occur on Saturdays in accordance with noise permit regulations.

The traffic assessment considered four scenarios:

1. **Existing Conditions** – New traffic count data was not collected for the project in 2020 due to travel restrictions related to the COVID-19 global pandemic and shifts in travel patterns. Therefore, the analysis of existing traffic conditions was based on peak hour intersection turning movement counts collected in October 2019.
2. **2022 Plus Construction Conditions** – Analysis of 2022 Plus Construction traffic conditions includes existing peak hour volumes grown by one percent per year to account for ambient growth in traffic in the study area between October 2019 and the year of anticipated project construction (December 2022). This scenario includes Mahi Solar construction traffic, assuming the peak of construction of up to 227 worker vehicles arriving and departing the site each day. To be conservative, the analysis assumed all worker trips arrive and depart during the AM and PM peak hours.

Traffic generated by other planned projects within the project vicinity was also added to the 2022 Plus Construction volumes, including half of the estimated peak construction trips from the planned Ho'ohana Solar and Kupehau Solar projects, which are anticipated to be constructed before 2023 with varying peak construction periods. Ho'ohana Solar is a 52 MW solar PV system within approximately 161 acres of land, located mauka of Royal Kunia Country Club, east of Kunia Road. Access to the Ho'ohana Solar site will be provided at Plantation Road. Construction is expected to begin in April 2021 and continue through December 2022. Kupehau Solar is a 60 MW solar PV system within approximately 210 acres of land, located in the Kunia area southwest of the Mahi Solar site. Details on site access and the construction schedule were in progress at the time this report was prepared; therefore this assessment assumed access for Kupehau Solar trips will occur from the Site Access #1/Plantation Road intersection.

3. **Opening Year (2023) No Project Conditions** – Existing peak hour volumes were grown by one percent per year to forecast traffic under Opening Year (2023) Conditions. This scenario only includes increases in traffic volumes from ambient growth in the study area. No operational project traffic from Mahi Solar is assumed in this scenario.
4. **Opening Year (2023) Plus Typical Operating Conditions** – This scenario consists of Opening Year (2023) Conditions traffic plus the addition of project generated traffic once Mahi Solar is fully operational. Once operational, project generated traffic from the solar site is anticipated



to be no more than 10 trips per day (i.e. five employees arriving and departing) for maintenance such as mowing and/or panel washing.

### **Vehicle Access**

The proposed access points for construction traffic are along Kunia Road at Plantation Road (Site Access #1) and two existing roadways (Pālāwai Road and an unnamed road, both with private/restricted use) that intersect Kunia Road north of Plantation Road (Site Access #2 and #3 (*Appendix B, Figure 1*)). The entrances to the interior roads of the solar facility will be located 'ewa (west) of Kunia Road along these existing roadways. Kunia Road is under the jurisdiction of the State of Hawai'i Department of Transportation (HDOT), Highways Division. All access roadways are private streets with restricted use, including gates at Site Access #1 and Site Access #2.

The speed limit along Kunia Road is posted as 45 miles per hour. Near the site access roadways, the shoulders along Kunia Road are unpaved, and intermittent "no passing" zones are designated. Existing "no passing" zones along Kunia Road extend for approximately 1,500 feet between Site Access #2 and Site Access #3, and approximately 1,100 feet around Site Access #1 (Plantation Road).

### **Internal Circulation**

Vehicles will circulate the site via a series of existing dirt roads and proposed gravel driveways. Turnarounds for parking and maneuvering will be provided at the end of each driveway. The project substation and HECO switchyard will also have areas available for parking and maneuvering of maintenance vehicles (*Appendix B, Figure 25*).

### **Existing Traffic Volumes**

The addition of traffic from the proposed project may impact operations of intersections near the site during the anticipated construction period. To determine potential impacts, the operations of the following eight study intersections near the site and along the primary travel route were evaluated during weekday AM and PM peak hour conditions of 6:45 to 7:45 AM and 4:00 to 5:00 PM:

1. Kunia Road/H-1 Eastbound On-Ramp
2. Kunia Road/H-1 Westbound Off-Ramp
3. Kunia Road/Kupuna Loop (South)
4. Kunia Road/Kupuna Loop (North)
5. Kunia Road/Anonui Street
6. Kunia Road/Site Access #1 (Plantation Road)
7. Kunia Road/Site Access #2
8. Kunia Road/Site Access #3

Traffic counts were collected at Study Intersections 1 through 6 in October 2019 and are included in *Appendix J*.

### **Forecast Project Trip Generation and Distribution**

Construction traffic is comprised of private vehicles driven by construction workers and trucks delivering materials, hauling earth and debris, and providing other services (e.g., water trucks). In general, workers are assumed to make one inbound trip and one outbound trip for a total of two daily trips. Detailed information on construction activities was provided by Mahi Solar and include an estimated number of trucks needed to deliver the solar PV panels, steel piles for mounting the panels, and gravel for on-site roadways, etc. This information was used to estimate the total number of truck

trips during the planned construction period of 12 months. It is important to note that this information is preliminary and may be refined once a specific contractor is selected to carry out construction the project. At that time, a construction traffic management plan will be prepared and submitted to the City and County of Honolulu for approval.

To forecast project trip generation, the traffic assessment considered two scenarios: the first scenario represents 2022 Plus Construction traffic volumes plus the forecasted construction-related traffic during the peak of construction when the highest volume of trucks and worker vehicles will be on-site. The second scenario represents Opening Year (2023) traffic volumes plus the addition of project-generated traffic once the site is fully constructed and operational. The trip generation summary for the Opening Year (2023) Plus Operations scenario is presented in *Table 6.1*.

<b>Table 6.1: Project Trip Generation</b>							
Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<b>Construction</b>							
Auto <sup>1</sup>	454	227	227	0	227	0	227
Trucks <sup>2,3</sup>	5	0	0	0	0	0	0
<b>Total (in PCE)</b>	459	<b>227</b>	<b>227</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>227</b>
<b>Operations</b>							
Employees <sup>4</sup>	10	5	5	0	5	0	5
<ol style="list-style-type: none"> <li>1. Assumes 150 worker vehicles arrive and depart during peak hours.</li> <li>2. Assume equipment debris, hauling, excavation, etc. trucks arrive and depart during peak hours as well as off peak hours.</li> <li>3. This table reflects an estimated number of daily construction truck and worker trips. In the analysis, a Passenger Car Equivalent (PCE) factor of 2.5 per truck was applied to all truck trips assigned to the roadway network.</li> <li>4. Assumes five (5) employees on-site once project is operational.</li> </ol>							

### **Intersection Level of Service (LOS) Results**

The analysis of intersection operations was completed for all scenarios, including Existing Conditions, Year 2022 Plus Construction Conditions, Opening Year (2023) Conditions, and Opening Year (2023) Plus Construction Conditions. The results of the intersection LOS analysis are summarized in *Table 6.2*.

Under Existing Conditions, all study intersections operate at LOS D or better during the peak hours with the exception of Kunia Road/H1 Eastbound Ramps (AM peak hour only), Kunia Road/Plantation Road (AM and PM peak hours), and Kunia Road/Site Access #3 (AM peak hour only). At the unsignalized intersections, the delays reported are those experienced by vehicles on the side street site access approaches, which are stop controlled, waiting to turn left onto Kunia Road (uncontrolled).

Under 2022 Plus Construction conditions, five locations are forecast to operate at LOS E or F: Kunia Road/H1 Eastbound Ramps, Kunia Road/Anonui Street, Kunia Road/Site Access #1, Kunia Road/Site Access #2, Kunia Road/Site Access #3. Further detail on construction traffic impacts to each intersection is provided in *Appendix J*.

The average of five daily truck deliveries will not noticeably change the composition of vehicle types along Kunia Road. As a result, construction truck traffic is not anticipated to have a major impact to vehicular traffic along Kunia Road. However, the addition of heavy vehicles (even a small number)

turning on and off Kunia Road will be a new activity not anticipated by drivers in this corridor. As such, signage is recommended as part of construction activities.

Once fully operational, the solar project is expected to have approximately five employees on site at any given time. Under Year 2023 Plus Operations Conditions all intersections through which project traffic is routed are forecast to operate at desirable LOS D or better during both peak hours under both project scenarios with the exception of Kunia Road/H1 Eastbound, Kunia Road/Site Access #1 (Plantation Road), and Kunia Road/Site Access #2 intersections along Kunia Road. The intersections are anticipated to operate similarly to Opening Year (2023) No Project Conditions (LOS E/F) operations and any noticeable impacts will be temporary. The effects of employee trips generated by the project are considered negligible.

<b>Table 6.2: LOS Summary of Intersection Operations</b>									
<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing Conditions 2019</b>		<b>2020 Plus Project Construction Conditions</b>		<b>Opening Year 2022 No Project</b>		<b>Opening Year 2022 Plus Project Operating Conditions</b>	
		<b>Delay<sup>1</sup></b>	<b>LOS<sup>2</sup></b>	<b>Delay<sup>1</sup></b>	<b>LOS<sup>2</sup></b>	<b>Delay<sup>1</sup></b>	<b>LOS<sup>2</sup></b>	<b>Delay<sup>1</sup></b>	<b>LOS<sup>2</sup></b>
1. Kunia Road/ H1 Eastbound Ramps	AM	55.6	E	71.1	E	70.9	E	71.0	E
	PM	20.1	C	22.8	C	21.5	C	21.5	C
2. Kunia Road/ H1 Westbound Ramps	AM	3.2	A	3.1	A	3.2	A	3.2	A
	PM	6.2	A	7.7	A	6.7	A	6.7	A
3. Kunia Road/ Kupuna Loop (South)	AM	20.9	C	21.4	C	21.5	C	21.4	C
	PM	17.3	B	19.7	B	17.9	B	17.9	B
4. Kunia Road/ Kupuna Loop (North)	AM	11.4	B	13.5	B	12.4	B	12.4	B
	PM	17.1	B	19.8	B	19.1	B	19.1	B
5. Kunia Road/Anonui Street	AM	17.9	B	21.7	C	19.5	B	19.5	B
	PM	16.9	B	72.2	E	23.5	C	23.8	C
6. Kunia Road/ Site Access #1 (Plantation Road)*	AM	69.7	F	>100	F	>100	F	>100	F
	PM	45.5	E	>100	F	77.3	F	78.6	F
7. Kunia Road/ Site Access #2*	AM	34.5	D	>100	F	45.7	E	47.2	E
	PM	29.4	D	>100	F	35.1	E	34.9	D <sup>3</sup>

**Table 6.2: LOS Summary of Intersection Operations**

Intersection	Peak Hour	Existing Conditions 2019		2020 Plus Project Construction Conditions		Opening Year 2022 No Project		Opening Year 2022 Plus Project Operating Conditions	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>	Delay <sup>1</sup>	LOS <sup>2</sup>
8. Kunia Road/ Site Access #3 (Pālāwai Road)*	AM	<b>46.7</b>	<b>E</b>	>100	<b>F</b>	<b>62.4</b>	<b>F</b>	<b>66.2</b>	<b>F</b>
	PM	29	D	<b>53.5</b>	<b>F</b>	31.6	D	32.4	D

Source: Fehr & Peers, September 2020 \* indicates unsignalized intersection

<sup>1</sup> Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. The worst movement is presented for unsignalized intersections.

<sup>2</sup> LOS calculations performed using the Highway Capacity Manual 6<sup>th</sup> Edition method.

<sup>3</sup> The reported average delay is lowered as a result of project operations due to the minimal amount of vehicles forecast for the eastbound approach and because the added project trip is a right turn, which experiences less delay than the left turn movements

LOS E or F operations highlighted in **bold**.

**Recommended Modifications During Project Construction**

As noted above, the volume of traffic generated by construction of the project is not expected to result in the need for typical roadway capacity enhancements (e.g., new turn or through lanes). However, the addition of vehicles, particularly large trucks, turning into and out of the site access road intersections along Kunia Road, may necessitate some modification of traffic control devices in the area to raise driver awareness and enhance safety. To minimize the potential for conflicts and impacts to traffic operations, the contractor may include the following elements in the construction traffic management plan:

- Install temporary signage on mauka-bound Kunia Road prior to approaching the site access intersections to indicate the presence of trucks and inform drivers that trucks are entering/exiting the roadway near each of the three site access roads.
- Install temporary signage on makai-bound Kunia Road between Site Access #1 and Site Access #3 to indicate the presence of trucks and that vehicles are entering the roadway from the site access locations.
- Field verify available sight distance and maintain adequate sight distance for drivers exiting each site access location and turning onto Kunia Road. Maintenance may include pruning vegetation and not installing signage or other barriers that could block a driver’s field of vision at the intersection.
- Extend the painted median solid double yellow line delineating the “Do Not Pass” zone for mauka-bound vehicles at least an additional 500 feet approaching the site access intersections.

The trips generated by the project once it is fully operational are negligible and no traffic improvements are required. Upon completion of the project construction, the extension of the “Do Not Pass” zone could be maintained or be eliminated at the discretion of HDOT.

### ***Alternative Mode Access***

Given the undeveloped nature of the project site and the low-density development of the immediate surrounding area, the potential conflict is low between site-generated traffic and non-automobile modes including walking and biking. While separate bicycle and pedestrian facilities are typically encouraged to reduce vehicle traffic, the rural circulation system and distant land uses in the vicinity of the project site are not conducive to multi-modal travel.

No existing transit service is provided to the project area on Kunia Road near the site access roadways. Existing bus stops are provided within the residential neighborhoods south of the project site, with the nearest stop located on Anonui Street. This would require walking at least 2.5 miles to reach the project site entrances ‘ewa of Kunia Road.

The City and County of Honolulu and HDOT do not specify impact criteria for pedestrian, bicycle, and transit impacts. However, these impacts are generally evaluated based on whether a project would: 1) conflict with existing or planned pedestrian, bicycle, or transit facilities, or 2) create walking, bicycling, or transit use demand without providing adequate and appropriate facilities for non-motorized mobility.

As noted above, the project is not expected to conflict with existing active transportation modes (i.e., bicycling and walking) or transit, and will not create demand for these modes given its isolated location. Accordingly, no impacts to non-automobile travel are anticipated.

### ***Conclusion***

The Mahi Solar project will generate a negligible amount of vehicle traffic when the solar farm is fully constructed and operational. During the peak of construction, the site is expected to generate up to 454 daily vehicle trips including trucks and worker vehicles. During non-peak periods of construction, the forecast project-related trips will be approximately half of the data presented in this analysis. The traffic assessment indicates that the project will result in temporary impacts during construction and negligible increases in delay once the project is operational.

Intersections with large delays resulting from project construction include the site access intersections along Kunia Road and the Kunia Road/Anonui Street intersection. These are considered cumulative and temporary effects, which are isolated to traffic approaching intersections along the private site access roadways and not along Kunia Road. At Kunia Road/Anonui Street, the forecasted effects of increased delay may occur during the PM peak hour and is not specifically attributed to the Mahi Solar project. The simultaneous construction of other solar projects in the vicinity are assumed to contribute to the construction related short-term impacts identified for the project. Based on the traffic assessment evaluation, the points of access for the project are sufficient to serve the anticipated construction traffic volume. However, measures are recommended to enhance safety for vehicles turning into and out of the site access roadways that intersect Kunia Road. These measures are typically included in construction traffic management plans for the project and include: verification of adequate sight distance at each site access location, extension of the mauka-bound “Do Not Pass” zone on Kunia Road by at least 500 feet in the makai direction upon approach of each site access road, and installation of temporary signage approaching the intersections from both directions that inform drivers of construction activities and the presence of heavy vehicle traffic.

## **6.5 Solid Waste**

The nearest solid waste facility is the Waimānalo Gulch Sanitary Landfill, located approximately seven miles southwest of the project site. The PVT Land Company Integrated Solid Waste Management Facility, which accepts construction and demolition waste, is also readily accessible from the project site. Construction and operation of the project is not anticipated to generate a significant amount of solid waste. During construction, waste will be temporarily stored onsite and periodically transported and properly disposed of at a permitted facility. Little to no waste will be generated during operation.





# Mitigative Measures



## Chapter 7

# Mitigative Measures

This section discusses community input and major concerns raised during preliminary stakeholder and agency review. Outreach coordination for the Mahi Solar project began in July 2020. Virtual public meetings to share the project were held on July 15, 2020 and October 29, 2020. Presentations to the Mililani/Waipio/Melemanu and Waipahu Neighborhood Boards are currently being planned.

Mahi Solar is also conducting ongoing outreach with key community stakeholders through presentations to organizations and groups such as the Kunia Ridge Farmlands, and one-on-one interviews with cultural practitioners from the region.

Meetings with various State of Hawai'i and City and County of Honolulu agencies have also been conducted during the planning phase of the project. Mahi Solar has met with the Office of Hawaiian Affairs (OHA) (September 11, 2020) and SHPD (September 15, 2020) to solicit feedback regarding the HRS 6E-42 process, and with the Department of Agriculture (October 27, 2020) to discuss the project's agricultural plan. A meeting with the City and County of Honolulu DPP was also held on October 16, 2020 to discuss the entitlement requirements for the project. Questions, issues, and concerns relating to the project were discussed at these meetings and proposed mitigation measures were offered in response. Mahi Solar plans to meet with other agencies as project planning continues.

A summary of specific issues and concerns expressed at these meetings are detailed below.

### 7.1 Issues and Concerns

The following issues and concerns were most prevalent during stakeholder outreach:

1. Loss of Agricultural Land – Concerns were shared relating to the percentage of agricultural land on the island of O'ahu that is being used for alternative energy projects.
2. Viability of Co-location of Agriculture and Solar – Concerns about how many plants can survive under ambient light of solar panels were raised.
3. Biological Resources – The project's proximity to habitat for the O'ahu 'elepaio, pueo, and Hawaiian hoary bat were raised.
4. Cultural Resources – Information relating to access to existing cultural resources and impacts to historic resources was expressed.
5. Construction Characteristics – Questions relating to the percentage of equipment that is made in the U.S. were asked.
6. Solar PV Panel Glare – Concerns about the potential glare reflected back into the atmosphere were raised, and whether the heat island effect might occur.
7. Decommissioning – Information relating to the environmental impacts associated with decommissioning and recycling of solar project materials was asked.

8. Stormwater Runoff – Concerns of mitigating potential increases in impervious surface and how that relates to stormwater fees.
9. Visual Impacts – Information relating to potential impacts to views and particularly public viewplanes were expressed.
10. Renewable Energy Impact – Participants expressed interest in Mahi Solar’s impact to renewable energy generation.

## **7.2 Potential Impacts and Mitigation Measures**

### **7.2.1 Loss of Agricultural Land**

Mahi Solar project will not be contrary to the objectives established by the State of Hawai‘i Land Use Law and Regulations. As required by HRS Chapter 205-4.5, agricultural activity is proposed throughout the life of the project as an integrated use with the solar energy facility. The agricultural plan for the project includes the co-location of agriculture with solar, a concept referred to as agrivoltaics. The goals of this Agrivoltaic Program are to are (A) to study what types of solar-compatible farming could work in Hawai‘i; (B) to support local farmers with land, water and start-up funds to grow out these products at a commercial scale at the Mahi project site; and (C) to share results with others in the local solar and agricultural industries to find new solutions for solar and agriculture to be productive on the same land.

As described in *Section 3.4.2*, the Agrivoltaic Program will be implemented in cooperation with HARC, who has proposed compatible agricultural crops and projects they believe will be successful with the project. During this research phase, plots of agricultural land located directly under the PV arrays will be cultivated on a trial basis to test compatible market crops such as lettuce and basil. Crops grown hydroponically and conventionally in soil are proposed for evaluation. Sheep grazing and the establishment of nitrogen-fixing legumes such as alfalfa and perennial peanut and high quality, low growing grasses such as bahiagrass, oats and barley are also proposed.

Mahi Solar will coordinate with local agricultural organizations and agencies to share the Agrivoltaic Program and make available most of its 620 acres to local farmers, excluding the small portion of high-voltage equipment in the substation, switchyard, and BESS. Mahi Solar will provide land plots underneath the solar PV panels and water to farmers at a nominal cost to support the cultivation and testing of agricultural activities at commercial scale. Several professional local farmers and ranchers have already indicated an interest in subleasing land at the Mahi Solar project for various agricultural activities. Their letters of intent are appended to the agricultural plan (*Appendix C*). As each new agricultural use is tested at the project site, HARC and Mahi Solar will gather data and evaluate the results to share with the farmers, ranchers, and the broader community. This information will help farmers and solar developers find new and more productive ways of using Hawai‘i’s agricultural land for both farming and renewable energy. The agricultural plan will further support the preservation of the project parcels for agricultural uses and for future uses. At the end of project life, agricultural uses on the project site will continue to be retained.

### **7.2.2 Viability of Co-location of Agriculture and Solar**

Based on the Mahi Solar team’s experience with other projects across the nation, shade-thriving crops suitable for the area have been successful. As described in *Section 7.2.2* above, Mahi Solar is working with HARC to test and grow shade crops such as lettuce, basil, and arugula underneath the solar PV panels. HARC will test crops grown both hydroponically and conventionally in soil. In particular,

hydroponics is compatible with solar PV arrays because it uses significantly less water compared to conventional farming and does not require plowing the soil.

As each new agricultural use is tested at the project site in research trials or grown in the solar fields by farmers, Mahi Solar and HARC will gather data, evaluate results, and share research and analysis on its test crops with other farmers and solar farm operators. This will help farmers and ranchers learn and modify their work in an iterative process. The findings of this operation also will support farmers and solar developers by establishing new and more productive ways of using Hawai'i's agricultural land as a compatible use for farming and renewable energy. This partnership and co-location of these resources will also help the state to meet its clean renewable energy and food sustainability policies and goals.

### **7.2.3 Biological Resources**

As discussed in *Section 4.4*, a suitable habitat survey for these special species was conducted to determine the likelihood of their presence in the project area (SWCA, 2020). The O'ahu 'elepaio is an endemic forest bird that is known to occur in a wide range of native and introduced forest types. Suitable nest and forage habitat for O'ahu 'elepaio occurs where the project area borders O'ahu 'elepaio critical habitat (*Figure 4.6*). Although this critical habitat borders the study area, not all of it is occupied. The closest O'ahu 'elepaio occupied habitat occurs approximately 2,723 feet inside the critical habitat boundary where it joins with the project area. Direct impacts to these species could occur during the breeding season (January to July) if a tree containing an active nest is removed. If O'ahu 'elepaio use trees within the project area for nesting, site clearing would result in O'ahu 'elepaio relocation to adjacent forest areas that provide suitable nesting habitat. To minimize potential impacts, the site will be monitored for the presence of O'ahu 'elepaio prior to the trimming or removal of trees.

Pueo are found throughout the main Hawaiian Islands and may use the project area for nesting and foraging. The owls could forage throughout the entire study area and could nest in the shrublands and grasslands. Little is known about the breeding biology of the pueo, but nesting occurs throughout the year (SWCA, 2020). Nests are made on the ground. Direct impacts could occur during vegetation removal if a nest is damaged or if chicks are separated from adults. Indirect effects could occur from removal of foraging and nesting habitat, though this would be minor due to the limited availability of adjacent foraging and nesting habitat. Pueo have also been known to become entangled in barbed-wire fences. To minimize potential impacts to these species, the site will be monitored for the presence of pueo prior to construction related clearing and the trimming or removal of trees. In addition, barbed-wire fencing will not be included in the construction and project design.

While no Hawaiian hoary bats were detected during the survey it is possible that bats forage over portions of the site on a seasonal and/or temporal basis and may roost in some of the larger trees within the gulches and on the edges of currently cultivated areas. The potential impact of the solar project on Hawaiian hoary bats would occur during the construction phase when the trimming or removal trees may temporarily displace bats which use vegetation as a roosting location. Therefore, clearing and grubbing of vegetation taller than 15 feet would occur outside of the bat pupping season between June 1 and September 15. To minimize potential impacts to these species, the site will be monitored for the presence of Hawaiian hoary bats prior to construction related clearing and the trimming or removal of trees.

### **7.2.4 Cultural Resources**

To complement to the consultation work conducted for the Ka Pa'akai Analysis, additional cultural practitioners and state agencies, including OHA and SHPD, were consulted with regarding cultural and historic resources within the project area and region, and the HRS Chapter 6E-42 process. Landmarks of importance include Pohakea Trail, Nā Pu'u o Honouliuli, Pu'u Ku'ua, Honouliuli Forest Reserve, and the Honouliuli National Historic Site. Additionally, gulches and valleys in the area may include cultural



resources. Historic sites in the vicinity of the project include plantation infrastructural elements and the Waiāhole Ditch (SIHP Site 2268).

Due to the disturbed nature of the project area, potential impacts to existing historical resources were of low concern. Practitioners appreciated that the project has been sited on previously disturbed areas and has been designed to ensure adequate buffers of project extents from gullies and valleys where intact biological and cultural resources may be more abundant. Further, native flora species identified during the biological surveys will be avoided; therefore, no adverse impacts are anticipated.

Concerns about access to the project area and Honouliuli uka for cultural purposes were raised, though practitioners acknowledged there are safety and security concerns. In accordance with the recommendations of the Ka Pa‘akai Analysis, consultation will be conducted with Nā Ala Hele, the State Trail and Access Program, as this trail is likely subject to the Highways Act of 1892. Mahi Solar has initiated consultation with cultural practitioners identified in the Ka Pa‘akai Analysis regarding the trail.

All historic resources identified during the reconnaissance study will be further documented in an AIS in compliance with HRS Chapter 6E-42 and in accordance with HAR Chapter 13-284 and 276. The AIS will contain a culture-historical context sufficient to support significance assessments for the documented sites. Treatment recommendations for each of the sites will also be made along with a project effects determination. The plantation infrastructural elements will be documented as part of the AIS with a likely recommended treatment of “No Further Work.” SIHP Site 2268 (Waiāhole Ditch), portions of which have been previously documented outside of the current study area, will also be recorded in areas where it extends through the study area. The recommended treatment for this site will be avoidance and protection. Consultation with SHPD will be conducted to determine an appropriate AIS testing strategy. Upon completion of the survey, an AIS will be submitted to SHPD for review and concurrence.

During construction, an unanticipated discovery plan for cultural resources will be prepared. To mitigate for potential impacts, project construction workers and all other personnel involved in construction and related activities will be informed of the possibility of inadvertent cultural finds, including human remains. In the event that any potential historic properties are identified during construction activities, all activities will cease in that area and the SHPD will be notified pursuant to HAR Chapter 13-280 Section 3. Pursuant to HRS Chapter 6E, in the event that iwi kūpuna are uncovered during construction operations, the contractor shall immediately suspend work and notify SHPD.

### **7.2.5 Construction Characteristics**

A modern utility-scale solar project consists of many individual components that are manufactured and delivered through a complex global supply chain. Equipment manufacturers typically source their production from multiple countries at the early stage of the project’s development. For the Mahi Solar project, the anticipated equipment manufacturers may include First Solar (a U.S. company who will provide the solar PV modules), Nexttracker (racking) and SMA (inverters). Most of these components will likely be produced in the U.S., Malaysia, Germany, Vietnam, Mexico and China. As the project design is finalized, some of the equipment and production locations may change up until construction commences in 2022.

### **7.2.6 Solar PV Panel Glare**

A Glare Study was completed for the project to assess glare resulting from the solar PV system (*Appendix H*). The study identifies sensitive viewers near the project, including the Kunia Loa Ridge Farmlands, Kunia Road (State Highway Route 750), Kalaeloa Airport, and Wheeler Army Airfield. Results of the analysis determined that no potential glare will be visible from the proposed solar

operations due to the orientation of the single-axis true tracking PV panels and distance from sensitive views to the project. As such, it was determined that no glare related impacts to airport operations, nearby structures, and motorists on Kunia Road would occur as a result of the project's development. Additionally, the heat island effect of solar panels has been studied, and there is no evidence that the presence of the solar farm will raise temperatures of the area. Refer to *Section 4.10* for further discussion relating to solar glare.

### **7.2.7 Decommissioning Plan**

The project life is estimated at 35 years. Upon decommissioning of the project, components of the PV panels will be recycled or landfilled. The PV panels used for the Mahi Solar project include cells with thin film CdTe semiconductor, of which over 90 percent is recyclable. Previous research of this material has shown CdTe be non-toxic if released into the environment (NC Clean Energy, 2017 and Virginia Tech, 2019). Non-PV panel components of utility-scale solar systems, such as rackings, are made of typical construction materials including galvanized steel and/or aluminum. Inverters may contain fluids associated with cooling systems, while the transformers contain non-toxic fluid such as mineral oil or a biodegradable vegetable oil. Exposure to toxic chemicals related to the project is not anticipated and materials used for operation of the system is not expected to pose health or environmental dangers.

Solar panels and other components, such as inverters and substation components, are expected to retain value and may be resold on the solar resale market. Structural components that cannot be reused will be scrapped and recycled at a recycling facility. Concrete will be broken up into transportable sized pieces by a hydraulic hoe ram, then transported to a location for re-use in road base. Refer to *Section 4.11* for additional information on hazardous materials, and *Section 5.1* and *Appendix I* for details on the project's Decommissioning Plan.

### **7.2.8 Stormwater Runoff**

Periods of heavy rainfall on the island may occur during the Kona season. As discussed in *Section 6.3*, based on the project design, no adverse effect to nearby surface water resources, including Honouliuli Stream or its tributaries, is anticipated. Grading will be limited, and the project will not significantly alter existing drainage patterns.

To mitigate for the potential stormwater runoff and erosion, the project will obtain a NPDES permit for construction activities. The project will also adhere to DPP's Water Quality Rules. State and City and County of Honolulu permits require the preparation of an ESCP, which include the identification BMPs. BMPs incorporated into the project include, but are not limited to, minimization of soil disturbance (particularly during periods of heavy rain), erosion prevention and sediment control measures (e.g., silt fencing), proper stabilization and stockpiling procedures, and other good housekeeping measures. Given the relatively short duration of construction and with implementation of BMPs as part of an approved ESCP, the potential for sedimentation or increased pollutants in stormwater runoff is expected to be minimal.

The City and County of Honolulu's new stormwater fees are currently still being vetted and have not yet been formally adopted. Should fees be required at the time of construction, Mahi Solar will adhere to all applicable City and County of Honolulu regulations.

### **7.2.9 View Impacts**

Impacts to public viewplanes were considered in development of the project (*Section 4.9*), and a view study was also conducted (*Appendix G*). The solar farm will be developed on agricultural lands and will not be visible from distant viewsheds articulated in the Central O'ahu SCP and 'Ewa DP. As shown in the view study, views from Kunia Road towards the Wai'anae Range will not be impacted. The project will have a relatively low profile and will run with the existing topography of the land.

The project design will meet AG-1 Restricted Agricultural District development standards to the extent possible, as established in Section 21-3.130-1 of the LUO. At peak elevation, the panels will be no more than 12 feet above ground level. Views of the solar panel racks, therefore, will be primarily blocked along Kunia Road by existing berms (*Appendix G*). Where the solar PV panels may be slightly visible, landscaping will be incorporated on top of the existing berm to enhance screening.

The project will be most visible from areas along Pālāwai Street. Mahi Solar has conducted outreach with the farmer lessees of the Kunia Loa Ridge Farmlands who work near Pālāwai Street to discuss the project. Landscaping will be added to areas along this project boundary to provide some screening and to break up views of the solar project.

Additional landscaping, including low visual screen plants discussed in *Section 3.4.3* will be integrated throughout the project to provide privacy and screen distant views. With the implementation of these mitigation measures, adverse impacts to visual resources within the vicinity are not anticipated.

### **7.2.10 Renewable Energy**

The Mahi Solar project will help to significantly reduce the number of barrels of imported oil to the state. According to a GHG analysis run for the project, it is estimated that Mahi Solar will avert the consumption of 11,111,800 barrels of oil over a 25-year lifespan. As such, development of the Mahi Solar project will move the state forward in achieving its HCEI goal while also improving Hawai'i's environment by reducing GHG emissions, dependency on foreign imports of fossil fuels and associated price variations, and the environmental risk of spills during the transport and storage of fossil fuel to the state.

# References



## Chapter 8

# List of References

- Baker, H.L. et al. L.S. Land Study Bureau, University of Hawai'i. 1965. Detailed Land Classification, Island of Hawai'i.
- City and County of Honolulu, Department of Planning and Permitting. 2012. Honolulu Land Information System (HoLIS) GIS Database.
- City and County of Honolulu, Department of Planning and Permitting. 2002. *Central O'ahu Sustainable Communities Plan*.
- City and County of Honolulu, Department of Planning and Permitting. 2013. *'Ewa Development Plan*.
- Federal Emergency Management Agency. September 4, 1987. Flood Insurance Rate Map, City and County of Honolulu.
- Fehr and Peers. November 2020. *Construction Traffic Assessment for the Proposed Mahi Solar Farm*.
- Giambelluca, T.W., et. Al. 2013. *Online Rainfall Atlas of Hawai'i*. Bull. Amer. Meteor. Soc. 94, 313-316, doi: 10.1175/BAMS-D-11-00228.1, 2013.
- Giambelluca, T.W., X. Shuai, M.L. Barnes, R.J. Alliss, R.J. Longman, T. Miura, Q. Chen, A.G. Frazier, R.G. Mudd, L. Cuo, and A.D. Businger. 2014. Evapotranspiration of Hawai'i. Final report submitted to the U.S. Army Corps of Engineers—Honolulu District, and the Commission on Water Resource Management, State of Hawai'i.
- NC Clean Energy Technology Center. 2017. *Health and Safety Impacts of Solar Voltaics*.
- Power Engineers. October 2020. *Glare Analysis for the Mahi Longroad Energy Solar Project in O'ahu, Hawai'i*.
- State of Hawai'i, Department of Agriculture. 1977. Agricultural Lands of Importance to the State of Hawai'i.
- State of Hawai'i, Department of Business, Economic Development, Tourism (DBEDT). 1986. *Hawai'i State Plan Revised*.
- State of Hawai'i, Department of Business, Economic Development and Tourism, Hawai'i State Energy Office. November 2020. *Hawai'i's Energy Facts & Figures*.
- State of Hawai'i, Department of Business, Economic Development and Tourism. GIS Database: Natural Resource Conservation Service (NRCS), Land Study Bureau (LSB), Agricultural Lands of Importance to the State of Hawai'i (ALISH) Data. <http://hawaii.gov/dbedt/gis/download.htm>.



State of Hawai'i, Land Use Commission. Updated 1995. State Land Use District Map.

Stearns, Harold T. 1985. Geology of the State of Hawaii, Second Edition.

SWCA Environmental Consultants. September 2020. *Mahi Solar Project Biological Resources Report*.

SWCA Environmental Consultants. October 2020. *Mahi Solar Pueo Survey Addendum*.

U.S. Department of Agriculture, Natural Resource Conservation Service. 1972. Soil Conservation Service, in cooperation with the University of Hawaii Agricultural Experiment Station. Soil Survey of the Islands of Kauai, O'ahu, Maui, Moloka'i, and Lāna'i, State of Hawai'i.

Virginia Center for Coal and Energy Research, Virginia Tech. 2019. *Assessment of the Risks Associated with Thin Film Solar Panel Technology*.

# **Appendices**

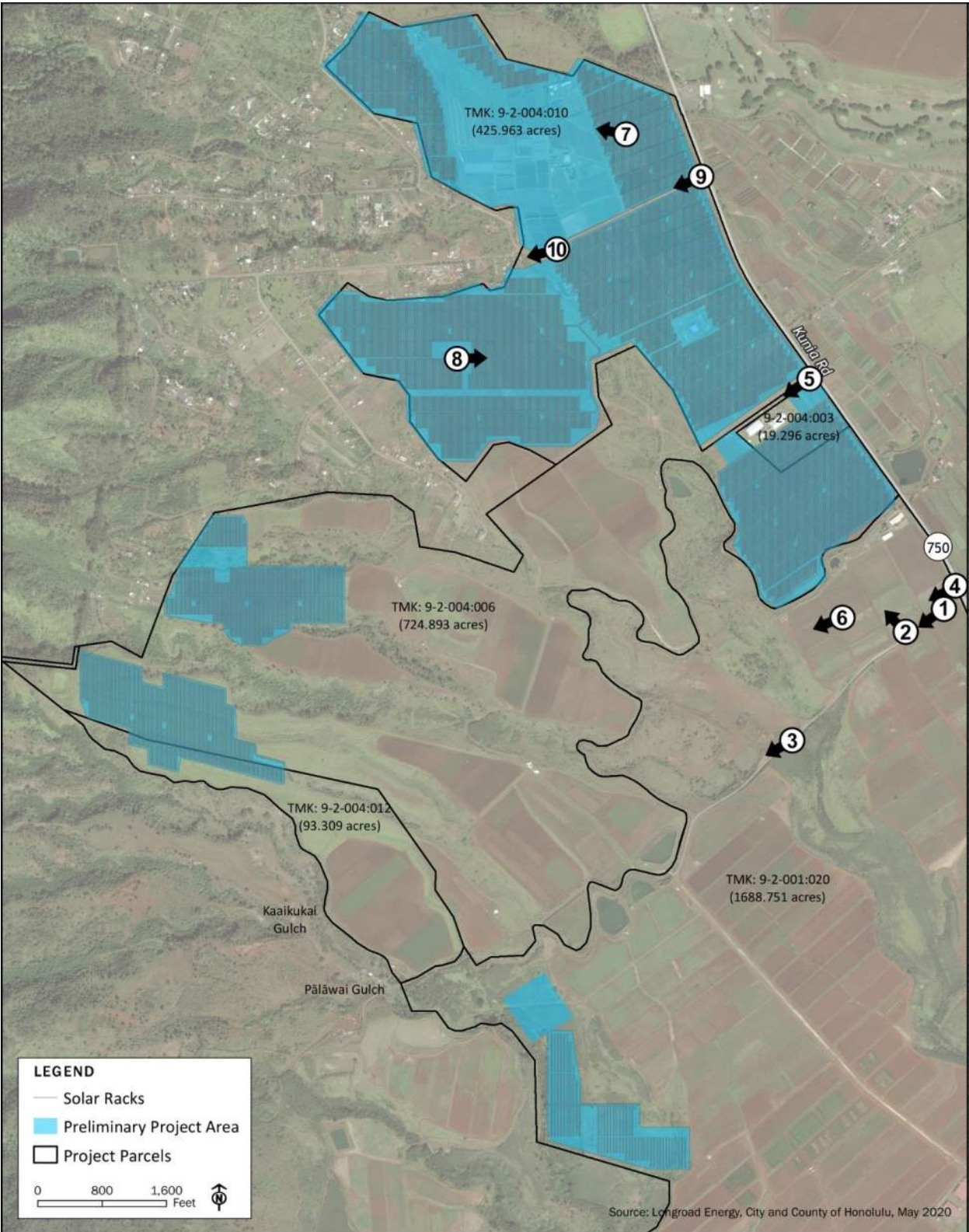


**Appendix A**

---

# **Site Photos**





Site Photo Key Mahi Solar Project







**1. Site Access #1 at Plantation Road Looking West (July 2020)**



**2. Site Access #1 at Plantation Road Looking North, Ag Structures in view (July 2020)**





**3. Plantation Road within Parcel 020 Looking West Towards Areas 1 & 2 (July 2020)**



**4. Kunia Road and Plantation Road, Looking West Towards Project Site (August 2020)**





**5. Site Access #2, Looking West (June 2019)**



**6. Existing Agricultural Area on TMK 9-2-004:010 looking West (July 2020)**





**7. Existing Ag on TMK 9-2-004:010, View from Future Area4C Looking West (July 2020)**



**8. Fallow Agricultural Land on TMK 9-2-004:010, View from Future Area4A Looking East (July 2020)**





**9. Site Access #3, Looking West (June 2019)**



**10. Pālāwai Road View Towards Kunia Loa Ridge Farm Lands Looking West (August 2020)**





Appendix B

**Site Plan and Drawings  
Prepared by Revamp Engineers and  
Walters, Kimura, Motoda, Inc.  
November 2020**



# CONTENTS

**Figure 1: Overall Site Layout**

**Figure 2: Areas 1 & 2 Site Plan Close-up**

**Figure 3: Area 3 Site Plan Close-up**

**Figure 4: Areas 4A & 4B Site Plan Close-up**

**Figure 5: Area 4C Site Plan Close-up**

**Figure 6: Area 5 Site Plan Close-up**

**Figure 7: Solar PV Panel Elevation**

**Figure 8: BESS Container Elevation**

**Figure 9: Substation Elevation**

**Figure 10: Switchyard Elevation**

**Figure 11: Control Enclosure Elevation**

**Figure 12: Alternative Gen-Tie Alignment and Site Layout**

**Figure 13: Overall Landscape Site Plan – Areas 2, 3, 4A, 4B, and 4C**

**Figure 14: Overall Landscape Plan – Areas 1 and 5**

**Figure 15: Area 1 Conceptual Landscape Plan**

**Figure 16: Area 2 Conceptual Landscape Plan**

**Figure 17: Area 3 Conceptual Landscape Plan**

**Figure 18: Area 3 and 4B South at Site Access #2 Conceptual Landscape Plan**

**Figure 19: Area 4A Conceptual Landscape Plan**

**Figure 20: Area 4B at Site Access #3 Conceptual Landscape Plan**

**Figure 21: Area 4C Conceptual Landscape Plan**

**Figure 22: Typical Landscape Condition: Treatment “A” and “B”**

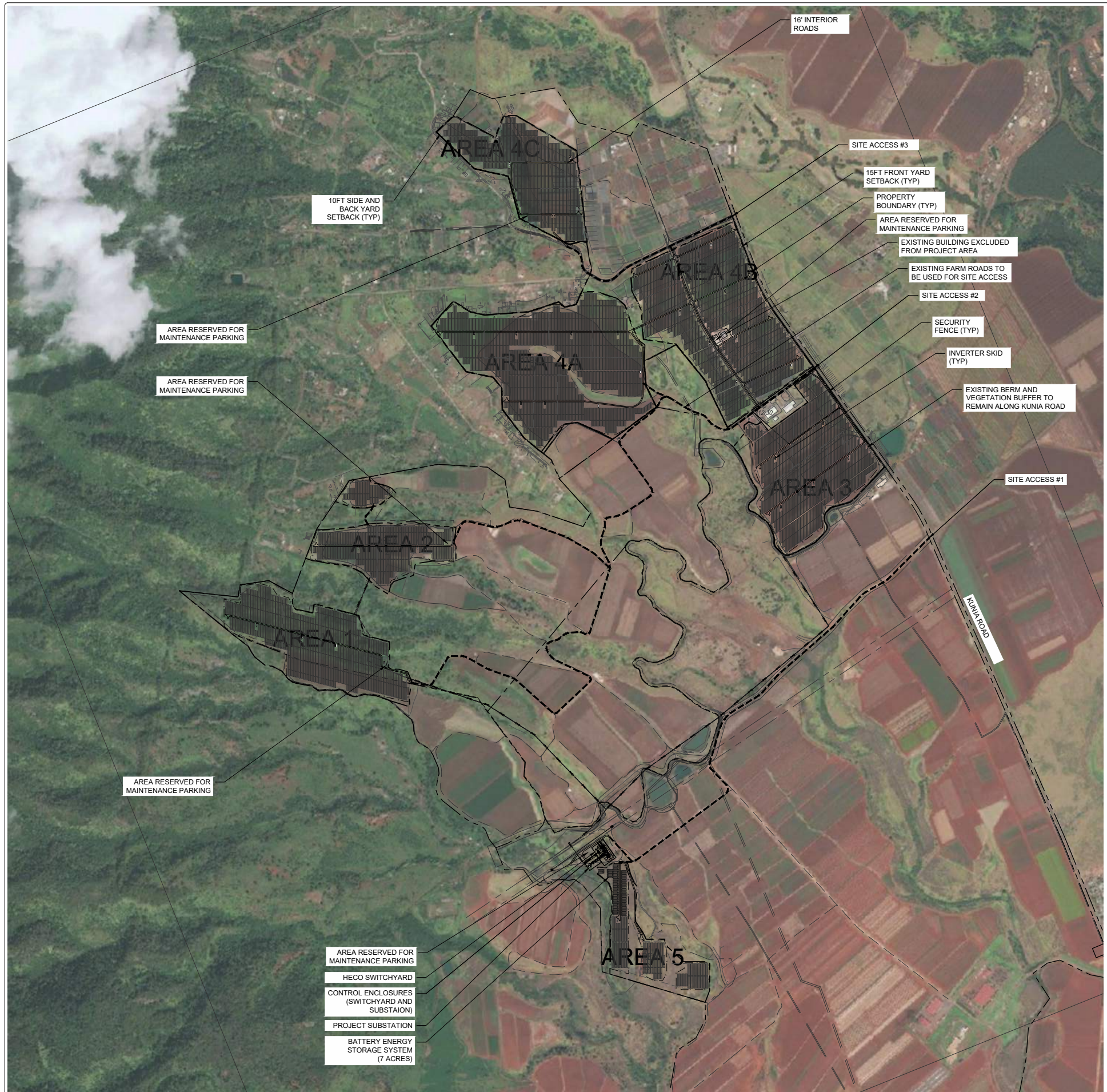
**Figure 23: Landscape Plant Palette – Small Trees**

**Figure 24: Landscape Plant Palette – Low Visual Buffer**

**Figure 25: Circulation Plan**







**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

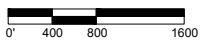
**PV SYSTEM SPECIFICATIONS:**

SYSTEM STC DC RATING (MW)	162.26
SYSTEM AC CAPACITY (MW)	134.40
SYSTEM AC RATING AT POI (MW)	120.00
DC/AC RATIO AT INVERTER	1.21
DC/AC RATIO AT POI	1.35
MODULE MODEL	FIRST SOLAR S6
MODULE STC DC RATING (W)	475 435
MODULE COUNT	213456 139920
MODULES PER STRING	6 6
STRING COUNT	35576 23320
16 STRING TABLE COUNT	2009 1257
8 STRING TABLE COUNT	429 401
INVERTER MODEL	SMA 4200
INVERTER RATING @35 °C (MW)	4.20
QUANTITY OF INVERTERS	32
TRANSFORMER RATING @50°C / 35°C (MVA)	4.20
QUANTITY OF TRANSFORMERS	32
DC SYSTEM VOLTAGE (V)	1500
RACKING SYSTEM	NEXTRACKER GEMINI
MODULE TILT	+/- 50°
AZIMUTH	0°
GCR	VARIABLES
ROW-TO-ROW SPACING (LF)	VARIABLES
ASHRAE 2% DESIGN BULB TEMP MAX (°C)	31.6
ASHRAE EXTREME ANNUAL MEAN MINIMUM DRY-BULB TEMP	12.7
ROADS (L.F.)	33727
FENCING LENGTH (L.F.)	61917
FENCING AREA (ACRES)	491

	SYSTEM STC DC RATING (MW)	SYSTEM AC CAPACITY (MW)	INVERTER QUANTITY	DC/AC RATIO AT INVERTER	DC/AC RATIO AT POI	GCR	ROW-TO-ROW SPACING	MODULE RATING
AREA 1	21.89	16.80	4	1.303	1.459	0.572	23.53	475
AREA 2	11.80	8.40	2	1.404	1.573	0.572	23.53	435
AREA 3 & 4B	64.84	54.60	13	1.188	1.330	0.600	22.43	475
AREA 4A	38.63	33.60	8	1.150	1.288	0.600	22.43	435
AREA 4C	19.81	16.80	4	1.179	1.321	0.620	21.71	475
AREA 5	5.29	4.20	1	1.259	1.411	0.572	23.53	475
TOTAL	162.26	134.40	32	1.21	1.35			

**LEGEND**

- PROPERTY LINE
- FENCE LINE
- ROAD
- EXISTING OVERHEAD ELECTRICAL
- OVERHEAD ELECTRICAL
- UNDERGROUND ELECTRICAL
- SETBACK
- EXISTING ROAD FOR SITE ACCESS



THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413°, -158.066°

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

REVISION ISSUE

DRAWN BY: RO CHECKED BY: AAC  
 PROJECT NO.: 20105

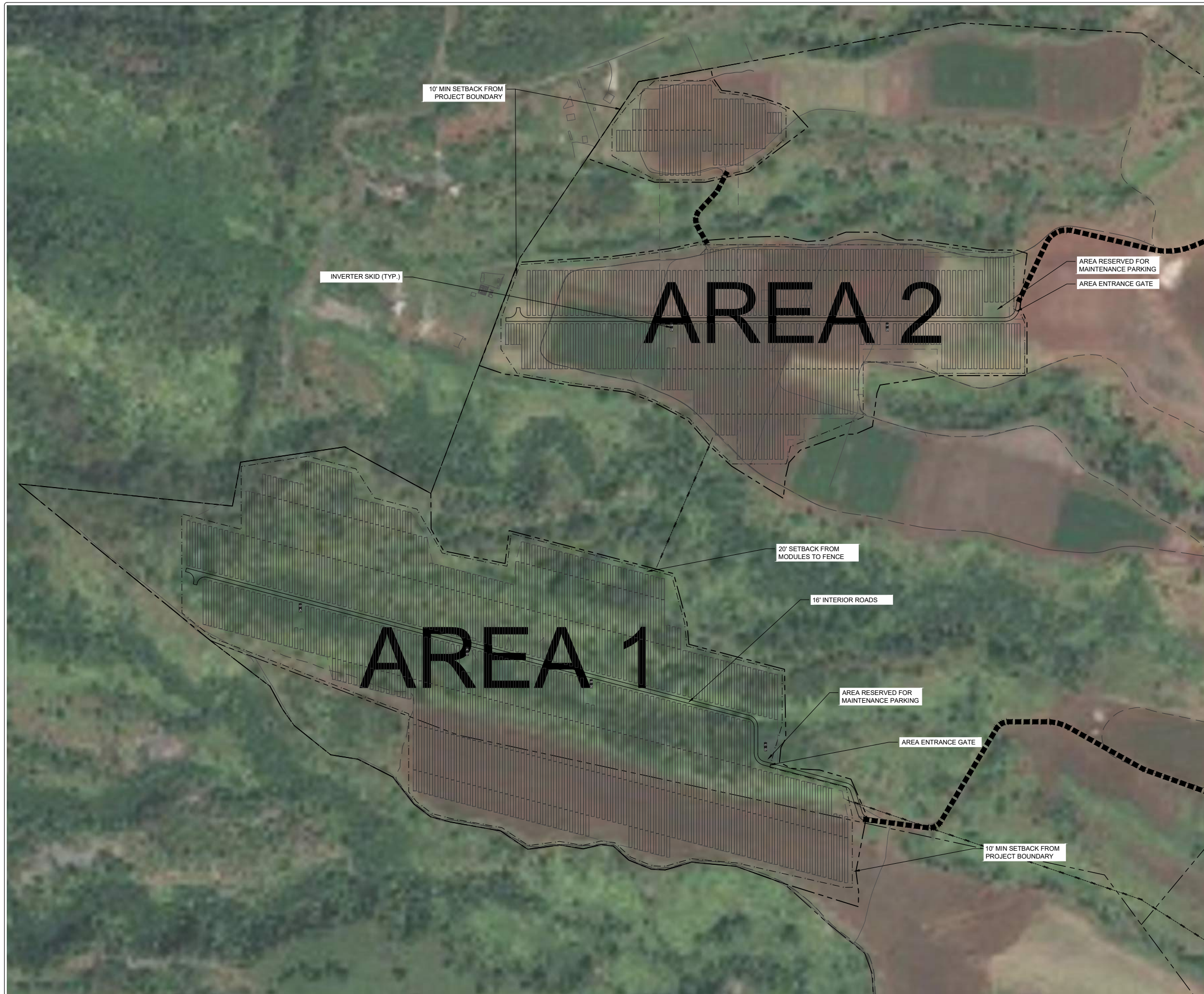
DRAWING TITLE  
**OVERALL SITE LAYOUT**

DRAWING NUMBER  
**FIGURE 1**



**PRELIMINARY - NOT FOR CONSTRUCTION**





**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**LEGEND**

- PROJECT AREA
- FENCE LINE
- ROAD
- EXISTING OVERHEAD ELECTRICAL
- OVERHEAD ELECTRICAL
- UNDERGROUND ELECTRICAL
- SETBACK
- EXISTING ROAD FOR SITE ACCESS



**MOSS SOLAR**  
**REVAMP**  
 ENGINEERING, INC.  
 1110 Nuuanu Ave.  
 Honolulu, HI 96817  
 www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413°, -158.066°

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

REVISION ISSUE

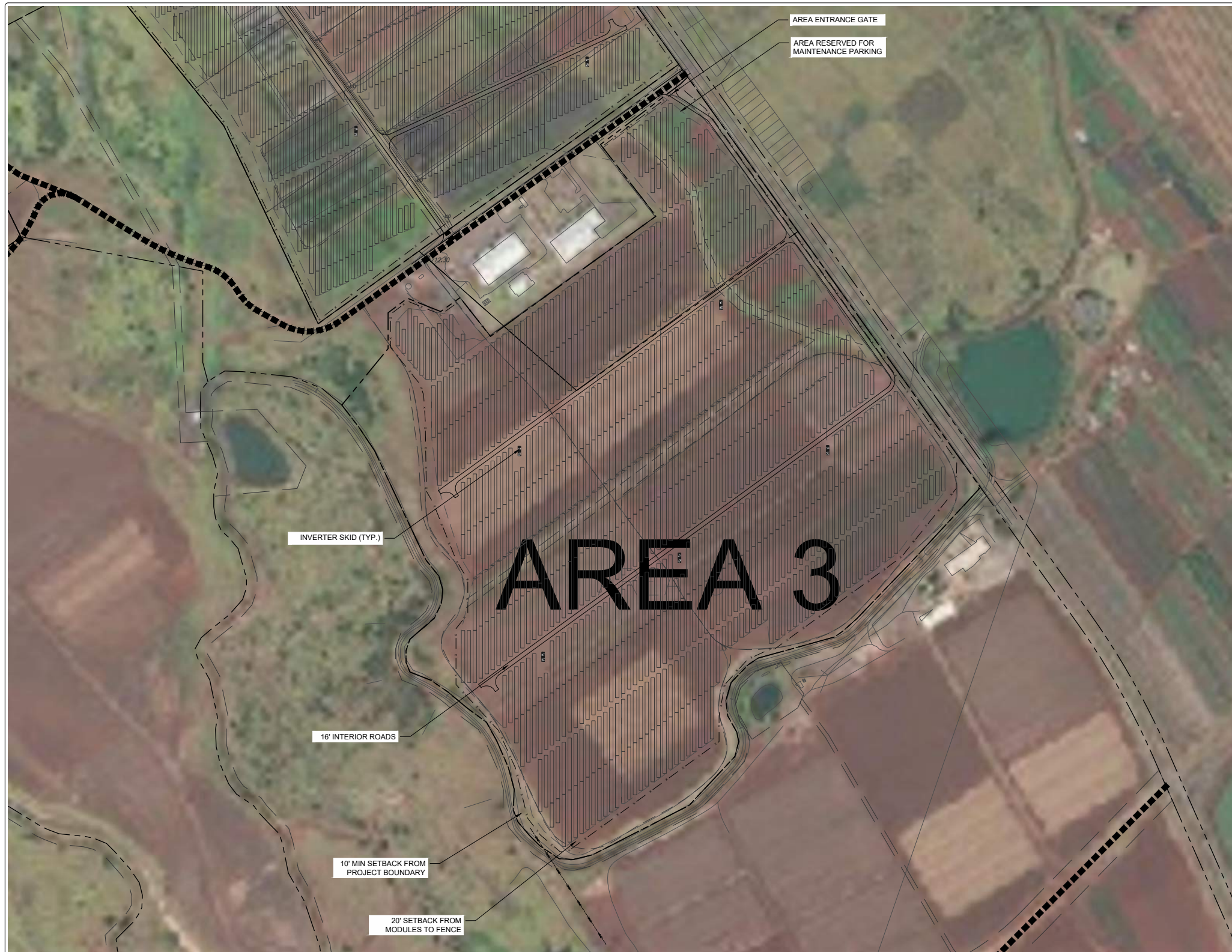
DRAWN BY: RO CHECKED BY: AAC  
 PROJECT NO.: 20105

DRAWING TITLE  
**AREAS 1 & 2**  
**SITE PLAN**  
**CLOSE-UP**

DRAWING NUMBER  
**FIGURE 2**

**PRELIMINARY - NOT FOR CONSTRUCTION**





**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**MOSS SOLAR**  
**REVAMP**  
 ENGINEERING, INC.  
 1110 Nuuanu Ave.  
 Honolulu, HI 96817  
 www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT



PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413°, -158.066°

**LEGEND**

	PROJECT AREA
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS



**PRELIMINARY - NOT FOR CONSTRUCTION**

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

**REVISION ISSUE**

DRAWN BY:RO CHECKED BY:AAC

PROJECT NO.: 20105

**DRAWING TITLE**

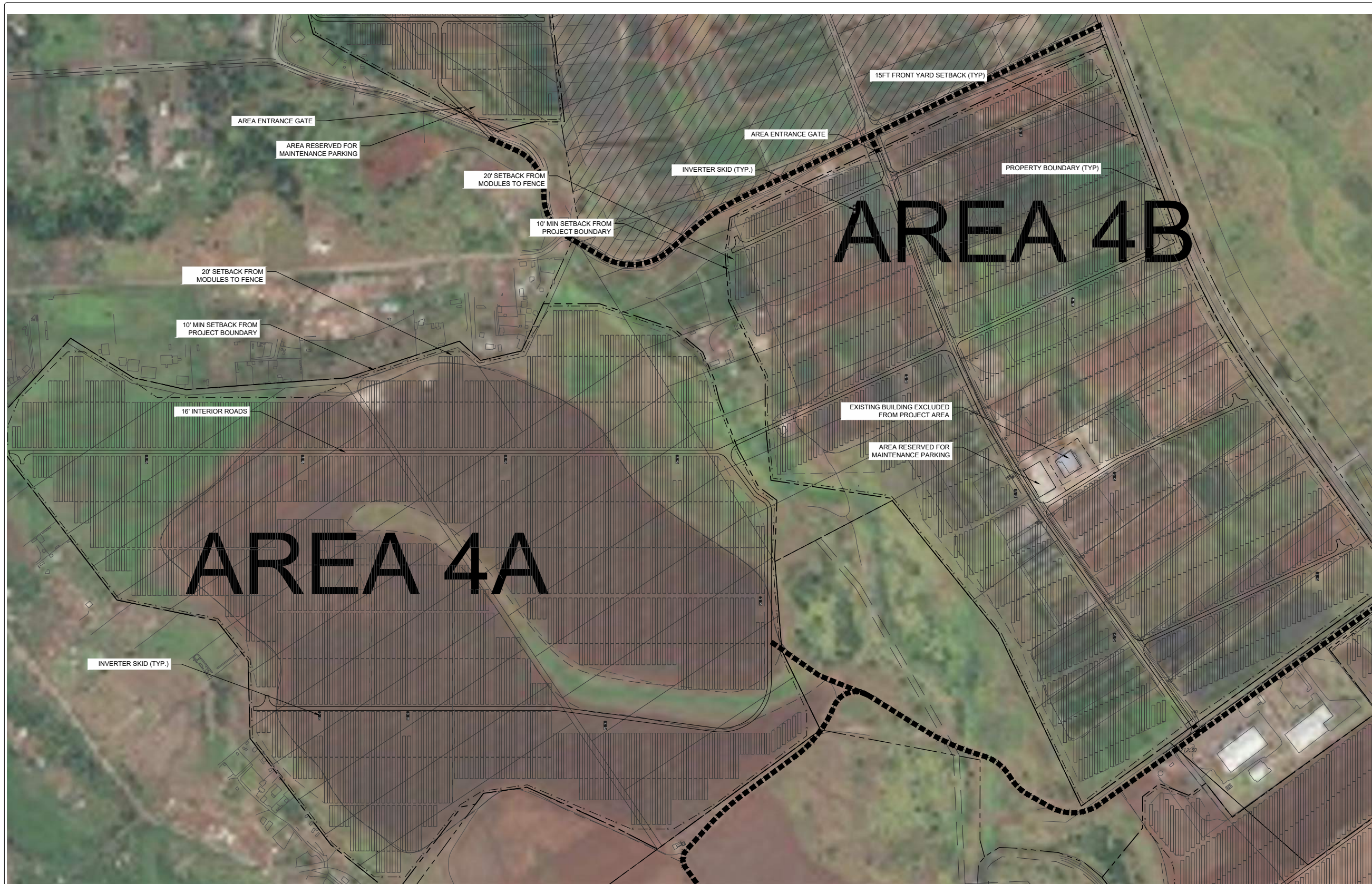
**AREA 3  
 SITE PLAN  
 CLOSE-UP**

**DRAWING NUMBER**

**FIGURE 3**







**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.



**LEGEND**

- PROJECT AREA
- - - - - FENCE LINE
- ▭ ROAD
- EXISTING OVERHEAD ELECTRICAL
- OVERHEAD ELECTRICAL
- UNDERGROUND ELECTRICAL
- - - - - SETBACK
- EXISTING ROAD FOR SITE ACCESS

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

**REVISION ISSUE**

DRAWN BY:RO CHECKED BY:AAC

PROJECT NO.: 20105

**DRAWING TITLE**  
**AREAS 4A & 4B**  
**SITE PLAN**  
**CLOSE-UP**

**DRAWING NUMBER**

**FIGURE 4**

**PRELIMINARY - NOT FOR CONSTRUCTION**





**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**MOSS SOLAR**  
**REVAMP**  
 ENGINEERING, INC.  
 1110 Nuuanu Ave.  
 Honolulu, HI 96817  
 www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413°, -158.066°

**LEGEND**

	PROJECT AREA
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS

**PRELIMINARY - NOT FOR CONSTRUCTION**

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

REVISION ISSUE

DRAWN BY: RO CHECKED BY: AAC  
 PROJECT NO.: 20105

DRAWING TITLE  
**AREA 4C SITE PLAN CLOSE-UP**

DRAWING NUMBER  
**FIGURE 5**







**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**MOSS SOLAR**  
**REVAMP**  
 ENGINEERING, INC.  
 1110 Nuuanu Ave.  
 Honolulu, HI 96817  
 www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

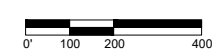


PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
 KUNIA, HAWAII  
 21.413°, -158.066°

**LEGEND**

	PROJECT AREA
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS



**PRELIMINARY - NOT FOR CONSTRUCTION**

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

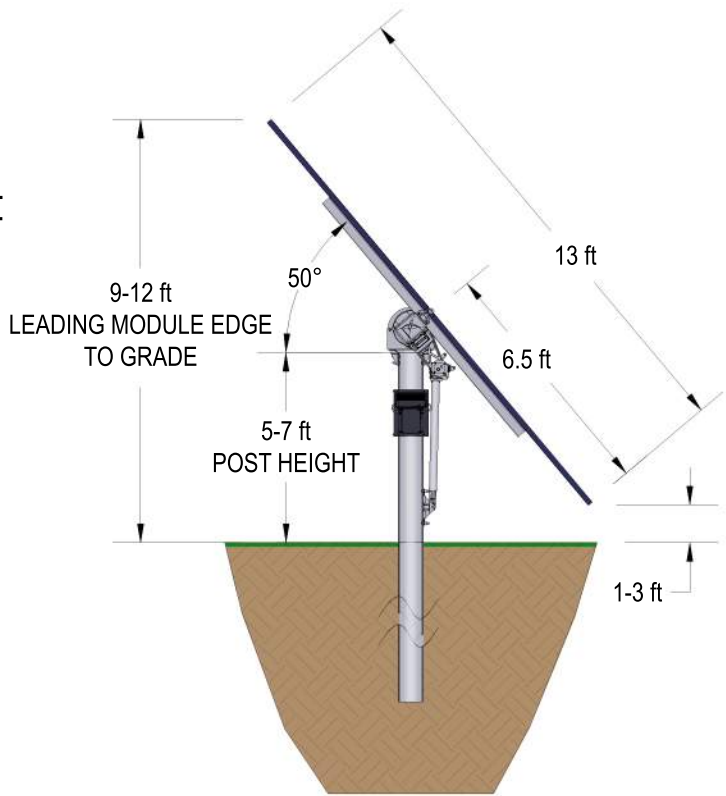
**REVISION ISSUE**

DRAWN BY: RO CHECKED BY: AAC  
 PROJECT NO.: 20105

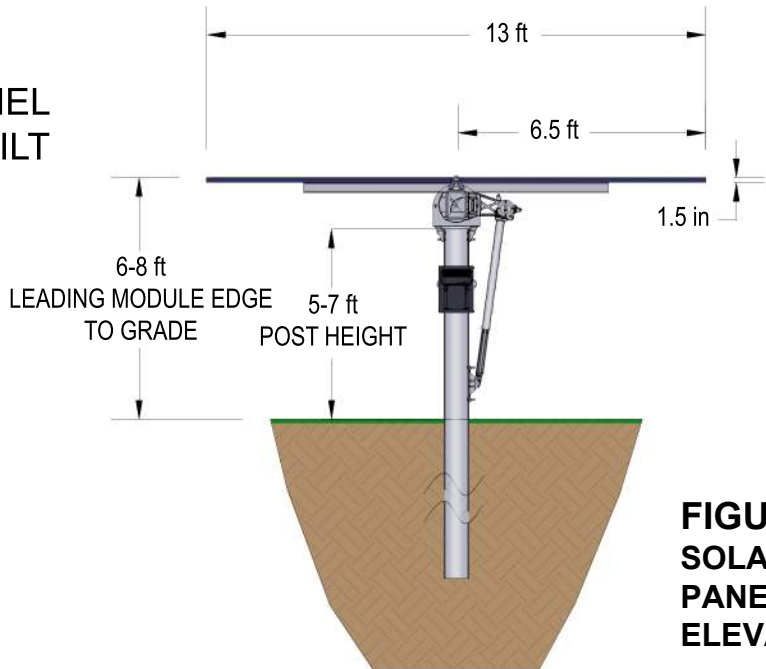
DRAWING TITLE  
**AREA 5 SITE PLAN CLOSE-UP**

DRAWING NUMBER  
**FIGURE 6**

SOLAR PANEL  
@ 50 DEG. TILT



SOLAR PANEL  
@ 0 DEG. TILT



**FIGURE 7**  
**SOLAR PV**  
**PANEL**  
**ELEVATION**





DRAWING ISSUE

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

REVISION ISSUE

DRAWN BY: RO CHECKED BY: AAC

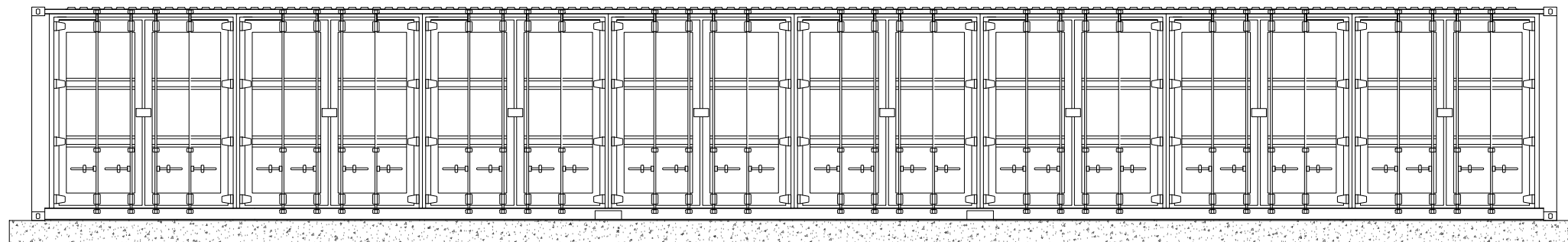
PROJECT NO.: 20105

DRAWING TITLE

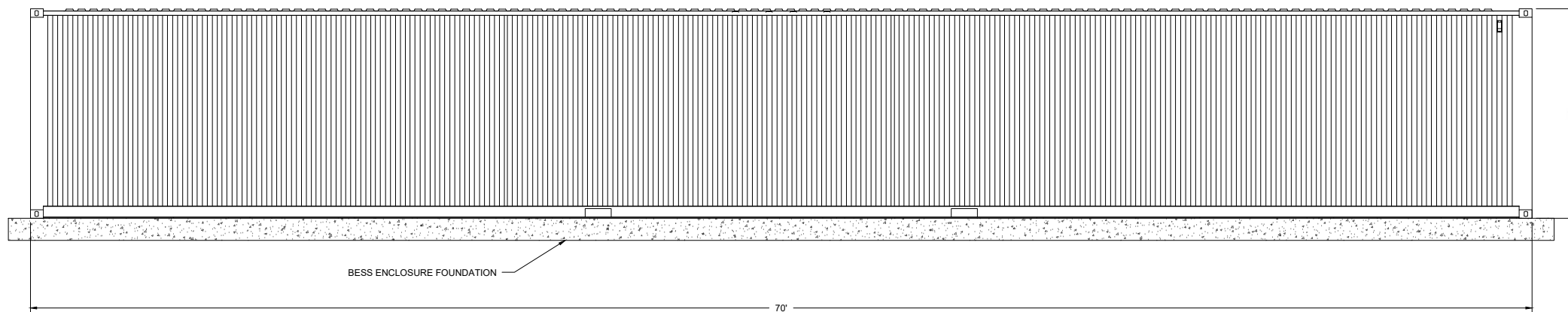
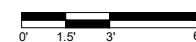
**BESS  
CONTAINER  
ELEVATION**

DRAWING NUMBER

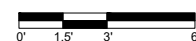
**FIGURE 8**



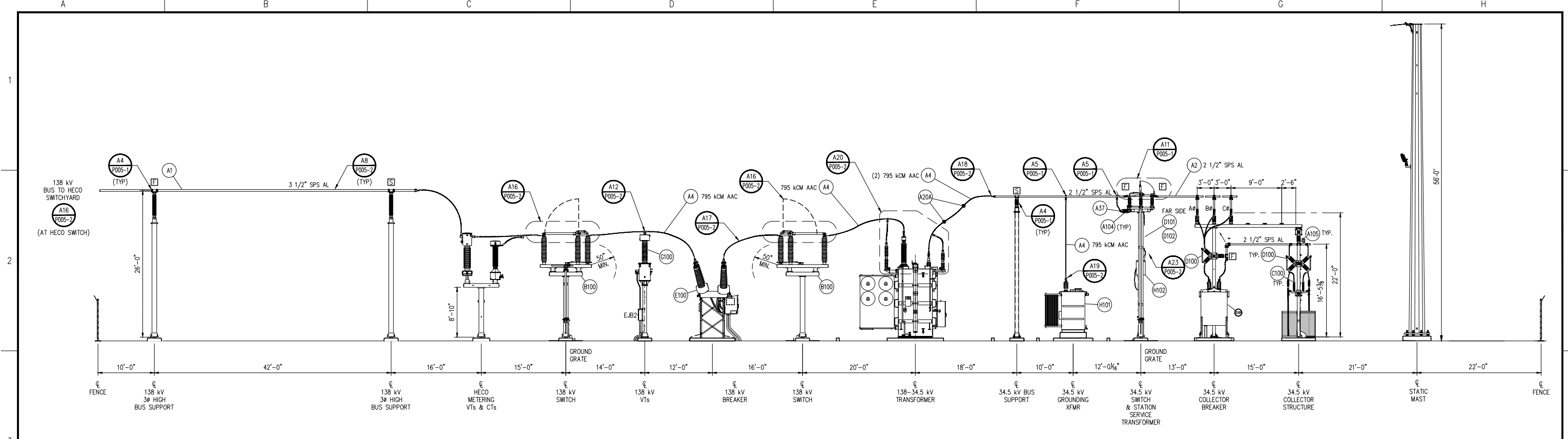
BESS ENCLOSURE FOUNDATION



BESS ENCLOSURE FOUNDATION



**PRELIMINARY - NOT FOR CONSTRUCTION**



SCALE: 1/8"=1'-0"

LEGEND	
	INDICATES DETAIL 1 INDICATES DRAWING ON WHICH DETAIL APPEARS "HOS-D-P005-1"
	INDICATES ELEVATION A INDICATES DRAWING ON WHICH ELEVATION APPEARS "HOS-D-P004-1"
	BUS SUPPORT FITTINGS: EXPANSION, FIXED, SLIP
STRUCTURE DESIGN CRITERIA	
138 kV CLEARANCE: (650 kV BIL)	
LIVE PARTS: MIN $\phi$ -G=50" MIN $\phi$ - $\phi$ =63"	
TO GRADE: 13'-0" (BUS) 25'-0" (DRIVEWAY)	
34.5 kV CLEARANCE: (200 kV BIL)	
LIVE PARTS: MIN $\phi$ -G=13" MIN $\phi$ - $\phi$ =18"	
TO GRADE: 10'-0" (BUS) 22'-0" (DRIVEWAY)	
NOTES	
1. REFER TO MATERIAL LIST, DRAWING HOS-B-2001 FOR BILL OF MATERIAL.	
2. PLACE ALL BUS SUPPORT STANDS, SWITCH STANDS, DEAD ENDS AND STATIC MASTS ON LEVELING NUTS. BUS HEIGHTS ARE FROM BOTTOM OF BASE PLATE.	
3. 6" OF SURFACE ROCK SHALL BE INSTALLED OVER SUBSTATION SURFACE, EXTENDING 5' BEYOND FENCE.	

FILE LOCATION: G:\EPCS-477 MAHI SOLAR\100 CADD\110 WORKING\111 PHYSICAL\MAS-D-P004-1-2.DWG LAST SAVED BY: rjarsen 7/28/2020 8:03 PM PLOTTED BY: Richard J. Larsen 7/28/2020 8:12 PM Tab: MAS-D-P004-1



NO	REVISION	DATE	BY	APR
A	ISSUED FOR IRS STUDY		R.J.L.	D.T.S.

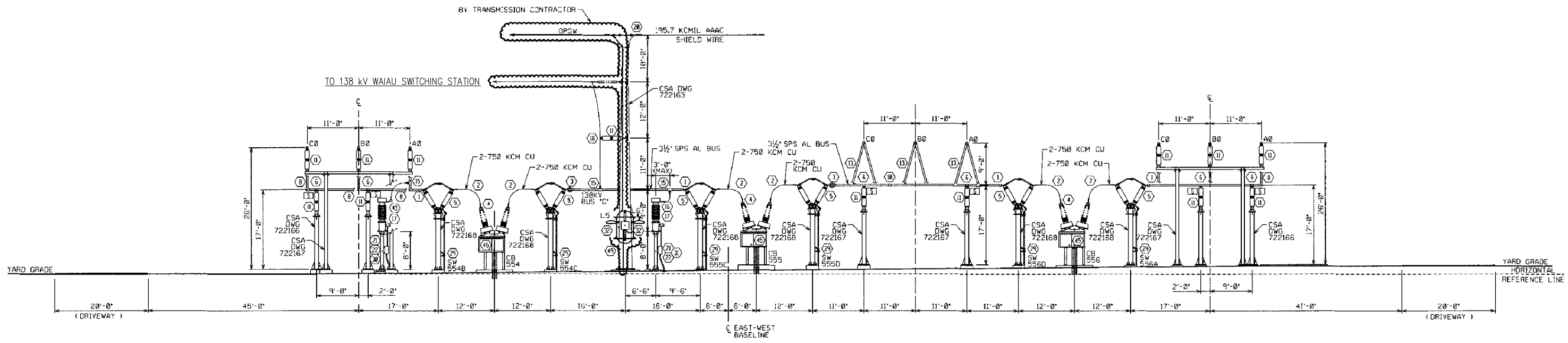


ENGINEERING RECORD		DATE
DRAWN	LARSEN	04/30/20
DESIGNED	BOSQUE	-
CHECKED	McCOMISH	-
APPROVED	McCOMISH	-

DWG SCALE: NONE 1:1 | PLOT SCALE: 1:1 F.S. 1:2 H.S.

## FIGURE 9 SUBSTATION ELEVATION

DWG. NAME: MAS-D-P004-1 REVISION NO.: A



SECTION D  
722165

NOTES

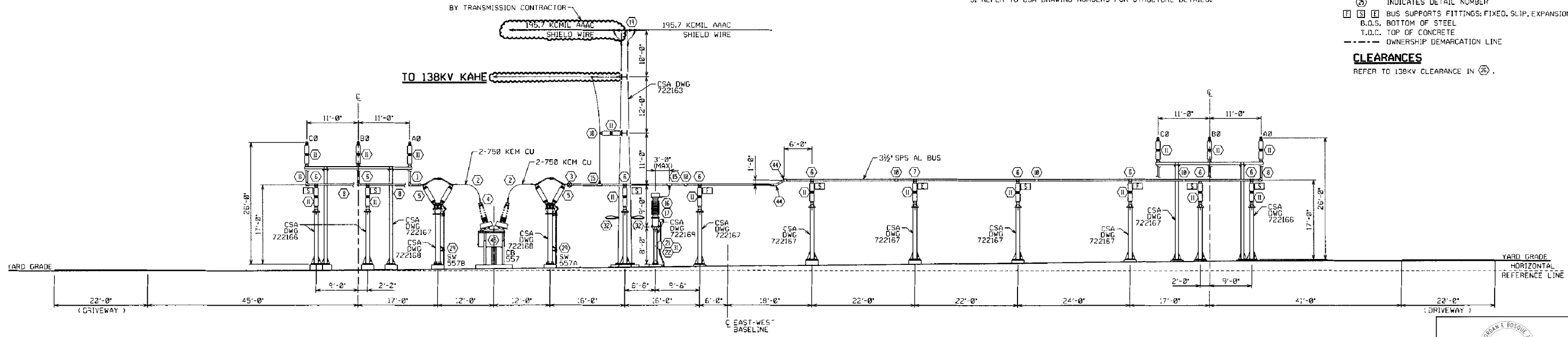
1. 397.5 KCM AAC DAMPING CONDUCTOR TO BE INCLUDED IN ALL 3.5" IPS AL BUS (12).
2. PLACE BUS SPLICES AS NEEDED, REFER TO (10). AVOID PLACEMENT IN MIDDLE THIRD OF BUS SPAN AND NEAR (14).
3. REFER TO CSA DRAWING NUMBERS FOR STRUCTURE DETAILS.

LEGEND

- (A) INDICATES CUT VIEW
- (A) DRAWING ON WHICH CUT APPEARS
- (25) INDICATES DETAIL NUMBER
- (F) (S) (E) BUS SUPPORTS FITTINGS: FIXED, SLIP, EXPANSION
- (B.O.S.) BOTTOM OF STEEL
- (T.O.C.) TOP OF CONCRETE
- OWNERSHIP DEMARCATION LINE

CLEARANCES

REFER TO 138KV CLEARANCE IN (26).



SECTION E  
722165

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION, AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION. "OBSERVATION OF CONSTRUCTION" IS DEFINED IN CHAPTER 16-115, HAWAII ADMINISTRATIVE RULES, ENTITLED "PROFESSIONAL ENGINEERING, ARCHITECTS, SURVEYORS AND LANDSCAPE ARCHITECTS".
   
 SIGNATURE: *Jordan E. Bosque* DATE: 4/30/2020 LIC. EXP. DATE:

FILE LOCATION: G:\EPCS-477 MAHI SOLAR\100 CADD\110 WORKING\111 PHYSICAL\MAS-D-P004-1-2.DWG LAST SAVED BY: rjarsen 7/28/2020 8:35 PM PLOTTED BY: Richard J. Larsen 7/31/2020 5:08 PM Tab:MAS-D-P004-2

**ECI ELECTRICAL CONSULTANTS, INC.**

NO.	REVISION	DATE	BY	DTS
A	ISSUE FOR IRS STUDY	07/28/20	R.J.L.	



ENGINEERING RECORD	DATE
DRAWN: <b>LARSEN</b>	04/30/20
DESIGNED: <b>BOSQUE</b>	-
CHECKED: <b>McCOMISH</b>	-
APPROVED: <b>McCOMISH</b>	-

DWG SCALE: NONE 1:1 PLT SCALE: 1:1 F.S. 1:2 H.S.

**FIGURE 10 SWITCHYARD ELEVATION**

DWG. NAME: MAS-D-P004-2 REVISION NO.: A

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
KUNIA, HAWAII  
21.413° , -158.066°

DRAWING ISSUE

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

REVISION ISSUE

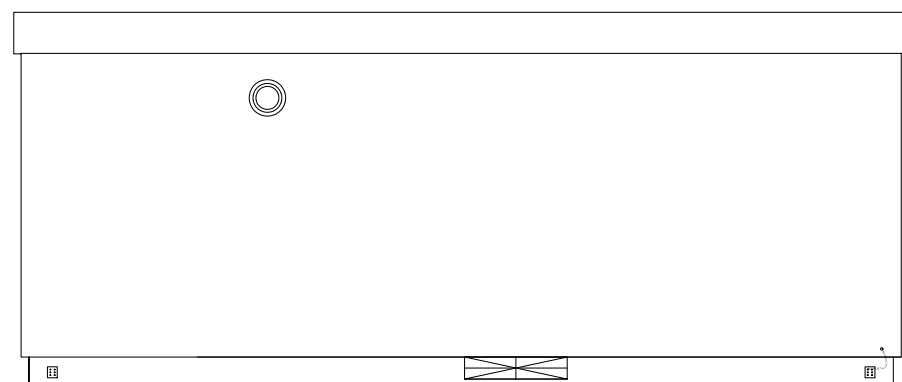
DRAWN BY:RO CHECKED BY:AAC

PROJECT NO.: 20105

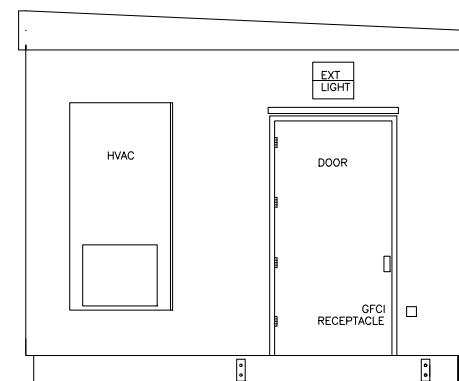
DRAWING TITLE  
**CONTROL ENCLOSURE ELEVATION**

DRAWING NUMBER

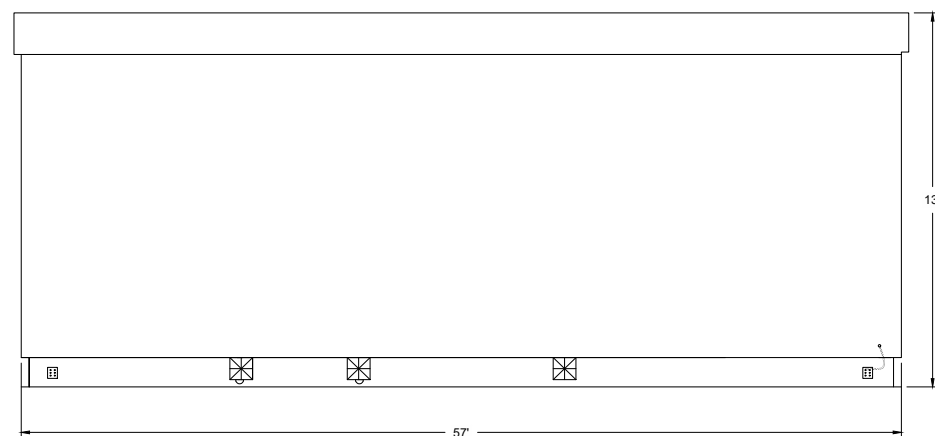
**FIGURE 11**



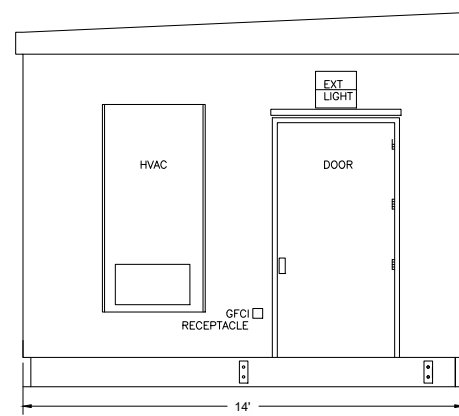
B EXTERIOR WALL ELEVATION



A EXTERIOR WALL ELEVATION



D EXTERIOR WALL ELEVATION

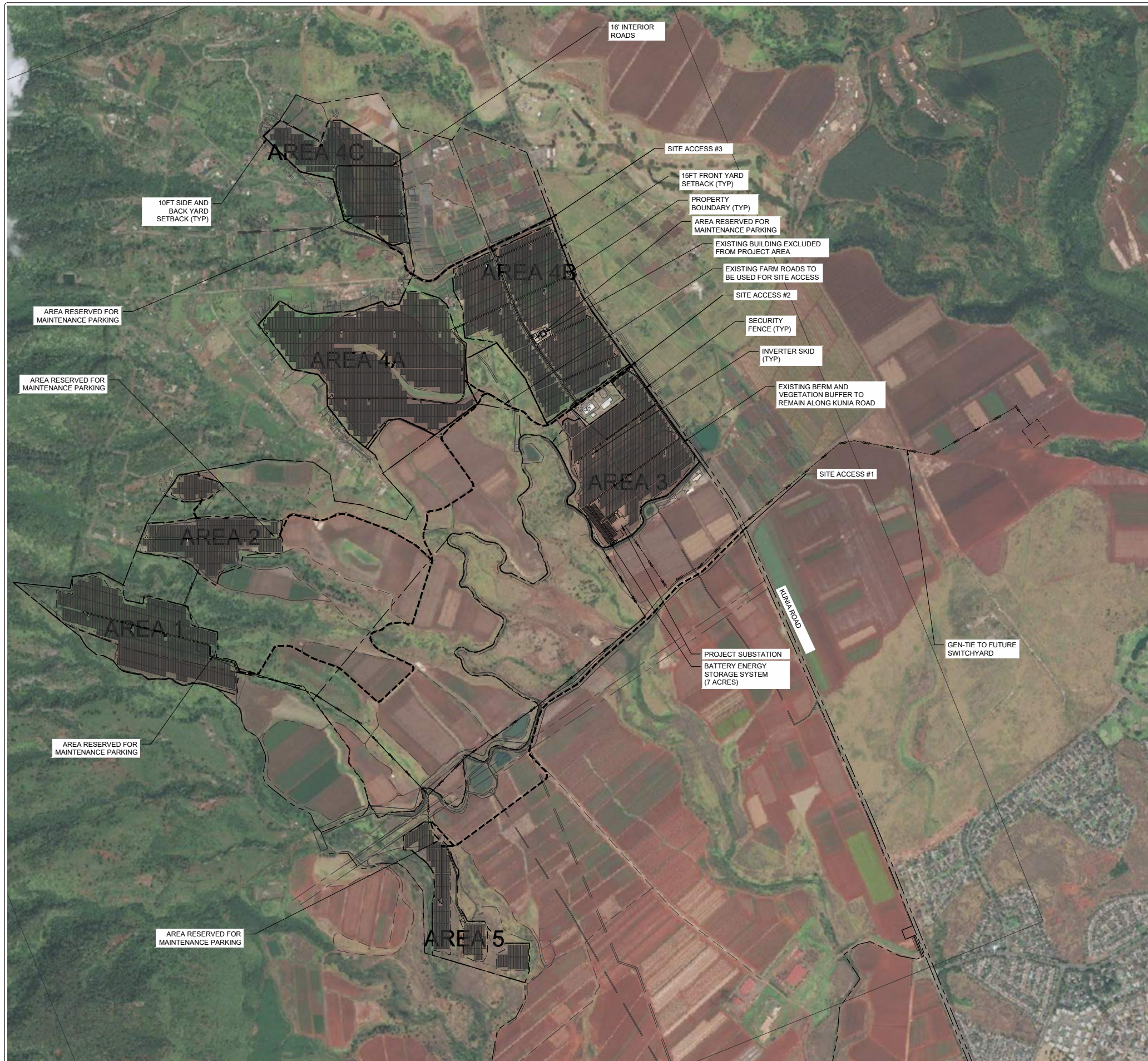


C EXTERIOR WALL ELEVATION

PRELIMINARY - NOT FOR CONSTRUCTION





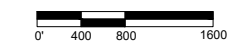


**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**LEGEND**

- PROPERTY LINE
- FENCE LINE
- ROAD
- EXISTING OVERHEAD ELECTRICAL
- OVERHEAD ELECTRICAL
- UNDERGROUND ELECTRICAL
- SETBACK
- EXISTING ROAD FOR SITE ACCESS



**REVAMP**

ENGINEERING, INC.  
1110 Nuuanu Ave.  
Honolulu, HI 96817  
www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT



PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
KUNIA, HAWAII  
21.413°, -158.066°

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP
3	11/19/2020	ALTERNATE LAYOUT
4	11/20/2020	GEN-TIE UPDATE

**REVISION ISSUE**

DRAWN BY: RO CHECKED BY: AAC

PROJECT NO.: 20105

DRAWING TITLE  
**ALTERNATIVE  
GEN-TIE  
ALIGNMENT  
AND SITE  
LAYOUT**



DRAWING NUMBER

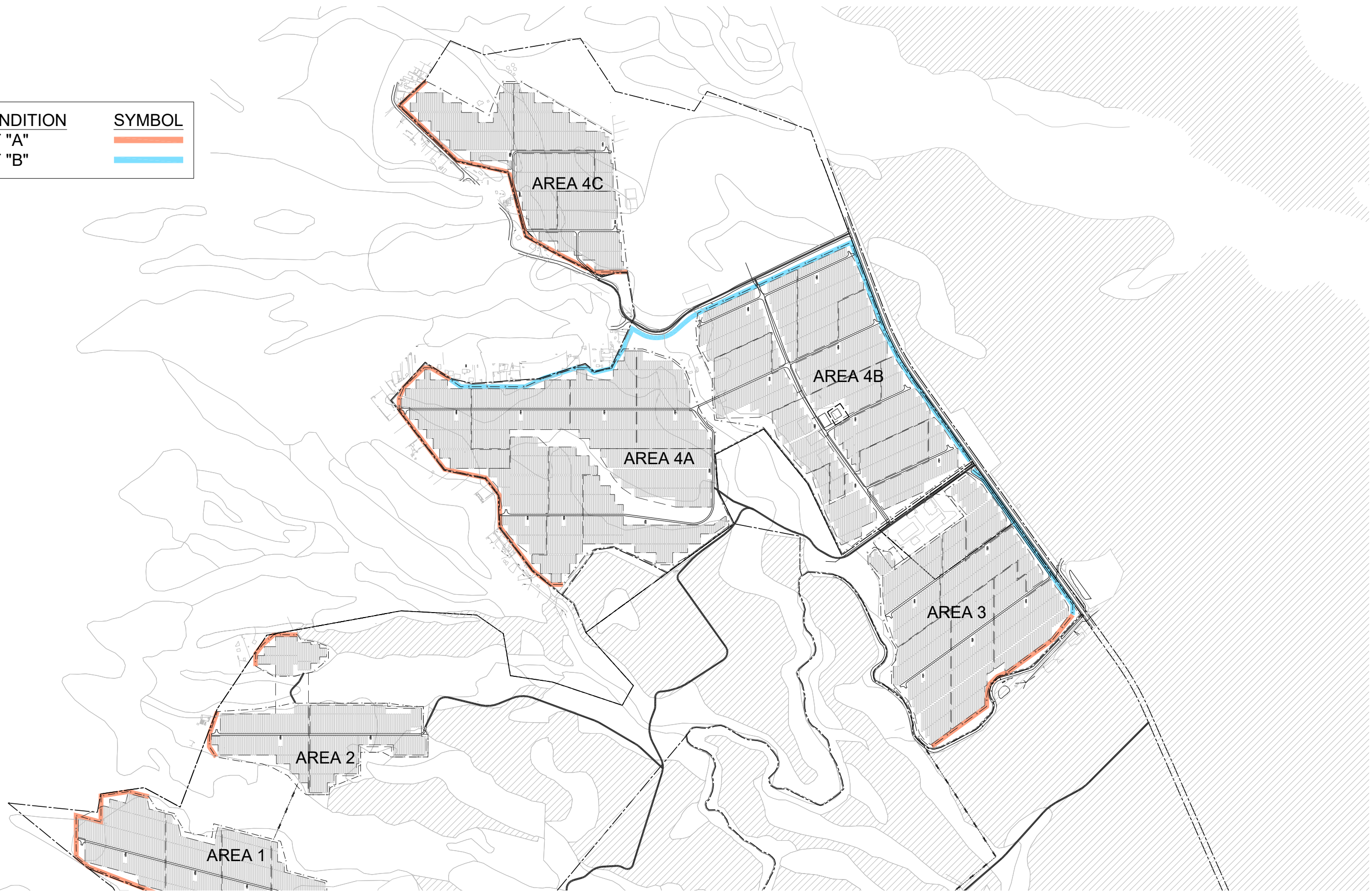
**FIGURE 12**



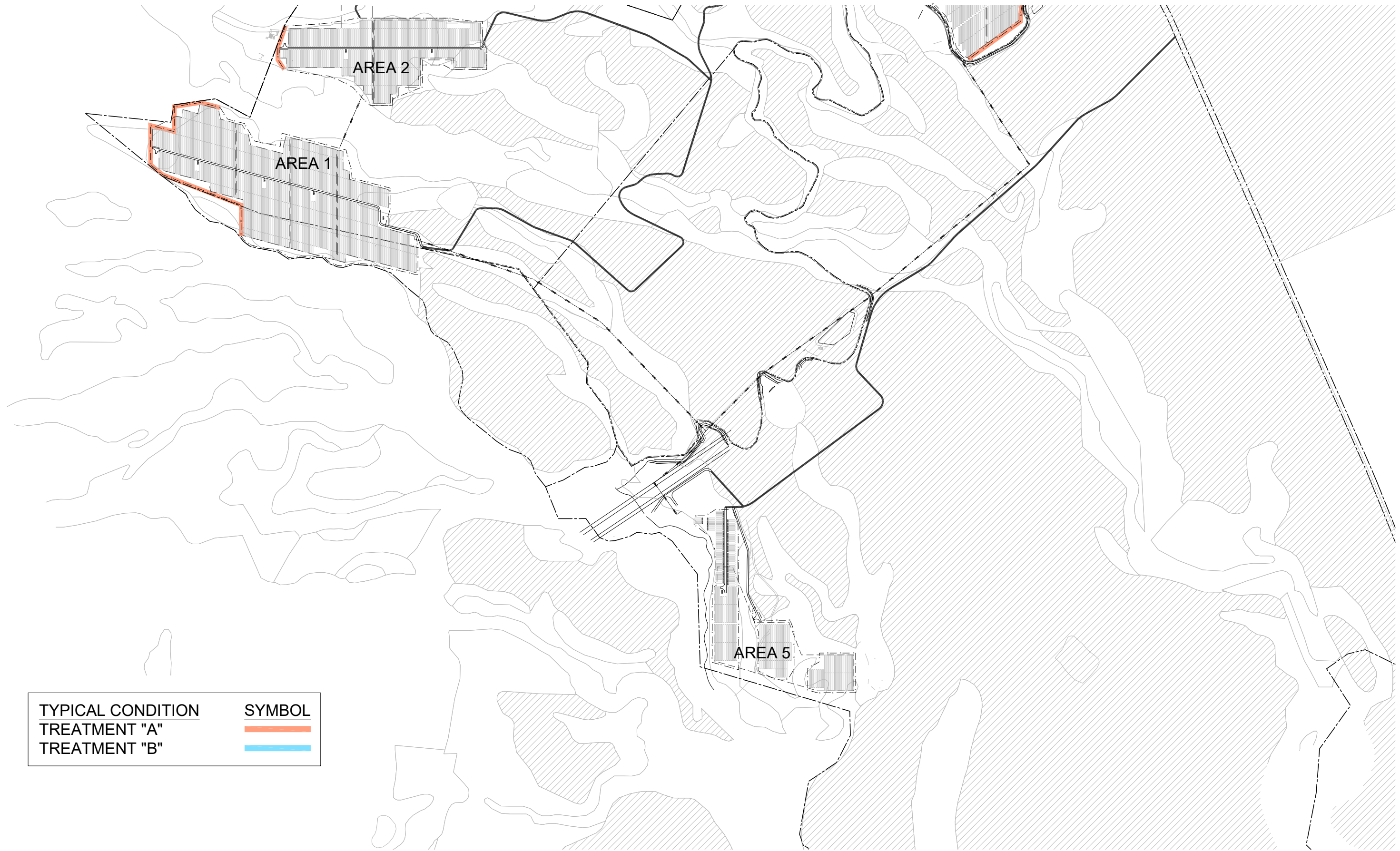
**PRELIMINARY - NOT FOR CONSTRUCTION**





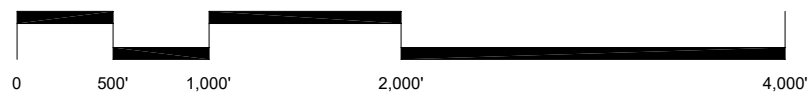
TYPICAL CONDITION	SYMBOL
TREATMENT "A"	
TREATMENT "B"	



**FIGURE 13**



TYPICAL CONDITION	SYMBOL
TREATMENT "A"	
TREATMENT "B"	



**FIGURE 14**

LANDSCAPE TREATMENT "A"  
LOW VISUAL SCREENING PLANT  
SUCH AS:  
'A'ALI'  
KULUI  
NAUPAKA KAHAKAI  
MA'O  
GROUPINGS OF 5 EA. @ 80' O.C.

AREA 2

EXISTING  
FARM ROAD  
USED FOR SITE ACCESS

PROPERTY BOUNDARY, TYP.

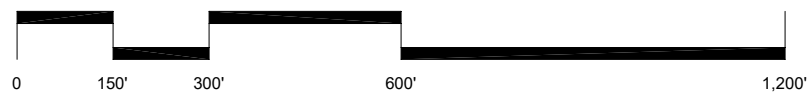
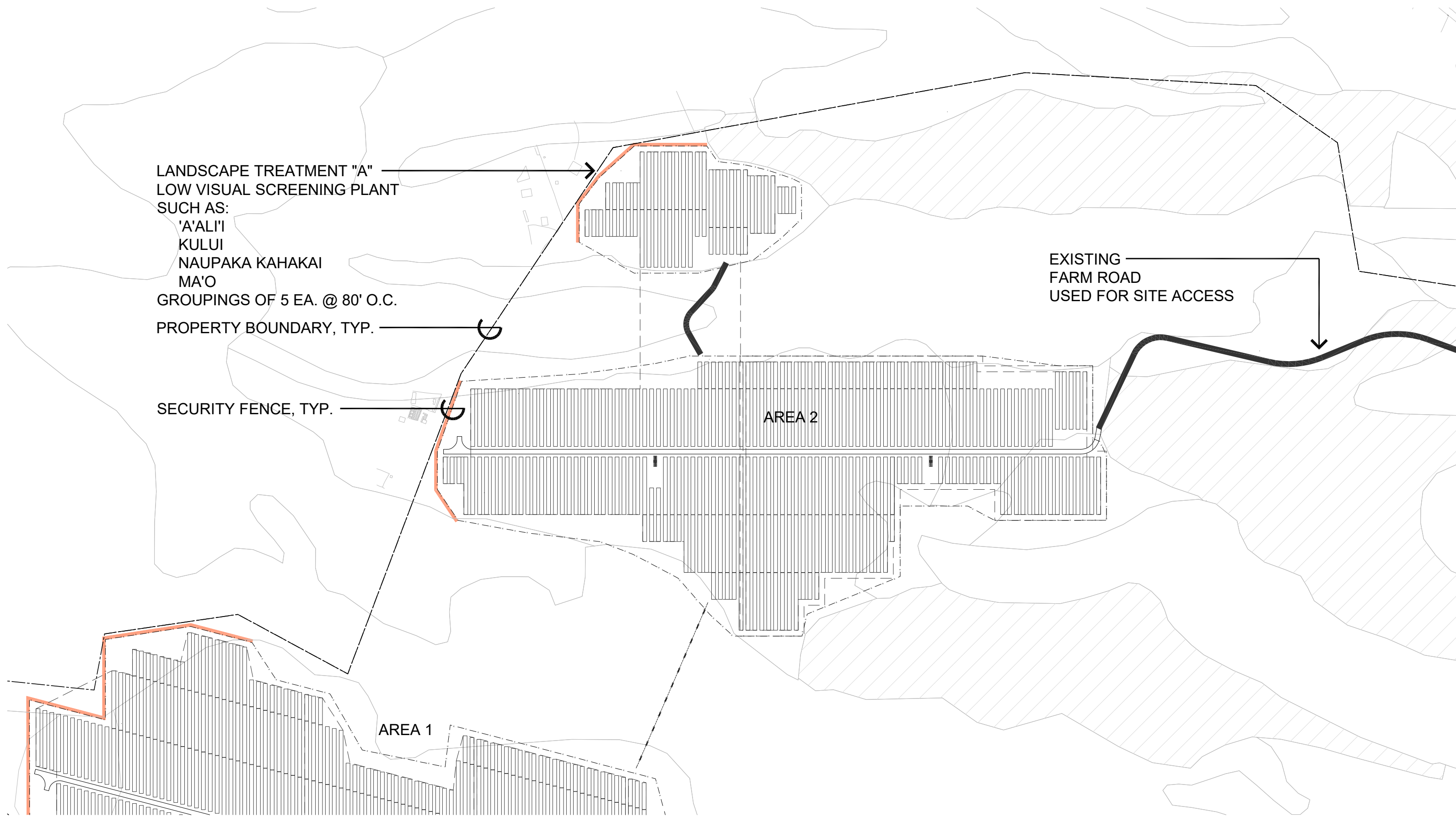
AREA 1

SECURITY FENCE, TYP.



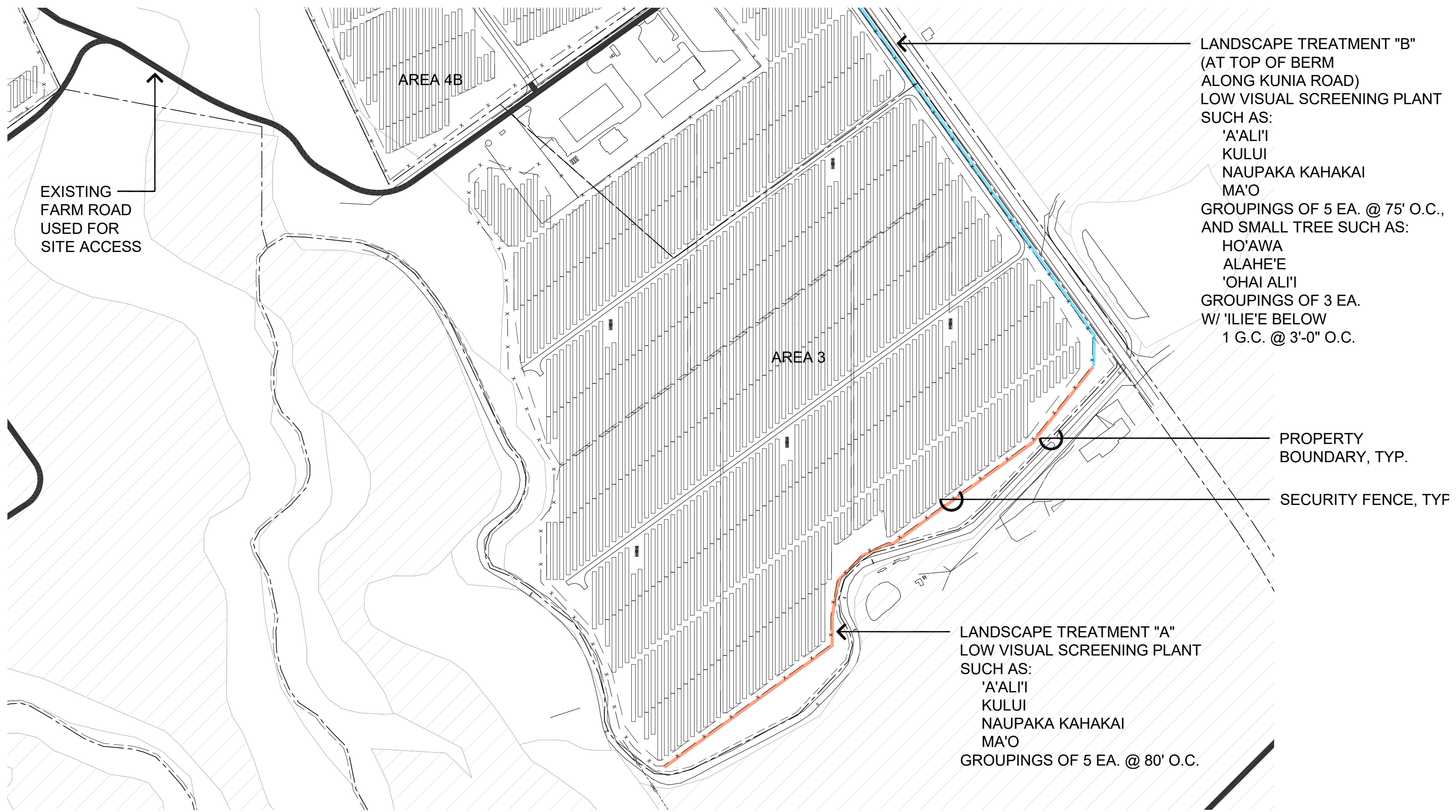
**FIGURE 15**





**FIGURE 16**





LANDSCAPE TREATMENT "B"  
 (AT TOP OF BERM  
 ALONG KUNIA ROAD)  
 LOW VISUAL SCREENING PLANT  
 SUCH AS:  
 'A'ALI'I  
 KULUI  
 NAUPAKA KAHAKAI  
 MA'O  
 GROUPINGS OF 5 EA. @ 75' O.C.,  
 AND SMALL TREE SUCH AS:  
 HO'AWA  
 ALAHE'E  
 'OHAI ALI'I  
 GROUPINGS OF 3 EA.  
 W/ 'ILIE'E BELOW  
 1 G.C. @ 3'-0" O.C.

EXISTING  
 FARM ROAD  
 USED FOR  
 SITE ACCESS

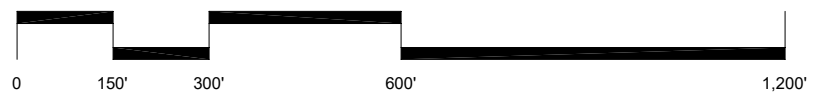
AREA 4B

AREA 3

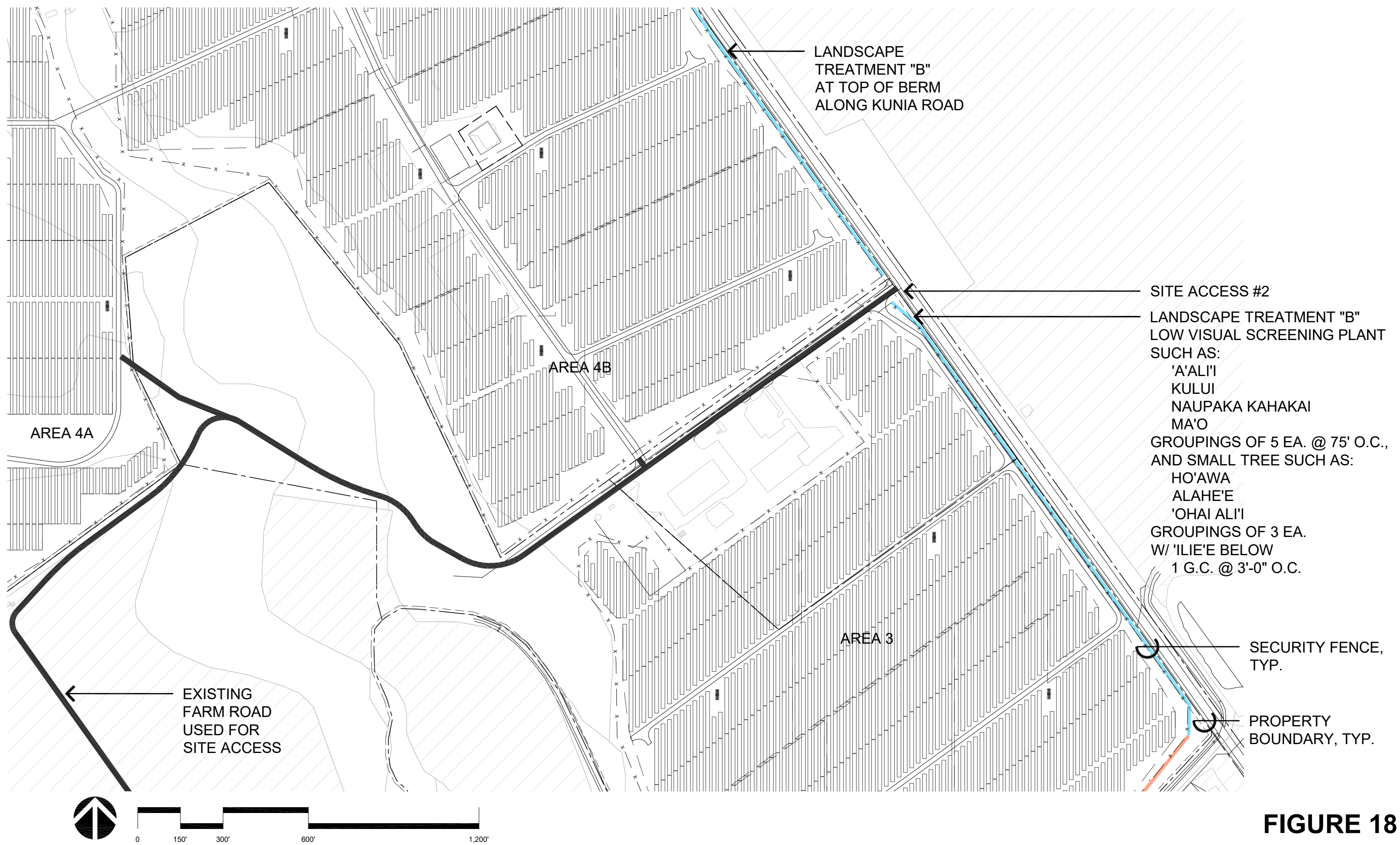
PROPERTY  
 BOUNDARY, TYP.

SECURITY FENCE, TYP

LANDSCAPE TREATMENT "A"  
 LOW VISUAL SCREENING PLANT  
 SUCH AS:  
 'A'ALI'I  
 KULUI  
 NAUPAKA KAHAKAI  
 MA'O  
 GROUPINGS OF 5 EA. @ 80' O.C.



**FIGURE 17**



**FIGURE 18**

LANDSCAPE TREATMENT "B"  
 LOW VISUAL SCREENING PLANT  
 SUCH AS:  
 'A'ALI'I  
 KULUI  
 NAUPAKA KAHAKAI  
 MA'O

GROUPINGS OF  
 5 EA. @ 75' O.C.,  
 AND SMALL TREE  
 SUCH AS:  
 HO'AWA  
 ALAHE'E  
 'OHAI ALI'I  
 GROUPINGS OF 3 EA.  
 W/ 'ILIE'E BELOW  
 1 G.C. @ 3'-0" O.C.

LANDSCAPE TREATMENT "A"  
 LOW VISUAL SCREENING PLANT  
 SUCH AS:  
 'A'ALI'I  
 KULUI  
 NAUPAKA KAHAKAI  
 MA'O  
 GROUPINGS OF 5 EA. @ 80' O.C.

PROPERTY BOUNDARY,  
 TYP.

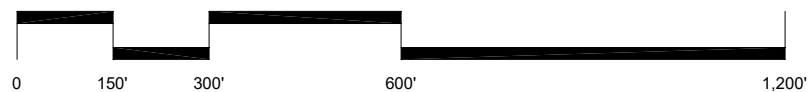
SECURITY FENCE,  
 TYP.

SECURITY  
 FENCE, TYP.

AREA 4B

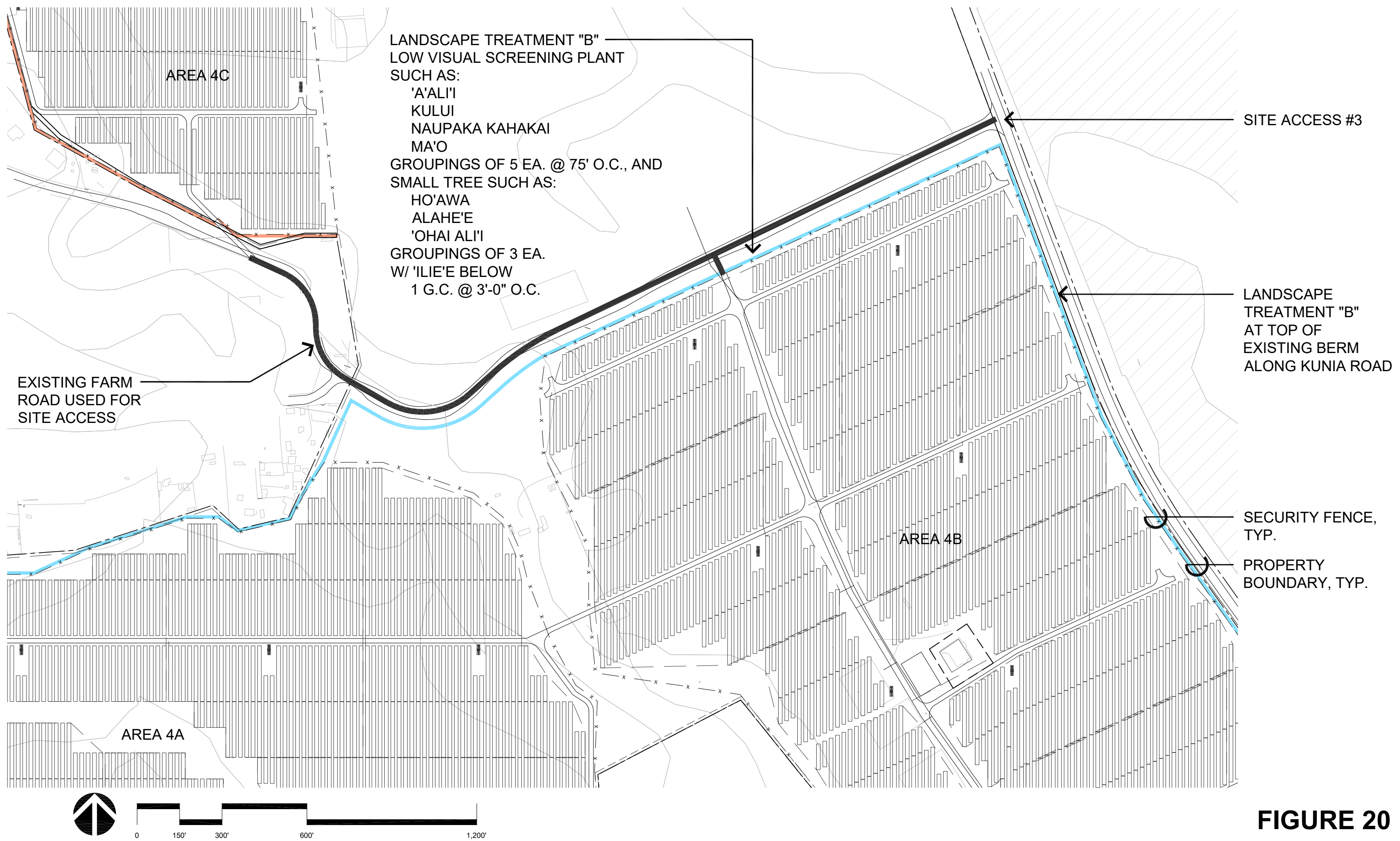
AREA 4A

EXISTING  
 FARM ROAD  
 USED FOR  
 SITE ACCESS

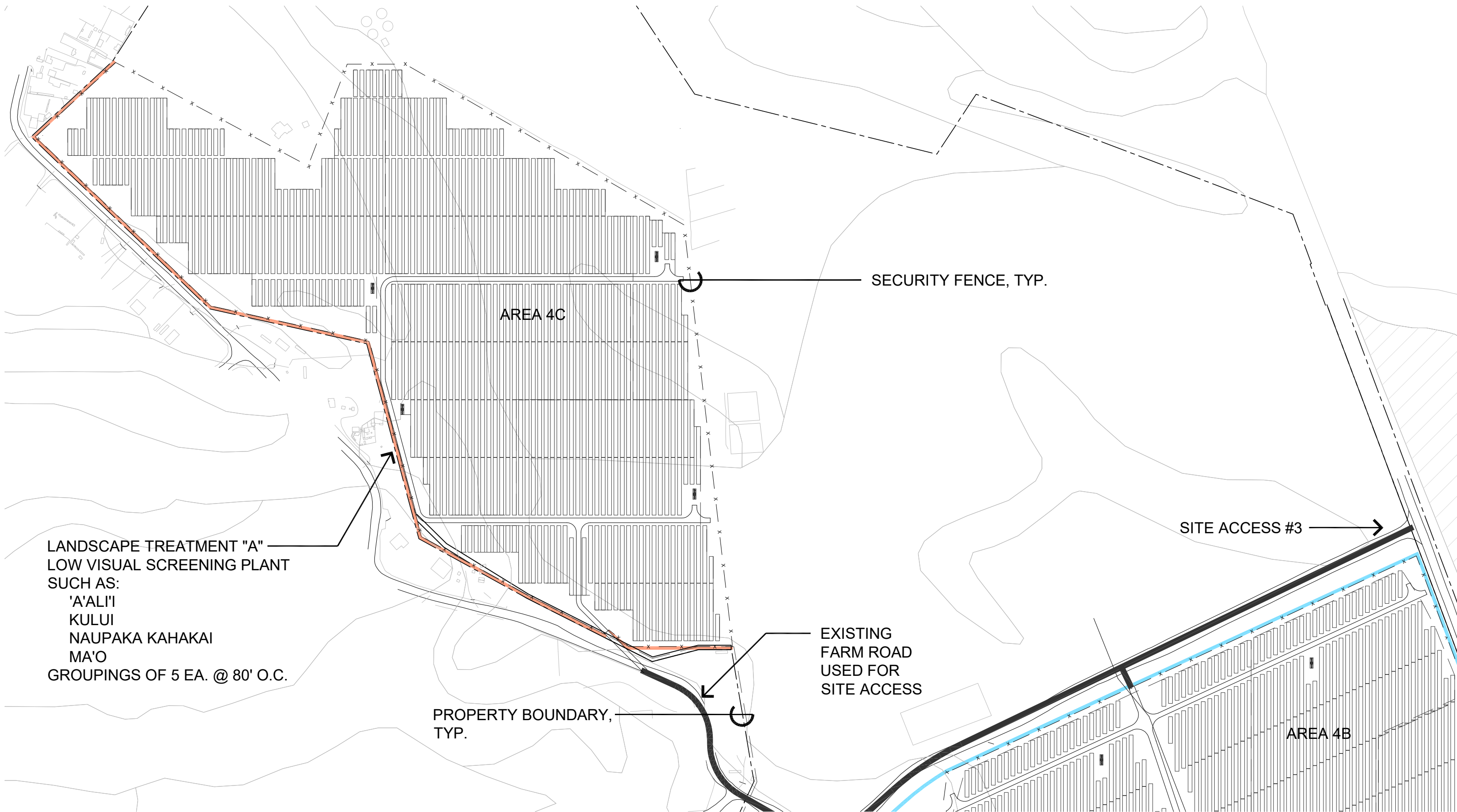


**FIGURE 19**



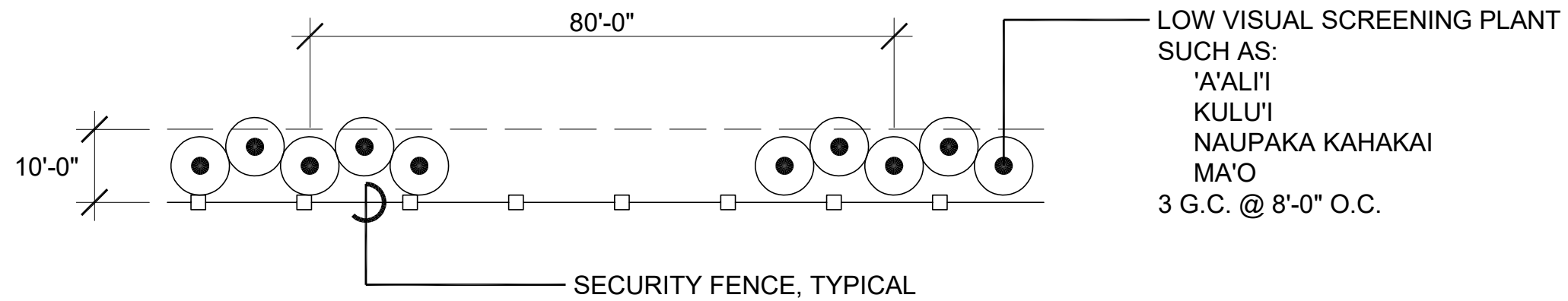


**FIGURE 20**

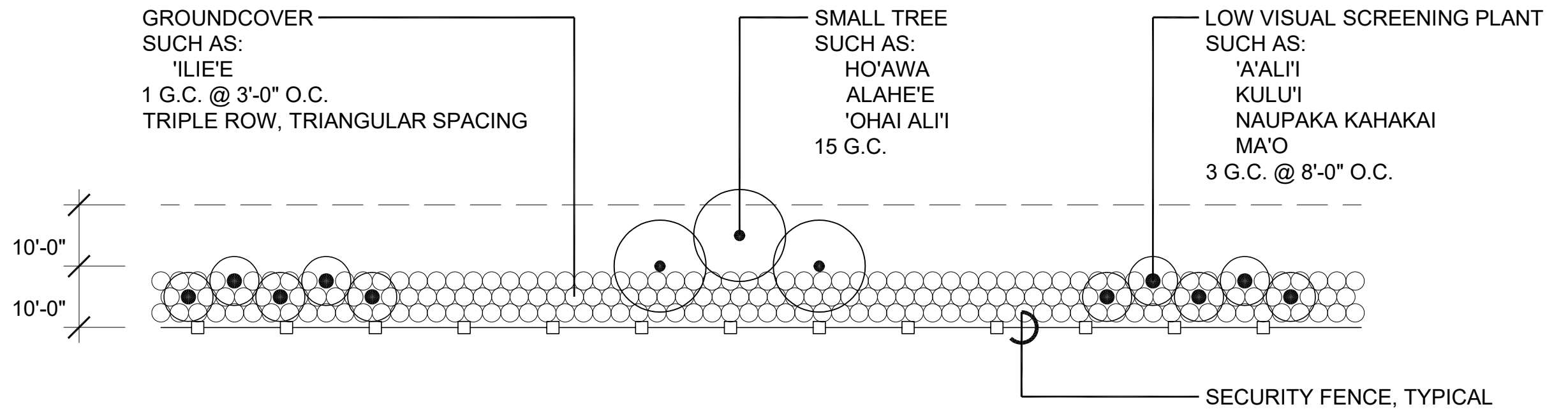


**FIGURE 21**





TREATMENT "A": LOW VISUAL SCREENING PLANTS  
 scale: 1" = 20'-0"



TREATMENT "B": SMALL TREES AND LOW VISUAL SCREENING PLANTS WITH GROUNDCOVER BELOW  
 scale: 1" = 20'-0"

**FIGURE 22**





HO'AWA



ALAH'E



'OHAI ALI'

**FIGURE 23**





'A'ALI'I



KULU'I



NAUPAKA KAHAKAI



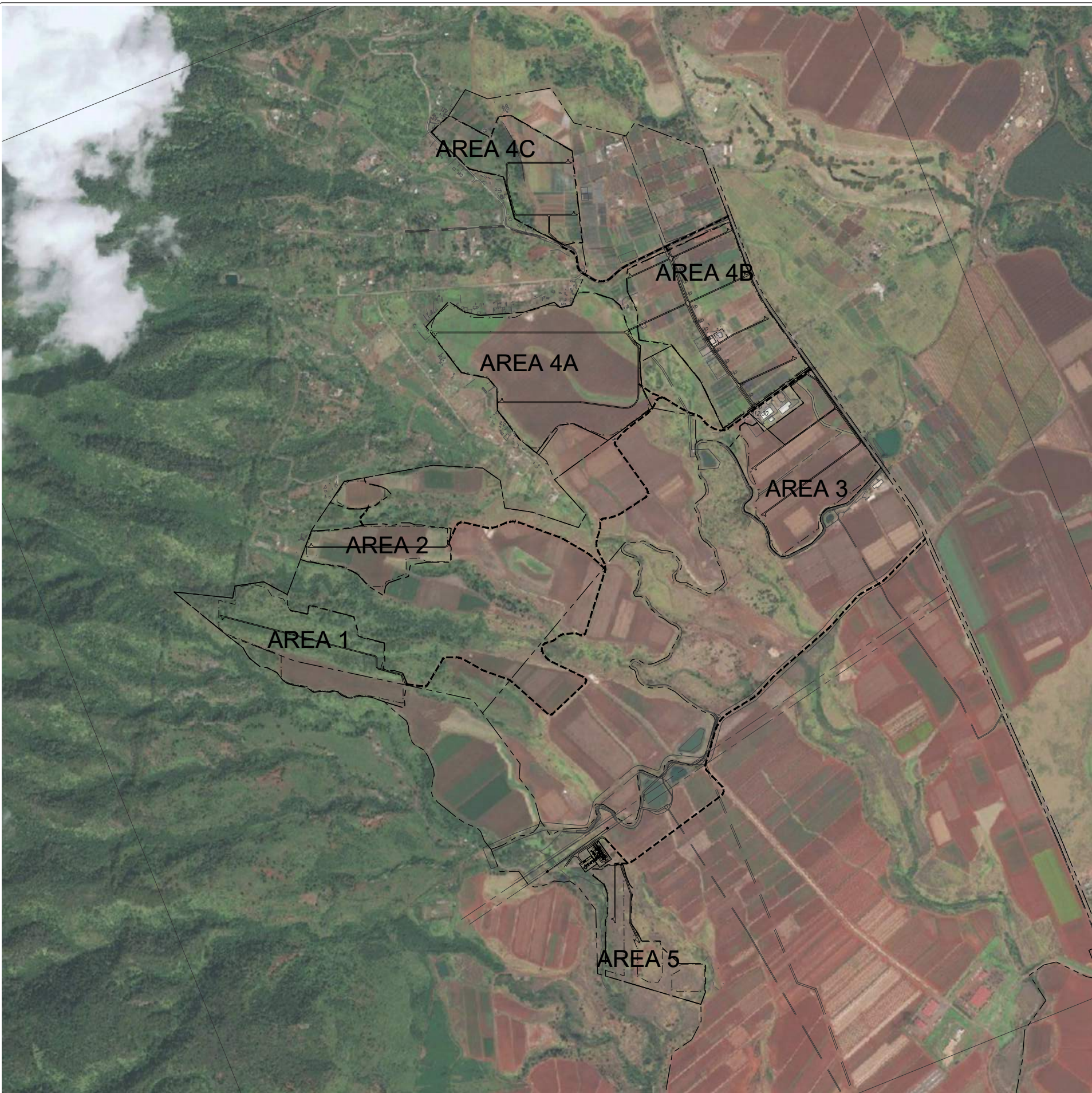
MA'O



'ILIE'E

**FIGURE 24**





**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**LEGEND**

- PROPERTY LINE
- FENCE LINE
- ROAD
- EXISTING OVERHEAD ELECTRICAL
- OVERHEAD ELECTRICAL
- UNDERGROUND ELECTRICAL
- SETBACK
- EXISTING ROAD FOR SITE ACCESS



**REVAMP**

ENGINEERING, INC.  
1110 Nuuanu Ave.  
Honolulu, HI 96817  
www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC., AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IT MAY DESCRIBE. NO PART IS TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

**ENGINEER'S STAMP**

**CLIENT**



**PROJECT NAME**  
**MAHI SOLAR**

**SITE LOCATION**  
KUNIA, HAWAII  
21.413°, -158.066°

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CUP

**REVISION ISSUE**

DRAWN BY:RO CHECKED BY:AAC

PROJECT NO.: 20105

**DRAWING TITLE**  
**CIRCULATION PLAN**

**DRAWING NUMBER**

**FIGURE 25**

**PRELIMINARY - NOT FOR CONSTRUCTION**





Appendix C

---

**Mahi Solar: Agricultural Plan  
Prepared by Mahi Solar, LLC  
December 2020**





# Mahi Solar: Agricultural Plan

December 2020



## Contents

<b>1.0</b>	<b>Executive Summary</b> .....	4
<b>2.0</b>	<b>Background</b> .....	5
2.1	Principles of Agrivoltaics .....	5
2.2	PV Solar Design Factors.....	7
2.3	Types of Crops.....	8
2.4	Agrivoltaic Case Studies .....	9
2.5	Mahi Solar Development Team .....	9
<b>3.0</b>	<b>Mahi Solar Project</b> .....	10
<b>4.0</b>	<b>Site Description</b> .....	11
4.1	Project Location and Existing Uses .....	11
4.2	Climate and Wind Patterns .....	11
4.3	Soil Types and Classifications.....	12
4.4	Land Study Bureau (LSB) .....	15
4.5	Agricultural Lands of Importance to the State of Hawai'i (ALISH) .....	17
4.6	Important Agricultural Lands (IAL).....	19
4.7	Water Supply.....	19
4.8	Hydrology and Drainage.....	21
<b>5.0</b>	<b>Researching Potential Agricultural Activities</b> .....	22
5.1	Animal forage including nitrogen-fixing legumes and nutritious grasses.....	22
5.2	Market crops .....	23
<b>6.0</b>	<b>Agrivoltaic Program</b> .....	24
6.1	Research.....	24
6.2	Supported Farming .....	24
6.3	Sharing Research.....	25
<b>7.0</b>	<b>References</b> .....	28

**List of Figures**

- 1 Location of Mahi Solar Site ..... 4
- 2 Land Utilization Efficiency Example ..... 6
- 3 Solar PV Elevation ..... 7
- 4 Row Spacing ..... 8
- 5 Annual Rainfall, Oahu, Hawaii..... 12
- 6 Soils Map ..... 13
- 7 Land Study Bureau ..... 16
- 8 Agricultural Lands of Importance to the State of Hawai'i..... 18
- 9 Important Agricultural Lands ..... 20
- 10 Proposed Farm Plan Areas ..... 26

**List of Tables**

- 1 Tax Map Keys ..... 11
- 2 Agricultural Use – Potential Area Allocation..... 25

**Appendices**

- A Letters of Intent



## 1.0 Executive Summary

Mahi Solar is a 120 MW utility-scale solar project proposed in Kunia, Oahu, being developed by Longroad Energy and scheduled to begin operation in late 2023 (**Figure 1**). Each year, Mahi Solar will be able to produce enough clean energy to power 37,000 Oahu households per year, will avoid burning 22 million gallons of oil and will substantially reduce Oahu’s greenhouse gas emissions. Mahi Solar will also implement a robust agricultural plan to work with local farmers and ranchers to find solar-compatible agricultural uses for the property. Mahi Solar has consulted with the Hawaii Agricultural Research Center (HARC) and with several local farmers to develop this agricultural plan to design an Agrivoltaic Program that will research and then implement multiple different agricultural activities that will be co-located at a utility-scale solar project. The goals of this program are (A) to study what types of solar-compatible farming could work in Hawaii; (B) to support local farmers with land, water and start-up funds to grow out these products at a commercial scale; and (C) to share results with others in the local solar and agricultural industries to find new solutions for solar and agriculture to be productive on the same land. The outcomes of this program should be more local clean energy, more local food production and important learnings about best practices for land use that can be shared with communities statewide and worldwide.



**Figure 1**  
Location of Mahi Solar Site

## 2.0 Background

The state of Hawaii has prioritized through legislation and other policies the importance of both locally produced agriculture and locally produced clean energy. Oahu has a limited amount of land that is suitable for farming and for solar energy production, both of which perform best on relatively flat land with lots of sun. Agriculture is a challenging business, and some farmer-landowners may lease part of their land for solar energy to bring in steady revenue that supports continued farming on the rest of their property. As a result, there has been increasing competition for land between agricultural producers and solar energy projects which is likely to continue as our state pursues both priorities simultaneously. One potential solution is to find ways to use land for both agriculture and energy.

The team at Longroad Energy (previously as First Wind) developed the Kawailoa and Waipio solar projects and sought the first Special Use Permits to pair sheep ranching and solar on LSB Class-B and C agricultural land. Today those two solar projects are home to Oahu's largest sheep ranching operation, which provides 100% grass-fed lamb to the local market. The arrangement lowers the cost of operation for the farmer, because the land, water and perimeter fencing are already present at a large solar site. For the Mahi Solar project, the same development team is proposing to expand beyond just sheep, to study and support new agricultural activities like vegetable crops, feed for livestock, and flowering plants to accompany honey production. This agricultural plan proposes to implement an Agrivoltaic Program to study, implement and share research on new agricultural uses that will enable the dual use of land for both energy and local food production.

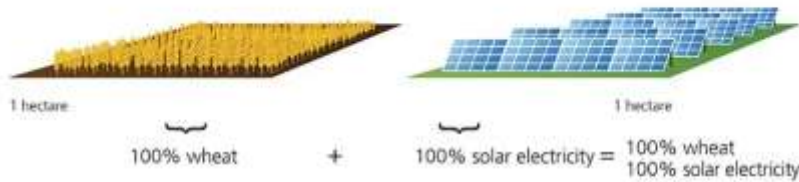
### 2.1 Principles of Agrivoltaics

The term "agrivoltaics" describes co-developing the same area for both solar photovoltaic energy and agriculture. Since the 1980's agrivoltaic projects have been designed to share land and sunlight between agriculture and solar panels, and often to study which crops or livestock can co-produce with solar most successfully. Many different types of agrivoltaic projects are being pursued in several countries, which include shade-tolerant crops like lettuce, ginseng, alfalfa, sorghum, lettuce, spinach, beets, carrots, chard, radishes, potatoes, arugula, mint, turnips, kale, parsley, coriander, beans, peas, shallots, mustard. Other agrivoltaic projects pair solar with shrimp production, or with pollen-producing flowering plants and honeybees. Agrivoltaics shows great promise here in Hawaii where land is in short supply, but it is essential to find agrivoltaic crops and combinations of uses that work grow well in Hawaii's unique growing conditions which can support local food production.

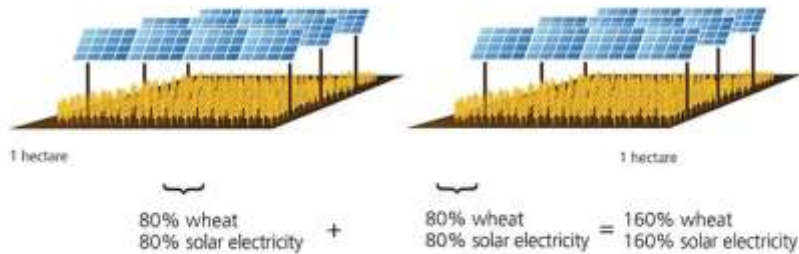
#### 2.1.1 Land Utilization Efficiency

The co-location of solar energy production and agriculture assumes that combining both uses on the same land would result in more efficient use of land. This can be particularly important where the availability of land is limited, such as on O'ahu. Even if solar energy production and agricultural production were each reduced on specific lands to enable their co-location, the net land use efficiency of both energy and farming together could be greater by combining both uses. This is visually presented in **Figure 2** below.

**Separate Land Use on 2 Hectare Cropland**



**Combined Land Use on 2 Hectare Cropland: Efficiency increases over 60%**



**Figure 2**  
**Land Utilization Efficiency Example**

A model developed at Michigan Technological University (Dinesh and Pearce 2016) showed that the value of solar generated electricity coupled to shade-tolerant crop production created an over 30 percent increase in economic value from farms deploying agrivoltaic systems over conventional agriculture only. This ratio of energy production vs agricultural production would vary for a specific application / project depending upon the primary objective - emphasis on solar production, emphasis on agricultural production, or the balance of both.

2.1.2 Microclimate for Crops Under Panels

A canopy of PV panels can also modify the microclimate for crops. Key changes are:

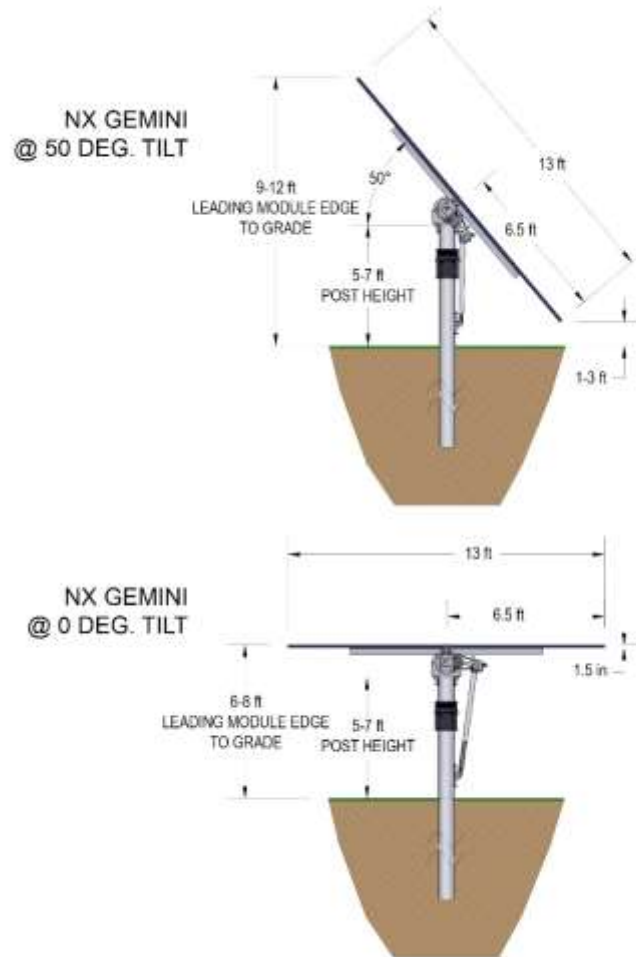
- More shade / less direct sunlight
- Lower temperatures
- Greater moisture retention

Generally, these factors can create growing conditions that require less water, can produce greater yield in hot dry years, and can possibly lengthen the growing season for shade-tolerant crops. Conversely, increased shade can negatively affect production of many crops.

## 2.2 PV Solar Design Factors

### 2.2.1 Panel Mounting System

PV solar panels can be mounted using fixed-tilt systems or single-axis tracking systems. In fixed-tilt systems, the panels are normally arranged in east-west rows and are mounted so they remain stationary at a fixed angle. In single-axis tracking systems, panels are normally arranged in north-south rows and rotate to follow the path of the sun across the sky during the day. The Mahi project will utilize a single-axis tracking system and shown in the graphic above and in **(Figure 3)**.

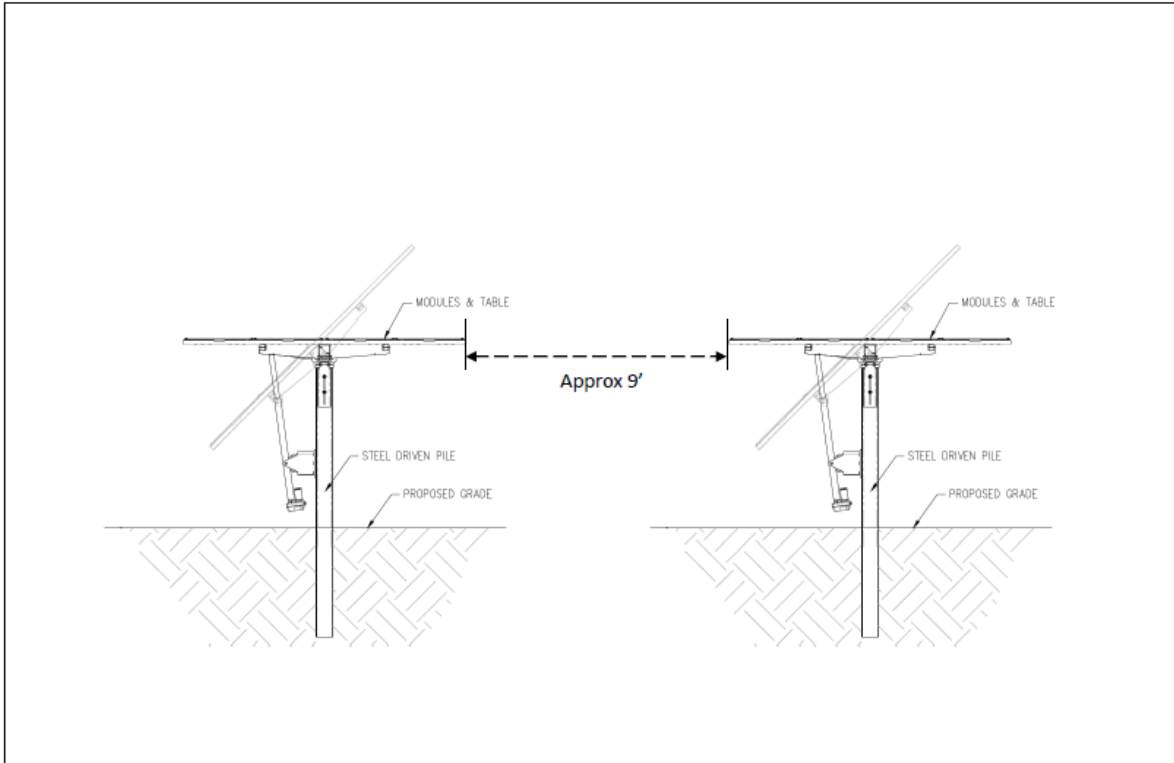


**Figure 3**  
Solar PV Panel Elevation  
Proposed for Mahi Solar Project

### 2.2.2 Panel Spacing

PV solar systems are installed in rows with the space between rows designed to maximize the energy generation efficiency of the field. Generally, the rows are spaced so each row would not shade the adjacent rows and also provide enough space for maintenance personnel and equipment. The spacing of rows and panels within rows can affect the amount of light available to the plants below **(Figure 4)**.





**Figure 4**  
 Row Spacing  
 Proposed for Mahi Solar Project

### 2.3 Types of Crops

Many types of crops have the potential to be grown under PV panels. Generally, agrivoltaics work best for plants that are shade tolerant/resistant. These could include vegetables, fruits, pollinator species, pasture/hay, and others.

In a study on tropical agriculture and shade tolerance (Wilkenson and Ellovitch 1998), examples of shade tolerant understory crops were identified. Some were highly shade-loving and some tolerant of light shade only. These crop types included:

- Essential oils: lemon grass, vetiver, patchouli
- Spices: pepper vine, cinnamon, ginger, vanilla, cardamom, wild turmeric
- Fruits: pineapple, annona species, and guava
- Root crops and vegetables: taro, arrowroot, yams, long beans, and velvet bean
- Herbs: oregano, basil, and chili pepper
- Building/fiber materials: rattan, fan palms
- Mushrooms: many culinary and medicinal fungi thrive in the understory

- Other: coffee, tea, cacao, betel vine, kava

An example in Kona was cited where coffee farmers are experimenting with interplanting trees to provide a light canopy for their coffee trees.

## 2.4 Agrivoltaic Case Studies

Several agrivoltaic projects have been developed throughout the world during the past several years. Most have been demonstration or research projects designed to evaluate the effectiveness of various design parameters and treatments. These have included testing many different types of crops and various panel spacing configurations to vary the amount of shade / sunlight available to the crops. The following summarizes some of the available results.

Generally, agrivoltaics work best for plants that are shade tolerant/resistant. Increased shade providing less light to the plants can reduce production / yields for many crops. Some crops with shade tolerance showing the greatest agrivoltaic potential have included hog peanut, alfalfa, yam, taro, cassava, sweet potato, and lettuce. Specific to lettuce, a research study on the shade tolerance of various crops in Hawaii showed that increased shade up to 30 percent actually increased lettuce production (Wolff 1988). Studies showed favorable results for vineyards, corn, and additional crops also.

In addition, several studies have suggested that the climate under the solar panels is suitable for growing pollinator species – allowing both local bee / honey production as well as providing improved pollination of adjacent and nearby agricultural lands. Seven states have enacted legislation to promote pollinator-friendly solar development (CESA 2020).

Most studies showed significant reduction of moisture evaporation under the panels. This reduced the amount of water needed for irrigation and improved production of non-irrigated crops during dry years or seasons. It also allowed the production of crops in some areas that would otherwise be too arid. Also, though not included in this evaluation, several PV solar projects have successfully incorporated the development of pasture grasses under the PV panels with associated grazing.

Obviously, some of the crops studies in other locations are not suitable or applicable in Hawaii. Mahi Solar has consulted with HARC on potential crops that may be successfully integrated into the solar infrastructure in the Kunia area. Based on initial findings, HARC will evaluate additional crops.

## 2.5 Mahi Solar Development Team

The Mahi Solar project is being designed and developed by Longroad Energy, which is made up of most of the same people that worked at First Wind to develop seven of the largest clean energy projects now operating on Oahu and Maui, including 150 MW of wind and 110 MWac of solar. This development team worked extensively with local residents, businesses and other organizations to develop Kaheawa Wind, Kahuku Wind, Kawailoa Wind, Kawailoa Solar, Mililani Solar and Waipio Solar. In 2015, we proposed that the Kawailoa and Waipio solar projects would work with local sheep ranchers to pasture sheep on the solar projects. Today those two solar farms now host the largest commercial sheep operation on the island, which sells locally raised, grass-fed lamb to consumers. The same team, now at Longroad Energy is devoted to working with the agriculture community at Mahi Solar to find new viable solutions and advance best practices for local land use.

### 3.0 Mahi Solar Project

The Mahi Solar project is being developed to produce clean energy and support local agriculture in Kunia, O‘ahu. With a capacity of 120 MWac, this project will be able to produce approximately 4% of the island’s electricity annually, enough to power 37,000 local homes, enabling HECO to burn less fossil fuel and emit less greenhouse gasses. The project also includes a 480 MWh battery system to store solar energy generated during the day and provide power at night, and an electrical substation and switching station to connect to the O‘ahu grid. The positive impacts from a solar project are more locally generated renewable energy, less fossil-fuel burning, less greenhouse gasses that contribute to climate change, and hopefully lower, more stable electricity prices. The project would also create approximately 200 jobs during construction and another 2-3 long-term positions during operations, as well as supporting local farming through the Agrivoltaic Program for the next 25 years.

The project would occupy approximately 620 acres across several parcels of land, on the Ewa (west) side of Kunia Road (**Figure 1**). The project will be visible along Kunia Road, from the farms in Kunia Loa Ridge Farmlands, and from other more distant viewpoints. However, because of the distance of the project from residential areas, most people who reside in the Kunia area will not see it from their homes or experience any sound, glare or other impacts. Based on studies to date, the project is not expected to have significant impacts to archaeological resources, cultural practices, or any sensitive flora or fauna. Based on ongoing community outreach, initial indications are that members of the surrounding community would be supportive of the project.

Longroad Energy is leasing portions of several adjacent parcels of land for the project from three landowner-farmers. Leasing the less-productive areas of their property enables the landowners to continue farming their better land and earn some lease revenue from the solar project to support their farming activities. The land planned for the project is zoned for agricultural with photovoltaic solar as a permitted use, and Longroad will work with state and city agencies to apply for the necessary permits. If approved, the Mahi Solar project is scheduled for completion in 2023.

Prior to construction, Mahi Solar plans to engage HARC to start researching potential viable agricultural uses, to learn what works and could be grown at a larger scale by farmers. After construction, the Agrivoltaic Program will work with local farmers and ranchers to support agricultural activities under and between the PV panels for the duration of the operational life of the project.

## 4.0 Site Description

### 4.1 Project Location and Existing Uses

The Mahi Solar project is located on portions of TMKs (1) 9-2-001:020 and (1) 9-2-004: 003, 006, 010, and 012 in Kunia, O’ahu, Hawai’i. The project area encompasses portions of five TMKs totaling approximately 620 acres, identified in **Table 1** below. Longroad Energy will lease the lands for the duration of the solar project operations. The project lands are designated as Agricultural by the State Land Use Commission and is zoned as AG-1, Restricted Agricultural District by the City and County of Honolulu’s Land Use Ordinance (LUO).The site is planned for “Agriculture and Preservation” uses within both the City and County of Honolulu Central O’ahu Sustainable Communities Plan (SCP) and ‘Ewa Development Plan.

**Table 1: Tax Map Keys**

TMK	Project Area (acres)	Total Parcel Area (acres)
(1) 9-2-001:020	85	1,688.75
(1) 9-2-004:003	15	19.29
(1) 9-2-004:006	180	724.89
(1) 9-2-004: 012	30	93.30
(1) 9-2-004:010	310	425.96
Total Area:	620 acres	2,952.19 acres

Historically, the project area was part of a larger region of ‘Ewa District dedicated to commercial sugarcane agriculture. Today, the project site currently consists of actively farmed areas, undeveloped and fallow agricultural land, overgrown natural vegetation, and structures associated with farming and business operations. Actively farmed areas on the project site are used for the cultivation of crops, including seeds and corn. The use of these farmed areas on the project site will be phased out to focus farming operations to more productive lands on each parcel. Less productive land will be shifted to solar uses and agrivoltaics. Leasing less productive lands for solar and agrivoltaics will enable the landowners to continue farming the more productive portions of their property.

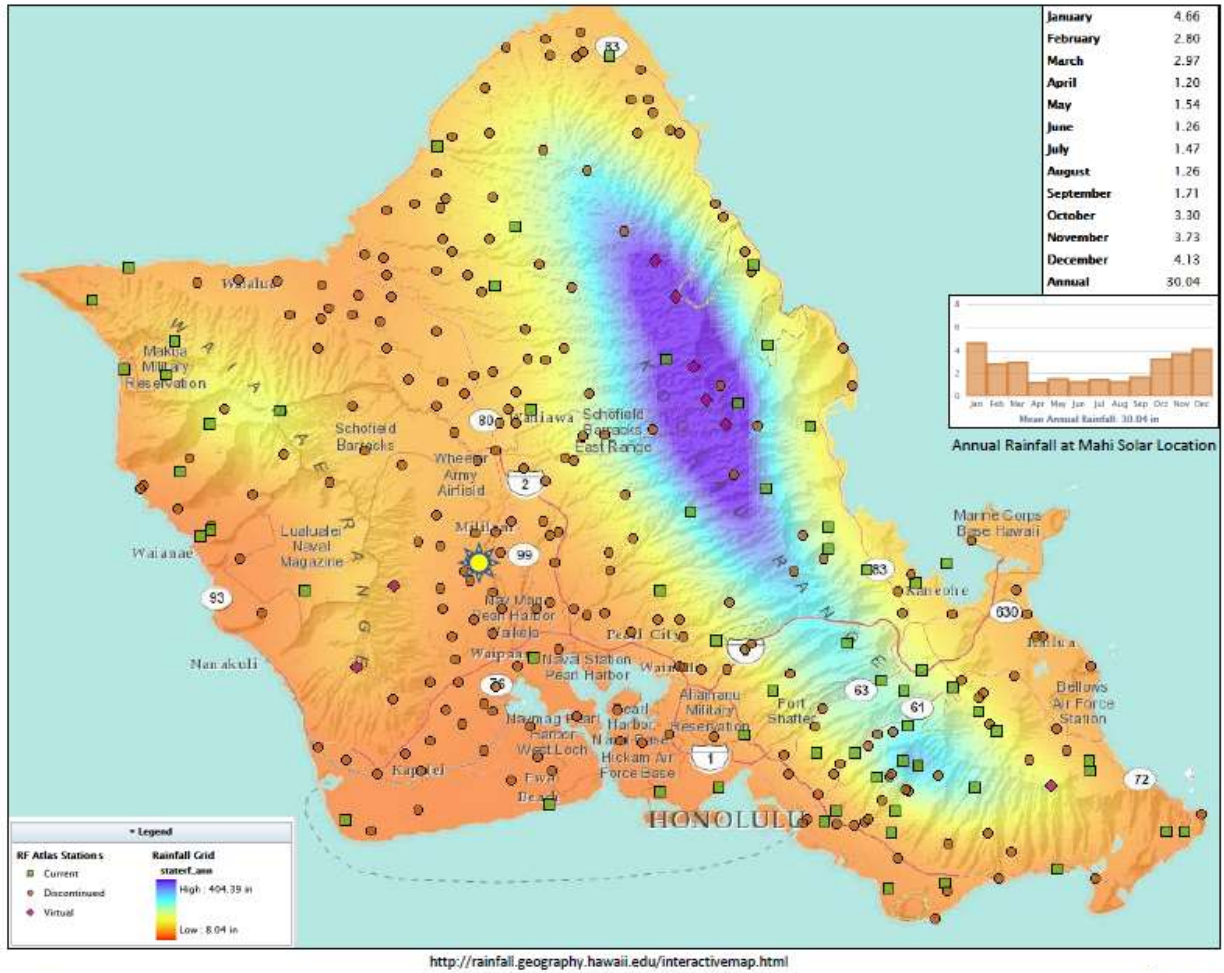
The project area is surrounded by agricultural land to the north, south, east, and west. A portion of the project site is also bound by the Honouliuli Forest Reserve and State-owned vacant preservation land to the west. The National Park Service (NPS) Honouliuli National Historic Site is located adjacent to the southwest of the proposed site. The Royal Kunia residential development is located further southeast. Kunia Loa Ridge Farmlands directly adjacent to the northwest portions of the site.


### 4.2 Climate and Wind Patterns

The project area is located in Kunia, where the summers are hot, muggy, and dry and the winters are long and comfortable, and it is windy and mostly clear year-round. Over the course of the year, the temperature typically varies from 65°F to 87°F and is rarely below 59°F or above 89°F. The hot season lasts for about 3.5 months, from mid-June to early-October, with an average daily high temperature above 85°F. The cool season is typically from December to March, with an average daily high temperature below 81°F.



Kunia experiences significant seasonal variation in monthly rainfall and wind speeds. The project area experiences an average annual rainfall of approximately 30 inches annually, with the highest precipitation occurring between the months of October through March (**Figure 5**). The average hourly wind speed in Kunia exhibits significant seasonal variation over the course of the year. The windier part of the year lasts for about 4 months, from June to September, with average wind speeds of more than 14.4 miles per hour.



 Mahi Solar Project Site Location

**Figure 5**  
Annual Rainfall, Oahu, Hawaii

#### 4.3 Soil Types and Classifications

The project area contains multiple soil classifications and groupings as defined by the U.S. Department of Agriculture (DOA) Natural Resource Conservation Service (NRCS) (**Figure 6**). Each soil type and associated characteristics are described below.

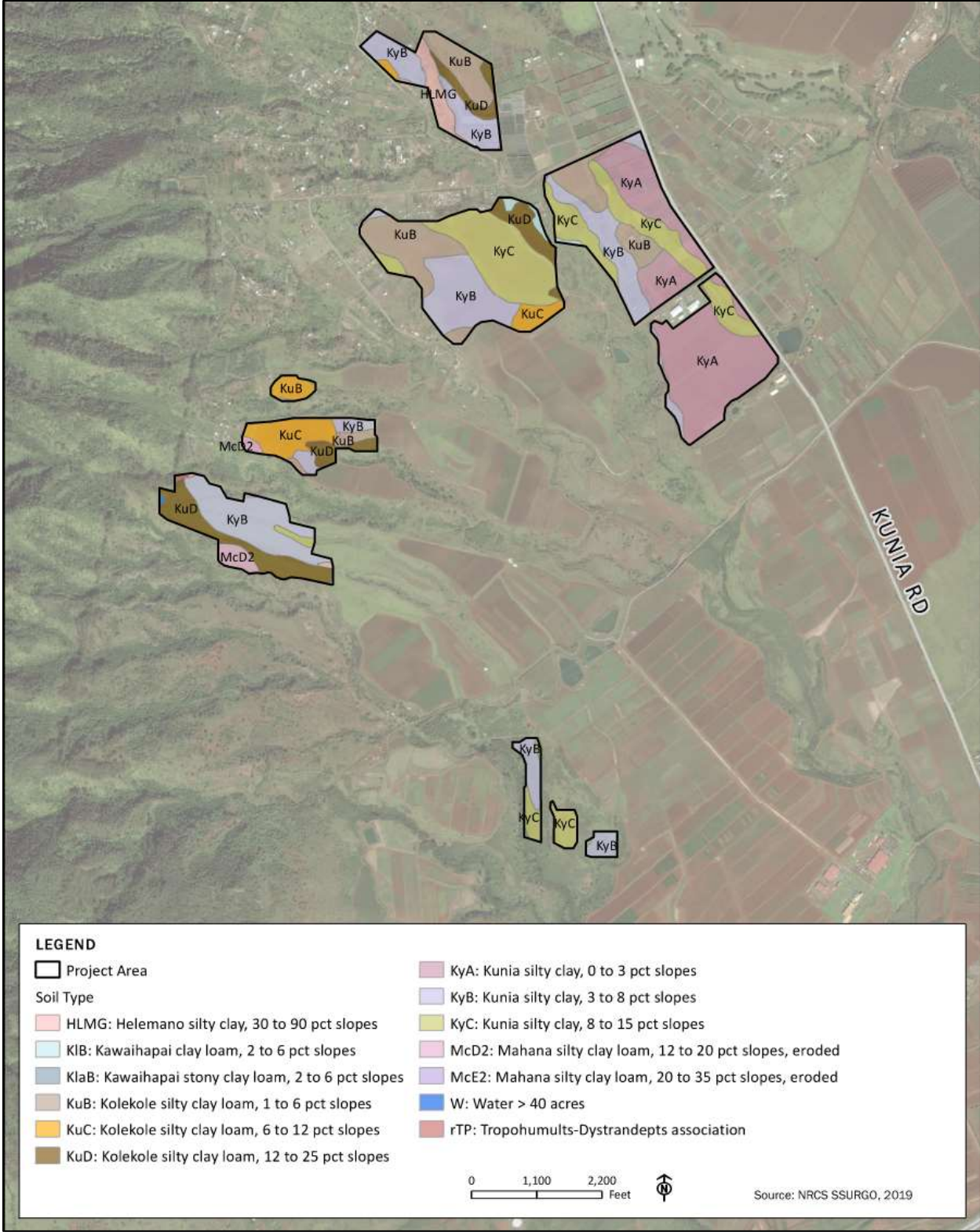


Figure 6  
Soils Map

- **Helemano silty clay, 30 to 90 percent slopes (HLMG)** – On this soil, permeability and runoff are rapid, and the erosion hazard ranges from severe to very severe. This soil is used for pasture, woodland and wildlife habitat.
- **Kawaihapai clay loam, 0 to 2 percent slopes (KIA)** – This soil is characterized by moderate permeability, slow runoff, and an erosion hazard that is no more than slight. In some places, this soil is subject to flooding. This soil is used for sugarcane, truck crops, pasture, and orchards.
- **Kawaihapai clay loam, 2 to 6 percent slopes (KIB)** – On this soil, runoff is slow and erosion hazard is slight. This soil is used for sugarcane, truck crops, and pasture.
- **Kawaihapai stony clay loam, 2 to 6 percent slopes (KlaB)** – This soil is similar to KIA except that there are enough stones to hinder, but not prevent, cultivation. Runoff is slow and the erosion hazard is slight. This soil is used for sugarcane, truck crops, and pasture.
- **Kolekole silty clay loam, 1 to 6 percent slopes (KuB)** – This soil occurs on smooth slopes. Permeability is moderately rapid to the panlike layer and moderate in the compact subsoil. Runoff is slow, and the erosion hazard is slight. The available water capacity is about 1.3 inches per foot of soil. This soil is used for sugarcane, pineapple, and pasture.
- **Kolekole silty clay loam, 6 to 12 percent slopes (KuC)** – On this soil, runoff is medium and the erosion hazard is moderate. Workability is slightly difficult because of the slope. This soil is used for sugarcane, pineapple, and pasture.
- **Kolekole silty clay loam, 12 to 25 percent slopes (KuD)** – This soil occurs on narrow side slopes, mainly along drainageways. Runoff is medium to rapid, and the erosion hazard is moderate to severe. Workability is difficult because of the slope. This soil is used for pasture and pineapple.
- **Kunia silty clay, 0 to 3 percent slopes (KyA)** – This soil occurs on broad, smooth slopes. The soil is characterized by moderate permeability, slow runoff, and an erosion hazard that is no more than slight. This soil is used for sugarcane, pineapple, and homesites.
- **Kunia silty clay, 3 to 8 percent slopes (KyB)** – On this soil, runoff is slow and the erosion hazard is slight. This soil is used for sugarcane, pineapple, and homesites.
- **Kunia silty clay, 8 to 15 percent slopes (KyC)** – This soil occurs on narrow side slopes, mainly along drainageways. Runoff is medium, and the erosion hazard is moderate. This soil is used for sugarcane, pineapple, and homesites.
- **Lahaina silty clay, 7 to 15 percent slopes, severely erode (LaC3)** – On this soil, runoff is medium, and the erosion hazard is moderate. This soil is mainly used for sugarcane and pineapple. Small acreages are used for truck crops, pasture, and wildlife habitat.
- **Mahana silty clay loam, 12 to 20 percent slopes, eroded (McD2)** – This soil is characterized by rapid runoff and the erosion hazard is severe. Most of the surface layer has been removed by erosion. This soil is used for sugarcane, pineapple, and pasture.
- **Mahana silty clay loam, 20 to 35 percent slopes, eroded (McE2)** – This soil is characterized by rapid runoff and the erosion hazard is severe. Most of the surface layer has been removed by erosion. This soil is used for pasture, pineapple, and irrigated sugarcane.
- **Tropohumults-Dystrandepts association (rTP)** – Areas mapped as rTP consist of mountainous areas in the Wai'anae Range on the island of O'ahu. The areas are dominated by deep, V-shaped drainageways and narrow ridges. The slope ranges from 30 to 90 percent. Elevations range from 1,000 to 4,000 feet. Tropohumults occur on narrow ridgetops at the higher elevations. These are well-drained, strongly acid to extremely acid soils. Dystrandepts are dark-colored, friable soils on steep side slopes and narrow ridgetops at the lower elevations. In most places the surface layer is silty clay. These soils formed mainly in volcanic ash, but partly in colluvium. They are well drained and medium to strongly acid. Most of the rTP association is very steep and inaccessible.

It serves mainly as a watershed. At the lower elevations, the natural vegetation consists of lantana, molassesgrass, and yellowfoxtail. At the higher elevations, the vegetation is mainly ohia, puakeawae, koa, aalii, and ferns.

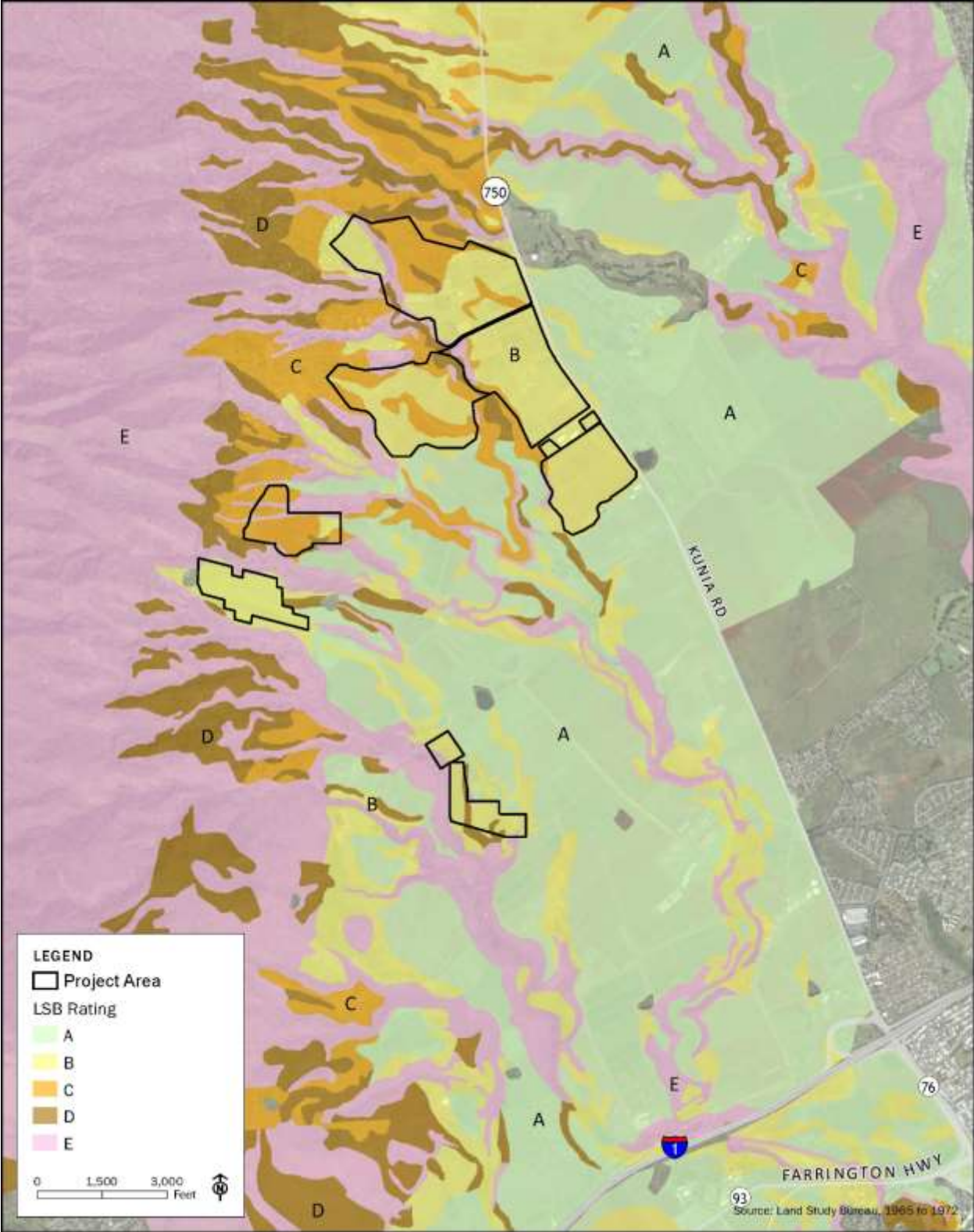
- **Wahiawa silty clay, 0 to 3 percent slopes (WaA)** – This soil is found on the smooth, broad interfluves. The surface layer of the soil is dusky red and dusky red silty clay measuring approximately 12 inches thick and is medium acidic. The subsoil is a dark reddish-brown color measuring approximately 48 inches thick and is medium acidic to neutral. The underlying material is weathered igneous rock. On this soil, runoff is slow, and erosion hazard is no more than slight. This soil is used for sugarcane, pineapple, pasture, and homesites.
- **Water > 40 acres (W)** – Denotes areas 40 acres or less where water may exist.

#### 4.4 Land Study Bureau (LSB)

The Land Study Bureau (LSB) of the University of Hawai'i prepared an inventory and evaluation of the State's land resources during the 1960s and 1970s. The LSB productivity rating system classifies land according to its soil properties, and productive capability. These properties include texture, structure, depth, drainage, parent material, stoniness, topography, climate, and rainfall. The five LSB classes include Class A, B, C, D, or E, with Class A representing the most productive soils and Class E representing the least productive soils.

The project includes soils rated by the LSB as Class B, C, D, and E (**Figure 7**). The project area does not contain soils designated as Class A. As noted in Hawaii Revised Statutes (HRS) Chapter 205-4.5(21), "solar energy facilities" are a permitted use on lands classified by the LSB as Class B and C, with the approval of a SUP. An SUP is not required for development on lands classified as LSB D and E. Pursuant to HRS Chapter 205-4.5(21)(A), the project will include compatible agricultural activities at a lease rate of at least fifty percent below the fair market rent. The project will also meet decommissioning requirements as articulated in HRS Chapter 205-4.5(21)(B) and (C).





**Figure 7**  
Land Study Bureau (LSB)



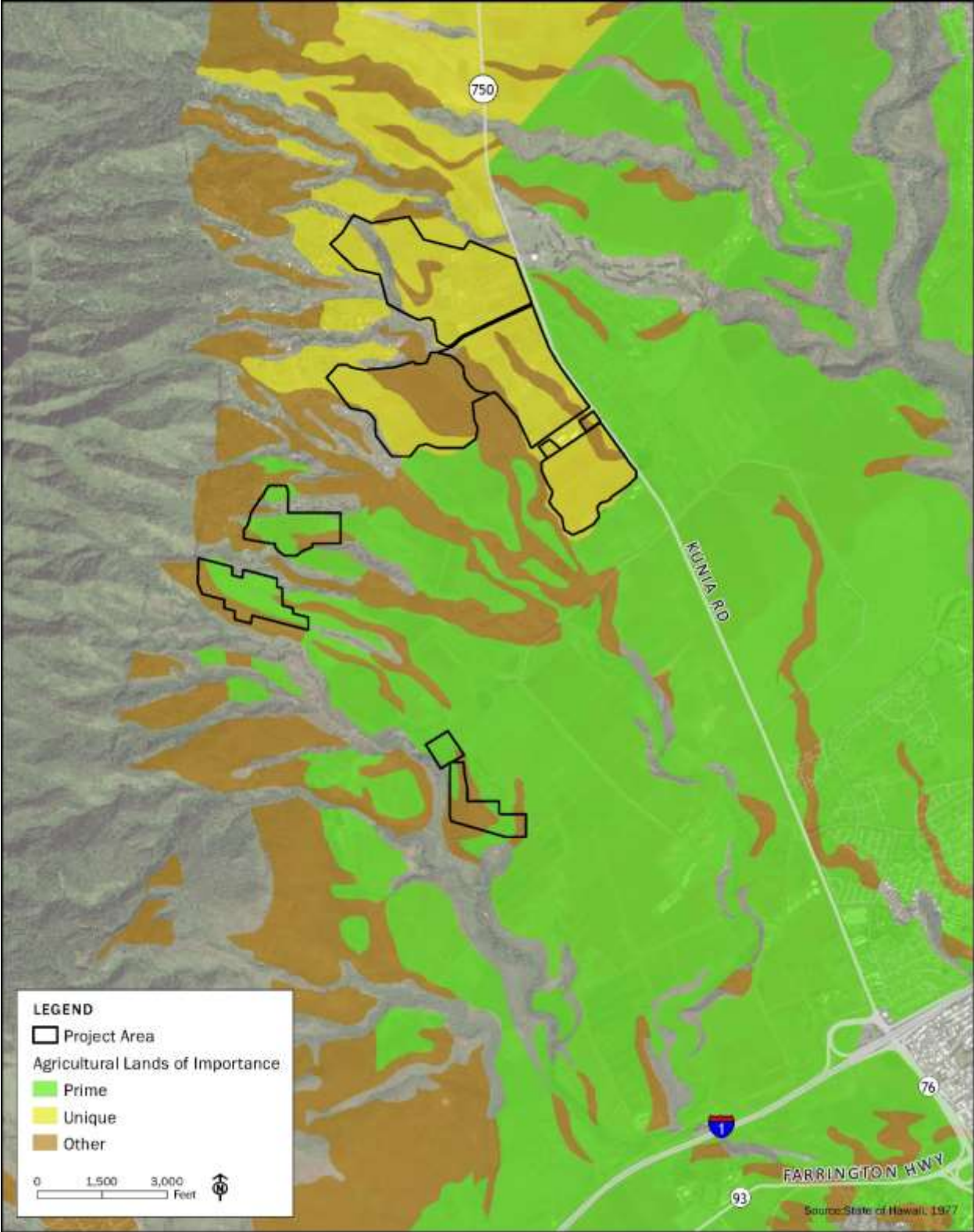
#### 4.5 Agricultural Lands of Importance to the State of Hawai'i (ALISH)

The Agricultural Lands of Importance to the State of Hawai'i (ALISH) Classification System was developed and compiled in 1977 by the State of Hawai'i DOA with assistance from the NRCS, U.S. DOA and College of Tropical Agriculture at the University of Hawai'i. The ALISH system established the following three classes of agriculturally important lands for the State as part of a national effort to inventory important farmlands:

- 1) **Prime Agricultural Land:** Lands that are best suited for the production of food, feed, forage, and fiber crops. The land has the soil quality, growing season, and moisture supply needed to produce sustained high yields of crops.
- 2) **Unique Agricultural Land:** Lands that are typically used for the production of specific high-value food crops, for example coffee, taro, rice, watercress, and non-irrigated pineapple. This land has a special combination of soil quality, growing season, temperature, humidity, sunlight, air drainage, elevation, aspect, moisture supply, or other conditions, such as nearness to market, that favor the production of a specific crop of high quality and/or high yield when the land is treated and managed according to modern farming methods.
- 3) **Other Important Agricultural Land:** Land other than Prime or Unique Agricultural Land that is also of statewide or local importance for the production of food, feed, fiber and forage crops. The lands in this classification are important to agriculture in Hawai'i yet they exhibit properties, such as seasonal wetness, erodibility, limited rooting zone, slope, flooding, or drought, that exclude them from the other two classifications.

The classification of ALISH does not in itself constitute a designation of any area to a specific land use. Rather, the classification is intended to provide decision makers with an awareness of the long-term implications of various land use options for production of food, feed, forage, and fiber crops in the State.

The Mahi Solar project area is comprised of all three types of ALISH lands (Prime, Unique, and Other Important Agricultural Land), and unclassified lands where gulches exist (**Figure 8**).



**Figure 8**  
Agricultural Lands of Importance to the State of Hawai'i

#### 4.6 Important Agricultural Lands (IAL)

Important Agricultural Lands (IAL) refers to a State land use designation for a select class of farmland intended to be used in the long-term for active agricultural production. The IAL designation is a supplemental State land use classification for an exclusive sub-set of high-quality farmland within the State Land Use Agricultural District.

Pursuant to HRS Chapter 205-42, IAL refers those lands that: 1) Are capable of producing sustained high agricultural yields when treated and managed according to accepted farming methods and technology; 2) Contribute to the State's economic base and produce agricultural commodities for export or local consumption; and 3) Are needed to promote the expansion of agricultural activities and income for the future, even if currently not in production. Farmers and landowners may petition their land for IAL designation should their land qualify under HRS Chapter 205-44. HRS Chapter 205-47 mandates that each county in the State conduct a mapping process to identify lands within their jurisdiction to be recommended to the LUC to be designated as IAL.

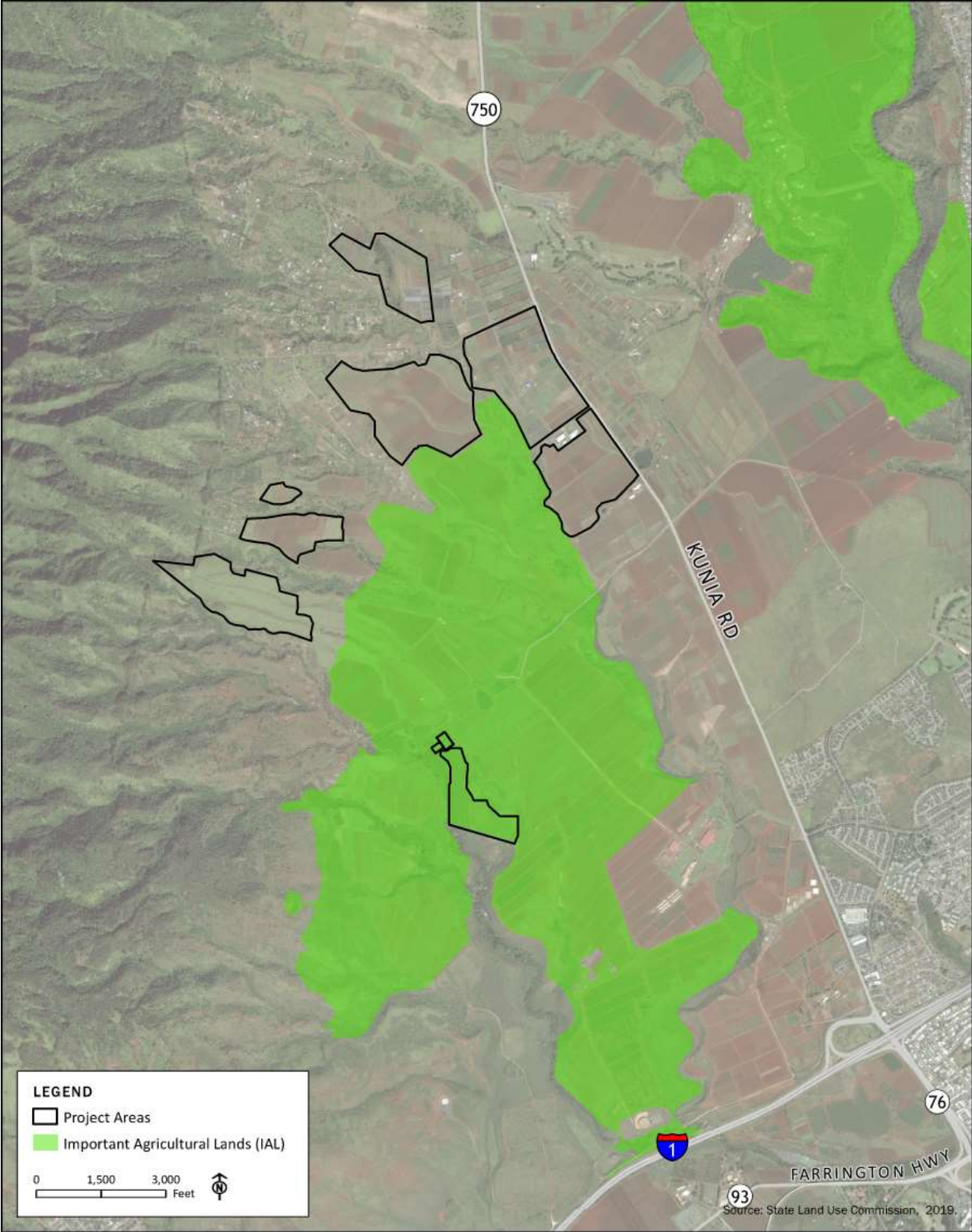
Of the total project area, approximately 85 acres is located within lands designated as IAL (**Figure 9**).

The use of the land for solar and innovative agricultural uses is consistent with the intent of IAL lands articulated in HRS Chapter 205. Through the implementation of this Agricultural Plan, Longroad Energy proposes to continue agricultural uses within the project area by working with HARC to test crops and license farm plots of approximately 20-100 acres to local farmers at a nominal cost that is well below market pricing to grow viable crops beneath the solar panels. Farmers will be provided start-up resources such as funding and access to water, promoting the maintenance of essential agricultural infrastructure systems. The agricultural plan therefore dedicates the land to long-term viable agricultural uses, supports the sustained growth of the agriculture industry, and meets the overall objectives of IAL land articulated in HRS Chapter 205-42. Use of the vacant areas for solar will expand the footprint of the land in agricultural use including land which is not in current production as farmers and ranchers explore new uses for land under solar panels.

#### 4.7 Water Supply

Kunia Water Association (KWA) provides water service to the site and surrounding agricultural lands. Onsite water supply for supporting the farming activities will be designed into the solar farm to ensure compatibility with the operation and maintenance activities. The Mahi Solar project will have access to water for agriculture through its lease agreements for the property. Irrigation infrastructure will be installed as needed with soft-material hoses and drip feeder lines strategically located to support crop production.





**Figure 9**  
Important Agricultural Lands (IAL)



#### 4.8 Hydrology and Drainage

There is no city storm drainage system in the project vicinity. State storm drainage systems in the vicinity are limited to concrete culverts crossing Kunia Road. There is no subsurface drainage system on the project property.

Elevation on the site varies from approximately 520 feet above mean sea level (amsl) in the southern end of project area to approximately 1,160 feet amsl in the west end. The property is located in Flood Zone D, areas with undetermined flood hazard.

The project site is located in the Honouliuli watershed, which encompasses approximately 23.2 square miles with a maximum elevation of approximately 3,045 feet amsl. Honouliuli Stream and its' larger tributaries have been classified as perennial features, which typically contain water throughout the year during periods of normal rainfall. Other water features outside of the project site include a variety of ditches and reservoirs used for agricultural purposes.

Drainage on site currently exists in the form of surface runoff based on the natural topography, with rainfall and run-off eventually flowing into the various ephemeral tributaries of Honouliuli Stream. All of the channels within the project area are classified as non-jurisdictional under the Clean Water Act.

Grading will be limited, and the project will not significantly alter existing drainage patterns. Rainfall runoff will be addressed through design features that incorporate temporary erosion controls and post-construction Best Management Practices (BMPs) to minimize potential runoff and water quality impacts. BMPs will be identified as part of a Temporary Erosion and Sediment Control Plan (ESCP) and Permanent Post-Construction BMP Plan, in accordance with DPP's Water Quality Rules (2018a). Temporary BMPs include minimization of soil disturbance, erosion prevention and sediment control measures (e.g., silt fencing, sediment traps/basins, etc.), proper stabilization and stockpiling procedures, and establishment of long-term vegetation outside of the farmed areas. Permanent BMPs will include retention, biofiltration, or filtration treatment controls.

## 5.0 Researching Potential Agricultural Activities

Mahi Solar has consulted with the Hawaii Agricultural Research Center (HARC) and with several local farmers to develop this agricultural plan and design an Agrivoltaic Program that will research and then implement multiple different agricultural activities that will be co-located at a utility-scale solar project. Prior to construction of the project, HARC will conduct trials of different crops to study what types of solar-compatible farming could be grown successfully in Hawaii and could be grown out at a commercial scale at the Mahi Solar project. HARC contributed extensively to the development of this agricultural plan, and this section outlines the research phase of the plan.

The Kunia lands are some of the best agricultural sites in Hawaii with deep soil, excellent sunlight and available water, as such it is vital that agricultural operations be included as an important part of the solar project providing both energy and food products. The HARC, (formerly the Hawaiian Sugar planters' Association) has extensive knowledge of the Kunia lands and suitable crops for the area. They will be assisting with the study and selection of agricultural practices on the land, and they were also consulted in the development of this agriculture plan. HARC's involvement with the project's agricultural operations will be supported its knowledge and association with the current agricultural operations in Kunia, including those growing leafy greens and herbs.

The 620-acre site of solar panels provides opportunities to include several types of agricultural operations depending on the various slope, soil type, and block sizes for lease. Within a commercial solar project, there are some limitations relating to crop selection that may be compatible with the height of panels, width of rows between panels, shading under panels, farming practices, and requirement of fire hazard management related to vegetation. Crop recommendations are in part based on the solar array site plan dimensions. The proposed arrays are approximately 13 feet wide and are aligned north to south in order to track the path of the sun east to west throughout each day (**Figure 4**). There is an approximately 9-foot wide aisle or "alley" between adjacent arrays of panels when they are in the horizontal position.

Two general agricultural operations will be explored, these include improved animal forage and production of market crops, concentrating on leafy greens. Planting both grasses and crops beneath and between the panels is proposed for the project area. The animal forage agricultural option will include both grazing of on-site sheep and forage production (e.g., alfalfa).

### 5.1 Animal forage including nitrogen-fixing legumes and nutritious grasses

Currently, sheep are grazed on weeds under some existing solar arrays; however, the grazing of sheep can be improved by establishing mixtures of nitrogen fixing legumes such as alfalfa and perennial peanut and high quality, low growing grasses such as bahiagrass, oats and barley. The panels on the higher steep sloped locations in the project are targeted for this proposed practice. The forages can either be grazed or cut and transported. Alfalfa is well known for attracting bees and will be one of the initial grazing crops evaluated both to support grazing and for establishing an apiary for honey production.

After successful development of improved forage for sheep grazing and determination of locations within the project site that is most appropriate for this activity, free range chickens may also be evaluated as potential co-use.

## 5.2 Market crops

The project takes advantage of the current expertise in Kunia for growing and marketing crops such as varieties of lettuce, basil, and arugula. There is a large market in Honolulu, especially for leafy greens which the project could help fulfill. Additional crops will be included upon verification of the concept. Lettuce and basil are ideally suited for hydroponic culture and are proposed for the initial trials. Hydroponics is an obvious technology to employ in conjunction with solar panels. It uses significantly less water compared to conventional farming and does not require plowing the soil. There is considerable experience with growing crops under elevated stationary panels: however, less information is available for the rotating panels proposed by Mahi Solar. As such, both hydroponic and conventional soil planted crops are proposed for evaluation. The advantages and disadvantages of each method are described below.

### **Hydroponic**

Based on hydroponic methods already in practice at Kunia Country Farms, plastic lined troughs will be placed on a slight slope end to end and parallel to a table of panels. The troughs are filled with a shallow amount of water to accommodate Styrofoam rafts with holes drilled for net pots which support the crop. An alternative method, called ebb and flow uses an intermittent shallow flow of water which is quickly drained. Both methods will be assessed for yield and water efficiency.

#### Advantages:

- Existing large market for leafy greens predominantly supplied by imports
- Hydroponic growing of many crops is well established, so multiple crops can be considered
- Panels will supply shade needed by some crops and prevent sunburn (needs to be determined)
- Good wind protection by panels

#### Disadvantages

- Requires water tank and monitoring of nutrients and pH
- Requires a recirculating pump and electricity
- Frequent monitoring (can be minimized by technology)
- Minimal slope of the trough beds is critical

### **Conventional growing of market crops**

The space between the panels can also be used for growing rows of crops in the ground using reduced tilling methods. These methods will be compared to hydroponics in the initial trials.

#### Advantages

- Similar to hydroponics

#### Disadvantages

- Need to time crop cultivation between panel servicing needs
- Possible soil getting on the panels during the agricultural operations
- Depending on method of irrigation there may be interference with the panel efficiency

## 6.0 Agrivoltaic Program

Mahi Solar will implement an Agrivoltaic Program to engage local farmers to conduct different farming and ranching operations to better understand what types of commercial agriculture can be co-located with a solar project. Rather than selecting only one or two potential activities that could work on the solar site, Mahi Solar will have local experts – both research organizations like HARC and the local farmers and ranchers – propose agrivoltaic projects that they believe will be successful. With these proposals, land and water will be provided to farmers at a nominal cost to assist with the testing of the activities at a commercial scale. Agricultural uses will likely change over the decades of the solar project life, as it is likely some crops will be more successful and expanded while others are less successful and phased out. The Agrivoltaic Program is designed to be flexible to support multiple farmers and ranchers with different business models. The three phases of the Agrivoltaic Program are (1) to research what types of solar-compatible farming could work in Hawaii; (2) to support local farmers with land, water, and start-up funds to grow viable products; and (3) to share results with others in the local solar and agricultural industries to find new solutions for productive compatible solar and agricultural activities.

### 6.1 Research

In the initial phase of the Agrivoltaic Program, HARC will evaluate potential viable agricultural uses, including those detailed in Section 5.0 of this agricultural plan, to learn what practices work best and could be grown at a larger scale by farmers. Beginning trials of potential crops, forage, and hydroponics will advance the understanding what farming products can be productively grown with solar, along with practices that will help farming and solar co-exist successfully. Early research can also gather data about the solar irradiance under and between the rows of panels to better inform farming efforts, and this information will continue to be implemented as appropriate, throughout the life of the solar project.

### 6.2 Supported Farming

In the second phase, after the Mahi Solar project is completed and operating, the Agrivoltaic Program will make available most of its 620-acre project area to local farmers. Farmers and ranchers will propose agrivoltaic projects that they believe will be successful, and Mahi Solar will provide land and water at a nominal cost so that farmers can carry out these activities at commercial scale. The program will include local agricultural organizations and agencies to share information with farmers, including the Hawaii Department of Agriculture, Oahu Soil and Water Conservation District, HARC, Hawaii Farm Bureau, Agricultural Leadership Foundation, Agriculture Foundation of Hawaii, as well as individual farms and others in the farming community. The details of implementing the Agrivoltaic Program will be further refined and coordinated with stakeholders, however, the purpose of the program is to provide land and water, at minimal cost, to farmers for them to grow agrivoltaic crops or products that will be commercially successful. The program is designed to be flexible to include multiple farmers that can test different products and to continue to iterate and learn about what can be grown successfully. This will establish best practices for compatible solar and agricultural activities throughout the state. With the implementation of this agricultural plan, Mahi Solar is investing resources in farming practices that will help local farmers be successful while also supporting the production of carbon-free energy to the island via the operational solar farm.

Most of the 620-acre project area will be used for agricultural activities, with the exception of a small portion of high-voltage equipment in the substation, switchyard, and battery energy storage facility.



These components consist of fenced gravel yards and are not conducive or safe for farming or ranching activities. The remainder of the project area will be used for agricultural activities as shown in **Figure 10**, which is a significant amount of land to accommodate a mix of different agricultural activities.

Several professional local farmers and ranchers have indicated an interest in subleasing land at the Mahi Solar project for various agricultural activities. See **Appendix A** for Letters of Intent from various organizations, including HARC, Hartung Brothers Inc., and Oahu Grazers, expressing interest in utilizing lands at the Mahi Solar site for agricultural activities. They are proposing to use the land under and between the solar panels to grow shade-tolerant vegetable crops such as hydroponic lettuce, choi sum and daikon; high-quality livestock feed like alfalfa; pollinator-friendly flowering plants to support honey-bee hives; and to raise livestock like sheep. While the land area (acres) assigned to each farmer cannot be determined until after construction, **Table 2** below presents one potential allocation of area between the different agricultural activities proposed thus far.

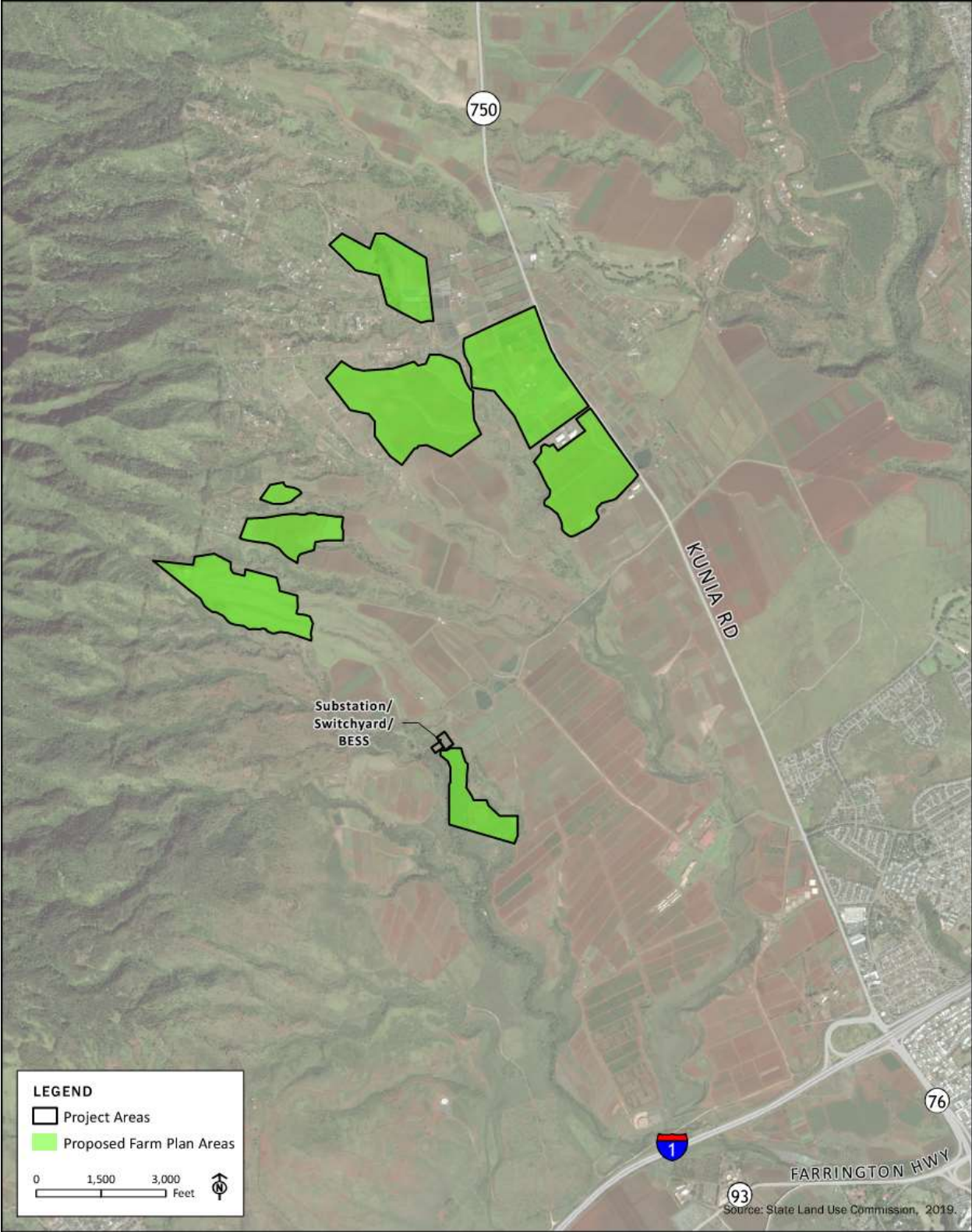
**Table 2: Agricultural Use – Potential Area Allocation**

<b>Agricultural Use</b>	<b>Approximate Acres</b>
Hydroponics	20
Choi sum, daikon, other greens	30
Flowers for honey production	200
Alfalfa forage	150
Sheep pasture	200
<b>Total</b>	<b>600</b>

Mahi Solar will work with local farmers to determine the appropriate area and location for each activity and will provide land and water, at little or no cost, along with potentially some start-up capital. It is anticipated that subleases for the land would be negotiated for a term of five years or more, to help farmers obtain financing.

### 6.3 Sharing Research

Mahi Solar believes that a key outcome from this Agrivoltaic Program will be the results of the effort to support farming in concert with a solar farm. Mahi Solar will work with HARC to conduct research and an active examination of trial crops prior to construction of the project and then on actual commercial farming activities at the solar farm during operation. Using scientific methods of analysis, this informational research could be published for review and use to increase the knowledge base for other farmers and solar farm operators. The research plan will be developed as more details of the farming practices are determined for the site (i.e. crop types, farm size, farming methods, effect of shading vs unshaded areas, etc.). The goal of the program is to research and grow dozens of different agrivoltaic crops and livestock practices over the next 25 years. As each new use is tested in research trials or grown in the solar fields by farmers, Mahi Solar will gather data and evaluate the results, and farmers and ranchers will continue to learn and modify their work, in an iterative process. By studying what crops and other products are compatible with solar farms, the program will be able to share results with other solar developers, operators, farmers, researchers, and agencies, benefitting not only Hawaii but potentially communities throughout the world.



**Figure 10**  
Proposed Farm Plan Areas

Mahi Solar will share this critical information and findings with the broader community, so that farmers and solar developers can find new and more productive ways of using Hawaii's agricultural land for both farming and renewable energy.

## 7.0 References

Clean Energy States Alliance (CESA). 2020. State Pollinator-Friendly Solar Initiatives.

<https://www.cesa.org/wp-content/uploads/State-Pollinator-Friendly-Solar-Initiatives.pdf>

Dinesh, Harshavardhan; Pearce, Joshua M. (2016). "[The potential of agrivoltaic systems](#)". Renewable and Sustainable Energy Reviews. 54: 299–308. doi:[10.1016/j.rser.2015.10.024](#)

United States Department of Agriculture, National Agricultural Statistics Service, Hawaii Field Office. 2017. Top 20 Commodities - State of Hawaii for 2017.

Wilkinson, Kim and Elevitch, Craig. 1998. Overstory #11 - Understory: A Unique Niche for Valuable Crops. AgroForestry. <https://www.agroforestry.org/?id=254:overstory-11-understory-a-unique-niche-for-valuable-crops>

Wolff, Xenia Yvette. 1988. Productivity of Vegetable Crops Grown Under Shade in Hawaii. University of Hawaii.



Appendix A

---

# Letters of Intent





## HAWAII AGRICULTURE RESEARCH CENTER

PO BOX 100, KUNIA, HAWAII 96759

TELEPHONE: (808) 621-1350 FAX: (808) 621-1359

<http://www.harc-hspa.com>

Mahi Solar, LLC  
330 Congress St  
6<sup>th</sup> Floor  
Boston, MA 02210

December 17, 2020

Attn: To Whom it May Concern:

Hawaii Agriculture Research Center (HARC) is a 100+ year old agricultural research non-profit organization established to support agriculture in Hawaii. It's former sponsor, the sugar industry, cooperated within its members in research efforts to benefit the industry and the state. We are excited to have been contacted by Mahi Solar to explore the possibility of combining the solar infrastructure with agricultural operations. This is not a new concept and is being studied throughout the world. So far the biggest difference we have seen in what is on-going else where and Mahi Solar's proposed operation is the solar panel layout. It presents some unique challenges which warrant evaluation which Mahi Solar has indicated that it will support.

HARC has worked with Mahi Solar on its agricultural plan which HARC feels is a work in progress. It has recruited a few successful agricultural operations that it believes can be adapted to this particular solar infrastructure: a lettuce operation; a nursery; and a basil grower. Other potential crops include alfalfa as a more nutritious forage for livestock and ilima, a ground cover, to support bees and honey production. While many different crop operations have been shown to have some success elsewhere, HARC is choosing to start with a few entrepreneurial operations which we feel have a good chance to be successfully integrated into the solar infrastructure in the Kunia area. Based on the initial findings HARC will evaluate additional crops. We feel confident that efficient and economically viable solutions will result.

Sincerely,

A handwritten signature in black ink, appearing to read "Stephanie Whalen", is written over a horizontal line.

Stephanie Whalen  
Executive Director





December 15, 2020

Mahi Solar, LLC  
Attn: Wren Wescoatt  
330 Congress St, 6<sup>th</sup> Floor  
Boston, MA 02210

Dear Mr. Wescoatt:

Hartung Brothers, Inc. is interested using a portion of the land at the Mahi Solar project site to grow alfalfa for livestock feed/forage/grazing. We currently grow alfalfa at our facility on Kauai and believe that it could be grown successfully under solar modules in Kunia. The alfalfa could provide a high-quality feed/forage/grazing for livestock like cattle, sheep, or chickens. It could provide a much better forage for grazing than California grass and weeds that are often found in local pastures.

Hartung Brothers, Incorporated is a family owned and operated agribusiness. Hartung Brothers, Inc. was founded out of a pure passion for agriculture. We have been developing a wide range of solutions for agriculture's producers and processors.

Hartung Brothers acquired the Hawaii operations of Syngenta in 2017 and has been a landowner and farmer in Kunia since then. We are familiar with the growing conditions at the solar farm site, and we are hopeful that alfalfa can be successfully farmed as a secondary crop along with the solar project.

Mahalo,



Joshua Uyehara  
Vice President – General Manager, Hawaii Operations  
Hartung Brothers Inc.



December 16, 2020

Wren Wescoatt  
Mahi Solar Project  
[Wren.wescoatt@longroadenergy.com](mailto:Wren.wescoatt@longroadenergy.com)  
RE: Mahi Solar land

Dear Mr. Wescoatt:

Oahu Grazers is the largest sheep ranching operation on the island of Oahu, with over 500 head of sheep and decades of experience in commercial ranching. Currently, we are in the process of expanding our sheep ranch to supply Oahu restaurants and stores with fresh locally raised, grass fed lamb. We graze sheep at the largest solar projects on the island, as shown below. The sheep can effectively graze the land under and around the panels, which provides the additional service of vegetation management by keeping grass and weeds lower so they don't shade the solar panels.



Our company would like lease a few hundred acres of the Mahi Solar project as additional pasture land so we can continue to grow our sheep ranching business. More pasture locations will enable us to keep several separate herds and selectively breed our stock for better and more consistent lamb production. Oahu Grazers also manages cattle and may be able to use part of the Mahi project area for young cattle, as well. We look forward to working together to utilize the land for both energy and food.

Thanks,

 , Daniel W Olsen

Date: 12/26/20

 , Raia Olsen

Date: 12/16/20



December 15, 2020

Mahi Solar  
330 Congress St, 6<sup>th</sup> Floor  
Boston, MA 02210

To Whom It May Concern,

Law Tieng's Farm LLC is interested in subleasing land at the future Mahi Solar project to grow Basil, Sweet Potatoes, Betel leaves, Mint leaves, under and between the solar panels. We believe this crop will grow well in partial shade under the panels and can be farmed using smaller tractors and other equipment. If we can grow this and other crops successfully, we would sell locally or ship to overseas buyers.

Our family-owned farms are experienced local farmers, and we have been growing many different crops on this land for many years. Solar panels will change the way we farm that section of our property, but if we can be creative, we can still produce food on the land while the solar project generates renewable energy.

Sincerely,

A handwritten signature in dark ink, appearing to be the initials 'LTS' followed by a stylized flourish.





**Mahi Solar Project Biological Resources  
Report, Pueo Survey Addendum, and  
Gen-tie Desktop Review Addendum  
Prepared by SWCA Environmental  
Consultants  
October 2020, November 2020, and  
December 2020**



# Mahi Solar Project Biological Resources Report

NOVEMBER 2020

PREPARED FOR

**Longroad Energy Management, LLC**

PREPARED BY

**SWCA Environmental Consultants**





**MAHI SOLAR PROJECT  
BIOLOGICAL RESOURCES REPORT  
DRAFT**

Prepared for  
Deron Lawrence

**Longroad Energy Management, LLC**  
330 Congress Street, 6th Floor  
Boston, Massachusetts 02210

Prepared by  
James Breeden, Alexander Lau, and Amanda Ehrenkrantz

**SWCA Environmental Consultants**  
1200 Ala Moana Boulevard, Suite 380  
Honolulu, Hawai'i 96814  
(808) 548-7922  
[www.swca.com](http://www.swca.com)

SWCA Project No. 61736

November 13, 2020



# CONTENTS

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Regulatory Environment.....	1
1.1.1	Endangered Species Act .....	1
1.1.2	Migratory Bird Treaty Act.....	3
1.1.3	Hawai‘i Revised Statutes Chapter 195D.....	3
1.2	Description of the Study Area .....	3
<b>2</b>	<b>Methods .....</b>	<b>4</b>
2.1	2018 Biological Resources Assessment .....	4
2.2	2020 Special-Status Flora and O‘ahu ‘Elepaio Suitable Habitat Survey.....	4
2.3	2020 Hawaiian Short-Eared Owl Survey.....	5
<b>3</b>	<b>Results.....</b>	<b>5</b>
3.1	Flora.....	5
3.2	Fauna .....	6
3.2.1	Avifauna.....	6
3.2.2	Special-Status Species .....	7
3.3	Critical Habitat .....	9
<b>4</b>	<b>Potential Impacts.....</b>	<b>11</b>
4.1	Flora.....	11
4.2	Fauna .....	11
4.2.1	Avifauna.....	11
4.2.2	Special-Status Species .....	12
<b>5</b>	<b>Recommendations .....</b>	<b>13</b>
5.1	Agency Coordination.....	13
5.2	Avoidance and Minimization Measures .....	13
5.2.1	Flora.....	13
5.2.2	Fauna.....	14
5.3	Post-Construction Mitigation.....	15
5.3.1	Avian Electrocutation and Collision.....	15
5.3.2	Panel Strikes .....	15
5.3.3	Monitoring and Reporting.....	15
<b>6</b>	<b>References Cited/Literature Cited.....</b>	<b>17</b>

## Appendices

Appendix A. Photographs

Appendix B. Mahi Solar Project O‘ahu ‘Elepaio, Hawaiian Short-Eared Owl, and Hawaiian Hoary Bat Habitat Map

## **Figures**

Figure 1. Mahi Solar Project study area..... 2  
Figure 2. Designated critical habitat ecosystems and O‘ahu ‘elepaio critical habitat near the study  
area..... 10

## **Tables**

Table 1. Birds Observed by SWCA (2018) in and near the Study Area..... 6

## **Addendum**

- Mahi Solar Project Pueo Survey Addendum
- Mahi Solar Project Gen-Tie Desktop Review Addendum

# 1 INTRODUCTION

Longroad Energy Management, LLC (Longroad), contracted SWCA Environmental Consultants (SWCA) to provide Biological Resource Assessments for the Mahi Solar Project (formerly Kupehau [Project]). The focus of the 2018 survey was to determine the potential for federally listed and state-listed species (special-status flora and/or fauna) to occur at the project site (study area) as well as to identify critical issues related to natural resources permitting. Based on the findings of the 2018 report, SWCA conducted suitable habitat surveys in 2020 for special-status plants, the O‘ahu ‘elepaio (*Chasiempis ibidis*), and Hawaiian short-eared owl or pueo (*Asio flammeus sandwichensis*) to determine the likelihood of their presence in the study area.

Located in the Ewa Region within the Honouliuli watershed on the Island of O‘ahu, the proposed project would occupy approximately 617 acres of land across several parcels within Tax Map Keys 9-2-001:001, 9-2-004:012, 9-2-004:006, 9-2-004:003, and 9-2-004:010 (Figure 1). At 120 megawatts (MW), the project would produce 4% of the O‘ahu’s electricity annually, enough to power 37,000 local homes, enabling the Hawaiian Electric Company, Inc., to burn less fossil fuel and emit less greenhouse gases. A 480 MW-hour battery system would store solar energy generated during the day to provide power at night, and an electrical substation would connect to the O‘ahu grid.

## 1.1 Regulatory Environment

This section describes laws and regulations applicable to terrestrial flora and fauna in the context of the project.

### 1.1.1 *Endangered Species Act*

The federal Endangered Species Act (ESA) of 1973, as amended, is regulated by the U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration National Marine Fisheries Service and protects wildlife and plant species that have been listed as threatened or endangered. It is designed to conserve the ecosystem on which species depend. Candidate species, which may be listed in the near future, are not afforded protection under the ESA until they are formally listed as endangered or threatened. Section 9 of the ESA and rules promulgated under Section 4(d) of the ESA prohibit the unauthorized take of any endangered or threatened species of wildlife listed under the ESA. Under the ESA, the term *take* means “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect species listed as endangered or threatened, or to attempt to engage in any such conduct.” As defined in the regulations, the term *harm* means “an act that actually kills or injures wildlife; it may include significant habitat modification or degradation, which actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering” (50 Code of Federal Regulations [CFR] 17.3). The rules define *harass* to mean “an intentional or negligent act or omission that creates the likelihood of injury to wildlife by annoying it to such an extent, as to significantly disrupt normal behavior patterns, which include, but are not limited to, breeding, feeding, or sheltering” (50 CFR 17.3).

The ESA affords maximum legal protections to species listed as threatened or endangered under the law and also provides authorization for incidental take permits for take that occurs incidental to otherwise legal operations. To comply with federal laws, additional measures must be taken to ensure that take of ESA-listed species does not occur as a result of the solar project. Any fatality of a listed species should be reported to the USFWS and the Hawai‘i Department of Land and Natural Resources (DLNR) Division of Forestry and Wildlife (DOFAW) as soon as possible, and an incident report should be filed within 24 hours of detection of the fatality.



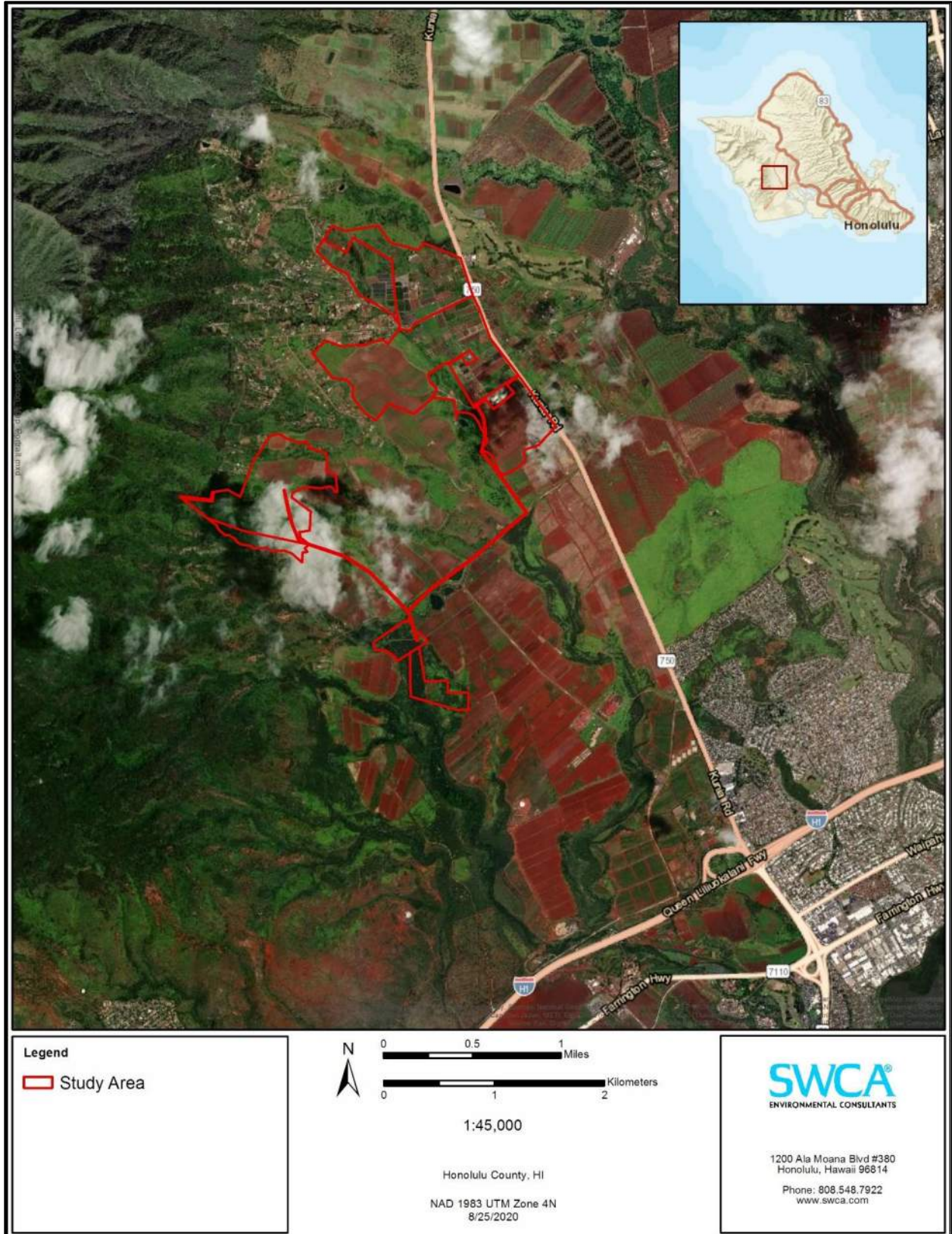


Figure 1. Mahi Solar Project study area.

### **1.1.2 Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (MBTA) of 1918, as amended, is regulated by the USFWS and prohibits the take of migratory birds. A list of birds protected under MBTA-implementing regulations is published under 50 CFR 10.13. Unless permitted by regulations, under the MBTA, “it is unlawful to pursue, hunt, take, capture or kill; attempt to take, capture or kill; possess, offer to sell, barter, purchase, deliver or cause to be shipped, exported, imported, transported, carried or received any migratory bird, part, nest, egg or product” (16 United States Code 703–712). The MBTA provides no process for authorizing incidental take of MBTA-protected birds. As a result, birds that are not covered under the ESA that may be adversely affected by the project cannot be covered by take authorizations. Additionally, a 2017 memorandum from the U.S. Department of the Interior (M-37050, December 22, 2017) posited that the MBTA does not prohibit the incidental taking of migratory birds. Regardless, incidental take of individual MBTA-protected species is unlikely to adversely affect the species as a whole; however, any take of MBTA-protected species should be documented and reported in a similar manner to that of any endangered or threatened species of wildlife listed under the ESA.

### **1.1.3 Hawai‘i Revised Statutes Chapter 195D**

The purpose of Hawai‘i Revised Statutes (HRS) Chapter 195D is “to insure the continued perpetuation of indigenous aquatic life, wildlife, and land plants, and their habitats for human enjoyment, for scientific purposes, and as members of ecosystems.” Section 195D-4 states that any endangered or threatened species of fish or wildlife recognized by the ESA shall be so deemed by the state statute. Like the ESA, the unauthorized take of such endangered or threatened species is prohibited (HRS Section 195-D-4[e]), but incidental take licenses can be obtained (HRS Section 195D-21). In addition to species protected under the ESA, rules adopted under HRS Section 195D-4 allow for the listing of indigenous species as threatened or endangered due to the following reasons:

- Habitat destruction or alteration (current or predicted)
- Overexploitation
- Disease or predation
- Lack of regulatory mechanisms
- Other factors threatening the species’ continued existence

Determinations are made based on all available sources of data (scientific, commercial, and other) and consultation with appropriate agencies (federal, state, and county) and interested organizations and parties.

## **1.2 Description of the Study Area**

The study area borders Kunia Road in central Maui. It is approximately 1.8 miles north west of Village Park and about 4.2 miles north of Kapolei. The study area consists of approximately 617 acres of land owned by Hartung Brothers, Law Farms, and Bayer. The mean annual rainfall is approximately 31.8 inches (80.7 centimeters); rainfall is typically highest in January and lowest in June (Giambelluca et al. 2013). The study area is currently used by Hartung Brothers, Law Farms, and Bayer for agriculture production. Although the surrounding area is predominantly agricultural, there are residential areas nearby.

The reconnaissance-level Biological Resources Assessment in 2018 covered a smaller study area, while the suitable habitat surveys in 2020 for special-status plants and the O‘ahu ‘elepaio focused on the 2020 study area shown in Figure 1.

## 2 METHODS

Before the field survey, SWCA conducted a literature review of the study area to determine whether habitat for MBTA, ESA, and HRS Chapter 195-D protected species may be present. The following information was reviewed:

- *Waiawa Energy Ahupua‘a Proposal for Net-Positive Clean Energy Community and Grant of Easement* (Longroad 2017)
- Aerial imagery
- Study area photographs
- Draft Revised Recovery Plan for Hawaiian Forest Birds
- Hawai‘i’s State Wildlife Action Plan
- The USFWS Information for Planning and Consultation (IPaC) website

### 2.1 2018 Biological Resources Assessment

During the March 1, 2018, site visit, SWCA conducted a pedestrian field survey to characterize the flora and wildlife present or likely to be present in the study area. This site visit took place from 12:00 p.m. to 2:00 p.m. Species recorded during this survey are indicative of wet conditions and other current environmental factors at the time of the survey. It is possible that additional surveys conducted at a different time of year or time of day may result in minor variations in the number of species and the abundance of flora and fauna observed. SWCA noted any visual and auditory observations and signs, such as scat or prints, indicating animal presence. Field observations were conducted using 10 × 42–millimeter binoculars. All bird, mammal, reptile, amphibian, and invertebrate species seen or heard in or near the study area were noted. In addition, potential habitat for federally listed or state-listed threatened and endangered species and birds protected under the MBTA were noted, if present. Acoustic surveys for the endangered Hawaiian hoary bat or ‘ōpe‘ape‘a (*Lasiurus cinereus semotus*) were not conducted; however, areas of suitable bat habitat for foraging and roosting were noted when present.

### 2.2 2020 Special-Status Flora and O‘ahu ‘Elepaio Suitable Habitat Survey

Two SWCA botanists and one wildlife biologist conducted pedestrian and vehicular special-species habitat surveys for listed plants and the O‘ahu ‘elepaio in the study area on July 24 and August 10, 2020. The objective of the surveys was to characterize the vegetation of the area to determine the likelihood of occurrence. Areas in close proximity to O‘ahu ‘elepaio critical habitat and areas more likely to support native plants (e.g., rocky outcrops and forested areas) were more intensively examined.

## 2.3 2020 Hawaiian Short-Eared Owl Survey

Three SWCA biologists are currently conducting surveys to determine the presence of the Hawaiian short-eared owl in the study area (see Figure 1). These surveys are being conducted using methods from Price and Cotín (2018) and are carried out in the late evening, starting between 60 and 75 minutes before sunset and lasting until 30 minutes after sunset. Observations of both pueo and barn owls are being recorded. Surveys consist of three survey periods spaced at least 3 weeks apart to increase the probability of detecting pueo, as recommended by Price and Cotín (2018). The results of the Hawaiian short-eared owl surveys will be reported in a forthcoming addendum. Owl detections that occur outside of the survey period are also being recorded and included in the results.

## 3 RESULTS

The following section describes the results of the special-status flora and fauna habitat surveys in the study area.

### 3.1 Flora

No threatened, endangered, or special status species were seen during surveys. The habitat observed has been transformed by previous land use and is either dominated by non-native invasive species or used for cultivation of crops. The habitat is therefore poor for the majority of special-status species. The vegetated portions of the study area can be classified into five predominant types: cultivated croplands, fallow fields, grassland, koa haole forest, and non-native forest. Cultivated croplands are dominated by corn (*Zea mays*), with sparse weedy vegetation such as koa haole (*Leucaena leucocephala*), golden crown-beard (*Verbesina encelioides*), and Guinea grass (*Urochloa maxima*) (Figure A-1). Fallow fields occur on level land that has recently been used for agriculture, and are dominated by greater than 95% Guinea grass, with occasional weedy vegetation such as koa haole, golden crown-beard, Formosan koa (*Acacia confusa*), and ‘uhaloa (*Waltheria indica*) (Figure A-2). Grasslands are also dominated by Guinea grass and occur on slopes, gulches, and other areas not recently used for agriculture (Figure A-3). Koa haole forest is dominated by thickets of short-statured koa haole trees, with an understory dominated by Guinea grass or buffelgrass (*Cenchrus ciliaris*) (Figure A-4). Non-native forest is made up usually of mixed non-native trees such as monkeypod (*Samanea saman*), Christmas berry (*Schinus terebinthifolius*), Formosan koa, and silk oak (*Grevillea robusta*), with an understory dominated by Guinea grass. Occasional stands of eucalyptus (*Eucalyptus* cf. *citriodora*) occur in several pockets in the study area, where thickets of these trees occur with an understory limited to bare ground or occasional Guinea grass (Figure A-5; see Figure A-3).

Three native species were seen during the surveys. Scattered individuals of ‘iliahialo‘e (*Santalum ellipticum*) occur in one area in the understory of a eucalyptus stand, where it was rare. Scattered individuals of wiliwili (*Erythrina sandwicensis*) occur in the dry lower gulches of the study area. ‘Uhaloa was also seen throughout the study area along roadsides. None of these species are considered rare, and none are protected.

Though rare, prickly Russian thistle (*Salsola tragus*), also known as tumbleweed, was seen in the study area. This species has caused impacts to agricultural operations and road safety, inducing road closures on Maui, where it is more thoroughly established (Arakawa 2013; *The Maui News* 2017). Tumbleweed can be controlled using herbicides on managed land, but it has become most problematic on unmanaged land. This species is not yet widespread on O‘ahu.

## 3.2 Fauna

As listed above, a query was made on the USFWS IPaC website to determine whether undetected MBTA-protected birds may be present in the study area. SWCA used best professional judgement and knowledge of the site to narrow down the results of the query to likely species. The results of this query can be provided if requested. In general, most of the wildlife species expected to occur in the study area include assemblages that are found on O‘ahu between 200 and 365 meters (m) (650 and 1,200 feet) in elevation.

### 3.2.1 Avifauna

The IPaC resource query for this project listed 12 MBTA-protected bird species that could occur in the study area. Based on geographic location, available habitat, and SWCA’s best professional judgement, only two MBTA birds on the IPaC resource list are likely to occur: ‘apapane (*Himatione sanguinea*) and O‘ahu ‘amakihi (*Chlorodrepanis flava*).

In all, 18 bird species were observed during the 2018 site visit, including five MBTA-protected species (Table 1). The avifauna was not resurveyed during the 2020 O‘ahu ‘elepaio habitat assessment because the vegetation and environmental conditions of the study area were unchanged and the same species are expected to occur. Of the species observed, all are non-native permanent residents except for the Pacific golden plover (*Pluvialis fulva*), which is migratory. The study area could provide foraging habitat for all observed bird species. Of the observed MBTA-protected species, the cattle egret (*Bubulcus ibis*), Eurasian skylark (*Alauda arvensis*), house finch (*Haemorhous mexicanus*), and northern cardinal (*Cardinalis cardinalis*) are the only species that could nest in the study area. The Pacific golden plover does not breed in Hawai‘i.

**Table 1. Birds Observed by SWCA (2018) in or near the Study Area**

Common Name	Scientific Name	Status	MBTA
Black francolin	<i>Francolinus francolinus</i>	NN	
Cattle egret	<i>Bubulcus ibis</i>	NN	X
Chestnut munia	<i>Lonchura atricapilla</i>	NN	
Common myna	<i>Acridotheres tristis</i>	NN	
Common waxbill	<i>Estrilda astrild</i>	NN	
Domestic chicken	<i>Gallus gallus domesticus</i>	NN	
Eurasian skylark	<i>Alauda arvensis</i>	NN	X
Grey francolin	<i>Francolinus pondicerianus</i>	NN	
Japanese bush warbler	<i>Horornis diphone</i>	NN	
Japanese white-eye	<i>Zosterops japonicus</i>	NN	
House finch	<i>Haemorhous mexicanus</i>	NN	X
Northern cardinal	<i>Cardinalis cardinalis</i>	NN	X
Pacific golden plover	<i>Pluvialis fulva</i>	M	X
Red-crested cardinal	<i>Paroaria coronata</i>	NN	
Red-vented bulbul	<i>Pycnonotus cafer</i>	NN	
Rock pigeon	<i>Columba livia</i>	NN	
Spotted dove	<i>Streptopelia chinensis</i>	NN	



Common Name	Scientific Name	Status	MBTA
Zebra dove	<i>Geopelia striata</i>	NN	
<b>Total</b>		<b>18</b>	<b>5</b>

Notes: Status: M = migrant; NN = non-native permanent resident; MBTA: X = protected under the MBTA.

### 3.2.2 Special-Status Species

No species-specific surveys were conducted to determine whether federally listed or state-listed threatened, endangered, proposed, or candidate species or rare special-status species may occur in the study area; however, the study area could provide suitable habitat for the following special-status species, which are described in further detail below. Other threatened and endangered species were initially considered but were dismissed from further analysis because of a lack of suitable habitat or because the study area is out of their habitat range.

- Hawaiian hoary bat: State-listed and federally listed as endangered
- O‘ahu ‘elepaio: State-listed and federally listed as endangered
- Hawaiian goose or nēnē (*Branta sandvicensis*): State-listed and federally listed as endangered
- Hawaiian short-eared owl or pueo (*Asio flammeus sandwichensis*): State-listed as endangered

#### Hawaiian waterbirds

- Hawaiian coot or ‘alae ke‘oke‘o (*Fulica alai*): State-listed and federally listed as endangered
- Hawaiian gallinule or ‘alae ‘ula (*Gallinula galeata sandvicensis*): State-listed and federally listed as endangered
- Hawaiian stilt or ae‘o (*Himantopus mexicanus knudseni*): State-listed and federally listed as endangered

#### Seabirds

- Band-rumped storm-petrel or akē‘akē (*Oceanodroma castro*): State-listed and federally listed as endangered
- Hawaiian petrel or ‘ua‘u (*Pterodroma sandwichensis*): State-listed and federally listed as endangered
- Newell’s shearwater or ‘a‘o (*Puffinus auricularis newelli*): State-listed and federally listed as threatened

#### 3.2.2.1 HAWAIIAN HOARY BAT

Hawaiian hoary bats forage and roost in pasture, cropland, orchards, forests, and developed lands such as golf courses, urban areas, and suburban yards. Hawaiian hoary bats are solitary and roost in exotic and native woody vegetation. They could forage throughout the study area and roost in the extant trees. The birthing and pup-rearing season typically occurs between June 1 and September 15. It is common for adult females to leave flightless young unattended in “nursery” trees and shrubs while foraging.

### 3.2.2.2 O‘AHU ‘ELEPAIO

The O‘ahu ‘elepaio is an endemic forest bird that is considered to be a habitat generalist and is known to occur in a wide range of native and introduced forest types, ranging from 100 to 550 m (325 to 1,800 feet) in elevation (Conant 1977; DLNR 2015; VanderWerf 1993). Most O‘ahu ‘elepaio occur in areas with a continuous forest canopy and a dense understory, and population densities are roughly twice as high in tall riparian vegetation in valleys than in scrubby vegetation on ridges (USFWS 2006). Habitat for O‘ahu ‘elepaio is variable and dependent on the localized population. Habitat is commonly composed of alahe`e (*Psydrax odorata*), pāpala kēpau (*Pisonia umbellifera*), lama (*Diospyros sandwicensis*), hame (*Antidesma platyphyllum*), māmaki (*Pipturus albidus*), kaulu (*Sapindus oahuensis*), `āla`a (*Pouteria sandwicensis*), strawberry guava (*Psidium cattleianum*), common guava (*Psidium guajava*), kukui (*Aleurites moluccana*), mango (*Mangifera indica*), and Christmas berry (USFWS 2006).

The O‘ahu ‘elepaio’s diet includes a broad range of native and non-native invertebrates (e.g., insects, caterpillars, and spiders). Foraging behavior is diverse and occurs in the air and on the ground, including fallen logs, tree trunks, branches, twigs, and foliage (USFWS 2006). Nesting typically occurs from February to June but has been documented as early as January and as late as July (USFWS 2006; VanderWerf 1998). The O‘ahu ‘elepaio typically builds cup nests in the fork or top branch of a tree. The O‘ahu ‘elepaio could nest and forage in the study area trees.

Suitable nest and forage habitat for O‘ahu ‘elepaio occurs where the study area borders O‘ahu ‘elepaio critical habitat (Figure 2 and A-6). This habitat becomes less suitable as the distance from the critical habitat increases because the vegetation transitions from closed canopy continuous forest into an open canopy fragmented forest mixed with mixed with grassland and shrubland (Figure A-7; see Figure A-6). Although some of the habitat may be less suitable, because O‘ahu ‘elepaio are a forest and foraging generalist, some individuals may use less suitable forest up to 305 m (1,000 feet) from the O‘ahu ‘elepaio critical habitat in the study area for nesting and foraging.

### 3.2.2.3 HAWAIIAN GOOSE (NĒNĒ)

Nēnē occupy various habitat types ranging from beach strand, shrubland, grassland, and lava rock at elevations ranging from coastal lowlands to alpine areas (Banko 1988; Banko et al. 1999). The geese eat plant material, and the composition of their diet depends largely on the vegetative composition of their surrounding habitats. Most nēnē food items are leaves and seeds of grasses and sedges, leaves and flowers of various herbaceous composites, and various fruits of several species of shrubs (Black et al. 1994). They appear to be opportunistic in their choice of food plants as long as the plants meet their nutritional demands (Woog and Black 2001).

Potential forage and nest habitat are present for nēnē in the cultivated croplands and fallow fields of the study area. Nēnē were first observed on O‘ahu in 2014 where they nested and produced offspring in 2014 at James Campbell National Wildlife Refuge. This small population has been extirpated from O‘ahu (personal communication, Kelly Goodale, USFWS, September 1, 2020). When nēnē occurred on O‘ahu they were known to travel between Mililani (agriculture park and local golf course), James Campbell National Wildlife Refuge, and Turtle Bay Resort on the North Shore of O‘ahu. Because of the known geographic range and non-migratory lifestyle of nēnē, the species is highly unlikely to occur on the study area.

#### **3.2.2.4 HAWAIIAN SHORT-EARED OWL**

The Hawaiian short-eared owl is active during the day and occurs in a variety of habitats, including wet and dry forests, grasslands, and shrublands. Its diet consists of small mammals and birds (Holt and Leasure 2006). Little is known about the breeding biology of the Hawaiian short-eared owl, but nesting occurs throughout the year (USFWS 2013). Nests are made on the ground and are lined with grasses and feathers. The results of the 2020 surveys will be reported in a forthcoming addendum to this report.

#### **3.2.2.5 HAWAIIAN WATERBIRDS**

Three listed waterbird species—Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt—could visit the study area. These species are found in a variety of wetland habitats, such as freshwater marshes and ponds; coastal estuaries and ponds; artificial reservoirs; kalo or taro (*Colocasia esculenta*) lo‘i, or patches; irrigation ditches; and sewage treatment ponds (USFWS 2011). The Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt could visit and forage in the manmade water sources adjacent to the study area, such as the reservoirs and Wailoi ditch. It is unlikely that the Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt would nest in the study area due to a lack of permanent water resources with aquatic vegetation.

#### **3.2.2.6 SEABIRDS**

Three listed seabird species—the endangered band-rumped storm-petrel, the endangered Hawaiian petrel, and the threatened Newell’s shearwater—could fly over the study area at night while traveling to and from their upland nesting sites and foraging areas in the ocean. It is very unlikely they would use the habitat available in the study area for anything other than flying over it.

### **3.3 Critical Habitat**

No critical habitat for special-status species is located in the study area; however, the mauka portion of the site is within 1,300 m of USFWS-designated Lowland Mesic Unit 3 (see Figure 2), which provides protection for a number of federally listed plant species, including *Delissea subcordata*, laukahi kuahiwi (*Plantago princeps*), pōpolo‘aiakeakua (*Solanum sandwicense*), hāhā (*Cyanea grimseana* ssp. *obatae*), *Phyllostegia hirsuta*, ōpuhe (*Urera kaalae*), *Phyllostegia mollis*, *Phyllostegia parviflora*, kāmanomano (*Cenchrus agrimonioides*), and alani (*Melicope saint-johnii*).

Designated critical habitat for O‘ahu ‘elepaio borders the study area’s westernmost border (see Figure 2). Critical habitat for the O‘ahu ‘elepaio was designated in 2002. Although designated O‘ahu ‘elepaio critical habitat borders the study area, not all of the critical habitat is occupied. The closest O‘ahu ‘elepaio occupied designated critical habitat occurs approximately 830 m (2,723 feet) away from the western edge of the study area.

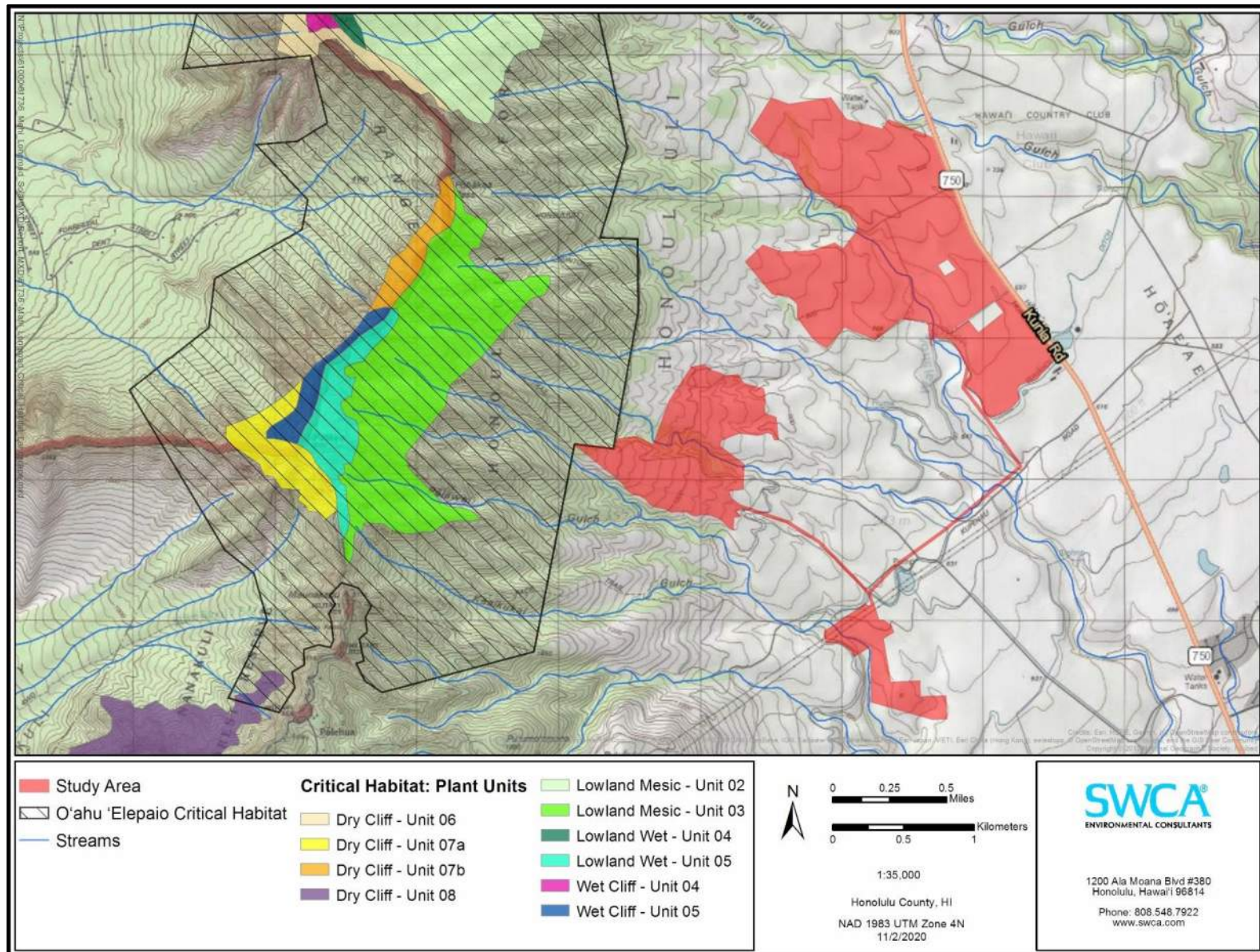


Figure 2. Designated critical habitat ecosystems and O'ahu 'elepaio critical habitat near the study area.

## 4 POTENTIAL IMPACTS

Potential impacts from the project are described in this section. These impacts could be avoided or reduced by incorporating the recommendations listed below into the project.

### 4.1 Flora

The vegetation types and habitats observed during the survey are dominated by non-native species. The native species present occur infrequently or in small pockets, and no threatened or endangered plants were found. Therefore, the proposed project would not be expected to have a significant, adverse effect on flora resources.

Weedy non-native plant species are common throughout the study area. Most of these weedy species are widespread on O‘ahu, and their control in the study area is not expected to result in a significant decrease in their number or distribution. However, one invasive species seen at the site, tumbleweed, could spread locally in the study area during construction activities due to soil disturbance. If soil or other potentially infested materials are moved from the study area, there is the potential for spreading this species to other, currently unaffected areas of the island. This species could negatively impact agricultural operations and road safety.

### 4.2 Fauna

#### 4.2.1 Avifauna

Based on a desktop analysis of habitat, range of species, geographic location, and observed species, seven MBTA-protected birds (i.e., ‘apapane, O‘ahu ‘amakihi, Eurasian skylark, cattle egret, house finch, northern cardinal, and Pacific golden plover) could occur in the study area. Short-term impacts associated with project construction could result in temporary displacement of MBTA-protected species from breeding and foraging habitats; however, individuals would be expected to find abundant habitat nearby. The temporary displacement of individuals from the study area as a result of implementation of the project would not be expected to affect the survival of individuals or populations, and impacts would cease after construction is completed. Long-term impacts would be unlikely.

Some solar facilities are known to result in impacts to avian species, as dead birds are occasionally found near solar panels. Mortality may be a result of natural causes, injury sustained off-site, electrocution, or direct interactions with the solar facility (e.g., photovoltaic [PV] panels, overhead powerlines, or other infrastructure) (Erickson et al. 2005; Kosciuch et al. 2020). The cause of mortality often cannot be determined (Kosciuch et al. 2020). Solar flux, or concentrated sunlight, does not occur at facilities that use PV panels (Walston et al. 2015).

Kosciuch et al. (2020) studied avian fatalities at solar facilities in the southwestern United States. It categorized bird fatalities into taxonomic groupings consisting of diurnal raptors, songbirds, water obligates that rely on water for landing and take-off (e.g., loons, grebes, cormorants, coots, and diving ducks), and water associates that rely on aquatic habitats for foraging, reproduction, and/or roosting (e.g., most species of ducks, herons, rails, plovers, sandpipers, and gulls, among others). Water obligates and water associated birds are important to place into separate categories because they have been considered vulnerable to fatality at PV facilities because of the potential to confuse solar panel arrays for bodies of water (Kagan et al. 2014). However, the hypothesis that birds confuse solar panels for water bodies is considered speculative and has not been sufficiently tested (Kosciuch et al. 2020; Walston et al. 2015).



Among the facilities studied by Kosciuch et al. (2020), songbirds and dove mortalities were the most widely represented, with mourning dove (*Zenaida macroura*) being the most widely represented species. Water-obligate mortalities were detected more often than water associates. Kosciuch et al. (2020) also notes that water sources are limited in the southwestern United States, and that the majority of water-obligate and water-associate fatalities were found at facilities located near water sources with high bird use, such as the Salton Sea and Colorado River. The American coot (*Fulica americana*) was the water-obligate fatality most often found in the study. In general, the overall most common species found were generally abundant in the regions where the studies were done, and the species most often found are those that move at or near ground level or are associated with anthropogenic structures. Kosciuch et al. (2020) cautions that these conclusions may not be applicable to other regions.

The Mahi study area is not located near a potential flyway, concentrated fly zone, or heavily used water source, thereby reducing potential for large concentrations of birds passing through the study area. There is the potential for a range of avian species to occur in and/or fly through the study area. The most common species present, those that move along the ground, and those associated with human-built structures likely have the highest potential for fatality at the site. Longroad is committed to implementing its corporate Downed Wildlife Observation Program (DWOP), which consists of training staff to identify and document all found wildlife carcasses. Fatalities of species covered by the MTBA, ESA, and HRS Chapter 195D will be reported to the appropriate agency.

#### **4.2.2 Special-Status Species**

Based on the site visit, the study area contains habitat for the special-status animal species described above.

Construction at the site may temporarily displace individuals of special-status animal species; however, these individuals would be expected to find abundant foraging and nesting habitat nearby. The temporary displacement of individuals from the study area would not be expected to affect the survival of individuals or populations.

Hawaiian hoary bats may use areas in and near the study area for foraging, socializing, daytime roosting, and raising offspring. If tree removal occurs during the bat breeding season (June 1–September 15), direct impacts could occur to juvenile bats that are too young to fly but too large to be carried by an adult. If Hawaiian hoary bats use the study area trees for roosting, site clearing would result in bats relocating to adjacent forest areas that provide suitable roosting habitat. Foraging bats active at night may continue to use the site during and after construction. Hawaiian hoary bats have been known to become entangled in barbed-wire fences. Barbed-wire fencing should not be included in the construction and project design.

The O‘ahu ‘elepaio may use the study area for foraging and nesting. Direct impacts could occur during the breeding season (January to July) if a tree containing an active nest is removed. If O‘ahu ‘elepaio use the study area trees for nesting, site clearing would result in O‘ahu ‘elepaio relocating to adjacent forest areas that provide suitable nesting habitat.

Nēnē may use the study area for nesting and foraging. Direct impacts could occur during vegetation removal if a nest is damaged or if goslings are separated from adults. The impact of removing foraging and nesting habitat would be minor due to the availability of adjacent foraging and nesting habitat for displaced geese to use. Because nēnē have been extirpated from O‘ahu and were not documented in the study area when they were present, it is highly unlikely that the project could have any impact on this species.

The Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt may visit the study area to forage when moving between permanent water resources. Impacts during construction are unlikely to occur because habitat for these species would not be affected by the project. All potential habitat in the study area vicinity for these species occurs as human-made reservoirs and Wailoi ditch. None of these resources would be affected by the project. The Hawaiian stilt and Hawaiian coot would be attracted to the site only during heavy rain events that would cause ponded water.

The Hawaiian short-eared owl may use the study area for nesting and foraging. Direct impacts could occur during vegetation removal if a nest is damaged or if chicks are separated from adults. The impact of removing foraging and nesting habitat would be minor due to the availability of adjacent foraging and nesting habitat. Hawaiian short-eared owls have been known to become entangled in barbed-wire fences. Barbed-wire fencing should not be included in the construction and project design.

Special-status seabirds (Hawaiian petrel and Newell's shearwater) may transit the area but would not nest or forage there. They are attracted to bright lights, which can cause them to become disoriented and grounded, making them vulnerable to mammalian predators or being struck by vehicles (DLNR 2015).

## **5 RECOMMENDATIONS**

The following section lists avoidance and minimization measures that should be implemented before and during project construction to reduce the potential for impacts to the flora and fauna of the study area. This section also includes avoidance and minimization measures for any water features that may be adjacent to the study area. The section that follows lists recommendations for post-construction mitigation measures.

### **5.1 Agency Coordination**

Informal conversations should take place with the USFWS and DOFAW to gain concurrence on whether the project can be constructed with no effect to listed species. This conversation would begin with a discussion of a list of applicant-committed avoidance and minimization measures that would be incorporated into the project.

### **5.2 Avoidance and Minimization Measures**

#### **5.2.1 *Flora***

Because the solar project would likely involve the movement of materials and construction equipment, SWCA recommends the following invasive species mitigation measures:

- To avoid the unintentional introduction or transport of new terrestrial invasive species to O'ahu, all construction equipment and vehicles arriving from outside O'ahu should be washed and inspected prior to entering the site. In addition, construction materials arriving from outside O'ahu should also be washed and/or visually inspected (as appropriate) for excessive debris, plant materials, and invasive or harmful non-native species (plants, amphibians, reptiles, and insects). When possible, raw materials (gravel, rock, and soil) should be purchased from a local supplier on O'ahu to avoid introducing non-native species not present on the island. Inspection and cleaning activities should be conducted at a designated location.

- The inspector must be a qualified botanist-entomologist able to identify invasive species and animals of concern relevant to the point of origin of the equipment, vehicle, or material. Invasive species that should be checked for during inspections can be found at the following online locations:
  - U.S. Department of Agriculture Plants (USDA) Database of the Hawai‘i State-listed Noxious Weeds (USDA 2020)
  - O‘ahu Invasive Species Committee’s (OISC’s) Priority Target Species (OISC 2020)
- Due to the presence of tumbleweed on-site, it is recommended that this species be controlled where seen, particularly where construction activities may initiate its local establishment. Also, measures should be taken to limit the spread of this species to other parts of the island. For example, decontamination of equipment and vehicles should be implemented to prevent the movement of soil off-site.

### **5.2.2 Fauna**

To minimize potential impacts to special-status fauna, the following measures should be followed:

- Regular on-site staff should be trained to identify special-status species with potential to occur on-site and should know the appropriate measures to be taken if they are present.
- Within 3 days before tree removal, a qualified biologist should conduct a nest search for the MBTA-protected species. If active nests are found, they should be protected in place until the chicks fledge.
- If tree clearing occurs within 305 m (1,000 feet) of O‘ahu ‘elepaio critical habitat from January through July, a qualified biologist should survey the tree clearing area. If a nest is found, the USFWS and DLNR should be contacted.
- If a Hawaiian goose, Hawaiian stilt, Hawaiian coot, Hawaiian short-eared owl, or Hawaiian hoary bat is observed in the area during construction activities, all activities within 30 m (100 feet) of the individual should cease, and work should not continue until the individual leaves the area on its own accord.
- If a Hawaiian goose nest is discovered, all activities within 46 m (150 feet) of the nest should cease, and the USFWS should be contacted. Work should not resume until directed by the USFWS.
- If a Hawaiian short-eared owl nest is discovered, all activities within 46 m (150 feet) of the nest should cease, and the DLNR should be contacted. Work should not resume until directed by the DLNR.
- If tree removal occurs during the bat breeding season, direct impacts could occur to juvenile bats that are too small to fly but too large to be carried by a parent. To minimize this impact, no trees taller than 15 feet (4.6 m) should be trimmed or removed between June 1 and September 15.
- The use of barbless top-strand wire is recommended for all fence construction to avoid entanglement of Hawaiian hoary bats and Hawaiian short-eared owls.

To minimize potential impacts to seabirds, the following measures should be followed:

- Construction activity should be restricted to daylight hours as much as practicable during the seabird peak fallout period (September 15–December 15) to avoid the use of nighttime lighting that could attract seabirds.

- All outdoor lights should be shielded to prevent light from radiating upward. This has been shown to reduce the potential for seabird attraction (Reed et al. 1985; Telfer et al. 1987). A selection of acceptable, seabird-friendly lights can be found online at <http://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439> (DLNR 2016).
- Outside lights not needed for security and safety should be turned off from dusk through dawn during the fledgling fallout period (September 15–December 15).

## **5.3 Post-construction Mitigation**

### **5.3.1 *Avian Electrocution and Collision***

To minimize potential for avian electrocutions, the following measures should be implemented in adherence with the Avian Power Line Interaction Committee (APLIC) guidelines, as is the standard design practice (APLIC 2006, 2012):

- Energized and/or grounded structures should be isolated through adequate spacing, as recommended by APLIC.
- Energized and/or grounded features should be insulated.
- Perch discouragers and ribbons that alert birds to change flight course should be deployed if deemed necessary.
- Bird diverters for visibility of gen-tie lines should be installed as recommended by APLIC.

### **5.3.2 *Panel Strikes***

Dead birds may occasionally be found near solar panels. Mortality may be a result of natural causes, injury sustained off-site, or direct interactions with the solar facility (Erickson et al. 2005; Kosciuch et al. 2020; Walston et al. 2015). Longroad is committed to implementing their corporate DWOP, which includes staff training and documentation of all animal carcasses found. To document the potential for panel strikes at this site, the following steps should be taken:

- Personnel should be educated about the potential for birds to be attracted and inadvertently harmed.
- Routine monitoring and documentation of species observed should be implemented.
- If monitoring indicates that listed or candidate species are visiting the site, the USFWS and DOFAW should be contacted to provide assistance with avoidance measures to minimize impacts.

### **5.3.3 *Monitoring and Reporting***

Careful observation and detailed record keeping are the most effective ways to determine whether mortality is a result of natural causes or facility operations. Inspections for deceased wildlife should be incorporated into routine operations and should begin immediately after construction is complete to provide as much information as possible. Specialists should train operations staff in the proper response, documentation, and reporting of any downed wildlife observed. If an animal cannot be identified by solar energy facility personnel, the carcass should be left in place and protected from scavenging until a qualified individual can make a correct determination. Longroad is committed to implementing its corporate DWOP, which includes staff training and documentation of all animal carcasses found.

Any recorded fatalities of state-listed species, federally listed species, or species protected under the MBTA should be reported to the USFWS and DOFAW within 24 hours of detection, and an incident report should be filed according to the most recent agency guidance.



## 6 LITERATURE CITED

- Arakawa, A. 2013. Ask the Mayor: Kihei to Kula Road: Tumbleweeds; Pools. *Maui Now*. Available at: <http://mauinow.com/2013/10/20/ask-the-mayor-kihei-to-kula-road-tumbleweeds-pools/>. Accessed March 7, 2018.
- Avian Power Line Interaction Committee (APLIC). 2006. *Suggested Practices for Avian Protection on Power Lines: The State of the Art in 2006*. Washington, D.C., and Sacramento, California: Edison Electric Institute, APLIC, and the California Energy Commission.
- . 2012. *Reducing Avian Collisions with Power Lines: The State of the Art in 2012*. Washington D.C. and Sacramento, California: Edison Electric Institute, APLIC, and the California Energy Commission. Washington D.C. and Sacramento, California.
- Banko, P.C. 1988. Breeding biology and conservation of the Nēnē, Hawaiian goose (*Nesochen sandvicensis*). Ph.D. dissertation, University of Washington, Seattle.
- Banko, P.C., J.M. Black, and W.E. Banko. 1999. Hawaiian Goose (Nēnē) (*Branta sandvicensis*). In *The Birds of North America, No. 434*, edited by A. Poole and F. Gill. Philadelphia, Pennsylvania: The Birds of North America, Inc.
- Black, J.M., J. Prop, J.M. Hunter, F. Woog, A. Marshall, and J. Bowler. 1994. Foraging behaviour and energetics of the Hawaiian goose, *Branta sandvicensis*. *Wildfowl* 45:65–109.
- Conant, S. 1977. The breeding biology of the O‘ahu ‘elepaio. *Wilson Bull.* 89(2):193–210.
- Erickson, W.P., G.D. Johnson, and D.P. Young. 2005. *A Summary and Comparison of Bird Mortality from Anthropogenic Causes with an Emphasis on Collisions*. USDA Forest Service General Technical Report. PSW-GTR-191.
- Giambelluca, T.W., Q. Chen, A.G. Frazier, J.P. Price, Y.-L. Chen, P.-S. Chu, J.K. Eischeid, and D.M. Delporte. 2013: Online Rainfall Atlas of Hawai‘i. *Bulletin of the American Meteorological Society* 94:313–316.
- Hawai‘i Department of Land and Natural Resources (DNLR). 2015. *Hawai‘i’s State Wildlife Action Plan*. Prepared by H. T. Harvey and Associates, Honolulu, Hawai‘i. Available at: <https://dlnr.hawaii.gov/wildlife/files/2016/12/HI-SWAP-2015.pdf>. Accessed August 27, 2020.
- . 2016. *Wildlife Lighting*. Available at: <http://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf>. Accessed September 2, 2020.
- Holt, D.W., and S.M. Leasure. 2006. Short-eared owl (*Asio flammeus*). In *The Birds of North America*, No. 062. Philadelphia, Pennsylvania: The Birds of North America, Inc.
- Kagan, R.A., T.C. Viner, P.W. Trail, and E.O. Espinoza. 2014. *Avian Mortality at Solar Energy Facilities in Southern California: A Preliminary Analysis*. Ashland, Oregon: National Fish and Wildlife Forensics Laboratory.
- Kosciuch, K., D. Riser-Espinoza, M. Geringer, and W. Erickson. 2020. A summary of bird mortality at photovoltaic utility scale solar facilities in the Southwestern U.S. *PLoS ONE* 15(4)e0232034.

- Longroad Energy Management, LLC (Longroad). 2017. *Waiawa Energy Ahupua'a Proposal for Net-Positive Clean Energy Community and Grant of Easement*. Boston, Massachusetts: Longroad Energy Management, LLC.
- Oahu Invasive Species Committee (OISC). 2020. OISC target pests. Available at: <http://www.oahuisc.org/target-pests/>. Accessed August 26, 2020.
- Price, M., and J. Cotín. 2018. *The Pueo Project Final Report April 2017 – March 2018, Population size, Distribution and Habitat Use of the Hawaiian Short-eared Owl (Asio flammeus sandwichensis) on O'ahu*. Honolulu, Hawai'i: College of Tropical Agriculture and Human Resources Department of Natural Resources and Environmental Management.
- Reed, J.R., J.L. Sincock, and J.P. Hailman. 1985. Light attraction in endangered procellariiform birds: reduction by shielding upward radiation. *The Auk* 102:377–383.
- The Maui News*. 2017. Tumbling tumbleweed is an invasive species. Available at: <http://www.mauinews.com/news/local-news/2017/10/tumbling-tumbleweed-is-an-invasive-species/>. Accessed March 7, 2018.
- Telfer, T.C., J.L. Sincock, G.V. Byrd, and J.R. Reed. 1987. Attraction of Hawaiian seabirds to lights: conservation efforts and effects of moon phase. *Wildlife Society Bulletin* 15:406–413.
- U.S. Department of Agriculture (USDA). 2020. Hawai'i State-listed Noxious Weeds. Available at: <https://plants.usda.gov/java/noxious?rptType=State&statefips=15>. Accessed August 26, 2020.
- U.S. Fish and Wildlife Service (USFWS). 2003. *Draft Revised Recovery Plan for Hawaiian Forest Birds, Second Revision*. Portland, Oregon: U.S. Fish and Wildlife Service, Region 1.
- . 2005. *Recovery Plan for Hawaiian Waterbirds*.
- . 2013. Pueo. *Asio flammeus sandwichensis*/Hawaiian Owl. Hawai'i. Hakalau Forest National Wildlife Refuge. Available at: [http://www.fws.gov/refuge/Hakalau\\_Forest/wildlife\\_and\\_habitat/pueo.html](http://www.fws.gov/refuge/Hakalau_Forest/wildlife_and_habitat/pueo.html). Accessed August 27, 2020.
- . 2020. Information for Planning and Consultation (IPaC). Available at: <https://ecos.fws.gov/ipac/>. Accessed August 20, 2020.
- VanderWerf, E.A. 1993. Scales of habitat selection by foraging 'Elepaio in undisturbed and human-altered forests in Hawaii. *Condor* 95:980–989.
- Walston, L.J., Jr., K.E. Rollins, K.P. Smith, K.E. LaGory, K. Sinclair, C. Turchi, T Wendelin, and H. Souder. 2015. *A Review of Avian Monitoring and Mitigation Information at Existing Utility-Scale Solar Facilities*. Prepared for U.S. Department of Energy, SunShot Initiative and Office of Energy Efficiency and Renewable Energy. Report ANL/EVS-15/2.
- Woog, F., and J.M. Black. 2001. Foraging behavior and the temporal use of grasslands by nēnē: implications for management. *Studies in Avian Biology* 22:319–328.

## **APPENDIX A**

### **Photographs**



**Figure A-1. View of the study area, showing cultivated fields of corn.**



**Figure A-2. Typical view of fallow fields, showing predominance of Guinea grass.**





**Figure A-3. View of the study area, showing grassland on the left and non-native forest on the right.**



**Figure A-4. Typical view of koa haole forest, seen on slopes in the background behind non-native forest in the gulch bottom.**





**Figure A-5. Typical view from within the stands of eucalyptus, showing minimal growth in the understory, providing poor habitat for understory species.**



**Figure A-6. O'ahu 'elepaio habitat with closed canopy continuous forest in the study area bordering O'ahu 'elepaio critical habitat.**





**Figure A-7. O‘ahu ‘elepaio habitat transitioning from closed canopy continuous forest to open canopy fragmented forest mixed with grassland and shrubland in the study area.**

## **APPENDIX B**

### **Mahi Solar Project O‘ahu ‘Elepaio, Hawaiian Short-Eared Owl and Hawaiian Hoary Bat Habitat Map**

## INTRODUCTION

This document provides guidance to assist with preconstruction vegetation management for the Mahi Solar Project (project). SWCA Environmental Consultants (SWCA) identified two federal and state endangered species (Hawaiian hoary bat [*Aeorestes semotus*] and O‘ahu ‘elepaio [*Chasiempis sandwichensis*]) and one state endangered species (Hawaiian short-eared owl or pueo [*Asio flammeus sandwichensis*]) (special-status species) that may use the project study area for breeding (Figure B-1). SWCA used aerial imagery to determine where habitat for special-status species is most likely to occur.

## HAWAIIAN HOARY BAT

Suitable foraging habitat for the Hawaiian hoary bat occurs throughout the entire study area and bats could roost anywhere there are trees greater than 15 feet tall in the survey area (see Figure A-1). Hawaiian hoary bats typically roost in trees greater than 15 feet with dense canopy foliage, or in the subcanopy when the canopy is sparse and there is open access for launching into flight (Gorresen et al. 2013; U.S. Department of Agriculture 2009; U.S. Fish and Wildlife Service [USFWS] 2020). If trees or shrubs 15 feet or taller are cleared during the pupping season, there is a risk that flightless bats could accidentally be injured or killed because they lack the ability to move away from threats (USFWS 2020). The Hawaiian hoary bat is also known to become entangled in barbed wire.

To determine where Hawaiian hoary bats are most likely to roost, aerial imagery of the study area was used to estimate tree heights and identify suitable bat roost sites. Areas that appeared to have trees greater than 15 feet tall were mapped. Aerial imagery may not capture current conditions and trees greater than 15 feet may occur outside the areas identified on the map. On July 24, 2020, an SWCA wildlife biologist surveyed the area to determine if the aerial imagery accurately reflected the current conditions of the study area and if Hawaiian hoary bat habitat occurred within the study area.

## Recommendations

Direct impacts to bats could occur during vegetation removal if a juvenile bat that is too small to fly but too large to be carried by a parent is present in a tree or branch that is cut down. To prevent direct impacts to Hawaiian hoary bat, the following measures are recommended:

- If felling of standing trees occurs during the bat breeding season, direct impacts could occur to juvenile bats that are too small to fly but too large to be carried by a parent. To minimize this impact, no trees taller than 15 feet should be trimmed or removed between June 1 and September 15.
- The use of barbless wire is recommended for all fence construction to avoid entanglement of Hawaiian hoary bat.

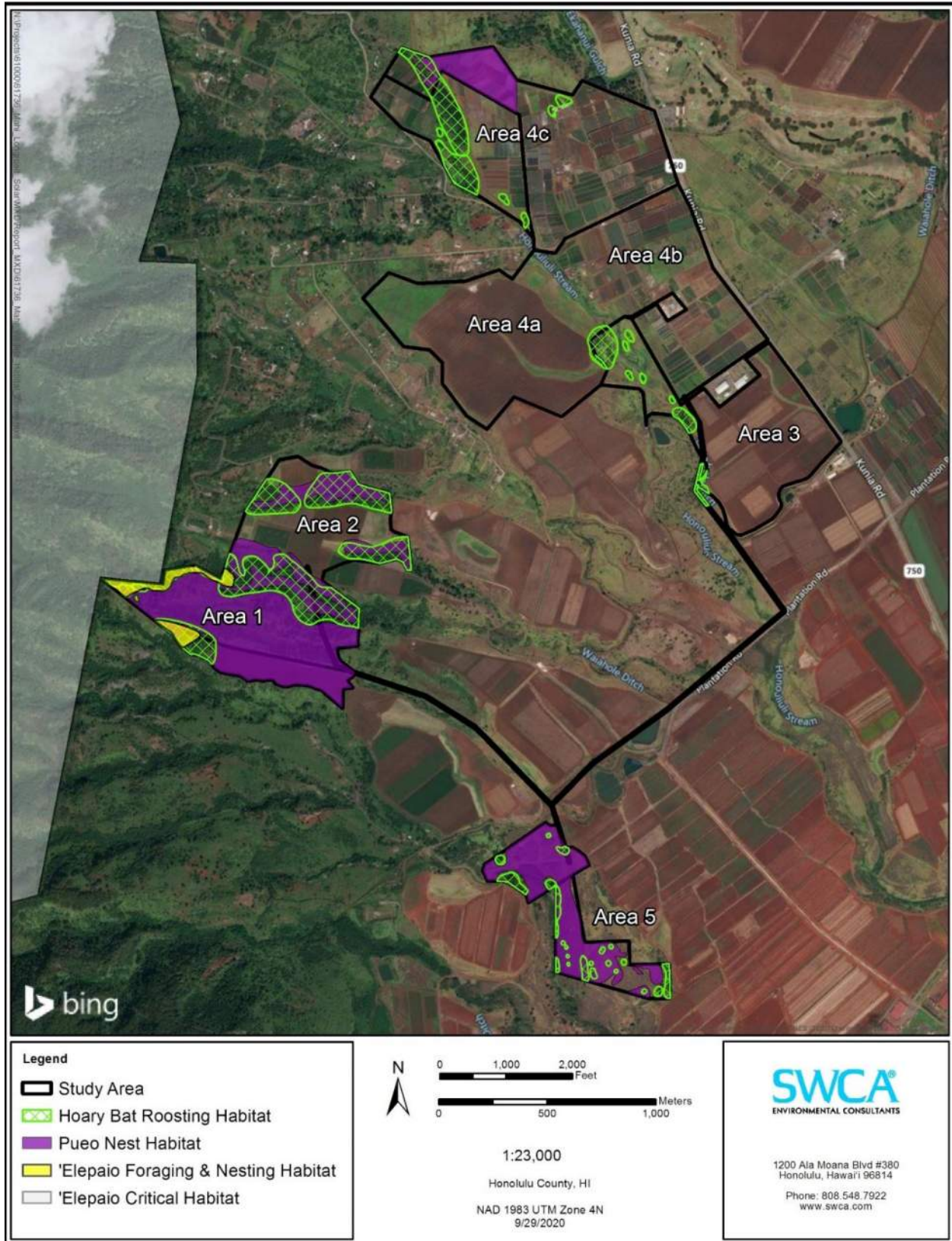


Figure B-1. Mahi Solar Project, special-status species breeding habitat.



## O‘AHU ‘ELEPAIO

Suitable nest and forage habitat for O‘ahu ‘elepaio occurs where the study area borders O‘ahu ‘elepaio critical habitat (see Figure B-1). This habitat becomes less suitable as the distance from the critical habitat increases because the vegetation transitions from closed canopy continuous forest into an open canopy fragmented forest mixed with grassland and shrubland. Although some of the habitat may be less suitable, because O‘ahu ‘elepaio is a forest and foraging generalist, some individuals may use less suitable forest up to 1,000 feet from the O‘ahu ‘elepaio critical habitat in the study area for nesting and foraging (see Figure B-1).

To determine where O‘ahu ‘elepaio may occur, a desktop analysis was conducted. The desktop analysis revealed that the study area borders designated O‘ahu ‘elepaio critical habitat. On July 24, 2020, an SWCA wildlife biologist surveyed the area to determine if the aerial imagery accurately reflected the current conditions of the study area and if O‘ahu ‘elepaio suitable habitat occurred within the study area.

## Recommendations

Direct impacts to O‘ahu ‘elepaio could occur if activity construction activity and/or noise cause adult-dependent chicks to fledge their nest prematurely or cause nest abandonment by the adults. Direct impacts may also occur if a nest is present in a tree or branch that is cut down. To prevent direct impacts to O‘ahu ‘elepaio, the following measures are recommended:

- If tree trimming occurs from January through July within 1,000 feet of O‘ahu ‘elepaio critical habitat, a qualified biologist should survey trees for active nests 3 days prior to tree clearing activities. Surveys should be repeated within 3 days of project initiation and after any subsequent delay of work of 3 or more days.
- Construction and installation phases should occur during the O‘ahu ‘elepaio non-nesting season.
- If an active nest is found, it should be protected in place until the chicks fledge.
- If a nest is found, the USFWS and Hawai‘i Department of Land and Natural Resources (DLNR) should be contacted.

## HAWAIIAN SHORT-EARED OWL

Suitable forage and nest habitat for the Hawaiian short-eared owl occurs in the study area. Hawaiian short-eared owls could forage throughout the entire study area and could nest in the shrublands and grasslands (see Figure B-1). Little is known about the breeding biology of the Hawaiian short-eared owl, but nesting occurs throughout the year (USFWS 2013). Nests are made on the ground and are lined with grasses and feathers. The Hawaiian short-eared owl is also known to become entangled in barbed wire.

To determine where Hawaiian short-eared owl nest habitat may occur, a desktop analysis was conducted. The desktop analysis revealed that the study area contains minimally disturbed shrublands and grasslands in the study area (see Figure B-1). On July 24, 2020, and August 10, 2020, SWCA biologists surveyed the study area and determine that aerial imagery accurately reflected the current conditions of the study area and Hawaiian short-eared owl habitat occurs within the study area.

## Recommendations

Direct impacts to Hawaiian short-eared owls could occur if construction activity and/or noise cause adult-dependent chicks to fledge their nest prematurely or cause nest abandonment by the adults. Direct impacts may also occur if construction machinery runs over an active nest. To prevent direct impacts to Hawaiian short-eared owls, the following measures are recommended:

- A biological monitor should be present when clearing vegetation in Hawaiian short-eared owl nesting habitat.
- If a Hawaiian short-eared owl nest is discovered, all activities within 150 feet of the nest should cease, and the Hawai'i DLNR should be contacted. Work should not resume until directed by the DLNR.
- The use of barbless wire is recommended for all fence construction to avoid entanglement of Hawaiian short-eared owls.

## LITERATURE CITED

- Gorresen, M.P., F.J. Bonaccorso, C.A. Pinzari, C.M. Todd, K. Montoya-Aiona, and K. Brinck. 2013. *A Five-year Study of Hawaiian Hoary Bat (Lasiurus cinereus semotus) Occupancy on the Island of Hawai'i (HSCU-041)*. Hilo, Hawai'i: Hawai'i Cooperative Studies Unit.
- U.S. Department of Agriculture. 2009. *Bats of the U.S. Pacific Islands*. Biology Technical Note No. 20. Natural Resources Conservation Service, Pacific Islands Area.
- U.S. Fish and Wildlife Service (USFWS). 2013. Pueo. *Asio flammeus sandwichensis*/Hawaiian Owl. Hakalau Forest National Wildlife Refuge – Hawai'i. Available at: [http://www.fws.gov/refuge/Hakalau\\_Forest/wildlife\\_and\\_habitat/pueo.html](http://www.fws.gov/refuge/Hakalau_Forest/wildlife_and_habitat/pueo.html). Accessed August 27, 2020.
- . 2020. Animal Avoidance and Minimization Measures. U.S. Fish and Wildlife Service Pacific Islands Fish and Wildlife Office. Available at: <https://www.fws.gov/pacificislands/articles.cfm?id=149489720#>. Accessed August 2020.

**Mahi Solar Project  
Pueo Survey Addendum**

# Mahi Solar Project Pueo Survey Addendum

## Draft

OCTOBER 2020

PREPARED FOR

**Longroad Energy Management, LLC**

PREPARED BY

**SWCA Environmental Consultants**





**MAHI SOLAR PROJECT  
PUEO SURVEY ADDENDUM  
DRAFT**

Prepared for

Deron Lawrence  
**Longroad Energy Management, LLC**  
330 Congress Street  
6th Floor  
Boston, Massachusetts 02210

Prepared by

James Breeden, Alexander Lau, and Amanda Ehrenkrantz

**SWCA Environmental Consultants**

Honolulu Office  
1200 Ala Moana Blvd #380  
Honolulu, HI 97814  
Phone: 808-548-7922  
[www.swca.com](http://www.swca.com)

SWCA Project No. 61736

October 2020



## CONTENTS

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Description of the Study Area .....	1
<b>2</b>	<b>Species Description .....</b>	<b>3</b>
<b>3</b>	<b>Methods .....</b>	<b>3</b>
<b>4</b>	<b>Results.....</b>	<b>5</b>
4.1	Habitat .....	5
4.2	Detections .....	5
<b>5</b>	<b>Potential Impacts.....</b>	<b>8</b>
<b>6</b>	<b>Recommendations .....</b>	<b>8</b>
6.1	Agency Coordination.....	8
<b>7</b>	<b>References Cited/Literature Cited.....</b>	<b>8</b>

## Figures

Figure 1.	Mahi Solar Project study area.....	2
Figure 1.	Pueo survey sites. ....	4
Figure 3.	Owl detections in the study area.....	7

## Tables

Table 1.	Owl Detection Summary.....	5
----------	----------------------------	---

# 1 INTRODUCTION

Longroad Management, LLC (Longroad) contracted SWCA Environmental Consultants (SWCA) to conduct a Hawaiian short-eared owl or pueo (*Asio flammeus sandwichensis*) survey for the Mahi Solar project (formerly Kupehau [Project]) because pueo habitat was documented during the 2018 fauna survey. A pueo presence/absence survey is necessary to ensure this state-listed endangered species is not impacted by construction of the project.

The project is located in the Ewa Region within the Honouliuli watershed on the Island of O‘ahu. The proposed project would occupy approximately 617 acres of land across several parcels within Tax Map Keys 9-2-001:001, 9-2-004:012, 9-2-004:006, 9-2-004:003, and 9-2-004:010 (study area) (Figure 1). At 120 megawatts (MW), the project would produce 4% of O‘ahu’s electricity annually, enough to power 37,000 local homes, enabling the Hawaiian Electric Company, Inc. to burn less fossil fuel and emit less greenhouse gases. A 480 MW-hour battery system would store solar energy generated during the day to provide power at night, and an electrical substation would connect to the O‘ahu grid.

This addendum describes the pueo survey methods and results; discusses potential impacts from the project; and provides recommendations for avoidance and minimization of the potential impacts.

## 1.1 Description of the Study Area

The study area borders Kunia Road in central Maui. It is approximately 1.8 miles north west of Village Park and about 4.2 miles north of Kapolei. The study area consists of approximately 617 acres of land owned by Hartung Brothers, Law Farms, and Bayer. The mean annual rainfall is approximately 31.8 inches (80.7 centimeters); rainfall is typically highest in January and lowest in June (Giambelluca et al. 2013). The study area is currently used by Hartung Brothers, Law Farms, and Bayer for agriculture production. Although the surrounding area is predominantly agricultural, there are residential areas nearby.



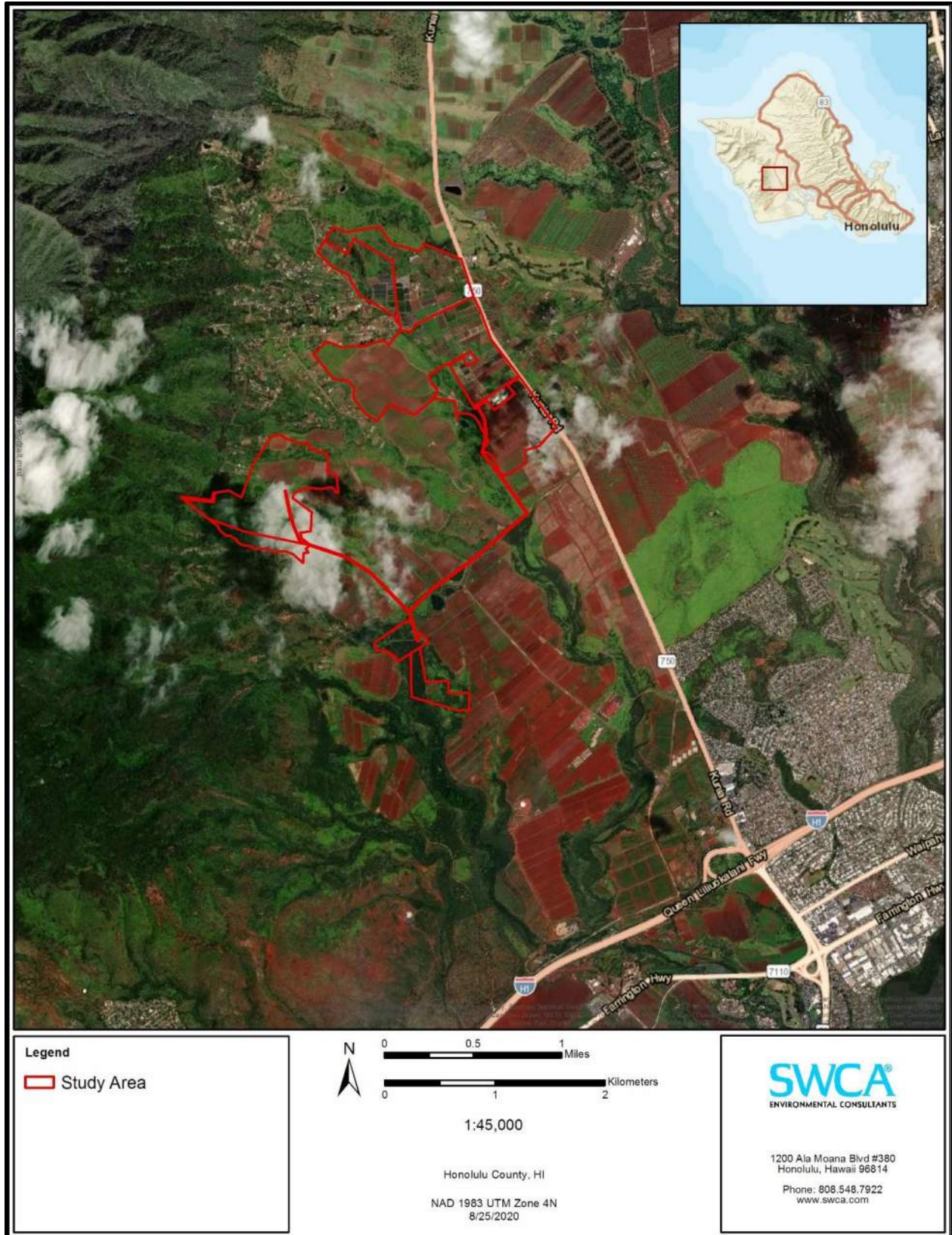


Figure 1. Mahi Solar Project study area.

## **2 SPECIES DESCRIPTION**

Pueo are found throughout the main Hawaiian Islands from sea level to 8,000 feet (Hawai'i Department of Land and Natural Resources [DLNR] 2015). This species is not federally listed under the Endangered Species Act, but is listed by the state as endangered on O'ahu. Based on observed densities from Price and Cotín (2018), the number of pueo occurring on O'ahu is estimated at between 8 and 2,199 individuals, with a mean population of approximately 807 individuals.

Pueo are active during the day and occupy a variety of habitats, including wet and dry forests, wetlands, grasslands, agriculture land, and shrublands (DLNR 2015; Price and Cotín 2018). Their diet consists of small mammals, birds, and invertebrates (Holt and Leasure 2006; Price and Cotín 2018). Their flight is described as being moth-like, buoyant with slow deliberate wing beats, and hovering when hunting; direct and fast wing-pumping when defending territories; and soaring when avoiding predators or chasing intruders (Holt and Leasure 2006).

## **3 METHODS**

Before conducting the field survey, SWCA reviewed available scientific and technical literature regarding pueo habitat and its potential for occurring in and near the survey area. This literature review encompassed a thorough search of peer-reviewed scientific journals, technical journals, and reports that provide insight into the natural history and ecology of the Hawaiian short-eared owl. Holt and Leasure (2006), Marti et al. (2005), DLNR (2015), USFWS (2013), and Price and Cotín (2018), in particular, provided useful information regarding abundance, distribution, and densities. SWCA also reviewed available geospatial data, aerial photographs, and topographic maps of the survey area.

SWCA wildlife biologist James Breeden led a team of three biologists to conduct visual and auditory pueo surveys with the aid of binoculars. Surveys were conducted using methods from Price and Cotín (2018) and carried out in the late evening, with surveys starting between 60 and 75 minutes before sunset and lasting until 30 minutes after sunset. In all, nine survey points were identified to allow for 100% coverage of the study area (Figure 2). Observations of both pueo and barn owls were recorded during the survey. Owl detections that occurred outside of the survey period were also recorded and included in the results. Surveys consisted of three survey periods spaced at least 3 weeks apart to increase the probability of detecting pueo, as recommended by Price and Cotín (2018). Survey period 1 was from August 10 to August 18, 2020; survey period 2 was from September 8 to September 10, 2020; and survey period 3 was from October 5 to October 8, 2020.



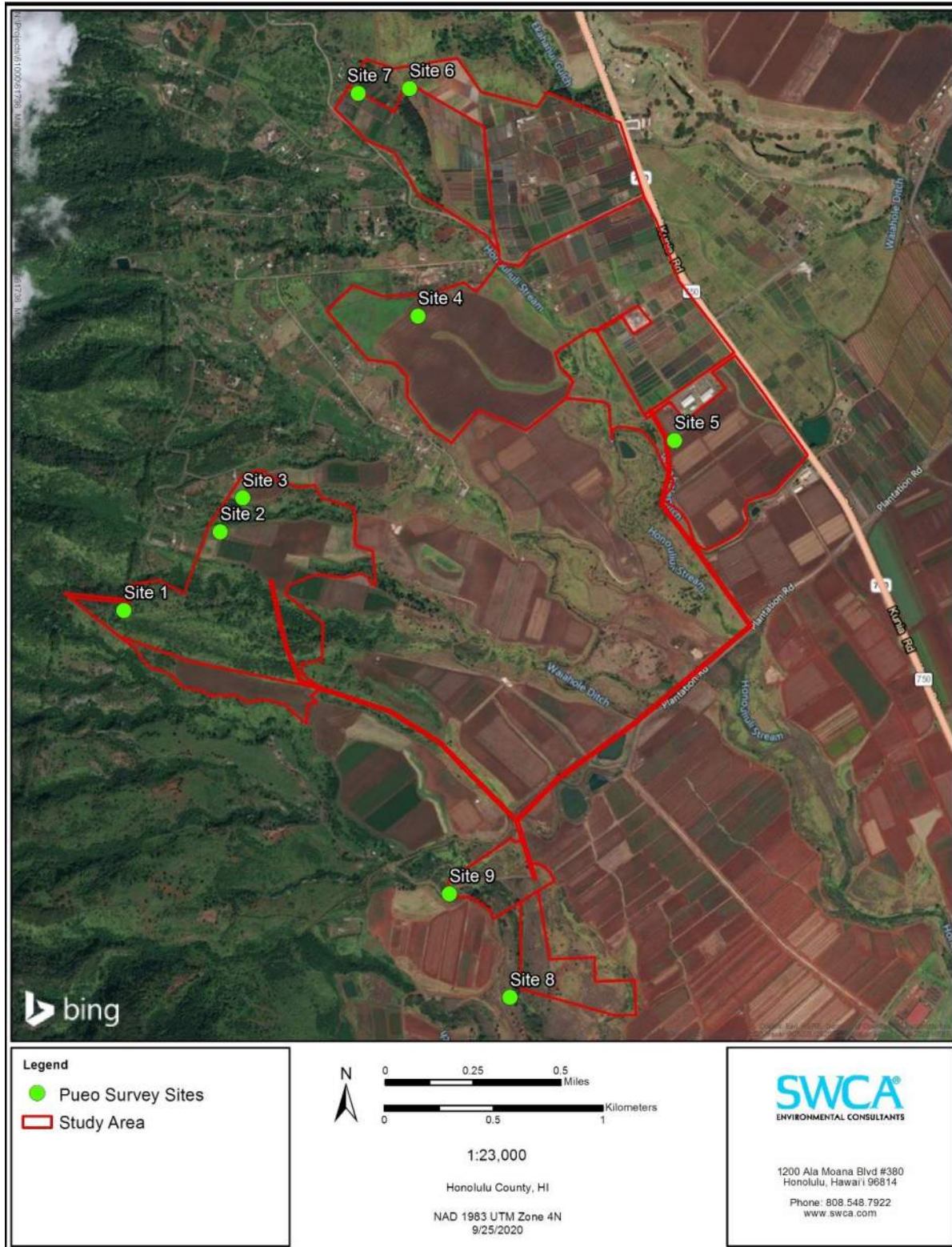


Figure 1. Pueo survey sites.

## 4 RESULTS

### 4.1 Habitat

SWCA conducted a habitat assessment, which used a desktop analysis and field surveys to determine where pueo nesting habitat may occur in the study area. The desktop analysis revealed that the study area contains minimally disturbed shrublands and grasslands. On July 24, 2020, and August 10, 2020, SWCA biologists surveyed the study area and determined that aerial imagery accurately reflected the current conditions of the study area and that pueo habitat occurs within the study area.

### 4.2 Detections

Overall, the survey area was visited on 11 days, totaling approximately 46 survey hours. Pueo activity was confirmed inside the study area. During the surveys, nine owl detections occurred (Table 1, Figure 3). Detections included three total pueo detections, all of them within the study area: one pueo identified by sight, and two pueo identified by sound. One unidentified owl was detected by sight, four barn owls were detected by sight, and one barn owl was detected by sound.

**Table 1. Owl Detection Summary**

Species	Observation Date/Time	Observer Location	Owl Location	Observed Activity
Pueo 1	September 10, 2020, at 18:46	Survey Point 8	In the study area; originated approximately 20 m outside of study area then flew east into the study area.	First observed flying near a wiliwili tree about 20 m away. The pueo was flying during the entire observation. It appeared as if the observer had startled it, and it was flying away from the observer until it flew out of sight.
Pueo 2	October 8, 2020, at 17:30	Survey Point 8	In the study area; approximately 390 m northeast of survey point 8 inside the study area.	Heard four vocalizations (waowk) from the shrublands lasting for a total of 5 to 6 seconds.
Pueo 3	October 8, 2020, at 17:55	Survey Point 9	In the study area; approximately 122 m east of survey point 9 inside the study area.	Heard 6 short vocalizations (barking) from the eucalyptus forest and grasslands lasting for a total of 10 seconds.
Unidentified owl	August 10, 2020, at 19:49	Survey Point 2	Not in the study area; approximately 1,500 m east of survey point 2.	An owl was seen while the observer was driving out of study area. It is suspected to be a barn owl, but the identification is uncertain.
Barn owl 1	August 10, 2020, at 19:00	Survey Point 1	In the study area; approximately 90 m to the northwest of survey point 1.	Heard a barn owl screech coming from the forest; no movement seen.
Barn owl 2	August 18, 2020, at 19:45	Survey Point 9	Not in the study area; approximately 900 m to the east of survey point 9.	Owl was observed within a few meters of barn owl 3 described below, next to road.
Barn owl 3	August 18, 2020, at 19:45	Survey Point 9	Not in the study area; approximately 900 m to the east of survey point 9.	Owl was observed within a few meters of barn owl 2 described above, next to road. Owl was observed catching prey.
Barn owl 4	October 5, 2020, at 19:58	Survey Point 1	In the study area; approximately 530 m to the northwest of survey point 5.	On the road between area 4a and 4b flying northwest; the barn owl flew over road when the observers were leaving the area and was about 8 m off the ground.
Barn owl 5	October 5, 2020, at 18:45	Survey Point 3	In the study area; approximately 15 m to the south of survey point 3.	The barn owl flew from shrubs on one side of the field to a tree on the other side.

Three pueo detections occurred during the surveys, all within the study area and all in the southern portion of the study area near survey points 8 and 9 (Figure 3). The first pueo detection was visual, with the pueo first seen approximately 20 m northeast of survey point 8, about 20 m outside of the study area. It was flying when first observed, and then continued east, then southeast, into the study area. It continued flying southeast until it was out of view. No vocalizations were heard. The second pueo detection was audial, heard approximately 390 m northeast of survey point 8, within the study area. Four vocalizations (waowk) were heard, lasting approximately 5 to 6 seconds total. The third pueo detection was audial, heard approximately 122 m east of survey point 9, within the study area. Six short vocalizations (barking) lasting approximately 10 seconds were heard. The second and third pueo detections occurred on the same evening, approximately 25 minutes from one another.

One unidentified owl was detected by sight approximately 45 minutes after sunset, when there was not enough light to visually distinguish between pueo and barn owl. Vocalizations were not heard and only a silhouette of an owl could be seen. It was along a road approximately 1,500 m east of survey point 2, just outside the study area. It flew east and was out of sight after flying approximately 10 m due to low light conditions. Although the identification of this owl could not be confirmed, and although it is suspected to be a barn owl, to be conservative, unidentified owl sightings should be regarded as a potential pueo sighting.

Five barn owls were detected during surveys, typically 30 to 45 minutes after sunset, near the end of the day's survey or after the day's survey period when there was not enough light to visually distinguish between pueo and barn owl, unless seen with a vehicle's headlights. Of these, three detections occurred in the study area. The first barn owl was detected within the study area, approximately 90 m northwest of survey point 1. A vocalization (screech) was heard, but the owl was not seen. The second and third barn owls were both about 900 m east of survey point 9, just outside the study area. They were both seen along the road. Barn owl 3 was observed catching prey. The fourth barn owl was visually detected in the study area approximately 530 m northwest of survey point 5. The fifth barn owl was visually detected approximately 15 m south of survey point 3, within the study area.



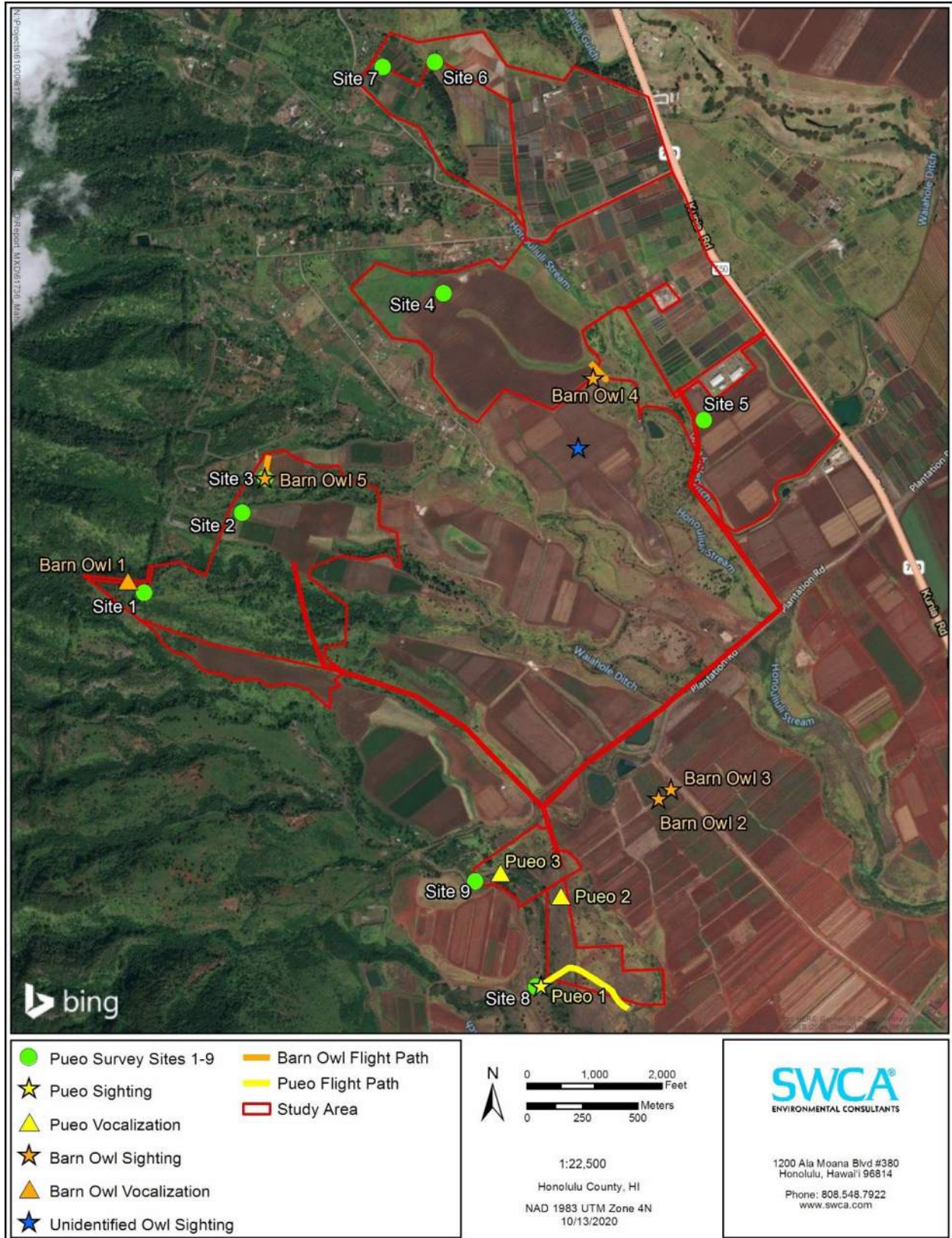


Figure 3. Owl detections in the study area.

## 5 POTENTIAL IMPACTS

Pueo may use the study area for nesting and foraging. The owls could forage throughout the entire study area and could nest in the shrublands and grasslands. Little is known about the breeding biology of the pueo, but nesting occurs throughout the year (USFWS 2013). Nests are made on the ground and are lined with grasses and feathers. Direct impacts could occur during vegetation removal if a nest is damaged or if chicks are separated from adults. If direct impacts are avoided, the impact of removing foraging and nesting habitat would be minor due to the availability of adjacent foraging and nesting habitat. Pueo have been known to become entangled in barbed-wire fences. Barbed-wire fencing should not be included in the construction and project design.

## 6 RECOMMENDATIONS

To prevent direct impacts to pueo, the following measures are recommended:

- A biological monitor should be present when clearing vegetation in pueo nesting habitat.
- If a pueo nest is discovered, all activities within 150 feet of the nest should cease, and the Hawai'i DLNR should be contacted. Work should not resume until directed by the DLNR.
- The use of barbless wire is recommended for all fence construction to avoid entanglement of pueo.

### 6.1 Agency Coordination

Informal conversations should take place with the USFWS and Hawaii Department of Land and Natural Resources to gain concurrence on whether the project can be constructed with no effect to pueo. This conversation would begin with a discussion of a list of applicant-committed avoidance and minimization measures that would be incorporated into the project.

## 7 REFERENCES CITED/LITERATURE CITED

- Giambelluca, T.W., Q. Chen, A.G. Frazier, J.P. Price, Y.-L. Chen, P.-S. Chu, J.K. Eischeid, and D.M. Delparte, 2013: Online Rainfall Atlas of Hawai'i. *Bull. Amer. Meteor. Soc.* 94, 313-316, doi:10.1175/BAMS-D-11-00228.1.
- Hawai'i Department of Land and Natural Resources (DNLN). 2015. Hawai'i's State Wildlife Action Plan. Prepared by H. T. Harvey and Associates, Honolulu, Hawai'i. Available at : <https://dlnr.hawaii.gov/wildlife/files/2016/12/Hi-SWAP-2015.pdf>. Accessed on August 27, 2020.
- Holt, D.W., and S.M. Leasure. 2006. Short-eared Owl (*Asio flammeus*). In *The Birds of North America*, No. 062, The Birds of North America, Inc., Philadelphia, Pennsylvania.
- Marti, C.D., A.F. Poole, and L.R. Bevier. 2005. Barn owl (*Tyto alba*). *The Birds of North America* online. Available at: [bna.birds.cornell.edu/BNA/](http://bna.birds.cornell.edu/BNA/). Accessed on August 1, 2020.
- Price, M. and J. Cotín. 2018. The Pueo Project Final Report April 2017 – March 2018, Population size, distribution and habitat use of the Hawaiian Short-eared Owl (*Asio flammeus sandwichensis*) on O'ahu. Honolulu, Hawai'i: College of Tropical Agriculture and Human Resources Department of Natural Resources and Environmental Management.
- U.S. Fish and Wildlife Service. 2013. Pueo. *Asio flammeus sandwichensis*/Hawaiian Owl. Hawai'i. Hakalau Forest National Wildlife Refuge. Available at: [http://www.fws.gov/refuge/Hakalau\\_Forest/wildlife\\_and\\_habitat/pueo.html](http://www.fws.gov/refuge/Hakalau_Forest/wildlife_and_habitat/pueo.html). Accessed August 27, 2020.

# Draft Mahi Solar Project Gen-Tie Desktop Review Addendum

DECEMBER 2020

PREPARED FOR

**Longroad Energy Management, LLC**

PREPARED BY

**SWCA Environmental Consultants**





# **DRAFT MAHI SOLAR PROJECT GEN-TIE DESKTOP REVIEW ADDENDUM**

Prepared for

Deron Lawrence

**Longroad Energy Management, LLC**

330 Congress Street

6th Floor

Boston, Massachusetts 02210

Prepared by

Alexander Lau, Amanda Ehrenkrantz

**SWCA Environmental Consultants**

Honolulu Office

1200 Ala Moana Blvd #380

Honolulu, Hawai'i 97814

Phone: (808) 548-7922

[www.swca.com](http://www.swca.com)

SWCA Project No. 61736

December 2020



## CONTENTS

<b>1</b>	<b>Introduction .....</b>	<b>1</b>
1.1	Description of the Project Area .....	1
<b>2</b>	<b>Methods .....</b>	<b>3</b>
<b>3</b>	<b>Results.....</b>	<b>3</b>
3.1	Flora.....	3
3.2	Fauna .....	3
3.2.1	Avifauna.....	4
3.2.2	Special-Status Species .....	4
<b>4</b>	<b>Avoidance and minimization measures .....</b>	<b>6</b>
4.1	Flora.....	6
4.2	Fauna .....	6
4.2.1	Hawaiian Hoary Bat.....	6
4.2.2	Hawaiian Goose (Nēnē).....	6
4.2.3	Hawaiian Short-eared Owl (Pueo).....	7
4.2.4	Hawaiian Waterbirds .....	7
4.2.5	Seabirds.....	7
<b>5</b>	<b>Literature Cited.....</b>	<b>8</b>

## Figures

Figure 1.	Mahi Gen-Tie project area, with Mahi Solar study area for comparison. ....	2
-----------	--	---

# **1 INTRODUCTION**

Longroad Management, LLC (Longroad), contracted SWCA Environmental Consultants (SWCA) to conduct a desktop review of flora and fauna resources in the Gen-Tie project area (project area) of the Mahi Solar project (formerly Kupehau [Project]), with a focus on determining the potential for federally listed and state-listed species (special-status flora and/or fauna) to occur at the project area, as well as to identify critical issues related to natural resources permitting.

The project is located in the Ewa Region within the Honouliuli watershed on the Island of O‘ahu. The proposed project would occupy approximately 60.7 acres of land across several parcels within Tax Map Keys 194003001, 192001001, and 1920040069 (Figure 1).

This addendum describes the survey methods and results and provides recommendations for avoidance and minimization of the potential impacts.

## **1.1 Description of the Project Area**

The project area straddles Kunia Road in central O‘ahu and is located approximately 1.5 miles north of Village Park. It is approximately 3,718 meters (m) long and 639 m wide at its widest point. The mean annual rainfall is approximately 27.4 inches (69.7 centimeters); rainfall is typically highest in January and lowest in June (Giambelluca et al. 2013). The project area is currently used primarily for agriculture.

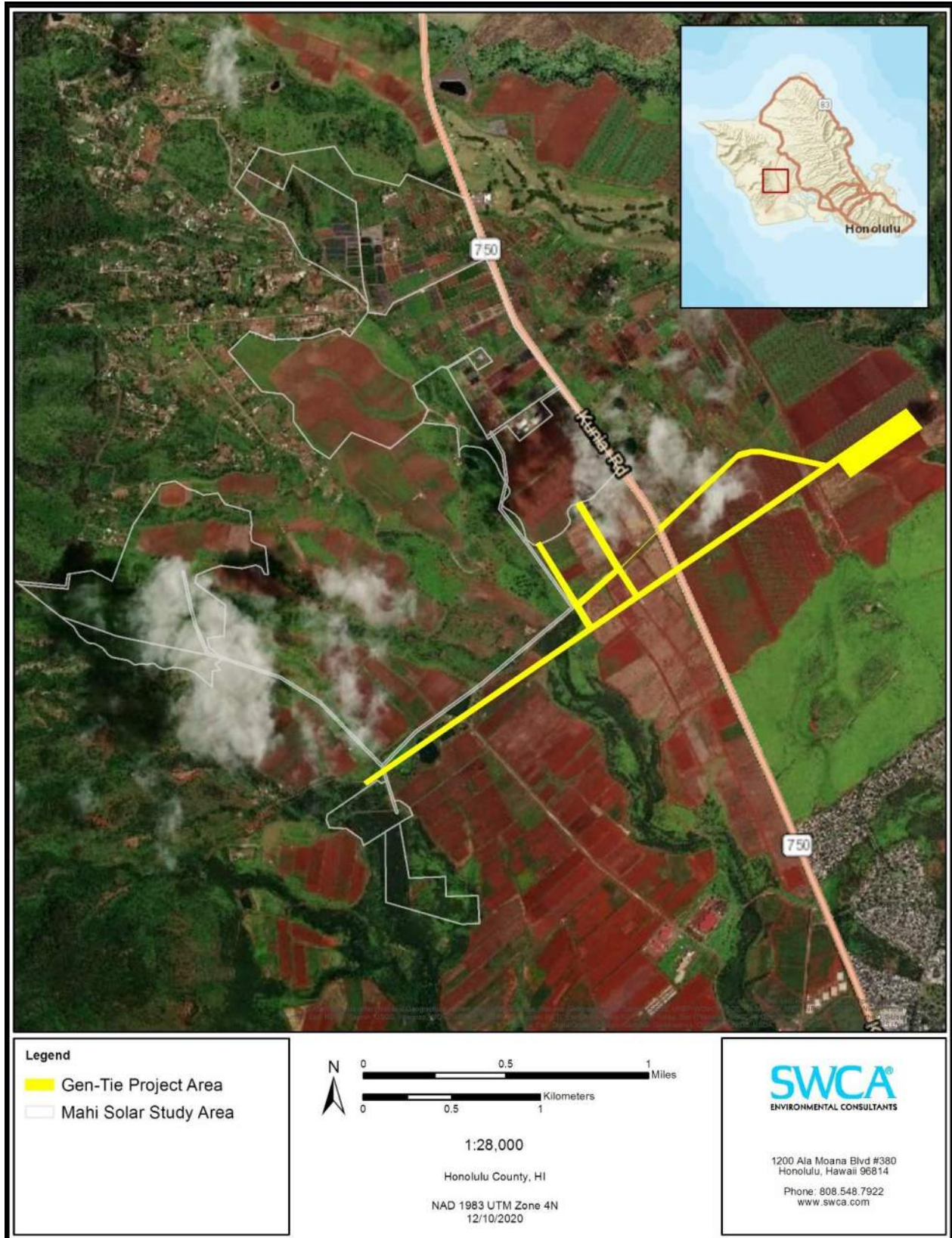


Figure 1. Mahi Gen-Tie project area, with Mahi Solar study area for comparison.



## 2 METHODS

SWCA reviewed available scientific and technical literature regarding natural resources in and near the project area. A desktop analysis of the project area was conducted to determine if habitat for species protected under the Migratory Bird Treaty Act (MBTA), Endangered Species Act, and Hawai'i Revised Statutes Chapter 195-D may be present. This analysis consisted of reviewing the following:

- Aerial imagery
- Project area photographs
- Draft Revised Recovery Plan for Hawaiian Forest Birds (U.S. Fish and Wildlife Service [USFWS] 2003)
- Hawaii's Comprehensive Wildlife Conservation Strategy (Hawai'i Department of Land and Natural Resources [DLNR] 2005)
- The USFWS Information for Planning and Consultation (IPaC) website (USFWS 2020)

Additionally, SWCA drew on knowledge of the Mahi Solar Project Area, which is adjacent to the project area and consists of similar vegetation and habitat types.

## 3 RESULTS

### 3.1 Flora

Because no field surveys were conducted in the project area, all vegetation types and species named are expected to occur based only on desktop research. The vegetation in the project area has been disturbed by previous and current land-use activities, and the vegetation types and species expected to be in the project area are not considered unique on O'ahu. The vegetated portions of the project area can be classified into two predominant types: cultivated croplands and fallow fields. Cultivated croplands may consist of a mixture of species, likely including corn (*Zea mays*), with sparse weedy vegetation at the edges of fields. Fallow fields consist primarily of grasslands, likely dominated by Guinea grass (*Urochloa maxima*). Other less prominent vegetation types expected include non-native forest consisting of koa haole (*Leucaena leucocephala*) or kiawe (*Prosopis pallida*), and grasslands of Guinea grass formed through disturbances other than cultivation for agriculture. Water bodies such as reservoirs and irrigation ditches exist in the project area; however, these areas do not appear to support any wetland or other vegetation types.

The IPaC resource query for this project did not list any special-status plant species that could occur in the project area. The project area is not expected to contain substantial numbers of special-status plant species. Ground surveys are necessary to confirm that no special-status plants occur in the project area.

### 3.2 Fauna

The USFWS IPaC website was queried to determine whether special-status and MBTA-protected species may be present in the project area. SWCA used best professional judgement and knowledge of the site to narrow down the results of the query to likely species. The results of this query can be provided if requested. In general, most of the wildlife species expected to occur in the project area include assemblages that are found on O'ahu between 200 and 365 m (650 and 1,200 feet) in elevation.

### 3.2.1 **Avifauna**

The IPaC resource query for this project listed three native MBTA-protected bird species that could occur in the project area. Based on geographic location, available habitat, and SWCA’s best professional judgement, only two native MBTA-protected birds on the IPaC resource list are likely to occur, both of which are native: ‘apapane (*Himatione sanguinea*) and O‘ahu ‘amakihi (*Chlorodrepanis flava*). Additional non-native bird species could occur in the project area.

### 3.2.2 **Special-Status Species**

No field surveys were conducted to determine whether federally listed or state-listed threatened, endangered, proposed, or candidate species or rare special-status species may occur in the project area. The IPaC resource did not list any species with potential to occur in the project area. However, based on geographic location, available habitat, and SWCA’s best professional judgement, the project area could provide suitable habitat for the following special-status species, which are described in further detail below. Other threatened and endangered species were initially considered but were dismissed from further analysis because of a lack of suitable habitat or because the project area is out of their habitat range.

- Hawaiian hoary bat (*Lasiurus cinereus semotus*): State-listed and federally listed as endangered
- Hawaiian goose or nēnē (*Branta sandvicensis*): State-listed and federally listed as endangered
- Hawaiian short-eared owl or pueo (*Asio flammeus sandwichensis*): State-listed as endangered

#### **Hawaiian waterbirds**

- Hawaiian coot or ‘alae ke‘oke‘o (*Fulica alai*): State-listed and federally listed as endangered
- Hawaiian gallinule or ‘alae ‘ula (*Gallinula galeata sandvicensis*): State-listed and federally listed as endangered
- Hawaiian stilt or ae‘o (*Himantopus mexicanus knudseni*): State-listed and federally listed as endangered

#### **Seabirds**

- Band-rumped storm-petrel or akē‘akē (*Oceanodroma castro*): State-listed and federally listed as endangered
- Hawaiian petrel or ‘ua‘u (*Pterodroma sandwichensis*): State-listed and federally listed as endangered
- Newell’s shearwater or ‘a‘o (*Puffinus auricularis newelli*): State-listed and federally listed as threatened

#### 3.2.2.1 **HAWAIIAN HOARY BAT**

Hawaiian hoary bats forage and roost in pasture, cropland, orchards, forests, and developed lands such as golf courses, urban areas, and suburban yards. Hawaiian hoary bats are solitary and roost in exotic and native woody vegetation. They could forage throughout the project area and roost in the extant trees. The birthing and pup-rearing season typically occurs between June 1 and September 15. It is common for adult females to leave flightless young unattended in “nursery” trees and shrubs while foraging.

### **3.2.2.2 HAWAIIAN GOOSE (NĒNĒ)**

Nēnē occupy various habitat types ranging from beach strand, shrubland, grassland, and lava rock at elevations ranging from coastal lowlands to alpine areas (Banko 1988; Banko et al. 1999). The geese eat plant material, and the composition of their diet depends largely on the vegetative composition of their surrounding habitats. Most nēnē food items are leaves and seeds of grasses and sedges, leaves and flowers of various herbaceous composites, and various fruits of several species of shrubs (Black et al. 1994). They appear to be opportunistic in their choice of food plants as long as the plants meet their nutritional demands (Woog and Black 2001).

Potential forage and nest habitats are present for nēnē in the cultivated croplands and fallow fields of the project area. Nēnē were first observed on O‘ahu in 2014 where they nested and produced offspring in 2014 at James Campbell National Wildlife Refuge. This small population has been extirpated from O‘ahu (personal communication, Kelly Goodale, USFWS, September 1, 2020). When nēnē occurred on O‘ahu, they were known to travel between Mililani (agriculture park and local golf course), James Campbell National Wildlife Refuge, and Turtle Bay Resort on the North Shore of O‘ahu. Because of the known geographic range, extirpated O‘ahu population, and non-migratory lifestyle of nēnē, the species is highly unlikely to occur in the project area.

### **3.2.2.3 HAWAIIAN SHORT-EARED OWL (PUEO)**

The Hawaiian short-eared owl is active during the day and occurs in a variety of habitats, including wet and dry forests, grasslands, and shrublands. Its diet consists of small mammals and birds (Holt and Leasure 2006). Little is known about the breeding biology of the Hawaiian short-eared owl, but nesting occurs throughout the year (USFWS 2013). Nests are made on the ground and are lined with grasses and feathers. Hawaiian short-eared owls were documented in the nearby Mahi solar study area, and similar habitat exists in the Gen-Tie project area. The portion of similar habitat is limited to an undeveloped gulch consisting of both grassland and non-native forest in the western portion of the project area. Nests are unlikely to occur in any areas that are currently used for agriculture.

### **3.2.2.4 HAWAIIAN WATERBIRDS**

Three listed waterbird species—Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt—could visit the project area. These species are found in a variety of wetland habitats, such as freshwater marshes and ponds; coastal estuaries and ponds; artificial reservoirs; kalo or taro (*Colocasia esculenta*) lo‘i, or patches; irrigation ditches; and sewage treatment ponds (USFWS 2011). The Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt could visit and forage in the manmade water sources within and adjacent to the project area, such as the reservoirs and Waiāhole ditch. It is unlikely that the Hawaiian coot, Hawaiian gallinule, and Hawaiian stilt would nest in the project area due to a lack of permanent water resources with aquatic vegetation.

### **3.2.2.5 SEABIRDS**

Three listed seabird species—the endangered band-rumped storm-petrel, the endangered Hawaiian petrel, and the threatened Newell’s shearwater—could fly over the project area at night while traveling to and from their upland nesting sites and foraging areas in the ocean. It is very unlikely they would use the habitat available in the project area for anything other than flying over it.

## 4 AVOIDANCE AND MINIMIZATION MEASURES

### 4.1 Flora

Because the project would likely involve the movement of materials and construction equipment, SWCA recommends the following invasive species mitigation measures:

- To avoid the unintentional introduction or transport of new terrestrial invasive species to O‘ahu, all construction equipment and vehicles arriving from outside O‘ahu should be washed and inspected prior to entering the site. In addition, construction materials arriving from outside O‘ahu should also be washed and/or visually inspected (as appropriate) for excessive debris, plant materials, and invasive or harmful non-native species (plants, amphibians, reptiles, and insects). When possible, raw materials (gravel, rock, and soil) should be purchased from a local supplier on O‘ahu to avoid introducing non-native species not present on the island. Inspection and cleaning activities should be conducted at a designated location.
- The inspector must be a qualified botanist-entomologist able to identify invasive species and animals of concern relevant to the point of origin of the equipment, vehicle, or material. Invasive species that should be checked for during inspections can be found at the following online locations:
  - U.S. Department of Agriculture (USDA) PLANTS Database of the Hawai‘i State-listed Noxious Weeds (USDA 2020)
  - O‘ahu Invasive Species Committee’s (OISC’s) Priority Target Species (OISC 2020)
- All herbicide use will be applied in a manner consistent with product labels.

### 4.2 Fauna

The following avoidance and minimization measures will be applied to avoid and minimize impacts to the endangered, threatened, and candidate fauna with potential to occur in the project area (USFWS 2020).

#### 4.2.1 *Hawaiian Hoary Bat*

- If felling of standing trees occurs during the bat breeding season, direct impacts could occur to juvenile bats that are too small to fly but too large to be carried by a parent. To minimize this impact, no trees taller than 15 feet should be trimmed or removed between June 1 and September 15.
- The use of barbless top-strand wire is recommended for all fence construction to avoid entanglement of Hawaiian hoary bat.

#### 4.2.2 *Hawaiian Goose (Nēnē)*

- Hawaiian geese will not be disturbed, approached, and/or fed.
- If Hawaiian geese are observed loafing or foraging within the project area during the breeding season (September–April), a biologist familiar with the nesting behavior of the Hawaiian goose will conduct a nest survey in and around the project area prior to the continuation of any work. Surveys will be repeated after any subsequent delay of work of 3 or more days (during which the birds may attempt to nest).

- If a Hawaiian goose nest is discovered, all work within a 150-foot radius will cease and the USFWS and DLNR will be contacted for further guidance.
- In areas where Hawaiian geese are known to occur, reduced speed limits will be posted and implemented, and project personnel and contractors will be informed about their presence.

#### **4.2.3 *Hawaiian Short-eared Owl (Pueo)***

- A biological monitor should be present when clearing vegetation in pueo nesting habitat.
- If a pueo nest is discovered, all activities within 150 feet of the nest should cease, and the Hawai'i DLNR should be contacted. Work should not resume until directed by the DLNR.
- The use of barbless wire is recommended for all fence construction to avoid entanglement of pueo.

#### **4.2.4 *Hawaiian Waterbirds***

- In areas where emergent vegetation or other waterbird nesting habitat would be disturbed, waterbird nest searches will be conducted by a qualified biologist before any work is conducted and after any subsequent delay in work of 3 or more days (during which birds may attempt nesting).
- In areas where waterbirds are known to occur, speed limit signs will be posted and followed.
- Waterbird nests, chicks, or broods found in the project area before or during construction will be reported to the USFWS and DLNR within 24 hours, and a 100-foot buffer will be maintained until the chicks/ducklings have fledged.
- If an active nest or brood is found, a biological monitor will be present at the construction site during all construction activities to ensure that Hawaiian waterbirds and nests are not adversely impacted.

#### **4.2.5 *Seabirds***

- Construction activity should be restricted to daylight hours as much as practicable during the seabird peak fallout period (September 15–December 15) to avoid the use of nighttime lighting that could attract seabirds.
- All outdoor lights should be shielded to prevent upward radiation. This has been shown to reduce the potential for seabird attraction (Reed et al. 1985; Telfer et al. 1987). A selection of acceptable, seabird-friendly lights are available online at the State of Hawai'i DLNR website (DLNR 2016): <http://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf>
- Outside lights not needed for security and safety should be turned off from dusk through dawn during the fledgling fallout period (September 15–December 15).



## 5 LITERATURE CITED

- Banko, P.C. 1988. Breeding biology and conservation of the Nēnē, Hawaiian goose (*Nesochen sandvicensis*). Ph.D. dissertation, University of Washington, Seattle.
- Banko, P.C., J.M. Black, and W.E. Banko. 1999. Hawaiian Goose (Nēnē) (*Branta sandvicensis*). In *The Birds of North America, No. 434*, edited by A. Poole and F. Gill. Philadelphia, Pennsylvania: The Birds of North America, Inc.
- Black, J.M., J. Prop, J.M. Hunter, F. Woog, A. Marshall, and J. Bowler. 1994. Foraging behaviour and energetics of the Hawaiian goose, *Branta sandvicensis*. *Wildfowl* 45:65–109.
- Giambelluca, T.W., Q. Chen, A.G. Frazier, J.P. Price, Y.-L. Chen, P.-S. Chu, J.K. Eischeid, and D.M. Delparte. 2013. Online Rainfall Atlas of Hawai‘i. *Bulletin of the American Meteorological Society* 94:313–316.
- Hawai‘i Department of Land and Natural Resources (DNLN). 2005. *Hawai‘i’s Comprehensive Wildlife Conservation Strategy*. Available at: <https://dlnr.hawaii.gov/wildlife/files/2013/09/CWCS-Full-Document-2005Oct01.pdf>. Accessed December 2, 2020.
- . 2016. *Wildlife Lighting*. Available at: <http://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf>. Accessed September 2, 2020.
- Holt, D.W., and S.M. Leasure. 2006. Short-eared owl (*Asio flammeus*). In *The Birds of North America*, No. 062. Philadelphia, Pennsylvania: The Birds of North America, Inc.
- O‘ahu Invasive Species Committee (OISC). 2020. OISC target pests. Available at: <http://www.oahuisc.org/target-pests/>. Accessed August 26, 2020.
- Reed, J.R., J.L. Sincock, and J.P. Hailman. 1985. Light attraction in endangered procellariiform birds: reduction by shielding upward radiation. *The Auk* 102:377–383.
- Telfer, T.C., J.L. Sincock, G.V. Byrd, and J.R. Reed. 1987. Attraction of Hawaiian seabirds to lights: conservation efforts and effects of moon phase. *Wildlife Society Bulletin* 15:406–413.
- U.S. Department of Agriculture (USDA). 2020. Hawai‘i State-listed Noxious Weeds. Available at: <https://plants.usda.gov/java/noxious?rptType=State&statefips=15>. Accessed August 26, 2020.
- U.S. Fish and Wildlife Service (USFWS). 2003. *Draft Revised Recovery Plan for Hawaiian Forest Birds, Second Revision*. Portland, Oregon: U.S. Fish and Wildlife Service, Region 1.
- . 2011. *Recovery Plan for Hawaiian Waterbirds, Second Revision*. Portland, Oregon: U.S. Fish and Wildlife Service.
- . 2020. Information for Planning and Consultation (IPaC). Available at: <https://ecos.fws.gov/ipac/>. Accessed December 2, 2020.
- Woog, F., and J.M. Black. 2001. Foraging behavior and the temporal use of grasslands by nēnē: implications for management. *Studies in Avian Biology* 22:319–3



Appendix E

---

**A Ka Pa‘akai O Ka ‘Āina Analysis for the  
Longroad Energy Management, LLC  
Mahi Solar Facility  
ASM Affiliates  
December 2020**



*A Ka Pa‘akai O Ka ‘Āina*  
**Analysis for the Longroad Energy  
Management, LLC. Mahi Solar Facility**

TMK: (1) 9-2-001:020; 9-2-004:003, 006, 010, and 012; 9-4-003:001

Honouliuli Ahupua‘a  
‘Ewa District  
Island of O‘ahu

DRAFT VERSION



*Prepared By:*

Lokelani Brandt, M.A. and  
Halena Kapuni-Reynolds, M.A.

*Prepared For:*

Longroad Energy Management, LLC  
1 Longroad Boston  
330 Congress Street, 6<sup>th</sup> Floor  
Boston, MA 22101

December 2020



Archaeology • History • Anthropology • Architectural History

Hilo Office: (808) 969-6066 Fax: (808) 443-0065  
507-A E. Lanikaula Street, Hilo, HI 96720

Honolulu Office: (808) 439-8089 Fax: (808) 439-8087  
820 Milliani Street, Suite 700, Honolulu, HI 96813





*A Ka Pa‘akai O Ka ‘Āina*  
**Analysis for the Longroad Energy Management,  
LLC. Mahi Solar Facility**

TMK: (1) 9-2-001:020, 9-2-004:003, 006, 010, and 012; 9-4-003:001

Honouliuli Ahupua‘a  
‘Ewa District  
Island of O‘ahu





# CHAPTERS

	<b>Page</b>
<b>1. INTRODUCTION .....</b>	<b>1</b>
<b>2. IDENTIFICATION OF CUSTOMARY AND TRADITIONAL PRACITCES.....</b>	<b>5</b>
Select Historical Description of Honouliuli .....	5
Traditional <i>Mo'olelo</i> of Honouliuli .....	7
<i>Ka Hana Pa'akai</i> (Salt Production) .....	14
Precontact Battles in Honouliuli.....	14
Early Historic Descriptions of Honouliuli.....	15
<i>Māhele 'Āina</i> of 1848, Summary of <i>Kuleana</i> Claims .....	21
Ranching and Rice Cultivation.....	26
Oahu Railway and Land Company and the Oahu Sugar Company .....	29
Military Development .....	35
World War II and the Establishment of the Honouliuli Internment Camp .....	37
Residential and Commercial Development.....	41
<b><i>INOA 'ĀINA</i> (PLACE NAMES) SURROUNDING THE PROJECT AREA .....</b>	<b>41</b>
Ekahanui .....	42
Huliwai .....	42
Kaaikukai/Kaaikukui.....	42
Kupehau.....	43
Palawai .....	43
Puu Kuina.....	43
Puu Kuuu .....	43
Puu Moopuna/Namoopuna.....	44
<b>3. CONSULTATION.....</b>	<b>44</b>
INTERVIEW METHODOLOGY .....	45
THOMAS LENCHANKO .....	45
DOUGLAS MCDONALD PHILPOTTS.....	46
DIETRIX JON DUHAYLONSOD .....	46
GLEN KILA AND CHRISTOPHOR OLIVEIRA .....	48
<b>4. ASSESSMENT AND MITIGATIVE MEASURES .....</b>	<b>49</b>
IDENTIFY WHETHER ANY VALUED CULTURAL, HISTORICAL, OR NATURAL RESOURCES AREA PRESENT WITHIN THE PETITION AREA, AND IDENTIFY THE EXTENT TO WHICH TRADITIONAL AND CUSTOMARY NATIVE HAWAIIAN RIGHTS ARE EXERCISED.....	49
Pohakea Trail.....	50
Traditional Hawaiian Agricultural Practices and Endemic Plant References and Uses .....	50
<i>Ali'i</i> Battle Sites.....	50
Cultural Sites and Resources in the Vicinity of Pu'u Ku'ua.....	51
Possibility of Remnant Cultural Sites in Gulches, Ravines, and Along Ridgelines ....	51
Freshwater and the Waiāhole Ditch .....	51

IDENTIFY THE EXTENT TO WHICH THOSE RESOURCES AND RIGHTS  
WILL BE AFFECTED OR IMPAIRED BY THE PROPOSED ACTION..... 51  
SPECIFY ANY MITIGATIVE ACTIONS TO BE TAKEN TO REASONABLY  
PROTECT NATIVE HAWAIIAN RIGHTS IF THEY ARE FOUND TO EXIST. .... 52  
**REFERENCES CITED.....53**

## FIGURES

	<b>Page</b>
1. Proposed project area and Tax Map Key parcels shown on a USGS map.....	2
2. Satellite aerial image showing project area within various Tax Map Key parcels. ....	3
3. Google Earth™ satellite image showing project area location. ....	4
4. ‘Ewa district with <i>ahupua‘a</i> and project area in Honouliuli Ahupua‘a (Sterling and Summers 1978).....	6
5. Hawai‘i Registered Map 640 by Lt. Malden shows trails in the Honouliuli vicinity ca. 1793, project area not shown. ....	16
6. “Trails of leeward Oahu as described by Ii. Map by Paul Rockwood” (Ii 1993:96). ....	18
7. 1920 map of Pearl Harbor and adjacent lands by W. E. Wall showing LCAw 112616 to Kekauonohi (Department of Accounting and General Services).....	22
8. The 1873 Hawai‘i Registered Map No. 405 by W. D. Alexander of Honouliuli Ahupua‘a showing the project area and the location of <i>Kuleana</i> lands (Department of Accounting and General Services).....	23
9. Hawai‘i Registered Map No. 630 by M. D. Monsarrat from 1878, project area not shown (Department of Accounting and General Services).....	24
10. Undated map showing the location of <i>kuleana</i> in Honouliuli with associated <i>‘ili</i> names, project area not shown (Department of Accounting and General Services).....	25
11. A 1913 O‘ahu Fisheries map by M. D. Monsarrat, project area not shown. ....	27
12. Residence of James Campbell in Honouliuli (James Campbell Company 1978:10).....	28
13. Residence of James Campbell in Honouliuli (James Campbell Company 1978:11).....	28
14. Map of completed OR&L railroad on O‘ahu.....	31
15. 1913 Territory of Hawai‘i Survey map, Schofield Barracks Quadrant. ....	32
16. 1951-52 aerial photo of the project area showing Waiahole Ditch and associated reservoirs in the project area vicinity. ....	33
17. A portion of the 1953 USGS map, Schofield Barracks Quadrant showing project area and Waiahole Ditch and associated reservoirs. ....	34
18. 1944 aerial of the project area showing continued agriculture. ....	36
19. 1959 O‘ahu military installations map.....	37
20. Honouliuli Internment and POW camp ca. 1945 (from Hawai‘i Plantation Village, Waipahu in Burton and Farrell 2011:26). ....	38
21. Abandoned Honouliuli Internment Camp with the Waiahole Ditch in foreground (Hashimoto Collection in Farrell 2017:31).....	39
22. Project area located north of the Honouliuli National Monument (Farrell 2017:268).....	40
23. 1962 aerials of the project area. ....	41

## Tables

	<b>Page</b>
1. <i>Inoa ‘āina</i> in the immediate project area vicinity. ....	42
2. Persons contacted for consultation.....	45



## 1. INTRODUCTION

At the request of Longroad Energy Management, LLC (Applicant), ASM Affiliates (ASM) has prepared this *Ka Pa‘akai O Ka ‘Āina* Cultural Practices and Resources Analysis associated with the proposed development of the Mahi Solar Facility located within Honouliuli Ahupua‘a, ‘Ewa District, Island of O‘ahu (Figures 1, 2, and 3). The Applicant is proposing to construct a 120-megawatt solar project, a Battery Energy Storage System (BESS), and other associated appurtenances including fencing, roads, and electrical infrastructure on roughly 600 acres of agriculture-zoned land that includes portions of Tax Map Keys (1) 9-2-001:001; 9-2-004:003, 006, 009, 010, 011, 012, and 013; 9-04-003:001 (see Figure 2). The Applicant will be applying for a Special Use Permit with the City and County of Honolulu. This *Ka Pa‘akai O Ka ‘Āina* Cultural Practices and Resources analysis is intended to aid the State of Hawai‘i and its associated agencies with addressing preservation and protection of traditional and customary rights and to aid the Applicant with the planning of the proposed Mahi Solar Facility.

Article XII, Section 7 of the Hawai‘i Constitution obligates the State and its agencies, such as the Land Use Commission (LUC), “to protect the reasonable exercise of customarily and traditionally exercised rights of native Hawaiians to the extent feasible when granting a petition for reclassification of district boundaries” (*Ka Pa‘akai O Ka ‘Āina v Land Use Commission*, 94 Hawai‘i 31, 7 P.3d 1068 [2000]). Under Article XII, Section 7, the State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by *ahupua‘a* tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778, subject to the right of the State to regulate such rights. In the context of land use permitting, these issues are commonly addressed when the LUC is asked to approve a petition for the reclassification of district boundaries or zoning, as such an action most often initiates activities that precede initial intensive development.

On September 11, 2000, the Hawai‘i Supreme Court’s landmark decision in *Ka Pa‘akai O Ka ‘Āina v Land Use Commission* established a three-part analytical framework for addressing the preservation and protection of traditional and customary rights specific to Hawaiian communities. To effectuate the State’s (and its agencies) constitutional responsibility to protect native Hawaiian customary and traditional practices while reasonably accommodating competing private interest, the framework assesses the following:

- 1) the identity and scope of “valued cultural, historical, or natural resources” in the petition area, including the extent to which traditional and customary native Hawaiian rights are exercised in the petition area;
- 2) the extent to which those resources—including traditional and customary native Hawaiian rights—will be affected or impaired by the proposed action; and
- 3) the feasible action, if any, to be taken by the LUC to reasonably protect native Hawaiian rights if they are found to exist.

Following these requirements, the *Ka Pa‘akai o ka ‘Āina* analysis provided here consists of four sections. Each section relies on historical archival sources, prior cultural and archaeological studies, and consultation to identify whether any valued cultural, historical or natural resources are present within the proposed project area. These sources, furthermore, aid in identifying the extent to which any traditional and customary native Hawaiian rights are (or have been) exercised in the proposed project area. The first section considers the proposed project area in relation to customary and traditional practices that the broader region of ‘Ewa were known for. The second section assesses the extent to which specific customary and traditional practices were practiced in the *ahupua‘a* of Honouliuli and the proposed project area. The third section summarizes interviews with community members who have genealogical ties and long-standing residency or relationships to Honouliuli. The last section summarizes these findings and

1. Introduction

recommends feasible actions and mitigative measures that may be taken by the LUC to reasonably protect native Hawaiian rights if they are found to exist within the proposed project area.

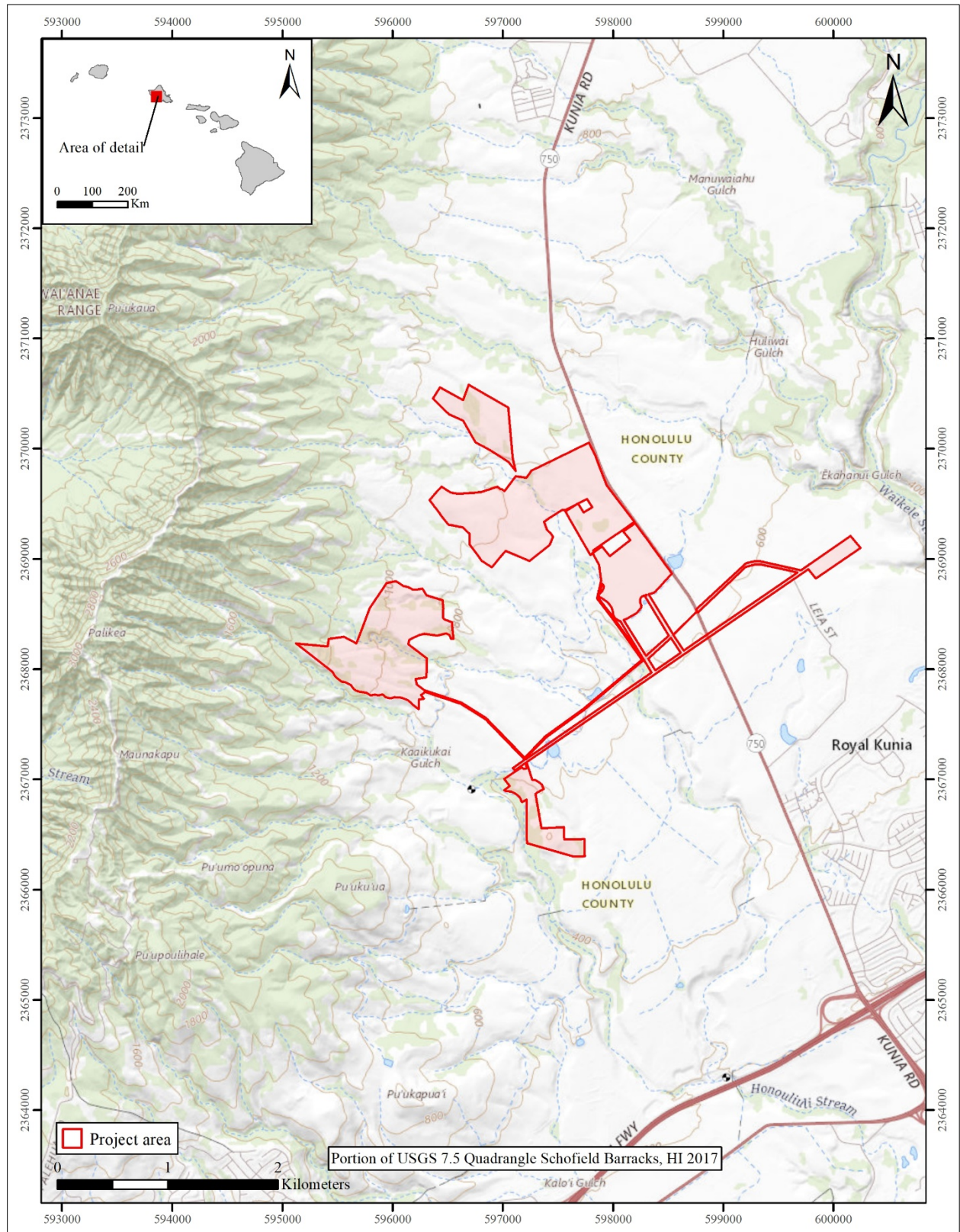


Figure 1. Proposed project area and Tax Map Key parcels shown on a USGS map.



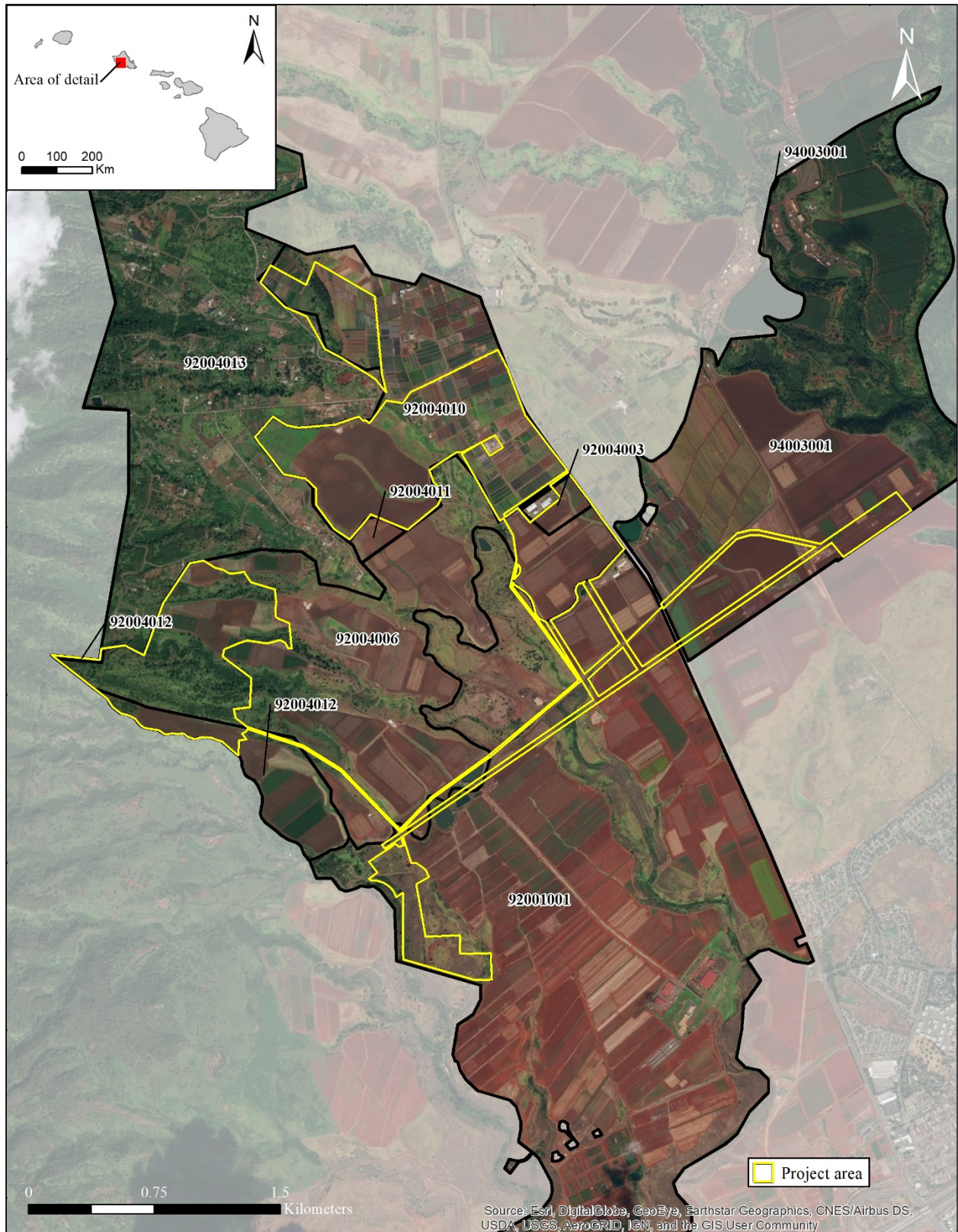


Figure 2. Satellite aerial image showing project area within various Tax Map Key parcels.



1. Introduction

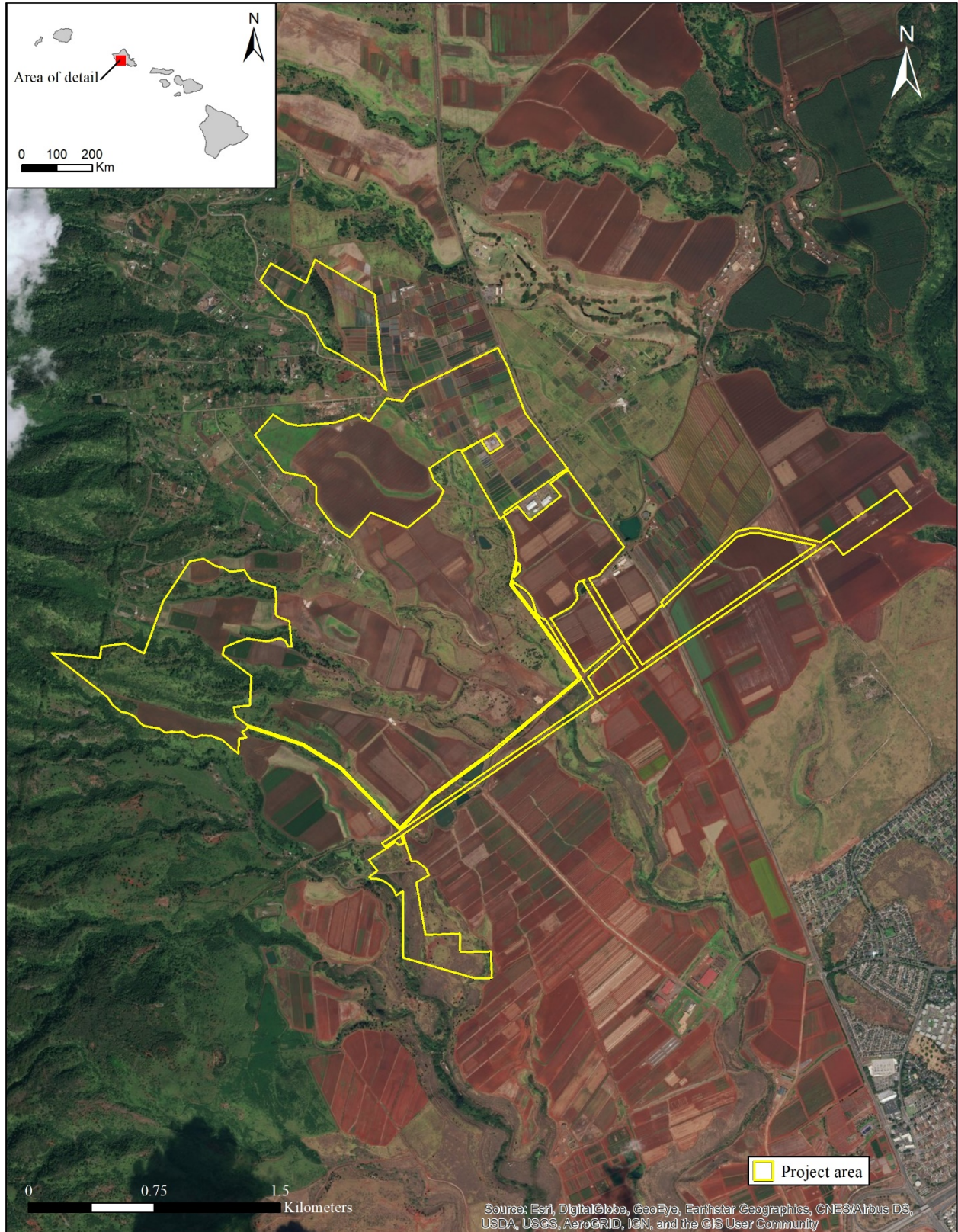


Figure 3. Google Earth™ satellite image showing project area location.

## 2. IDENTIFICATION OF CUSTOMARY AND TRADITIONAL PRACTICES

In an effort to identify any valued cultural, historical, or natural resources and to assess the extent to which traditional and customary rights are or have been exercised in the project area (the first part of the analytical framework), this section presents a summary of historical-archival information specific to the project area and the greater Honouliuli Ahupua‘a.

### Select Historical Description of Honouliuli

The proposed project area is located within the *ahupua‘a* (traditional land division) of Honouliuli (Figure 4), which has been translated by Pukui et al. (1974:51) as “dark bay” and may refer to the deep waters of Ka-ihu-o-Pala‘ai, known today as West Loch of Pearl Harbor (McElroy et al. 2013). Honouliuli is the largest *ahupua‘a* of O‘ahu and the westernmost *ahupua‘a* of the ‘Ewa District (see Figure 4). This *ahupua‘a* extends from the emerged coral reef known as the ‘Ewa Plain that comprises the southwestern extent of O‘ahu and runs along the windward side of the southern extent of the Wai‘anae Mountain Range (see Figure 4). According to Handy and Handy (1972:469), the traditional *moku* (district) of ‘Ewa “consisted of both seaward and high interior plains, the deep valleys of the Ko‘olau mountain range, and the coastal region of the Wai‘anae range to the northwest.” The name ‘Ewa translates literally as “crooked” (Pukui et al. 1974:28), and according to Sterling and Summers (1978) the naming of this district is attributed to the male deities, Kāne and Kanaloa while attempting to survey the district boundaries:

When Kane and Kanaloa were surveying the island they came to Oahu and when they reached Red Hill saw below them the broad plains of what is now Ewa. To mark the boundaries of the land they would throw a stone and where the stone fell would be the boundary line. When they saw the beautiful land lying below them, it was their thought to include as much of the flat level land as possible. They hurled the stone as far as the Waianae range and it landed somewhere in the Waimanalo section. When they went to find it, they could not locate the spot where it fell. So Ewa (strayed) became known by that name. The stone that strayed (Sterling and Summers 1978:1).

In citing the reminder of this story as told to Sterling by Mr. Simeon Nawa‘a in 1954:

Eventually the stone was found at Pili o Kahe. This is a spot where two small hills of the Waianae range come down parallel on the boundary between Honouliuli and Nanakuli (Ewa and Waianae). The ancient Hawaiian said the hill on the Ewa side was the male and the hill on the Waianae side was female. The stone was found on the Waianae side hill and the place is known as Pili o Kahe (Pili = cling to, Kahe = to flow\*). The name refers, therefore, to the female or Waianae side hill. And that is where the boundary between the two districts runs. (Sterling and Summers 1978:1)

In providing a geographical description of the district, Handy and Handy state that:

The salient features of ‘Ewa, and perhaps its most notable point of difference, is its specious coastal plain, surrounding the deep bays (“lochs”) of Pearl Harbor, which are actually the drowned seaward valleys of ‘Ewa’s main streams, Waikele and Waipi‘o. The Hawaiian name Pearl Harbor was Ke-awa-lau-o-Puuloa, The-many (*lau*)-harbors (*awa*)-of Pu‘uloa. Pu‘uloa was the rounded area projecting into the sea at the long narrow entrance of the harbor. Another and more poetic name was Awawa-lei, Garland (*lei*)-of-harbors. The English name “Pearl” was given to it because of the prevalence of pearl oysters (*pipi*) in the deep harbor waters. (Handy and Handy 1972:469)

As a district, ‘Ewa contains a diversity of environments. Well-watered lands are found along the central and eastern limits and many of these *ahupua‘a* names are associated with *wai* (water) originating from the Ko‘olau Mountains including, Waikele, Waipi‘o, Waiawa, Waimano, Waiiau, and Waimalu (see Figure 4). The western extent of the district, which includes the subject *ahupua‘a* of Honouliuli, is situated along the southeastern limits of the Wai‘anae Mountain Range and includes the ‘Ewa plains which has been characterized in traditional and historic literature as arid. ‘Ewa is also known for its red earth and several *‘ōlelo no‘eau* (poetical expressions) highlight this feature:



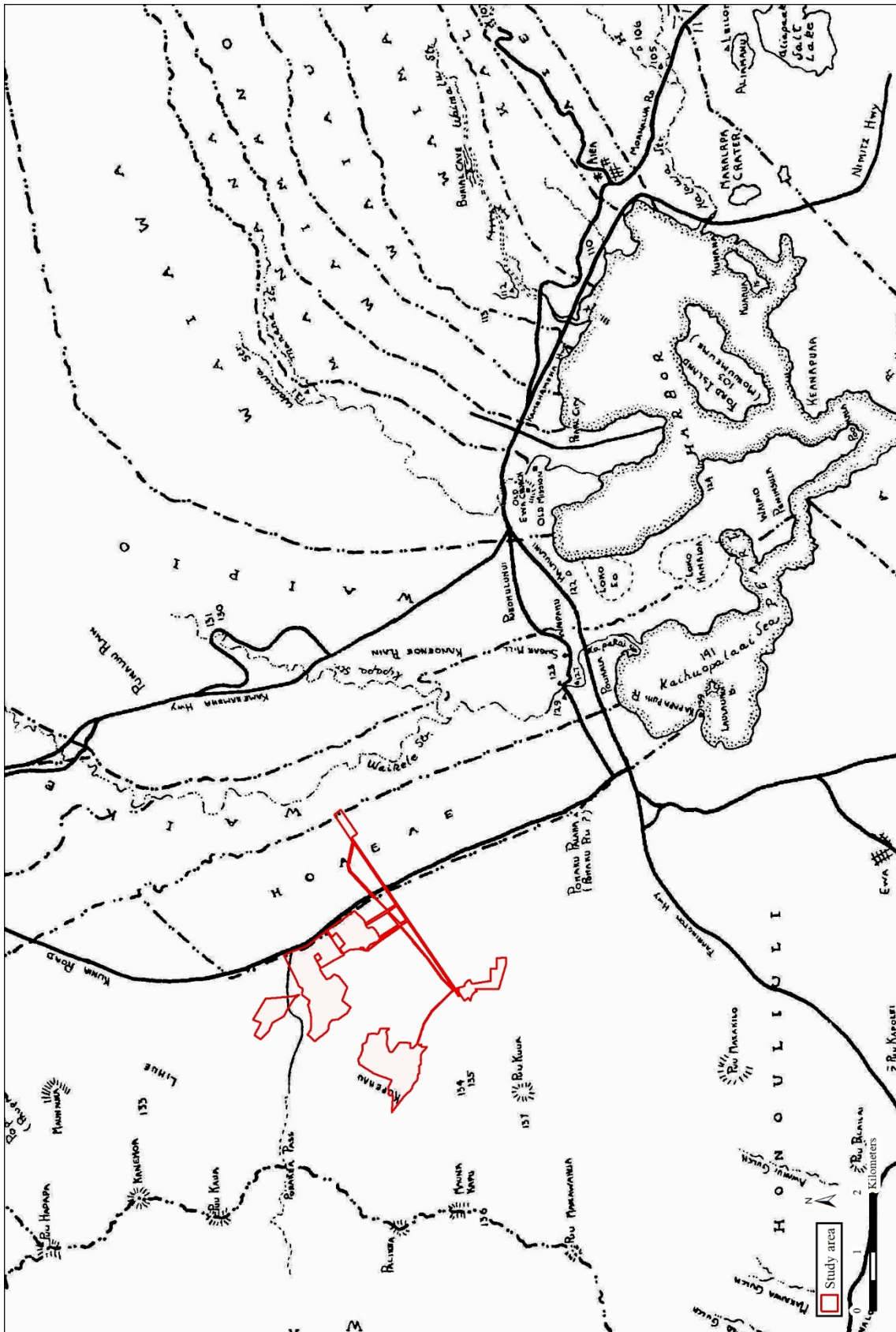


Figure 4. 'Ewa district with ahupua'a and project area in Honouliuli Ahupua'a (Sterling and Summers 1978).

*‘Āina koi ‘ula i ka lepo.*

Land reddened by the rising dust.

Said of ‘Ewa, O‘ahu. (Pukui 1983:11)

*O ‘Ewa, ‘āina kai ‘ula i ka lepo.*

‘Ewa, land of the sea reddened by earth.

‘Ewa was once noted for being dusty, and its sea was reddened by mud in time of rain. (Pukui 1983:257)

In an article published in the *Honolulu Star-Bulletin* on October 16, 1956, Mr. Simeon Nawaa clarified the extent of the ‘Ewa district. That portion of his article which describes the ‘Ewa district reads:

The northern boundary of Ewa begins from the top of Kaala mountain and running towards Koolau mountain range, passing Wahiawa and Halemano; along this mountain range to Moanalua, thence to Keehi lagoon, passing Kapukaki (Red Hill). From the west of Honolulu Airport near Kapuaikaula (Fort Kamehameha), it runs to Barber’s Point, thence to Piliokahe; from Piliokahe along Kaala mountain range to the beginning, comprising the following tracts of land: Halawa, Aiea, Kalaaauao, Waimalu, Waiiau, Waimano, Manana (Pearl City), Waiawa, Waikele, Hoaeae, Honouliuli and including Waikakalaua, Schofield Barracks, Wahiawa and Halemano. (Nawaa in Sterling and Summers 1978:1)

It is within this landscape that a great number of traditional accounts have been recorded. Having an understanding of these accounts helps to understand the layers of cultural meaning and value that have been ascribed to this very landscape.

### **Traditional *Mo‘olelo* of Honouliuli**

A great number of *mo‘olelo* (story, myth, history, tradition, legend) that feature ‘Ewa have been recorded and many of these accounts are centered around the seaward area known as Pu‘uloa (see Figure 4), translated as “long hill.” The lochs of this area were known traditionally as Ke-awa-lau-o-Pu‘uloa (Pukui et al. 1974:201). West Loch, traditionally known as Ka-ihu-o-Pala‘ai (see Figure 4), was a culturally significant area of Honouliuli Ahupua‘a (Pukui et al. 1974). It was on the west end of Ka-ihu-o-Pala‘ai along Honouliuli Stream that Honouliuli’s prime taro lands, fishponds, and salt production areas were located (see Figure 4).

Concerning traditional *mo‘olelo*, it is believed that the first ‘ulu (breadfruit) planted in the Hawaiian Islands was brought from Upolu, Samoa and planted at Pu‘uloa in ‘Ewa by Kaha‘i (Fornander 1916-1917), the grandson of the great navigator and *ali‘i nui* Mo‘ikeha (Emerson 1893). In another story about Pu‘uloa, Hawaiian Historian Samuel Kamakau recounts the legend of a *mo‘o* (a shape-shifting water lizard) called Kanekua‘ana who came from Kahiki and brought bounties of fish and bivalves with her which she gifted to the people of ‘Ewa. According to Kamakau (1964:83), “Kanekua‘ana was the *kia‘i* [guardian] of ‘Ewa, and the *kama‘aina* from Halawa to Honouliuli relied upon her. Not all of the people of ‘Ewa were her descendants, but the blessings that came to her descendants were shared by all...” According to Moses Manu’s story of Keaomelemele, the *pipi* was brought to Hawai‘i from the godly lands of Kuaihelani and Kealohilani by the matriach *mo‘o* (water spirit) Mo‘oinanea (Manu 2002). Manu goes on to explain how Kanekua‘ana became the caretaker of the *pipi* of ‘Ewa:

Kanekuaana was a royal lizard whose home was the lochs of Ewa. This lizard who was said to have brought the pearl oysters to the sea of Ewa and this was the oyster that was referred to as “the silent ‘fish’ of Ewa; do not speak lest a wind arise.” Many chants have been made with reference to the pearl oyster. In residing there, this lizard was cared for and worshipped by the people for bringing the pearl oyster...From that time it was much found in Ewa up to recent years, about 1850-1853, the time when this race [Hawaiians] of people were being destroyed by smallpox. The oysters began to vanish from that time to the present. The people of the place believed that the lizard was angry because the konohikis [landlords] imposed kapus [prohibitions], were cross with the women and seized their catch of oysters. So this “fish” was removed to Tahiti and other lands. (Manu 2002:161)

Some of ‘Ewa’s most famed *mo‘olelo* are those associated with the named *manō* (sharks) that protected the people of this land and engaged in epic battles against sharks from the outer island, including the famed chiefess *manō*, Ka‘ahupahau, her brother Kahi‘ukā, Kamoawa, and many others (Sterling and Summers 1978). Some have reported that Ka‘ahupahau resided “in a great cavern on the Honouliuli side of the harbor” (Advertiser 1956a:11), however she was known to frequent other lands in ‘Ewa including Waipahu, a spring in Waikele and Waimano (Pukui et al. 1974).

Historian, Joseph Emerson explains that “...they [sharks] became the special object of worship for the people of the districts of Ewa and Waianae, with whom they maintained the pleasantest relations” (Emerson in Pukui and Green 1995:41). Several *‘ōlelo no ‘eau* commemorate Ka‘ahupāhau’s role in the history of ‘Ewa:

*Alahula Pu‘uloa, he alahahele na Ka‘ahupāhau.*

Everywhere in Pu‘uloa is the trail of Ka‘ahupāhau.

Said of a person who goes everywhere, looking, peering, seeing all, or of a person familiar with every nook and corner of a place. Ka‘ahupāhau is the shark goddess of Pu‘uloa (Pearl Harbor) who guarded the people from being molested by sharks. She moved about, constantly watching. (Pukui 1983:14)

*Ho‘ahewa na niuhi ia Ka‘ahupāhau.*

The mandating sharks blamed Ka‘ahupāhau.

Evil-doers blame the person who safeguards the rights of others. Ka‘ahupāhau was the guardian shark goddess of Pu‘uloa (Pearl Harbor) who drove out or destroyed all the man-eating sharks. (Pukui 1983: 108)

*Mehemeha wale no o Pu‘uloa, i ka hele a Ka‘ahupāhau.*

Pu‘uloa became lonely when Ka‘ahupāhau went away.

The home is lonely when a loved one has gone. Ka‘ahupāhau, guardian shark of Pu‘uloa (Pearl Harbor), was dearly loved by the people. (Pukui 1983:234)

Among the marine resources treasured by the people of ‘Ewa, were the various bivalves found in the waters of Ke-awa-lau-o-Pu‘uloa. This included the famed *pipi* or pearl oysters, from which the name Pearl Harbor is derived, as well as *pāpaua*, *‘owā‘owaka*, *nahawe*, *kupekala*, and the *mahamoe* (Pukui in Sterling and Summers 1978). According to Kamakau (1964:83) the *pipi* were so abundant that it was “...enough for all ‘Ewa.” Kamakau goes on to add that:

The *pipi* (pearl oyster)—strung along from Namakaohalawa to the cliffs of Honouliuli, from the *kuapa* fishponds of inland ‘Ewa clear out to Kapakule. That the oyster that came in from deep water to the mussel beds near shore, from the channel entrance of Pu‘uloa to the rocks along the edges of the fishponds... (Kamakau 1964:83)

According to Mary Kawena Pukui, the *pipi* was introduced by the *mo‘o* Kanekua‘ana (in Sterling and Summers 1978). It is from the *pipi* that several *‘ōlelo no ‘eau* specific to ‘Ewa are derived:

*E hāmau o makani mai auane‘i.*

Hush, lest the wind arise.

Hold your silence or trouble will come to us. When the people went to gather pearl oysters at Pu‘uloa, they did so in silence, for they believed that if they spoke, a gust of wind would ripple the water and the oysters would vanish. (Pukui 1983:34)

*Ka i‘a hāmau leo o ‘Ewa.*

The fish of ‘Ewa that silences the voice.

The pearl oyster, which has to be gathered in silence. (Pukui 1983:145).

*Ka i‘a kuhi lima o ‘Ewa.*

The gesturing fish of ‘Ewa.

The *pipi*, or pearl oyster. Fishermen did not speak when fishing for them but gestured to each other like deaf-mutes. (Pukui 1983:148)

*Haunāele ‘Ewa i ka Moa‘e.*

‘Ewa is disturbed by the Moa‘e wind.

Used about something disturbing, like a violent argument. When the people of ‘Ewa went to gather the *pipi* (pearl oyster), they did so in silence, for if they spoke, a Moa‘e breeze would suddenly blow across the water, rippling it, and the oysters would disappear. (Pukui 1983:59)

While the *pipi* is celebrated resources of ‘Ewa, so to are certain fish species including the *nehu* (anchovy; *Stolephorus purpureus*) and ‘*o’opu* (general name for fishes included in the families Eleotridae, Gobiidae, and Blennidae), as shown in the following ‘*olelo no ‘eau*:

*He kai puhi nehu, puhi lala ke kai o ‘Ewa.*

A sea the blows up *nehu* fish, blows up a quantity of them, is the sea of ‘Ewa. (Pukui 1983:74).

*Ke kai he ‘e nehu o ‘Ewa.*

The sea where the *nehu* come in schools to ‘Ewa.

*Nehu* (anchovy) come by the millions into Pearl Harbor. They are used as bait for fishing, or eaten dried or fresh. (Pukui 1983:185)

*Ka i ‘a mili i ka poho o ka lima.*

The fish fondled by the palm of the hand.

When it was the season for the *hinana* (‘*o’opu* spawn), they were so numerous that they could be scooped up in the palm of the hand. (Pukui 1983:149)

While many of the *mo ‘olelo* of ‘Ewa are centered around its coastal area, the *mo ‘olelo* of Honouliuli often focus on the *ali ‘i* and the upland areas including prominent geological features found along the south and southeastern extent of the Wai‘anae Mountain Range, and the *kula* (plain) lands. The following paragraphs are a summary of *mo ‘olelo* specific to Honouliuli.

### ***Ka Mo ‘olelo O Hi ‘iakaikapoliopole***

A *mo ‘olelo* that features Honouliuli is that of Pelehonuamea’s younger sister, Hi ‘iaka-i-ka-poli-o-Pele (Hi ‘iaka). Hi ‘iaka made an epic journey from Puna on Hawai‘i Island to the island of Kaua‘i to fetch her sister’s lover, Lohi‘auipo. While at least a dozen versions of this *mo ‘olelo* have been published historically, the version utilized in this study was published by an author under the pen name of Ho‘oulumāhiehie. Ho‘oulumāhiehie’s account was originally published in the Hawaiian language newspaper *Ka Na ‘i Aupuni* between the years 1905-1906 and was compiled, transcribed, translated, and published in a double volume (one in Hawaiian and the other in English) by Hawaiian language scholar, Puakea Nogelmeier. According to Nogelmeier, it is believed that Ho‘oulumāhiehie was the pen name of the famed 19<sup>th</sup>-century writer/politician Joseph Moku‘ōhai Poepoe who served as the editor of several Hawaiian language newspapers including *Ka Na ‘i Aupuni* (Ho‘oulumāhiehie 2006b). Hi ‘iaka’s journey through Honouliuli is of particular importance due to the various culturally significant places, some of which are viewable from the project area, endemic plant varieties, and traditional cultural practices that are mentioned.

While on her return trip from Kaua‘i, Hi ‘iaka, Lohi‘au, and her companion, Wahine‘ōma‘o, stopped in the Wai‘anae District before heading towards Kou (the ancient name of Honolulu before 1800; Pukui et al. 1974). While Lohi‘au and Wahine‘ōma‘o traveled by canoe from Pōka‘i in Wai‘anae to Kou, Hi ‘iaka traveled by foot, entering ‘Ewa from the heights of Pōhākea—a passage northwest of the project area—(see Figure 4) then across the plain of Honouliuli. From Pōhākea, she descended to Keahuamoā—a land area north of the project area—where she encountered several women gathering *ma ‘o* (*Gossypium tomentosum*, an endemic yellow-flowered hibiscus) blossoms from which they were making *lei* (garland). To secure a *lei ma ‘o* for herself, Hi ‘iaka offered the following *oli* (chant) to the women:

<i>E lei ana ke kula o Ke ‘ehumoa i ka ma ‘o</i>	The plains of Ke ‘ehumoa are garlanded with ma ‘o
<i>‘Ohu ‘ohu wale nā wāhine kui lei o ka nahele</i>	The lei-stringing women of the forest are festively adorned
<i>Ua like nō a like ma nā lehua o Hōpoe</i>	Just like the lehua blossoms of Hōpoe
<i>Me he pua koili lehua ala i ka lā</i>	Like lehua blossoms ensconced in the sun
<i>Ka ‘ohi pua koai ‘a i ka pali</i>	Gathering koai ‘a flowers on the cliffs
<i>I nā kaupaku hale o ‘Āpuku</i>	Those roof tops of ‘Āpuku
<i>Ke kū nō ‘o ke alo o ka pali o Pu ‘uku ‘ua</i>	The cliff face of Pu ‘uku ‘ua rises up
<i>He ali ‘i nō na ‘e ka ‘āina</i>	Yet the land is the chief
<i>Ha kauā nō na ‘e ke kanaka</i>	Man is but a servant
<i>I kauā nō na ‘e au i ke aloha</i>	As I am a servant to love

*Na ke aloha nō i kono e haele nō māua  
E hele nō wau ē.  
(Ho‘oulumāhiehie 2006b:287)*

It was love that invited the two of us to go  
I must, indeed, go on.  
(Ho‘oulumāhiehie 2006a:268)

Captivated by Hi‘iaka’s chant, the women called out and welcomed Hi‘iaka by placing the *lei ma‘o* around her neck and inviting her to their *kauhale* (village) for a feast. Hi‘iaka politely declined their request and bid the women farewell before proceeding to the coast of Honouliuli to Pu‘uloa (Ho‘oulumāhiehie 2006b). As Hi‘iaka traversed the plain, she saw two women stringing *lei* of the *‘ilima* (*Sida fallax*) blossom beside the *ala loa* (trail). The two women recognized Hi‘iaka and feared she would kill them. To escape potential death, the two women transformed into their *mo‘o* forms and hid in a depression of a stone located along the *ala loa* which continued on to Wai‘anae. In detailing the name of the place where the two *mo‘o* hid, Ho‘oulumāhiehie (Ho‘oulumāhiehie 2006b) states:

*A ua kapa ‘ia nō ia wahi pōhaku e kū nei, ke ‘ole na ‘e e pau i ka wāwahi ‘ia e ka po ‘e hana alanu  
o kēia au hou nei, ma ka inoa o Pe‘ekāua, ‘o ia ho ‘i, ka upe ‘e ‘ana o ua mau wahi mo‘o nei ma loko  
o nā poli ‘āluhua o ua pōhaku lā. (Ho‘oulumāhiehie 2006b:288)*

That stone, which still stands there, if it has not been crushed by the road builders of these modern times, is called “Pe‘ekāua,” or “let us hide,” a reference to those two *mo‘o* hiding in the holes of that stone. (Ho‘oulumāhiehie 2006a:269)

From the plain of Honouliuli, Hi‘iaka turned her gaze to Pu‘u Kapolei and Nāwahineokama‘oma‘o, both of whom were relaxing at the top of hill shaded by *‘ōhai* shrubs (Ho‘oulumāhiehie 2006a:270). Pu‘u Kapolei is also the name of a *wahi pana* locate southwest of the current project area (see Figure 3). Careful not to offend Pu‘u Kapolei and Nāwahineokama‘oma‘o, Hi‘iaka acknowledged the women by offering the following chant:

*Aloha ‘olua, e Pu‘ukapolei mā  
E Nāwahineokama‘oma‘o  
E nonoho maila i noho wale lā  
I ka malu o ka ‘ōhai  
I ke kui lei pua kukui i ka lā  
Lei aku i ka pua o ka ma‘oma‘o  
Lei kauno‘a ‘ula i ke kaha o Ko‘olina lā  
He ‘olina hele ē  
(Ho‘oulumāhiehie 2006b:289)*

Greetings to you, O Pu‘uokapolei  
O Nāwahineokama‘oma‘o  
Sitting there, there you dwell  
In the shade of the ‘ōhai  
Stringing kukui blossom garlands in the sun  
Wearing lei of the ma‘oma‘o flower  
Lei of bright kauno‘a upon the strand of Ko‘olina  
Such a festive way, all about.  
(Ho‘oulumāhiehie 2006a:270)

After hearing the chant, Pu‘ukapolei responded to Hi‘iaka thusly:

*Aloha! Aloha ‘oe, e Hi‘iaka!! E hele nō ‘oe, a mai kipa mai ‘oe iā māua nei; ‘a‘ohe a māua ‘ai o  
ne‘i nei e ola ai lā‘i ka maka pōniuniu pōloli e kipa mai.  
‘Oia auane‘i ke kipa ‘ana mai iā māua nei a he mau ‘elemākule kāne māua, loa‘a ka mahi‘ai aku i  
kēia kula panao e waiho mai nei, a hiki ho‘i ke kanu aku kahi lau ‘uala a kupu a‘e ho‘i.  
E la‘a nei hiki ‘ana mai nei ou, he imu ka mea ho‘ā aku, a ola nei lā pōloli. ‘A‘ohe a māua ‘ai,  
‘a‘ohe a māua i‘a, ‘a‘ohe kapa. Ho‘okahi nō o māua kapa, ‘o ka mau‘u pilipili ‘ula.  
Hele aku māua a uhuki mau‘u a kū ka pū‘ā, ho‘i mai a ulana iho i mau wahi ‘āleuleu kapa pua  
mau‘u no māua. A i ka wā e malo‘o mai ai ka mau‘u, noho ‘ōlohelohe ihola nō māua.  
Pā maila ke anu a ke Kēhau a me ka Waikōloa, ‘a‘ohe anu a koe. Aia nō ko māua mehana a ulu  
hou mai ka mau‘u o ka ‘āina. (Ho‘oulumāhiehie 2006b:289)*

Aloha! Welcome to you, Hi‘iaka!! You should, however, travel on, and not stay with us here; we have no food to stave off the dizzy eyes of hunger if you visit.

It would be all right to call on us here if only we were old men, for then we could do some tilling of this arid plain, and plant ‘uala leaves that would sprout and grow.

Your arrival is inopportune, for an oven should be set to cooking to appease hunger. Yet we have no vegetables or meat, no kapa for clothing or covers. Our only kapa is the red pilipili grass.

We go and pull up grass and bundle it, to bring back and weave into rough cloth of grass sheaves for ourselves. When the grass all dries up, we abide in our nakedness.



The chill comes with the Kēhau and Waikōloa winds, which are so very cold. We are only warmed again when the grasses of the land grew anew. (Ho‘oulumāhiechie 2006a:270)

After hearing the woeful cries of Pu‘ukapolei, Hi‘iaka descended towards the sea at Pu‘uloa and noticed a *ma‘o* blossom stunted by the stifling sun. Upon seeing this, Hi‘iaka raised her voice in chant:

<i>Liua Kona i ka lā loa o Makali‘i</i>	Kona is dazed by the powerful Makali‘i-season sun
<i>Māewa ka wiliwili, hele i ka la‘i</i>	The wiliwili trees sway, moving in the calm
<i>Kūlōlia ka mau‘u o Kānehili</i>	Longsuffering are the grasses of Kānehili
<i>Welawela ka lā o Pu‘uokapōlei</i>	The sun is oppressively hot at Pu‘uokapolei
<i>‘Ukiki ka ma‘o, kū lā i kai</i>	The ma‘o is stunted, standing at the shore
<i>Me he kapa halakea lā ka pua o ke nohu</i>	The blossom of the nohu is like a yellow halakea kapa
<i>Ka ‘oaka, ka pua‘ula i ke kaha o Kaupe‘a lā</i>	Flashing, blooming bright in the strands of Kaupe‘a
<i>A he hoa</i>	As a companion
<i>E ho‘ohoa aku ana i ka makani he Nāulu</i>	Befriending the wind, a gusting Nāulu
<i>A he hoa ē.</i>	A companion indeed.
(Ho‘oulumāhiechie 2006b:290)	(Ho‘oulumāhiechie 2006a:271)

Hi‘iaka continued *makai* down the trail until she reached Kualaka‘i on the coast of Honouliuli to the south of the project area (see Figure 4), where she found a freshwater spring called Hoakalei, which was flanked by two beautiful ‘*ōhi‘a lehua* (*Metrosideros polymorpha*) trees from which she took blossoms to string into more *lei*. Hoakalei is located to the north of Kualaka‘i, near Kalaeloa (Barber’s Point), and from there she walked on to Pu‘uloa. With respect to Hi‘iaka’s journey through ‘Ewa, Pukui (1983:16) recorded the following ‘*ōlelo no‘eau* in which Hi‘iaka uttered to Wahine‘ōma‘o as a caution not to speak to Lohi‘au while they were passing along ‘Ewa in their canoe, “Anu o ‘Ewa i ka i‘a hāmau leo e. E hāmau! ‘Ewa is made cold by the fish that silences the voice. Hush!” Pukui (1983:16) interpreted this saying thusly, “A warning to keep still. First uttered by Hi‘iaka to her friend Wahine‘ōma‘o to warn her not to speak to Lohi‘au while they were in a canoe near ‘Ewa.”

### ***He Ka‘ao no Kahalaopuna***

The route at Pohakea (see Figure 4) taken by Hi‘iaka as she passed from Wai‘anae into ‘Ewa is also mentioned in the account of Kahalaopuna, the young maiden of Mānoa. As recounted by Fornander (1918-1919), Kahalaopuna was betrothed by her parents to Kauhi, a man from Alele, Ko‘olauloa. Kauhi with the hopes of securing her as a wife sent her many gifts. After one *anahulu* (ten-day period) had lapsed, rumors about Kahalaopuna being unfaithful had reached Kauhi and he sought to kill the young girl. Having arrived at her home in Mānoa, Kauhi asked Kahalaopuna to go with him to Pohakea to which she agreed. Kauhi subsequently bound her hands and he led her from Mānoa to Pohakea on trails that were not frequented by people. At Pohakea, Kauhi took her under a large *lehua* (*Metrosideros polymorpha*) tree, where he broke off a branch and in a jealous rage, beat Kahalaopuna. To save her life, she chanted to Kauhi but he persisted with his cruel acts until Kahalaopuna died. Kauhi concealed her body by covering it with leaves and ferns and returned to his home.

Kahalaopuna’s spirit flew into the trees and upon seeing a company of travelers, she chanted informing them of her death. After her second attempt to get the attention of the travelers, they heard the calls of Kahalaopuna and returned to Mānoa to inform her parents. Her father and mother (Kauakuahina and Kahoiamano) retrieved their daughter’s body from Pohakea and returned it to their home where they proceeded to restore her to life. News of the girl’s restoration had spread to Ko‘olauloa. Hearing the news, Kauhi returned to Mānoa to see for himself and to beg Kahalaopuna to take him back to which she staunchly refused (Fornander 1918-1919).

### ***He Ka‘ao no Palila***

Several land areas in Honouliuli are briefly mentioned in the legend of Palila, a supernatural warrior from Kamo‘oloa, Kaua‘i. As told by Fornander (1918-1919), Palila was born as a piece cord to his parents Kaluaopalena and Mahinui, both of whom left the cord in a rubbish pile. The piece of cord was then taken by Palila’s grandmother Hina, who, through a series of rituals and ceremonies, restored the cord to its human form and raised Palila on a diet consisting purely of bananas. Palila was taken by his grandmother to Alanapo where he was trained by spirits in the art of warfare. As such, Palila was able to assume a human or spirit form, a skill that provided him with further advantages over his enemies.

In one portion of the story, Palila traveled to ‘Ewa to rid the area of a supernatural farmer named Kamaikaahui who could change his form into a bunch of bananas, a rat, a shark, and a human. When in his human form, it was the custom of Kamaikaahui to always wear a piece of *kapa* to conceal the shark mouth that located on his back. Wherever he went, Kamaikaahui terrorized the people and when he came to ‘Ewa he followed his same practice. He had done these terrible acts so often that the people of ‘Ewa began to fear him and he began to rule over them. Having heard of Kamaikaahui, Palila sought to put an end to his terror and restore peace to the land. With his magical club Huliamaui, Palila flew from Kaua‘i and landed at Ka‘ena Point at Wai‘anae, then after leaving Ka‘ena he flew:

...on to Pohakea, then to Maunauna, then to Kanehoa, then to the plain of Keahuamoa and looking toward ‘Ewa. At this place he stood and looked at the dust as it ascended into the sky caused by the people who had gathered there; he then pushed his war club toward Honouliuli. (Fornander 1918-1919:142)

After landing at Honouliuli, Palila went on to Waikele (see Figure 4) where a great crowd had gathered to witness the athletic games of Ahuapau, the king of O‘ahu. Palila stood near the king and observed the spectacle before him. Palila proceeded to hurl insults to Kamaikaahui and at the sight of Palila, Kamaikaahui attempted to flee into the sea not before being caught by Palila. Palila lifted the *kapa* of Kamaikaahui and exposed the mouth on his back to the crowd before delivering his final blow and killing the supernatural farmer.

### ***Ka‘ao no Namakaokapaoo***

In the story of the mysterious Namakaokapaoo, as told by Fornander (Fornander 1918-1919), the lands of Honouliuli and the plains of Keahumoa are noted. Namakaokapaoo’s parents were Kauluakahai, a chief from Kahiki and his mother was Pokai. After conception, the father, Kauluakahai returned to his home in Kahiki and left his pregnant wife in a state of destitute. Pokai met a man named Pualii who was from the uplands of Līhu‘e, north of the project area (see Figure 4), and the two became lovers. Pokai and her young son resided with Pualii at Kula-o-Keahumoa and there Pualii made two large potato patches, which he named Namakaokapaoo.

One day, Pualii went to the coast of Honouliuli to fish at which time, the young Namakaokapaoo told a group of boys to dig up the potatoes belonging to Pualii. The boys proceeded to dig up the potatoes but left behind the vines. Not having completed the requested task, Namakaokapaoo took it upon himself to pull up all of the vines, piled them in stacks, and set them on fire. When Pualii returned home from fishing, he went to his potato patch and saw that his patch had been stripped of potatoes. Angered, Pualii asked his wife about the situation to which she declined having any knowledge of. Pualii declared his anger and threatened to kill the boy with his ax. Namakaokapaoo raised his voice and uttered a death prayer to Pualii. In a fury, Pualii raised his ax at Namakaokapaoo at which time, the ax turned back on Pualii severing his head. Namakaokapaoo proceeded to “...pick up Pualii’s head and threw it towards Waipouli, a cave situated on the beach at Honouliuli...” (Fornander 1918-1919:276)

### ***Accounts Associated with Pu‘ukapolei***

Pu‘u Kapolei is located far south of the project area (Puuokapolei; see Figure 4) and is a *pu‘u* (hill) that is mentioned frequently in *mo‘olelo*. One example comes from the story of how Kamapua‘a, the powerful pig-god and chief, took his grandmother to live there. Pertaining to the origins of Kamapua‘a, Beckwith (1970) states that “[t]radition relates the immigration to the group of the Kamapua‘a family during the colonizing period. His genealogy also appears in the fifth epoch of the cosmogonic chant, Kumulipo (Beckwith 1951). As a shape-shifter Kamapua‘a was known to take on other forms including the *humuhumunukunukuapua‘a* fish, and plants such as the *kukaepua‘a*, *kukui*, *uhaloa*, and *‘ama‘u* fern (Beckwith 1970). In addition to these plants being *kinolau* (body form) of Kamapua‘a they were also valued for their medicinal and utilitarian properties with *kukui* perhaps having the most uses that included dye and *kapa* made from the bark, oil from the nut used for the skin, traditional lamps, and fishing, *lei* from the flowers and leaves, pigment from the burnt shell, and the wood from which various items could be made (Abbott 1992). The escapades of Kamapua‘a, a *kupua* (demigod), was one of mischief and passion and often involved the epic love-hate affair between his lover and foe, Pele. This account includes details about the conditions of a residence formerly located there. That portion of the story referring Pu‘uokapolei reads thusly:

Kamapuaa subsequently conquered most of the island of Oahu, and, installing his grandmother as queen, took her to Puuokapolei, the lesser of two hillocks forming the southeastern spur of the Waianae mountain range, and made her establish her court there. This was to compel people who were to pay tribute to bring all the necessities of life from a distance, to show his absolute power over all.

Puuokapolei. . . is as desolate a spot as could be picked out on the whole island. It is almost equally distant from the sea, from which came the fish supplies; from the taro and potato patches of Ewa, and from the mountain ravines containing the banana and sugar plantations.

A very short time ago the foundations of Kamaunuanoho's house could still be seen at Puuokapolei; also the remains of the stone wall surrounding her home. It has even been said that her grave could then be identified, but since the extension of cane and sisal planting to the base of Puuokapolei, it is possible the stones may have been removed for wall-making. (Nakuina 1904:50-51)

Kame'eiehiwa (1996) noted that Pu'u O Kapolei was the hill where the body and spirit of Kamapua'a's brother Kekele'i'akū was deposited after he had committed suicide in an act of grief over the death of their younger brother. Kame'eiehiwa (1996) recounted the following story of Kamapua'a journey through Honouliuli. The story opens with a description of eight canoes that were filled with foods and gifts intended for the kings of O'ahu 'Iouli and 'Iomea who had replaced 'Olopana as king after his death. The king's attendants had docked the well-stocked canoes near Kamapua'a's cave, Keanapua'a located on Moku'ume'ume (Fort Island) in Hālawā Ahupua'a to wait for the rising tide the following dawn. That night after the attendants drifted to sleep Kamapua'a snuck up and devoured six canoes worth of food then proceeded to fill the empty calabashes with his excrement and water gounds with urine. The following morning, the chiefs attendants rose and discovered the foul gifts left by the pig.

The attendants made preparations to depart 'Ewa with the two canoes that were left untouched by Kamapua'a. As the canoes were leaving 'Ewa, Kamapua'a appeared on the shore and the attendants returned to shore to fetch the pig as cargo. While the canoe approached Kepo'okalā on the Waipi'o Peninsula, Kamapua'a leaped out of the canoe and "began to climb upland of Honouliuli until he arrived at Honouliuli Pond" (Kame'eiehiwa 1996:202). A footnote in the story suggest that Honouliuli Pond may actually be Kalo'i, an old taro patch and freshwater spring that has been lost (Kame'eiehiwa 1996:202). Upon reaching Honouliuli Pond, Kamapua'a observed his grandmother Kamaunuanoho gathering 'ohā (taro offshoots) floating on the water of a taro patch. Kamapua'a inquired as to why she was gathering the 'ohā, to which she replied "I am gathering a few 'ohā floating on the water, so that I may live. "This is a time of famine for the land" (Kame'eiehiwa 1996:202). Kamapua'a then turned and pointed to another taro patch located on an open plain that contained mature taro and asked his grandmother "[y]ou should leave this place for another taro patch that is mature" (Kame'eiehiwa 1996:203). She replied, "[t]hat mature taro patch belongs to the king" and "[i]t's not for the people like us" lest the king kill us (Kame'eiehiwa 1996:203). Despite the warnings from his grandmother, Kamapua'a headed to the king's taro patch and with great strength pulled up all the taro, bundled them, and loaded it onto his grandmother's back. To lesson the weight of the burden, Kamapua'a chanted to his grandfathers to aid with carrying the load. They returned to Pu'u O Kapolei where they lit an *imu* (underground oven) and cooked some of the taro.

In a description of Pu'ukapolei published on January 13, 1900, in the Hawaiian language newspaper *Ka Loea Kalaiaina* (in Sterling and Summers 1978:33-34), it states that:

If a traveler should go by the government road to Waianae, after leaving the village of gold, Honouliuli, he will first come to the plan of Puuainako and when that is passed, Ke-one-ae. Then there is a straight climb up to Puu-o-Kapolei. It is this hill that hides Ewa from view. When you go to that [Nānākuli] side of Waimanalo, you see no more of the sight back here.

Let us go on to Puu-o-Kapolei. This was one of the most famous hills in the olden days. The chant composed for games in the olden days began with the name of this hill and went on (with the place names) all around the island. This chant was used for those who swung with ropes, played on wooden ukeke instruments, or those who juggled with stones, noni fruit or kukui nuts.

The place-name chant described in the passage above appears in the January 13, 1900 article and that portion of the chant specific to Pu'uokapolei and Honouliuli has been reproduced below and a translation provided:

<i>E Kawelo e, e Kawelo—e</i>	Kawelo, oh Kawelo
<i>E Kawelo Mainui o Puuokapolei</i>	Kawelo Mainui of Pu'uokapolei
<i>O Puuokapolei—</i>	Pu'uokapolei
<i>Uliuli ka Poi a kaua e</i>	The poi we consume is darkened
<i>Ai nei—o Honouliuli...</i>	Oh Honouliuli...
(Ka Loea Kalaiaina 1900:1)	(in house translation by L. Brandt and H. Kapuni-Reynolds)

In addition to the accounts detailed above, Kamakau tells of how Pu'uokapolei was used to track the changing seasons on the Island of O'ahu. Kamakau states:

In the same way, the people of O‘ahu reckoned from the time when the sun set over Pu‘uokapolei until it set in the hollow of Mahinaona and called this period Kau, and when it moved south again from Pu‘uokapolei and it grew cold and the time came when young sprouts started, the season was called from their germination (oilo) the season of Ho‘oilo. There were therefore two seasons, the season of Makali‘i and the season of Ho‘oilo. (Kamakau in Sterling and Summers 1978:34)

### ***Ka Hana Pa‘akai* (Salt Production)**

Other traditional land use in Honouliuli Ahupua‘a includes a renowned *wahi hana pa‘akai* (salt-making area) that was formerly located along the leeward shores of the West Loch (see Figure 4) and continued to provide *pa‘akai* (salt) well into the 20<sup>th</sup> century. In *The Archaeology of O‘ahu*, McAllister (1933:109) provided the following description of the salt production area near Pu‘uloa:

Site 146. Ewa coral plains, throughout which are remains of many sites. The great extent of old stone walls, particularly near Puuloa Salt Works, belongs to the ranching period of about 75 years ago.

According to Maly’s interview with Thelma Genevieve Parish, a resident of Honouliuli Ahupua‘a and descendant of James Dowsett, some of the salt was bought by Alaskan fishing fleets and to salt the salmon catch (Maly n.d.:23). Additionally, she recalled that during her childhood many types of *limu*, as well as lobsters, and fish were plentiful in the coastal waters of Honouliuli, prior to the residential development of ‘Ewa Beach, the marina, and military facilities (Maly n.d.).

### **Precontact Battles in Honouliuli**

The bounty of land and marine resources made ‘Ewa a place sought after by *ali‘i*. As a result, several accounts describe battles taking place in Honouliuli during the time of the *ali‘i* Kūali‘i, who reigned sometime between 1720-1740, and Mā‘ilikūkahi and Ka‘ihikapu-a-Manuia, whose reign predated that of Kūali‘i (Cordy 2002). From the time of Mā‘ilikūkahi until the era of Kākuhihewa (A.D. 1640-1660), O‘ahu remained an independent chiefdom. However, over the next three generations, the island ruler gradually lost power to the district chiefs (Fornander 1880). When Kūali‘i came to power, he defeated the island’s district chiefs and acquired influence over windward Kaua‘i and initiated war on the windward parts of Moloka‘i and Hawai‘i Island, thus marking the expansion of O‘ahu’s independent chiefdom (Cordy 2002). As political expansion continued, kinship links were forged with outer island polities as intermarriage among Hawaiian nobility of different island chiefdoms occurred frequently (Cordy 2002). The shift from intra-island to inter-island warfare continued throughout the 18<sup>th</sup> century and persisted until the time of European contact in 1778.

Honouliuli and a few of its *wahi pana* are mentioned in a *mele* published as part of *Mo‘olelo o Kūali‘i* (History of Kūali‘i) printed in *Collection of Hawaiian Antiquities and Folk-lore Volume IV* by Fornander (1916-1917:364-433). Kūali‘i was a celebrated chief of O‘ahu. The following *mele* was composed by two brothers, Kapaahulani and Kamakaaulani (Fornander 1916-1917). These brothers devised a plan in which Kamakaaulani would give the chant’s name to Kūali‘i while Kapaahulani would urge his rival “to make war upon Kualii” and upon reaching the battlefield, Kapaahulani would chant their prayer, thus ending the battle before it began. Everything went according to plan and Kapaahulani chanted the *mele* of Kūali‘i on the plains of Keahumoa, north of the project area in Honouliuli on the eve of Kāne (moon phase). After he finished, “the two armies came together and the battle was declared off” (Fornander 1916-1917: 400). As a result, “the king of Koolauloa then gave over, or ceded, the districts of Koolauloa, Koolaupoko, Waialua and Waianae” (Fornander 1916-1917). The following excerpt is from the *mele* for Kūali‘i which makes specific reference to Honouliuli and other places in the ‘Ewa District:

<i>O Kawelo-e, e Kawelo-e</i>	O Kawelo! Say, Kawelo!
<i>O Kaweloiki puu oioi,</i>	Kaweloiki, the sharp-pointed hill,
<i>Puu o Kapolei e—</i>	Hill of Kapolei.
<i>Uliui ka poi e piha nei—o Honouliuli</i>	Blue is the poi which appeases [the hunger] of Honouliuli
<i>Aeae ka paakai o Kahuaiki—Hoeae</i>	Fine the salt of Kahuike—Hoeae;
<i>Pikele ka ia e Waikele—o Waikele</i>	Slippery is the fish of Waikele—Waikele;
(Fornander 1916-1917:401)	(Fornander 1916-1917:400)

Kamakau (1991) tells of a battle between Mā‘ilikūkahi and chiefs of the islands of Hawai‘i and Maui. Born at Kūkaniloko and later selected by the council of chiefs, Mā‘ilikūkahi took the role as *ali‘i* of O‘ahu at the age of twenty-nine. Among his many deeds, Mā‘ilikūkahi is perhaps most celebrated for reordering the land division system which brought about peace and prosperity over the land and people. According to Kamakau:

When the kingdom passed to Mā'ilikūkahi, the land divisions were in a state of confusion; the *ahupua'a*, the *kū* [*'ili kūpono*], the *'ili 'āina*, the *mo'o 'āina*, the *paukū 'āina*, and the *kīhāpai* were not clearly defined. Therefore Mā'ili-kūkahi ordered the chiefs, *ali'i*, the lesser chiefs, *kaukau ali'i*, the warrior chiefs, *pū'ali ali'i*, and the overseers, *luna* to divide all of O'ahu into *moku* and *ahupua'a*, *'ili kūpono*, *'ili 'āina*, and *mo'o 'āina*. There were six districts, *moku*, and six district chiefs, *ali'i nui 'ai moku*. Chiefs were assigned to the *ahupua'a*—if it was a large *ahupua'a*, a high chief, and *ali'i nui*, was assigned to it. Lesser chiefs, *kaukau ali'i*, were placed over the *kūpono* lands, and warrior chiefs over *'ili 'āina*. Lands were given to the *maka'āinana* all over O'ahu. (Kamakau 1991:54-55)

After reordering the land division system, Mā'ilikūkahi encouraged prosperity over the land. According to Kamakau (1991:55) "...the land was full of people. From the brow, *lae*, of Kuliheho to the brow of Maunauna in 'Ewa, from the brow of Maunauna to the brow of Pu'ukua [Pu'u Ku'ua] the land was full of chiefs and people." The high state of prosperity of his kingdom had reached the chiefs of Hawai'i and Maui and in an attempt to seize Mā'ilikūkahi's chiefdom, the outer island chiefs attempted to invade O'ahu. In remarking on the battle, Kamakau writes:

Hilo, the son of Hilo-kapuhi, Hilo-a-Lu'ukapu, and Punalu'u, chiefs of Hawai'i, and Luako'a, a chief of Maui, decided to go and make war on Mā'ili-kūkahi. They sailed and landed in Waikīkī, then went to Kapua'ikāula in 'Ewa with their canoes full of men. *Mauka* of Wai-kakala-ua gulch the battle was to begin. While they were going inland, they were cut off in the rear by the foster children of Mā'ilikūkahi. Of the chiefs of Hawai'i and Maui, Punalu'u was killed on the plain now called Punalu'u. Corpses that "paved" a gulch gave the name Kīpapa to that place. Some of the invaders reached as far as the sea at 'Ewa and Waimano—the gulches were filled with their corpses. The heads of Hilo *ma* were cut off and taken to Honouliuli to a place now called Po'o-hilo [located near the coast of West Loch]. (Kamakau 1991:56)

Kamakau mentions Honouliuli during the reign of Ka'ihikapu-a-Manuia, who ruled sometime after Mā'ilikūkahi. Having deposed his elder brother Kū-a-Manuia, Ka'ihikapu-a-Manuia managed to have a rather peaceful reign. During his reign, Kū-a-Manuia made circuits around the island and on one such occasion:

...he came to Waikele in 'Ewa where his younger brother Ha'o was living. Cultivating and raising animals were the main occupations of Ha'o's people, and from Honouliuli as far as Wai-pi'o, the land was full of his men. Ka'ihikapu-a-Manuia noted the many men that swarmed about the land. He was afraid he might lose the chiefdom to Ha'o and became very anxious about it. (Kamakau 1991:64)

### Early Historic Descriptions of Honouliuli

Historical accounts penned by visitors, missionaries, and residents are another means to reconstruct life in Honouliuli and the greater 'Ewa during the Precontact and early Historic periods. In 1793, just five years after Captain James Cook arrived in Hawaiian water, Captain George Vancouver, while anchored off the entrance of West Loch described the 'Ewa landscape:

The part of the island opposite to us was low, or rather only moderately elevated, forming a level country between the mountains that compose the east [Ko'olau] and west [Wai'anae] ends of the island. This tract of land was of some extent, but did not seem to be populous, nor to possess any great degree to natural fertility; although we were told that, at a little distance from the sea, the soil is rich, and all the necessaries of life are abundantly produced. (Vancouver 1801:361)

Mr. Widbey observed, that the soil in the neighbourhood [*sic*] of the harbour [*sic*] appeared of a loose sandy nature; the country low for some distance, and, from the number of houses within the harbour, it should seem to be very populous: but the very few inhabitants who made their appearance was an indication of the contrary (Vancouver 1801:363)

In addition to the observations penned by Vancouver, cartographer, Lieutenant C. R. Malden, on this same trip, drafted a map of O'ahu's south coast which included portions of Honouliuli in the vicinity of West Loch (Figure 5). Malden's map which was later published in 1825 depicts a cluster of houses, fish traps, and palm trees on the west end of West Loch. A trail network is also shown on Malden's map leading out in a westerly direction from what is presumed to be the main settlement area in Honouliuli. Of particular interest is the trail that branches *mauka* from the Wai'anae route (see Figure 5). Malden's map is one of the earliest known cartographic records for this region and thus provides a glimpse into the early Historic settlement of this area.





Figure 5. Hawai'i Registered Map 640 by Lt. Malden shows trails in the Honouliuli vicinity ca. 1793, project area not shown.

Samuel Kamakau (1992) provided the following narrative of the ship *Arthur* under the command of Captain Henry Barber which ran aground at Kalaeloa. It was from this incident that the name Barber's Point is derived. Kamakau describes the account thusly:

In October of 1796, a ship [*Arthur*, under Henry Barber] went aground at Kalaeloa, Oahu. This ship had visited the island on several occasions during the rule of Ka-lani-ku-pule. This was the first time a foreign ship had grounded on these shores. Kamahemaha was on Hawaii, but Young had remained on Oahu. All the men on the ship came ashore at night in their boats. At daylight when the ship was seen ashore Ku-i-helani placed a band on the property of the ship and took care of the foreigners. Hawaiian divers recovered the valuables, and they were given over to the care of Ku-i-helani, but part were given by Captain Barber to the men who had recovered them. (Kamakau 1992:174)

In 1809, Scotsman Archibald Campbell, wrote the following description of the Pearl Harbor area. Before Campbell arrived at O'ahu, he had been shipwrecked off the northwest coast of North America. Both of his feet were badly frostbitten and were subsequently amputated. With the aid of his guides, Campbell traveled through the 'Ewa District on the back of his guides, before settling on some land in Waimano Ahupua'a that was provided to him by King Kamehameha.

In the month of November, the king was pleased to grant me about sixty acres of land, situated upon the Wymumee [Waimomi], or Pearl-water, an inlet at the sea about twelve miles to the west of Hanarooro [Honolulu]. I immediately removed thither; and it being Macaheite [*makahiki*] time, during which canoes are tabooed, I was carried on the men's shoulders. We passed by foot-paths, winding through an extensive and fertile plain, the whole of which is in the highest state of cultivation. Every stream was carefully embanked, to supply water for the taro beds. Where there was no water, the land was under crops of yams and sweet potatoes. The roads and numerous houses

are shaded by cocoa-nut trees, and the sides of the mountains covered with wood to a great height. We halted two or three times, and were treated by the natives with the utmost hospitality. 160 (Campbell 1817:160)

Concerning his observations of the “Pearl River” area, Campbell noted:

Wymumme, or Pearl River, lies about seven miles farther to the westward. This inlet extends ten or twelve miles up the country. The entrance is not more than a quarter of a mile wide, and is only navigable for small craft; the depth of water on the bar, at the highest tides, not exceeding seven feet; farther up it is nearly two miles across. There is an isle in it, belonging to Manina, the king’s interpreter, in which he keeps a numerous flock of sheep and goats. The flat land along shore is highly cultivated; taro root, yams, and sweet potatoes, are the most common crops; but taro forms the chief object of their husbandry, being the principal article of food amongst every class of inhabitants. (Campbell 1967:114-115)

In his memoir Hawaiian historian Ioane (John) Kaneiakama Papa ‘Īī, who was born in 1800 in Waipi‘o, ‘Ewa mentions a network of trails that extended across Honouliuli to neighboring lands. A portion of this trail network appears to correspond with the current alignment identified today as Farrington Highway and Kunia Road as shown in the map produced by Paul Rockwood (Figure 6). It is important to note that Rockwood’s map is an artistic rendering based on ‘Īī’s recollection which did not utilize formal land surveying techniques to ensure accuracy. In Rockwood’s map, the northern trail alignment (Kunia Road) is shown extending just beyond the eastern boundary of the project area and a secondary trail alignment (Pohakea Pass) is shown extending west through the northern portion of the project area where it ascends to Pohakea in the Wai‘anae Mountains (see Figure 6). In addition to plotting the location of the region’s trail, Rockwood’s map also shows several place names in the Honouliuli area that were mentioned in traditional accounts including Keahuamoa, Pohakea, Maunauna, and Pu‘u o Kapolei (see Figure 6). In relating information about the trails in the project area and the fishing practices, ‘Īī state:

The trail went down to the stream and up again, then went above the taro patches of Waiau, up to a *maika* field, to Waimano, to Manana, and to Waiawa; then to the stream of Kukehi and up to two other *maika* fields, Pueohulunui and Haupuu. At Pueohulunui was the place where a trail branched off to go to Waialua and down to Honouliuli and on to Waianae. As mentioned before, there were three trails to Waianae, one by way of Puu o Kapolei, another by way of Pohakea, and the third by way of Kolekole.

From Kunia the trail went to the plain of Keahuamoa, on to Maunauna, and along Paupauwela, which met with the trails from Wahiawa and Waialua. The trail continued to the west of Mahu, to Malamanui, and up to Kolekole, from where one can look down to Pokai and Waianaeuka... (Ii 1993:97)

There [Kapuna, Waikele], patches of taro were grown, draw nets made, and houses built. The fishing was done in the sea of Honouliuli. Because the people of the place did not like Waikele’s farm overseer, and for other reasons too, perhaps, they would say, “We are of Honouliuli.” If the farm overseer went to Honouliuli, they would say, “We belong to Waikele.” It was true that their homes were in Waikele, but all of their fishing was done in Honouliuli. It was laziness and dislike of the overseer that made them point one way and then another. (Ii 1993:32)

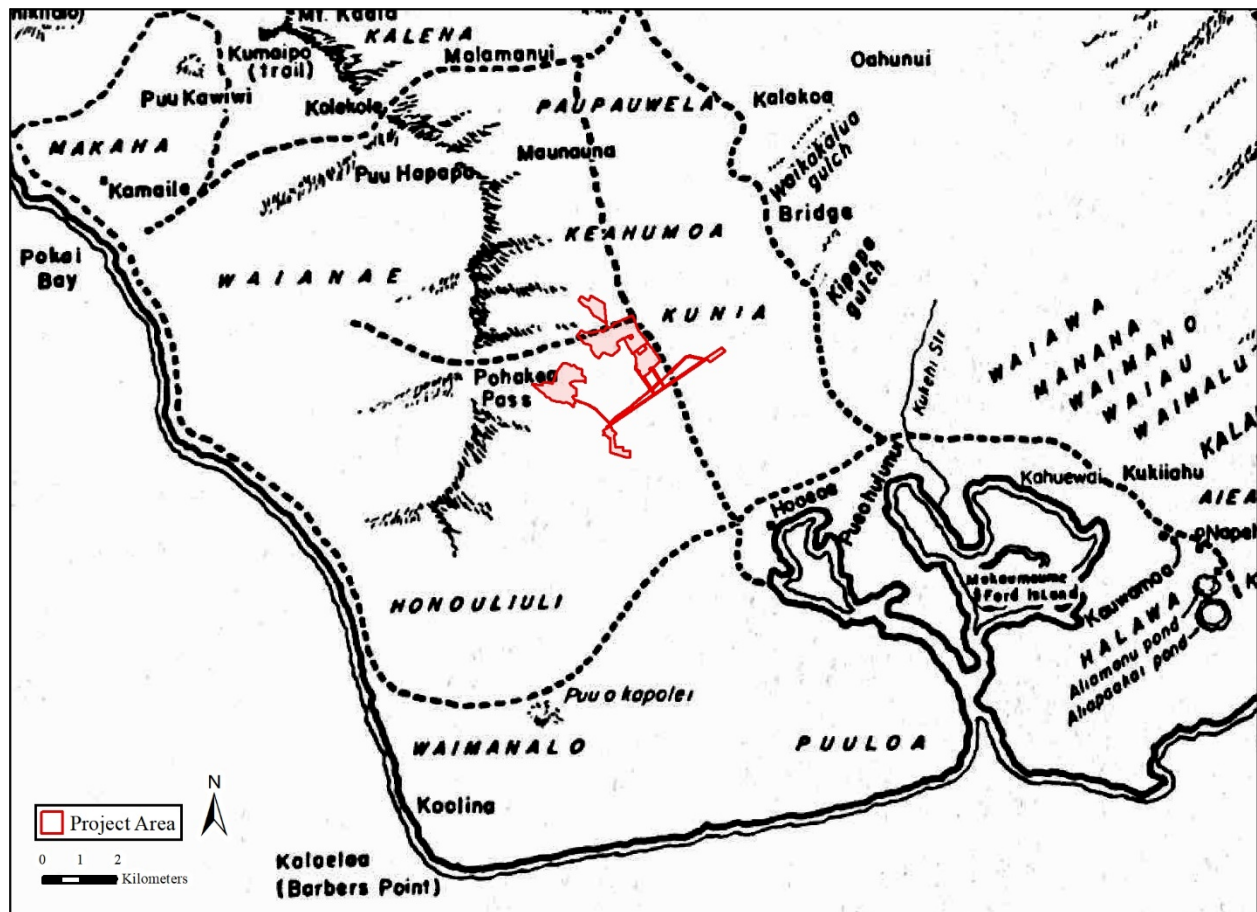


Figure 6. “Trails of leeward Oahu as described by Ii. Map by Paul Rockwood” (Ii 1993:96).

In 1820, American Missionary Hiram Bingham described the view from atop Punchbowl looking towards Barber’s Point in ‘Ewa as follows:

. . . Below us, on the south and west, spread the plain of Honolulu, having its fish-ponds and salt making pools along the sea-shore. . . From Diamond Hill [Diamondhead], on the east, to Barber’s Point and the mountains of Waianae, on the west, lay the sea-board plain, some twenty-five miles in length, which embraces the volcanic hills of Moanalua, two or three hundred feet high, and among them. . . the lagoon of Ewa [Pearl Harbor/ Pu‘uloa], and numerous little plantations and hamlets, scattered trees, and coconut [*sic*] groves. . . (Bingham 1848:93)

Early missionary, William Ellis described the ‘Ewa area during his visit in 1823-1824. His comments read thusly:

The plain of Ewa is nearly twenty miles in length, from the Pearl River to Waiarua, and in some parts nine or ten miles across. The soil is fertile, and watered by a number of rivulets, which wind their way along the deep watercourses that intersect its surface, and empty themselves into the sea. Though capable of a high state of improvement, a very small portion of it is enclosed or under any kind of culture, and in travelling across it, scarce a habitation is to be seen. (Ellis 1963:7)

James Macrae, a Scottish botanist aboard the *HMS Blonde* which called into Honolulu in 1825 provided the following remarks about the Pu‘uloa vicinity:

Pearl River is about seven miles west of Hanarura [Honolulu], and is improperly called a river, being rather inlets from the sea, branching off in different directions. There are three chief branches, named by the surveyors, the East, Middle and West Lochs. The entrance to Pearl River is very narrow and shallow, and in its present state it is fit for very small vessels to enter, but over the bar there is deep water, and in the channel leading to the lochs there are from 7 to 20 fathoms. The lochs themselves are rather shallow.

The coast from Hanarura to the west of Pearl River possesses no variety of plants beyond two or three species, such as Argemones, Portulacas, and a few other little annuals, intermixed

The oysters that are found in Pearl River are small and insipid and of no value or consequence. (Macrae 1922:29-30)

The neighborhood of the Pearl River is very extensive, rising backwards with a gentle slope towards the woods, but is without cultivation, except round the outskirts to about half a mile from the water. The county is divided into separate farms or allotments belonging to the chiefs, and enclosed with walls from four to six feet high, made of a mixture of mud and stone. The poorer natives live on these farms, also a few ragged foreigners who have a hut with a small spot of ground given to them, for which they must work for the chiefs a certain number of days besides paying an annual rent in dogs, hogs, goats, poultry and tapa cloths, which they have to carry to whatever spot their master is then living on the island. (Macrae 1922:31)

In his 1831 visit, botanist Franz Meyen commented on the high state of cultivation along the waters of Pu'uloa. He states:

At the mouth of the Pearl River the ground has such a slight elevation, that at high tide the ocean encroaches far into the river, helping to form small lakes which are so deep, that the long boats from the ocean can penetrate far upstream. All around these water basins the land is extraordinarily low but also exceedingly fertile and nowhere else on the whole island of Oahu are such large and continuous stretches of land cultivated. The taro fields, the banana plantations, the plantations of sugar cane are immeasurable. (Meyen 1981:63)

Between 1840 and 1841, Commander Charles Wilkes (1845) of the U.S. Exploring Expedition made a tour of the Hawaiian Islands. In July of 1840, Wilkes and several other members in his party made of tour of the 'Ewa District and commented on the landscape and life of the people. After an uneventful trip to Mount Ka'ala, the party made their way towards Honolulu and:

...across the plain between the two ranges of mountains. This plain, in the rainy season, affords abundance of food for cattle in three or four kinds of grasses, and is, as I have before remarked, susceptible of extensive cultivation by irrigation from the several streams that traverse it. The largest of the streams is the Ewa. Scraggy bushes of sandalwood and other shrubs are now scattered over a soil fit for the cultivation of sugar-cane and indigo.

At Ewa they were kindly received by the Reverend Mr. Bishop and lady, who have charge of the station. The district of Ewa commences about seven miles to the west of Honolulu, and extends twenty miles along the south shore, or from the hill in the vicinity of salt lake to beyond Laeloa or Barber's Point. There are no chiefs or any persons of distinction residing in the district; the people are labourers or Kanakas, and the landholders reside near the king at Lahaina, or at Honolulu. The taxes and occasional levies without any outlay have hitherto kept them poor.

In this district is a large inlet of the sea, into the river Ewa empties; at the entrance of this inlet is the village of Laeloa: the whole is known by the name of Pearl River or harbour, from the circumstance that the pearl oyster is found here; and it is the only place in these islands where it occurs.

Pearl-River Harbour affords an abundant of fine fish. Two species of clams are procured here, called by the natives okupe and olepe. Mr. Drayton, who went to Pearl River for the purpose of examining its shores, and obtaining shells, reported that he found a large bed of fossil oyster-shells, extending into the bank in a bed from one to four feet wide, and half a mile in length: they were found cemented together with soft limestone and a reddish sand, and were so numerous that there was scarcely enough of the cement between to hold them together. The dredging was unsuccessful, a small spotted venus being the only shell that was obtained, although it was the general belief, among both the foreign and native inhabitants, that it would have produced an abundant reward for the trouble. (Wilkes 1845:78-79)

Wilkes goes on to describe the abundance of waters, soil, missionary presence, and changes to the native culture:

The district, unlike others of the island, is watered by copious and excellent springs, that gush out at the foot of the mountains. From these run streams sufficient for working sugar-mills. In consequence of this supply, the district never suffers from drought, and the taro-patches are well supplied with water by the same means.

The soil on the sides of the hills is a hard red clay, deemed useless except for pasturage. Here and there in the valleys passing through these hills and in the low grounds, is found soil capable of producing all the varieties of tropical vegetation.

At Ewa, Mr. Bishop has a large congregation. The village comprises about fifty houses, and the country road is dotted with them. The village presents an appearance of health and cleanliness, clearly indicating the influence. Mr. Bishop has exerted over his flock, in managing which he is much aided by his lady.

The church is a large adobe building, situated on the top of a small hill, and will accommodate a great number of persons. Mr. Bishop sometimes preaches to two thousand persons.

The natives have made some advance in the arts of civilized life; there is a small sugar-mill which, in the season, makes two hundred pounds of sugar a day. They have been taught, and many of them are now able to make their own clothes, after the European pattern. There is a native blacksmith and several native carpenters and masons, who are able to work well.

In 1840, the church contained nine hundred members, seven hundred and sixty of whom belong to Ewa, the remainder to Waianae; but the Catholics have now established themselves at both these places, and it is understood are drawing off many from their attendance on Mr. Bishop's church. Schools are established, of which there are now three for children under the teaching from Lahainaluna. Mr. Bishop informed me that there was great difficulty in procuring suitable teachers, and a still greater difficulty in raising funds for their support. The teachers complain much of their inability to secure a regular attendance from their scholars, which is thought to result from a want of parental authority at home, and their leaving it optional with the children to attend school or not.

This district contained in 1840 two thousand seven hundred and ninety-two inhabitants, and there is no satisfactory evidence of a decrease, although many speak of it as being great; but the latter opinion is formed from the census of 1836, which was on many accounts inaccurate, and ought not to be taken as authority on which to found such a statement.

This is the best part of the island for raising cattle and sheep, which are seen here in great numbers than elsewhere. (Wilkes 1845:80-81)

During the early 19<sup>th</sup> century, the interior landscape of Honouliuli and the central 'Ewa plains was altered from the over-harvesting of *'iliahi* (sandalwood; *Santalum ellipticum*). The sandalwood trade, established by Euro-Americans in 1790, became a viable commercial enterprise by 1805 and was flourishing by 1810 (Oliver 1961). Prized in China for its unique fragrance and used to manufacture items such as incense, perfume, and medicine, Kamehameha I, before his death in 1819, seized control of the industry and ordered his lesser chiefs and the people to the mountains to harvest the prized wood (St. John 1947). Kamakau (1992:294) noted that sometime around 1829, "Manuia was cutting sandalwood at Pu'ukuo [Pu'u Ku'ua; southwest of the project area, see Figure 4] in Honouliuli when Boki asked him to join them" in preparing for their trip to New Hebrides. Although the industry proved to be lucrative for the chiefs in control, it created a burden on the people and had a lasting impact on the environment. Farmers and fishermen were ordered to spend most of their time logging, resulting in food shortages and famine that led to a population decline. Kamakau (1992:204) indicates that "this rush of labor to the mountains brought about a scarcity of cultivated food ... The people were forced to eat herbs and tree ferns, thus the famine [was] called Hi-laulele, Haha-pilau, Laulele, Pualele, 'Ama'u, or Hapu'u, from the wild plants resorted to." Once Kamehameha realized that his people were suffering, he "declared all the sandalwood the property of the government and ordered the people to devote only part of their time to its cutting and return to the cultivation of the land" (Kamakau 1992:202). St. John (1947:20) deduced that "[t]he northern and southern slopes of the Schofield saddle apparently had much more extensive stands of sandalwood, from Waimano to Honouliuli, and from Pupukeya to Makaleha." A historical account penned by ship surgeon and natural historian F. D. Bennett after an 1834 visit to O'ahu and published in his book titled *Narrative of a Whaling Voyage Round the Globe* provides a succinct summary of land use practices and the economy at that time:

The staple commodities of the [island] group are at present very few. Sandal-wood is the principal of these but the demands for it have been so urgent, and so much beyond the resources of the country, that nearly all the large trees have been destroyed, and for some time past the government has very prudently prohibited the cutting of young wood. The fossil salt of Oahu, and some hides, chiefly afforded by the wild cattle of Hawaii, are therefore the only available exports that remain; but the cultivation of sugar has been lately commenced under favourable [*sic*] auspices, and promises well for the commercial interests of the people. (Bennett 1840:237)



Sereno Bishop, one of the first generation missionaries provided the following description in which he details the changes in the natural environment to O‘ahu’s central region in the 1830s:

Our family made repeated trips to the home of Rev. John S. Emerson at Waialua during those years. There was then no road save a foot path across the generally smooth upland. We forded the streams. Beyond Kīpapa Gulch the upland was dotted with occasional groves of Koa trees. On the high plains the *ti* plant abounded, often so high as to intercept the view. No cattle then existed to destroy its succulent foliage. According to the statements of the natives, a forest formerly covered the whole of the then nearly naked plains. It was burned off by the natives in search of sandalwood, which they detected by its odor burning. (Bishop in Sterling and Summers 1978:89)

### ***Māhele ‘Āina of 1848, Summary of Kuleana Claims***

In 1795, the Hawai‘i Island chief, Kamehameha, had completed his conquest against Kalanikūpule and the Maui forces that had seized O‘ahu just a short time prior. Kamehameha began dividing up the lands (*kālai‘āina*) of O‘ahu amongst his chiefs and loyal supporters and gave Honouliuli to Kalanimoku as a *panalā‘au* (conquered territory), thus allowing him to pass the land to his heirs (Kame‘eleihiwa 1992). Kalanimoku then gave Honouliuli to his sister, Wahinepi‘o. However, by 1848 the land division known as the *Māhele ‘Āina* ushered in widespread change in land ownership across the archipelago. During the early part of the 19<sup>th</sup>-century, as Hawaiian political elites sought ways to modernize the Hawaiian Kingdom and as the population of Western settlers increased, major socioeconomic and political changes began to take place. By 1840, the Hawaiian Kingdom, through the formal adoption of a constitution, became a constitutional monarchy which was soon followed by a reformation of the traditional land tenure system. By 1848, King Kamehameha III, the reigning monarch, and his chiefs came together for the final land division.

Kepā and Onaona Maly conducted a review of all the *Māhele* records for Honouliuli Ahupua‘a recorded from 1847 through 1855 (Maly and Maly 2012a). The following discussion is taken from the paper in which they presented the results of their research, which included over 400 documents. According to Maly and Maly, “of the 106 native tenant claims and one chiefly claim identified from Honouliuli, 74 were awarded to the claimants or their heirs, and 33 were denied” (Maly and Maly 2012b:1). The sole chiefly or *ali‘i* claim (Land Commission Award No. 11216:8; Royal Patent No. 6971) was awarded to Mikahela Kekau‘onohi, (Kamehameha III’s niece and Kamehameha I’s granddaughter) who had inherited the *ahupua‘a* from her late husband High Chief Aaron Keli‘iahonui after his death in 1849 (Maly and Maly 2012:7). The current project area falls within a portion of this *ali‘i* award that comprises 43,250 acres of Honouliuli and originally included 2,610 acres of Pu‘uloa, an *‘ili* which Kekauonohi sold in 1849 to Issac Montgomery (Haun 1991; Kelly 1991). The 1920 map by W. E. Wall (Figure 7) shows Kekauonohi’s land claim for Honouliuli Ahupua‘a and the 1873 map of Honouliuli by W. D. Alexander (Figure 8) situates the project area in the land area identified as Kupehau.

No *kuleana* awards were granted within the immediate project area vicinity. All *kuleana* awards that were granted in Honouliuli were clustered in an area located *makai* of the project area near the northwestern portion of Ka-ihu-o-Pala‘ai (West Loch) along Honouliuli Stream. The distribution of the *kuleana* lands are shown in Hawai‘i Registered Map No. 630 prepared in 1878 by M. D. Monsarrat (Figure 9). A second un-dated map obtained from the Department of Accounting and General Services miscellaneous map collection shows the location of the *kuleana* award and the associated *‘ili* names (Figure 10).

2. Identification of Customary and Traditional Practices

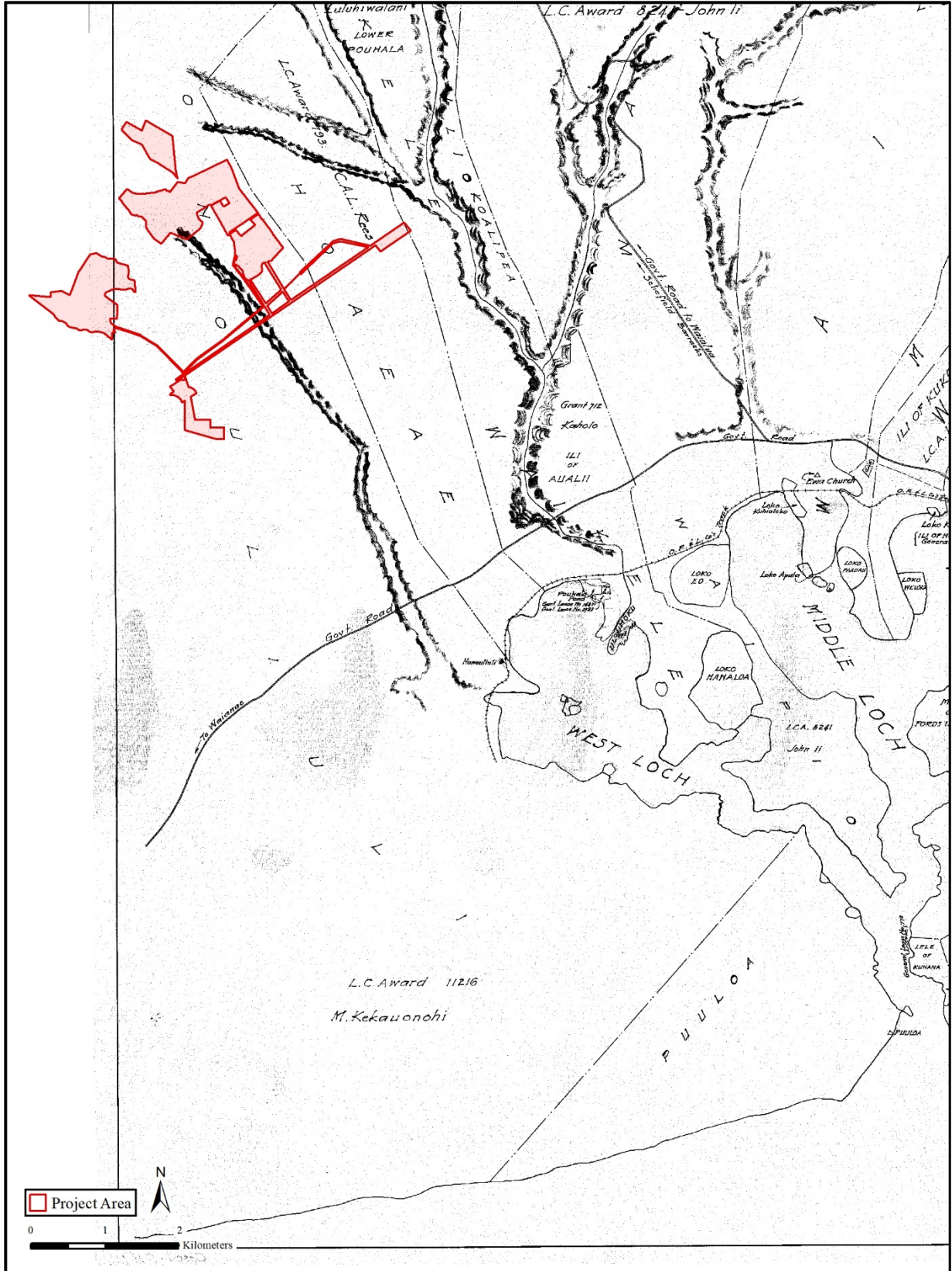


Figure 7. 1920 map of Pearl Harbor and adjacent lands by W. E. Wall showing LCAw 112616 to Kekauonohi (Department of Accounting and General Services).

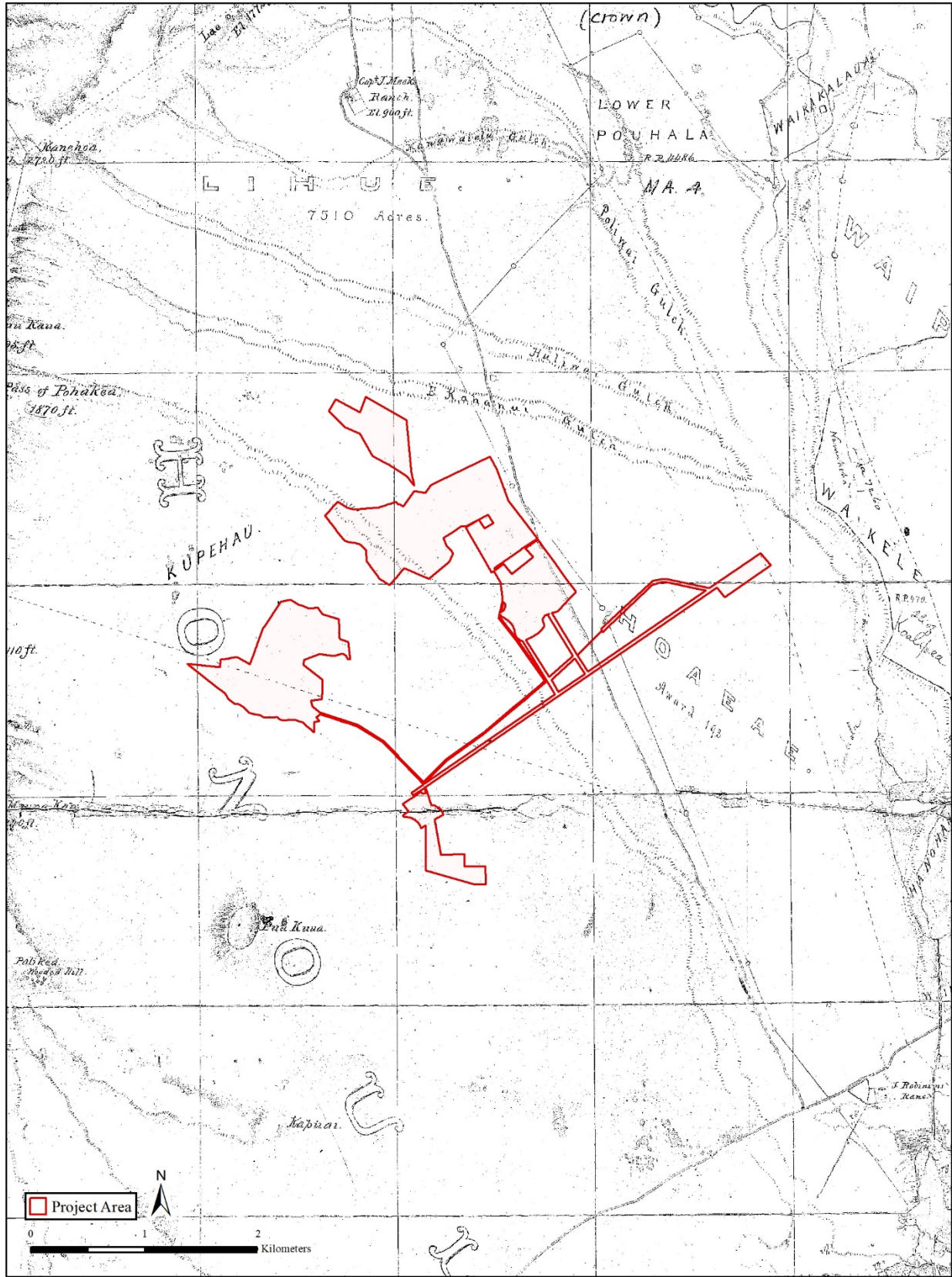


Figure 8. The 1873 Hawai'i Registered Map No. 405 by W. D. Alexander of Honouliuli Ahupua'a showing the project area and the location of *Kuleana* lands (Department of Accounting and General Services).



2. Identification of Customary and Traditional Practices



Figure 9. Hawai'i Registered Map No. 630 by M. D. Monsarrat from 1878, project area not shown (Department of Accounting and General Services).





### **Ranching and Rice Cultivation**

By the 1840s, ranching operations began to develop in Honouliuli; soon foreigners such as John Meek, Isaac and Daniel Montgomery, James Dowsett, and James Campbell would control most of the acreage therein. In 1857, chief Levi Ha‘alele‘a deeded roughly 40,000 acres of Honouliuli Ahupua‘a, except for lands awarded to native tenants and the roughly 2,500 acres of Pu‘uloa previously conveyed to Isaac Montgomery, as a mortgage to Benjamin F. Snow. Upon his death, Ha‘alele‘a’s widow (Anaderia Amoe Ha‘alele‘a) conveyed Honouliuli, including “all the goods, lands and chattels” to John H. Coney in 1867 (Bureau of Conveyances Liber 23 May 11, 1867: 319). Shortly thereafter, Coney leased the lands to James Dowsett and John Meek for grazing. During the early to mid-20<sup>th</sup>-century, ranching continued across most of Honouliuli. Lifelong resident, Thelma Parish recalled that the *makai* flats of Honouliuli were used as rotating pasture for cattle by her ancestors and others (Maly and Maly 2012a).

In 1877, James Campbell purchased roughly 43,640 acres in Honouliuli Ahupua‘a for a total of \$95,000 from John H. Coney and his wife Ami (Bureau of Conveyances Liber 52 September 11, 1877: 201-201). In October of 1877, Campbell married Abigail Kuaihelani Maipinepine, who was of Māui royal lineage (James Campbell Company 1978). In a *Statistical Directory of the Island of O‘ahu* published in 1880, James Campbell’s occupation is listed as “Landed Proprietor” and he appears as the owner of 43,250 acres of land cultivated for pasture; Campbell is also listed as the “Landowner of Kahuku Ranch” owning another 28,608 acres in pasture in Kahuku (Bowser 1880:298). Another entry for someone named Kaehuokalani lists his occupation as “Farmer” owning 4 acres of pastureland in Honouliuli (Bowser 1880:307). The third and final entry associated with Honouliuli is that of Lockgawk, a “Rice planter” by occupation who is listed as renting 140 acres in Honouliuli (Bowser 1880:314). Bowser (1880:409) states in a later entry found in the sugar plantations section of the same volume under the title “Honouliuli Estate” that the pastureland not only “affords grazing for much valuable stock,” but that its soils are “suitable for agriculture,” for “It is on this estate that Mr. Campbell’s successful artesian boring has been made.” He also adds “There are valuable fisheries attached to this estate,” the area of which he qualifies as follows “the length of this estate is no less than 18 miles. It extends to within less than a mile of the seacoast, to the westward of the Pearl River inlet” (Bowser 1880:409). The location of Campbell’s Honouliuli fisheries are shown in a 1913 map titled “No. 8 Oahu Fisheries Pearl Lochs Section” produced below as Figure 11. The success of Campbell’s well would later prompt ‘Ewa ranchers and plantation developers to drill numerous wells to search for the much needed water.

In a section titled “An Account of the Sugar Plantations and the Principal Stock Ranches on the Hawaiian Islands,” Bowser provides additional details regarding Campbell’s Honouliuli estate (Figures 12 and 13). The account, reproduced below, emphasizes the installation of the first successful artesian well in the islands and concludes with a brief description of a village in Honouliuli:

The Honouliuli Ranch is an extensive property. The main road runs through it for about twelve miles, and the general breadth is seldom less than four miles. One large tract of this land is perfectly level, with the exception of a few acres near the centre, where there is a knoll of rising ground. . . . The soil at Honouliuli is good, and, with the aid of irrigation, will grow anything. In the mean time, it is wholly pasture land, but the means of irrigation have recently been secured by Mr. Campbell, who has sunk an artesian well to the depth of 273 feet. This well has delivered a continuous stream of water equal to 2,400 gallons per hour, ever since the supply from which the present flow comes, was struck on the 22d of September, 1879. Besides Mr. Campbell’s residence, which is pleasantly situated and surrounded with ornamental and shade trees, there are at Honouliuli two churches and a school house, with a little village of native huts. (Bowser 1880:495)

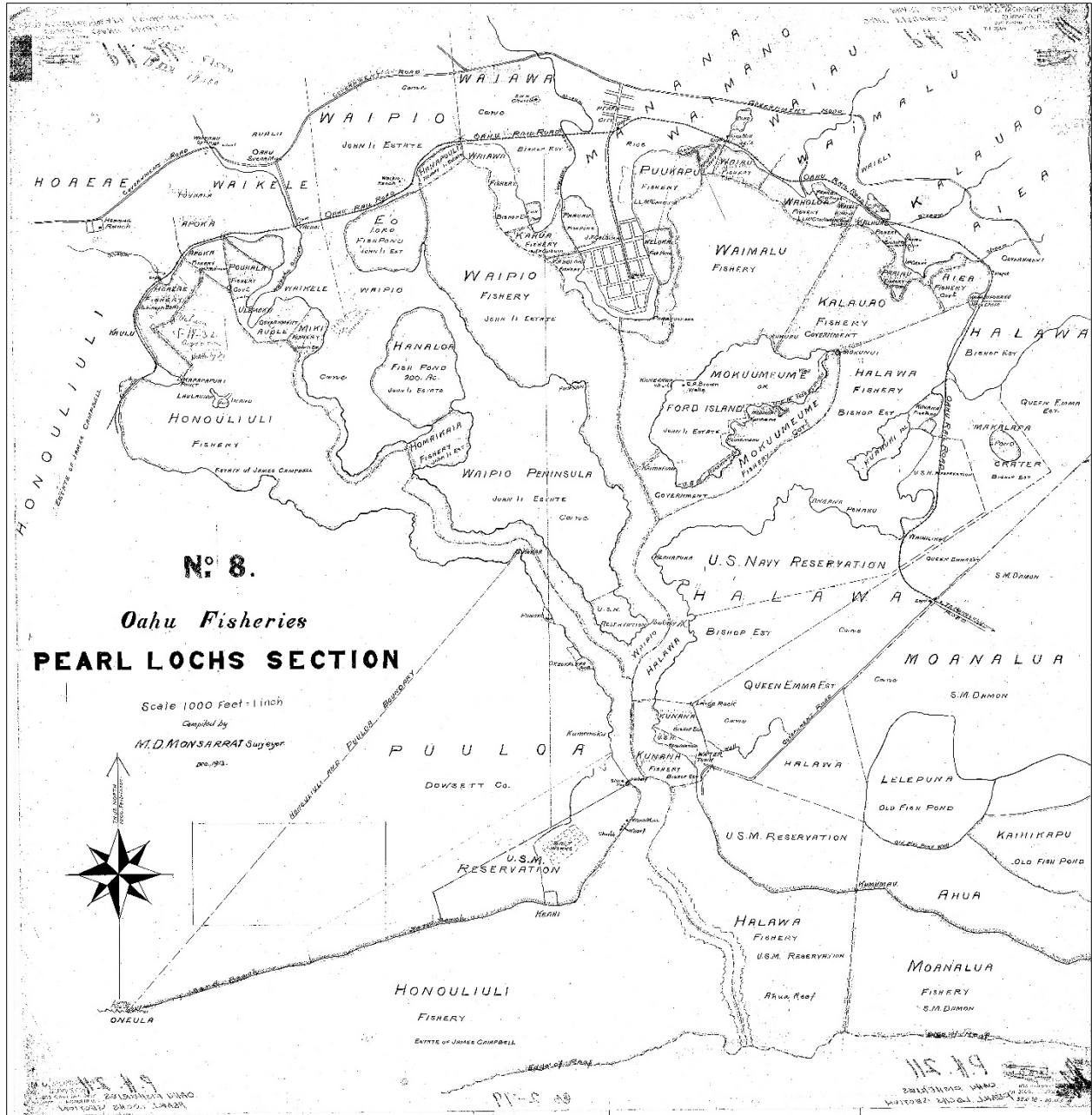


Figure 11. A 1913 O’ahu Fisheries map by M. D Monsarrat, project area not shown.



Figure 12. Residence of James Campbell in Honouliuli (James Campbell Company 1978:10).

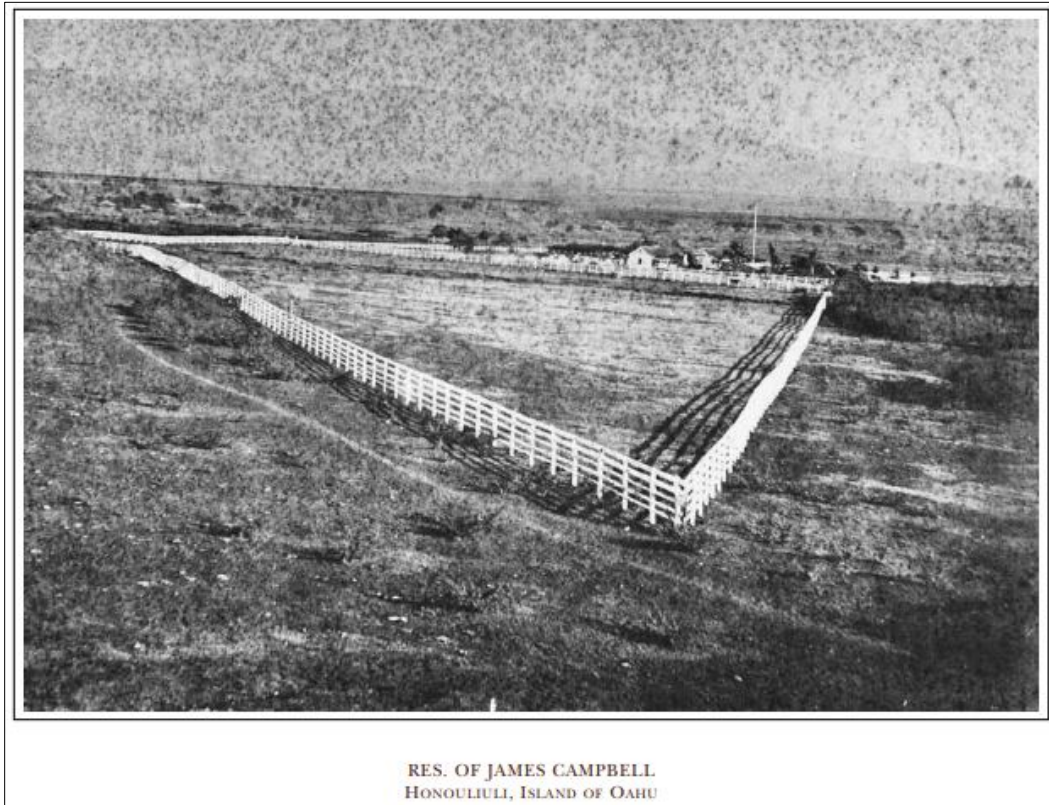


Figure 13. Residence of James Campbell in Honouliuli (James Campbell Company 1978:11).

In addition to ranching, during the second half of the 19<sup>th</sup> century as migrant contract sugar laborers from China settled in the islands to work on the sugar plantations, a local rice market began to develop. Although commercial sugar operations did not start in Honouliuli until 1890, by the 1880s and upon fulfillment of their contracts, Chinese laborer began leasing and buying taro lands from Hawaiians (Coulter and Chun 1937). Former taro lands located in the lowlands surrounding Pearl Harbor were converted from *lo'i* into rice paddies and by 1885, some 200 acres of Honouliuli prime taro lands were planted in rice (Cruz et al. 2011). In 1882, Frank Damon (1882:37) wrote the following description of rice cultivation in Honouliuli:

Towards evening we reached Honouliuli, where the whole valley is leased to rice planters...This was one of the largest rice plantations we visited. Sometimes two or three men only, have a few fields which they cultivate for themselves, and we often too came upon houses where there were eight or ten men working their own land. But the larger plantations are owned by merchants in Honolulu, who have a manager acting for them.

In 1885, the first Japanese migrant laborer arrived and they soon joined the Chinese in rice farming. The Japanese farmers however, preferred short grain rice that was grown in California to the long grain variety grown locally by Chinese farmers. Although rice production was not a major economic contributor, it was an important industry for migrant laborers. By the early part of the 20<sup>th</sup>-century, the hand labor techniques employed by local rice farmers could not compete with the mechanized rice production in California. Despite efforts from the University of Hawai'i's agricultural extension to revive rice farming in 1906 and later in the early 1930, rice paddies were abandoned and the industry ceased (Haraguchi 1987).

### **Oahu Railway and Land Company and the Oahu Sugar Company**

In 1889, B. F. Dillingham organized the Oahu Railway and Land Company (OR&L). The fate of the OR&L would prove to be inexorably linked to that of commercial sugar in 'Ewa and beyond. During the late 1880s, Dillingham promised investors that he would connect Honolulu with Pearl Harbor by means of a steam railroad. Although railroads largely associated with the sugar industry were already in operation on Hawai'i Island, O'ahu was undeveloped in comparison and the Pearl Harbor region was not yet known as a sugar production area (Yardley 1981). Furthermore, according to Dillingham's biographer Paul T. Yardley (1981:130), "the great dry plains of Ewa produced nothing but cattle and firewood." The main landholders of 'Ewa, including James Campbell, were all amenable to the planned railroad and the promise of increasing the value of their land holdings. On March 8, 1889, the formal groundbreaking for the railway took place at Moanalua near the intersection of Middle Street and Kamehameha Highway (Yardley 1981). By 1890 a route between Honolulu and Pearl City (Mānana) was laid and in 1895 the route into Wai'anae was set up. In 1898 and 1899 a connector line between Waialua Plantation and Kahuku and 'Ewa was put up (Kuykendall 1967). The complete OR&L railroad route is illustrated in Figure 14. The OR&L route appears to have followed the general alignment of earlier trails noted by John Papa 'Ī'ī (see Figure 6).

By July 1, 1890, the railroad reached Hō'ae'ae, east of the current project area (Yardley 1981). Later that same year, Dillingham shifted his focus to developing portions of Campbell's 60,000 acres in 'Ewa into sugar plantations and constructing a wharf in Honolulu Harbor that could accommodate ships loaded with sugar for export, as well as imports for transport by rail. Dillingham continued to run parts of the Campbell lands as ranches while renting out portions for other uses, which resulted in the establishment of Ewa Plantation Company in 1890. The Ewa Plantation cultivated the lower portions of Honouliuli and in 1897, Dillingham established the Oahu Sugar Company with its fields in the upper reaches of Honouliuli.

The development of sugar as an industry in the 'Ewa District was largely hampered by the arid condition and scant annual rainfall that was insufficient for producing profitable amounts of cane (Coulter 1933). However, the economic potential for developing a profitable sugar plantation was revealed in July 1879, when Campbell contracted John Ashley of California, who successfully drilled the first artesian well on Campbell's Honouliuli estate (see Figures 12 and 13), which Hawaiians had named Waianiani (Advertiser 1956b). Use of the well ceased in 1939, when the City and County of Honolulu sealed it (James Campbell Company 1978). By 1938, Oahu Sugar Company had sixty-three wells in operation (Advertiser 1956b). The availability of fresh water allowed for the expansion of commercial sugar into the 'Ewa District and the eventual establishment of several commercial sugar plantations in 'Ewa, two of which operated in Honouliuli, the Ewa Plantation and Oahu Sugar Company. Having successfully promoted the Ewa Plantation, Dillingham turned his attention to developing sugar plantations in the upper portions of Honouliuli. The Oahu Sugar Company leased roughly 12,000 acres of land from the estates of John Papa 'Ī'ī, Bishop, and Robinson and constructed its mill in what is known today as Waipahu in Waikele Ahupua'a (Dorrance and Morgan 2000). In an editorial printed in *The Honolulu Advertiser* concerning the naming of Waipahu, Mr. Simeon Nawa'a opined that:

“Waipahu” is not a tract of land, but another present-day manipulation and discordant of truth, and creating falsehood and confusion. The Oahu Railway and Land Co. is the culprit responsible for all confusions when it built its station at Kaohai, Waikele, and named it “Waipahu Station,” and from that time it stuck. The Oahu Mill is located on “Keonekuilimalaulaoewa” (the arm-in-arm plateau of ewa). (Nawaa 1956:4)

To irrigate the upper fields, water was pumped to roughly the 500 foot elevation (Dorrance and Morgan 2000). However, moving water to even higher elevations led plantation managers and owners to propose constructing a system that would bring water from the Ko‘olau mountains into the upper portions of ‘Ewa. In 1913, Waiahole Water Company, a wholly-owned subsidiary of Oahu Sugar Co. was formed. The Waiahole Water Company led the construction of the massive Waiahole Ditch and upon its completion in 1916 included twenty-seven tunnels that connected to thirty-seven stream intakes on the Ko‘olau mountains with the main bore through Waiāhole Valley. This system connected to fourteen tunnels on the south side of the Ko‘olau mountains at Wai‘awa thence by a westward ditch that brought water into Honouliuli. Upon its completion, the Waiahole Ditch extended for 21.9 miles, brought an estimated 32 million gallons of water daily to ‘Ewa, and cost \$2.3 million dollars to construct (Condé and Best 1973). The Waiahole Ditch, with some modifications, is still in used and has been listed on the State Inventory of Historic Places as Site 50-80-09-2268. While the 1913 Territory of Hawai‘i survey map (Figure 15) does not depict the Waiahole Ditch in the project area vicinity, it does show the majority of the project area with the exception of a pie shaped section of land in the northeast corner to be mostly vegetated. A historic aerial taken thirty-eight years later between 1951-52 (Figure 16) shows that by this time, most of the project area had been cleared and planted in cane and the Waiahole Ditch is shown entering the project area from the east then meandering along the southern (*makai*) section of the fields. A 1953 USGS map (Figure 17) also shows the course of the Waiahole Ditch which matches the exact course shown in the 1951-52 aerial. In the immediate project area vicinity, a reservoir near the southern (*makai*) part of the project area is shown in both the 1951-52 aerial (see Figure 16) and the 1953 USGS map (see Figure 17). The 1953 USGS (see Figure 17) map also labels two water tanks, a flume, and two reservoirs along Kupehau Road, which is an access road leading from Kunia Road into the project area. In addition to showing the location of plantation infrastructure, the 1953 USGS (see Figure 17) map shows Pohakea trail extending through the northern section of the project area. Kluegel (1917:96) provides the following description of the Waiahole Ditch in the Honouliuli area:

West of Waikakalaua Gulch, through Hoaeae and to the upper boundary of Oahu Plantation in Honouliuli, the conduit of 12,650 feet of cement-lined ditches, and three redwood pipes 5 feet in diameter, having an aggregate length of 2,830 feet.

With a steady and reliable source of water, the Oahu Sugar Company was able to expand its operations into the interior parts of Honouliuli, thus transforming this area into lush and profitable cane fields.





Figure 14. Map of completed OR&L railroad on O‘ahu.



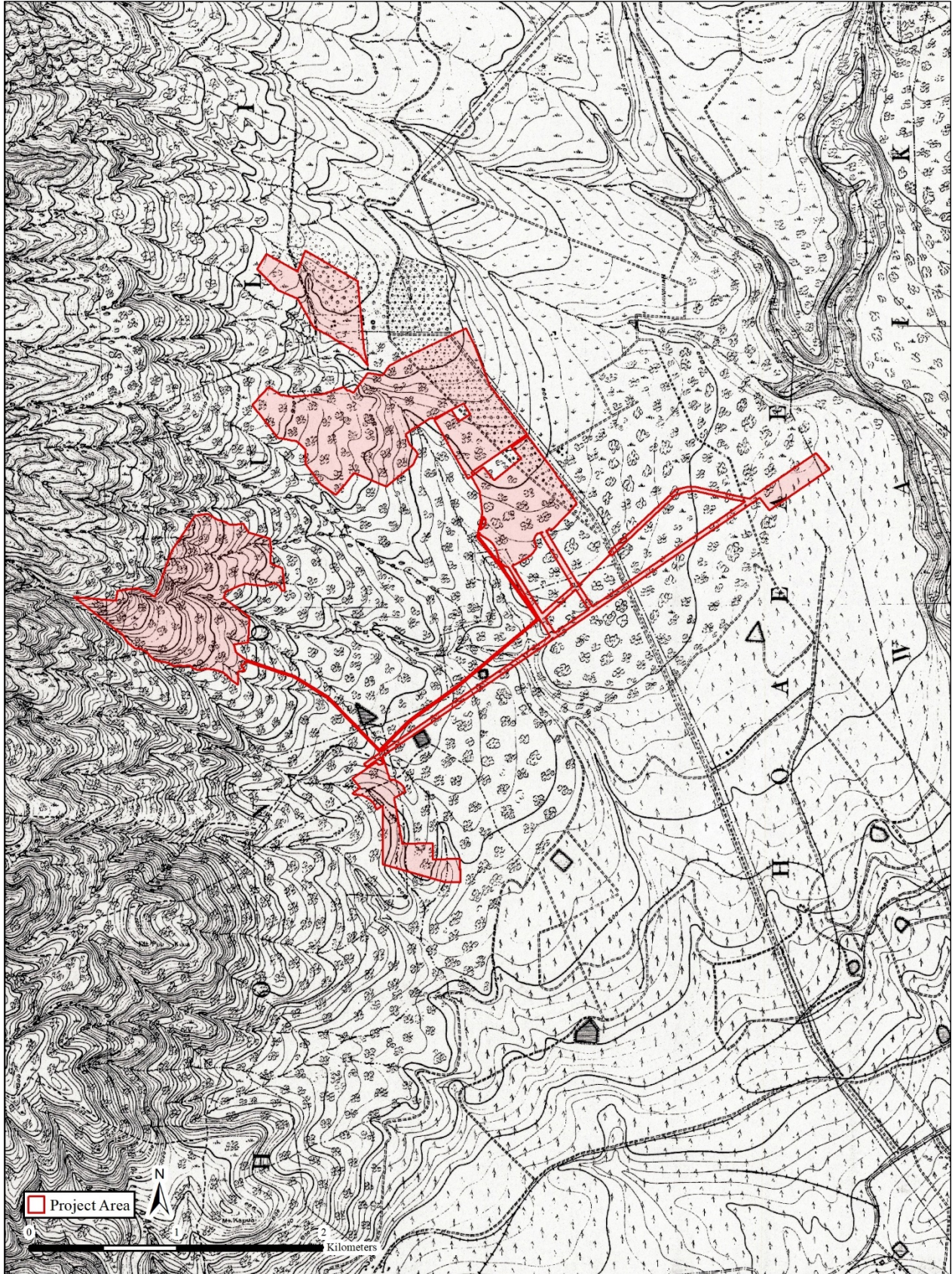


Figure 15. 1913 Territory of Hawai'i Survey map, Schofield Barracks Quadrant.



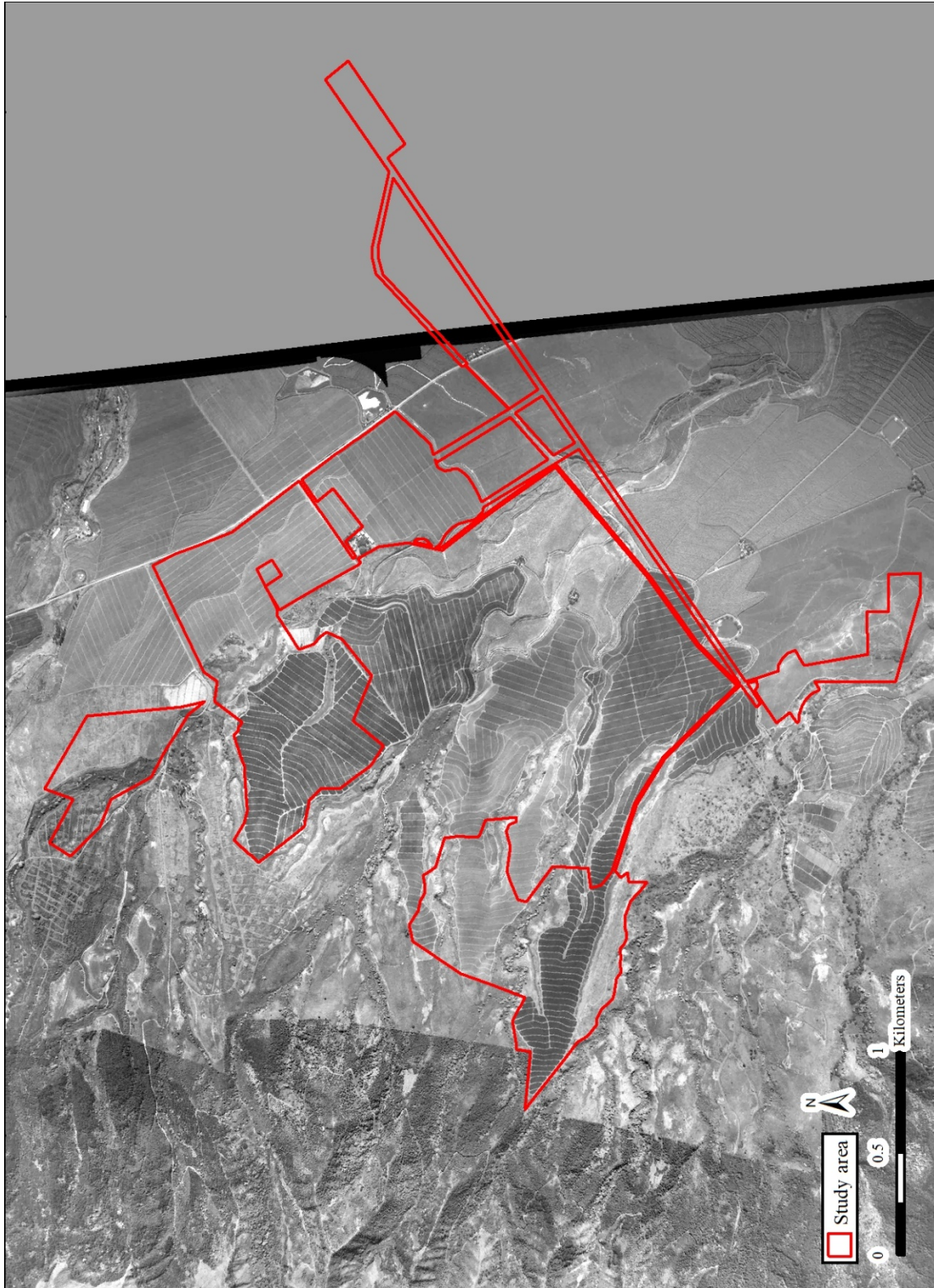


Figure 16. 1951-52 aerial photo of the project area showing Waiahole Ditch and associated reservoirs in the project area vicinity.



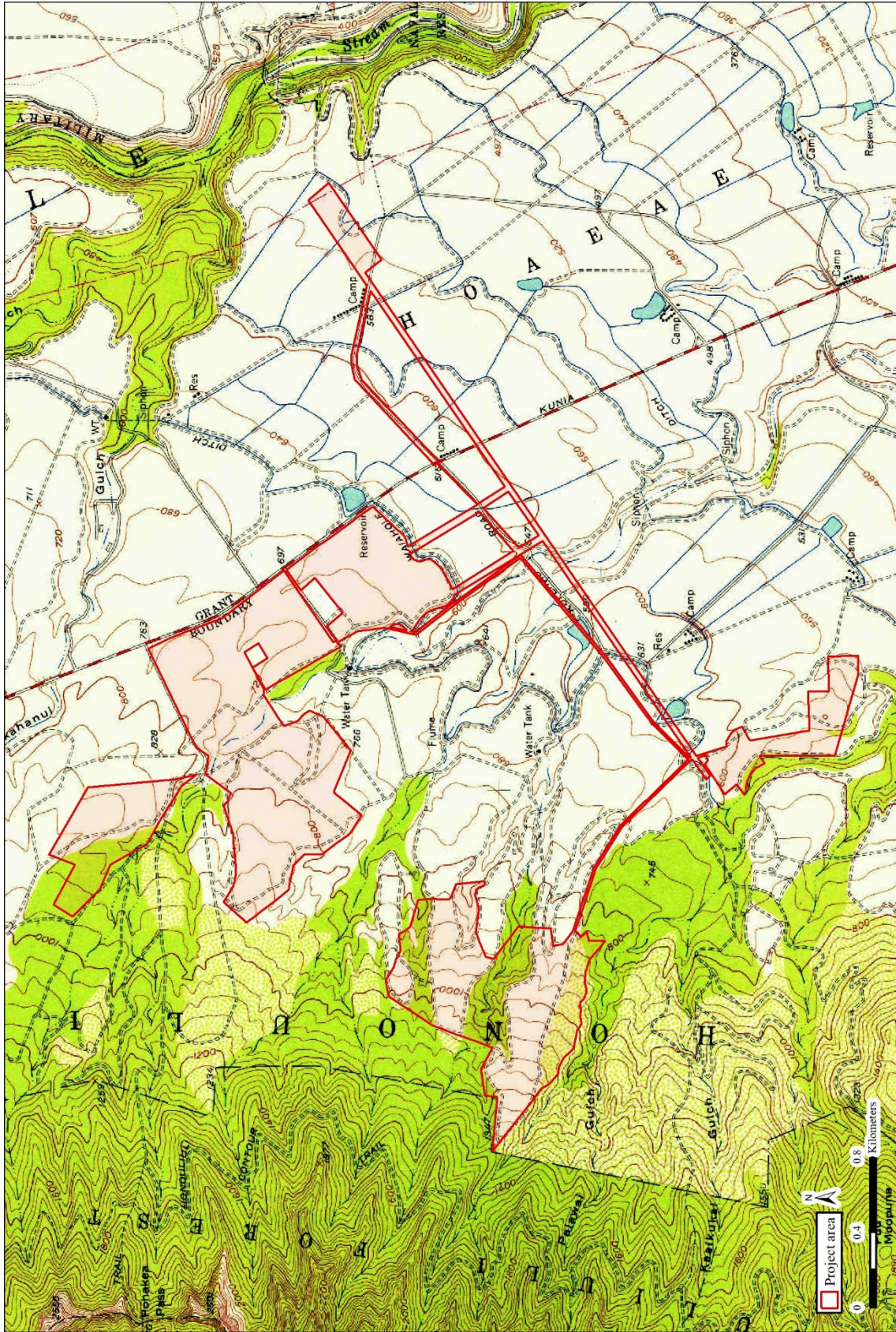


Figure 17. A portion of the 1953 USGS map, Schofield Barracks Quadrant showing project area and Waiahole Ditch and associated reservoirs.



## Military Development

Pearl Harbor was used by foreigners as a military sea port in 1794 when John Kendrick used his ships to fire canon for several days at invading warriors from Kaua'i at the bequest of Chief Kalanikūpule of O'ahu during the "Battle of Kuki'iahu." Kotzbue (1821), a Russian sea captain, heard the name "Pearl Harbor" from Kamehameha I in 1816, and upon inspection of the port noted its depth and breadth, writing that it should be improved by Europeans. In 1824 an expedition was organized to take soundings of the depths of Pearl Harbor and the lochs by the HMS Blonde which arrived at Honolulu on May 3, 1825 (Byron 1826). In 1840 further survey of the harbor was conducted by Commodore Charles Wilkes of the U.S Exploring Expedition, who observed that:

The inlet has somewhat the appearance of a lagoon that has been partly filled up by alluvial deposits. At the request of the king, we made a survey of it: the depth of water at its mouth was found to be only fifteen feet; but after passing this coral bar, which is four hundred feet wide, the depth of water becomes ample for large ships, and the basin is sufficiently extensive to accommodate any number of vessels. If the water upon the bar should be deepened, which I doubt not can be effected, it would afford the best and most capacious harbor in the Pacific. As yet there is no necessity for such an operation, for the port of Honolulu is sufficient for all the present wants of the islands, and the trade that frequents them (Wilkes 1845:79).

By the second half of the 19<sup>th</sup> century, U.S. nationals residing in Hawai'i began making serious efforts to secure Pu'uoloa as an exclusive U.S. naval harbor (Kuykendall 1953). According to a newspaper article titled "Honolulu and Pearl Harbor Vital Centers of America's Power in Pacific," beginning in the 1840s, members of the U.S. government made it clear to all European countries who showed any interest in occupying the Hawaiian Islands that the U.S. would not allow it (Evening Bulletin 1908:9). After earlier failed attempts to secure a treaty with the U.S., in 1875, King Kalākaua signed the Treaty of Reciprocity, which established a free-trade agreement between the Hawaiian Kingdom and the U.S. (Kuykendall 1967). Despite U.S. attempts to gain control over Pearl Harbor in exchange for the free-trade agreement, King Kalākaua refused to surrender sovereign control. However, amendments were made and the treaty was renewed in 1887, which allowed the U.S. to enter a section of Pearl Harbor and create a naval coaling and repair station. Many Hawaiian nationals opposed the signing of a treaty and asserted that a treaty between the Hawaiian Kingdom and the U.S. would ultimately lead to cession or annexation (Kuykendall 1967). Then, as countries in Asia began to show interest, the U.S. shifted their focus to the east. As the Spanish-American war unfolded, the U.S. worked "to acquire the sovereignty of the Hawaiian Islands, both for the protection of the [U.S.] Pacific coast and in order to make it possible to maintain any naval base in the Far East" (Evening Bulletin 1908:9). The need for a mid-Pacific base highlighted the importance of Pearl Harbor and Hawai'i. In 1898, under the administration of President William McKinley, the U.S. government approved a joint resolution of annexation that purportedly established the Republic of Hawai'i as a U.S. Territory (Sai 2011). On April 30, 1900, President McKinley had signed the Organic Act which organized the Territory of Hawai'i and defined the political structure of the newly established government (An Act to Provide for a Government for the Territory of Hawaii (Organic Act), 31 Stat. 141, 56th Cong. Sess. 1 (April 30, 1900)) in Justice 2000).

These events led to sweeping and long-lasting changes that altered the political, economic, and socio-cultural fabric of these islands. In light of this massive political transformation, in 1899, President McKinley issued the first of several executive orders that set aside 15,000 acres of O'ahu's public lands for military use. By 1908, the U.S. began its process of transforming Ke-awa-lau-o-Pu'uoloa into a military installation through dredging, constructing a dry dock, barracks, warehouses, submarine base, radio center, and a hospital. By the 1930s, the harbor had become a major industrial base for the U.S. Pacific Fleet and other parts of O'ahu were developed as Army bases including Schofield Barracks located upland of Honouliuli in Wai'anae Uka (Justice 2000). In 1931 on a 213-acre parcel, the Navy constructed an ammunition depot at West Loch (Cruz et al. 2011). Throughout the remainder of the 1930s, the U.S. Navy expanded its operations in Honouliuli to include the construction of the 'Ewa Field, installation of roads in the coastal area, and purchased 3,500 acres of land to construct Barbers Point Naval Air Station (ibid.). A 1944 aerial photo (Figure 18) of the project area shows continued agriculture while a 1959 map obtained at the collections of the University of Hawai'i at Mānoa library shows the military expansion around O'ahu and extensive naval operations in the 'Ewa region (Figure 19).





Figure 18. 1944 aerial of the project area showing continued agriculture.



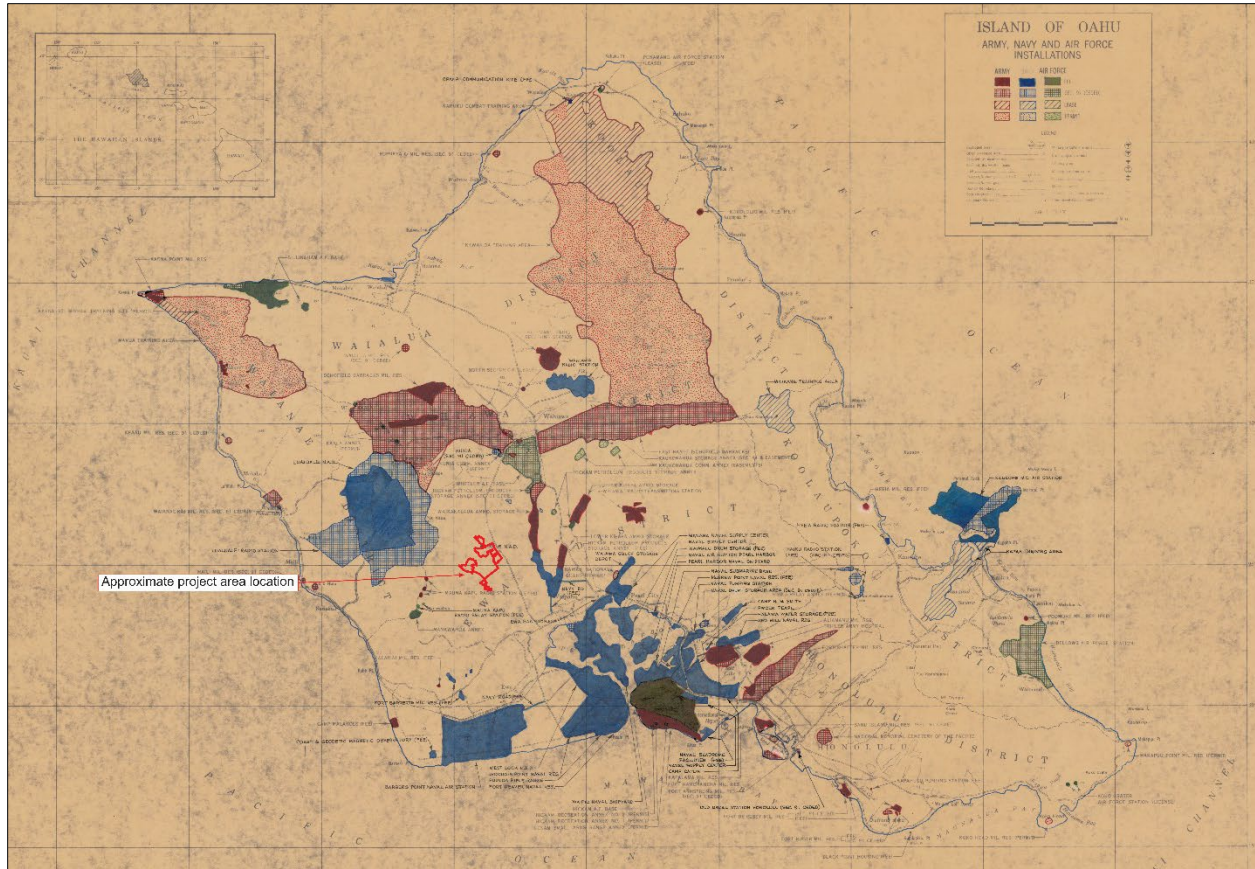


Figure 19. 1959 O‘ahu military installations map.

### World War II and the Establishment of the Honouliuli Internment Camp

On the morning of December 7, 1941, the United States entered into World War II (WWII) after Japan launched an attack on U.S. Naval base in Pearl Harbor. By the afternoon, the Territorial Governor, Joseph B. Poindexter had declared martial law and hundreds of civilian arrests were made by the Federal Bureau of Investigation (FBI) and the U.S. Army. After the initial arrests were made, the FBI transferred the prisoners to the military police and prisoners were detained at several facilities in Honolulu. By March of 1942, internees and Prisoners of War (POW), the majority of which were of Japanese ancestry, were relocated from Sand Island to the Honouliuli Internment Camp.

The camp was built by the U.S. military and was set up along the floodplains of Honouliuli Gulch, just south of the project area (Figure 20) on land leased by the Oahu Sugar Company from Campbell Estate (Burton and Farrell 2011). The camp “was designed to encompass up to 160 acres, with facilities for approximately 3,000 prisoners of war and civilian internees” and the “Army cleared trees and grass in the densely vegetated valley at Honouliuli to enhance security” (Burton and Farrell 2011:46). Honouliuli served as a base camp and a point of transfer for POW. The camp was also known by other names including Alien Internment Camp and later POW Compound Number 6, however, internees referred to it as *Jigoku-Dani* (“Hell Valley”) because of its secluded location and often intense heat (Farrell 2017). “Honouliuli was divided into several compounds, so that prisoners of war and civilian internees were separated, and civilian Japanese Americans were separated from German Americans” (Nye in Farrell 2017:25). While there are no clear record of the number of individuals that were housed at the camp, it has been estimated that by 1945, the “prisoner population at Honouliuli may have reached 4,000 or more” thus exceeding the planned capacity (Falgout in Farrell 2017).



Figure 20. Honouliuli Internment and POW camp ca. 1945 (from Hawai‘i Plantation Village, Waipahu in Burton and Farrell 2011:26).

According to Burton and Farrell (2011:47), archaeological and archival research indicates that the “...Honouliuli internment camp was expanded at some point in its occupation...” With the lifting of martial law on October 24, 1944, there was no legal basis for detaining citizens and by December of 1945, the repatriation of prisoners began. Sometime before 1948, the camp was abandoned and demolished by the U.S. Army Corps of Engineers (Figure 21). By 1958, the land was leased by Mr. Rodney Santiago for ranching which lasted until 2000 (Farrell 2017).

Archaeological investigations conducted between 2006 and 2017 resulted in the identification of 215 features, 175 of which are directly associated with WWII camp. The forty remaining features not associated with the camp includes two ditch systems that pre-date the camp as well as post-war agricultural features (Farrell 2017). In 2009, Burton and Farrell prepared a National Register nomination and three years later on February 21, 2012, the site was listed on the National Register of Historic Places. In 2015, under the administration of President Barack Obama, the Honouliuli Internment Camp was established as a national monument (Figure 22) (Secretary 2015). The northern most section of the Honouliuli National Historic Site is situated just beyond the project area’s southern boundary (see Figure 22).

The Honouliuli National Historic Site is currently managed by the National Park Service (NPS) and is closed to the public until all of the NPS planning requirements have been completed. NPS along with various community stakeholders including The Japanese Cultural Center of Hawai‘i, Pacific Historic Parks, and the University of Hawai‘i West O‘ahu are currently in the strategic planning phase, which is necessary for the establishment of any national park.



Figure 21. Abandoned Honouliuli Internment Camp with the Waiahole Ditch in foreground (Hashimoto Collection in Farrell 2017:31).





Figure 22. Project area located north of the Honouliuli National Monument (Farrell 2017:268).



## Residential and Commercial Development

O‘ahu Sugar Co. continued commercial sugar cultivation throughout the second half of the 20<sup>th</sup> century before it closed its operations in 1995. An aerial photo taken in 1962 (Figure 23) shows the project area under commercial sugar cultivation. The land then returned to the estate of James Campbell who then leased the property to Del Monte Fresh Produce, Inc. for pineapple cultivation. With respect to the current Hartung property which comprises the majority of the project area with the exception of the northern and southern most section, in 2008, Syngenta Hawaii, LLC a subsidiary of Syngenta Seeds, Inc. (an indirect subsidiary of Syngenta AG, a Switzerland-based multinational agricultural company) utilized the majority of the property for agricultural research, development, and seed corn production. In 2017, the Wisconsin corporation, Hartung Brothers Inc. purchased the property where they have continued to expand its agricultural operations for the cultivation of various food crops including beet, carrots, cucumbers, lima beans, peas, snapbeans, sweet corn, and seed corn (PBR Hawaii 2018).

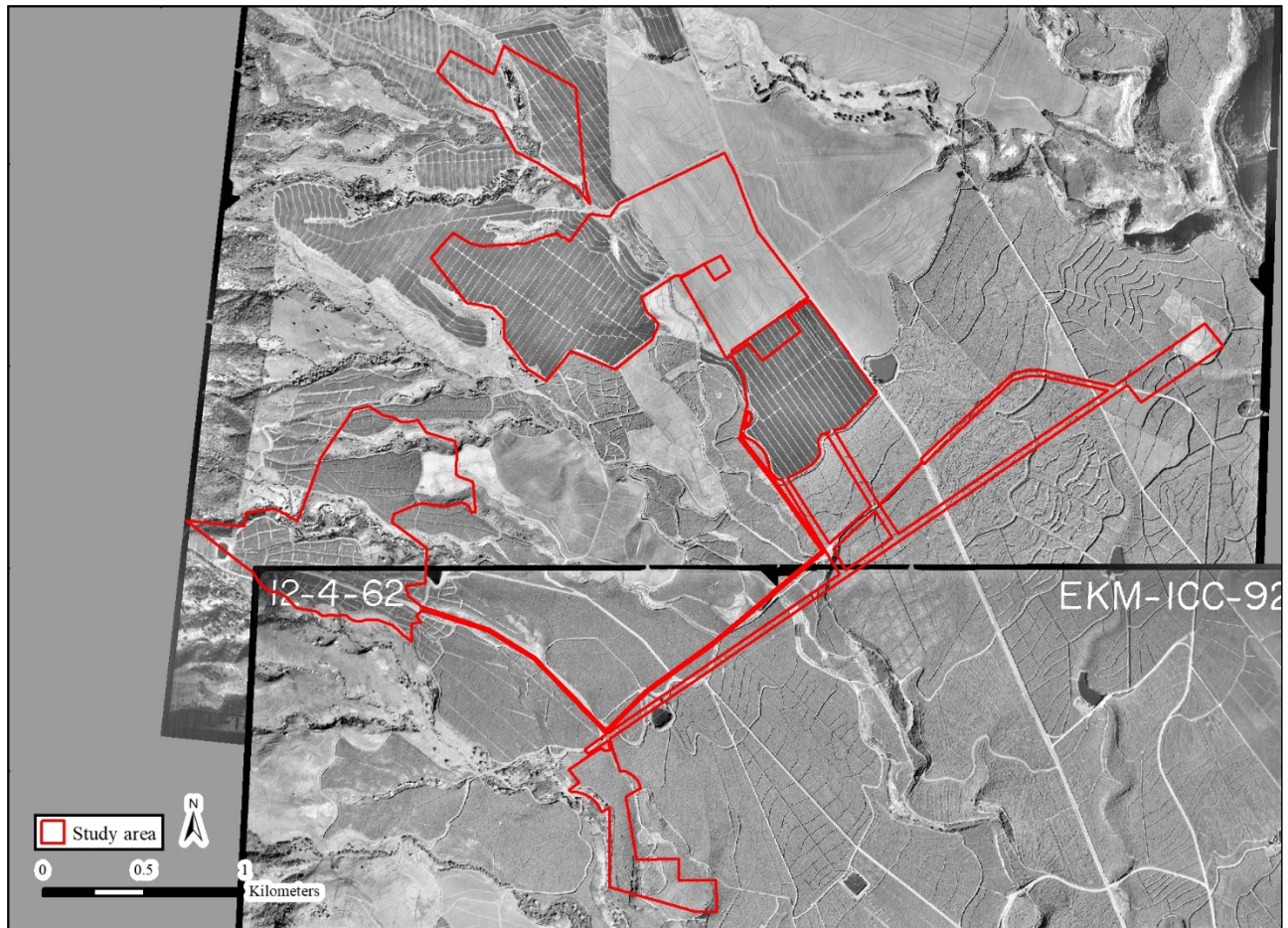


Figure 23. 1962 aerials of the project area.

## ***INOA* ‘*ĀINA* (PLACE NAMES) SURROUNDING THE PROJECT AREA**

The *inoa* ‘*āina* within a particular *ahupua*‘a or broader region evidences the long-term relationship of various communities to their immediate environment. Although there is no word for “environment” in the Hawaiian language, there are other proximate terms, including “‘ano o ka nohona” (a person’s relationship to their surroundings) and “nā mea e ho‘opuni ana” (the things in a person’s environment that surrounds them) (Oliveira 2014:64). The following paragraphs contain a presentation of *inoa* ‘*āina* that were compiled from several map collections including Department of Accounting and General Services Hawai‘i Registered Maps (RM), and the United State Geological Survey (USGS) that speak to Hawaiian relationships to their immediate environment. The earliest maps found in these collections date back to the 1870s. In addition to maps, *inoa* ‘*āina* are recorded and recounted in a variety of Hawaiian oral arts

## 2. Identification of Customary and Traditional Practices

including, *oli* (chants), *mele* (songs), *mo'olelo* (stories), *nane* (riddles), and *'olelo no'eau* (proverb and poetical expressions). Since the introduction of the written language, place name information has been recorded in ethnographic surveys, historic maps, and a number of early historical documents including *Māhele 'Āina* records and Boundary Commission testimonies. Kikiloi (2010:75) asserts that the recovery of traditional place names “help to transform once-empty geographic spaces into cultural places enriched with meaning and significance.” In lieu of a comprehensive list of the hundreds of *inoa 'āina* that are found in Honouliuli, place names within the immediate project area are listed in Table 1 and discussed below.

**Table 1. Inoa 'āina in the immediate project area vicinity.**

<i>Inoa 'Aina</i>	<i>Notes</i>	<i>Reference Map</i>	<i>Interpretation</i>
Ekahanui	Gulch located north of the project area	Alexander 1873 (RM405)	' <i>ekaha-nui</i> : large ' <i>ekaha</i> ( <i>Asplenium nidus</i> ) or many ' <i>ekaha</i>
Huliwai	Gulch located north of the project area	Alexander 1873 (RM405)	<i>huli-wai</i> : turning waters
Kaaikukai/ Kaaikukui	Gulch. Soehren (2011) notes that the name is not Kaaikukai but Kaaikukui	USGS 1998	<i>Ka-'ai-kūkai</i> : The food frequently dipped in the sea or excrement eater <i>Ka-'ai-kukui</i> : <i>Kukui</i> ( <i>Aleurites moluccana</i> ) eater
Kupehau	Land where project area is located	Alexander 1873 (RM405)	<i>kupe-hau</i> : <i>hau</i> ( <i>Hibiscus tiliaceus</i> ) canoe end piece
Palawai	Gulch west of the project area	USGS 1998	<i>Palawai</i> : bottom lands or <i>Pālāwai</i> : a type of freshwater <i>limu</i> (algae)
Puu Kuina	<i>Heiau</i> located in Kaaikukai/Kaaikukui Gulch	McAllister 1930	<i>Pu'u Ku'ina</i> : pounding hill or <i>Pu'u Kuina</i> : joining hill
Puu Kuua	Hill and <i>Heiau</i> south of the project area	Alexander 1873 (RM405)	<i>Pu'u Ku'ua</i> : relinquished hill or hill where octopus lure stones are found
Puu Moopuna/ Namoopuna	Hill near Puu Kuua	USGS 1998	<i>Pu'u-mo'opuna</i> : Grandchild Hill <i>Nā-mo'opuna</i> : the grandchildren

### Ekahanui

Ekahanui is the name of a gulch north of the project area. The name “Ekahanui” can either be translated as “large '*ekaha*” (*Asplenium nidus*) OR “many '*ekaha*.” Known more commonly as bird’s nest fern, '*ekaha* is typically found growing between the elevations of 1,000-3,000 feet on larger boulders and trees (Hillebrand 1888). The young shoots of the '*ekaha*, mixed with other medicinal plants into a poultice, were used to treat an array of ailments such as ulcers and sores (Kaaiakamanu and Akina 1922:22-23). The naming of the gulch as Ekahanui may allude to an abundance of '*ekaha* in the area at one time. No further information could be found at this time to verify this claim.

### Huliwai

Huliwai, translated as “turning waters,” is the name of a gulch north of the project, beyond Ekahanui gulch. No further information could be found about this place name.

### Kaaikukai/Kaaikukui

Kaaikukai/Kaaikukui is a gulch located south of the project area and Palawai gulch. According to Soehren (2010), the proper name spelling is Kaaikukui, which translates to “*kukui* (*Aleurites moluccana*) eater.” *Kukui*, commonly known as candlenut, served a number of purposes. The oily nut found within the hard black shell was used as a lamp and at times the nut was slow roasted then crushed with *pa'akai* (salt) to make the relish/seasoning known as *inamona* (Abbott 1992). The oily properties of this nut were also used medicinally as a laxative to help expel waste from the body (Abbott 1992). Hawaiian plant expert, Isabella Abbott further notes that “[a]ll parts of the tree—flowers,

fruits (nuts), bark, and leaves—can be used for these purposes” (Abbott 1992:100). Fresh *kukui* leaves were prepared into a poultice and used to treat swelling, deep bruises, and other injuries. Red pigment was also extracted from the bark of old *kukui* trees and from this pigment a reddish color was produced that was used to dye *kapa* cloth and fishnets (Abbott 1992). The hard-black shells were also strung together into lei. It is within and along the edges of the old *kukui* forests that another agricultural method termed *pā kukui* or *pā kuikui* was practiced. Handy et al. write:

In localities where planting was done along the edges and within the borders of old *kukui* forests, notably on the lower slopes of the Hamakua coast of Hawaii before the forest were cleared for sugarcane plantations, taro was planted in clearings termed *pa kukui* or *pa-kuikui*. The trees were felled and allowed to decompose. The *kukui* rots very quickly when wet, and wood, bark, and foliage make rich humus. Large holes were then dug in the soil and filled with *kukui* leaves, and when these were decomposed the taro was planted. The plants are said to have grown luxuriantly in such localities, to a height of 7 feet and with corms weighing 20 pounds. (Handy et al. 1991:109-110)

*Kukui* also carried important spiritual significance and was seen as an identifier for the domain of the pig-deity Kanepua‘a or Kamapua‘a, who was understood to be an embodiment of the deity Lono (Handy et al. 1991). Both names (Kaaikukai and Kaakukui) are provided here since Kaaikukai, translated either as “the food frequently dipped in the sea” or “excrement eater,” is a name that continues to appear in numerous records.

### **Kupehau**

As indicated on Hawai‘i Registered Map No. 405 (see Figure 8), Kupehau is the name of the land area in which the proposed project area is located. Although there are other places known as Kupehau in Kalihi-uka on O‘ahu as well Kohala on Hawai‘i Island, the historical references to these areas should not be confused with the Kupehau within Honouliuli. There are few sources that discuss or mention the Kupehau in Honouliuli. One source refers to Kupehau in poetic terms as a place where cold mists gather (Kapena 1862). Another discusses Kupehau as the name of a wind of the Wai‘anae region (Kapihenui 1862a). In 1936, Charles Sheldon Judd noted that a single fine specimen of *‘iliahi* (*Santalum freycinetianum*) grew in along a ridgeline in Kupehau, a remnant of a larger forest that once existed in the area (Judd 1936). Translated, Kupehau means “*hau* (*Hibiscus tiliaceus*) canoe end piece.” Krauss (1993:50) notes that “the end pieces, usually made from the wood of the breadfruit tree, helped prevent the entrance of seawater into the canoe; they were specifically designed planks for each side of the fore and aft sections of the hull.” Typically, the light wood of the *hau* tree was used to make canoe outriggers and floats. The cordage that is produced from *hau* bark served as excellent lashing for canoes as well.

### **Palawai**

Palawai is a gulch west of the project and north of Kaaikukai/Kaaikukui. The name can either be interpreted as Palawai, which is a term used to describe “bottom lands,” or Pālāwai, which is the name for a variety of freshwater *limu* (algae, seaweed).

### **Puu Kuina**

Puu Kuina was a *heiau* that McAllister (1933) reported as being once located in Kaaikukai/Kaaikukui gulch and possibly destroyed. No further information could be found about the site. Two possible interpretations of the *inoa* ‘āina are “pounding hill” (*Pu‘u Ku‘ina*) or “joining hill” (*Pu‘u Kuina*).

### **Puu Kuua**

Puu Kuua is a hill as well as the site of a *heiau* (ceremonial temple) located immediately south of the project area. Oftentimes translated as “relinquished hill,” Puu Kuua is also said to be a place where Pele’s sister, Kapō‘ulakīna‘u, left her *kohe lele* (flying vagina) for sometime (Pukui et al. 1974:200). McAllister in Sterling and Summers (1978:32) notes that the *heiau* was destroyed and “that portion of the *heiau* which has not been cleared for pineapple has been planted in ironwoods.” Early in the reign of Kamehameha III, the lands surrounding Puu Kuua were populated enough for the government to erect a schoolhouse (Kamakau 1869). The *ali‘i* named Manuia was also noted as a resident of Puu Kuua prior to his departure with his relative, the *ali‘i* Boki, to the New Hebrides in search of sandalwood (Kapihenui 1862a:1). Puu Kuua is also mentioned in passing in numerous *oli* (chants) and *mele* (song) along with other prominent places within the *ahupua‘a* of Honouliuli that appear in *mo‘olelo* (legendary accounts) such as Hi‘iakaikapoliopole, A‘ahoaka, and Kalelealukā (Kapihenui 1862b:4; Kaulilinoe 1870:1; Kuokoa 1877:1). A short story regarding the chiefs who once lived in Puu Kuua is provided in Sterling and Summers (1978:32-33). The source

of the story is derived from “Na Wahi Pana o Ewa i Hoonalowaleia i Keia Wa a Hiki Ole Ke Ikelā” (The Famed Places of ‘Ewa That Are Now Lost And Cannot be Seen), a serialized account documenting the travels of the gods Kāne and Kanaloa throughout the district of ‘Ewa published in the newspaper *Ka Loea Kalaiaina* in 1899. When Kāne and Kanaloa reached Pūu Kūua on their journey, the author of “Na Wahi Pana” recounted a tale associated with the area:

The chiefs of old, who lived at that time, were of divine descent. The two gods looked down on the hollow and saw how thickly populated it was. The mode of living here was so that chiefs and commoners mixed freely and they were so like the lowest of people (Kauwā). That was what these gods said and that was the time when the term kauwā was first used, and was used for many years afterwards.

After the first generations of chiefs had passed away and their descendants succeeded them, a chiefess became the ruler. It was customary for the chiefs of Oahu to visit this place to see the local chiefs. They did this always. When the time came in which a new chiefess ruled, an armless chiefess, she ran away to hide when other chiefs came to visit as usual because she was ashamed of her lack of an arm. Because she was always running away because of being ashamed the chiefs that visited her called her the low-born (kauwā). Thus the term remained in the thoughts down to this enlightened period. She was not truly a kauwā but was called that because she behaved like one. This was how they were made to be kauwās. When the ruling chief wished to go to Waikiki for sea bathing he asked the chief just below him in rank, “how are my planting places at Pūu-Kūua, have they not produced young suckers?” The chief next to him answered, “There are some suckers,” and sent someone for them. When the men, women and children least expected it, the messenger came to get some of the children. The father stood up and took his sons to Waikiki. Then when the ruling chief went sea bathing, he sent an attendant to get the boys and take them to a shallow place where the ruling chief would come. Then the ruler placed a hand on each of the boys, holding them by the necks. The words he uttered were, “My height has not been reached!” (Aole i pau kuu loa, aole i pau kuu loa). He advanced and held on to the boys until the sea was up to his chest. The boys floated on the water face down. The father on shore called out, “Lie still in the sea of your Lord,” and so on.

The sea of Waikiki is said to have been used to kill men in and the other place is Kualoa. The inhabitants of Pūu-Kūua were so mixed, like taro beside an imu.

There were two important things concerning this place. (1) This place is entirely deserted and left uninhabited and it seems that this happened before the coming of righteousness to Hawaii Nei. Not an inhabitant is left. (2) The descendants of the people of this place were so mixed that they were all of one class. Here the gods became tired of working and returned to Kahiki. (Sterling and Summers 1978:32-33).

The value of this story is that it recounts how Pūu Kūua was a densely populated area in the past. It was inhabited and frequently visited by members of the *ali ‘i* class. Furthermore, the *mo ‘olelo* identifies Pūu Kūua as the place where the term *kauwā* (servant) was first used.

### **Pūu Moopuna/Namooopuna**

Pūu Moopuna/Namooopuna is a hill located south of the project area and near Pūu Kūua. Pūu Moopuna translates to “grandchild hill” and Namooopuna means “the grandchildren.” No further information could be found regarding this *inoa ‘āina*.

## **3. CONSULTATION**

In an effort to identify individuals knowledgeable about past and ongoing customary and traditional cultural practices associated with the project area, efforts were made by ASM staff to contact community members via email or phone. The names of the individuals are listed in Table 2 below. These individuals were identified as persons who were believed to have genealogical ties, long-standing residency, or knowledge of cultural and or historical properties in Honouliuli Ahupua‘a. Of the ten individuals contacted, responses were received from five individuals. One individual, Mr. Thomas Lenchanko, provided written comments via email and his comments have been included below. Interviews were conducted with the remaining four respondents, Mr. Dietrix Ulukoa Duhaylonsod, Mr. Douglas “McD” Philpotts, Mr. Glen Kila, and Mr. Christophor Oliveira.

Additional consultation was also sought with lead staff from the Department of Land and Natural Resources (DLNR), State Historic Preservation Division (SHPD). On September 15, 2020, ASM and G70 staff met with Dr. Susan Lebo, Archaeology Branch Chief, and Mr. Hīnano Rodrigues, History & Culture Branch Chief. No specific information about known archaeological or cultural resources in the project area was identified.

Efforts were also made to consult with the Office of Hawaiian Affairs (OHA), lead compliance staff Kai Markell. Although no information about traditional cultural traditions and practices specific to the project area was identified, discussions focused more on broader issues such as how is the proposed project is seeking ways to re-engage with the Native Hawaiian community in more meaningful ways. One of the issues highlighted in the discussion focused on how traditional cultural practices have been interrupted as a result of historical events that have ultimately led to the displacement of Hawaiians from the *‘āina* (land) and ways in which project proponents can mitigate such issues.

**Table 2. Persons contacted for consultation.**

<i>Name</i>	<i>Affiliation</i>	<i>Date Contacted</i>	<i>Response</i>
Susan Lebo	State Historic Preservation Division	September 15, 2020	Yes
Hīnano Rodrigues	State Historic Preservation Division	September 15, 2020	Yes
Kai Markell	Office of Hawaiian Affairs	September 16, 2020	Yes
Shad Kane		October 28, 2020	No
Dietrix Ulukoa Duhaylonsod	Resident of Honouliuli	October 27, 2020	Yes
Jo-lin Lenchanko-Kalimakapu	Hawaiian Civic Club of Wahiawā	October 28, 2020	No
Noelani DeVincent	Hawaiian Civic Club of Wahiawā	October 28, 2020	No
Jonah La‘akapu Lenchanko		October 28, 2020	No
Miki‘ala Lidstone	Ulu A‘e Learning Center	October 28, 2020	No
Douglas “McD” Philpotts	Resident of Honouliuli	October 28, 2020	Yes
Glen Kila	Marae Ha‘a Koa Cultural Learning Center	October 28, 2020	Yes
Tom Lenchanko	Aha Ula Puuhonua Kukaniloko	October 28, 2020	Yes
Christophor Oliveira	Marae Ha‘a Koa Cultural Learning Center	November 3, 2020	Yes

## INTERVIEW METHODOLOGY

Prior to the interview, ASM staff provided information about the nature and location of the proposed project and informed the potential interviewees about the current study. The potential interviewees were informed that the interviews were completely voluntary and that they would be given an opportunity to review their interview summary prior to inclusion in this report. With their consent, ASM staff then asked questions about their background, their knowledge of past land use, and history of the project area, as well as their knowledge of any past or ongoing cultural practices. The informants were also invited to share their thoughts on the proposed development and offer mitigative solutions. Below are the interview summaries that have been reviewed and approved by the consulted parties.

### THOMAS LENCHANKO

In a reply email dated, October 29, 2020, Mr. Thomas Joseph Lenchanko provided the following written statement:

We, Aha Ula Puuhonua Kukaniloko – aha kukaniloko koa mana mea ola kanaka maui hoalii iku pau the living evidence of those ancients buried in our homeland, continue our non - concurring posture to all injury, damages, ground disturbing activities, undertaking, programs and projects within and without the inviolable and sacrosanct kalana lihue wahiawa halemano... puuhonua kukaniloko, 36,000 acres Oahu island.

Note: Please affirm and demonstrate proof of clear unbroken chain of ownership and the transfer of “exclusive territorial” jurisdiction of Kingdom of Hawaii property throughout the Hawaiian Archipelago to the United States federal government, its agent the State of Hawaii and the liable to public and private citizens working in their behalf. Also note, tax map key is an unlawful foreign lien against Kingdom of Hawaii property...

hahai no ka ua i ka ulu laau



Thomas Joseph Lenchanko

Hawaiian National, Protected Person and Private Citizen

Aha Ula Puuhonua Kukaniloko

kahuakaiola ko laila waha olelo aha kukaniloko koa mana mea ola kanaka mauili hoalii iku pau

## DOUGLAS MCDONALD PHILPOTTS

On October 29, 2020, Ms. Lokelani Brandt of ASM Affiliates conducted a phone interview with Mr. Douglas McDonalds “McD” Philpotts. Born on O‘ahu, Mr. Philpotts has resided in the *ahupua‘a* of Honouliuli for the past fifty years and is a descendant of Mr. James Campbell and Mrs. Abigail Kuaihelani Bright Campbell, through his grandmother Alice Kamokila. He is a professional woodworker and serves as Manager at Palehua Ranch, LLC. His understanding of his home comes from years of first-hand experience, family stories, and research.

In describing past land use and settlement patterns for Honouliuli, Mr. Philpotts explained that most of the Precontact habitation occurred in the *mauka* lands near the Wai‘anae mountains and that agricultural fields were further inland of the habitation centers. He described how the people of old descended to the coast to gather marine resources. Mr. Philpotts explained that at one time there was an abundance of *lo‘i* in coastal Honouliuli near West Loch. He shared that during the Historic Period as large-scale agriculture developed, many of the intact cultural sites were erased. He went on to note that for the most part, sugarcane and pineapple cultivation did not occur in the gulches and ridgelines, thus many cultural sites can still be found in these areas. He also spoke about an agricultural complex that has been identified in the gulches near the project area vicinity. Mr. Philpotts related that the Precontact population in this area was likely large however, the population dwindled as a result of introduced diseases and more notably after the 1853 smallpox epidemic. Also during the Historic Period, he remarked that when Campbell purchased the property, it came with cattle that belonged to Robinson and Dowsett. The cattle had overrun much of the uplands causing erosion. To remediate the erosion, Campbell sold off much of the cattle which supplied more than a third of O‘ahu’s beef consumption during this period.

Mr. Philpotts spoke at length about the cultural significance of the southern portion of the Wai‘anae mountain range. He noted that from the ridgeline of Mauna Kapu all of the Hawaiian Islands are viewable and there is a solstice alignment between Haleakalā, Mauna Kapu, and Mokuamanamana. Because of the observations that can be made from Mauna Kapu, he believes this place was significant to navigators. He touched upon the project area’s connection to the interior plains of O‘ahu where Kūkaniloko, the birth center for O‘ahu island royalty, is located. Lastly, Mr. Philpotts spoke briefly about Pohakea and described it as the passages between the ‘Ewa and Wai‘anae lands and noted that it is an ancient place as it is mentioned in the account of Hi‘iaka. He also noted Palikea Ridge as a culturally significant area because of a trail that connected ‘Ewa with Lualualei and Nānākuli.

Further elaborating on place names, Mr. Philpotts explained that when Mr. Harry van Holt was in Honouliuli (post-1886-1887), he named several places including Palehua and many of van Holt’s names were added to historical records produced after that time. In light of this, he added when trying to understand the cultural significance of the different places in Honouliuli, van Holt’s influence must be taken into consideration.

In looking at the location of the proposed project area, Mr. Philpotts noted that the project area footprint appears to be mostly within agricultural fields and that he was not aware of any physical sites in the project area footprint. He did, however, caution that there may be cultural sites in the gulches and drainages and noted that in this part of Honouliuli, such resources have been found in these areas. Concerning the proposed solar project, Mr. Philpotts added that as long as we are on these islands we will be changing it in some way. In closing, he reflected that as we move towards green energy projects, we need to do these projects in the most appropriate places.

## DIETRIX JON DUHAYLONSOD

On November 3, 2020, Ms. Lokelani Brandt of ASM Affiliates conducted a Zoom video conference interview with Mr. Dietrix Jon Duhaylonsod. Born and raised in the area of Pūkaia in which the community of Honokaihole is located on the western side of Honouliuli Ahupua‘a, Mr. Duhaylonsod shared that growing up this side of the island was considered remote. He described how the landscape was once dominated by *kiawe* (*Prosopis pallida*) trees and that the roads into Honokaihole were paved with white coral. In relating information about his family, Mr. Duhaylonsod stated that his mother’s family was from Makaha and Kalihi and that his father’s family was from Kahuku and Damon Tract. He recollected on his childhood and explained he was able to play in the mountains in the area known as Palehua and down to the coast from Kalaeloa to Anianikū (at Ko‘olina) to Kahe. Mr. Duhaylonsod is also a Kumu Hula and works as an archaeologist and ethnographer.

Mr. Duhaylonsod listed various traditional place names in the area including Pūkaua which he described as the hilly area between Pu‘uokapolei and Kahe. He related that the *pu‘u* (hill) in which the water park is located is Pu‘u Pāla‘ila‘i and shared that *la‘ila‘i* is the name of a sweet potato variety. Other place names pointed out by Mr. Duhaylonsod included Waimanalo, a land area in the vicinity of and valley *mauka* of modern-day Ko‘olina; and Kaupē‘a, a plain in the area near Kalaeloa. With respect to other culturally significant places located in the southern Wai‘anae Mountain Range most visible from the project area, Mr. Duhaylonsod related insight shared with him by Auntie Nettie about the area near Makakilo. She explained that this area was never developed because of how the land there was used by the ancient people. Mr. Duhaylonsod went on to share a possible connection with traditions that say that there was a population of *kauā* in Honouliuli (a caste that lived in the interior *mauka* portion apart from the general population and was drawn upon for human sacrifice). Additionally, when human sacrifices were needed, the *kauā* were taken down to the coast and drowned. [Note: Mr. Duhaylonsod thinks they were drowned in the Kona district; not sure if they were drowned in the ‘Ewa waters as well]. While there is an acknowledgement of these ancient practices, they are considered not good practices which have, in turn, affected the *mana* of the land.

In relating more insight into how the *kauā* came to this area, Mr. Duhaylonsod explained that during the period of Tahitian settlement on O‘ahu, there was a power struggle between the Tahitians and those of the earlier migration already settled in Hawai‘i. He went on to add that some say the Tahitians referred to the existing people as “manahune,” a variant of “menehune” meaning “little *mana*” as a way to diminish their existence. Mr. Duhaylonsod related that these “manahune” people were pushed out of the prime lands and into the mountains or more arid lands including the uplands of Honouliuli and the ‘Ewa-Wai‘anae District. In expanding on this, Mr. Duhaylonsod explained that much of the physical remains left by the people that settled in this part of Honouliuli (from Kalaeloa to Makakilo to Kupehau) are distinct and have been architecturally identified by cultural practitioners as being more synonymous with Marquesan culture. He added that after the Tahitian migration, many of the old *heiau* (temples) on O‘ahu were repurposed and consequently took on the architectural features of the newer settlers. Additionally, Mr. Duhaylonsod noted that some of what has been identified as older style *heiau* have been found in the Wai‘anae District.

Another culturally significant place discussed by Mr. Duhaylonsod was Pohakea, where there was a well-traveled path that connected the districts of ‘Ewa and Wai‘anae. He pointed out that this path is noted in several traditional accounts including that saga of Hi‘iaka. In further describing the saga of Hi‘iaka, Mr. Duhaylonsod recalled a portion of the story in which Hi‘iaka descends from Pohakea onto the plains of Keahumoa in Honouliuli where she met women who were gathering and stringing *lei* (garland) of *ma‘o* (*Gossypium sandvicense*) blossoms. He added that this traditional account mentions several other dryland plants that were once abundant in Honouliuli including *‘ilima* (*Sida fallax*) which was found in the lower elevations. Mr. Duhaylonsod elaborated on the location and name variations for Keahumoa. He clarified that Keahumoa is present-day Kunia Village Park and Royal Kunia area. Concerning name variations, he shared that in the Kamapua‘a story, the name Keehumoe is used and in other accounts, it is known as Keahumoa. He opined that when the archaeologist McAllister came through the area, he documented the name as Keahumoa. In discussing other native plants that were common in Honouliuli, Mr. Duhaylonsod described reading in Handy and Handy’s book *Native Planters in Old Hawai‘i* about *wauke* (*Broussonetia papyrifera*) being found in the interior of Honouliuli.

Mr. Duhaylonsod shared that Kamapua‘a is a hero and *kupua* associated with the Pu‘u Kapolei area where he lived with his *kūpunahine* and older brother. He commented that bird catching was also a traditional practice that took place in the Honouliuli area and that the plain of Keehumoe (Keahumoa?) was a sweet potato planting area farmed by Kamapua‘a’s grandfather.

In sharing insight that had been shared with him by Mr. McD Philpott, a Campbell descendant about land use from the late 1800s and into the 20<sup>th</sup> century, Mr. Duhaylonsod shared that the main industries were cattle ranching and agriculture and that the Robinson and Campbell families held most of the land in Honouliuli. He shared that when Mr. Harry van Holt was ranch manager he named many places in Honouliuli and that many of these place names have been retained and can appear to be ancient names. He noted that place names that appear in historical records before the 1870s, before van Holt’s influence, are likely of an older origin. Mr. Duhaylonsod shared that after private ownership of lands in the mid 19<sup>th</sup> century, access to the uplands in Honouliuli has overtime become very restricted. He recalled hearing stories from *kūpuna* (elders) who remembered accessing the uplands using the old trails like the one at Pohakea. Mr. Duhaylonsod reflected on how overtime diminished access and a lack of a knowledgeable local community has made it difficult to maintain traditional knowledge and practices through the years. One example of this is the discrepancies in place names for the summit ridgeline and the gulches, which is something he would like to see clarified with local experts.

When asked if whether the project poses any potential impact to the cultural resources of this area and if he had any mitigative recommendations, Mr. Duhaylonsod prefaced that overall he supports the collective shift towards

renewable energy. He went on to describe the importance of recognizing past adverse impacts on the land and thus to the traditions and practices of this area. He believes developers must recognize both the potential impacts their project may have as well as the historic impacts they are inheriting and finding ways to mitigate these impacts. For example, he related that because of past land-use activities, many of the tangible cultural resources in the project area and nearby vicinity have been destroyed, buried, or pushed into the nearby gulches. He added that any additional alteration to the land has the potential for destroying any remnant sites. To this end, Mr. Duhaylonsod imagines that there may still be intact sites and site remnants in the gulches. For these reasons, he stated “don’t think everything is destroyed” and believes the gulches should be thoroughly surveyed for archaeological resources. He also believes there are opportunities for the developer to help restore some of the traditions through the replenishment of natural resources that were once abundant in this area and perhaps helping to coordinate access days for *hālau* and other cultural practitioners to carry out protocol at the culturally significant places in the area. He clarified that there may be descendants, *kūpuna*, and cultural practitioners who have a direct connection to the project area and humbly noted that if such persons are identified, he would respectfully defer to them for guidance and knowledge. He also would like the developer to ensure that they properly mitigate water runoff, which when concentrated, can cause extra damage. In summary, Mr. Duhaylonsod shared that as a whole the island of O’ahu has been subject to an extensive amount of development and therefore there is a fervent desire from the community to value what is left, even if in small pockets. He hopes the developer is proactive in their efforts to restore, *mālama*, and give back to the community and the *‘āina*.

## **GLEN KILA AND CHRISTOPHOR OLIVEIRA**

On November 15, 2020, Ms. Lokelani Brandt of ASM Affiliates conducted a Zoom video conference interview with Mr. Glen Kila and his nephew Mr. Christophor Oliveira. Mr. Kila is the President of Marae Ha’a Koa Cultural Learning Center and Mr. Oliveira serves as the Executive Director of the organization. Both Mr. Kila and Mr. Oliveira are *kupu* (offspring) of the lands of Wai’anae which they explained traditionally included the *‘āina* (land) that makes up the central O’ahu region. They have dedicated much of their lives to deepening their understanding of *‘āina* and its many layers of *mo’olelo* (stories, history) and sharing their knowledge through their work at Marae Ha’a Koa.

In relating culture-historical information about the project area vicinity, Mr. Oliveira shared that this area of O’ahu was home to the Lō Ali’i, a special class of O’ahu chiefs. As expressed by Mr. Oliveira, the Lō Ali’i played an important role in maintaining genealogical purity for O’ahu’s *ali’i* (chiefs), and over the generations, they became the parents of all ruling chiefs. Because of their status as Lō Ali’i and more importantly as parents to the *ali’i*, they were not required to adhere to certain *kapu* (taboos) associated with the chiefly class including the *kapu moe* (prostrating taboo). Mr. Oliveira noted a well-known Lō Ali’i, Makakauali’i whose name translates to “place your eyes on the chief” and Kākuihewa, who came to rule over O’ahu. Concerning other *ali’i*, Mr. Oliveira spoke about a battle during the reign of the *ali’i* Mailikukahi where armies from Maui and Hawai’i Island attempted to invade O’ahu but were routed inland to Waikakalaua where they were vastly outnumbered and eventually slaughtered. Concerning the life and reign of the *ali’i* Mailikukahi, Mr. Oliveira and Mr. Kila shared that Mailikukahi had implemented certain practices including *hānai* (adopt, rear, feed) of every firstborn child born on O’ahu. As a result of this practice of *hānai*, Mailikukahi bestowed genealogical rights to his *hānai* children to rule. Additionally, it is believed that Mailikukahi held high regard for human life because after he became *ali’i*, he forbid the practice of human sacrifice.

Pertaining to the history of the *ali’i* Kamehameha, Mr. Oliveira and Mr. Kila relayed that during his conquest of O’ahu, the people of Wai’anae sent their children to Kaua’i, which was considered a *ko’a* (lit. fish house; fig. place of safety/refuge) as a way to preserve their lineage for being exterminated. In reflecting on their oral traditions, Mr. Oliveira highlighted the fact that during Kamehameha I’s war campaigns, he sought to exterminate those who were not his loyal supporters and worked to replace O’ahu’s traditions and practices (e.g. temple architecture and rituals, and land management strategies) with those of Hawai’i Island. He added that many place names found in ‘Ewa are also found on Kaua’i which further demonstrates the relationship between these lands. In sharing insight about *ali’i* customs as it pertains to the lands of ‘Ewa and Wai’anae, Mr. Kila opined that Līhu’e (Kūkaniloko) in ‘Ewa was the royal birthing center and that Wai’anae was where the *ali’i* were reared, one of which included Kauikeaouli (Kamehameha III). Mr. Kila noted that Marahaakoa in Wai’anae was the place where training/instruction occurred and that training often focused on one student rather than a group. The warm weather of Wai’anae, fertile valleys, coupled with the persistence of ancient customs and temple rituals specific to O’ahu made it the preferred location to train upcoming *ali’i*. Mr. Oliveira and Mr. Kila expounded on this noting that temples were referred to as *unu* and that there were specific types of *unu* dedicated to a specific function.

Mr. Oliveira shared that traditionally, the people and *ali’i* focused much time and energy on *ka’ananiau* (tracking the rolling beauty of time) which is a concept and practice that emphasizes a profound and intimate understanding of natural cycles and *kanaka* (human) relationship to nature. He shared that because the ancient people understood their

environment so well, they knew when and where to go to secure more suitable living conditions. For example, during ‘Ewa’s dry season, the people often relocated to the uplands where water was more abundant. Mr. Oliveira spoke about the importance of the sun, which is a *kinolau* (embodiment) of the deity Kāne, to the people of O‘ahu. He added that Kāne is considered a vital life force for all living things as expressed in the *‘ōlelo no ‘eau, Ua kapu ke ola nā Kāne* (life is sacred to Kāne). Kāne was also known by other epithets including Kānenuiākea and it was the latter to whom people prayed to. Other *kinolau* of Kāne noted by Mr. Oliveira included the *‘ama ‘ama* (a young stage of a mullet fish), and *‘anae* (full-sized mullet), *wai* (freshwater), and *‘awa* (kava). He shared how Kāne is a prominent natural force in this part of the island and that tracking its movement across the heavens was and still is an important cultural practice. He went on to explain that there were three particularly important times of the year in which observations of Kāne were made, Kāneloa (winter solstice), Wākea (equinox), and Kānenui (summer solstice). Additionally, tracking Kāne’s movement across the sky was done by using certain geographical markers located around O‘ahu which included Ka‘aumākua found in Ko‘olauloa, Mauna Kapu west of the project area, and Mākua in Wai‘anae as well as certain temples. While Kāne is particularly important to people of the ‘Ewa area, Mr. Oliveira emphasized that there are many places on O‘ahu that honor Kāne through direct use of his name or his *kinolau* including (but not limited to) Waikāne, Wahiawākea (Wahiawā), and Wai‘anae.

Concerning cultural sites in the project area vicinity, Mr. Kila identified trails at Pohakea and Palikea, the former of which he first visited in 1978. Mr. Oliveira remembered first visiting Pohakea in 2013. Mr. Kila recalled visiting Pohakea with his Kumu Lei Fernandez who was the *kahu* (guardian, caretaker) for Kamokila Campbell. Mr. Kila recalled his Kumu Lei sharing how this upland area contained a variety of endemic plant species and that she accompanied several botanists to Pohakea but no credit was ever given to her for her knowledge of the area’s plants. Concerning the trail, Mr. Oliveira shared that the route at Pohakea is an ancient one and was part of O‘ahu’s *alaloa* trail system. He added that these trails were maintained by the *kukuihelepō*, a population known to travel at night with torches. Mr. Kila noted that the trail at Pohakea connected the lands of ‘Ewa, which was rich in fishponds and marine resources to Lualualei in Wai‘anae which was considered the “breadbasket.” He explained that most people associate Lualualei as a dry area, however, the back of the valley is well-watered and was extensively cultivated. Concerning the place name Kupehau, the area in which the proposed project is located, they shared that Kupehau is also the name of a rain carried by the wind.

In closing, Mr. Kila and Mr. Oliveira shared that it is important to understand the history of a place from the *kupu*, the people who have been there for multiple generations. They cautioned that although the project area has been subjected to decades of clearing for agriculture, there are likely remnant cultural and historic features that may be buried or located in the gulches. They noted that there has been extensive cultural sites found on the adjacent lands. Mr. Oliveira opined that if sites are found they should be preserved. He added that preserving sites is not just for preservation’s sake but because they are evidence of who we (the people of this land) were prior to Kamehameha’s persecution.

## 4. ASSESSMENT AND MITIGATIVE MEASURES

The select archival and ethnographic sources that are referenced throughout this *Ka Pa ‘akai* analysis illustrate a concise history of Honouliuli within and beyond the proposed project area from the Precontact to Historic Period. Few sources were found that referred specifically to Kupehau, the land area where the project area is located, or the other *inoa ‘āina* (place names) listed in historical maps and other references. Other sources, however, mentioned Honouliuli in reference to the ‘Ewa plains and the *pu ‘u* (hills) within the *ahupua ‘a*. The assessment offered below draws from these sources, as well as consultation with community members, to determine the extent to which identified natural, cultural, and historical resources, as well as traditional and customary Native Hawaiian rights, may potentially be affected through the construction of the Mahi Solar Facility.

### **IDENTIFY WHETHER ANY VALUED CULTURAL, HISTORICAL, OR NATURAL RESOURCES AREA PRESENT WITHIN THE PETITION AREA, AND IDENTIFY THE EXTENT TO WHICH TRADITIONAL AND CUSTOMARY NATIVE HAWAIIAN RIGHTS ARE EXERCISED**

A review of the culture-historical background material in conjunction with the results of the consultation process has resulted in the identification of several resources, as well as traditional and customary practices that formerly took place within the general project area vicinity. These resources and customary practices are further described in the subsequent paragraphs.

### **Pohakea Trail**

*Mo'olelo* such as Hi'iakaikapoliopole, Kahalaopuna, and Palila refer to the plains of Honouliuli in passing as the story's protagonist traverse through the area on trails that connected the lands of Honouliuli ('Ewa) and Lualualei (Wai'anae) via the Wai'anae Mountains. The trail most often referenced with respect to the project area, in traditional literature and by the consulted parties was Pohakea trail. John Papa 'Ī'i also described this trail which was depicted in Rockwood's map (see Figure 6) as passing through the northern section of the project area. The 1953 USGS map (see Figure 17) also depicts the route of Pohakea trail passing through the northern portion of the project area. That portion of the trail within the project area is shown as a road, however, as the road ascends the Wai'anae Mountains, the road is shown as a foot trail. All of the consulted parties identified Pohakea trail as a valued cultural resource.

Based on the results of the consultation, all of the consulted parties have recalled or described walking Pohakea trail at some point in their lifetime. They also noted that access to the trail has been limited or restricted which has impacted their ability to carry out their traditional customary rights.

### **Traditional Hawaiian Agricultural Practices and Endemic Plant References and Uses**

References to agricultural practices, specifically *'uala* (sweet potato) cultivation on Honouliuli's interior plains as well as *lo'i kalo* cultivation in the lowlands near West Loch was also identified in the historical literature. Mr. Duhaylonsod also discussed sweet potato cultivation in the land area known as Keahumoa (also spelled Keehumoe), which is located to the north of the project area. *Lo'i kalo* cultivation was also practiced in Honouliuli, however, this form of agricultural practice appears to have been concentrated in the lowlands of Honouliuli, along tributaries and in the vicinity of West Loch. In addition to agricultural practices, the account of Hi'iakaikapoliopole provides the most extensive references to the native plant regime in the *mauka* regions of Honouliuli as well as cultural uses of these plants.

For example, the *mo'olelo* includes a segment where Hi'iaka travels through Pohakea pass and the plains of Honouliuli. Traveling along a *mauka-makai* trail within Honouliuli, Hi'iaka meets women making *lei* made of *ma'o* (*Gossypium tomentosum*) blossoms, women-turned-*mo'o* who strung *'ilima* (*Sida fallax*) flowers into *lei*, and women resting idly under the shade of *'ōhai* (*Sesbania tomentosa*) bushes near a hill. In most cases, Hi'iaka called out to these groups in the form of *oli* to determine whether or not she would be welcomed. In her *oli*, she describes a variety of plants that she may have seen on her journey through Honouliuli. Some of the plants that are listed include *koai'a* (*Acacia koaia*), *kukui* (*Aleurites moluccanus*), *wiliwili* (*Erythrina sandwicensis*), *nohu* (*Tribulus cistoides*), *'ōhi'a lehua* (*Metrosideros polymorpha*), and *kauno'a* (*Cuscuta sandwichiana*). The women's responses to Hi'iaka varied as some welcomed Hi'iaka into their village, others hid in fear, and the women resting under the *'ōhai* bushes let Hi'iaka know that they could not host her properly. Of note is that these latter women described how they made their clothes out of the red *pilipili* grass (*Chrysopogon aciculatus*) that grew abundantly during certain seasons. Historical accounts also describes the presence of "extensive stands" of *'iliahi* (sandalwood) along mountain slopes near Pu'u Ku'ua (St. John 1947). However, by the early 20<sup>th</sup> century this prize resource was collected to the point where only remnants of the vast forest once found in the area were all that remained (Judd 1936; Kamakau 1869; St. John 1947). These forests were destroyed through the sandalwood industry, resulting in the barren landscapes that are seen today (Bishop in Sterling and Summers 1978:89). Manuia, an *ali'i* with ties to Boki and other ruling chiefs, is noted by Kamakau (1992) to have lived at Pu'u Ku'ua and harvested sandalwood in Honouliuli.

Historical records provide a rather clear account of traditional agricultural practices and native plant species once found in the uplands of Honouliuli. The results from consultation suggest that no traditional agricultural practices nor traditional gathering of plant resources are currently taking place in the project area. The fact that such customary practices are not being carried out is a result of decades of restricted access that has prevented community members and practitioners from accessing the uplands to gather plant resources for cultural purposes.

### **Ali'i Battle Sites**

*Kaua* (warfare) took place in Honouliuli over the centuries as warring chiefs from inter-island polities sought more land and political prestige. The wars that are mentioned in historical sources specific to the uplands of Honouliuli as well as by several of the interviewees include those during the reigns of Kūali'i (A.D. 1720-1740) and Mā'ilikūhahi (Cordy 2002). Fornander (1916-1917:364-433) recounts the story of Kapaahulani and Kamakaaulani and the *mele* they composed and performed to appease Kūali'i on the plains of Keahumoa situated north of the project area (see Figure 6). Kamakau (1991) recounts Mā'ilikūhahi's birth at Kūkaniloko in central O'ahu (northeast of the project area), campaigns against the *ali'i* of Hawai'i and Maui, as well as his role in reordering and redistributing the lands of



O‘ahu. Through Mā‘ilikūhahi’s land redistribution and leadership, the lands and people of O‘ahu experienced an era of prosperity resulting in population increase.

Although use of the project area and or immediate vicinity as a traditional battle site has not been practiced for many generations, the consulted individuals still recognize this as an important aspect of O‘ahu’s Hawaiian history and heritage.

### **Cultural Sites and Resources in the Vicinity of Pu‘u Ku‘ua**

The southwestern portion of the project area is situated at the base of Pu‘u Ku‘ua, a hill that is named in Kamakau’s (1991) description of Mā‘ilikūhahi’s reign and provides us with an indication of intensive land use in the area prior to Western contact (Sterling and Summers 1978:32-33). As previously discussed, Pu‘u Ku‘ua was known for its extensive stands of sandalwood. Additionally, Mr. Philpotts described a *heiau* atop Pu‘u Ku‘ua as culturally significant and possibly associated with the deity Lono due to various alignments that can be seen during the winter solstice. Mr. Philpotts comments regarding astronomical observations at Pu‘u Ku‘ua relate to Kamakau’s description of Pu‘u o Kapolei being used as a site to track the changing seasons (in Sterling and Summers 1978:34). Mr. Duhaylonsod, Mr. Kila, and Mr. Oliveira’s comments regarding a population of *kauā* that once lived at Pu‘u Ku‘ua is supported by earlier accounts (in Sterling and Summers 1978:32-33). By the early 19<sup>th</sup> century, Pu‘u Ku‘ua and the surrounding area was sparsely populated and nearly abandoned. Early explorers such as Vancouver noted the lack of a substantial population in the region, in contrast to the populated areas in the *makai* region of Honouliuli along the lochs.

### **Possibility of Remnant Cultural Sites in Gulches, Ravines, and Along Ridgelines**

All of the consulted parties acknowledged the history of intensive agriculture practices and its resulting impacts on the natural and cultural resources once located in the project area. Several of the consulted parties did note that historical agriculture practices (i.e. sugarcane and pineapple cultivation) was not often conducted in the gulches, ravines, and ridgelines and thus they cautioned of the possibility of findings such resources in these areas. The also cautioned of the possibility of finding remnant subsurface features in formerly cultivated areas. All of the consulted parties referenced previous archaeological studies conducted in the adjacent areas or recalled personal experience in which such resources were found in the gulches, ravines, and ridgelines. The possibility of findings sites in the vicinity of Pu‘u Ku‘ua is supported by historical records which describe it as a well populated area during the Precontact Era.

### **Freshwater and the Waiāhole Ditch**

As pointed out by Mr. Duhaylonsod and Mr. Philpotts, freshwater, valued as both a natural and cultural resources, can be found along the base of Wai‘anae Mountains as well as the gulches and ravines. Historical records and maps have also identified the Waiāhole Ditch, portions of which can be found extending through portions of the project area as well as along portions of the project area boundaries.

## **IDENTIFY THE EXTENT TO WHICH THOSE RESOURCES AND RIGHTS WILL BE AFFECTED OR IMPAIRED BY THE PROPOSED ACTION**

The proposed project has the potential to impact all of the above-identified resources and associated practices to a degree if proper mitigative measures are not thoughtfully considered and implemented. Concerning Pohakea trail, if access remains obstructed, then the proposed project infringes upon customary access rights and any concomitant resources and traditional customary practices (i.e. gathering of plant resources for cultural purposes) that would otherwise occur along this trail.

With respect to plant resources, while the majority of the project area is dominated by non-native species, a biological survey of the project area resulted in the identification of several native species including scattered individuals of *‘iliahialo ‘e* (*Santalum ellipticum*), scattered individuals of *wiliwili* (*Erythrina sandwicensis*) in the dry lower gulches, and *‘uhaloa* (*Waltheria indica*) found in fallow fields and roadsides (Breedon et al. 2020). The former two plant species were noted in historical literature and traditional accounts. If the proposed project footprint extends into native plant habitat then such resources would be adversely impacted. Conversely, if the project footprint does not extend into native plant habitat then there would be no impact on such resources.

Concerning potential impacts to the battle site associated with the *ali‘i* Mā‘ilikūhahi, based on the available information it is difficult to ascertain the exact location of the battle site. Historical records indicate that the battle occurred on the plains of Keahumoa which is located to the area north of the project area. While there may be few, if

---

any, remnant sites or resources directly associated with the battle site, it is unlikely the proposed project would have any direct adverse impacts to the battle site. Notwithstanding, this battle site is still important to O‘ahu’s history.

A substantial portion of the project area is within formerly cultivated and existing fields which are devoid of any surface archaeological sites and features. Although surface features may not be present within these extensively plowed areas, encountering subsurface features, although unlikely, remain a possibility. Additionally, in locations where the project area footprint extends into gulches, ravines, and previously undisturbed areas, the possibility of encountering archaeological and cultural resources increases substantially and thus the proposed project has the potential of impacting such resources.

Portions of the proposed project appear to cross over at least four natural waterways as well as small segments of the historic Waiāhole Ditch (SIHP Site 50-80-09-2268). The proposed project does not appear to alter, modify, or redirect the existing flow of freshwater nor the Waiāhole Ditch, thus no apparent impacts to water resources or to the Waiāhole Ditch are anticipated.

**SPECIFY ANY MITIGATIVE ACTIONS TO BE TAKEN TO REASONABLY PROTECT NATIVE HAWAIIAN RIGHTS IF THEY ARE FOUND TO EXIST.**

Concerning Pohakea trail, it is recommended that consultation be conducted with the appropriate agencies and persons who would have more knowledge of the trail’s historical location and possible status. Such action would ensure that Longroad Energy Management, LLC consider the trail in their development plans. Concerning plant resources, efforts should be made to avoid all native plant species and their associated habitat. Such areas should be identified and avoided. Similarly, archaeological resources should also be identified and avoided. If the above-described recommendations are considered and implemented, impacts to traditional and customary practices would be mitigated.

---

**REFERENCES CITED**

- Abbott, I. A.  
1992 *Lā'au Hawai'i, Traditional Hawaiian Uses of Plants*. Bishop Museum Press, Honolulu.
- Advertiser, T. H.  
1956a Pearl Harbor Rich In Legend. *The Honolulu Advertiser* [Honolulu]. May 27, 1956, accessed October 19, 2020.  
1956b Story of Water Is Story of Sugar. *The Honolulu Advertiser* [Honolulu]. July 03, 1956: 44, accessed October 19, 2020.
- Beckwith, M. W.  
1951 *The Kumulipo A Hawaiian Creation Chant*. University of Hawaii Press, Honolulu.  
1970 *Hawaiian Mythology*. University of Hawai'i Press, Honolulu.
- Bennett, F.  
1840 *Narrative of a Whaling Voyage Round the Globe*. R. Bentley, London.
- Bingham, H.  
1848 *A Residence of Twenty-One Years in the Sandwich Islands*. First ed. Sherman Converse, New York.
- Bowser, G.  
1880 *The Hawaiian Kingdom Statistical and Commercial Directory and Tourists Guide*. George Bowser and Co., Honolulu.
- Breeden, J., A. Lau, and A. Ehrenkrantz  
2020 Mahi Solar Project Biological Resources Report. SWCA Environmental Consultants SWCA Project No. 61736. Prepared for Longroad Energy Management, LLC, Honolulu.
- Burton, J. F. and M. M. Farrell  
2011 National Register of Historic Places Registration Form Honouliuli Internment Camp, Honolulu County, Hawaii. Trans-Sierran Archaeological Research. Prepared for National Register of Historic Places, California.
- Byron, G.  
1826 *Voyage of the H.M.S. Blonde to the Sandwich Islands, in the Years 1824-1825*. John Murray, London.
- Campbell, A.  
1817 *A Voyage Round the World, from 1806 to 1812, In Which Japan, Kamschatka, The Aleutian Islands, and The Sandwich Islands Were Visited*. Van Wrinkle, Wiley & Co., Printers, New York.  
1967 *A Voyage Around the World from 1806 to 1812*. University of Hawai'i Press, Honolulu.
- Condé, J. C. and G. Best  
1973 *Sugar Trains: Narrow Gauge Rails of Hawaii*. Glenwood Publishers, Felton, California.
- Cordy, R.  
2002 *The Rise and Fall of the O'ahu Kingdom*. Mutual Publishing, Honolulu.
- Coulter, J. W.  
1933 The Oahu Sugar Cane Plantation, Waipahu. *Economic Geography* 9(1 (Jan)):60-71.
- Coulter, J. W. and C. K. Chun  
1937 *Chinese Rice Farmers in Hawaii*. University of Hawai'i Research Publication, vol. Number 16. University of Hawai'i, Honolulu.

## References Cited

---

- Cruz, B., C. O'Hare, D. Shideler, and H. H. Hammatt  
2011 Cultural Impact Assessment for the Honouliuli/Waipahu/Pearl City Wastewater Facilities, Honouliuli, Hō'ae'ae, Waikele, Waipi'o, Waiawa, and Mānana, and Hālawa Ahupua'a, 'Ewa District, O'ahu Island, TMK: [1] 9-1, 9-2, 9-4, 9-5, 9-6, 9-7, 9-8, 9-9 (Various Plats and Parcels). Cultural Surveys Hawai'i, Inc., Kailua, HI Job Code: HONOULIULI 35. Prepared for AECOM Pacific, Inc.
- Damon, F.  
1882 Tours Among the Chinese, No. 1. *The Friend* [Honolulu]. April 1882, accessed 10/27/2020.
- Dorrance, W. and F. Morgan  
2000 *Sugar Islands: The 165-Year Story of Sugar in Hawaii*. Mutual Publishing, Honolulu.
- Ellis, W.  
1963 *Journal of William Ellis, Narrative of a Tour of Hawaii, or Owhyee; with remarks on the History, Traditions, Manners, Customs and Language of the Inhabitants of the Sandwich Islands*. Advertiser Publishing Co., Ltd., Honolulu.
- Emerson, N. B.  
1893 The Long Voyages of the Ancient Hawaiians. *Papers of the Hawaiian Historical Society Number Five*.
- Evening Bulletin  
1908 Honolulu and Pearl Harbor Vital Centers of America's Power in Pacific. *Evening Bulletin* [Honolulu]. 16 July: 39. Electronic document, <https://chroniclingamerica.loc.gov/lccn/sn82016413/1908-07-16/ed-1/seq-9/>.
- Farrell, M. M.  
2017 Honouliuli POW and Internment Camp Archaeological Investigations at Jigoku-Dani 2006-2017. Japanese Cultural Center of Hawai'i. Prepared for National Park Service, Honolulu.
- Fornander, A.  
1880 *An Account of the Polynesian Race: Its Origins and Migrations, and the Ancient History of the Hawaiian People to the Times of Kamehameha I*, vol. II. Trübner & Co., London.  
1916-1917 *Fornander Collection of Hawaiian Antiquities and Folk-lore*. Memoirs of the Bernice Pauahi Bishop Museum, vol. IV. Bishop Museum Press, Honolulu.  
1918-1919 *Fornander Collection of Hawaiian Antiquities and Folk-lore. The Hawaiians' Account of the Formation of their Islands and Origin of their Race, with the Traditions of their Migrations, etc., as Gathered from Original Sources*. Memoirs of the Bernice Pauahi Bishop Museum Volume V. Bishop Museum Press, Honolulu.
- Handy, E. S. C. and E. G. Handy  
1972 *Native Planters in Old Hawaii: Their Life, Lore, and Environment*. Bernice P. Bishop Museum Bulletin 233. Bishop Museum Press, Honolulu.
- Handy, E. S. C., E. G. Handy, and M. K. Pukui  
1991 *Native Planters in Old Hawaii: Their Life, Lore, and Environment*. Bernice P. Bishop Museum Bulletin 233. Bishop Museum Press, Honolulu.
- Haraguchi, K.  
1987 *Rice in Hawaii A Guide to Historical Resources*. Humanities Program of the State Foundation on Culture and the Arts and the Hawaiian Historical Society, Honolulu.
- Haun, A. E.  
1991 An Archaeological Survey of the Naval Air Station, Barber's Point, O'ahu, Hawai'i. Prepared for Applied Research Group of Bishop Museum, Honolulu.

- Hillebrand, W.  
1888 *Flora of the Hawaiian Islands: A Description of their Phanerograms and Vascular Chryptograms*. Hafner Publication Company, New York.
- Ho‘oulumāhie  
2006a *The Epic tale of Hi‘iakaikapoliopele*. Translated by M. P. Nogelmeier. Awaiaulu, Honolulu.  
2006b *Ka Mo‘olelo o Hi‘iakaikapoliopele*. Awaiaulu, Honolulu.
- Ii, J. P. (John Papa ‘Ī‘Ī)  
1993 *Fragments of Hawaiian History*. 2nd revised ed. Originally published 1959. Edited by D. Barrère. Translated by M. K. Pukui. B.P. Bishop Museum Special Publication 70. Bishop Museum Press, Honolulu.
- James Campbell Company, LLC.  
1978 *James Campbell ESQ*. 7th ed. Estate of James Campbell, Kapolei, HI.
- Judd, C. S.  
1936 Sandalwood, Once the Gold Mine of Hawaii, is Coming Back. *Honolulu Star-Bulletin* [Honolulu]. 8 February: 46, 52. Electronic document, <https://www.newspapers.com/>, accessed October 19, 2020.
- Justice, DOI and DOJ  
2000 From Mauka to Makai: The River of Justice Must Flow Freely. Department of the Interior and Department of Justice, Washington, D.C.
- Ka Loea Kalaiaina  
1900 He Moolelo nona Wahi Pana o Ewa I Huna Keleloaia me ka nalowale loa a hiki ole ke ikeia. *Ka Loea Kalaiaina* [Honolulu]. 13 Januari: 4. Electronic document, [www.papakilodatabase.com](http://www.papakilodatabase.com), accessed 10/13/2020.
- Kaaiakamanu, D. M. and J. K. Akina  
1922 *Hawaiian Herbs of Medicinal Value: Found Among the Mountains and Elsewhere in the Hawaiian Islands, and Known to the Hawaiians to Possess Curative and Palliative Properties Most Effective in Removing Physical Ailments*. Board of Health of the Territory of Hawaii.
- Kamakau, S. M.  
1869 Ka Moolelo Hawaii, helu 181, No ka Noho Alii ana o Kauikeaouli Maluna o ke Aupuni, a Ua Kapaia o Kamehameha III. *Ka Nupepa Kuokoa* [Honolulu]. 30 September: 4. Electronic document, <https://www.papakilodatabase.com>, accessed 12/10/2020.
- Kamakau, S. M.  
1964 *Ka Po‘e Kahiko: The People of Old*. B.P. Bishop Museum Special Publication 51. Bishop Museum Press, Honolulu.  
1991 *Tales and Traditions of the People of Old, Nā Mo‘olelo a ka Po‘e Kahiko*. Bishop Museum Press, Honolulu.  
1992 *Ruling Chiefs of Hawaii*. Revised ed. Kamehameha Schools Press, Honolulu.
- Kame‘eleihiwa, L.  
1992 *Native Land and Foreign Desires: Ko Hawaii ‘Āina a Me Nā Koi Pu‘umake a Ka Po‘e Haole, Pehea lā e Pono ai? How Shall We Live in Harmony?* Bishop Museum Press, Honolulu.  
1996 *He Mo‘olelo Ka‘ao O Kamapua‘a An Annotated Translation of a Hawaiian Epic from Ka Leo O Ka Lāhui June 22, 1891-July 23, 1891*. Bishop Museum Press, Honolulu.
- Kapena, B.  
1862 He Inoa No Ailuene. *Ka Hoku O Ka Pakipika* [Honolulu]. 27 March: 4. Electronic document, <https://www.papakilodatabase.com>, accessed 12/10/2020.



---

References Cited

---

- Kapihenui, M. J.  
1862a He Moolelo no Hiiakaikapoliopele. *Ka Hoku O Ka Pakipika* [Honolulu]. 20 March: 4. Electronic document, <https://www.papakilodatabase.com>, accessed 12/10/2020.
- 1862b He Moolelo no Hiiakaikapoliopele, Helu 11. *Ka Hoku O Ka Pakipika* [Honolulu]. 3 April: 4. Electronic document, <https://www.papakilodatabase.com>, accessed 12/10/2020.
- Kauaililinoe, J. W. K.  
1870 Ka Moolelo o Kalelealuaka. Ka Ihu Kae-a-e-a o Lihue, Kauai, Ka Olali Hoi O Kona Mau La U-i. *Ka Nupepa Kuokoa* [Honolulu]. 14 September: 4. Electronic document, <https://www.papakilodatabase.com>, accessed 10/28/2020.
- Kelly, M.  
1991 Notes on the History of Honouliuli Appendix A. Department of Anthropology, Bernice P. Bishop Museum *An Archaeological Inventory Survey of the Naval Air Station, Barber's Point O'ahu, Hawai'i*. Prepared for Naval Facilities Engineering Command, Honolulu.
- Kikilo, S. K.  
2010 Rebirth of an Archipelago: Sustaining a Hawaiian Cultural Identity for People and Homeland. *Hūlili: Multidisciplinary Research on Hawaiian Well-Being* 6:73-115.
- Kluegel, C. H.  
1917 Engineering Features of the Water Project of the Waiahole Water Company. In *Hawaiian Almanac and Annual for 1916*, pp. 93-109. edited by T. G. Thrum. Thos G. Thrum, Honolulu.
- Kotzbue, O. v.  
1821 *A Voyage of Discovery into the South Seas and the Bering Straits in Search of a North-East Passage Undertaken in the Years 1815, 16, 17, and 1818, in the ship Rurick*. Richard Philips and Co., London.
- Krauss, B. H.  
1993 *Plants in Hawaiian Culture*. A Kolowalu Book. University of Hawaii Press, Honolulu.
- Kuokoa, K. N.  
1877 He Moolelo no Aahoaka ke Koa a me Kona Hanau Kupanaha Ana, He Moolelo Kahiko no Kauaia, Helu 6. *Ka Nupepa Kuokoa* [Honolulu]. 24 February: 4. Electronic document, <https://www.papakilodatabase.com>, accessed 10/27/2020.
- Kuykendall, R.  
1953 *The Hawaiian Kingdom Volume II 1854-1874. Twenty Critical Years*, vol. 2. 3 vols. University Press of Hawaii, Honolulu.
- 1967 *The Hawaiian Kingdom: Volume III: 1874-1893. The Kalakaua Dynasty*, vol. 3. 3 vols. University of Hawaii Press, Honolulu.
- Macrae, J.  
1922 *With Lord Byron at the Sandwich Islands in 1825. Being Extracts from the Diary of James Macrae, Scottish Botanist*. Edited by W. Wilson, Honolulu.
- Maly, K. and O. Maly  
2012a He Mo'olelo 'Āina– Traditions and Storied Places in the District of 'Ewa and Moanalua (in the District of Kona), Island of O'ahu : A Traditional Cultural Properties Study – Technical Report TMK Overview Sheets Zone 9-1 To 9 (Various Parcels); and Zone 1-1 (Various Parcels). Kumu Pono Associates, LLC Study No. 131 (April 21, 2012). Prepared for SRI Foundation, Rio Rancho, New Mexico.
- 2012b Honouliuli Land Tenure in the Māhele 'Āina (1847-1855): A Study Prepared for the Hoakalei Foundation. Kumu Pono Associates, LLC. Prepared for Hoakalei Foundation. L. Kumu Pono Associates, Hilo.

- Manu, M.  
2002 *Keaomelemele: "He Moolelo Kaa no Keaomelemele"*. Edited by M. P. Nogelmeier. Translated by M. K. Pukui. Bishop Museum Press, Honolulu.
- McAllister, J. G.  
1933 *Archaeology of Oahu*. Bernice P. Bishop Museum Bulletin 104. Published by the Museum, Honolulu, Hawaii.
- McElroy, W. K., M. Elison, and D. Duhaylonsod  
2013 FINAL—Cultural Impact Assessment for a Proposed Solar Farm in Kalaehoa, Honouliuli Ahupua‘a, ‘Ewa District, Island of O‘ahu. Keala Pono Archaeological Consulting, LLC. Prepared for Mana Elua, Honolulu, Honolulu.
- Meyen, F.  
1981 *A Botanist's Visit to Oahu in 1831. Being the Journal of Dr. F.J.F. Meyen's Travels and Observations about the Island of Oahu*. Edited by M. A. Pultz. Translated by A. Jackson. Press Pacifica, Ltd., Honolulu.
- Nakuina, E.  
1904 *Hawaii, Its People. Their Legends*. The Hawaii Promotion Committee, Honolulu.
- Nawaa, S. K.  
1956 Hawaiiana Note. *The Honolulu Advertiser* [Honolulu]. October 20, 1956: 18, accessed October 19, 2020.
- Oliveira, K.-A.  
2014 *Ancestral Places: Understanding Kanaka Geographies*. Oregon State University Press, Corvallis.
- Oliver, D.  
1961 *The Pacific Islands*. University of Hawaii Press, Honolulu.
- PBR Hawaii  
2018 Agricultural Land Assessment for Hartung Brothers Hawaii, LLC's Proposed Important Agricultural Land, Island of O‘ahu. PBR Hawaii. Prepared for Hartung Brothers Hawaii, LLC, Honolulu.
- Pukui, M. K. (editor)  
1983 *‘Ōlelo No ‘eau: Hawaiian proverbs & poetical sayings*. Bishop Museum Press, Honolulu.
- Pukui, M. K., S. H. Elbert, and E. Mo‘okini  
1974 *Place Names of Hawaii*. Revised and Expanded ed. University of Hawaii Press, Honolulu.
- Pukui, M. K. and L. Green  
1995 *Folktales of Hawai‘i: He mau Ka‘ao Hawai‘i*. B. P. Bishop Museum Press, Honolulu.
- Sai, D. K.  
2011 *Ua Mau Ke Ea Sovereignty Endures: An Overview of the Political and Legal History of the Hawaiian Islands*. Pū‘ā Foundation, Honolulu.
- Secretary, O. o. t. P.  
2015 Presidential Proclamation Establishment of the Honouliuli National Monument. The White House, Washington, D.C.
- Soehren, L.  
2010 Hawaiian Place Names. *Ulukau: The Hawaiian Electronic Library*. Electronic document, <http://ulukau.org/cgi-bin/hpn?>, accessed September 14, 2016.
- St. John, H.  
1947 The History, Present Distribution, and Abundance of Sandalwood on Oahu, Hawaiian Islands. *Pacific Science* 1(1):5-20.
- Sterling, E. and C. Summers  
1978 *Sites of Oahu*. Bishop Museum Press, Honolulu.

References Cited

---

- Vancouver, G.  
1801 *A Voyage of Discovery to the North Pacific Ocean and Round the World*, vol. III. John Stockdale, London.
- Wilkes, C.  
1845 *Narrative of the United States Exploring Expedition During the Years 1838, 1839, 1849, 1842*, vol. IV. Lea and Blanchard, Philadelphia.
- Yardley, P. T.  
1981 *Millstones and Milestones: The Career of B.F. Dillingham, 1844-1918*. University of Hawaii Press, Honolulu.

Appendix F

---

**Archaeological Reconnaissance for the  
Mahi Solar Project  
ASM Affiliates  
December 17, 2020**





December 17, 2020

Deron Lawrence  
Longroad Energy Management, LLC  
1 Longroad Boston  
330 Congress Street, 6th Floor  
Boston, MA 22101  
mailto:deron.lawrence@longroadenergy.com

*via email*

Subject: Archaeological Reconnaissance for the Mahi Solar Project

Dear Deron:

ASM Affiliates (ASM) has completed our initial archaeological reconnaissance for the Mahi Solar project located on multiple parcels (TMKs: (1) 9-2-004:003, 006, 010, 012; (1) 9-2-001:001; (1) 9-4-003:001). The study area is shown on Figure 1. Fieldwork was conducted under the supervision of Robert B. Rechtman, Ph.D. (Principal Investigator). Background research conducted prior to the fieldwork suggested much of the study area has been previously disturbed associated with nearly a century of intensive cultivation. Figures 2, 3, and 4 depict the current study area overlain on a series of aerial photographs showing the past agricultural uses. This letter report was prepared to accompany the City and County of O‘ahu Special Use Permit Application prepared for the project. Presented below are a summary of the fieldwork completed, our preliminary findings, and anticipated treatment recommendations for the identified archaeological sites.

### **Archaeological Reconnaissance Survey Findings**

An archaeological reconnaissance surface survey of the entire roughly 690-acre study area was conducted between August 14 and September 4, 2020. The field personnel included Teresa Gotay, M.A., Kimberly Lauko, B.A., and Daina Avila, B.A. Fieldwork consisted of a surface survey of the entire study area, with field personnel walking parallel transects spaced between 10 and 25 meters apart (spacing based on surface visibility). No subsurface testing was conducted. As a result of the reconnaissance, numerous Historic Period plantation infrastructural elements (concrete “Waiialua” flume segments (Figure 5), metal pipes (Figure 6), concrete reinforced masonry structures (Figure 7), etc.) were found primarily in Area 5, and to a lesser degree in the peripheral portion of Area 1 (see Figure 1). These elements were found in both undisturbed and disturbed (Figure 8) contexts.

A section of the Waiāhole Ditch (Figure 9; SHIP Site 50-80-09-2268) was also identified meandering between the solar array areas and crossing the access and transmission line corridors (see Figure 1). The construction of the massive Waiahole Ditch project, which included twenty-seven tunnels that connected to thirty-seven stream intakes on the Ko‘olau mountains with the main tunnel reaching Waiāhole Valley, was completed in 1916 by the Waiahole Water Company, a subsidiary of Oahu Sugar Company. Extending for 21.9 miles, this construction, with some modifications, is still in use today.

## **Conclusion and Recommendations**

All of the historic resources identified during this reconnaissance study will be further documented in an Archaeological Inventory Survey (AIS) in compliance with Hawaii Revised Statutes (HRS) Chapter 6E-42 and in accordance with Hawaii Administrative Rules (HAR) §13-284 and 276. The AIS will contain a culture-historical context sufficient to support significance assessments for the documented sites. Treatment recommendations for each of the sites will also be made along with a project effects determination.

Specifically, the plantation infrastructural elements will be fully documented as part of the AIS with a likely recommended treatment of “No Further Work.” Site 2268 (Waiāhole Ditch), portions of which have been previously documented outside of the current study area, will be fully recorded during the AIS where it extends through the current study area. The recommended treatment for this site will be avoidance and protection.

Should you have any question or concerns, please do not hesitate to contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert B. Rechtman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert B. Rechtman, Ph.D.  
Principal Archaeologist

**Figures**

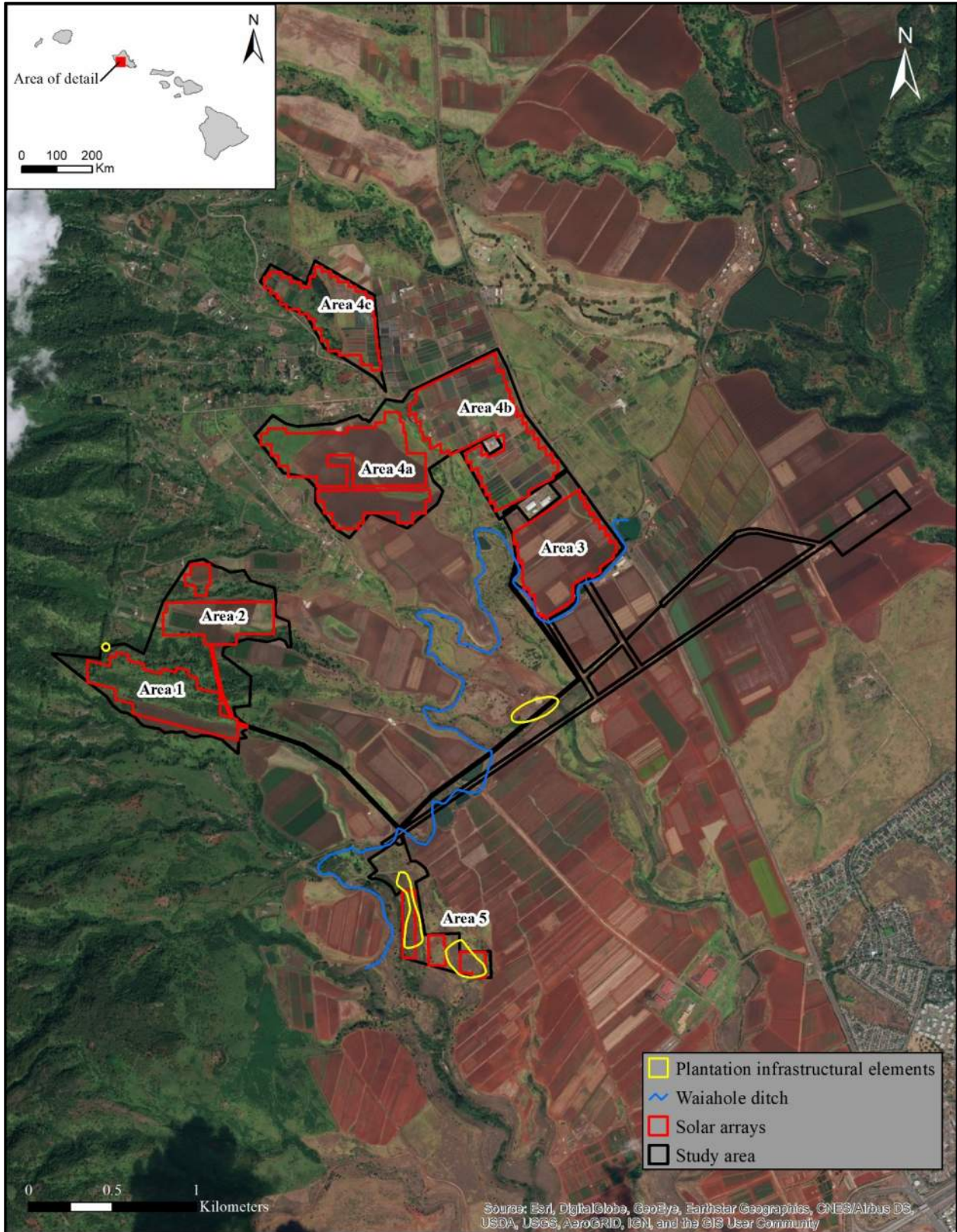


Figure 1. Study area location, project layout, and recorded sites locations.



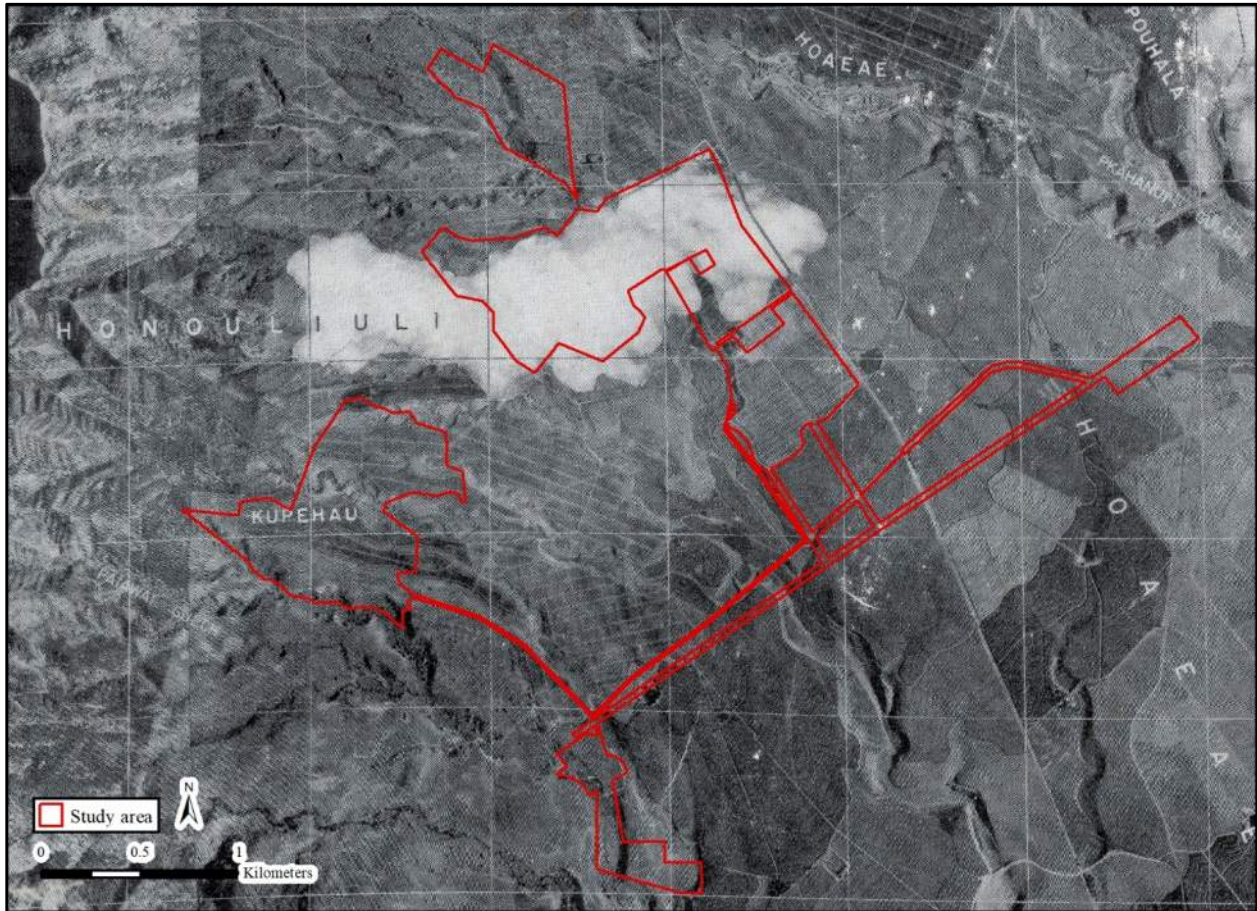


Figure 2. 1944 aerial image with study area location superimposed.

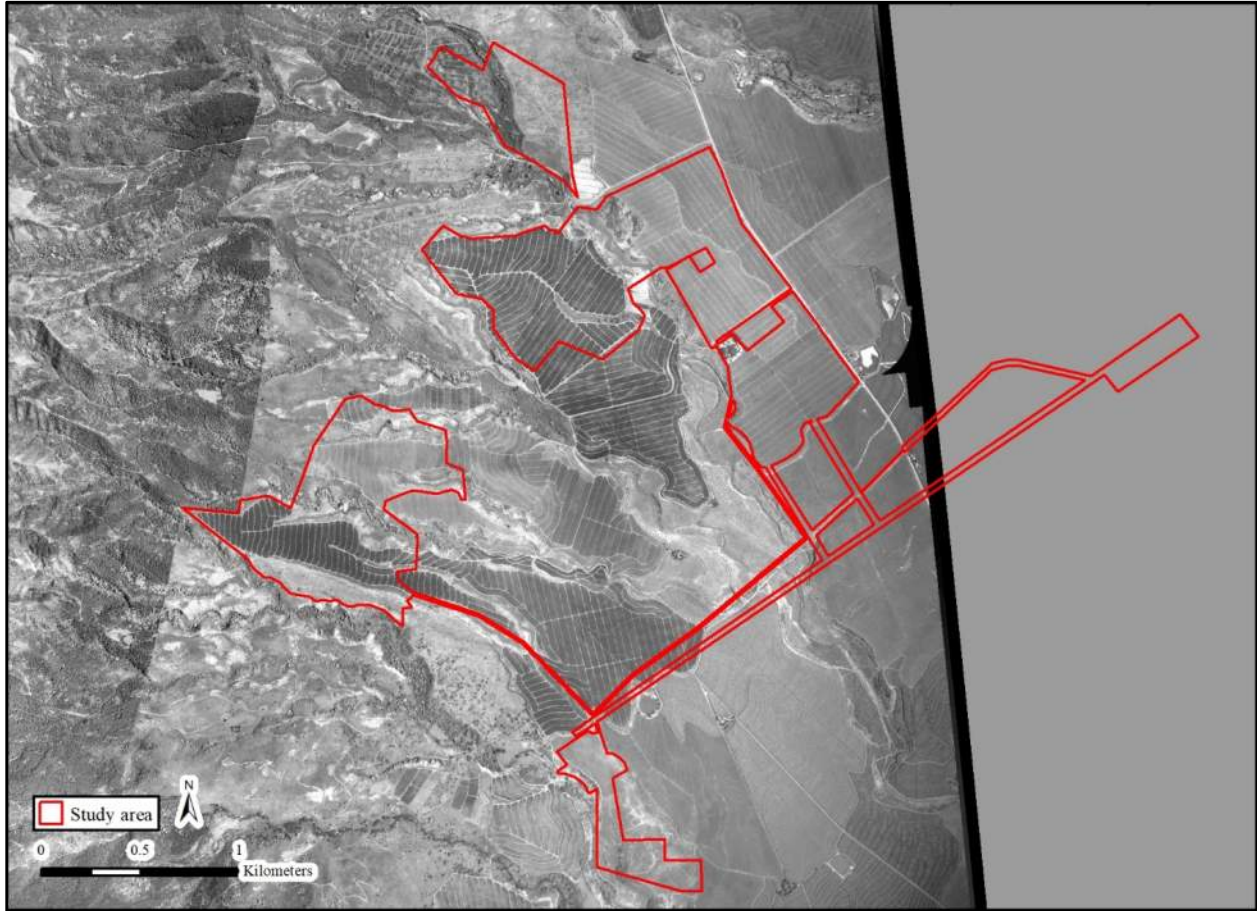


Figure 3. 1952 aerial image with study area location superimposed.



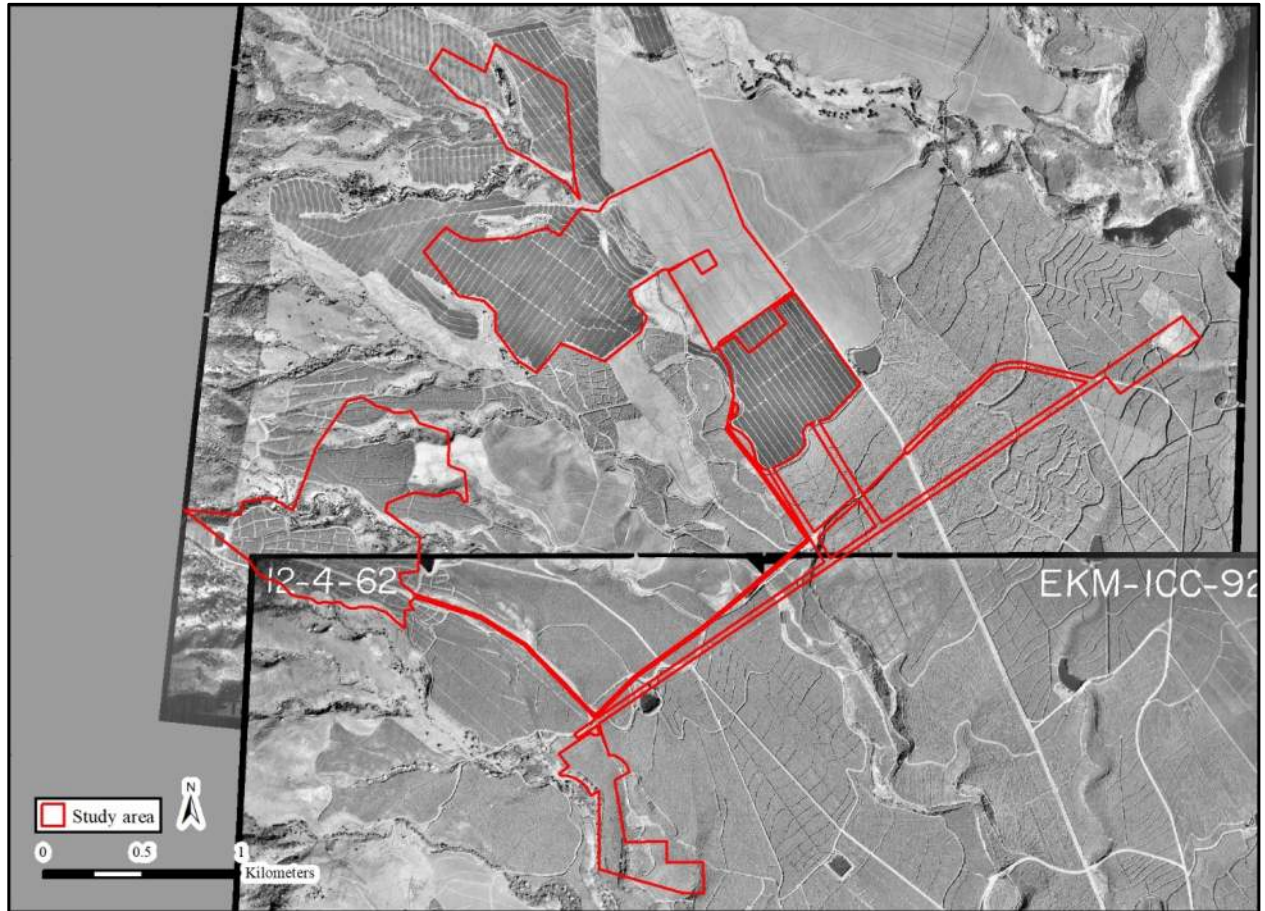


Figure 4. 1962 aerial image with study area location superimposed.





Figure 5. Example of intact section of “Waiialua flume.”





Figure 6. Example of metal pipe.



Figure 7. Example of CRM construction.





Figure 8. Example of jumbled plantation infrastructural elements.



Figure 9. Waiāhole Ditch.





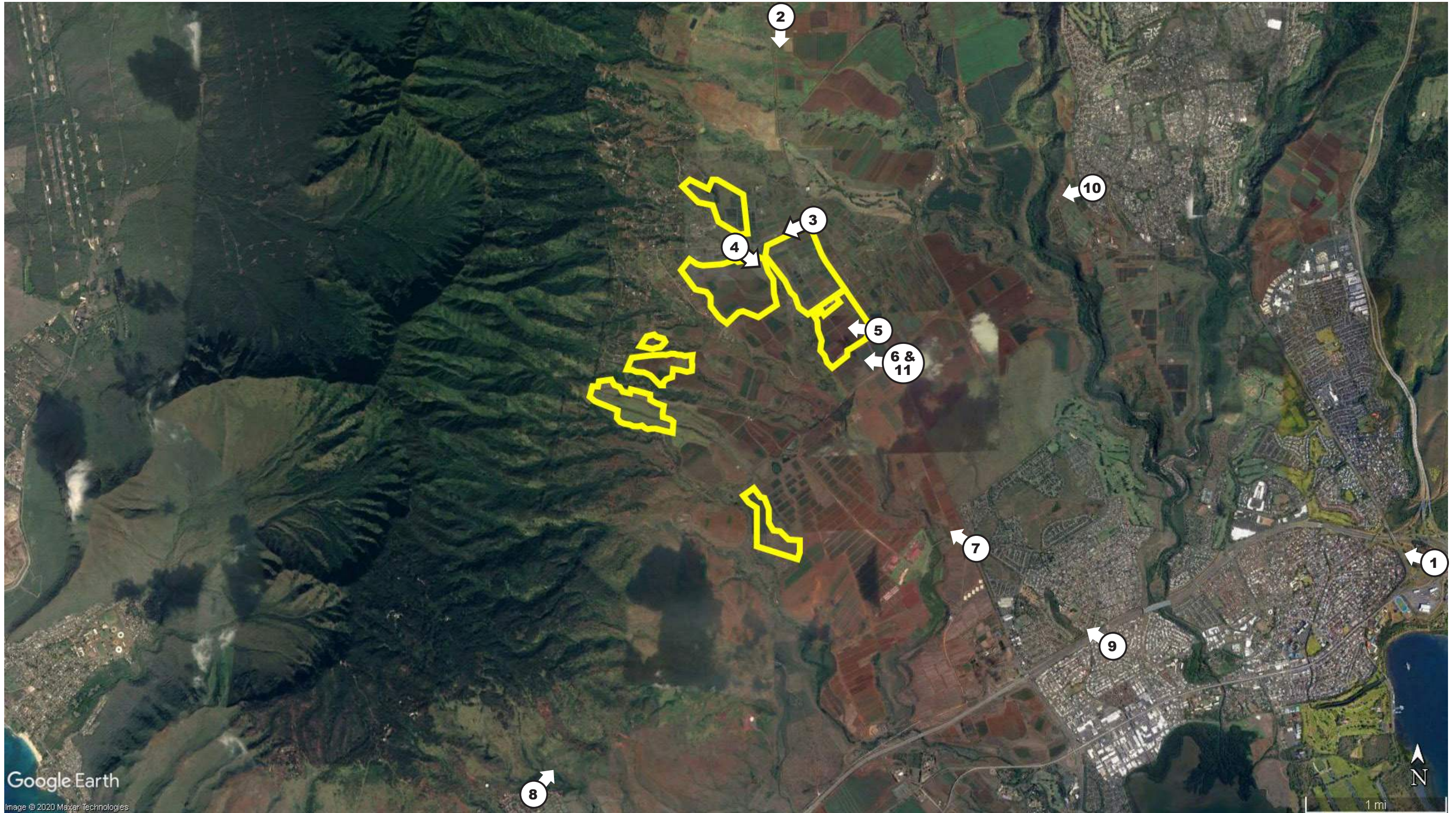
Appendix G

---

**View Study of Proposed Mahi Solar  
Farm, Kunia, O‘ahu  
Prepared by G70  
October 2020**

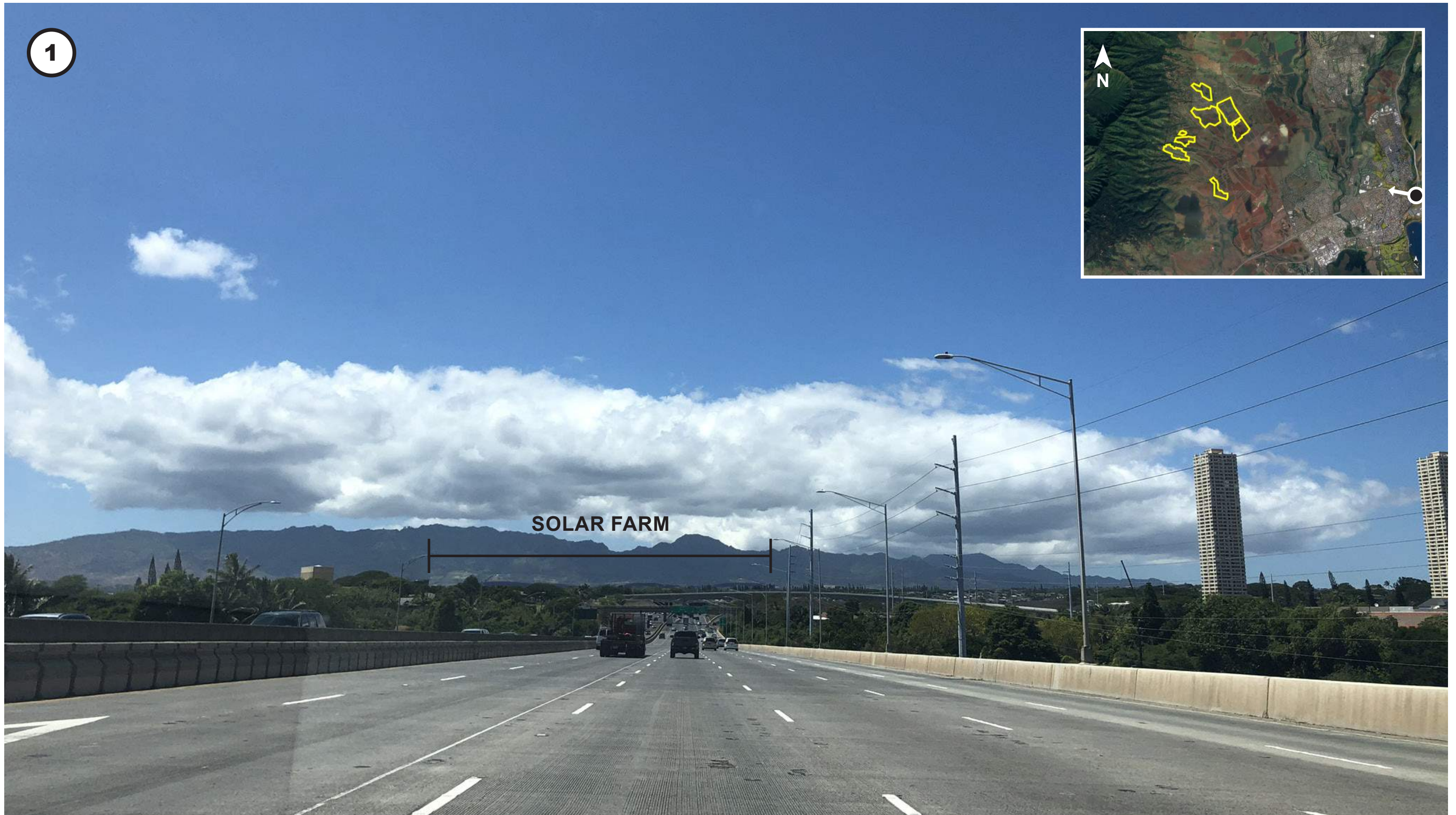
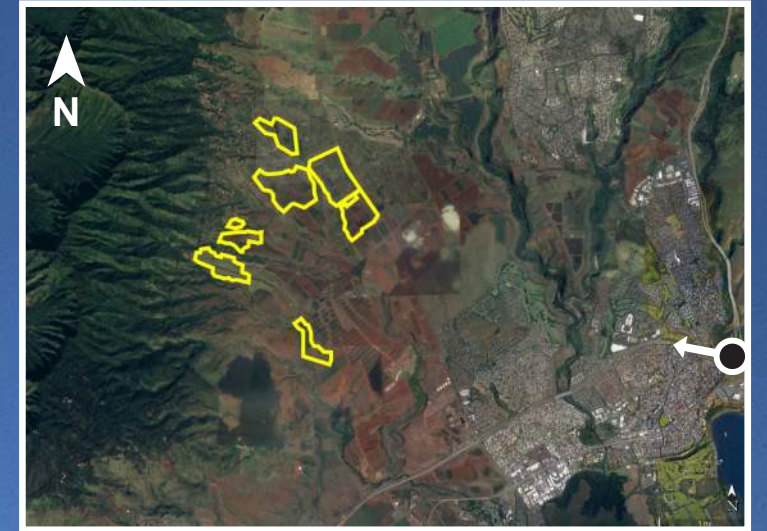








1





2



**Mahi Solar**

Kunia Road  
(1.2 Miles Away)

 longroad  
ENERGY

 G70

7 October 2020



3



SOLAR FARM

**Mahi Solar**

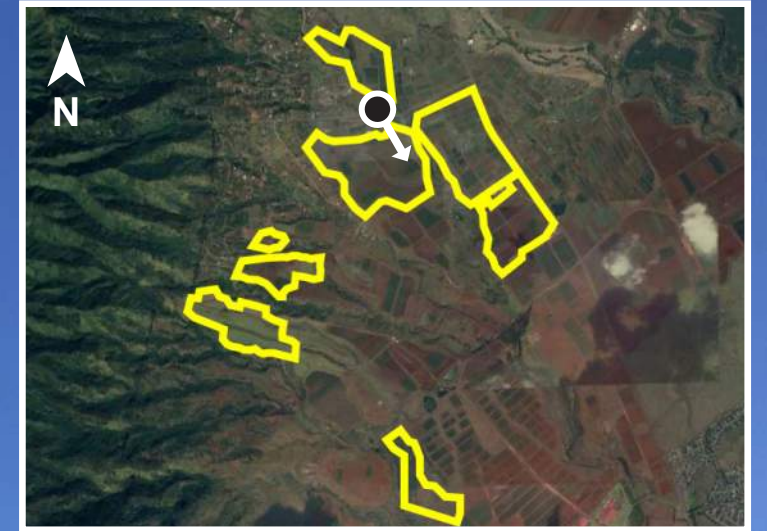
Kunia Road and Pālāwai Road  
(0.1 Miles Away)



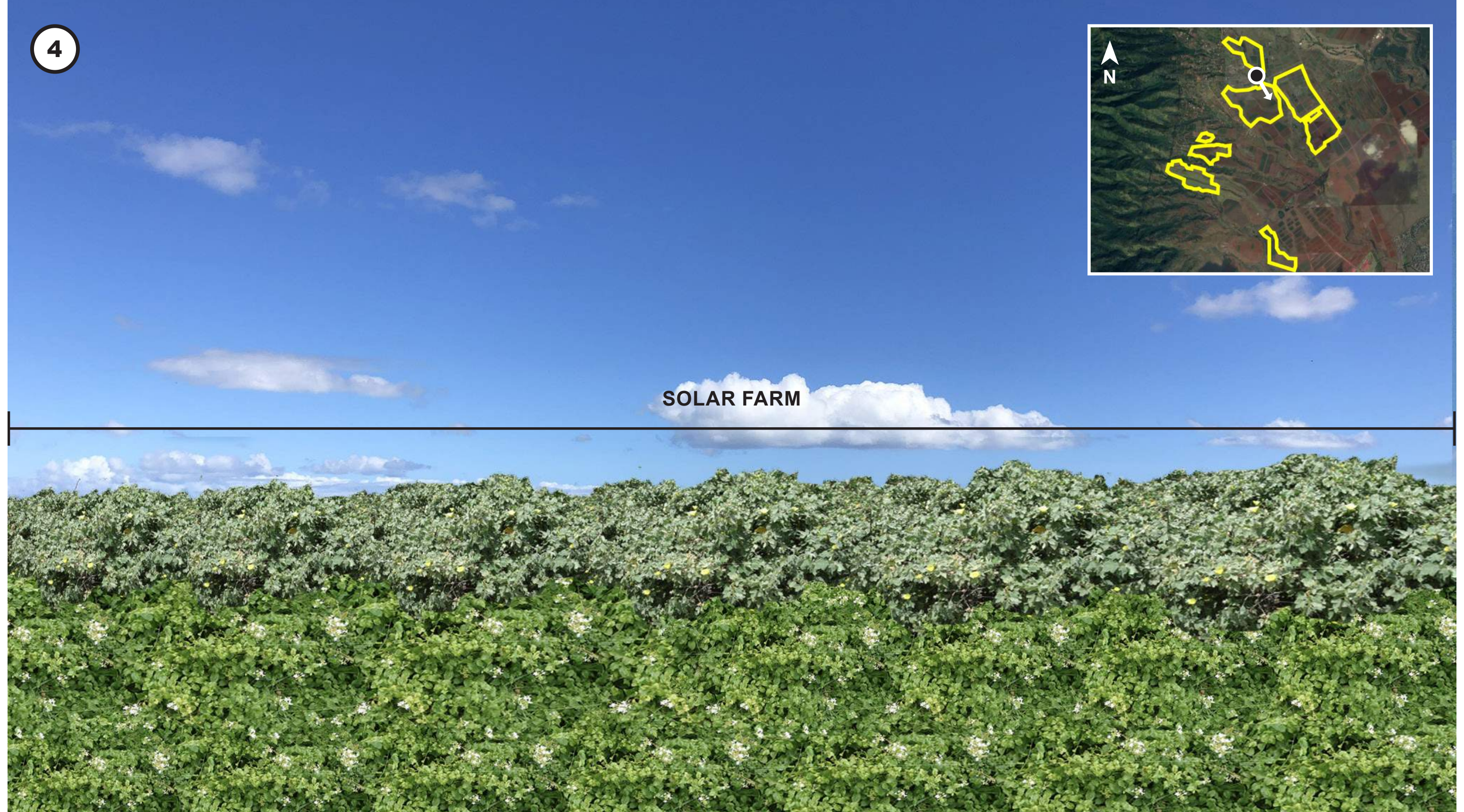
7 October 2020



4

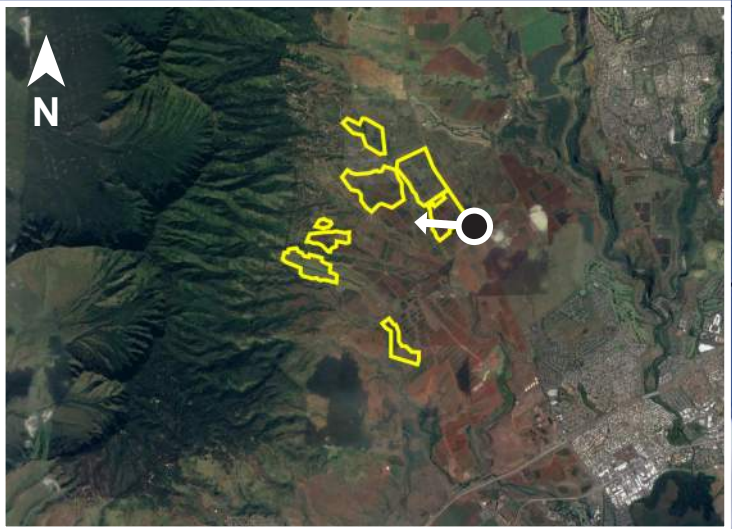


SOLAR FARM





5



SOLAR FARM

**Mahi Solar**

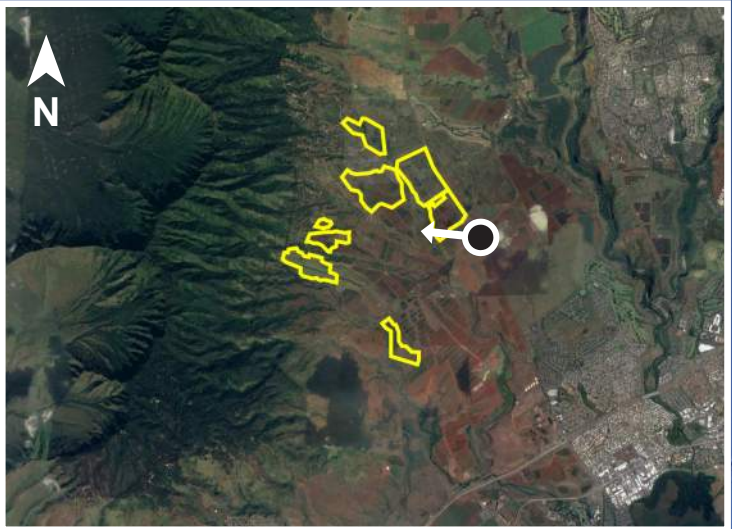
Kunia Road and Plantation Road  
(0.6 Miles Away)



7 October 2020



6



SOLAR FARM





7



**Mahi Solar**

Kunia Road and Anonui Road  
(1.6 Miles Away)

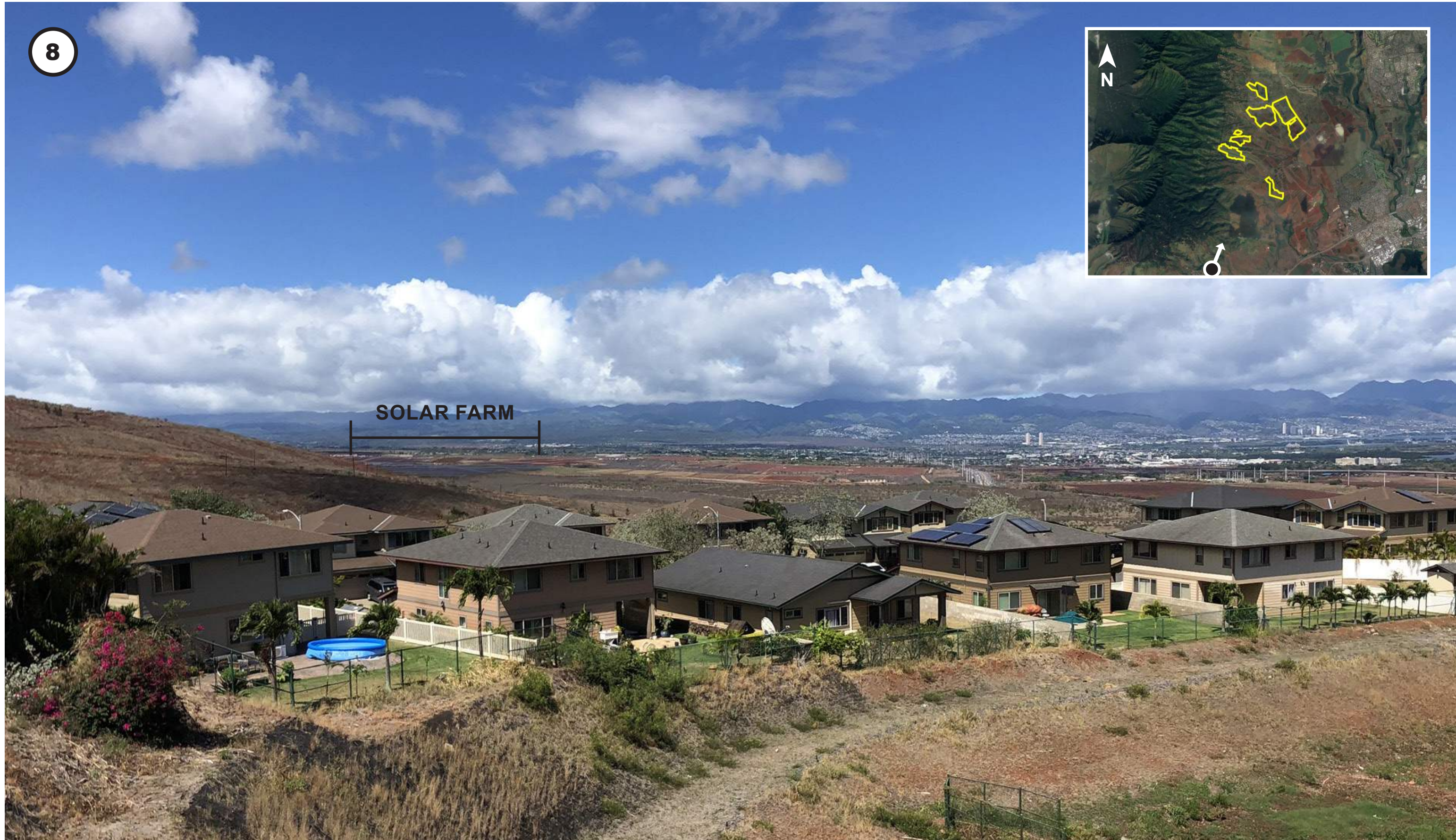
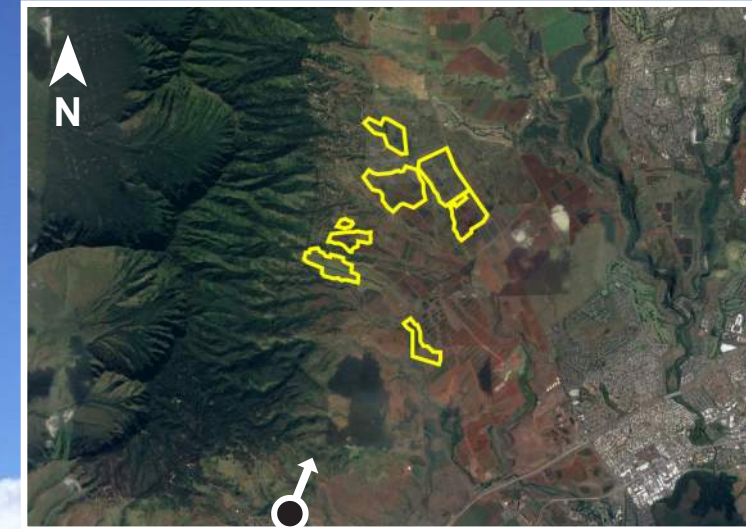
 **longroad**  
ENERGY

**G70**

7 October 2020



8



**Mahi Solar**

Makakilo Drive  
(2.3 Miles Away)



7 October 2020



9



**Mahi Solar**

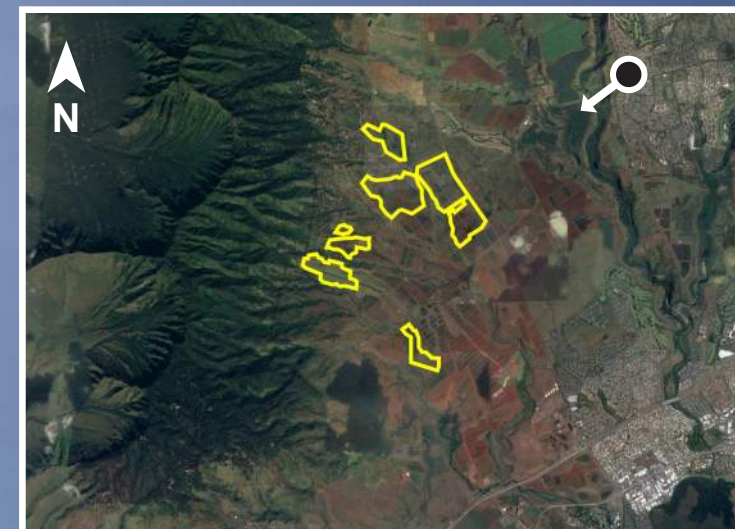
Waipahu Elementary  
(3.4 Miles Away)



7 October 2020



10



SOLAR FARM NOT VISIBLE



**Mahi Solar**

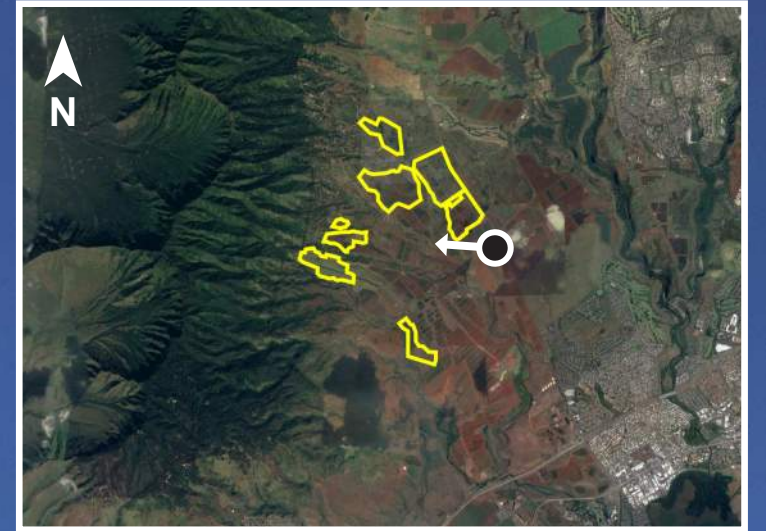
Niu Street, Mililani  
(2.0 Miles Away)



7 October 2020



11





Appendix H

---

**Glare Analysis for the Mahi Longroad  
Energy Solar Project in O‘ahu, Hawai‘i  
Prepared by Power Engineers  
October 2020**





October 2, 2020

Jeffrey H. Overton  
Group 70 International, Inc.  
111 S. King Street, Suite 170  
Honolulu, Hawaii 96813

**Subject: Glare analysis for the Mahi Longroad Energy Solar Project in Oahu, Hawaii**

Dear Mr. Overton:

At your request, POWER Engineers Inc. (POWER) has evaluated the proposed Mahi Longroad Energy Solar Project (Project) to ensure Federal Aviation Administration (FAA) compliance regarding hazardous solar glare in or around airports. This technical memo describes our findings.

**Project Description** – The proposed Project is located in Oahu, Hawaii and will utilize single-axis tracking photovoltaic solar technology and produce up to 120 megawatts (MW) of energy (See Appendix A). This Glare Study was commissioned by Group 70 International Inc. and prepared for Kalaeloa Airport officials, Wheeler Army Airfield, and the FAA. Specifically, this study does the following:

- Identifies any sensitive viewers near the Project including structures, major roadways and approach slopes associated with the Kalaeloa Airport and Wheeler Army Airfield.
- Characterizes typical glare behavior experienced from the solar project throughout the day and year.
- Evaluates when and where glare may be visible to structures, motorists and pilots on final approach.

**Sensitive Viewers** – The FAA has expressed concern for glare resulting from PV systems potentially causing distractions to pilots. For this reason, the FAA has asked solar developers to perform a glare hazard analysis to evaluate and document potential occurrences of glare. Proposed solar operations were studied for six landing approaches at the Kalaeloa Airport, two landing approaches at Wheeler Army Airfield. In addition to airport operations, POWER analyzed Highway 750 and any nearby structures (See Appendix B). POWER identified and analyzed the following sensitive viewers:

- **Structures** – Single point analysis was completed for nearby structures
  - An aerial survey using Google Earth was completed to identify structures within the study boundary provided by Group 70
  - Distance from Project: Up to one mile
  - Viewer Height: One story Structure 8 feet, two story structure 16 feet
- **Highway 750**
  - Distance from Project: Up to one mile
  - Viewer Height: 10 Feet

- **Kalaeloa Airport** – 2-mile final approaches analyzed at 3% slope
  - Runway 11 Landing Approach:
    - Distance from Project: 6.11 miles
    - Heading: 118 degrees true
    - Runway Elevation: 29.25 feet
    - Final Approach Slope: 3.0 degrees
  - Runway 22L Landing Approach:
    - Distance from Project: 5.80 miles
    - Heading: 235 degrees true
    - Runway Elevation: 26.25 feet
    - Final Approach Slope: 3.0 degrees
  - Runway 22R Landing Approach:
    - Distance from Project: 5.70 miles
    - Heading: 235 degrees true
    - Runway Elevation: 29.53 feet
    - Final Approach Slope: 3.0 degrees
  - Runway 29 Landing Approach:
    - Distance from Project: 6.45 miles
    - Heading: 298 degrees true
    - Runway Elevation: 9.84 feet
    - Final Approach Slope: 3.0 degrees
  - Runway 4L Landing Approach:
    - Distance from Project: 6.21 miles
    - Heading: 55 degrees true
    - Runway Elevation: 22.12 feet
    - Final Approach Slope: 3.0 degrees
  - Runway 4R Landing Approach:
    - Distance from Project: 6.73 miles
    - Heading: 55 degrees true
    - Runway Elevation: 13.12 feet
    - Final Approach Slope: 3.0 degrees
- **Wheeler Army Airfield** – 2-mile final approaches analyzed at 3% slope
  - Runway 24 Landing Approach:
    - Distance from Project: 3.90 miles
    - Heading: 249.1 degrees true
    - Runway Elevation: 836.66 feet
    - Final Approach Slope: 3.0 degrees



- Runaway 6 Landing Approach:
  - Distance from Project: 3.29 miles
  - Heading: 70.2 degrees true
  - Runway Elevation: 816.13 feet
  - Final Approach Slope: 3.0 degrees

**Solar Technology** – The Project proposes the use of single-axis tracking PV panels rotating around a north/south axis. Single-axis trackers are designed to maximize solar efficiency by tracking the east-west position of the sun throughout the day. Panels will be operating as true tracking panels (See Appendix C). Details of the solar technologies were provided by Group 70 and are described below:

- Tracking: Single-axis True Tracking
- Tracking Axis Orientation: 180 due south
- Maximum Tracking Angle:  $\pm 60$  Degrees
- Coating/Texture: Anti-Reflective Coated Lightly Textured Glass
- Mount Height: 6.0 feet above grade (used to represent worst-case scenario)

**Glare Analysis** – POWER used GlareGauge licensed by ForgeSolar. The GlareGauge uses Solar Glare Hazard Analysis Tool technology and is a web based glare assessment tool allowing input of viewer position, solar facility location, solar technology, and elevation data. The GlareGauge provides a quantified assessment of when and where glare may occur throughout the year from a solar installation, as well as identifying the potential effects on the human eye when glare does occur. Glare was analyzed at one minute intervals throughout the entire year to determine when and where glare may be visible to structures, motorists, and pilots. The GlareGauge meets FAA glare analysis requirements. Due to the size and complexity of the Project, each major block of PV arrays was subdivided and analyzed in smaller areas to reduce any over-reporting of generalized glare.

**Results** – After review of the Glare Gauge tool analysis, POWER determined no potential glare will be visible from the proposed solar operations due to the orientation of the true tracking PV panels and the distance from sensitive viewers to the Project. Based on these findings, it is POWER's professional opinion that the proposed Mahi Solar Project will not impact airport operations at the, Kalaeloa Airport, Wheeler Army Airfield, nearby structures, and motorists on Highway 750.

POWER's independent analysis using the GlareGauge concluded the following:

- Structures – Nearby structures reported no Glare.
- Highway 750 – Two-way route receptor reported no Glare.
- Kalaeloa Airport – Runways 11, 22L, 22R, 29, 4L, and 4R reported no Glare.
- Wheeler Army Airfield – Runways 24 and 6 reported no Glare.

For a detailed description of the GlareGauge analysis report please see Appendix D.

Group 70 International Inc.  
October 2, 2020

Please let me know if you have any questions as I would be happy to discuss process and recommendations.

Sincerely,

A handwritten signature in cursive script that reads "Priscilla Guerrero".

Priscilla Guerrero, Ph.D.  
Air Quality Specialist

Enclosure: Appendix A – Project Location  
Appendix B – Project Layout  
Appendix C – Solar Behavior  
Appendix D – GlareGauge output glare analysis

Group 70 International Inc.  
October 2, 2020

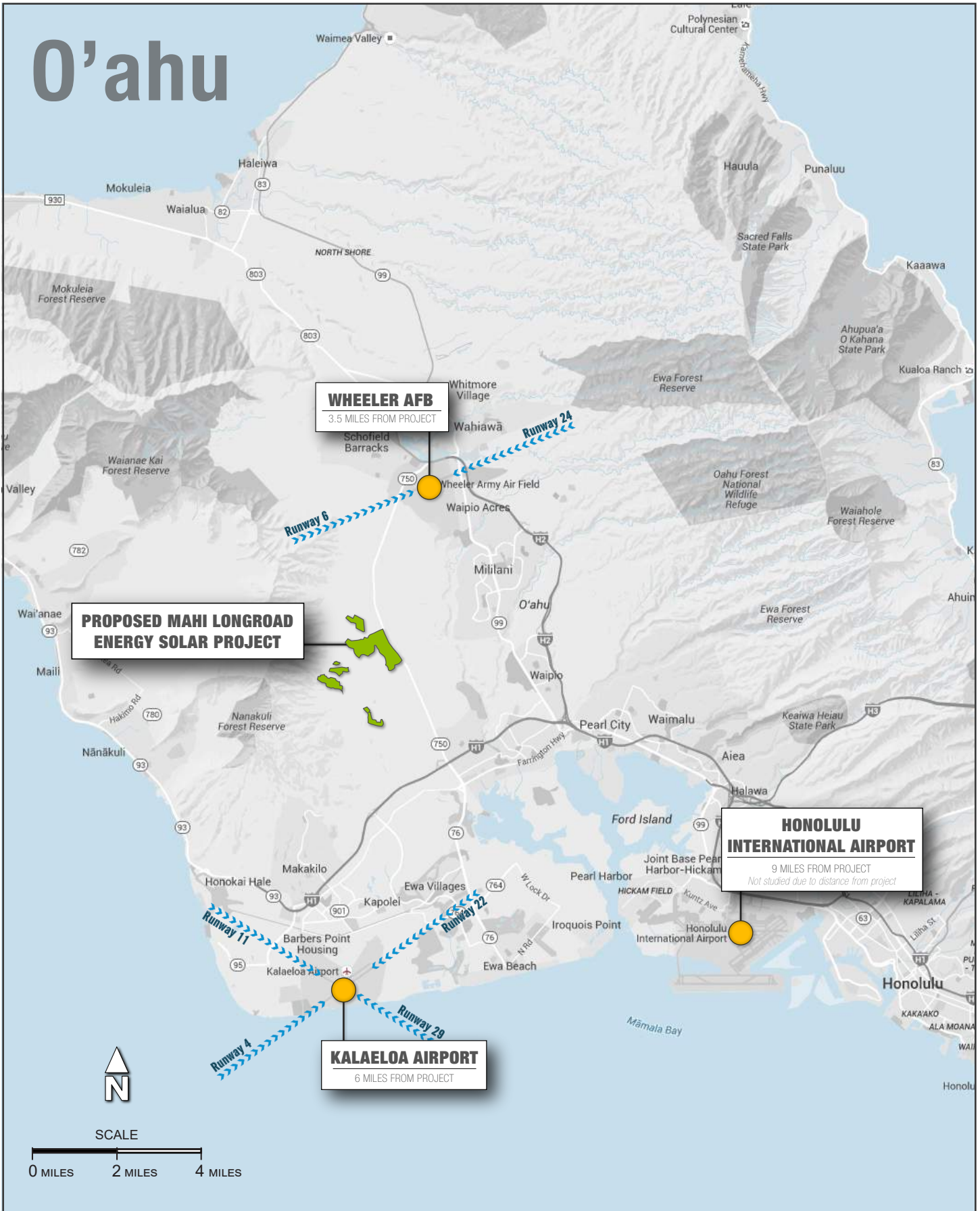
## **APPENDIX A**

## **PROJECT LOCATION**





# O'ahu



Prepared By,





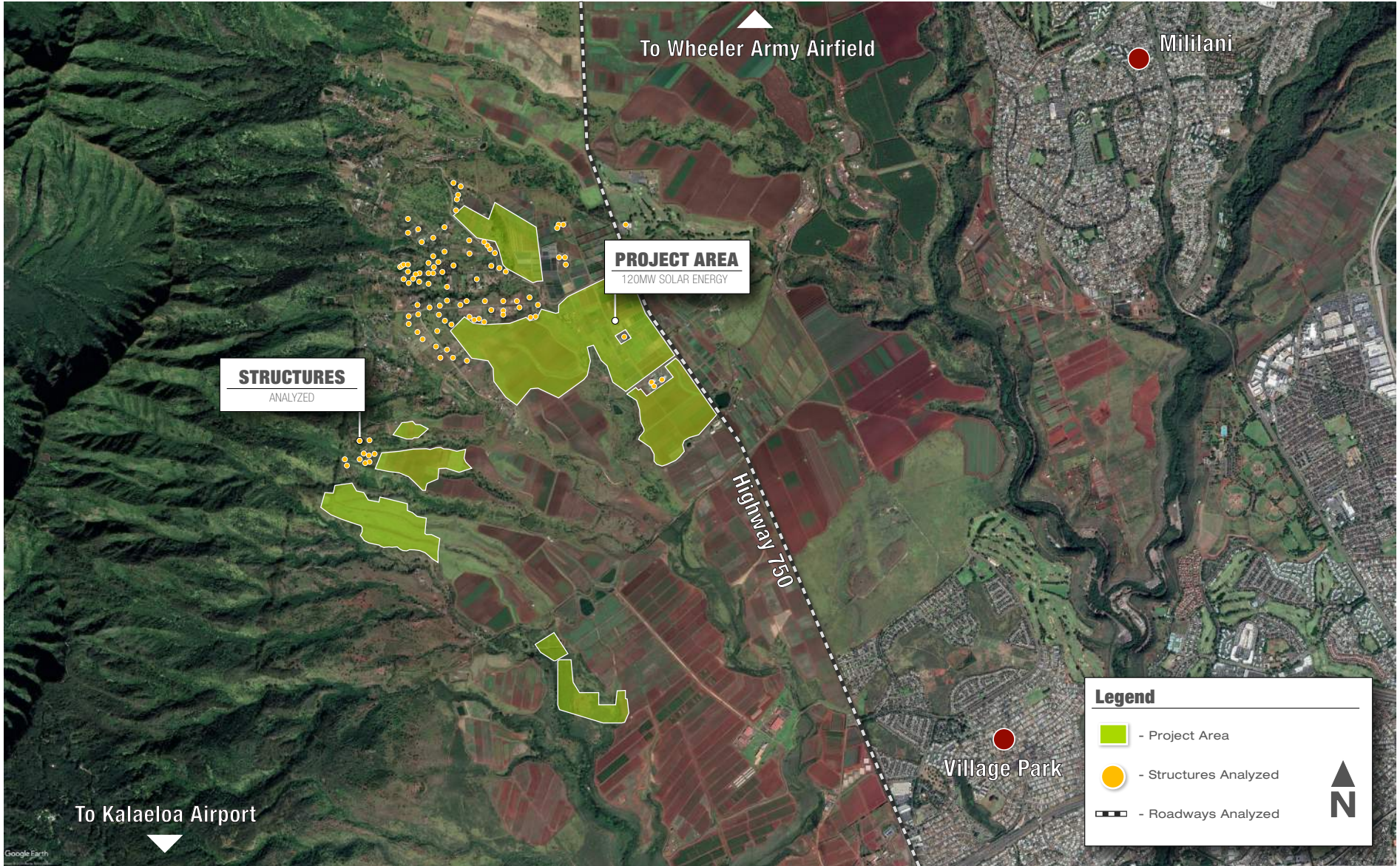
Group 70 International Inc.  
October 2, 2020

## **APPENDIX B**

## **PROJECT LAYOUT**







Prepared By,



Mahi Longroad Energy Solar Project Glare Analysis

Project Layout - Appendix B



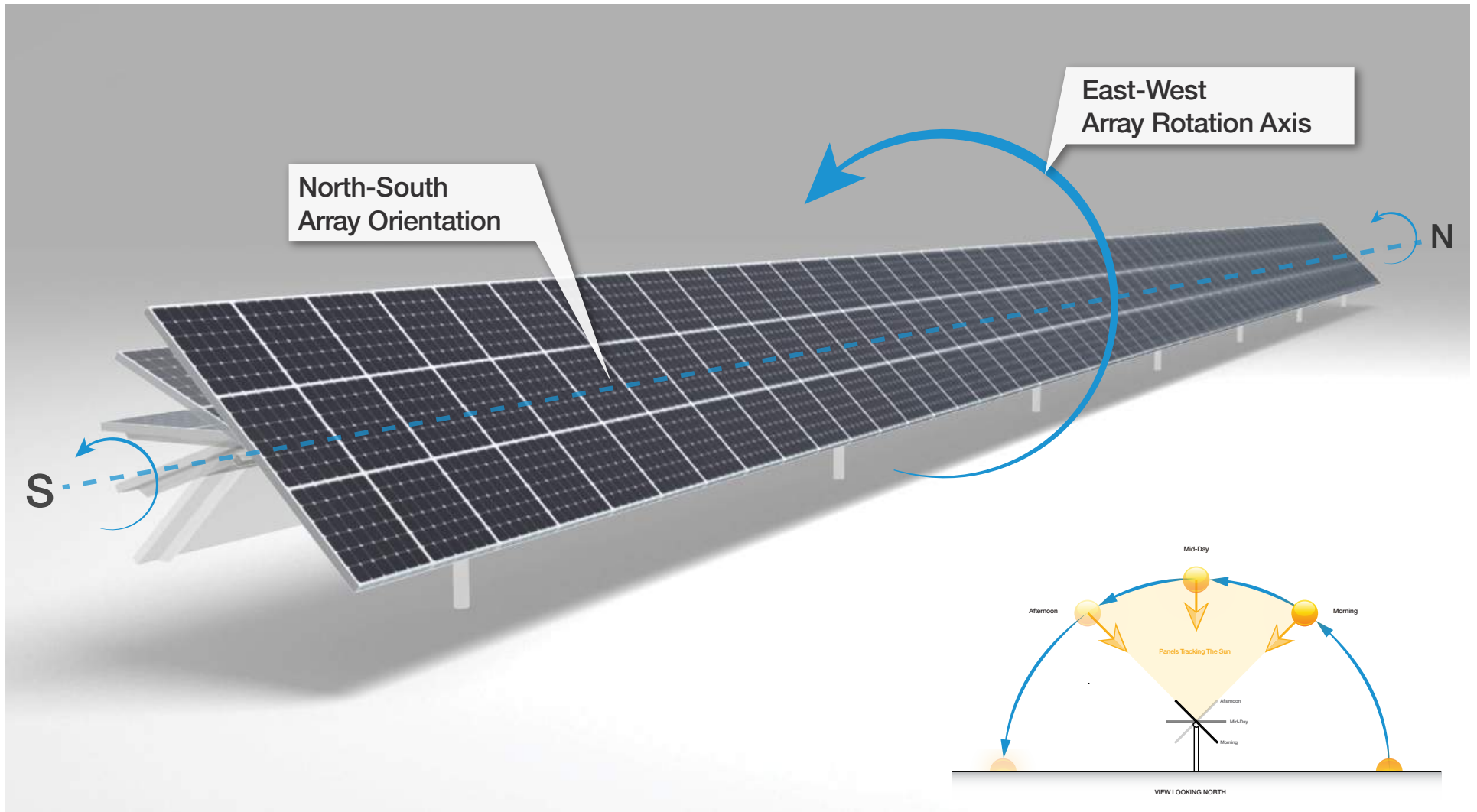
Group 70 International Inc.  
October 2, 2020

## **APPENDIX C**

## **SOLAR BEHAVIOR**







Prepared By,



Mahi Longroad Energy Solar Project Glare Analysis

Solar Behavior - Appendix C



Group 70 International Inc.  
October 2, 2020

## **APPENDIX D**

## **GLAREGAUGE OUTPUT GLARE ANALYSIS**





## Site Configuration: Mahi - Areas 1 and 2 and 5

Project site configuration details and results.

Created **Sept. 28, 2020 3:47 p.m.**  
 Updated **Sept. 28, 2020 11:03 p.m.**  
 DNI **varies** and peaks at **1,000.0 W/m<sup>2</sup>**  
 Analyze every **1 minute(s)**  
**0.5** ocular transmission coefficient  
**0.002 m** pupil diameter  
**0.017 m** eye focal length  
**9.3 mrad** sun subtended angle  
 Timezone **UTC-10**  
 Site Configuration ID: 43819.7757

### Summary of Results No glare predicted!

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Area 1-1	SA tracking	SA tracking	0	0	-
Area 1-2	SA tracking	SA tracking	0	0	-
Area 1-3	SA tracking	SA tracking	0	0	-
Area 1-4	SA tracking	SA tracking	0	0	-
Area 2-1	SA tracking	SA tracking	0	0	-
Area 3-2	SA tracking	SA tracking	0	0	-
Area 3-3	SA tracking	SA tracking	0	0	-
Area 3-4	SA tracking	SA tracking	0	0	-
Area 5-1	SA tracking	SA tracking	0	0	-
Area 5-2	SA tracking	SA tracking	0	0	-

### Component Data

PV Array(s)

## Site Configuration: Mahi - Areas 3 and 4B

Project site configuration details and results.

Created **Sept. 28, 2020 3:24 p.m.**  
 Updated **Sept. 28, 2020 11:11 p.m.**  
 DNI **varies** and peaks at **1,000.0 W/m<sup>2</sup>**  
 Analyze every **1 minute(s)**  
**0.5** ocular transmission coefficient  
**0.002 m** pupil diameter  
**0.017 m** eye focal length  
**9.3 mrad** sun subtended angle  
 Timezone **UTC-10**  
 Site Configuration ID: 43817.7757

### Summary of Results No glare predicted!

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Area 3-1	SA tracking	SA tracking	0	0	-
Area 3-2	SA tracking	SA tracking	0	0	-
Area 3-3	SA tracking	SA tracking	0	0	-
Area 3-4	SA tracking	SA tracking	0	0	-
Area 3-5	SA tracking	SA tracking	0	0	-
Area 4B-1	SA tracking	SA tracking	0	0	-
Area 4B-1	SA tracking	SA tracking	0	0	-
Area 4B-2	SA tracking	SA tracking	0	0	-
Area 4B-3	SA tracking	SA tracking	0	0	-
Area 4B-4	SA tracking	SA tracking	0	0	-
Area 4B-5	SA tracking	SA tracking	0	0	-
Area 4B-6	SA tracking	SA tracking	0	0	-

### Component Data

PV Array(s)

## Site Configuration: Mahi - Revised Areas 4A and 4C

Project site configuration details and results.

Created **Sept. 28, 2020 9:10 p.m.**  
 Updated **Sept. 30, 2020 7:36 p.m.**  
 DNI **varies** and peaks at **1,000.0 W/m<sup>2</sup>**  
 Analyze every **1 minute(s)**  
**0.5** ocular transmission coefficient  
**0.002 m** pupil diameter  
**0.017 m** eye focal length  
**9.3 mrad** sun subtended angle  
 Timezone **UTC-10**  
 Site Configuration ID: 43832.7757

### Summary of Results No glare predicted!

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced
	deg	deg	min	min	kWh
Area 4A-1	SA tracking	SA tracking	0	0	-
Area 4A-2	SA tracking	SA tracking	0	0	-
Area 4A-3	SA tracking	SA tracking	0	0	-
Area 4A-4	SA tracking	SA tracking	0	0	-
Area 4A-5	SA tracking	SA tracking	0	0	-
Area 4A-6	SA tracking	SA tracking	0	0	-
Area 4A-7	SA tracking	SA tracking	0	0	-
Area 4A-8	SA tracking	SA tracking	0	0	-
Area 4A-9	SA tracking	SA tracking	0	0	-
Area 4C-1	SA tracking	SA tracking	0	0	-
Area 4C-2	SA tracking	SA tracking	0	0	-
Area 4C-3	SA tracking	SA tracking	0	0	-
Area 4C-4	SA tracking	SA tracking	0	0	-
Area 4C-5	SA tracking	SA tracking	0	0	-
Area 4C-6	SA tracking	SA tracking	0	0	-

### Component Data

PV Array(s)

**Name:** Area 1-1

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 1,000,763 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.412872	-158.076871	1095.15	6.00	1101.15
2	21.411264	-158.077247	1089.07	6.00	1095.07
3	21.410375	-158.077258	1051.61	6.00	1057.61
4	21.410075	-158.076667	1025.74	6.00	1031.74
5	21.409786	-158.075401	976.38	6.00	982.38
6	21.409716	-158.074629	951.62	6.00	957.62
7	21.413022	-158.074372	995.64	6.00	1001.64
8	21.413152	-158.075992	1054.16	6.00	1060.16
9	21.412722	-158.076013	1060.22	6.00	1066.22

**Name:** Area 1-2

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 546,349 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.413032	-158.074425	998.05	6.00	1004.05
2	21.412912	-158.073846	975.10	6.00	981.10
3	21.411953	-158.073438	963.84	6.00	969.84
4	21.411923	-158.072172	911.38	6.00	917.38
5	21.410355	-158.072129	884.11	6.00	890.11
6	21.410435	-158.074543	972.39	6.00	978.40



**Name:** Area 1-3

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 427,555 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.410455	-158.074575	973.73	6.00	979.73
2	21.409726	-158.074629	952.50	6.00	958.50
3	21.409506	-158.074189	937.39	6.00	943.39
4	21.409586	-158.073470	917.29	6.00	923.29
5	21.409206	-158.072108	861.67	6.00	867.67
6	21.408787	-158.071893	843.04	6.00	849.04
7	21.408577	-158.071410	836.97	6.00	842.98
8	21.410275	-158.071292	860.65	6.00	866.65
9	21.410355	-158.072151	884.55	6.00	890.56

**Name:** Area 1-4

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 883,262 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.413871	-158.080090	1231.88	6.00	1237.88
2	21.412682	-158.080530	1250.75	6.00	1256.75
3	21.412033	-158.079586	1194.08	6.00	1200.08
4	21.411284	-158.077258	1089.71	6.00	1095.71
5	21.412882	-158.076882	1095.32	6.00	1101.32
6	21.413681	-158.076946	1089.58	6.00	1095.58
7	21.413961	-158.077794	1123.85	6.00	1129.85
8	21.414211	-158.078159	1141.97	6.00	1147.98
9	21.413911	-158.079017	1190.26	6.00	1196.27

**Name:** Area 2-1

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 291,241 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.418770	-158.074227	1004.36	6.00	1010.36
2	21.418975	-158.072918	953.05	6.00	959.05
3	21.418546	-158.072017	915.51	6.00	921.51
4	21.417996	-158.072704	936.11	6.00	942.11
5	21.417597	-158.073707	970.40	6.00	976.40
6	21.417881	-158.074844	1030.02	6.00	1036.02

**Name:** Area 3-2

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 382,588 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.417023	-158.075413	1040.95	6.00	1046.95
2	21.415424	-158.076223	1061.51	6.00	1067.51
3	21.415165	-158.074415	999.88	6.00	1005.88
4	21.417072	-158.073932	973.52	6.00	979.52
5	21.417197	-158.075386	1044.97	6.00	1050.97

**Name:** Area 3-3

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 411,145 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.416513	-158.074050	1005.41	6.00	1011.41
2	21.416478	-158.073707	993.97	6.00	999.97
3	21.417013	-158.073519	965.50	6.00	971.50
4	21.416788	-158.069362	841.55	6.00	847.55
5	21.416014	-158.069442	844.23	6.00	850.23
6	21.416278	-158.074098	1008.48	6.00	1014.48

**Name:** Area 3-4

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 771,717 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.416228	-158.074103	1008.18	6.00	1014.18
2	21.415209	-158.074339	1000.47	6.00	1006.47
3	21.414900	-158.073535	968.69	6.00	974.69
4	21.414231	-158.072912	932.97	6.00	938.97
5	21.413971	-158.072322	923.19	6.00	929.19
6	21.414510	-158.071925	909.59	6.00	915.59
7	21.414820	-158.071518	890.02	6.00	896.02
8	21.415160	-158.071421	870.00	6.00	876.00
9	21.414970	-158.070016	819.23	6.00	825.23
10	21.414950	-158.069490	805.27	6.00	811.27
11	21.415929	-158.069361	840.34	6.00	846.34

**Name:** Area 5-1  
**Axis tracking:** Single-axis rotation  
**Tracking axis orientation:** 180.0 deg  
**Tracking axis tilt:** 0.0 deg  
**Tracking axis panel offset:** 0.0 deg  
**Maximum tracking angle:** 60.0 deg  
**Resting angle:** 60.0 deg  
**Rated power:** -  
**Panel material:** Light textured glass with AR coating  
**Vary reflectivity with sun position?** Yes  
**Correlate slope error with surface type?** Yes  
**Slope error:** 9.16 mrad  
**Approx. area:** 1,044,255 sq-ft

Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.401151	-158.062176	558.91	6.00	564.91
2	21.401196	-158.060993	575.34	6.00	581.34
3	21.398484	-158.060864	553.35	6.00	559.35
4	21.398449	-158.058606	532.42	6.00	538.42
5	21.396541	-158.058584	504.51	6.00	510.51
6	21.397420	-158.062060	502.03	6.00	508.03



**Name:** Area 5-2  
**Axis tracking:** Single-axis rotation  
**Tracking axis orientation:** 180.0 deg  
**Tracking axis tilt:** 0.0 deg  
**Tracking axis panel offset:** 0.0 deg  
**Maximum tracking angle:** 60.0 deg  
**Resting angle:** 60.0 deg  
**Rated power:** -  
**Panel material:** Light textured glass with AR coating  
**Vary reflectivity with sun position?** Yes  
**Correlate slope error with surface type?** Yes  
**Slope error:** 9.16 mrad  
**Approx. area:** 453,363 sq-ft

Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.397860	-158.058584	550.09	6.00	556.09
2	21.397840	-158.057538	514.65	6.00	520.65
3	21.398439	-158.057565	525.04	6.00	531.04
4	21.398419	-158.056481	563.74	6.00	569.74
5	21.396411	-158.056406	528.26	6.00	534.26
6	21.396411	-158.058552	497.94	6.00	503.94



## 2-Mile Flight Path Receptor(s)



**Name:** Area 3-1

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 951,036 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.419387	-158.049286	647.57	6.00	653.57
2	21.418138	-158.050574	645.55	6.00	651.55
3	21.417839	-158.050949	642.53	6.00	648.53
4	21.417579	-158.052001	648.09	6.00	654.09
5	21.419297	-158.053277	676.37	6.00	682.37
6	21.421145	-158.050627	661.37	6.00	667.37

**Name:** Area 3-2

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 896,654 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.419227	-158.053331	676.55	6.00	682.55
2	21.417789	-158.055477	639.84	6.00	645.84
3	21.417179	-158.054865	640.36	6.00	646.36
4	21.415581	-158.053867	631.30	6.00	637.30
5	21.416141	-158.052419	640.18	6.00	646.18
6	21.416660	-158.051958	644.24	6.00	650.24
7	21.417529	-158.052054	648.17	6.00	654.17

**Name:** Area 3-3

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 536,823 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.420186	-158.056099	648.34	6.00	654.34
2	21.420835	-158.055536	689.52	6.00	695.52
3	21.420985	-158.054736	698.69	6.00	704.69
4	21.419257	-158.053352	676.96	6.00	682.97
5	21.418108	-158.055155	644.21	6.00	650.21

**Name:** Area 3-4

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 536,616 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.420935	-158.054618	698.36	6.00	704.36
2	21.422143	-158.052902	679.54	6.00	685.54
3	21.420446	-158.051647	670.22	6.00	676.22
4	21.419287	-158.053288	676.43	6.00	682.43

**Name:** Area 3-5  
**Axis tracking:** Single-axis rotation  
**Tracking axis orientation:** 180.0 deg  
**Tracking axis tilt:** 0.0 deg  
**Tracking axis panel offset:** 0.0 deg  
**Maximum tracking angle:** 60.0 deg  
**Resting angle:** 60.0 deg  
**Rated power:** -  
**Panel material:** Light textured glass with AR coating  
**Vary reflectivity with sun position?** Yes  
**Correlate slope error with surface type?** Yes  
**Slope error:** 9.16 mrad  
**Approx. area:** 417,242 sq-ft

Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.422952	-158.053417	681.59	6.00	687.59
2	21.423462	-158.052473	689.97	6.00	695.97
3	21.421185	-158.050649	661.86	6.00	667.86
4	21.420475	-158.051614	669.57	6.00	675.57



**Name:** Area 4B-1  
**Axis tracking:** Single-axis rotation  
**Tracking axis orientation:** 180.0 deg  
**Tracking axis tilt:** 0.0 deg  
**Tracking axis panel offset:** 0.0 deg  
**Maximum tracking angle:** 60.0 deg  
**Resting angle:** 60.0 deg  
**Rated power:** -  
**Panel material:** Light textured glass with AR coating  
**Vary reflectivity with sun position?** Yes  
**Correlate slope error with surface type?** Yes  
**Slope error:** 9.16 mrad  
**Approx. area:** 862,305 sq-ft

Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.427414	-158.062111	760.30	6.00	766.30
2	21.427953	-158.061414	769.87	6.00	775.87
3	21.428922	-158.059279	780.18	6.00	786.18
4	21.426725	-158.058378	753.67	6.00	759.67
5	21.425606	-158.060802	705.17	6.00	711.17



**Name:** Area 4B-1

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 821,396 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.425809	-158.056381	720.73	6.00	726.73
2	21.422723	-158.054181	699.80	6.00	705.80
3	21.423741	-158.052647	693.26	6.00	699.26
4	21.426668	-158.054879	735.65	6.00	741.65

**Name:** Area 4B-2

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 961,303 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.430210	-158.056468	761.31	6.00	767.31
2	21.428952	-158.059247	779.50	6.00	785.50
3	21.426735	-158.058335	752.90	6.00	758.90
4	21.427774	-158.055406	748.63	6.00	754.63



**Name:** Area 4B-3

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 504,744 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.426685	-158.058303	750.97	6.00	756.97
2	21.425317	-158.057595	727.97	6.00	733.97
3	21.426685	-158.054912	735.91	6.00	741.91
4	21.427724	-158.055417	748.54	6.00	754.54

**Name:** Area 4B-4

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 529,931 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.425579	-158.060812	704.78	6.00	710.78
2	21.424161	-158.060007	697.62	6.00	703.62
3	21.425220	-158.057647	724.87	6.00	730.87
4	21.426678	-158.058366	752.39	6.00	758.39

**Name:** Area 4B-5

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 785,845 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.424590	-158.058934	693.06	6.00	699.06
2	21.421145	-158.056574	682.22	6.00	688.22
3	21.422034	-158.055168	709.13	6.00	715.13
4	21.425160	-158.057529	725.31	6.00	731.31

**Name:** Area 4B-6

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 417,952 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.424560	-158.056949	723.48	6.00	729.48
2	21.425130	-158.055962	723.74	6.00	729.74
3	21.422713	-158.054224	700.51	6.00	706.51
4	21.422074	-158.055115	709.78	6.00	715.78

## 2-Mile Flight Path Receptor(s)

**Name:** Area 4A-1

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 533,558 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.427270	-158.063253	741.06	6.00	747.06
2	21.427446	-158.061992	762.80	6.00	768.80
3	21.425289	-158.060597	701.58	6.00	707.58
4	21.425249	-158.063103	781.56	6.00	787.56
5	21.426559	-158.063491	767.49	0.00	767.49

**Name:** Area 4A-2

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

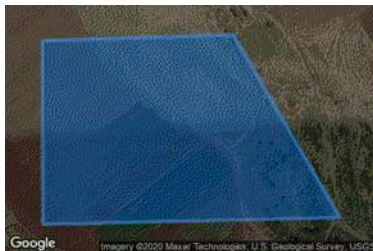
**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 877,122 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.425219	-158.063086	781.46	6.00	787.47
2	21.423002	-158.063076	759.22	6.00	765.22
3	21.423082	-158.059224	672.33	6.00	678.33
4	21.425289	-158.060608	701.62	6.00	707.62

**Name:** Area 4A-3

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 778,792 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.422992	-158.063076	759.11	6.00	765.11
2	21.421124	-158.063086	764.36	6.00	770.36
3	21.420645	-158.061799	760.30	6.00	766.30
4	21.421873	-158.060072	710.54	6.00	716.54
5	21.423072	-158.059246	672.97	6.00	678.97

**Name:** Area 4A-4

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 1,070,498 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.423669	-158.066021	829.23	6.00	835.23
2	21.420665	-158.066058	759.62	6.00	765.62
3	21.420066	-158.065082	759.34	6.00	765.34
4	21.421304	-158.063977	774.62	6.00	780.62
5	21.421124	-158.063086	764.36	6.00	770.36
6	21.423674	-158.063092	774.13	6.00	780.13



**Name:** Area 4A-5

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 783,980 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.426557	-158.069451	908.31	6.00	914.31
2	21.425524	-158.070320	931.41	6.00	937.41
3	21.423631	-158.068966	846.16	6.00	852.16
4	21.423212	-158.067464	825.76	6.00	831.76
5	21.426118	-158.067357	847.42	6.00	853.42
6	21.426017	-158.067920	872.93	0.00	872.93
7	21.426081	-158.068462	886.06	6.00	892.06

**Name:** Area 4A-6

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 491,723 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.426118	-158.067367	847.85	6.00	853.85
2	21.426130	-158.066064	838.07	6.00	844.07
3	21.423222	-158.066037	822.35	6.00	828.35
4	21.423202	-158.067464	825.09	6.00	831.09

**Name:** Area 4A-7

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 303,767 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.423212	-158.067464	825.76	6.00	831.76
2	21.421953	-158.067239	790.72	6.00	796.72
3	21.420635	-158.066058	758.75	6.00	764.75
4	21.423232	-158.066037	822.56	6.00	828.56

**Name:** Area 4A-8

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 515,804 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.426097	-158.066044	839.52	6.00	845.52
2	21.426437	-158.064904	805.38	0.00	805.38
3	21.426442	-158.064445	803.40	6.00	809.40
4	21.423685	-158.064434	801.32	6.00	807.32
5	21.423685	-158.066033	829.62	6.00	835.62

**Name:** Area 4A-9

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

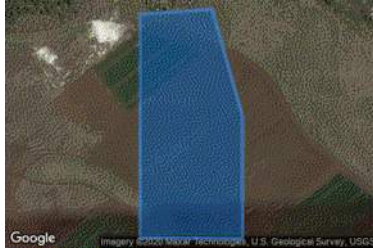
**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 421,000 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.426397	-158.064424	804.46	6.00	810.46
2	21.426457	-158.063490	769.98	6.00	775.98
3	21.425173	-158.063093	781.86	6.00	787.86
4	21.423685	-158.063093	774.62	6.00	780.62
5	21.423695	-158.064424	801.09	6.00	807.09

**Name:** Area 4C-1

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

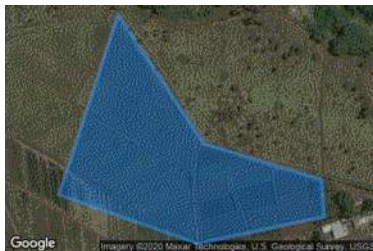
**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 523,147 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.435982	-158.064722	909.91	6.00	915.91
2	21.433815	-158.065489	909.19	6.00	915.19
3	21.433223	-158.063681	873.55	0.00	873.55
4	21.433550	-158.062045	864.77	6.00	870.77
5	21.434000	-158.062082	868.85	6.00	874.85
6	21.434429	-158.063606	895.80	0.00	895.80

**Name:** Area 4C-2

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 470,126 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.433785	-158.065521	910.21	6.00	916.21
2	21.432167	-158.065939	873.69	6.00	879.69
3	21.430999	-158.063321	856.28	6.00	862.28
4	21.432322	-158.063547	874.79	6.00	880.79
5	21.433163	-158.063692	872.67	0.00	872.67

**Name:** Area 4C-3

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 680,944 sq-ft



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.432157	-158.065947	873.09	6.00	879.09
2	21.430499	-158.066374	817.02	6.00	823.02
3	21.429371	-158.064276	809.26	0.00	809.26
4	21.429181	-158.063187	808.92	6.00	814.92
5	21.429421	-158.063139	818.02	0.00	818.02
6	21.430160	-158.063279	839.01	6.00	845.01
7	21.430944	-158.063316	855.00	0.00	855.00



**Name:** Area 4C-4

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 723,797 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.435982	-158.064781	911.50	6.00	917.50
2	21.433795	-158.065585	912.10	6.00	918.10
3	21.435343	-158.069265	942.63	6.00	948.63
4	21.435952	-158.068750	955.27	6.00	961.28

**Name:** Area 4C-5

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 533,978 sq-ft



Vertex	Latitude deg	Longitude deg	Ground elevation ft	Height above ground ft	Total elevation ft
1	21.433730	-158.065558	911.57	6.00	917.57
2	21.430495	-158.066382	817.25	6.00	823.25
3	21.431340	-158.066713	834.72	0.00	834.72
4	21.432127	-158.067640	873.18	6.00	879.18
5	21.434374	-158.067087	916.85	6.00	922.85

**Name:** Area 4C-6

**Axis tracking:** Single-axis rotation

**Tracking axis orientation:** 180.0 deg

**Tracking axis tilt:** 0.0 deg

**Tracking axis panel offset:** 0.0 deg

**Maximum tracking angle:** 60.0 deg

**Resting angle:** 60.0 deg

**Rated power:** -

**Panel material:** Light textured glass with AR coating

**Vary reflectivity with sun position?** Yes

**Correlate slope error with surface type?** Yes

**Slope error:** 9.16 mrad

**Approx. area:** 724,472 sq-ft

Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.434194	-158.070392	957.42	6.00	963.42
2	21.433021	-158.069145	918.31	0.00	918.31
3	21.432544	-158.068462	894.74	0.00	894.74
4	21.432127	-158.067651	873.26	6.00	879.26
5	21.434404	-158.067077	917.76	6.00	923.76
6	21.435323	-158.069276	942.74	6.00	948.74



## 2-Mile Flight Path Receptor(s)

**Name:** Kalaeloa Runway 11

**Description:**

**Threshold height :** 50 ft

**Direction:** 118.0 deg

**Glide slope:** 3.0 deg

**Pilot view restricted?** Yes

**Vertical view restriction:** 30.0 deg

**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.310418	-158.081419	29.25	50.00	79.25
2-mile point	21.323992	-158.108853	27.74	604.96	632.70



**Name:** Kalaeloa Runway 22L

**Description:**

**Threshold height :** 50 ft

**Direction:** 235.0 deg

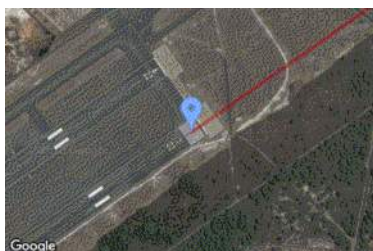
**Glide slope:** 3.0 deg

**Pilot view restricted?** Yes

**Vertical view restriction:** 30.0 deg

**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.312385	-158.060470	26.25	50.00	76.25
2-mile point	21.328969	-158.035018	32.13	597.58	629.71



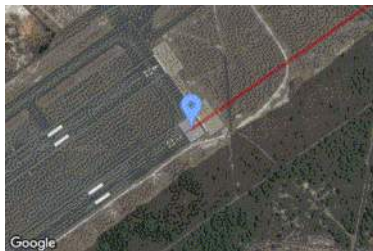
**Name:** Kalaeloa Runway 11  
**Description:**  
**Threshold height :** 50 ft  
**Direction:** 118.0 deg  
**Glide slope:** 3.0 deg  
**Pilot view restricted?** Yes  
**Vertical view restriction:** 30.0 deg  
**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.310418	-158.081419	29.25	50.00	79.25
2-mile point	21.323992	-158.108853	27.74	604.96	632.70



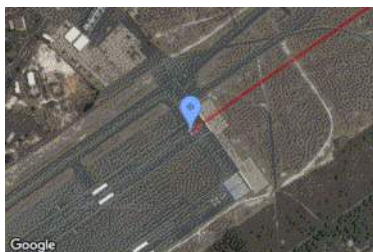
**Name:** Kalaeloa Runway 22L  
**Description:**  
**Threshold height :** 50 ft  
**Direction:** 235.0 deg  
**Glide slope:** 3.0 deg  
**Pilot view restricted?** Yes  
**Vertical view restriction:** 30.0 deg  
**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.312385	-158.060470	26.25	50.00	76.25
2-mile point	21.328969	-158.035018	32.13	597.58	629.71



**Name:** Kalaeloa Runway 22R  
**Description:**  
**Threshold height :** 50 ft  
**Direction:** 235.0 deg  
**Glide slope:** 3.0 deg  
**Pilot view restricted?** Yes  
**Vertical view restriction:** 30.0 deg  
**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.313745	-158.061639	29.53	50.00	79.53
2-mile point	21.330328	-158.036187	32.81	600.17	632.99



**Name:** Kalaeloa Runway 29

**Description:**

**Threshold height :** 50 ft

**Direction:** 298.0 deg

**Glide slope:** 3.0 deg

**Pilot view restricted?** Yes

**Vertical view restriction:** 30.0 deg

**Azimuthal view restriction:** 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.302810	-158.066317	9.84	50.00	59.85
2-mile point	21.289236	-158.038884	0.00	613.30	613.30

**Name:** Kalaeloa Runway 4L

**Description:**

**Threshold height :** 50 ft

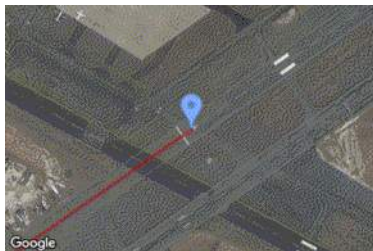
**Direction:** 55.0 deg

**Glide slope:** 3.0 deg

**Pilot view restricted?** Yes

**Vertical view restriction:** 30.0 deg

**Azimuthal view restriction:** 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.307028	-158.071860	22.12	50.00	72.12
2-mile point	21.290444	-158.097311	0.00	625.57	625.57

**Name:** Kalaeloa Runway 4R

**Description:**

**Threshold height :** 50 ft

**Direction:** 55.0 deg

**Glide slope:** 3.0 deg

**Pilot view restricted?** Yes

**Vertical view restriction:** 30.0 deg

**Azimuthal view restriction:** 50.0 deg



Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.300094	-158.079183	13.12	50.00	63.13
2-mile point	21.283510	-158.104633	0.00	616.58	616.58



**Name:** Wheeler Runway 24  
**Description:**  
**Threshold height :** 50 ft  
**Direction:** 249.1 deg  
**Glide slope:** 3.0 deg  
**Pilot view restricted?** Yes  
**Vertical view restriction:** 30.0 deg  
**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.484181	-158.030484	836.66	50.00	886.66
2-mile point	21.494486	-158.001419	984.91	455.20	1440.11



**Name:** Wheeler Runway 6  
**Description:**  
**Threshold height :** 50 ft  
**Direction:** 70.2 deg  
**Glide slope:** 3.0 deg  
**Pilot view restricted?** Yes  
**Vertical view restriction:** 30.0 deg  
**Azimuthal view restriction:** 50.0 deg

Point	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
Threshold	21.479499	-158.043259	816.13	50.00	866.13
2-mile point	21.469715	-158.072530	1166.94	252.65	1419.59



Route Receptor(s)

Name: Highway 750  
Route type Two-way  
View angle: 50.0 deg



Vertex	Latitude	Longitude	Ground elevation	Height above ground	Total elevation
	deg	deg	ft	ft	ft
1	21.384020	-158.032346	179.95	10.00	189.95
2	21.384899	-158.033097	201.37	10.00	211.37
3	21.386867	-158.033891	251.78	10.00	261.78
4	21.393051	-158.036488	365.79	10.00	375.79
5	21.398115	-158.038741	409.46	10.00	419.46
6	21.402551	-158.040661	484.59	10.00	494.59
7	21.406127	-158.042303	513.25	10.00	523.25
8	21.410701	-158.044411	564.45	10.00	574.45
9	21.413568	-158.045747	591.73	10.00	601.73
10	21.416400	-158.047114	615.62	10.00	625.62
11	21.417503	-158.047678	625.34	10.00	635.34
12	21.419286	-158.049030	645.34	10.00	655.34
13	21.422717	-158.051663	681.62	10.00	691.62
14	21.425264	-158.053600	709.60	10.00	719.60
15	21.426982	-158.054850	736.97	10.00	746.97
16	21.430297	-158.056298	761.30	10.00	771.30
17	21.433648	-158.057591	786.20	10.00	796.20
18	21.434871	-158.058085	761.17	10.00	771.17
19	21.437618	-158.059168	810.51	10.00	820.51
20	21.438022	-158.059313	818.57	10.00	828.57
21	21.439041	-158.059581	836.55	10.00	846.55
22	21.440149	-158.059689	814.33	10.00	824.33
23	21.441447	-158.059748	814.60	10.00	824.60
24	21.443959	-158.059866	868.75	10.00	878.75
25	21.446770	-158.059994	836.30	10.00	846.30
26	21.449192	-158.060107	845.13	10.00	855.13
27	21.451483	-158.060210	848.38	10.00	858.38
28	21.452552	-158.060049	840.16	10.00	850.16
29	21.455517	-158.058954	824.05	10.00	834.05
30	21.461199	-158.056680	838.47	10.00	848.47
31	21.467928	-158.054062	827.13	10.00	837.13
32	21.473194	-158.051838	820.27	10.00	830.27
33	21.475936	-158.050888	757.07	10.00	767.07
34	21.479675	-158.049359	820.05	10.00	830.05
35	21.482685	-158.047723	839.44	10.00	849.44

## Discrete Observation Receptors


Number	Latitude	Longitude	Ground elevation	Height above ground	Total Elevation
	deg	deg	ft	ft	ft
OP 1	21.436139	-158.069691	957.29	8.00	965.29
OP 2	21.435310	-158.069925	960.90	8.00	968.90
OP 3	21.435610	-158.069855	958.79	8.00	966.79
OP 4	21.436386	-158.070182	963.46	8.00	971.46
OP 5	21.434622	-158.070031	957.61	8.00	965.61
OP 6	21.432735	-158.073628	1036.70	8.00	1044.70
OP 7	21.433005	-158.072941	1006.89	8.00	1014.89
OP 8	21.432066	-158.072753	982.75	8.00	990.75
OP 9	21.432411	-158.071750	965.07	8.00	973.07
OP 10	21.433110	-158.070892	962.02	8.00	970.02
OP 11	21.431387	-158.070929	923.46	16.00	939.46
OP 12	21.432236	-158.068891	894.98	8.00	902.98
OP 13	21.431242	-158.068971	887.66	8.00	895.66
OP 14	21.432074	-158.067738	873.02	8.00	881.02
OP 15	21.431799	-158.067512	862.31	8.00	870.31
OP 16	21.431539	-158.067276	850.64	8.00	858.64
OP 17	21.431280	-158.066992	838.64	8.00	846.64
OP 18	21.430211	-158.066595	828.15	8.00	836.15
OP 19	21.429957	-158.066144	801.57	8.00	809.57
OP 20	21.429337	-158.068376	880.23	8.00	888.24
OP 21	21.427693	-158.067805	876.59	8.00	884.59
OP 22	21.427718	-158.066244	840.62	8.00	848.62
OP 23	21.427798	-158.065214	806.56	8.00	814.56
OP 24	21.428058	-158.064265	766.34	16.00	782.34
OP 25	21.427518	-158.063685	746.66	8.00	754.66
OP 26	21.426595	-158.063712	777.29	8.00	785.29
OP 27	21.426543	-158.064118	791.93	8.00	799.93
OP 28	21.427297	-158.065024	796.10	8.00	804.10
OP 29	21.427028	-158.066344	828.32	16.00	844.32
OP 30	21.427168	-158.067202	846.25	8.00	854.25
OP 31	21.426723	-158.066392	812.65	8.00	820.65
OP 32	21.426179	-158.067996	871.18	8.00	879.18
OP 33	21.426329	-158.068656	886.95	8.00	894.95
OP 34	21.426369	-158.068248	877.71	8.00	885.71
OP 35	21.426513	-158.069026	895.07	8.00	903.08
OP 36	21.427772	-158.069112	894.66	8.00	902.66
OP 37	21.427437	-158.069670	921.22	8.00	929.22
OP 38	21.425899	-158.070336	941.14	8.00	949.14
OP 39	21.426229	-158.070786	956.04	8.00	964.05
OP 40	21.426808	-158.071323	975.03	8.00	983.03
OP 41	21.425575	-158.071462	953.94	16.00	969.94
OP 42	21.424366	-158.071527	934.31	8.00	942.32
OP 43	21.423587	-158.071215	909.60	8.00	917.60
OP 44	21.423602	-158.070223	885.65	8.00	893.65
OP 45	21.424151	-158.070813	906.08	8.00	914.08
OP 46	21.423472	-158.069161	839.19	8.00	847.19
OP 47	21.424964	-158.072618	982.15	8.00	990.15
OP 48	21.425463	-158.073004	1013.35	8.00	1021.35
OP 49	21.426118	-158.073602	1042.38	8.00	1050.38
OP 50	21.426722	-158.073366	1044.14	16.00	1060.14
OP 51	21.426822	-158.072932	1032.42	8.00	1040.42
OP 52	21.427471	-158.073093	1023.11	8.00	1031.11
OP 53	21.427267	-158.072063	995.32	8.00	1003.33
OP 54	21.427431	-158.071274	967.03	8.00	975.03
OP 55	21.427796	-158.070743	942.64	8.00	950.64
OP 56	21.428780	-158.070652	940.96	8.00	948.96
OP 57	21.428949	-158.072095	990.41	8.00	998.41

OP 58	21.429119	-158.072835	1019.98	8.00	1027.98
OP 59	21.429294	-158.073297	1032.73	8.00	1040.73
OP 60	21.429074	-158.073640	1023.82	8.00	1031.82
OP 61	21.429324	-158.074042	1045.47	8.00	1053.47
OP 62	21.429878	-158.073736	1035.08	8.00	1043.08
OP 63	21.429619	-158.073028	1028.82	8.00	1036.82
OP 64	21.429694	-158.072824	1020.76	8.00	1028.76
OP 65	21.429709	-158.072057	995.52	8.00	1003.52
OP 66	21.429728	-158.071768	985.24	8.00	993.24
OP 67	21.429824	-158.071093	965.01	8.00	973.01
OP 68	21.430377	-158.070135	929.62	8.00	937.63
OP 69	21.430277	-158.071788	969.83	8.00	977.83
OP 70	21.430679	-158.071611	953.44	8.00	961.44
OP 71	21.430519	-158.072134	968.65	8.00	976.65
OP 72	21.431031	-158.071782	946.21	8.00	954.21
OP 73	21.430217	-158.074279	1046.62	8.00	1054.62
OP 74	21.430315	-158.074148	1051.41	8.00	1059.41
OP 75	21.430462	-158.074011	1058.34	8.00	1066.34
OP 76	21.430429	-158.073671	1049.93	8.00	1057.93
OP 77	21.433738	-158.073654	1042.74	8.00	1050.74
OP 78	21.430361	-158.067222	850.22	16.00	866.22
OP 79	21.417482	-158.076695	1112.13	8.00	1120.13
OP 80	21.417427	-158.077408	1147.37	8.00	1155.37
OP 81	21.416434	-158.076255	1086.68	8.00	1094.68
OP 82	21.416399	-158.076732	1107.52	8.00	1115.52
OP 83	21.416483	-158.077108	1120.49	8.00	1128.49
OP 84	21.415939	-158.076700	1095.73	8.00	1103.73
OP 85	21.415849	-158.076936	1105.09	8.00	1113.09
OP 86	21.416074	-158.077365	1125.77	8.00	1133.77
OP 87	21.415674	-158.078374	1156.52	8.00	1164.52
OP 88	21.416009	-158.078610	1162.07	8.00	1170.07
OP 89	21.430935	-158.061421	838.85	16.00	854.85
OP 90	21.430465	-158.061346	829.78	8.00	837.78
OP 91	21.430915	-158.061851	840.45	8.00	848.45
OP 92	21.433332	-158.061829	857.12	8.00	865.12
OP 93	21.433172	-158.062022	852.77	8.00	860.77
OP 94	21.433534	-158.061459	855.60	8.00	863.60
OP 95	21.425166	-158.056749	737.32	8.00	745.32
OP 96	21.421760	-158.054528	704.24	16.00	720.24
OP 97	21.422060	-158.053713	693.48	16.00	709.48
OP 98	21.421490	-158.054314	700.47	16.00	716.47



# PV Array Results

## Summary of PV Glare Analysis PV configuration and predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File 
	deg	deg	min	min	kWh	
Area 1-1	SA tracking	SA tracking	0	0	-	-
Area 1-2	SA tracking	SA tracking	0	0	-	-
Area 1-3	SA tracking	SA tracking	0	0	-	-
Area 1-4	SA tracking	SA tracking	0	0	-	-
Area 2-1	SA tracking	SA tracking	0	0	-	-
Area 3-2	SA tracking	SA tracking	0	0	-	-
Area 3-3	SA tracking	SA tracking	0	0	-	-
Area 3-4	SA tracking	SA tracking	0	0	-	-
Area 5-1	SA tracking	SA tracking	0	0	-	-
Area 5-2	SA tracking	SA tracking	0	0	-	-

*Click the name of the PV array to scroll to its results*


## PV & Receptor Analysis Results detailed results for each PV array and receptor

**Area 1-1** no glare found



## PV Array Results

### Summary of PV Glare Analysis PV configuration and predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File 
	deg	deg	min	min	kWh	
Area 3-1	SA tracking	SA tracking	0	0	-	-
Area 3-2	SA tracking	SA tracking	0	0	-	-
Area 3-3	SA tracking	SA tracking	0	0	-	-
Area 3-4	SA tracking	SA tracking	0	0	-	-
Area 3-5	SA tracking	SA tracking	0	0	-	-
Area 4B-1	SA tracking	SA tracking	0	0	-	-
Area 4B-1	SA tracking	SA tracking	0	0	-	-
Area 4B-2	SA tracking	SA tracking	0	0	-	-
Area 4B-3	SA tracking	SA tracking	0	0	-	-
Area 4B-4	SA tracking	SA tracking	0	0	-	-
Area 4B-5	SA tracking	SA tracking	0	0	-	-
Area 4B-6	SA tracking	SA tracking	0	0	-	-

*Click the name of the PV array to scroll to its results*


### PV & Receptor Analysis Results detailed results for each PV array and receptor

**Area 3-1** no glare found



# PV Array Results

## Summary of PV Glare Analysis PV configuration and predicted glare

PV Name	Tilt	Orientation	"Green" Glare	"Yellow" Glare	Energy Produced	Data File 
	deg	deg	min	min	kWh	
Area 4A-1	SA tracking	SA tracking	0	0	-	-
Area 4A-2	SA tracking	SA tracking	0	0	-	-
Area 4A-3	SA tracking	SA tracking	0	0	-	-
Area 4A-4	SA tracking	SA tracking	0	0	-	-
Area 4A-5	SA tracking	SA tracking	0	0	-	-
Area 4A-6	SA tracking	SA tracking	0	0	-	-
Area 4A-7	SA tracking	SA tracking	0	0	-	-
Area 4A-8	SA tracking	SA tracking	0	0	-	-
Area 4A-9	SA tracking	SA tracking	0	0	-	-
Area 4C-1	SA tracking	SA tracking	0	0	-	-
Area 4C-2	SA tracking	SA tracking	0	0	-	-
Area 4C-3	SA tracking	SA tracking	0	0	-	-
Area 4C-4	SA tracking	SA tracking	0	0	-	-
Area 4C-5	SA tracking	SA tracking	0	0	-	-
Area 4C-6	SA tracking	SA tracking	0	0	-	-

*Click the name of the PV array to scroll to its results*

## PV & Receptor Analysis Results detailed results for each PV array and receptor

**Area 4A-1** no glare found



## Assumptions

---

- Times associated with glare are denoted in Standard time. For Daylight Savings, add one hour.
- Glare analyses do not account for physical obstructions between reflectors and receptors. This includes buildings, tree cover and geographic obstructions.
- Detailed system geometry is not rigorously simulated.
- The glare hazard determination relies on several approximations including observer eye characteristics, angle of view, and typical blink response time. Actual values and results may vary.
- The system output calculation is a DNI-based approximation that assumes clear, sunny skies year-round. It should not be used in place of more rigorous modeling methods.
- Several calculations utilize the PV array centroid, rather than the actual glare spot location, due to algorithm limitations. This may affect results for large PV footprints. Additional analyses of array sub-sections can provide additional information on expected glare.
- The subtended source angle (glare spot size) is constrained by the PV array footprint size. Partitioning large arrays into smaller sections will reduce the maximum potential subtended angle, potentially impacting results if actual glare spots are larger than the sub-array size. Additional analyses of the combined area of adjacent sub-arrays can provide more information on potential glare hazards. (See previous point on related limitations.)
- Hazard zone boundaries shown in the Glare Hazard plot are an approximation and visual aid. Actual ocular impact outcomes encompass a continuous, not discrete, spectrum.
- Glare locations displayed on receptor plots are approximate. Actual glare-spot locations may differ.
- Glare vector plots are simplified representations of analysis data. Actual glare emanations and results may differ.
- Glare analysis methods used: OP V1, FP V1, Route V1
- Refer to the **Help page** for assumptions and limitations not listed here.



Appendix I

---

# Decommissioning Plan





## **Decommissioning Plan**

The design and operational life of the Mahi Solar Project (project) is approximately 35 years. Industry standards assume that module end-of-life occurs when output is reduced to 70% of new value or at the end of 35 years, whichever comes first. The contract with Hawaiian Electric Company, Inc. (HECO) is expected to last 25 years with an option to extend to 35 years. At the end of the project's useful life, the project will be decommissioned by Mahi Solar. Decommissioning is anticipated to take 18 months.

## **Removal, Recycling, and Restoration**

The decommissioning activities will include the complete removal of the foundational piles and modules and all associated components to a depth of 24 inches below grade, which include any concrete foundations. The site will be restored to the original topography and revegetated, except where the landowner requests that access roads remain. Site fencing and electrical power will temporarily remain in place during decommissioning. Once the materials have been removed and the terrain revegetated, then the site will be fully de-energized, and the security fence will be removed. Based on a surety estimate performed for the project in December 2020, the estimated cost to decommission is \$3 million (Attachment 1).

At the end of project life, components of the PV panels can be recycled or landfilled. The First Solar panels used for the project include cells with thin film cadmium telluride (CdTe) semiconductor. CdTe is a very small fraction of a thin film PV module, but still must be extracted to provide raw material for future thin film PV module production (Virginia Tech, 2019). Because of the small quantity and low solubility of the material, the modules are characterized as federal non-hazardous waste at end-of-life using the Toxicity Characteristic Leaching Procedure. With current technology, over 90 percent of a CdTe PV power system is recyclable, roughly twice what is recoverable from consumer electronics such as laptops and desktop computer. Research reviewed for the project further shows that CdTe has been shown to be non-toxic if released to the environment (NC Clean Energy, 2017 and Virginia Tech, 2019). Non-PV panel components of utility-scale PV systems, such as racking, are made of typical construction materials such as galvanized steel or aluminum. Inverters may contain fluids associated with cooling systems and not unlike cooling systems of a computer, while the transformers contain non-toxic fluid such as non-toxic mineral oil or a biodegradable non-toxic vegetable oil. According to research reviewed, exposure to toxic chemicals attributed to the project is not anticipated and materials used will not pose any health or environmental dangers.

A local recycling and salvage contractor will provide a detailed assessment of the materials that can be re-used, recycled, or landfilled prior to the end of the project life. All hazardous materials will be separated from the site and properly disposed at a permitted disposal facility. Solar panels and other components, such as inverters and substation components, are expected to retain value and may be resold on the solar resale market. Structural components that cannot be reused will be scrapped and recycled at a recycling facility. Concrete will be broken up into transportable sized pieces by a hydraulic hoe ram, then transported to a location for re-use in road base.

## **Financial Security for Decommissioning**

Mahi Solar will post security to decommission the Project after the end of commercial operation, which is a standard requirement in our other land agreements for energy projects across the country. A reclamation cost estimate (RCE) will be completed prior to the commercial operations date for the project, and Mahi Solar will post financial security in the form of a bond, letter of credit or similar instrument in favor of the landowner, to ensure that the decommissioning funds will be available at the time that the project is decommissioned should the Project owner be unable to complete the

decommissioning. This is also required in the SUP. Land agreements, PPAs and other documents typically allow at least 12 months for decommissioning.

Upon completion of removal of project components and grading of the site, revegetation will be initiated using native or agricultural species at a time when germination and growing success is optimized. Erosional protection will be in place in accordance with a decommissioning stormwater protection plan. It is expected that up to three years may be required to complete revegetation if the site is going to be restored to a natural state. The vegetation that will be planted will be determined in concert with the landowner's intended use of the site following decommissioning.



Attachment 1

**2020 Surety Estimate, Rev. 1  
Engineering Analytics, Inc.  
December 16, 2020**



December 16, 2020

Project No. 110946

Mr. Deron Lawrence  
Longroad Energy Management, LLC  
330 Congress St. 6<sup>th</sup> Floor  
Boston, MA 02110

Subject: 2020 Surety Estimate, Rev. 1  
Mahi Solar Project  
Oahu, HI

Dear Mr. Lawrence:

Engineering Analytics, Inc. (EA) is pleased to present this 2020 surety estimate for the Mahi Solar Project near Honolulu, Hawaii. This letter provides a brief description of EA's approach to create the surety estimate based on a review of the following provided documents:

- 2020 Mahi Solar Project: Basis of Design (BOD) Drawings by Revamp Engineering, Inc.

Site disturbance areas were estimated using the BOD drawings. Costs were estimated using Standardized Reclamation Cost Estimator Version 1.4.1, Build 17b (SRCE) along with the SRCE Cost Data File 1 12 Std 2020. The SCRE was developed by U.S. Department of the Interior-Bureau of Land Management (BLM), and Nevada Division of Environmental Protection (NDEP), and the Nevada Mining Association (NMA). RS Means costs were also used to determine the costs to remove the site infrastructure. RS Means City Cost Index data was used to convert the developed costs for Nevada to localized costs in Hawaii. Las Vegas, Nevada was selected as the origin location cost index location basis from the SCRE. Honolulu, Hawaii was selected as the project location cost index location basis. According to RS Means, the City Cost Index for Honolulu, Hawaii and Las Vegas, Nevada was found to be 120.9 and 106.9, respectively. The cost index ratio between the two locations was calculated as 1.13. The cost index ratio was used to convert the estimated SRCE cost results to an equivalent cost in Hawaii.

The total disturbed area was estimated to be 450.08 acres, with an estimated reclamation cost of \$2,996,652 (adjusted by the location cost index ratio). These values were calculated using the following criteria and assumptions:

- Disturbed areas were calculated using plan dimensions from the BOD drawings including the access roads and areas of each solar array group.
- The BOD estimated that the 7 solar array groups (Areas 1, 2, 3, 4a, 4b, 4c, and 5) have a total disturbed area of 438.75 acres.

- The BOD estimated that approximately 11,872 feet of overhead electrical powerlines would be needed. EA assumed that the power poles for the overhead lines are spaced 300 feet apart, and used 42 power poles in calculating disturbed areas around each pole.
- The disturbed area around each pole was estimated in the POD to be a 20-foot radius.
- The POD estimated that 10% of the power poles would require grading. Grading would create a disturbance area of 50-foot around each pole.
- The proposed access roads are 5.52 miles long x 16 feet wide.
- The SCRE's seed mixture "Mix 1-Basin" was used to estimate revegetation materials costs over the disturbed areas.
- Structure removal included disassembly and removal of solar panels, PV racks, and inverters. Labor costs for removal of these structures was provided from RS Means data. Quantities of the various structures were calculated using plan dimensions from the BOD drawings.
- Salvage costs of the solar panels were estimated from historical salvage pricing of PV modules from 2005 to 2012 provided by the U.S. Department of Energy. EA examined the average salvage price of PV modules for each year from 2005 to 2012, and determined that 2010 was the year with the lowest average value of \$0.15 per watt. Due to market fluctuations, it is difficult to determine with certainty what future salvage values of PV modules will be. Therefore, EA estimated that current salvage pricing for PV modules is \$0.15 per watt, similar to the lowest average values reported in 2010.
- The project site is accessible and moderately sloped terrain requiring basic and non-specialized equipment and vehicles to complete reclamation work.

EA appreciates this opportunity to work on the Mahi Solar project. Please contact us with any questions or if we can work with you further on this project.

Respectfully Submitted,  
**Engineering Analytics, Inc.**



Jason S. Andrews, P.E. (Colorado)  
Project Manager



Rachael M. Park, P.E.  
Senior Staff Engineer

Attachments:

- A – References
- B – Mahi Solar Project Surety Cost Estimate, December 2020
- C – Disturbed Area Estimates, December 2020
- D – 2020 Mahi Solar Project: Basis of Design (BOD) Drawings



**ATTACHMENT A  
REFERENCES**



Nevada Division of Environmental Protection (NDEP) & Nevada Bureau of Land Management (NV BLM) (2019). SRCE Cost Data File 1 12 Std 2019.

SRCE Software (2004-2011). Standardized Reclamation Cost Estimator Version 1.4.1, Build 17b (Revised May 16, 2019)

Revamp Engineering, Inc. (2020). Mahi Solar Project: Basis of Design (BOD) Drawings. November 9.

McCabe, Joseph. (2014). Salvage Values Determines Reliability of Used Photovoltaics. United States Department of Energy (DOE).





**ATTACHMENT B  
MAHI SOLAR PROJECT  
SURETY COST ESTIMATE  
DECEMBER 2020**



Closure Cost Estimate  
Property Information

Enter Data Below in Green and Blue Spaces

**STANDARDIZED RECLAMATION COST ESTIMATOR**

Version 1.4.1

Build 017b (Revised 16 May 2019)

Approved for use in Nevada, August 1, 2012

**COST DATA FILE INFORMATION**

File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
Cost Data Date: August 1, 2020  
Cost Data Basis: User Data Data Cost Units: Imperial  
Author/Source: Nevada Division of Environmental Protection (NDEP) & NV BLM

**PROJECT INFORMATION**

Property/Mine Name: \_\_\_\_\_ Property Code: \_\_\_\_\_  
Project Name: Mahi Solar  
Date of Submittal: 15Dec2020 Average Altitude: 850 ft.  
Select One:  Notice or Sm Exploration Plan  Lg Exploration Plan  Mine Operation  
Select One:  Private Land  Public or Public/Private  
Cost Estimate Type: Surety  
Cost Basis Category: S. Nevada Notice Level  
Clark, Esmeralda, Lincoln and Nye Counties  
Cost Basis Description:

**Closure Cost Estimate  
Cost Summary**

Project Name: Mahi Solar  
Project Date: 15Dec2020  
Model Version: Version 1.4.1

File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm

<b>A. Earthwork/Recontouring</b>	<b>Labor <sup>(1)</sup></b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials</b>	<b>Total</b>
Exploration	\$0	\$0	\$0	\$0
Exploration Roads & Drill Pads	\$138,359	\$283,167	\$0	\$421,526
Roads	\$0	\$0	\$0	\$0
Well Abandonment	\$0	\$0	\$0	\$0
Pits	\$0	\$0	N/A	\$0
Quarries & Borrow Areas	\$0	\$0	\$0	\$0
Underground Openings	\$0	\$0	\$0	\$0
Process Ponds	\$0	\$0	\$0	\$0
Heaps	\$0	\$0	\$0	\$0
Waste Rock Dumps	\$0	\$0	\$0	\$0
Landfills	\$0	\$0	\$0	\$0
Tailings	\$0	\$0	\$0	\$0
Foundation & Buildings Areas	\$0	\$0	\$0	\$0
Yards, Etc.	\$0	\$0	\$0	\$0
Drainage & Sediment Control	\$0	\$0	\$0	\$0
Generic Material Hauling	\$0	\$0	\$0	\$0
Other User Costs (from Other User sheet)	\$0	\$0	\$0	\$0
Other**				\$0
<b>Subtotal</b>	<b>\$138,359</b>	<b>\$283,167</b>	<b>\$0</b>	<b>\$421,526</b>
Mob/Demob if included in Other User sheet	\$0	\$0	\$0	\$0
Mob/Demob				\$0
<b>Subtotal "A"</b>	<b>\$138,359</b>	<b>\$283,167</b>	<b>\$0</b>	<b>\$421,526</b>
<b>B. Revegetation/Stabilization</b>	<b>Labor <sup>(1)</sup></b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials</b>	<b>Total</b>
Exploration	\$0	\$0	\$0	\$0
Exploration Roads & Drill Pads	\$63,011	\$22,504	\$136,149	\$221,664
Roads	\$0	\$0	\$0	\$0
Well Abandonment				N/A
Pits	\$0	\$0	\$0	\$0
Quarries & Borrow Areas	\$0	\$0	\$0	\$0
Underground Openings				N/A
Process Ponds	\$0	\$0	\$0	\$0
Heaps	\$0	\$0	\$0	\$0
Waste Rock Dumps	\$0	\$0	\$0	\$0
Landfills	\$0	\$0	\$0	\$0
Tailings	\$0	\$0	\$0	\$0
Foundation & Buildings Areas	\$0	\$0	\$0	\$0
Yards, Etc.	\$0	\$0	\$0	\$0
Drainage & Sediment Control	\$0	\$0	\$0	\$0
Generic Material Hauling	\$0	\$0	\$0	\$0
Other User Costs (from Other User sheet)	\$0	\$0	\$0	\$0
Other**				\$0
<b>Subtotal "B"</b>	<b>\$63,011</b>	<b>\$22,504</b>	<b>\$136,149</b>	<b>\$221,664</b>
<b>C. Detoxification/Water Treatment/Disposal of Wastes**</b>	<b>Labor <sup>(1)</sup></b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials</b>	<b>Total</b>
Process Ponds/Sludge				\$0
Heaps				\$0
Dumps (Waste & Landfill)				\$0
Tailings				\$0
Surplus Water Disposal				\$0
Monitoring				\$0
Miscellaneous				\$0
Solid Waste - On Site	\$0	\$0	N/A	\$0
Solid Waste - Off Site				\$0
Hazardous Materials				\$0
Hydrocarbon Contaminated Soils	\$0	\$0	\$0	\$0
Other User Costs (from Other User sheet)	\$0	\$0	\$0	\$0
Other**				\$0
<b>Subtotal "C"</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Structure, Equipment and Facility Removal, and Misc.</b>	<b>Labor <sup>(1)</sup></b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials</b>	<b>Total</b>
Foundation & Buildings Areas	\$0	\$0	\$0	\$0
Other Demolition	\$161,580,875	\$0	\$0	\$161,580,875
Equipment Removal	\$0	\$0	\$0	\$0
Fence Removal	\$0	\$0	\$0	\$0
Fence Installation	\$0	\$0	\$0	\$0
Culvert Removal	\$0	\$0	N/A	\$0
Pipe Removal	\$0	\$0	N/A	\$0
Powerline Removal	\$0			\$0
Transformer Removal	\$0			\$0
Rip-rap, rock lining, gabions	\$0	\$0	\$0	\$0
Other Misc. Costs	\$0	\$0	\$0	\$0
Other User Costs (from Other User sheet)	\$0	\$0	-\$160,064,263	-\$160,064,263
Other**				\$0
<b>Subtotal "D"</b>	<b>\$161,580,875</b>	<b>\$0</b>	<b>-\$160,064,263</b>	<b>\$1,516,612</b>
<b>E. Monitoring</b>	<b>Labor <sup>(1)</sup></b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials</b>	<b>Total</b>
Reclamation Monitoring and Maintenance	\$0	\$0	\$0	\$0
Ground and Surface Water Monitoring	\$0	\$0	\$0	\$0
Other User Costs (from Other User sheet)	\$0	\$0	\$0	\$0
<b>Subtotal "E"</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>F. Construction Management &amp; Support</b>	<b>Labor</b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials</b>	<b>Total</b>
Construction Management	\$0	\$0	N/A	\$0
Construction Support	\$0	\$0	\$0	\$0
Road Maintenance	\$0	\$0	\$0	\$0
Other User Costs (from Other User sheet)	\$0	\$0	\$0	\$0
Other**				\$0
<b>Subtotal "F"</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Subtotal Operational &amp; Maintenance Costs</b>	<b>Labor <sup>(1)</sup></b>	<b>Equipment <sup>(2)</sup></b>	<b>Materials <sup>(3)</sup></b>	<b>Total</b>
<b>Subtotal A through F</b>	<b>\$161,782,245</b>	<b>\$305,671</b>	<b>-\$159,928,114</b>	<b>\$2,159,802</b>

\*\* Other Operator supplied costs - additional documentation required.



**Closure Cost Estimate  
Cost Summary**

**Project Name: Mahi Solar  
Project Date: 15Dec2020  
Model Version: Version 1.4.1**

**File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm**

Indirect Costs		Include?	Total	
1. Engineering, Design and Construction (ED&C) Plan (7)			N/A	
2. Contingency (8)			N/A	
3. Insurance (9)	\$2,426,734			
4. Performance Bond (10)			\$64,794	
5. Contractor Profit (11)			\$215,980	
6. Contract Administration (12)			\$172,784	
7. Government Indirect Cost (13)			\$36,285	
<b>Subtotal Add-On Costs</b>			<b>\$489,843</b>	
Total Indirect Costs as % of Direct Cost			23%	
<b>GRAND TOTAL</b>			<b>\$2,649,645</b>	
<b>Administrative Cost Rates (%)</b>				
	<b>Cost Ranges for Indirect Cost Percentages</b>			
	<=	<=	<=	>
1. Engineering, Design and Construction (ED&C) Plan (7)	\$1,000,000	\$25,000,000	\$25,000,000	Small Plan
Variable Rate	8%	6%	4%	0%
2. Contingency (8)	\$500,000	\$5,000,000	\$50,000,000	Small Plan
Variable Rate	10%	8%	6%	4%
3. Insurance (9)	1.5% of labor costs			
4. Bond (10)	3.0% of the O&M costs if O&M costs are >\$100,000			
5. Contractor Profit (11)	10% of the O&M costs			
6. Contract Administration (12)	\$1,000,000	\$25,000,000	\$25,000,000	
Variable Rate	10%	8%	6%	
Government Indirect Cost (13)	21% of contract administration			

**RECLAMATION COST ESTIMATION SUMMARY SHEET FOOTNOTES**

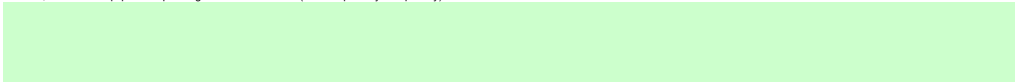
- Federal construction contracts require Davis-Bacon wage rates for contracts over \$2,000. Wage rate estimates may include base pay, payroll loading.
- The reclamation cost estimate must include the estimated plugging cost of at least one drill hole for each active drill rig in the project area. Where the
- Miscellaneous items should be itemized on accompanying worksheets.
- Fluid management should be calculated only when mineral processing activities are involved. Fluid management represents the costs of maintaining proper
- Handling of hazardous materials includes the cost of decontaminating, neutralizing, disposing, treating and/or isolating all hazardous materials used, produced,
- Any mitigation measures required in the Plan of Operations must be included in the reclamation cost estimate. Mitigation may include measures to avoid,
- Engineering, design and construction (ED&C) plans are often necessary to provide details on the reclamation needed to contract for the required work. To
- A contingency cost is included in the reclamation cost estimation to cover unforeseen cost elements. Calculate the contingency cost as a percentage of the
- Insurance premiums are calculated at 1.5% of the total labor costs. Enter the premium amount if liability insurance is not included in the itemized unit costs.
- Federal construction contracts exceeding \$100,000 require both a performance and a payment bond (Miller Act, 40 USC 270et seq.). Each bond premium is
- For Federal construction contracts, use 10% of estimated O&M cost for the contractor's profit.
- To estimate the contract administration cost, use 6 to 10% of the operational and maintenance (O&M) cost. Calculate the contract administration cost as a
- Government indirect cost rate is 21% of the contract administration costs.

## Closure Cost Estimate Other User

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety      Cost Basis: S. Nevada Notice Level

Other Cost Items Calculated Elsewhere												
	Description (required)	ID Code	Facility Type	Quantity	Units	Total Capital Cost \$	Material Unit Cost \$	Labor Unit Cost \$	Equipment/ Operating Unit Cost \$	Cost Type (select)	Total Cost \$	Comments
1	Salvage Value of Solar Panels		Interest & Other Income	1,074,256,800	Watts		-\$0.15			D. Facility & Equipment	-\$160,064,263	
2												
3												
4												
5												
						\$0	-\$160,064,263	\$0	\$0			

Notes: Capital cost is lump sum (i.e. not multiplied by the quantity).  
 Material, Labor and Equipment/Operating costs are unit costs (i.e. multiplied by the quantity).



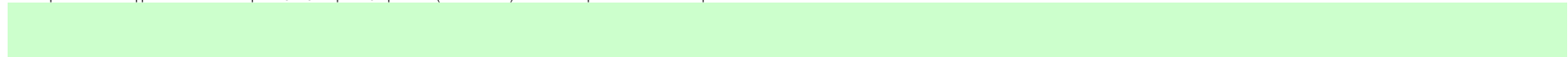
**Closure Cost Estimate  
Expl. Roads & Pads**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

Exploration Roads & Pads - User Input																	
You must fill in ALL green cells and relevant blue cells in this section for each road																	
Facility Description			Physical (1) - MANDATORY										User Overrides		Growth Media		
ID	Description (required)	ID Code	Underlying Ground Slope % grade	Ungraded Slope _H:1V	Cut Slope degrees	Road + Drill Pad Length ft	Road Width ft	Number of Drill Pads	Individual Sump Volume cy	Drill Pad Width ft	Drill Pad Length ft	Slope Replacement Percent %	Regrade Volume (if calculated elsewhere) cy	Disturbed Area (if calculated elsewhere) acres	Growth Media Thickness in	Distance to Growth Media Stockpile ft	Slope from Road to Stockpile % grade
1	Disturbd Areas (Array Areas, Roads, Power Poles)	1	5.8	0.0	0.0	29,139	16.0	0	0	40.0	40	10%		450.08	4	0	5.8
2																	
3																	
4																	
5																	

- Notes:
- All Physical parameters must be input even if manual overrides for volume or area are used.
  - Slope replacement refers to the percentage of cut volume replaced during regrading.
  - If Slope from facility to borrow source is >20, downhill travel time may be underestimated due to limitation of uphill travel time curves and downhill speed tables from CAT Handbook (see Productivity Sheet)
  - Sump volume will be applied to all roads on slopes <20%. On slopes >20% pad width (i.e. cut volume) should be adequate to account for sump volume.



**Closure Cost Estimate  
Expl. Roads & Pads**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

Exploration Roads & Pads - User Input (cont.)														
You must fill in ALL green cells and relevant blue cells in this section for each road														
	Description (required)	Grading				Growth Media				Revegetation				
		Regrade Material Condition (select)	Cut Material Type (select)	Recontouring Equipment Fleet (select)	Additional Hrs for Walk-in <sup>(1)</sup>	Growth Media Material Type (select)	Growth Media Placement Equipment Fleet (select)	Maximum Fleet Size (user override)	Additional Hrs for Walk-in <sup>(1)</sup>	Seed Mix (select)	Mulch (select)	Fertilizer (select)	Scarifying/ Ripping? (select)	Ripping Fleet (select)
1	Disturbd Areas (Array Areas, Roads, Power Poles)	1	Topsoil	Small Dozer	0.0	Topsoil	Small Truck		0.0	Mix 1	None	None	Yes	Grader
2														
3														
4														
5														

- Notes:
1. Include one-way hours necessary to walk equipment in from drop-off point to work area
  2. Material Types are used for density correction based on material densities in Caterpillar Performance Handbook material density table

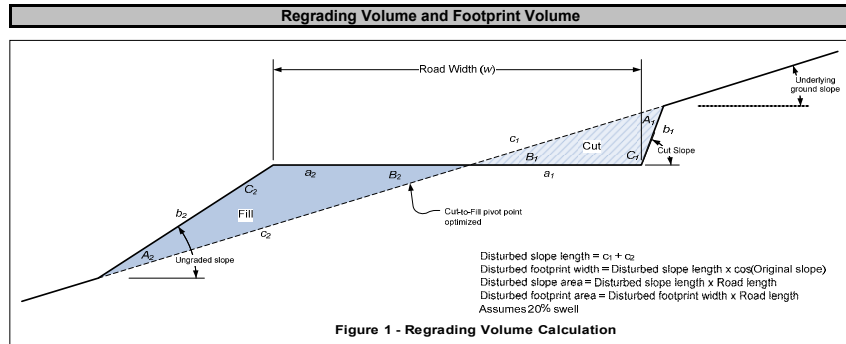


**Closure Cost Estimate  
Expl. Roads & Pads**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

**Exploration Roads & Pads - Calculations**



Will not allow dozer for slopes greater than 30%  
 For dozer regrading push distance = road width  
 Assumes dozer push is uphill  
 Assumes minimum push distance of 100 ft

Swell Factor: 1.2

**Ripping/Scarifying Calculations**

Minimum 1 hr ripping/scarifying time per area  
 Number of passes = Final slope length + Grader width  
 Travel distance = Number of passes x Road length  
 Total hours = (Travel distance + Grader productivity) + (Number of passes x Grader maneuver time)  
 For dozer regrading assumes push distance = 3 x road width

**Revegetation Calculations**

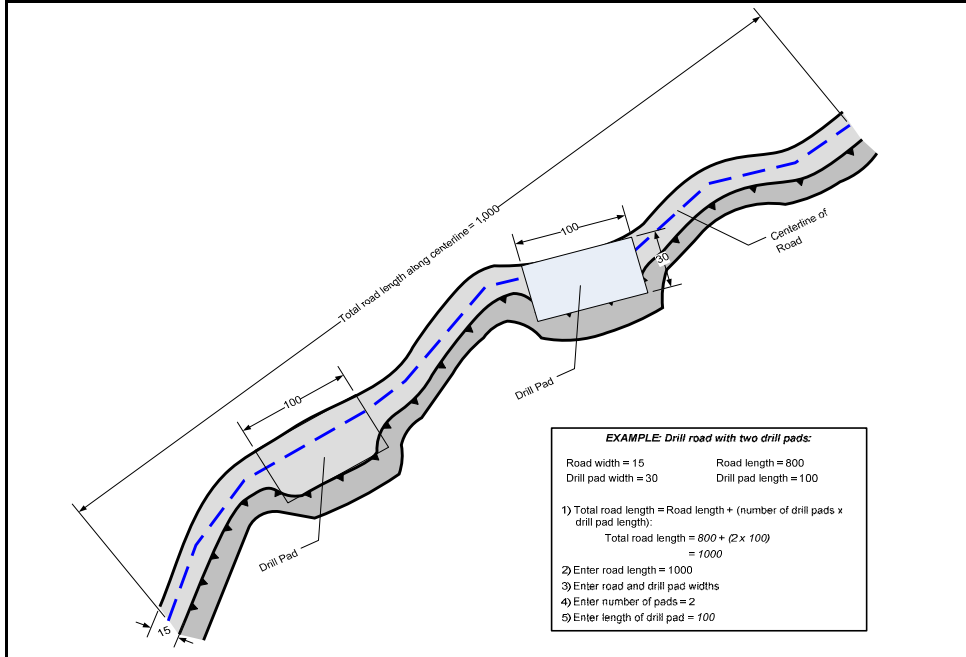
Minimum of 1 acre crew time per area

Closure Cost Estimate  
Expl. Roads & Pads

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

Inputting Exploration Roads and Drill Pads



**Closure Cost Estimate  
Expl. Roads & Pads**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

Exploration Roads & Pads - Regrading Costs										
	Description (required)	Total Road Length ft	Total Drill Pad Length ft	Regrading Volume cy	Recontouring Fleet	Equipment Productivity cy/hr	Total Equipment Hours <sup>(1)</sup> hr	Total Labor Cost \$	Total Equipment Cost \$	Total Regrading Cost \$
1	Disturbd Areas (Array Areas, Roads, Power Poles)	29,139	0	0		Select Fleet		\$0	\$0	\$0
2								\$0	\$0	\$0
3								\$0	\$0	\$0
4								\$0	\$0	\$0
5								\$0	\$0	\$0
		29,139						\$0	\$0	\$0

(1) Includes walk-in time based on distance and travel speed (see Productivity sheet for speeds)

**Closure Cost Estimate  
Expl. Roads & Pads**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

Exploration Roads & Pads - Growth Media Costs									
	Description (required)	Growth Media Volume cy	Growth Media Replacement Fleet	Fleet Productivity LCY/hr	Number of Trucks/ Scrapers	Total Fleet Hours	Total Labor Cost \$	Total Equipment Cost \$	Total Growth Media Cost \$
1	Disturbd Areas (Array Areas, Roads, Power Poles)	5,756	725/966G/D7R	503	2	481	\$137,624	\$281,101	\$418,725
2							\$0	\$0	\$0
3							\$0	\$0	\$0
4							\$0	\$0	\$0
5							\$0	\$0	\$0
		5,756				481	\$137,624	\$281,101	\$418,725



**Closure Cost Estimate  
Expl. Roads & Pads**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Exploration Roads & Pads - Cost Summary				
	Labor	Equipment	Materials	Totals
Grading Costs	\$0	\$0	N/A	\$0
Cover Placement Cost	\$137,624	\$281,101	N/A	\$418,725
Ripping/Scarifying Cost	\$735	\$2,066	N/A	\$2,801
<b>Subtotal Earthworks</b>	<b>\$138,359</b>	<b>\$283,167</b>		<b>\$421,526</b>
Revegetation Cost	\$63,011	\$22,504	\$136,149	\$221,664
<b>TOTALS</b>	<b>\$201,370</b>	<b>\$305,671</b>	<b>\$136,149</b>	<b>\$643,190</b>

Exploration Roads & Pads - Scarifying/Revegetation Costs											
	Description (required)	Surface Area acres	Ripping/ Scarifying Fleet	Ripping Hours hrs	Ripping Labor Costs \$	Ripping Equipment Cost \$	Total Ripping Costs \$	Revegetation Labor Cost \$	Revegetation Equipment Cost \$	Revegetation Material Cost \$	Total Revegetation Cost \$
1	Disturbd Areas (Array Areas, Roads, Power Poles)	450.08	16G/H	9	\$735	\$2,066	\$2,801	\$63,011	\$22,504	\$136,149	\$221,664
2								\$0	\$0	\$0	\$0
3								\$0	\$0	\$0	\$0
4								\$0	\$0	\$0	\$0
5								\$0	\$0	\$0	\$0
		450.08		9	\$735	\$2,066	\$2,801	\$63,011	\$22,504	\$136,149	\$221,664

**Closure Cost Estimate  
Other Demo & Equip Removal**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Other Demolition and Equipment Removal - Cost Summary				
	Labor	Equipment	Materials	Totals
Other Demolition	\$161,580.875	\$0	\$0	\$161,580.875
Equipment Removal	\$0	\$0	\$0	\$0
<b>TOTALS</b>	<b>\$161,580.875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,580.875</b>

Other Demolition									
Facility Description									
	Description (required)	ID Code	Type	Quantity	Units	Labor Unit Cost \$	Equipment Unit Cost \$	Material Unit Cost \$	Total Cost \$
1	Removal of Solar Panels	1	Site Facilities - Structures	2273376	Ea	\$69.79			
2	Removal of PV racks	1	Site Facilities - Structures	68896	Ea	\$49.46			
3	Removal of Inverters	1	Site Facilities - Structures	32	Ea	\$280.25			
4									
5									
						<b>\$161,580.875</b>	<b>\$0</b>	<b>\$0</b>	

Notes:

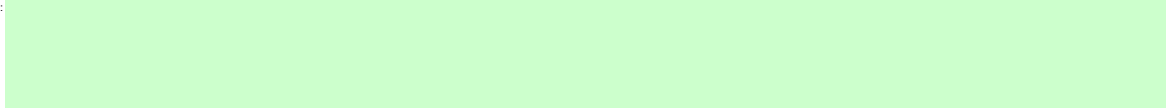
**Closure Cost Estimate  
Other Demo & Equip Removal**

Project Name: Mahi Solar- Notice or Exploration  
 Date of Submittal: 15Dec2020  
 File Name: 20200820\_SRCE\_Version\_1\_4\_1\_017b\_NV\_2020.xlsm  
 Model Version: Version 1.4.1  
 Cost Data: User Data  
 Cost Data File: SRCE\_Cost\_Data\_File\_1\_12\_Std\_2020.xlsm  
 Cost Estimate Type: Surety Cost Basis: S. Nevada Notice Level

Other Demolition and Equipment Removal - Cost Summary				
	Labor	Equipment	Materials	Totals
Other Demolition	\$161,580.875	\$0	\$0	\$161,580.875
Equipment Removal	\$0	\$0	\$0	\$0
<b>TOTALS</b>	<b>\$161,580.875</b>	<b>\$0</b>	<b>\$0</b>	<b>\$161,580.875</b>

Equipment & Material Removal									
Facility Description									
	Description (required)	ID Code	Type	Quantity	Units	Labor Unit Cost (\$)	Equipment Unit Cost (\$)	Material Unit Cost (\$)	Total Cost (\$)
						\$0	\$0	\$0	

Notes:







**ATTACHMENT C  
DISTURBED AREA ESTIMATES  
DECEMBER 2020**



Updated 12/11/2020

# Mahi Solar Power Project Disturbed Area Estimate

## Gravel Road

### Road 1 (Main Road to Area 5)

1.44 miles long  
7,611.0 feet long  
10 feet wide  
76,110 ft<sup>2</sup>  
**1.75** acres  
**6.69** total acres  
5.52 total length (mi)  
29,139 total length (mi)

### Road 2 (Access Road to Area 5)

0.29 miles long  
1,537.9 feet long  
10 feet wide  
15,379 ft<sup>2</sup>  
**0.35** acres

### Road 3 (Main Road to Area 1, 2, 3, 4a)

2.46 miles long  
12,986.9 feet long  
10 feet wide  
129,869 ft<sup>2</sup>  
**2.98** acres

### Road 4 (Access road to Area 2a)

0.55 miles long  
2,881.1 feet long  
10 feet wide  
28,811 ft<sup>2</sup>  
**0.66** acres

### Road 5 (Access road to Area 2b from 2a)

0.06 miles long  
329.4 feet long  
10 feet wide  
3,294 ft<sup>2</sup>  
**0.08** acres

### Road 6 (Access road to Area 4a)

0.07 miles long  
390.7 feet long  
10 feet wide  
3,907 ft<sup>2</sup>  
**0.09** acres

### Road 7 (Access Road to Area 4c)

0.64 miles long  
3,402.1 feet long  
10 feet wide  
34,021 ft<sup>2</sup>  
**0.78** acres

## Solar Array Areas

### Area 1

9,766.18 ft  
3,377,196.74 ft<sup>2</sup>  
77.53 acres  
**438.75** total acres

### Area 2a

Perimeter 6,197.65 ft  
Area 1,667,560.83 ft<sup>2</sup>  
38.28 acres

### Area 2b

Perimeter 2,317.47 ft  
Area 318,227.92 ft<sup>2</sup>  
7.31 acres

### Area 3

Perimeter 8,778.97 ft  
Area 3,706,750.94 ft<sup>2</sup>  
85.10 acres

### Area 4a

Perimeter 10,389.21 ft  
Area 5,493,420.76 ft<sup>2</sup>  
126.11 acres

### Area 4b

Perimeter 9,389.80 ft  
Area 480,242.97 ft<sup>2</sup>  
11.02 acres

### Area 4c

Perimeter 7,543.49 ft  
Area 2,479,566.27 ft<sup>2</sup>  
56.92 acres

### Area 5

Perimeter 7,059.10 ft  
Area 1,588,968.14 ft<sup>2</sup>  
36.48 acres

## Power Poles

### Overhead Line 1

9966.89 ft (total length)  
300 ft (pole spacing)  
34 No. of Poles  
4 10% graded  
30

### Area

50-ft radius 31,416 ft<sup>2</sup>  
20-ft radius 37,699 ft<sup>2</sup>

0.72 acres  
0.87 acres  
1.59 acres each powerline  
**3.17** acres two powerlines

### Overhead Line 2

1289.71 ft (total length)  
300 ft (pole spacing)  
5 No. of Poles  
1 10% graded  
4

### Area

50-ft radius 7,854 ft<sup>2</sup>  
20-ft radius 5,027 ft<sup>2</sup>

0.18 acres  
0.12 acres  
0.30 acres each powerline  
**0.59** acres two powerlines

### Overhead Line 3

615.9 ft (total length)  
300 ft (pole spacing)  
3 No. of Poles  
1 10% graded  
2

### Area

50-ft radius 7,854 ft<sup>2</sup>  
20-ft radius 2,513 ft<sup>2</sup>

0.18 acres  
0.06 acres  
0.24 acres each powerline  
**0.48** acres two powerlines

Total powerpole length  
Total Estimated No. of  
Power Poles

11872.5 ft  
42

## Underground

2 lines  
2 ft wide trenches 20 ft wide total  
4224 ft long  
16896 ft<sup>2</sup> 84480 ft<sup>2</sup>  
0.387878788 acres 1.93939394 acres  
0.4 acres in plan

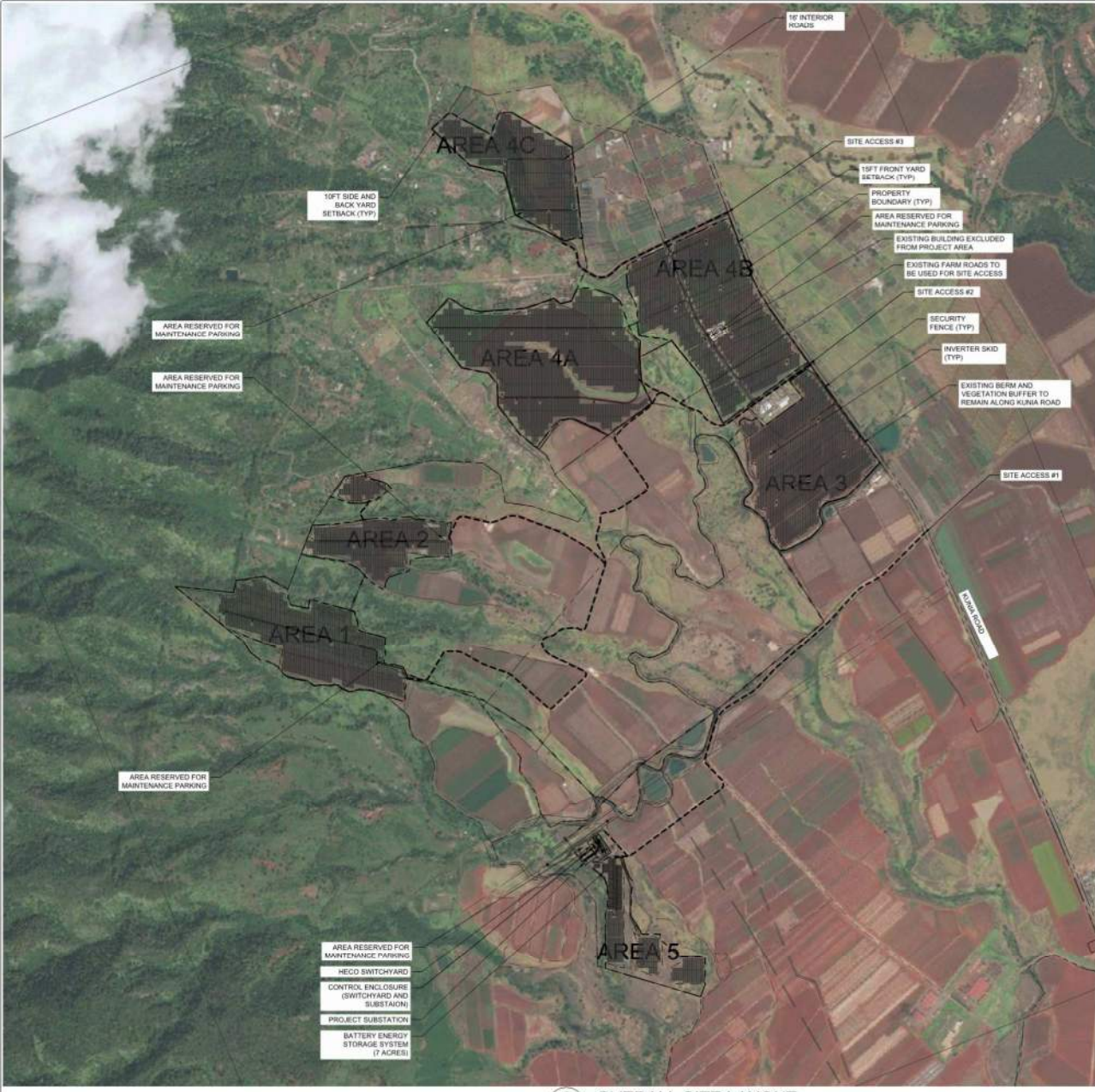
**Total acres**  
**450.08**





**ATTACHMENT D**  
**2020 MAHI SOLAR PROJECT**  
**BASIS OF DESIGN (BOD) DRAWINGS**





- SHEET NOTES:**
- LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
  - FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**PV SYSTEM SPECIFICATIONS:**

SYSTEM STC DC RATING (MW)	362.26
SYSTEM AC CAPACITY (MW)	134.40
SYSTEM AC RATING AT POI (MW)	130.00
DC/AC RATIO AT INVERTER	1.21
DC/AC RATIO AT POI	1.35
MODULE MODEL	FIRST SOLAR SE
MODULE STC DC RATING (W)	475
MODULE COUNT	213456
MODULES PER STRING	6
STRING COUNT	35576
16 STRING TABLE COUNT	2099
16 STRING TABLE COUNT	429
INVERTER MODEL	SMAN 4200
INVERTER RATING @35 °C (MW)	4.20
QUANTITY OF INVERTERS	32
TRANSFORMER RATING @50°C / 38°C (MVA)	4.20
QUANTITY OF TRANSFORMERS	32
DC SYSTEM VOLTAGE (V)	1500
BACKING SYSTEM	NEXTBATCHER G930S
MODULE TILT (TYP)	+/- 50°
AZIMUTH	0°
GC	VARIES
ROW-TO-ROW SPACING (LF)	VARIES
ASHRAE 2% DESIGN GLOB TEMP MAX (°C)	31.6
ASHRAE EXTREME ANNUAL MEAN MINIMUM DRY-BULB TEMP	12.7
ROADS (L.F.)	33727
FENCING LENGTH (L.F.)	6191.7
FENCING AREA (ACRES)	491

	SYSTEM STC DC RATING (MW)	SYSTEM AC CAPACITY (MW)	INVERTER QUANTITY	DC/AC RATIO AT INVERTER	DC/AC RATIO AT POI	DC/AC RATIO AT POI	ROW-TO-ROW SPACING	MODULE RATING
AREA 1	21.80	16.80	4	1.303	1.459	0.572	23.53	475
AREA 2	11.80	8.40	2	1.404	1.573	0.572	23.53	435
AREA 3 & 4B	64.84	54.40	13	1.198	1.330	0.605	22.43	475
AREA 4A	39.63	33.60	8	1.192	1.288	0.600	22.43	435
AREA 4C	19.81	16.80	4	1.179	1.321	0.620	23.71	475
AREA 5	5.29	4.20	1	1.259	1.411	0.572	23.53	475
TOTAL	162.26	134.40	32	1.21	1.35			

- LEGEND**
- PROPERTY LINE
  - FENCE LINE
  - ROAD
  - EXISTING OVERHEAD ELECTRICAL
  - OVERHEAD ELECTRICAL
  - UNDERGROUND ELECTRICAL
  - SETBACK
  - EXISTING ROAD FOR SITE ACCESS

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL, AND IT MAY BE DISCLOSED TO ANY PARTY TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

**ENGINEER'S STAMP**

**CLIENT**  
 longroad ENERGY

**PROJECT NAME**  
**MAHI SOLAR**  
**SITE LOCATION**  
 KUNIA, HAWAII  
 21.413° -158.066°

**DRAWING ISSUE**

1	10/19/2020	BOD LAYOUT
2	11/09/2020	BOD FOR CLIP

**REVISION ISSUE**

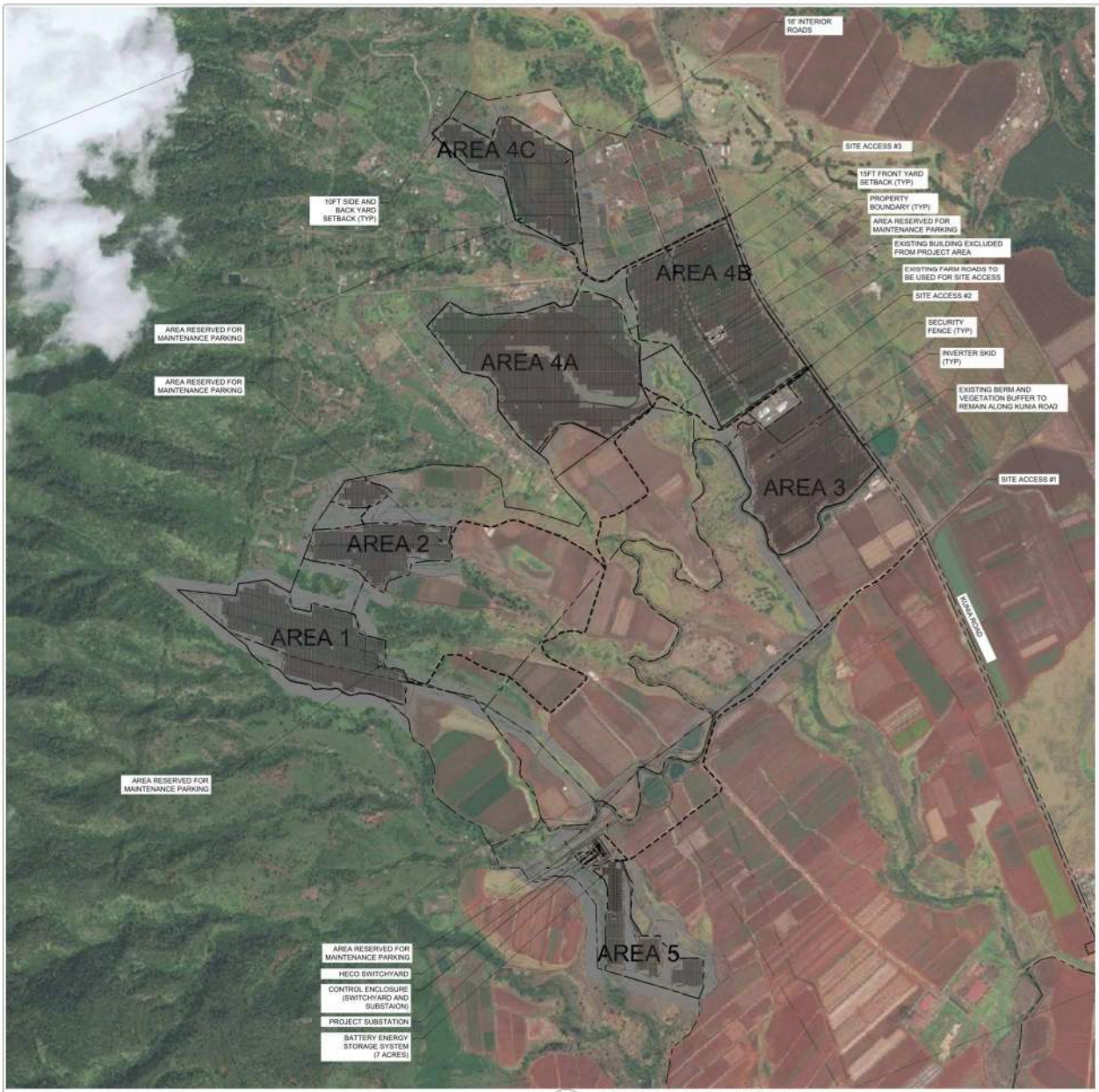
**DRAWN BY: RD** CHECKED BY: AAC  
**PROJECT NO.:** 30105  
**DRAWING TITLE:**  
**OVERALL SITE LAYOUT**

**DRAWING NUMBER**  
**E200**



**1 OVERALL SITE LAYOUT**  
 1" = 800'





**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING LING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**LEGEND**

	PROPERTY LINE
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS
	CONTOURS

**1 OVERALL SITE LAYOUT**  
 1" = 800'  
 0' 400' 800' 1600'



**REVAMP**

ENGINEERING INC.  
 1110 Nāhulu Ave.  
 Honolulu, HI 96817  
 www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IN ANY MANNER, IN WHOLE OR IN PART, TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

**ENGINEER'S STAMP**



**PROJECT NAME:**  
**MAHI SOLAR**

**SITE LOCATION:**  
 KUNIA, HAWAII  
 21.413° -158.066°

**DRAWING ISSUE**

1	10/10/2020	BOD LAYOUT
2	11/06/2020	BOD FOR CUP

**REVISION ISSUE**

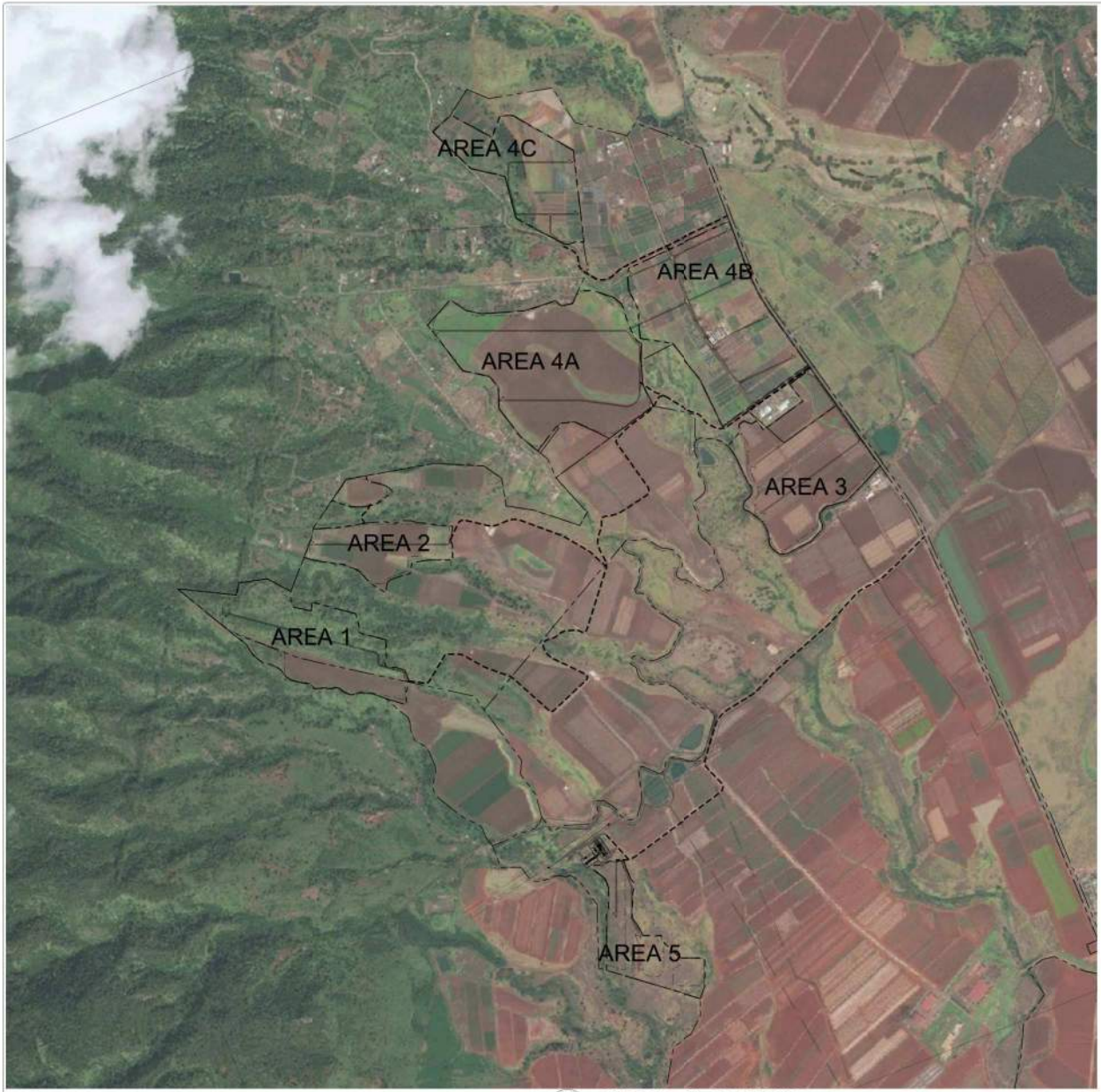
**DRAWN BY:** RO **CHECKED BY:** AAC  
**PROJECT NO.:** 20105  
**DRAWING TITLE:**  
**OVERALL SITE LAYOUT WITH TOPO**

**DRAWING NUMBER:**  
**E201**

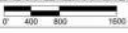


**PRELIMINARY - NOT FOR CONSTRUCTION**





**1** OVERALL SITE LAYOUT  
 1" = 800'



**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**LEGEND**

	PROPERTY LINE
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS



**REVAMP**

ENGINEERING, INC.  
 1110 Nāhulu Ave.  
 Honolulu, HI 96817  
 www.revamp-eng.com

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IN ANY MANNER, IN WHOLE OR IN PART, TO BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP



PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
 KUNIA, HAWAII  
 21.413° - 158.066°

PRELIMINARY - NOT FOR CONSTRUCTION

**DRAWING ISSUE**

1	10/10/2020	BOD LAYOUT
2	11/06/2020	BOD FOR CUP

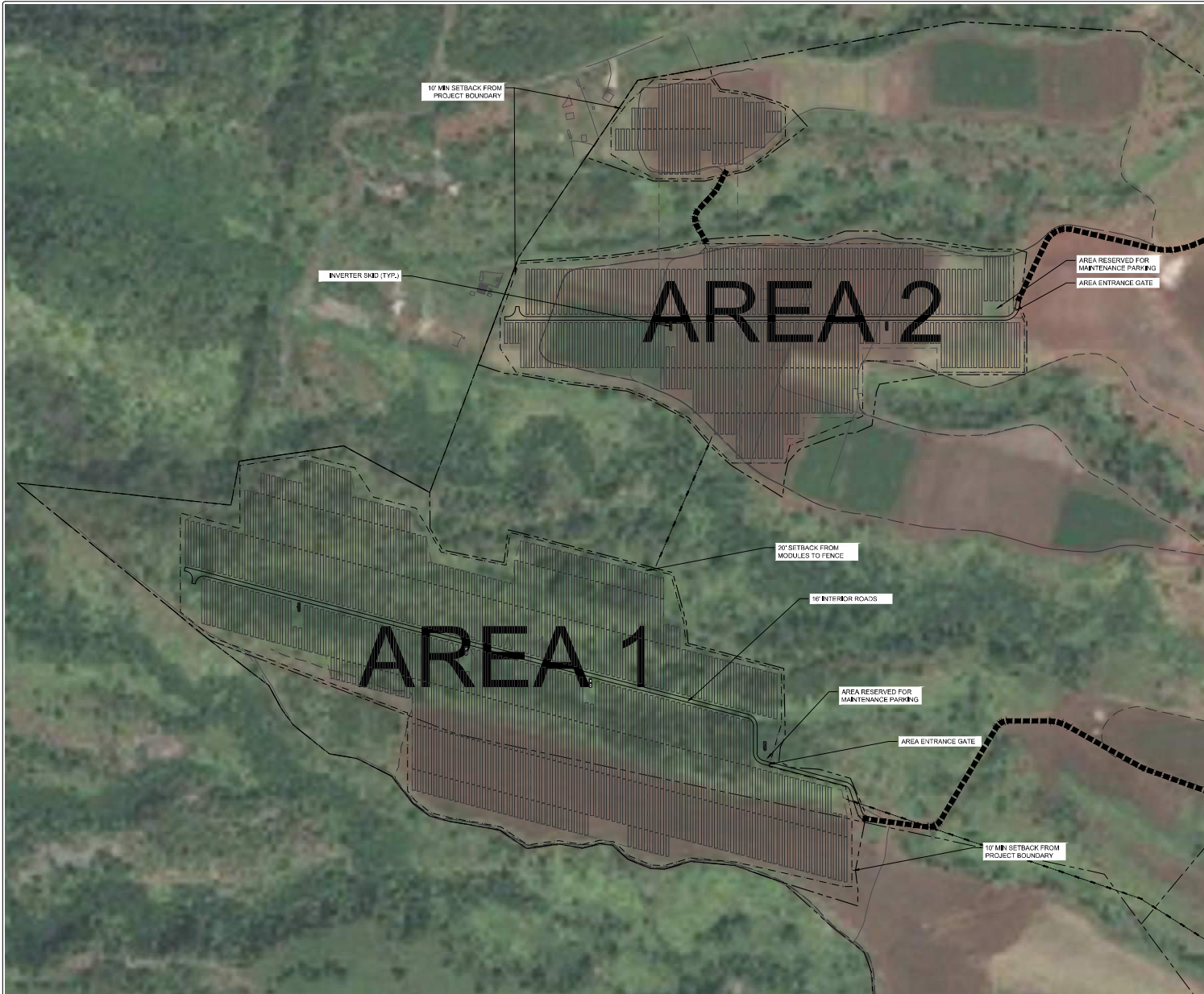
**REVISION ISSUE**

DRAWN BY: RO CHECKED BY: AAC  
 PROJECT NO.: 20105  
**DRAWING TITLE**  
**CIRCULATION PLAN**



DRAWING NUMBER  
**E203**



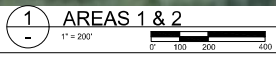


**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING BEING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**LEGEND**

- PROJECT AREA
- FENCE LINE
- ROAD
- EXISTING OVERHEAD ELECTRICAL
- OVERHEAD ELECTRICAL
- UNDERGROUND ELECTRICAL
- SETBACK
- EXISTING ROAD FOR SITE ACCESS



**MOSS ISOLAR**  
**REVAMP**  
 ENGINEERING INC.  
 1110 Nimitz Ave.  
 Honolulu, HI 96817  
 www.mossisolar.com

THIS DOCUMENT IS THE PROPERTY OF MOSS ENGINEERING INC. AND IS TO BE RETURNED TO MOSS ENGINEERING INC. UPON COMPLETION OF THE PROJECT. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT WRITTEN PERMISSION FROM MOSS ENGINEERING INC.

ENGINEER'S STAMP

**CLIENT**

**PROJECT NAME**  
**MAHI SOLAR**  
**SITE LOCATION**  
 KUNIA, HAWAII  
 21.413° -158.066°

DRAWING ISSUE	
1	11/09/2020 BOD LAYOUT
2	11/09/2020 BOD FOR SUP

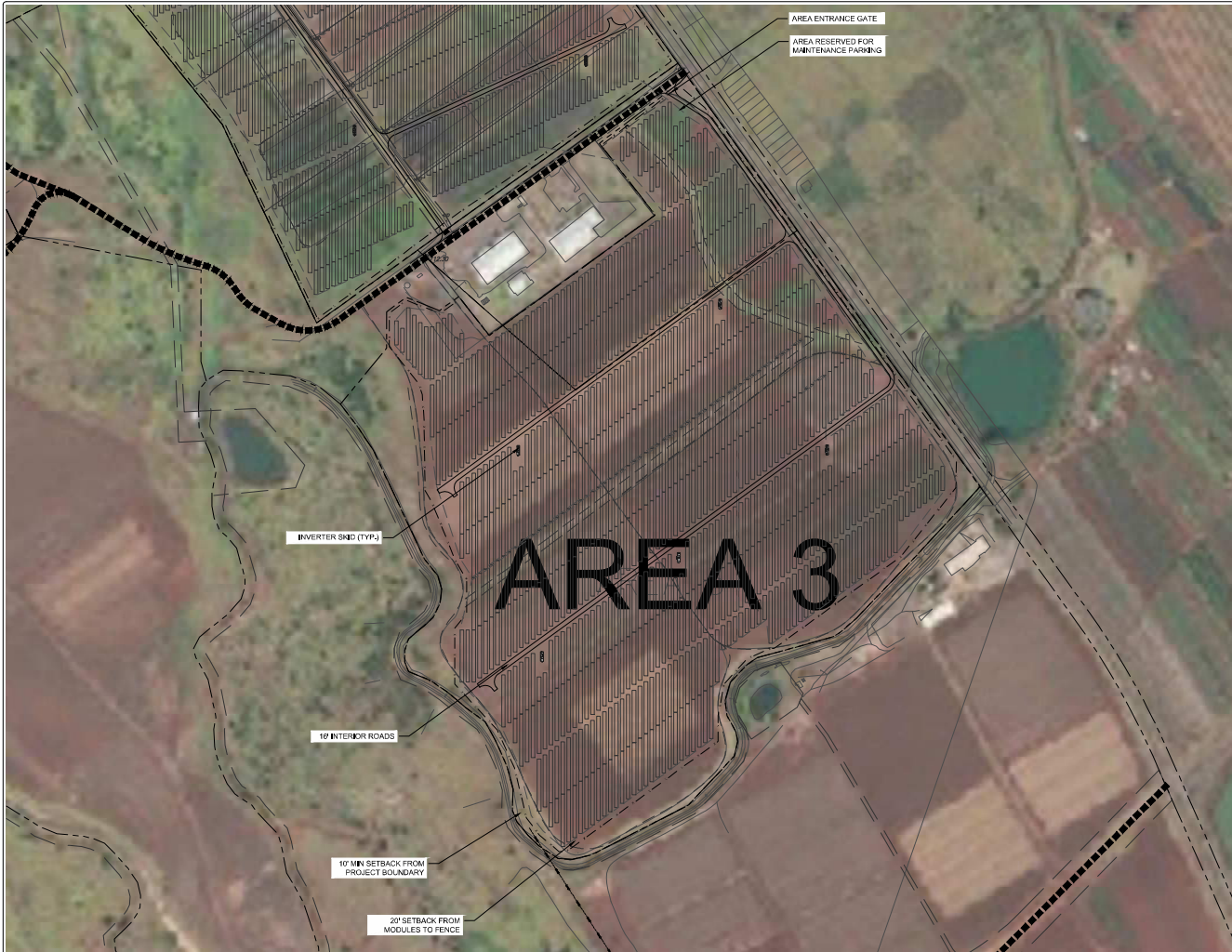
**REVISION ISSUE**

**DRAWN BY: PD** **CHECKED BY: AAC**  
**PROJECT NO.:** 20105  
**DRAWING TITLE**  
**AREAS 1 & 2**

**DRAWING NUMBER**  
**E204**



**PRELIMINARY - NOT FOR CONSTRUCTION**



1 AREA 3  
1" = 200'

**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING BEING TO BE CONFIRMED BY ENGINEER-OF-RECORD.

**MOSS ISOLAR**  
**REVAMP**  
 1110 Nimitz Ave.  
 Honolulu, HI 96817  
 www.revampeng.com

THIS DOCUMENT IS THE PROPERTY OF MOSS ENGINEERING, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO REUSE, REPRODUCTION, OR DISTRIBUTION OF THIS DOCUMENT IS PERMITTED WITHOUT WRITTEN PERMISSION FROM MOSS ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413° -158.066°

DRAWING ISSUE	
1	10/19/2020 BOD LAYOUT
2	11/09/2020 BOD FOR SUP

REVISION ISSUE

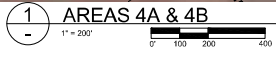
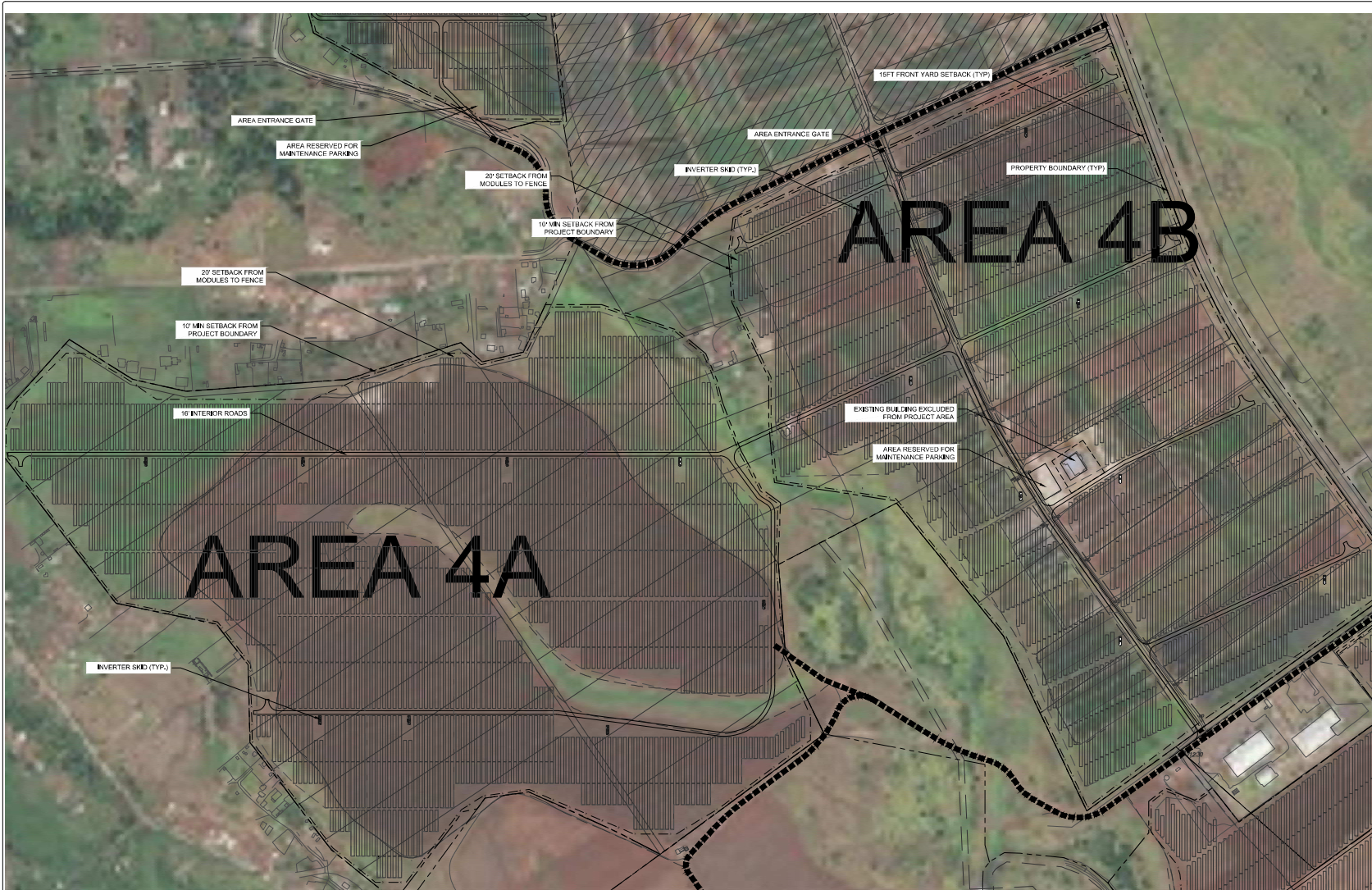
DRAWN BY: PD CHECKED BY: AAC  
 PROJECT NO.: 20105  
 DRAWING TITLE  
**AREA 3**

DRAWING NUMBER  
**E205**



**PRELIMINARY - NOT FOR CONSTRUCTION**





LEGEND	
	PROJECT AREA
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS

- SHEET NOTES**
- LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
  - FINAL STRING SIZING TO BE CONFIRMED BY ENGINEER-OF-RECORD.



**REVAMP**

ENGINEERING & ARCHITECTURE  
 1110 Niniani Ave.  
 Honolulu, HI 96817  
 www.revampeng.com

THIS DOCUMENT IS THE PROPERTY OF MOSS ISOLAR ENGINEERING & ARCHITECTURE. NO REPRODUCTION, STORAGE, OR DISTRIBUTION OF THIS DOCUMENT IS PERMITTED WITHOUT WRITTEN PERMISSION FROM MOSS ISOLAR ENGINEERING & ARCHITECTURE.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413° -158.066°

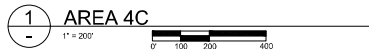
DRAWING ISSUE
1 10/19/2020 BOD LAYOUT
2 11/09/2020 BOD FOR CLIP

REVISION ISSUE

DRAWN BY: PD CHECKED BY: AAC  
 PROJECT NO.: 20105  
**DRAWING TITLE**  
**AREAS 4A & 4B**

DRAWING NUMBER  
**E206**

PRELIMINARY - NOT FOR CONSTRUCTION



**SHEET NOTES:**

1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
2. FINAL STRING BEING TO BE CONFIRMED BY ENGINEER-OF-RECORD.



**REVAMP**

ENGINEERING FIRM:  
1110 Nimitz Ave.  
Honolulu, HI 96817  
www.revampeng.com

THIS DOCUMENT IS THE PROPERTY OF MOSS ENGINEERING, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREIN. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT WRITTEN PERMISSION FROM MOSS ENGINEERING, INC.

ENGINEER'S STAMP



PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
KUNIA, HAWAII  
21.413° -158.066°

**LEGEND**

	PROJECT AREA
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS

**PRELIMINARY - NOT FOR CONSTRUCTION**

DRAWING ISSUE	
1	TITLE SHEET
1	SBD LAYOUT
2	BOI FOR SUB

REVISION ISSUE

DRAWN BY: PD    CHECKED BY: AAC  
PROJECT NO.: 20105  
DRAWING TITLE  
**AREA 4C**

DRAWING NUMBER  
**E207**







# AREA 5

- SHEET NOTES:**
1. LOCATIONS SHOWN ARE FOR GENERAL GUIDANCE ONLY. SLOPES OF THE SITE ARE NOT DEPICTED AND LOCATIONS MUST BE VERIFIED ON SITE BEFORE INSTALLATION.
  2. FINAL STRING SIZES TO BE CONFIRMED BY ENGINEER-OF-RECORD.



## REVAMP

ENGINEERING, INC.  
 1110 Nimitz Ave.  
 Honolulu, HI 96817  
[www.revamp-eng.com](http://www.revamp-eng.com)

THIS DOCUMENT IS THE PROPERTY OF REVAMP ENGINEERING, INC. AND CONTAINS CONFIDENTIAL INFORMATION. ITS RECEIPT OR POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MANUFACTURE, USE, OR SELL ANYTHING IN ANY MANNER, NOR SHALL IT BE DISCLOSED WITHOUT WRITTEN PERMISSION FROM REVAMP ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**  
 SITE LOCATION  
 KUNIA, HAWAII  
 21.413° -158.066°

**LEGEND**

	PROJECT AREA
	FENCE LINE
	ROAD
	EXISTING OVERHEAD ELECTRICAL
	OVERHEAD ELECTRICAL
	UNDERGROUND ELECTRICAL
	SETBACK
	EXISTING ROAD FOR SITE ACCESS

**PRELIMINARY - NOT FOR CONSTRUCTION**

**DRAWING ISSUE**

1	10/10/2020	BOD LAYOUT
2	11/06/2020	BOD FOR CLIP

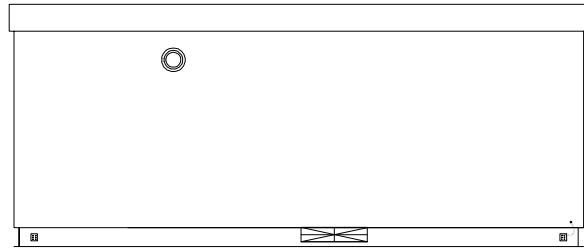
**REVISION ISSUE**


DRAWN BY: RO CHECKED BY: AAC  
 PROJECT NO.: 20105  
 DRAWING TITLE  
**AREA 5 AND HV FACILITIES**

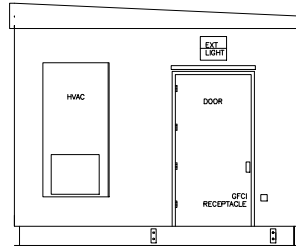


DRAWING NUMBER  
**E208**

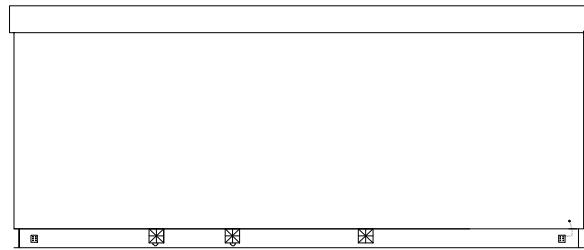
**1** AREAS 5 AND HV FACILITIES  
 1" = 200'



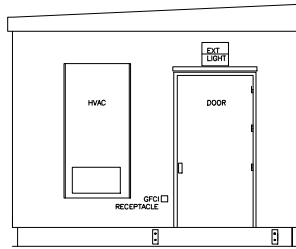
B EXTERIOR WALL ELEVATION



A EXTERIOR WALL ELEVATION



D EXTERIOR WALL ELEVATION



C EXTERIOR WALL ELEVATION

1 CONTROL ENCLOSURE TYPICAL  
SCALE: N.T.S.



**REVAMP**

1110 Nalani Ave.  
Honolulu, HI 96817  
www.moss-isolar.com

THIS DOCUMENT IS THE PROPERTY OF MOSS-ISOLAR. NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF MOSS-ISOLAR ENGINEERING, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
KUNIA, HAWAII  
21.413° -158.066°

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWING ISSUE	
1	TOTAL ISSUE
1	BOD LAYOUT
2	11/09/2020
2	EGC FOR CLIP

REVISION ISSUE

DRAWN BY: PD CHECKED BY: AAC

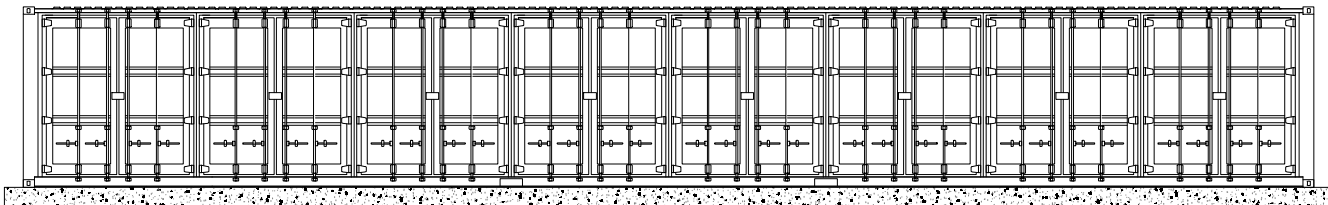
PROJECT NO.: 20105

DRAWING TITLE  
**CONTROL ENCLOSURE EXHIBIT**

DRAWING NUMBER

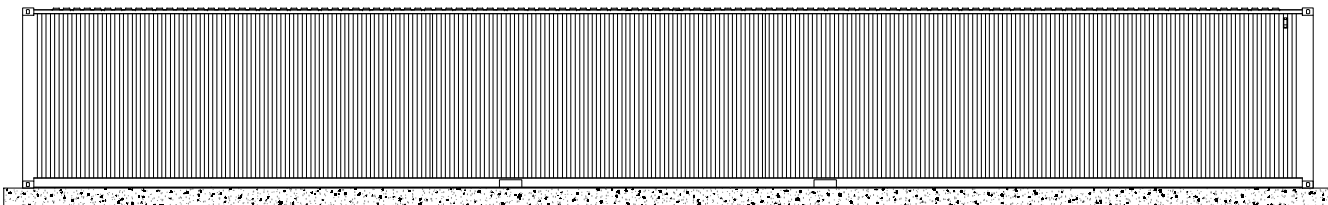
**EX-1**





BESS ENCLOSURE FOUNDATION

1 BESS CONTAINER TYPICAL FRONT  
1" = 3'



BESS ENCLOSURE FOUNDATION

2 BESS CONTAINER TYPICAL BACK  
1" = 3'



**REVAMP**

1105 Nanihau Ave.  
Honolulu, HI 96817  
www.moss-isolar.com

THIS DOCUMENT IS THE PROPERTY OF MOSS ISOLAR, INC. AND, IN RECEIPT OF POSSESSION DOES NOT CONVEY ANY RIGHTS TO REPRODUCE, MAKE ANY COPIES, OR TO DISCLOSE, WITHOUT WRITTEN PERMISSION FROM MOSS ISOLAR, INC.

ENGINEER'S STAMP

CLIENT

PROJECT NAME  
**MAHI SOLAR**

SITE LOCATION  
KUNIA, HAWAII  
21.413° -158.066°

PRELIMINARY - NOT FOR CONSTRUCTION

DRAWING ISSUE	
1	10/19/2020 BOD LAYOUT
2	11/09/2020 BOD FOR CLIP

REVISION ISSUE

DRAWN BY: PD CHECKED BY: AAC  
PROJECT NO.: 20105

DRAWING TITLE  
**BESS CONTAINER EXHIBIT**

DRAWING NUMBER  
**EX-2**



Appendix J

---

**Construction Traffic Assessment for the  
Proposed Mahi Solar Farm  
Prepared by Fehr and Peers  
November 2020**





November 13, 2020

Ms. Tracy Camuso  
Group 70  
111 S. King Street, Suite 170  
Honolulu, HI 96813

**Subject: Construction Traffic Assessment for the Proposed Mahi Solar Farm (Oahu, HI)**

Dear Ms. Camuso:

Fehr & Peers has prepared a traffic assessment for a proposed solar project to be constructed by Longroad Energy in the Kunia area on the island of O’ahu. This assessment was prepared to support the project in obtaining approvals from the State Land Use Commission and the City and County of Honolulu, Department of Planning and Permitting (DPP). This letter includes an assessment of the vehicle trip generation anticipated during both project construction and typical project operations, as well as an analysis of intersection operations to determine any traffic-related impacts from the project.

## PROJECT DESCRIPTION

The proposed Mahi Solar project will produce clean energy and support local agriculture in the Kunia area, generally ewa of Kunia Road (State Highway 750), mauka of Royal Kunia, and downhill from Kunia Loa Ridge Farmlands. Construction of the site will consist of a 120-megawatt (MW) solar installation within an area of approximately 617 acres of land. The project also includes a 480-megawatt hour (MWh) battery system that would store solar energy and an electrical substation to connect to the O’ahu grid. Most of the surrounding land use consists of agriculture farming for seed corn and other crops. Construction of the Mahi project will allow farmers to continue cultivating land while generating clean energy on the less productive areas. This assessment focuses on traffic impacts related to the construction and operations of the proposed facility. Based on the nearby interchanges and regional roadways and the fact that materials will be transported from the Sand Island area to the site, trucks are expected to use the H-1 Freeway and Kunia Road to access the site. Three (3) site access points are proposed along Kunia Road at existing private roads, including Plantation Road and two (2) additional roads north of Plantation Road. **Figure 1** shows the project vicinity, proposed site plan, and access locations.

Once operational, the site will be primarily self-sustaining with minimal periodic maintenance required. The solar farm is anticipated to have no more than five (5) employees on-site at any given time. No permanent employees will be on-site; however, employees will visit the site over the course of the year to conduct maintenance such as mowing and/or panel washing. As a result, the number of employee vehicle trips

generated by the proposed project during typical operations is considered negligible (i.e. less than the standard daily variation in traffic during peak hours). The primary traffic concerns for the proposed project are associated with potential temporary construction traffic impacts.

The project is anticipated to open in late 2022 following the completion of construction. Construction is expected to begin in the fourth quarter of 2021 and continue through the fourth quarter of 2022. Based on the needs of a 120-MW facility, project construction is anticipated to require up to 340 workers on-site at a time during the peak of construction, but fewer workers at various points during construction. As a conservative approach, this assessment evaluates the peak of construction with 340 workers on site. Construction workers will be encouraged to carpool; therefore, the analysis assumes 1.5 employees per vehicle, or up to 227 construction worker vehicles, will be arriving and departing the site each day during the peak of construction. Workers will generally be on-site between 7:30 AM and 5:00 PM Monday through Friday. Saturday construction work may occur in accordance with noise permit regulations.

## PROJECT LOCATION AND STUDY AREA

The proposed project is located mauka of the H-1 freeway on the ewa side of Kunia Road. Portions of the site are used for agricultural and farming purposes and a portion of the site is undeveloped. The traffic assessment evaluated the operations at the following eight (8) intersections near the site and along the primary travel route:

1. Kunia Road/H-1 Eastbound On-Ramp
2. Kunia Road/H-1 Westbound Off-Ramp
3. Kunia Road/Kupuna Loop (South)
4. Kunia Road/Kupuna Loop (North)
5. Kunia Road/Anonui Street
6. Kunia Road/Site Access #1 (Plantation Road)
7. Kunia Road/Site Access #2
8. Kunia Road/Site Access #3

**Figure 2** shows the locations of the study intersections.

## STUDY SCENARIOS

The operations of the study intersections were evaluated during the busiest peak (one) hour in the morning (generally 6:45 to 7:45 AM) and in the afternoon (generally 4:00 to 5:00 PM) for the Kunia Road corridor. The peak hour for each intersection was determined from traffic count data collected in 2019, which serves

as the basis of the Existing Conditions analysis. Construction of the project site is anticipated to occur from late 2021 through late 2022, with a targeted opening for the project to occur at the end of 2022. However, the traffic assessment assumes an opening year of 2023 to minimize confusion in the analysis and is considered conservative since traffic volumes for the 2023 scenario assume additional ambient growth between 2022 and 2023.

Traffic operations were evaluated for the following scenarios:

- **Existing Conditions** – New traffic count data was not collected for the project in 2020 due to travel restrictions related to the COVID-19 global pandemic and shifts in travel patterns. Therefore, the analysis of existing traffic conditions was based on peak hour intersection turning movement counts collected in October 2019.
- **2022 Plus Construction Conditions** – Analysis of 2022 Plus Construction traffic conditions includes existing peak hour volumes grown by one percent per year to account for ambient growth in traffic in the study area between October 2019 and the year of anticipated project construction (December 2022). This scenario includes Mahi Solar construction traffic, assuming the maximum or peak of construction of up to 227 worker vehicles arriving and departing the site each day. During non-peak months of construction there will be fewer worker vehicles arriving and departing each day. Given that the construction hours of operation will be between 7:00 AM and 5:30 PM, the majority of trips departing the site will not be traveling within the PM peak hour (4:00 to 5:00 PM) in the study area. To be conservative, the analysis assumed all worker trips arrive and depart during the AM and PM peak hours.

Traffic generated by other planned projects within the project vicinity was also added to the 2022 Plus Construction volumes, including half of the estimated peak construction trips from the planned Ho’ohana Solar and Kupehau Solar projects, which are anticipated to be constructed before 2023 with varying peak construction periods.

- **Opening Year (2023) No Project Conditions** – Existing peak hour volumes were grown by one percent per year to forecast traffic under Opening Year (2023) Conditions. This scenario only includes increases in traffic volumes from ambient growth in the study area. No operational project traffic from Mahi Solar is assumed in this scenario.
- **Opening Year (2023) Plus Typical Operating Conditions** – This scenario consists of Opening Year (2023) Conditions traffic plus the addition of project generated traffic once Mahi Solar is fully operational. Once operational, project generated traffic from the solar site is anticipated to be no more than 10 trips per day (i.e. five employees arriving and departing) for maintenance such as mowing and/or panel washing.



## VEHICLE ACCESS

The proposed access points for construction traffic are along Kunia Road at Plantation Road (Site Access #1) and two (2) existing roadways (unnamed with private/restricted use) that intersect Kunia Road north of Plantation Road. The entrances to the interior roads of the solar facility will be located ewa (west) of Kunia Road along these existing roadways. Kunia Road is under the jurisdiction of the State of Hawaii Department of Transportation - Highways Division (HDOT). All access roadways are private streets with restricted use, including gates at Site Access #1 and Site Access #2.

Based on the nearby interchanges and regional roadways and the fact that materials will be transported from the Sand Island area to the site, all inbound heavy trucks are expected to use the H-1 Freeway and turn right onto Kunia Road from the Ewa-bound H-1 Off-Ramp. Outbound truck trips will return to the Sand Island area using the opposite movements. Construction workers traveling to work in the morning will access the site from both the north and south along Kunia Road and turn onto the site access roads.

The speed limit along Kunia Road is posted as 45 miles per hour. Near the site access roadways, the shoulders along Kunia Road are unpaved and intermittent “no passing” zones are designated. Existing “no passing” zones along Kunia Road extend for approximately 1,500 feet between Site Access #2 and Site Access #3, and approximately 1,100 feet around Site Access #1 (Plantation Road).

## EXISTING TRAFFIC VOLUMES

The addition of traffic from the proposed project may impact operations of intersections near the site during the anticipated construction period. To determine potential impacts, the operations of the eight (8) study intersections were evaluated during weekday AM and PM peak hour conditions. Traffic counts were collected at Study Intersections 1 through 6 in October 2019 and are included in **Attachment A**. Existing lane configurations and signal controls were obtained as part of the data collection. Due to the COVID19 pandemic and impact to travel patterns, new count data could not be obtained for the project and data for intersections 7 (Site Access #2) and 8 (Site Access #3 intersections) along Kunia Road was unavailable. Therefore, existing traffic volumes were estimated at each location based on available traffic data along Kunia Road and existing land uses. Given the minimal and dispersed land use patterns served by Site Access #2, 10 inbound and 10 outbound trips were assumed for both peak hours from the driveway. Inbound and outbound volumes at Site Access #3 were assumed to be similar to those at Site Access #1 (Plantation Road) given the similar scale of agricultural land uses along both roads. **Figure 3** presents the Existing weekday AM and PM peak hour turning movement volumes and lane configurations at each study intersection.

## 2022 PLUS CONSTRUCTION TRAFFIC VOLUMES

For purposes of this analysis, 2019 traffic volumes were increased by a growth factor of one percent per year and rounded to the nearest ten to forecast 2022 traffic volumes to account for ambient growth. This rate was determined by considering the difference between historic and future traffic projections and planned growth in the study area. This methodology is consistent with other traffic studies completed for local and regional projects on Oahu.

In addition to ambient growth, 2022 Plus Construction traffic forecasts include construction trips generated by the Mahi Solar project as well as trips generated by other planned/approved development projects in the vicinity of the project site that are expected to be constructed or under construction within Mahi Solar's construction timeframe. Below is a list of cumulative projects identified in the immediate study area and associated construction schedules.

- *Ho'ohana Solar (by 174 Power Global)*: proposed 52-MW photovoltaic system within approximately 161 acres of land, located mauka of Royal Kunia Country Club, east of Kunia Road. Access to the Ho'ohana Solar site will be provided at Plantation Road. Construction is expected to begin in April 2021 and continue through December 2022.
- *Kupehau Solar (by 174 Power Global)*: proposed 60-MW photovoltaic system within approximately 210 acres of land, located in the Kunia area southwest of the Mahi Solar site. Details on site access and the construction schedule were in progress at the time this report was prepared; therefore, this assessment assumed access for Kupehau Solar trips will occur from the Site Access #1/Plantation Road intersection.

Given that the peak construction periods for these projects are not scheduled to align with the peak construction period for the Mahi Solar project, trips generated by the projects under 2022 Plus Construction conditions were assumed to be half (50 percent) of their peak construction traffic trip generation. Given the limited existing traffic along Kunia Road, this approach of applying ambient growth rates and cumulative projects to 2022 volumes is considered conservative.

## OPENING YEAR (2023) TRAFFIC VOLUMES

Construction of the Mahi Solar project is expected to be complete by the end of 2022. For purposes of this analysis, the opening year for typical operations was assumed as 2023. Existing traffic volumes were increased by an average growth factor of one percent per year and rounded to the nearest tenth to forecast the Opening Year (2023) traffic volumes. Operational traffic from the Ho'ohana and Kupehau solar projects was included in the Opening Year (2023) traffic volumes since they will also be fully operational by that time. Forecasted trip generation from the Mahi Solar project during typical operations was added to the

Opening Year (2023) to calculate Opening Year (2023) Plus Operations traffic volumes to determine if any impacts are anticipated.

## FORECAST PROJECT TRIP GENERATION

Construction traffic is comprised of private vehicles driven by construction workers and trucks delivering materials, hauling earth and debris, and providing other services (e.g., water trucks). In general, workers are assumed to make one (1) inbound trip and one (1) outbound trip for a total of two (2) daily trips. Detailed information on construction activities was provided by Longroad Energy and included the number of trucks needed to deliver the photovoltaic panels, steel piles for mounting the panels, gravel for on-site roadways, etc. This information was used to estimate the total number of truck trips during the planned construction period of 12 months. It is important to note that this information is preliminary and may be refined once a specific contractor is selected to construct the project. At that time, a construction traffic management plan must be prepared for the City and County of Honolulu.

The traffic assessment considered two (2) scenarios: the first scenario, 2022 Plus Construction, represents 2022 traffic volumes plus the forecasted construction-related traffic during the peak of construction when the highest volume of trucks and worker vehicles will be on-site. The second scenario represents Opening Year (2023) traffic volumes plus the addition of project-generated traffic once the site is fully constructed and operational.

The 2022 Plus Construction scenario evaluates the peak periods of construction when a maximum of 340 workers are anticipated to be on-site. With an anticipated carpool factor of 1.5 workers per vehicle, the assessment assumes 227 construction worker vehicles will arrive at the project site during the AM peak hour and depart from the project site during PM peak hour. In reality, it is expected that additional carpooling will occur and that roughly half of the worker trips would be made outside of the peak hours of traffic along Kunia Road (before 7:30 AM and after 5:00 PM).

It is anticipated that up to five (5) trucks will arrive and depart the site each day during the peak of construction. All delivery and heavy truck trips were assumed to occur outside of the peak hours to reflect that heavy trucks typically arrive and depart the site during the hours that workers are present.

Forecasted trip generation for the project during construction is summarized in **Table 1**.

Table 1 – Peak Hour and Daily Project Construction Trip Generation							
Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Auto <sup>1</sup>	454	227	227	0	227	0	227
Trucks <sup>2</sup>	5	0	0	0	0	0	0
<b>Total</b>	<b>459</b>	<b>227</b>	<b>227</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>227</b>

<sup>1</sup> Assumes 227 worker vehicles arrive and depart during peak hours.  
<sup>2</sup> Assumes equipment, debris, hauling, excavation, etc. trucks arrive and depart during off peak hours.

Once operational, the solar project is anticipated to have a maximum of five (5) employees on site at any given time. As a result, the employee trips generated by the proposed project are nominal. The trip generation summary for the Opening Year (2023) Plus Operations scenario is presented in **Table 2** below.

Table 2 – Project Operations Trip Generation							
Trip Type	Daily Trips	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Employees <sup>1</sup>	10	5	5	0	5	0	5

<sup>1</sup> Assumes five (5) employees on-site once project is operational

## PROJECT TRIP DISTRIBUTION

Based on the location of nearby interchanges and regional highways and the fact that materials will be transported from the Sand Island area to the site, all heavy trucks (100%) are expected to use the H-1 Freeway and travel mauka on Kunia Road from the Ewa-bound H-1 Off-Ramp to the site access roads and return using the opposite movements. Construction workers and employees approaching the site in the morning will travel from both the north and south on Kunia Road and turn onto the site access roads. The trip distribution for the project was estimated based on the locations of urbanized residential communities on O’ahu and likelihood of workers to commute to and from those areas. The estimated trip distribution for construction worker vehicle trips is listed below:

- To/From the north — 20%
- To/From Ewa — 30%
- To/From Honolulu — 50%

Trip distribution percentages were applied to the forecasted trip generation for each scenario and assigned to the surrounding roadway network to assess potential traffic impacts in the area. **Figure 4** illustrates the project trip distribution and trip assignment.



## INTERSECTION OPERATIONS ANALYSIS

The analysis of roadway operations performed for this study is based upon procedures presented in the *Highway Capacity Manual* (HCM), published by the Transportation Research Board. The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six (6) levels are defined from LOS A, with the least congested operating conditions, to LOS F, with the most congested operating conditions. LOS E represents “at-capacity” operations. Operations are designated as LOS F when volumes exceed capacity, resulting in stop-and-go conditions. A computerized analysis of intersection operations was performed utilizing the SYNCHRO 10 traffic analysis software.

### Signalized Intersection Analysis

HCM methodology defines LOS for signalized intersections in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (VPHPL) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks) and shared lane movements (i.e. through and right-turn movements originating from the same lane). The LOS criteria used for this technique are described in **Table 3**.

<b>Average Stopped Delay Per Vehicle (seconds)</b>	<b>Level of Service (LOS) Characteristics</b>
<10.0	<i>LOS A</i> describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
10.1 – 20.0	<i>LOS B</i> describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
20.1 – 35.0	<i>LOS C</i> describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
35.1 – 55.0	<i>LOS D</i> describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
55.1 – 80.0	<i>LOS E</i> is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
>80.0	<i>LOS F</i> describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

### Unsignalized Intersection Analysis

The HCM outlines methodology for unsignalized intersections, including two-way and all-way stop controlled intersections. The SYNCHRO 10 software supports this methodology and was utilized to produce LOS results. The LOS for a two-way stop controlled (TWSC) intersection is determined by the computed control delay and is defined for each minor movement. **Table 4** summarizes the LOS criteria for unsignalized intersections.

<b>Average Control Delay (sec/veh)</b>	<b>Level of Service (LOS)</b>
<10	A
> 10 and ≤15	B
> 15 and ≤25	C
>25 and ≤35	D
>35 and ≤50	E
>50	F

## INTERSECTION IMPACT CRITERIA

The analysis compares existing traffic conditions to 2022 Plus Construction conditions to determine if the addition of construction traffic to existing roadways is expected to result in a significant impact on the surrounding area. Similarly, the analysis of Opening Year (2023) conditions compares future no-project operations with conditions when the project is fully built and operational to determine whether or not project implementation is expected to result in significant impacts. Based on previous studies conducted for both the City & County of Honolulu and HDOT, the minimum acceptable operating standard for a signalized intersection is LOS D. If the addition of project traffic is expected to degrade desirable service levels (LOS D or better) to lower than desirable service levels (LOS E or F) then the project is considered to have a project-specific impact. Impacts are also defined to occur when the addition of project traffic exacerbates locations already operating or projected to operate at LOS E or F, which are referred to as cumulative impacts. An impact is also considered a cumulative impact at a signalized intersection if the addition of project trips exacerbates baseline LOS E or F operations and increase overall intersection delay by more than 5 seconds. Construction-related impacts are considered temporary and are addressed with provisional mitigation measures during construction.

For unsignalized intersections, the criterion for a project-specific impact is the same as for signalized intersections regarding LOS as described above, but one or more signal warrants must also be met. The signal warrants used for this evaluation are described in Chapter 4V of the Manual on Uniform Traffic Control Devices (MUTCD, 2009) published by the U.S. Department of Transportation Federal Highways Administration (FHWA). However, the project is determined to have a potentially significant cumulative impact when it adds any amount of traffic to a study location which includes a controlled approach operating at an unacceptable level (i.e., LOS E or F) and one or more volume-based signal warrants are met.

Impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel are considered significant if the proposed project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or if it will generate additional demand that cannot be reasonably accommodated by existing or planned multi-modal facilities

## INTERSECTION LEVEL OF SERVICE (LOS) RESULTS

The analysis of intersection operations was completed for all scenarios, including Existing Conditions, 2022 Plus Construction Conditions, Opening Year (2023) Conditions, and Opening Year (2023) Plus Construction Conditions. The results of the intersection LOS analysis are summarized in **Table 5. Attachment B** includes the detailed LOS calculation worksheets. Peak hour traffic volumes for 2022 Plus Construction Conditions, Opening Year (2023) Conditions, and Opening Year (2023) Plus Operations Conditions are shown on **Figures 5, 6, and 7**, respectively.

Under Existing Conditions, all study intersections operate at Level of Service (LOS) D or better during the peak hours with the exception of Kunia Road/H1 Eastbound Ramps (AM peak hour only), Kunia Road/Plantation Road (AM and PM peak hours), and Kunia Road/Site Access #3 (AM peak hour only). At the unsignalized intersections, the delays reported are those experienced by vehicles on the side street site access approaches, which are stop controlled, waiting to turn left onto Kunia Road (uncontrolled).

**Table 5 – Peak Hour Intersection Operations LOS Summary**

Intersection	Peak Hour	Existing		2022 Plus Construction		Opening Year (2023)		Opening Year (2023) Plus Operations	
		Delay <sup>1</sup>	LOS <sup>2</sup>	Delay	LOS	Delay	LOS	Delay	LOS
1. Kunia Road/ H1 Eastbound Ramps	AM	<b>55.6</b>	<b>E</b>	<b>71.1</b>	<b>E</b>	<b>70.9</b>	<b>E</b>	<b>71.0</b>	<b>E</b>
	PM	20.1	C	22.8	C	21.5	C	21.5	C
2. Kunia Road/ H1 Westbound Ramps	AM	3.2	A	3.1	A	3.2	A	3.2	A
	PM	6.2	A	7.7	A	6.7	A	6.7	A
3. Kunia Road/ Kupuna Loop (South)	AM	20.9	C	21.4	C	21.5	C	21.4	C
	PM	17.3	B	19.7	B	17.9	B	17.9	B
4. Kunia Road/ Kupuna Loop (North)	AM	11.4	B	13.5	B	12.4	B	12.4	B
	PM	17.1	B	19.8	B	19.1	B	19.1	B
5. Kunia Road/ Anonui Street	AM	17.9	B	21.7	C	19.5	B	19.5	B
	PM	16.9	B	<b>72.2</b>	<b>E</b>	23.5	C	23.8	C
6. Kunia Road/ Site Access #1 (Plantation Road)*	AM	<b>69.7</b>	<b>F</b>	<b>&gt;100</b>	<b>F</b>	<b>&gt;100</b>	<b>F</b>	<b>&gt;100</b>	<b>F</b>
	PM	<b>45.5</b>	<b>E</b>	<b>&gt;100</b>	<b>F</b>	<b>77.3</b>	<b>F</b>	<b>78.6</b>	<b>F</b>
7. Kunia Road/ Site Access #2*	AM	34.5	D	<b>&gt;100</b>	<b>F</b>	<b>45.7</b>	<b>E</b>	<b>47.2</b>	<b>E</b>
	PM	29.4	D	<b>&gt;100</b>	<b>F</b>	<b>35.1</b>	<b>E</b>	34.9	D <sup>3</sup>
6. Kunia Road/ Site Access #3 (Palawai Road)*	AM	<b>46.7</b>	<b>E</b>	<b>&gt;100</b>	<b>F</b>	<b>62.4</b>	<b>F</b>	<b>66.2</b>	<b>F</b>
	PM	29	D	<b>53.5</b>	<b>F</b>	31.6	D	32.4	D

Source: Fehr & Peers, September 2020 \* indicates unsignalized intersection

<sup>1</sup> Whole intersection weighted average stopped delay expressed in seconds per vehicle for signalized intersections. The worst movement is presented for unsignalized intersections.

<sup>2</sup> LOS calculations performed using the *Highway Capacity Manual (HCM) 6<sup>th</sup> Edition* method.

<sup>3</sup> The reported average delay is lowered as a result of project operations due to the minimal amount of vehicles forecast for the eastbound approach and because the added project trip is a right turn, which experiences less delay than the left turn movements

LOS E or F operations highlighted in **bold**.

Under 2022 Plus Construction conditions five locations are forecast to operate at LOS E or F: Kunia Road/H1 Eastbound Ramps, Kunia Road/Anonui Street, Kunia Road/Site Access #1, Kunia Road/Site Access #2, Kunia Road/Site Access #3.

### Kunia Road/H1 Eastbound Ramps

During the AM peak hour, long queues of vehicles have been observed waiting to get onto the H1 Eastbound on-ramp from both the northbound (via Fort Weaver) and southbound (via Kunia Road) directions. During the peak of construction, the proposed project is forecast to add up to 34 northbound



through trips at the Kunia Road/H1 Eastbound intersection during the AM peak hour. Since the addition of this traffic is a temporary condition during project construction only and is added to the mauka-bound through movement (and not to the mauka-bound right-turn movement), the addition of this construction traffic is not likely to be noticed by the average driver and is not considered a significant traffic impact. In addition, no feasible mitigation to ameliorate this temporary impact (e.g., temporary striping) could be identified.

### **Kunia Road/Anonui Street**

Level of service worsens to LOS E during the PM peak hour under 2022 Plus Construction conditions due to the cumulative effect of the construction traffic for all of the solar projects combined (Mahi Solar, Ho'ohana and Kupehau), specifically in the southbound through movement. If construction traffic from only the Mahi Solar project is considered, the forecasted PM peak hour delay is LOS D. If construction traffic from only the Ho'ohana and Kupehau Solar projects are considered, the forecasted PM peak hour delay is LOS C. During the peak of construction, the proposed project is forecast to add up to 182 southbound through trips at the Kunia Road/Anonui Street intersection during the PM peak hour. An additional 112 southbound through trips are included from Ho'ohana and Kupehau Solar construction traffic, combined.

The results of analysis at this location are considered highly conservative given that the ambient growth was applied to all legs of traffic (specifically the eastbound approach which grew from under 5 peak hour trips to 10) and because many Mahi Solar worker trips are likely to occur outside of the PM peak hour of Kunia Road (4:00-5:00 PM) since construction operations will cease at 5:30 PM. The effect of all construction traffic from Mahi, Ho'ohana, and Kupehau Solar projects are considered cumulative and temporary.

### **Kunia Road/Site Access #1 (Plantation Road)**

Kunia Road/Site Access #1 (Plantation Road) is unsignalized (side-street stop controlled) operates at LOS F during the AM peak hour and LOS E during the PM peak hour under Existing Conditions. At this location, the LOS represents the outbound vehicle delay from Plantation Road waiting for a gap in traffic along Kunia Road. Traffic flows on Kunia Road (north and southbound) are uncontrolled and operate at LOS A; the only movements experiencing long delays and additional delay resulting from the project are those turning from the Site Access #1-Plantation Road roadway (a total of 130 westbound and 91 eastbound vehicles during the PM peak hour, including project and non-project traffic). The site access roadway is a private, stop-controlled roadway.

### **Kunia Road/Site Access #2**

Kunia Road/Site Access #2 is unsignalized (side-street stop controlled) and operates at LOS D during the AM and PM peak hours under Existing Conditions. The reported LOS for unsignalized intersections represents the approach with the longest delay. Traffic flows on Kunia Road (north and southbound) are uncontrolled and operate at LOS A; the only movements experiencing large delays and any additional delay resulting from the project are those from the site access roadway (which includes a total of 145 eastbound vehicles during the PM peak hour, including project and non-project traffic). The site access roadway is a private, stop-controlled roadway.

### **Kunia Road/Site Access #3**

Kunia Road/Site Access #3 is unsignalized (side-street stop controlled) and operates at LOS E during the AM peak hour and LOS D during the PM peak hour under Existing Conditions. The reported LOS for unsignalized intersections represents the approach with the longest delay. Traffic flows on Kunia Road are uncontrolled and operate at LOS A; the only movements experiencing large delays and any additional delay resulting from the project are those from the site access roadway (which includes a total of 118 eastbound vehicles during the PM peak hour, including project and non-project traffic). The site access roadway is a private, stop-controlled roadway.

### **Heavy Vehicle Traffic and Opening Year Traffic**

The average of five (5) daily truck deliveries will not noticeably change the composition of vehicle types along Kunia Road. As a result, construction truck traffic is not anticipated to have a major impact vehicular traffic along Kunia Road. However, the addition of heavy vehicles (even a small number) turning on and off Kunia Road will be a new activity that would not be anticipated by drivers in this corridor. As such, signage is recommended as part of construction activities (see next section).

Once fully operational, the solar project is anticipated to have approximately five (5) employees on site at any given time. Under 2023 Plus Operations Conditions all intersections through which project traffic is routed are forecast to operate at desirable LOS D or better during both peak hours under both project scenarios with the exception of Kunia Road/H1 Eastbound, Kunia Road/Site Access #1 (Plantation Road), and Kunia Road/Site Access #2 intersections along Kunia Road. The intersections are anticipated to operate similarly to no project (LOS E/F) operations and any noticeable impacts will be temporary. The effects of employee trips generated by the proposed project are considered negligible.

Please note that, while the results show delay decreasing by 0.2 seconds under Opening Year (2023) Plus Operations conditions at the intersection of Kunia Road/Site Access #2, only one project trip is being added

to the eastbound right-turn movement. The reported average delay is lowered due to the minimal amount of vehicles forecast for the eastbound approach and because the added trip is a right turn, which experiences less delay than the left turn movements.

## RECOMMENDED MODIFICATIONS DURING PROJECT CONSTRUCTION

As noted above, the volume of traffic generated by construction of the project does not result in the need for typical roadway capacity enhancements (e.g., new turn or through lanes). However, the addition of vehicles, especially large trucks, turning into and out of the site access road intersections along Kunia Road may necessitate some modification of traffic control devices in the area to raise driver awareness and enhance safety. To minimize the potential for conflicts and impacts to traffic operations, the contractor should include the following elements in a construction traffic management plan:

- Install temporary signage on mauka-bound Kunia Road prior to approaching the site access intersections to indicate the presence of trucks and inform drivers that trucks are entering/exiting the roadway near each of the three site access roads.
- Install temporary signage on makai-bound Kunia Road between Site Access #1 and Site Access #3 to indicate the presence of trucks and that vehicles are entering the roadway from the site access locations.
- Field verify available sight distance and maintain adequate sight distance for drivers exiting each site access location and turning onto Kunia Road. Maintenance may include pruning vegetation and not installing signage or other barriers that would block a driver's field of vision at the intersection.
- Extend the painted median solid double yellow line delineating the "Do Not Pass" zone for mauka-bound vehicles at least an additional 500 feet approaching the site access intersections.

The trips generated by the project once it is fully operational are negligible compared to those generated by construction traffic, and no traffic improvements are required. The extension of the "Do Not Pass" zone could be maintained or be eliminated at the discretion of HDOT.

## NON-AUTOMOBILE MODE ACCESS

### **Bicycle and Pedestrian Travel**

Given the undeveloped nature of the project site and the low-density development of the immediate surrounding area, the potential conflict is low between site-generated traffic and non-automobile modes including walking and biking. While separate bicycle and pedestrian facilities are typically encouraged to

reduce vehicle traffic, the rural circulation system and distant land uses in the vicinity of the project site are not conducive to multi-modal travel.

### **Transit**

No existing transit service is provided to the project site on Kunia Road near the site access roadways. Existing bus stops are provided within the residential neighborhoods south of the project site, with the nearest stop located on Anonui Street. This would require walking at least 2.5 miles to reach the project site entrances ewa of Kunia Road.

### **Potential impacts to Active Modes and Transit**

The City and County of Honolulu and HDOT do not specify impact criteria for pedestrian, bicycle, and transit impacts. However, these impacts are generally evaluated based on whether a proposed project would: 1) conflict with existing or planned pedestrian, bicycle, or transit facilities, or 2) create walking, bicycling, or transit use demand without providing adequate and appropriate facilities for non-motorized mobility. As noted above, the project is not expected to conflict with any existing active transportation modes (i.e., bicycling and walking) or transit, and it would not create demand for these modes given its isolated location. Accordingly, no impacts to non-automobile travel are anticipated.

## **CONCLUSION**

The proposed project will generate a negligible amount of vehicle traffic when the solar farm is fully constructed and operational. During the peak of construction, the site is expected to generate up to 454 daily vehicle trips including trucks and worker vehicles, including up to 227 trips in the AM peak hour and 227 trips in the PM peak hour. During non-peak periods of construction, the forecast project-related trips will be approximately half of the data presented in this analysis. The traffic assessment indicates that the project would only result in temporary impacts during construction and negligible increases in delay once the project is operational, when a maximum of five employees or ten (10) total trips may be generated by the site. Intersections with large delays resulting from project construction include the site access intersections along Kunia Road and the Kunia Road/Anonui Street intersection. These are cumulative and temporary effects, which are isolated to traffic approaching the intersections along the private site access roadways and not along Kunia Road. At Kunia Road/Anonui Street, the forecasted effects of increased delay occur during the PM peak hour and is not specifically attributed to any one of the solar construction projects but rather the effect of the solar projects being constructed simultaneously.

Based on the evaluation presented in this report, the proposed points of access are sufficient to serve the anticipated construction traffic volume. However, several measures are recommended to enhance safety for

vehicles turning into and out of the site access roadways that intersect Kunia Road. These measures are typically included in construction traffic management plans for the project and include: verification of adequate sight distance at each site access location, extension of the mauka-bound “Do Not Pass” zone on Kunia Road by at least 500 feet in the makai direction upon approach of each site access road, and installation of temporary signage approaching the intersections from both directions informing drivers on the roadway of construction activities and the presence of heavy vehicle traffic.

We appreciate the opportunity to assist you with this project. Please let us know if you have any questions on the information in this report.

Sincerely,

FEHR & PEERS



Sohrab Rashid, TE  
Principal



Stephanie Cheng, AICP  
Associate

SD20-0358

**Attachments:**

Figure 1 – Vicinity Map and Site Plan

Figure 2 – Project Site and Study Intersections

Figure 3 – Peak Hour Traffic Volumes and Lane Configurations – Existing Conditions

Figure 4 – Construction Trip Distribution and Trip Assignment

Figure 5 – Peak Hour Traffic Volumes and Lane Configurations – 2022 Plus Construction Conditions

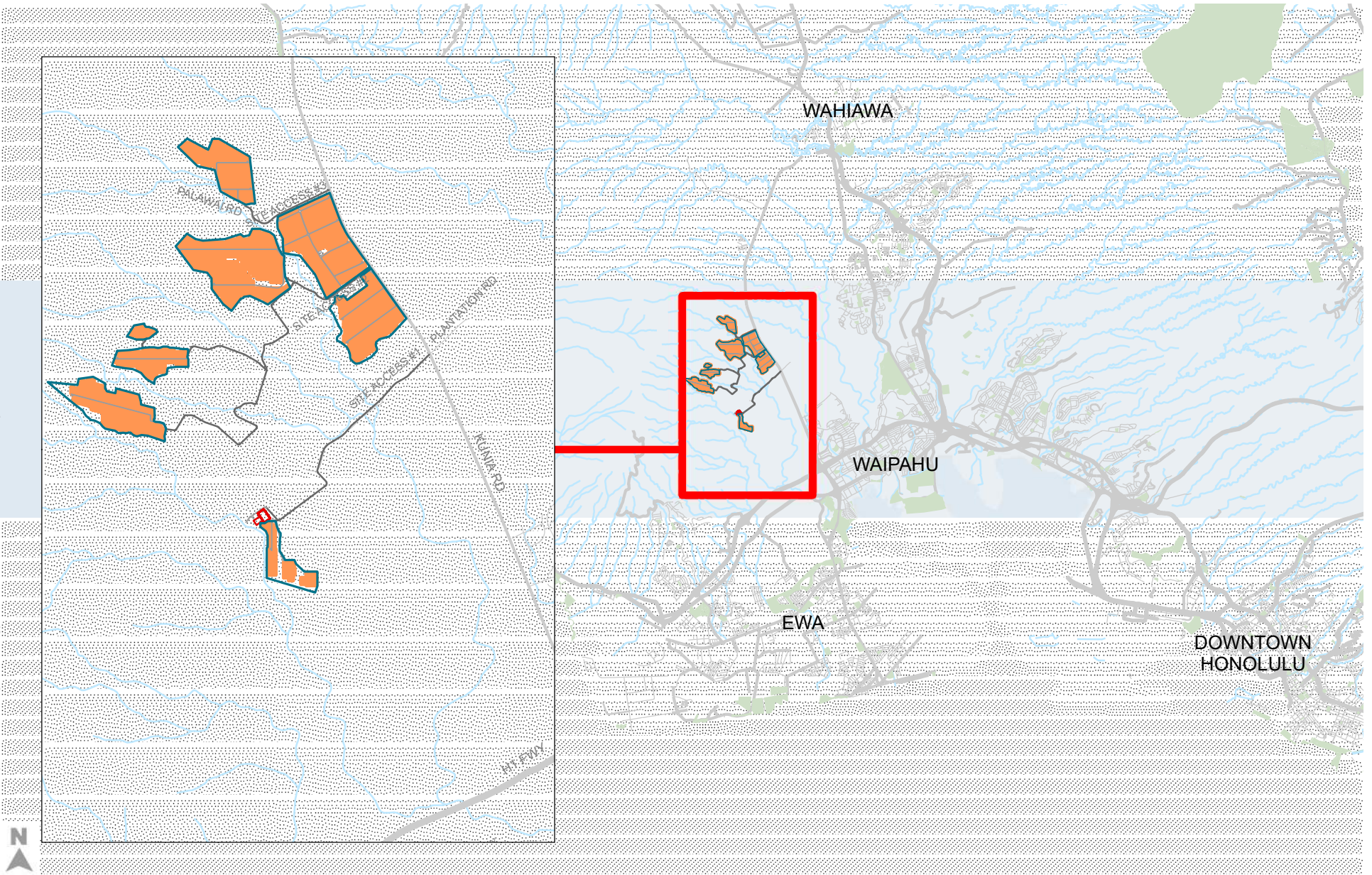
Figure 6 – Peak Hour Traffic Volumes and Lane Configurations – Opening Year (2023) Conditions

Figure 7 – Peak Hour Traffic Volumes and Lane Configurations – Opening Year (2023) Plus Operations Conditions

Attachment A – Traffic Count Data

Attachment B – Level of Service Analysis Worksheets





### Legend

- Project Boundary
- Access Roads
- Array Driveways
- Substation
- Solar Facilities

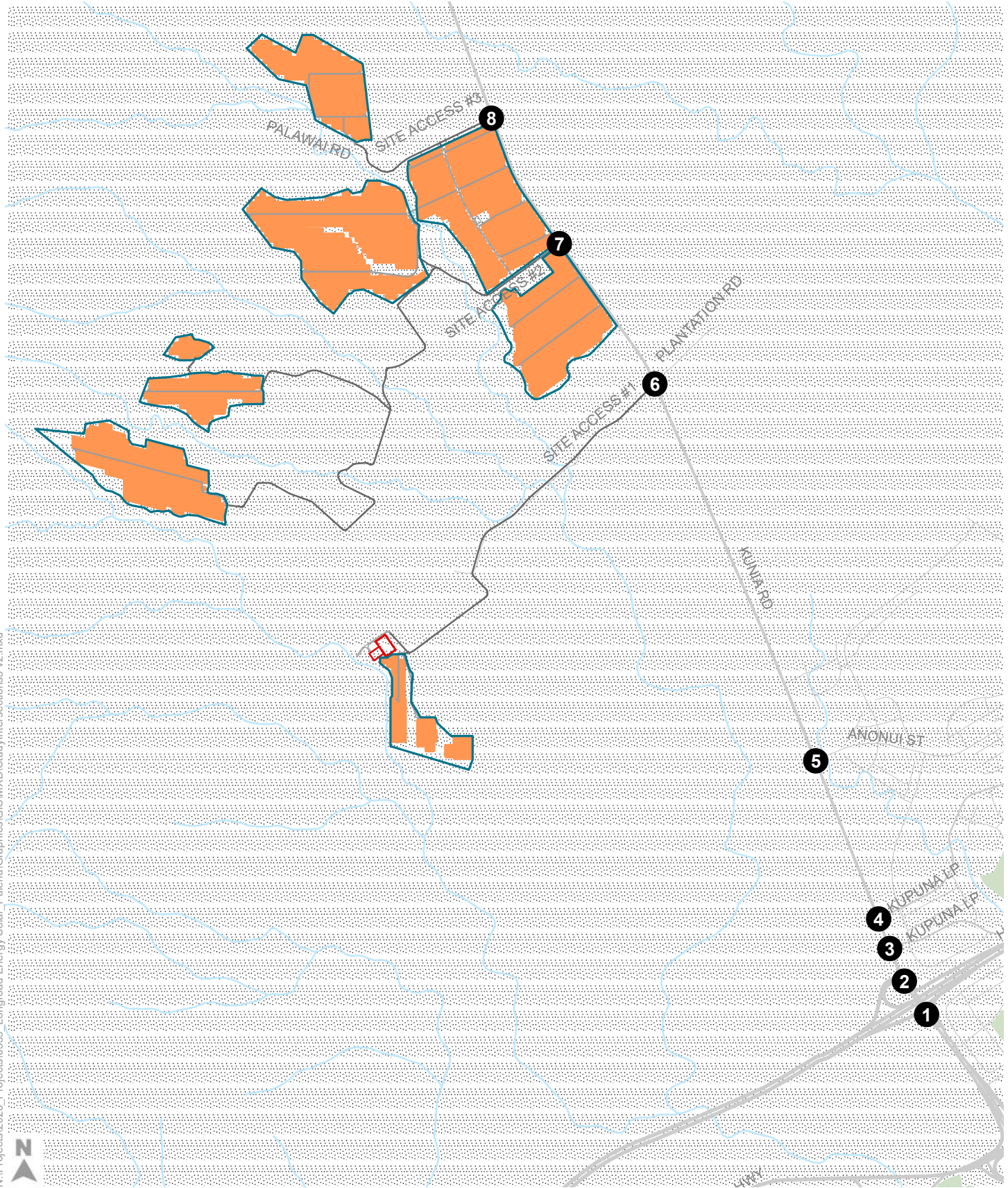


Figure 1

## Vicinity Map and Site Plan

Mahi Solar Traffic Assessment

N:\Projects\2020\_Projects\0359\_Longroad Energy Solar\_Pulehu\Graphics\GIS\MXD\Study\Intersections3 v2.mxd



**Legend**







-  Study Intersections
-  Project Boundary
-  Array Driveways
-  Substation
-  Access Roads
-  Solar Facilities



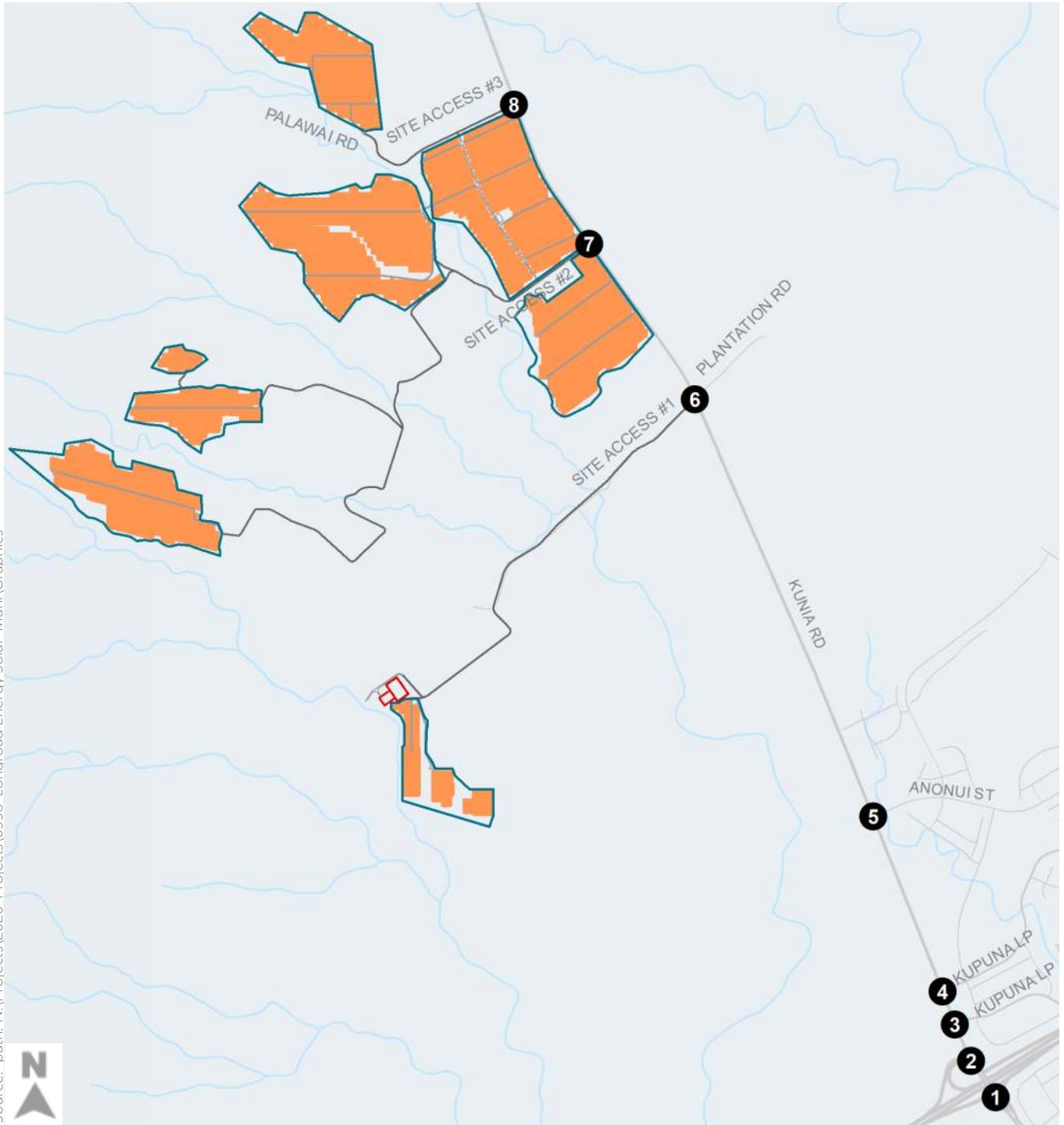
Figure 2

**Project Site & Study Intersections**

Mahi Solar Traffic Assessment



Source: .\path: N:\Projects\2020 Projects\0358 Longroad Energy Solar\_Mahi\Graphics



**LEGEND**

- Study Intersections
  - AM (PM) Peak Hour Traffic Volumes
  - Project Boundary
  - Project Site
  - ↔ Lane Configuration
  - AM  
PM
  - A-C
  - D
  - E
  - F
- Level of Service (LOS)

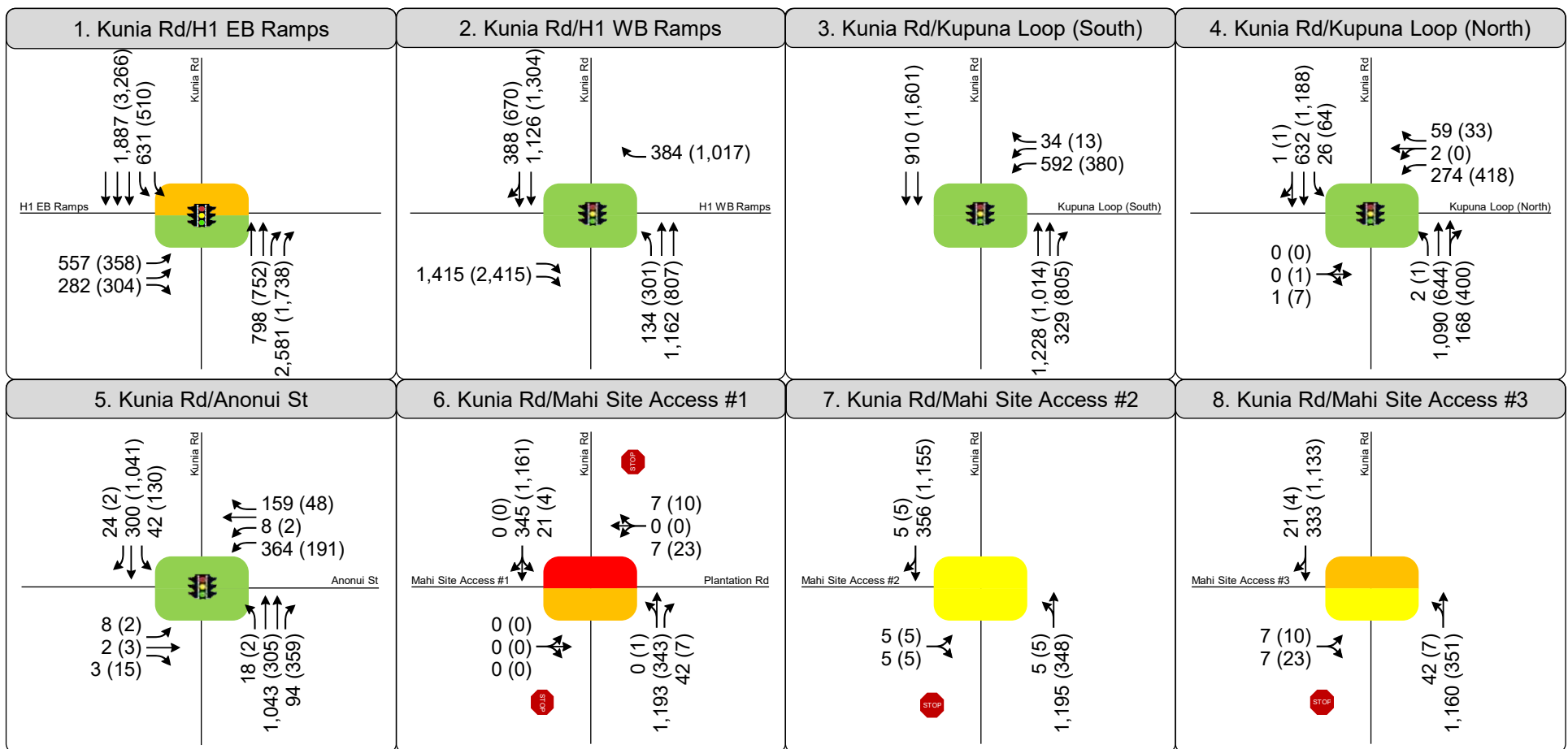
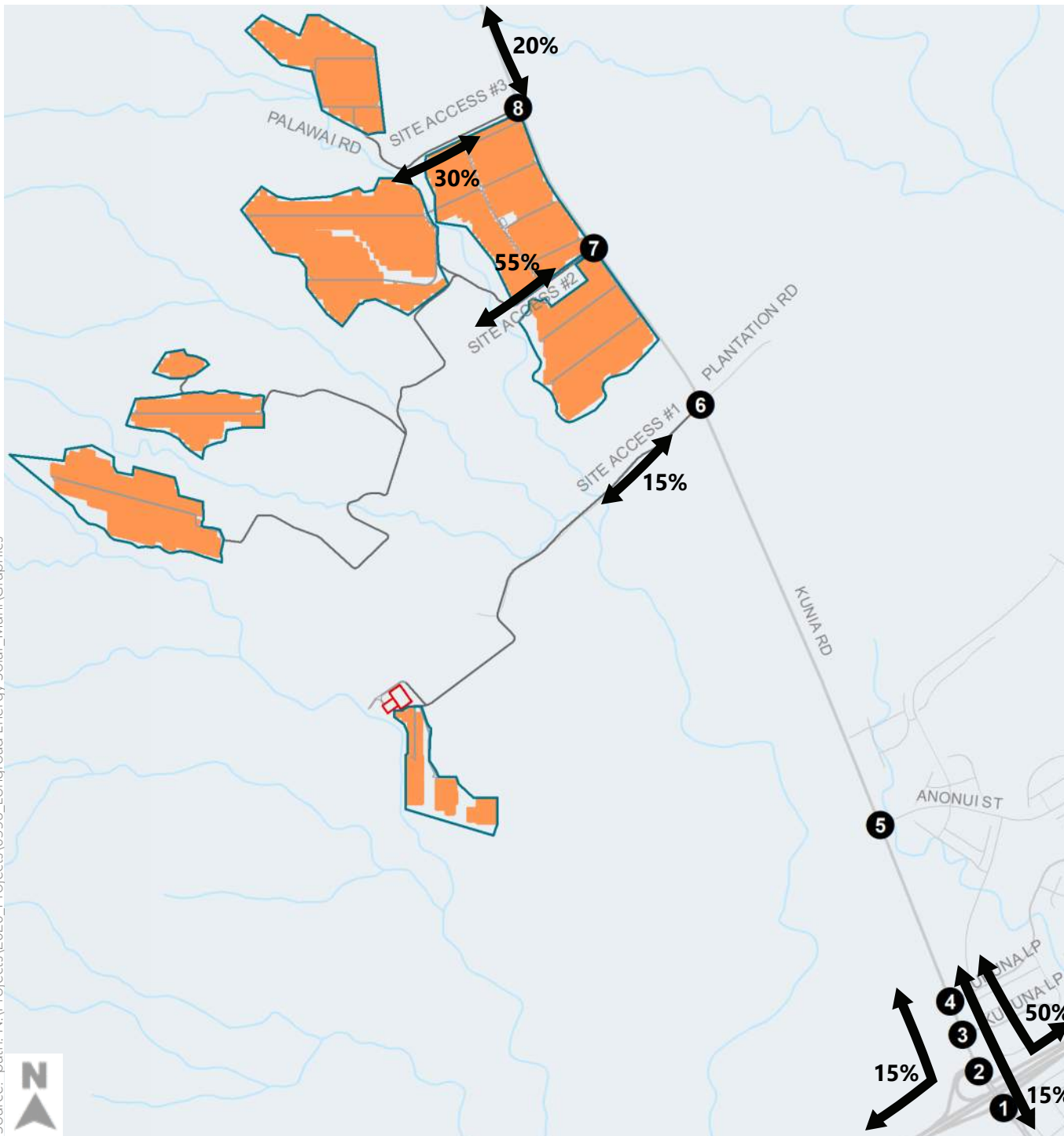


Figure 3

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions



Source: path: N:\Projects\2020\_Projects\0358\_Longroad Energy Solar\_Mahi\Graphics



**LEGEND**

- Study Intersections
- AM (PM) Peak Hour Traffic Volumes
- Project Boundary
- Project Site
- ↔ Lane Configuration
- AM  
PM
- A-C
- D
- E
- F
- Level of Service (LOS)

1. Kunia Rd/H1 EB Ramps	2. Kunia Rd/H1 WB Ramps	3. Kunia Rd/Kupuna Loop (South)	4. Kunia Rd/Kupuna Loop (North)
<p>Diagram showing Kunia Rd and H1 EB Ramps. Traffic volumes: Kunia Rd EB (0 (34), 0 (114)), H1 EB Ramps (34 (0), 0 (0)), Kunia Rd WB (34 (0), 0 (0)).</p>	<p>Diagram showing Kunia Rd and H1 WB Ramps. Traffic volumes: Kunia Rd WB (0 (34), 0 (148)), H1 WB Ramps (0 (0), 0 (0), 68 (0)), Kunia Rd EB (114 (0)).</p>	<p>Diagram showing Kunia Rd and Kupuna Loop (South). Traffic volumes: Kunia Rd WB (0 (0), 0 (0)), Kupuna Loop (South) EB (182 (0), 0 (0)).</p>	<p>Diagram showing Kunia Rd and Kupuna Loop (North). Traffic volumes: Kunia Rd WB (0 (0), 0 (182), 0 (0)), Kupuna Loop (North) EB (0 (0), 0 (0), 182 (0)), Kunia Rd EB (0 (0), 0 (0)).</p>
5. Kunia Rd/Anonui St	6. Kunia Rd/Mahi Site Access #1	7. Kunia Rd/Mahi Site Access #2	8. Kunia Rd/Mahi Site Access #3
<p>Diagram showing Kunia Rd and Anonui St. Traffic volumes: Kunia Rd WB (0 (0), 0 (182), 0 (0)), Anonui St EB (0 (0), 0 (0), 182 (0)), Kunia Rd EB (0 (0), 0 (0)).</p>	<p>Diagram showing Kunia Rd, Mahi Site Access #1, and Plantation Rd. Traffic volumes: Kunia Rd WB (7 (0), 0 (155), 0 (0)), Mahi Site Access #1 EB (0 (7), 0 (0), 0 (27)), Plantation Rd EB (27 (0), 155 (0), 0 (0)).</p>	<p>Diagram showing Kunia Rd, Mahi Site Access #2, and Plantation Rd. Traffic volumes: Kunia Rd WB (25 (0), 7 (55)), Mahi Site Access #2 EB (0 (25), 0 (100)), Plantation Rd EB (100 (0), 55 (7)).</p>	<p>Diagram showing Kunia Rd, Mahi Site Access #3, and Plantation Rd. Traffic volumes: Kunia Rd WB (13 (0), 32 (0)), Mahi Site Access #3 EB (0 (13), 0 (55)), Plantation Rd EB (55 (0), 0 (32)).</p>

Figure 4

Peak Hour Traffic Volumes and Lane Configurations - Construction Trip Distribution and Assignment



Source: N:\Projects\2020 Projects\0358 Lonroad Energy Solar\_Mahi\Graphics

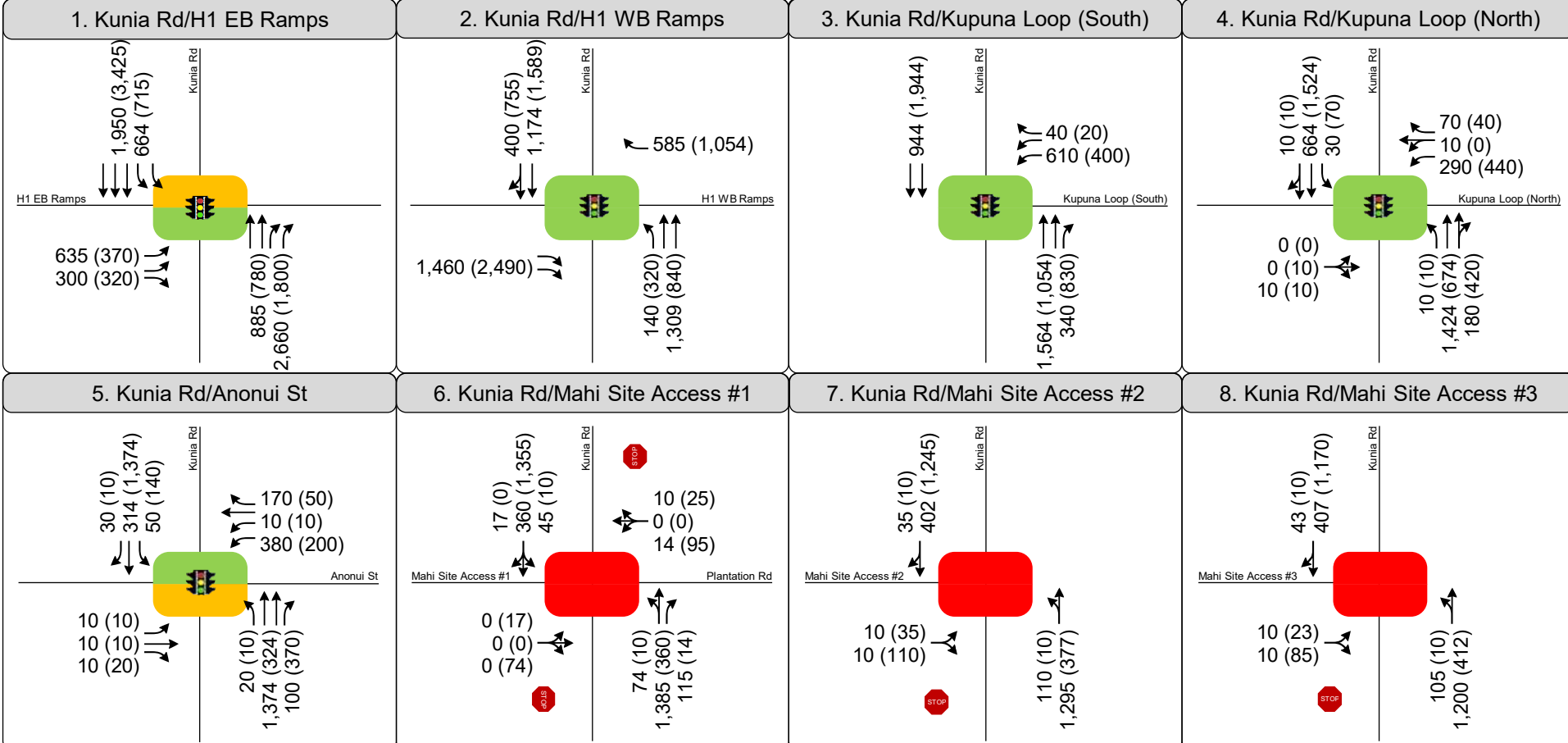
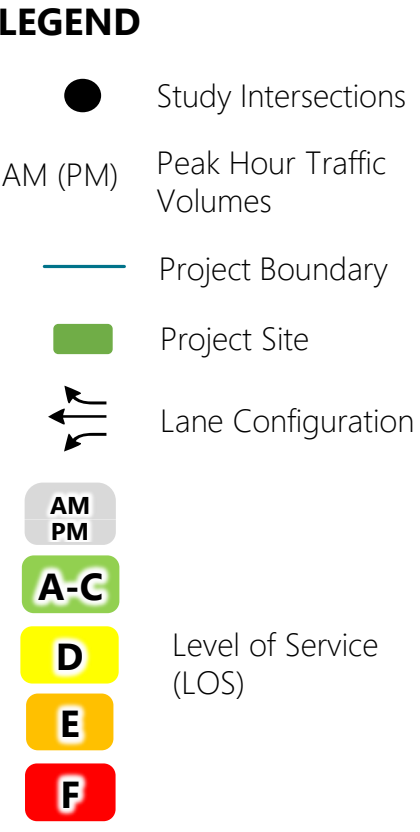
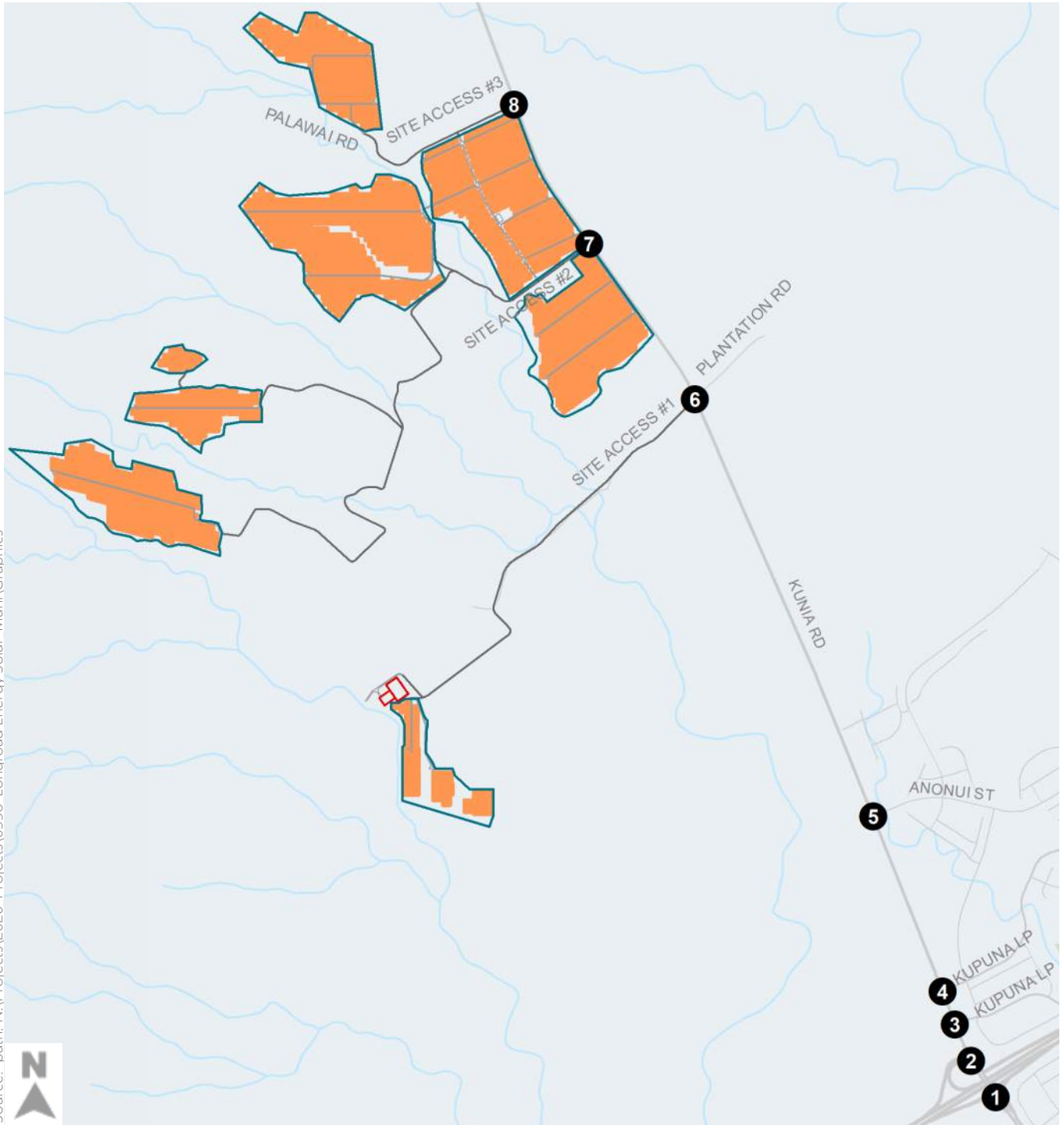


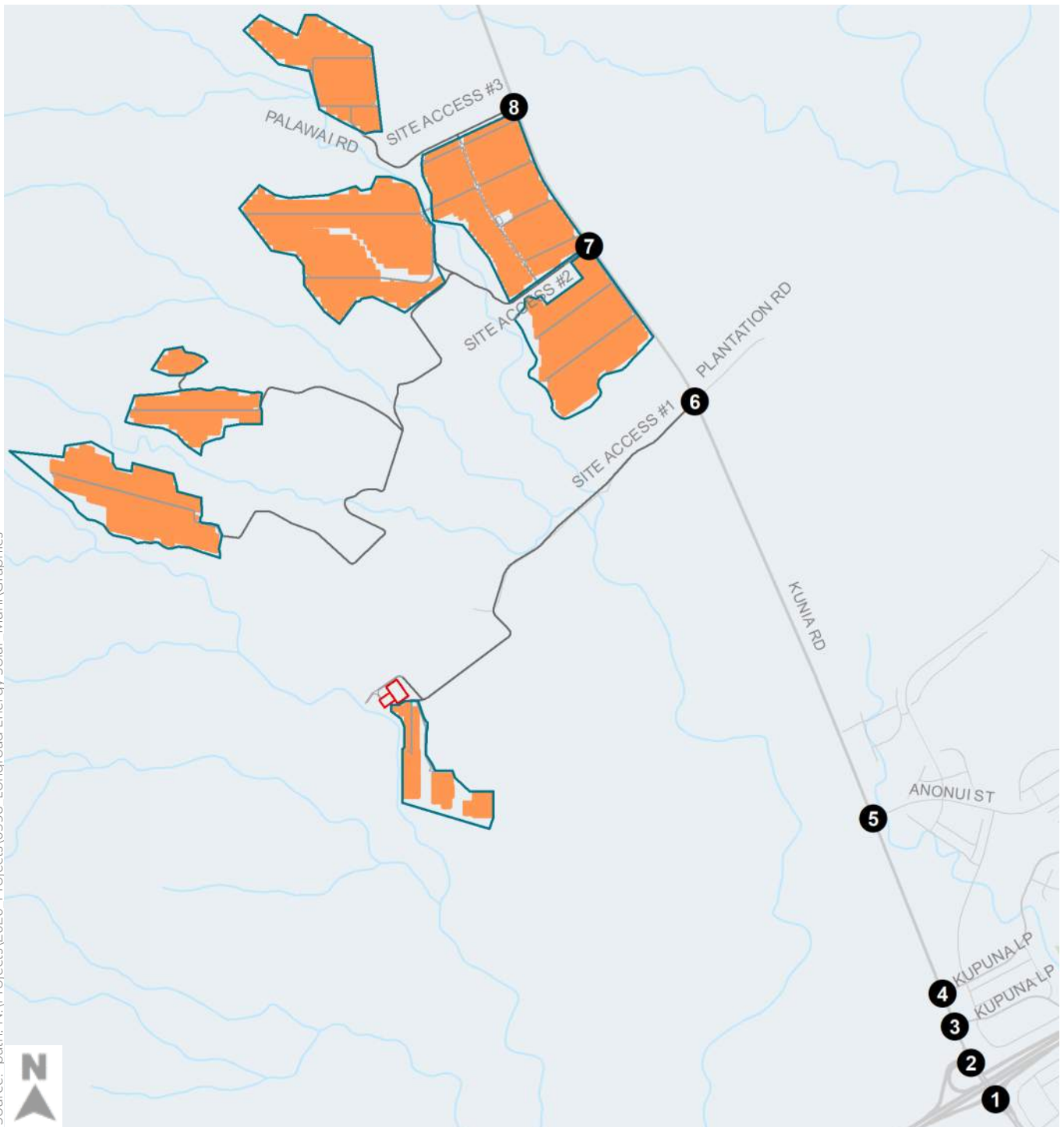
Figure 5

Peak Hour Traffic Volumes and Lane Configurations - 2022 Plus Construction Conditions





Source: N:\Projects\2020 Projects\0358 Lonroad Energy Solar\_Mahi\Graphics



**LEGEND**

- Study Intersections
  - AM (PM) Peak Hour Traffic Volumes
  - Project Boundary
  - Project Site
  - ↔ Lane Configuration
  - AM  
PM
  - A-C
  - D
  - E
  - F
- Level of Service (LOS)

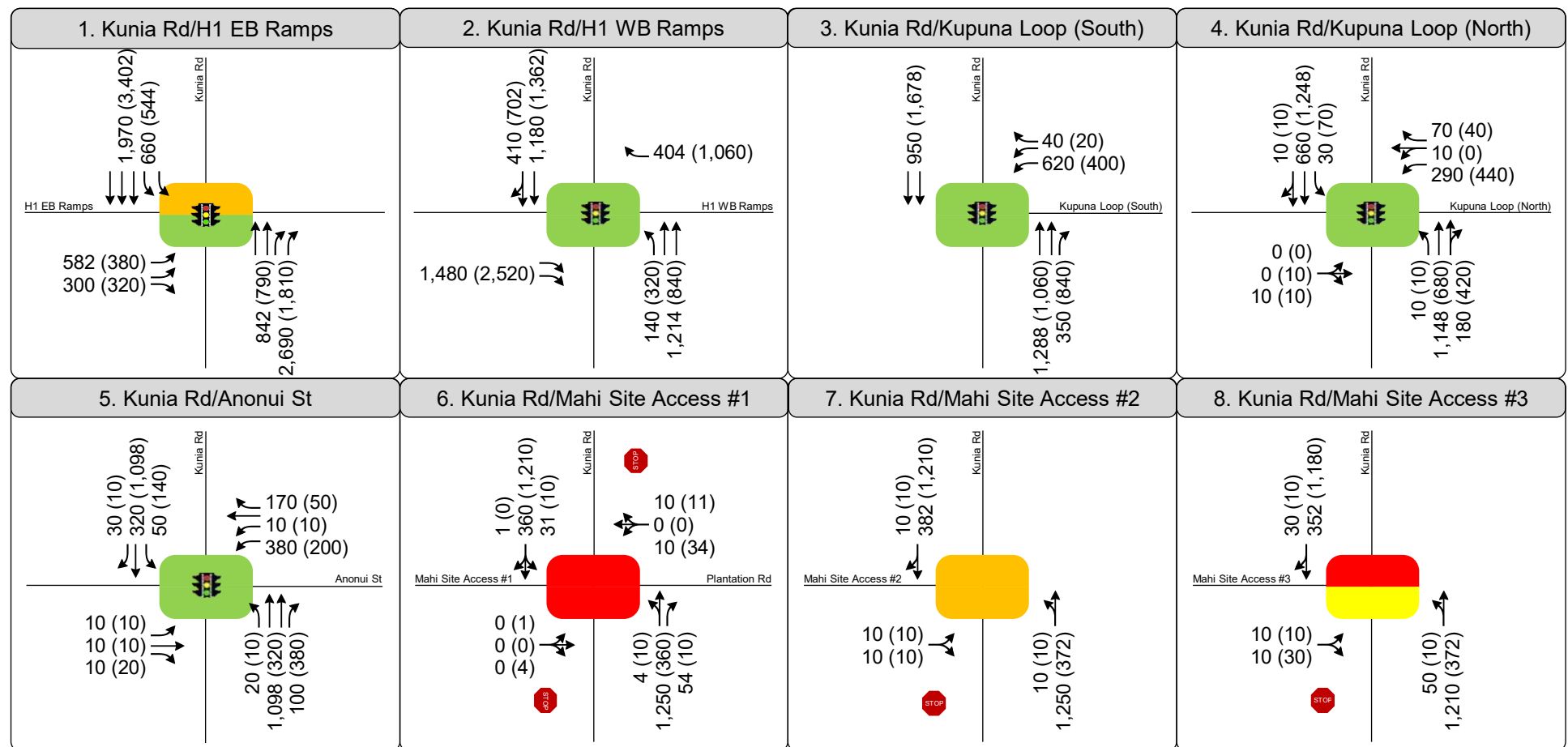
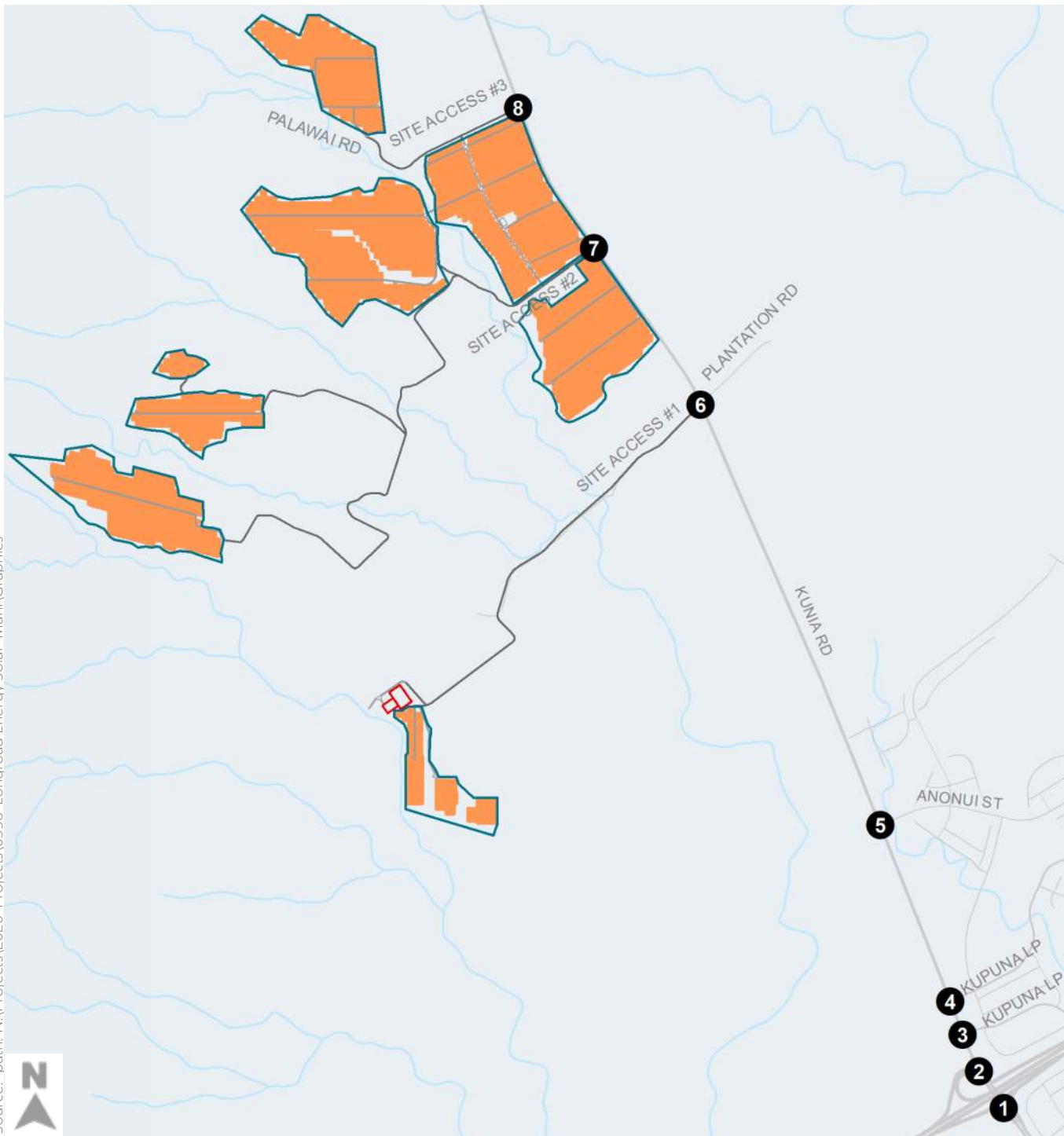


Figure 6

Peak Hour Traffic Volumes and Lane Configurations - Opening Year (2023) Conditions



Source: N:\Projects\2020 Projects\0358 Lonroad Energy Solar\_Mahi\Graphics



**LEGEND**

- Study Intersections
  - AM (PM) Peak Hour Traffic Volumes
  - Project Boundary
  - Project Site
  - ↔ Lane Configuration
  - AM  
PM
  - A-C
  - D
  - E
  - F
- Level of Service (LOS)

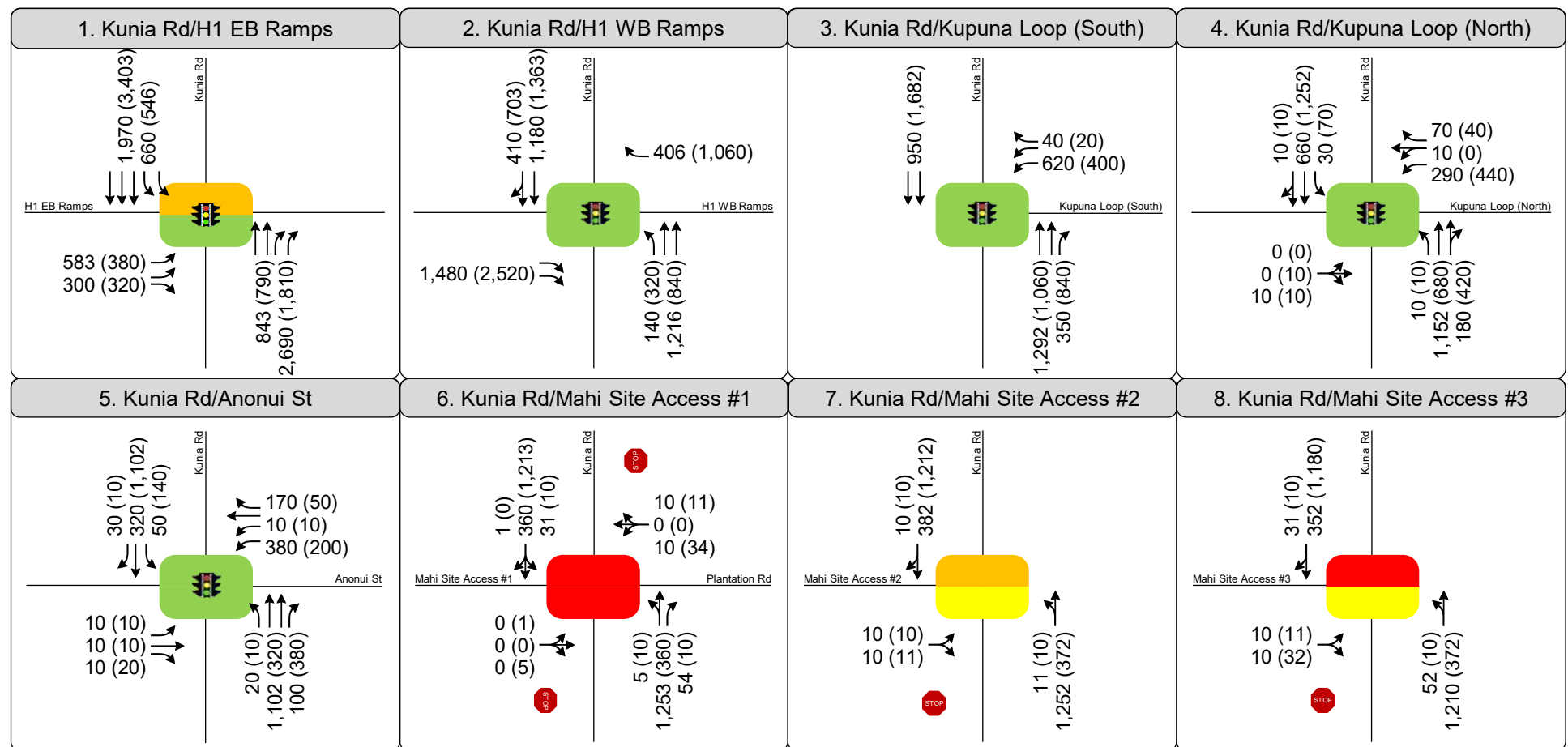


Figure 7

Peak Hour Traffic Volumes and Lane Configurations - Opening Year (2023) Plus Operations Conditions





**ATTACHMENT A: TRAFFIC COUNT DATA**

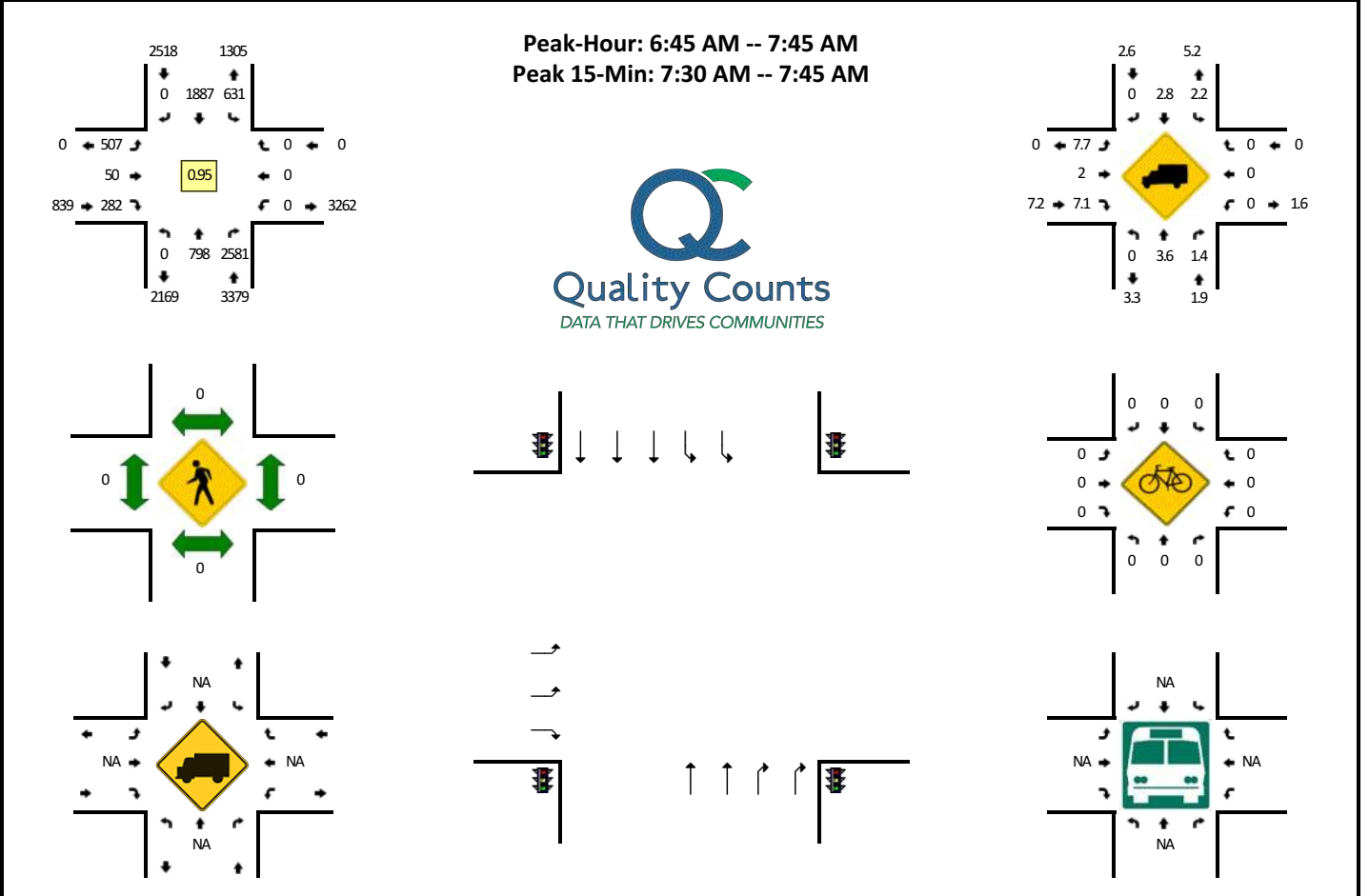






**LOCATION:** Kunia Rd -- H1 EB Ramps  
**CITY/STATE:** Waipahu, HI

**QC JOB #:** 15105701  
**DATE:** Tue, Oct 22 2019

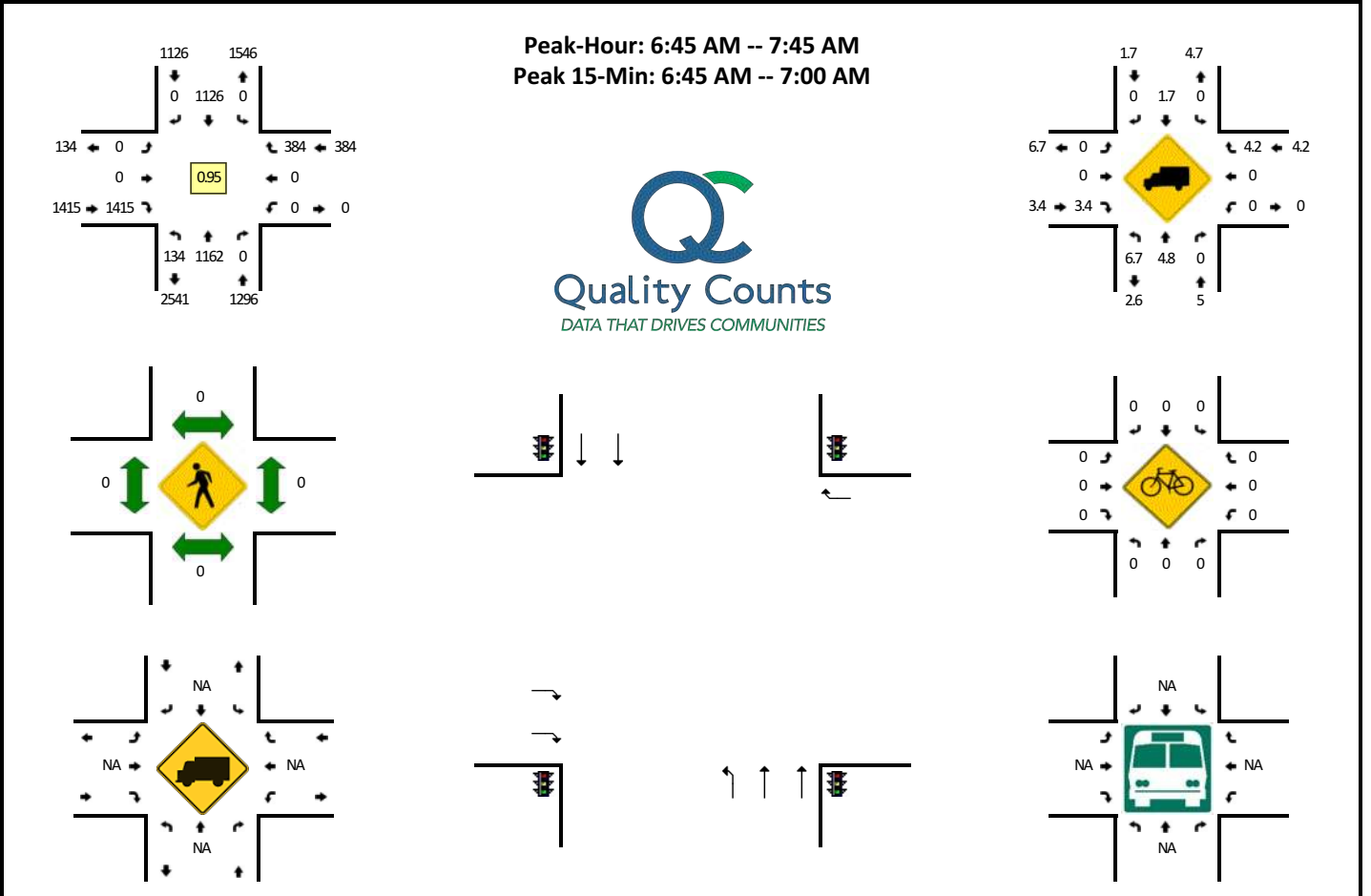


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				H1 EB Ramps (Eastbound)				H1 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	188	746	0	150	266	0	0	124	19	61	0	0	0	0	0	1554	
6:15 AM	0	180	635	0	153	356	0	0	126	24	68	0	0	0	0	0	1542	
6:30 AM	0	205	541	0	154	409	0	0	144	26	53	0	0	0	0	0	1532	
6:45 AM	0	189	558	0	151	514	0	0	134	13	72	0	0	0	0	0	1631	6259
7:00 AM	0	200	649	0	175	446	0	0	121	16	55	0	0	0	0	0	1662	6367
7:15 AM	0	206	675	0	129	449	0	0	146	14	60	0	0	0	0	0	1679	6504
7:30 AM	0	203	699	0	176	478	0	0	106	7	95	0	0	0	0	0	1764	6736
7:45 AM	0	192	759	0	130	436	0	0	71	6	77	0	0	0	0	0	1671	6776
8:00 AM	0	182	675	0	142	422	0	0	87	1	68	0	0	0	0	0	1577	6691
8:15 AM	0	201	545	0	127	401	0	0	96	3	111	0	0	0	0	0	1484	6496
8:30 AM	0	175	562	0	147	390	0	0	83	0	85	0	0	0	0	0	1442	6174
8:45 AM	0	159	494	0	136	353	0	0	79	0	77	0	0	0	0	0	1298	5801
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	812	2796	0	704	1912	0	0	424	28	380	0	0	0	0	0	7056	
Heavy Trucks	0	28	36		32	76	0		64	0	24		0	0	0		260	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- H1 WB Off South  
**CITY/STATE:** Waipahu, HI

**QC JOB #:** 15105705  
**DATE:** Tue, Oct 22 2019

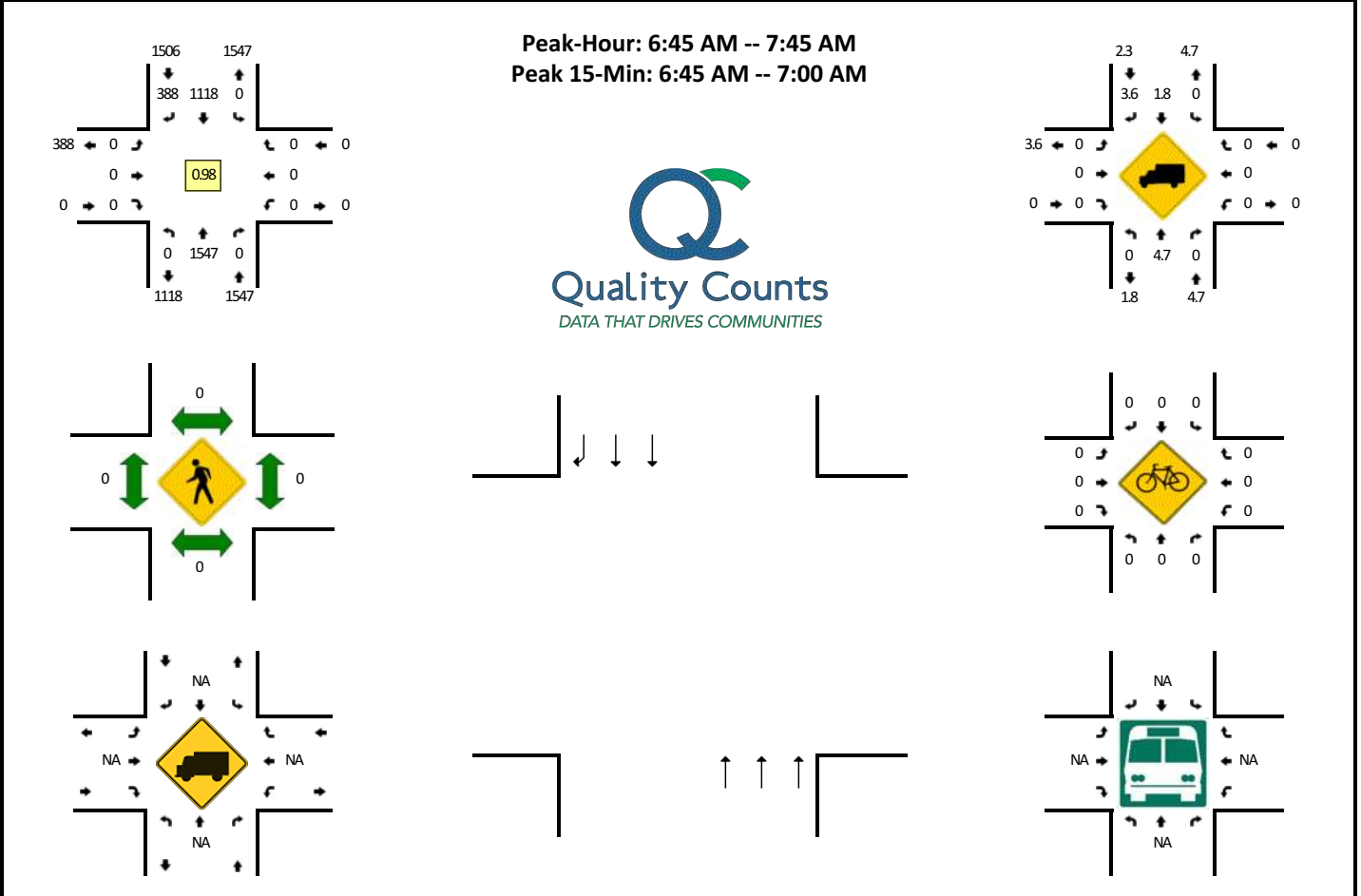


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				H1 WB Off South (Eastbound)				H1 WB Off South (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	36	290	0	0	0	242	0	0	0	0	220	0	0	0	56	0	844	
6:15 AM	24	287	0	0	0	216	0	0	0	0	301	0	0	0	82	0	910	
6:30 AM	29	317	0	0	0	220	0	0	0	0	354	0	0	0	85	0	1005	
6:45 AM	20	296	0	0	0	286	0	0	0	0	400	0	0	0	105	0	1107	3866
7:00 AM	26	295	0	0	0	303	0	0	0	0	335	0	0	0	78	0	1037	4059
7:15 AM	43	303	0	0	0	254	0	0	0	0	332	0	0	0	95	0	1027	4176
7:30 AM	45	268	0	0	0	283	0	0	0	0	348	0	0	0	106	0	1050	4221
7:45 AM	44	225	0	0	0	220	0	0	0	0	346	0	0	0	135	0	970	4084
8:00 AM	45	229	0	0	0	221	0	0	0	0	341	0	0	0	119	0	955	4002
8:15 AM	38	256	0	0	0	218	0	0	0	0	319	0	0	0	121	0	952	3927
8:30 AM	51	213	0	0	0	220	0	0	0	0	319	0	0	0	120	0	923	3800
8:45 AM	47	202	0	0	0	213	0	0	0	0	290	0	0	0	117	0	869	3699
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	80	1184	0	0	0	1144	0	0	0	0	1600	0	0	0	420	0	4428	
Heavy Trucks	8	24	0	0	0	12	0	0	0	0	44	0	0	0	12	0	100	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- H1 WB On North  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105707  
**DATE:** Tue, Oct 22 2019

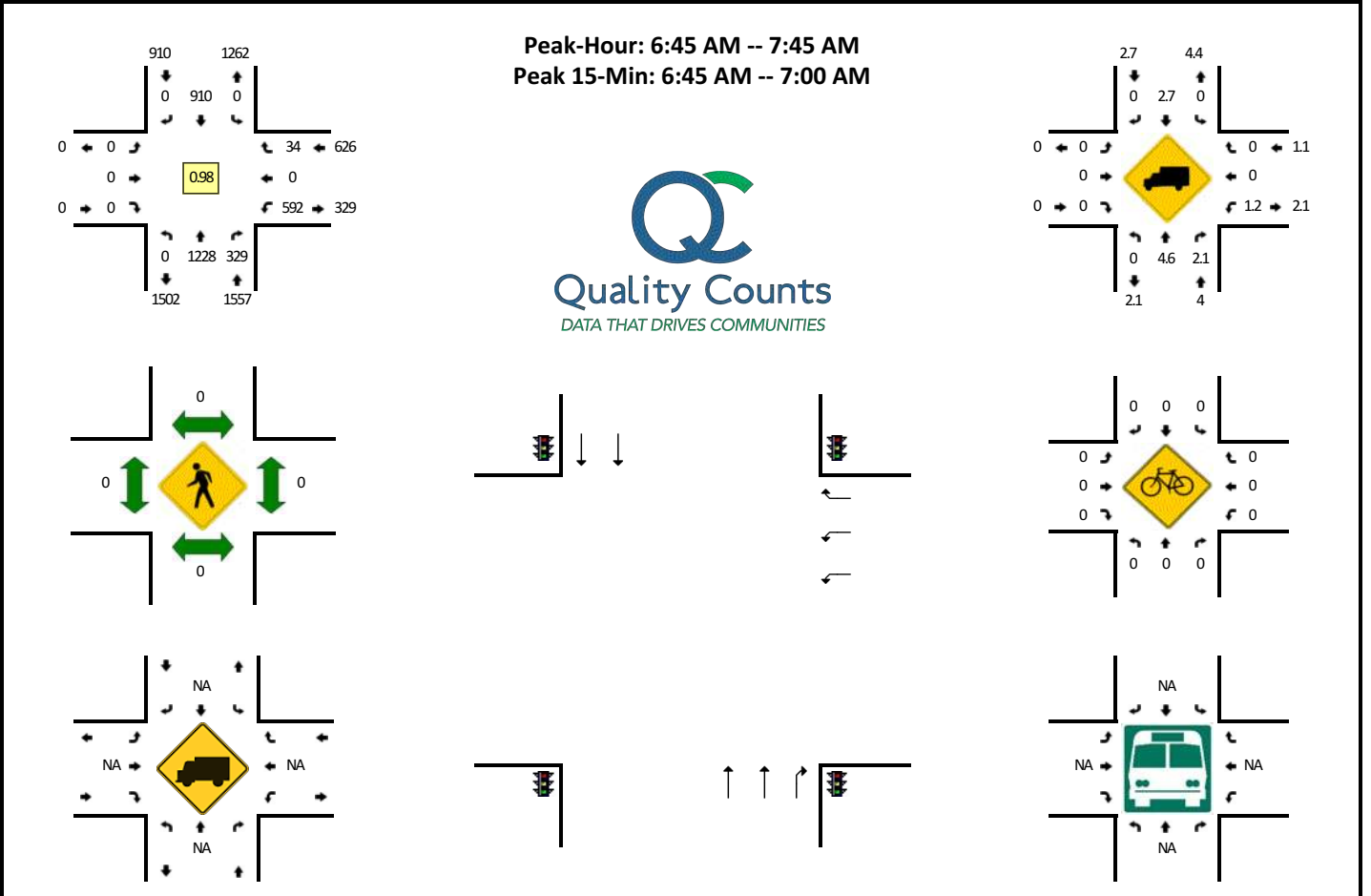


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				H1 WB On North (Eastbound)				H1 WB On North (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	341	0	0	0	243	68	0	0	0	0	0	0	0	0	0	652	
6:15 AM	0	371	0	0	0	216	64	0	0	0	0	0	0	0	0	0	651	
6:30 AM	0	400	0	0	0	226	90	0	0	0	0	0	0	0	0	0	716	
6:45 AM	0	405	0	0	0	280	93	0	0	0	0	0	0	0	0	0	778	2797
7:00 AM	0	366	0	0	0	304	89	0	0	0	0	0	0	0	0	0	759	2904
7:15 AM	0	399	0	0	0	255	106	0	0	0	0	0	0	0	0	0	760	3013
7:30 AM	0	377	0	0	0	279	100	0	0	0	0	0	0	0	0	0	756	3053
7:45 AM	0	363	0	0	0	217	107	0	0	0	0	0	0	0	0	0	687	2962
8:00 AM	0	354	0	0	0	220	71	0	0	0	0	0	0	0	0	0	645	2848
8:15 AM	0	369	0	0	0	218	74	0	0	0	0	0	0	0	0	0	661	2749
8:30 AM	0	338	0	0	0	220	71	0	0	0	0	0	0	0	0	0	629	2622
8:45 AM	0	320	0	0	0	217	59	0	0	0	0	0	0	0	0	0	596	2531
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1620	0	0	0	1120	372	0	0	0	0	0	0	0	0	0	3112	
Heavy Trucks	0	36	0	0	0	12	4	0	0	0	0	0	0	0	0	0	52	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** Kunia Rd -- Kupuna Loop (South)  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105709  
**DATE:** Tue, Oct 22 2019



15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Kupuna Loop (South) (Eastbound)				Kupuna Loop (South) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	337	47	0	0	188	0	0	0	0	0	0	96	0	7	0	675	
6:15 AM	0	294	51	0	0	176	0	0	0	0	0	0	110	0	6	0	637	
6:30 AM	0	331	56	0	0	189	0	0	0	0	0	0	127	0	10	0	713	
6:45 AM	0	343	74	0	0	233	0	0	0	0	0	0	132	0	11	0	793	2818
7:00 AM	0	295	70	0	0	227	0	0	0	0	0	0	151	0	7	0	750	2893
7:15 AM	0	288	86	0	0	217	0	0	0	0	0	0	174	0	9	0	774	3030
7:30 AM	0	302	99	0	0	233	0	0	0	0	0	0	135	0	7	0	776	3093
7:45 AM	0	245	105	0	0	210	0	0	0	0	0	0	116	0	12	0	688	2988
8:00 AM	0	262	89	0	0	193	0	0	0	0	0	0	117	0	7	0	668	2906
8:15 AM	0	279	90	0	0	182	0	0	0	0	0	0	93	0	9	0	653	2785
8:30 AM	0	259	89	0	0	175	0	0	0	0	0	0	100	0	4	0	627	2636
8:45 AM	0	239	105	0	0	192	0	0	0	0	0	0	93	0	5	0	634	2582
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1372	296	0	0	932	0	0	0	0	0	0	528	0	44	0	3172	
Heavy Trucks	0	32	0	0	0	12	0	0	0	0	0	0	4	0	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

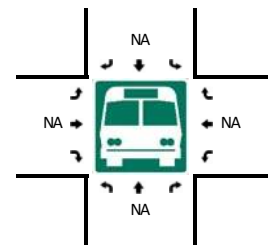
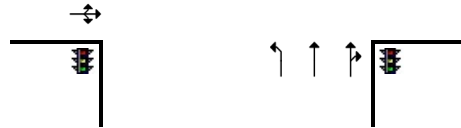
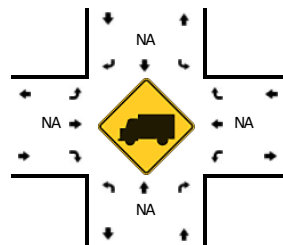
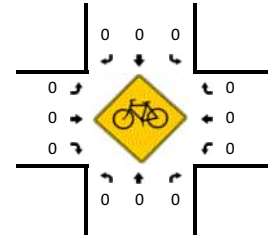
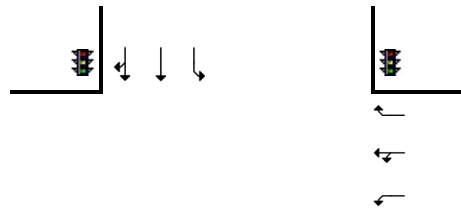
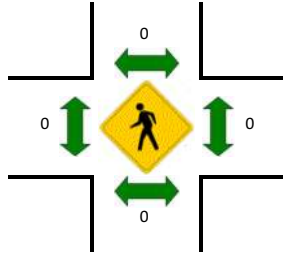
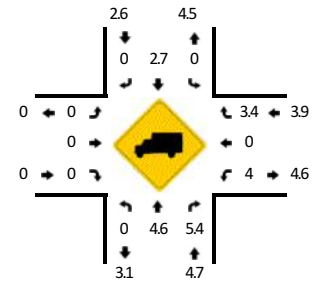
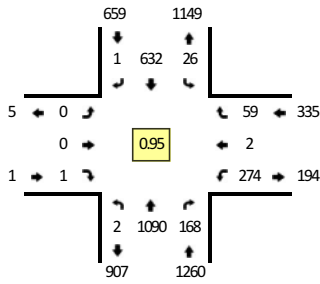
*Comments:*



**LOCATION:** Kunia Rd -- Kupuna Loop (North)  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105711  
**DATE:** Tue, Oct 22 2019

**Peak-Hour: 6:45 AM -- 7:45 AM**  
**Peak 15-Min: 6:45 AM -- 7:00 AM**

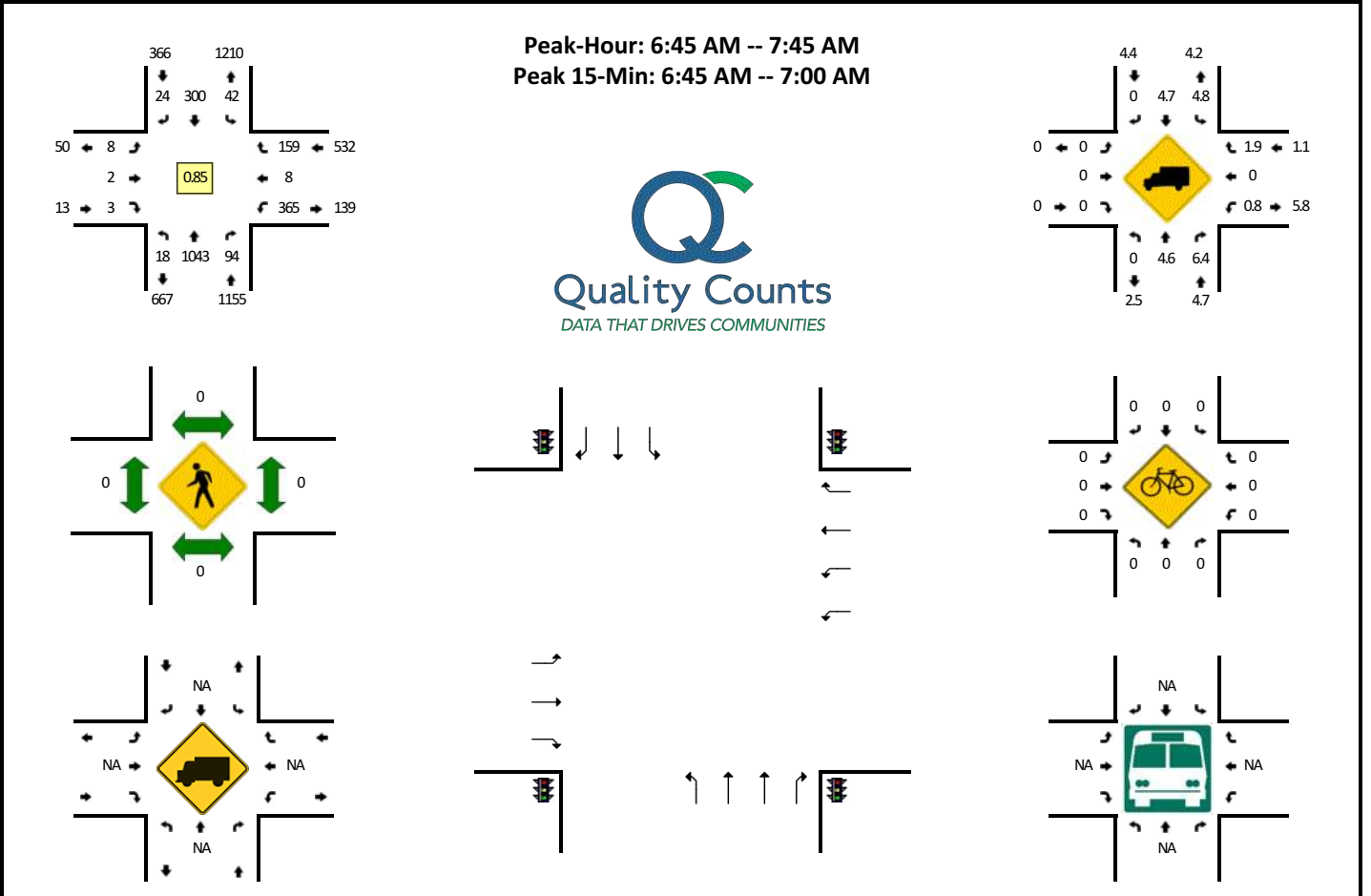


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Kupuna Loop (North) (Eastbound)				Kupuna Loop (North) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	286	34	0	1	120	0	0	0	0	0	0	70	0	10	0	521	
6:15 AM	0	280	33	0	2	120	0	0	0	0	0	0	51	0	16	0	502	
6:30 AM	0	300	30	0	3	153	0	0	0	0	0	0	56	2	21	0	565	
6:45 AM	1	308	37	0	7	173	0	0	0	0	0	0	58	0	12	0	596	2184
7:00 AM	0	273	37	0	5	158	1	0	0	0	0	0	72	1	17	0	564	2227
7:15 AM	0	268	43	0	5	156	0	0	0	0	0	0	86	1	14	0	573	2298
7:30 AM	1	241	51	0	9	145	0	0	0	0	1	0	58	0	16	0	522	2255
7:45 AM	4	202	69	1	7	153	0	0	1	0	0	0	57	0	12	0	506	2165
8:00 AM	1	209	64	0	3	126	0	0	0	0	0	0	56	0	13	0	472	2073
8:15 AM	0	215	72	0	9	161	0	0	0	0	0	0	39	0	8	0	504	2004
8:30 AM	2	184	69	0	8	119	0	0	0	0	0	0	61	0	7	0	450	1932
8:45 AM	0	178	50	0	5	112	0	0	0	0	1	0	73	0	8	0	427	1853
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	1232	148	0	28	692	0	0	0	0	0	0	232	0	48	0	2384	
Heavy Trucks	0	24	8	0	0	8	0	0	0	0	0	0	4	0	4	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- Anonui St  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105713  
**DATE:** Tue, Oct 22 2019

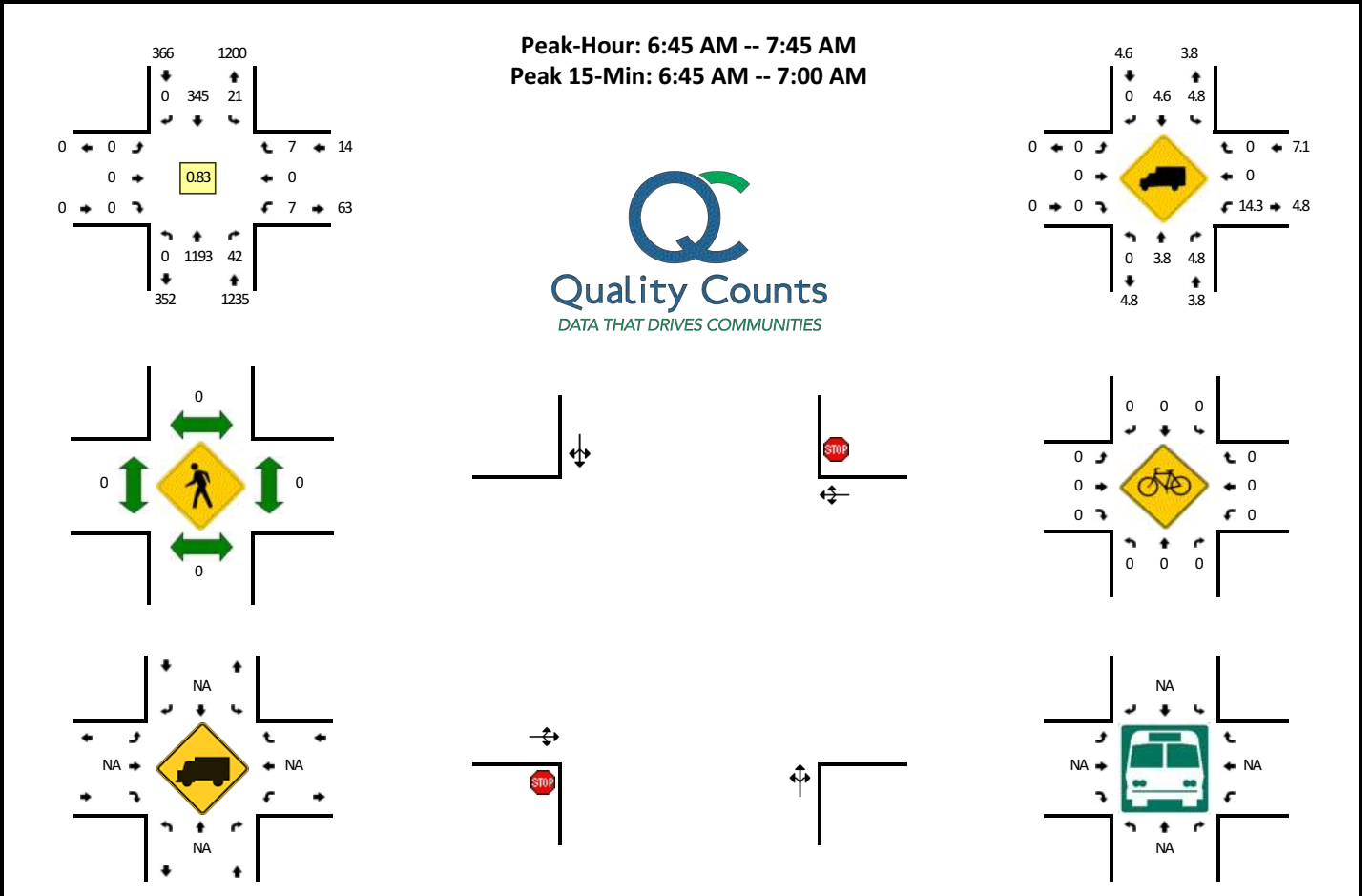


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Anonui St (Eastbound)				Anonui St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	9	280	13	0	4	30	6	0	1	0	1	0	89	2	22	0	457	
6:15 AM	18	261	17	0	3	39	6	0	0	2	1	0	77	10	29	0	463	
6:30 AM	21	284	23	0	9	58	8	0	1	1	2	0	97	13	38	0	555	
6:45 AM	9	297	21	0	16	91	23	0	6	0	1	0	92	6	48	0	610	2085
7:00 AM	4	265	19	0	7	74	0	0	0	0	0	0	89	1	54	1	514	2142
7:15 AM	3	242	27	0	7	59	0	0	1	1	0	0	104	1	30	0	475	2154
7:30 AM	2	239	27	0	12	76	1	0	1	1	2	0	79	0	27	0	467	2066
7:45 AM	1	173	37	0	18	96	0	0	0	0	1	0	57	0	23	0	406	1862
8:00 AM	1	171	48	0	11	98	0	0	0	1	0	0	52	1	15	0	398	1746
8:15 AM	1	175	41	0	7	79	0	0	0	0	1	0	70	0	18	0	392	1663
8:30 AM	0	182	28	0	5	76	0	0	0	0	1	0	56	0	41	0	389	1585
8:45 AM	1	158	33	0	12	57	5	0	0	0	4	0	51	0	14	1	336	1515
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	36	1188	84	0	64	364	92	0	24	0	4	0	368	24	192	0	2440	
Heavy Trucks	0	32	4	0	0	4	0	0	0	0	0	0	4	0	0	0	44	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

**LOCATION:** Kunia Rd -- Plantation Rd  
**CITY/STATE:** Waipahu, HI

**QC JOB #:** 15105715  
**DATE:** Tue, Oct 22 2019

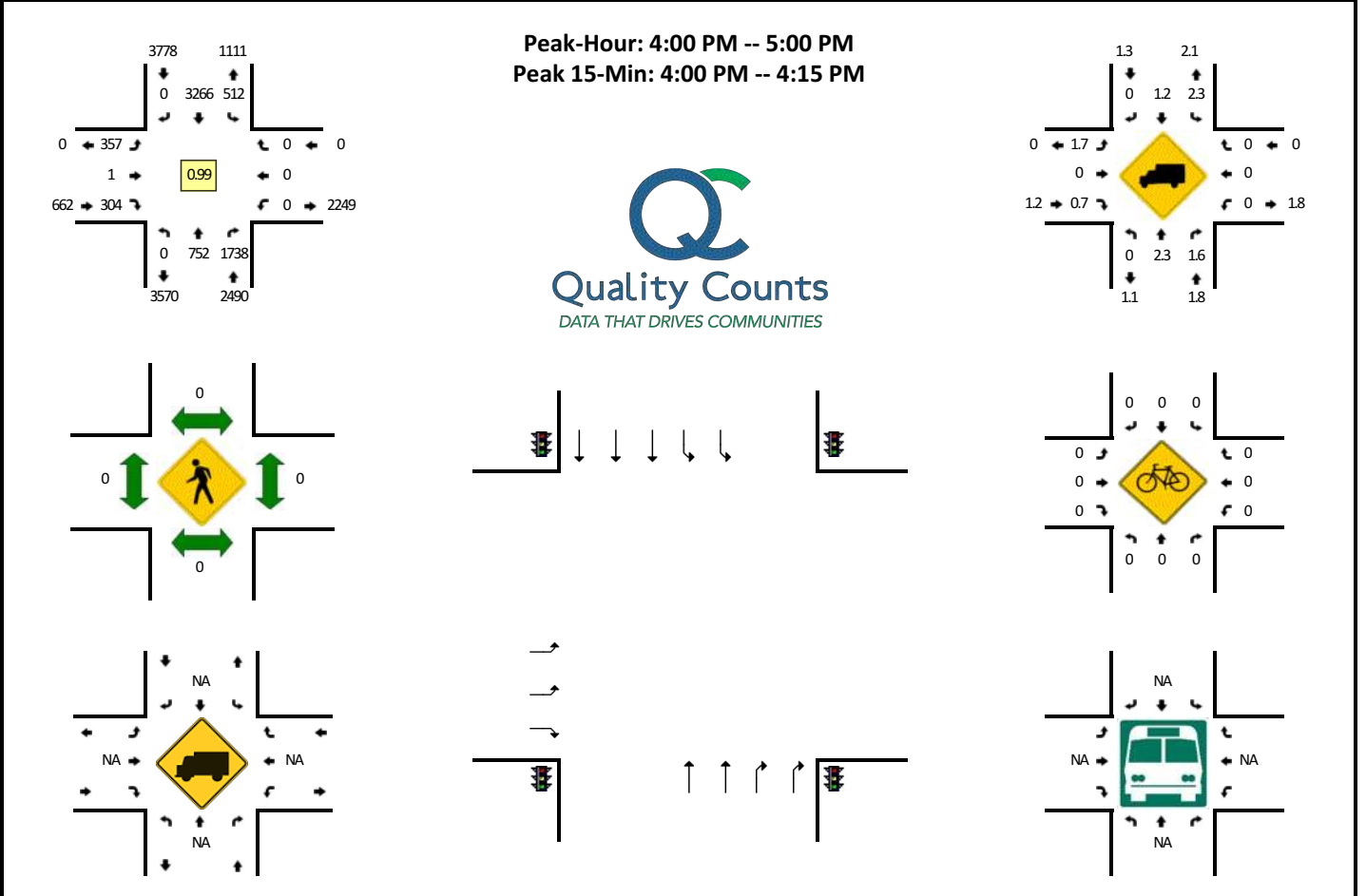


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Plantation Rd (Eastbound)				Plantation Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	325	10	0	1	43	0	0	0	0	0	0	2	0	0	0	381	
6:15 AM	1	271	19	0	3	52	0	0	0	0	0	0	0	0	1	0	347	
6:30 AM	0	289	21	1	5	89	0	0	0	0	0	0	1	0	1	0	407	
6:45 AM	0	326	29	0	9	117	0	0	0	0	0	0	1	0	2	0	484	1619
7:00 AM	0	310	10	0	9	67	0	0	0	0	0	0	4	0	1	0	401	1639
7:15 AM	0	285	1	0	2	70	0	0	0	0	0	0	0	0	1	0	359	1651
7:30 AM	0	272	2	0	1	91	0	0	0	0	0	0	2	0	3	0	371	1615
7:45 AM	1	199	1	0	1	121	0	0	0	0	0	0	2	0	0	0	325	1456
8:00 AM	0	188	1	0	2	88	1	0	0	0	0	0	7	0	0	0	287	1342
8:15 AM	0	189	4	0	0	82	0	0	0	0	0	0	2	0	1	0	278	1261
8:30 AM	0	217	6	0	0	86	0	0	0	0	0	0	1	0	1	0	311	1201
8:45 AM	0	162	5	0	0	61	0	0	0	0	0	0	0	0	0	0	228	1104
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	1304	116	0	36	468	0	0	0	0	0	0	4	0	8	0	1936	
Heavy Trucks	0	36	4	0	0	8	0	0	0	0	0	0	0	0	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- H1 EB Ramps  
**CITY/STATE:** Waipahu, HI

**QC JOB #:** 15105702  
**DATE:** Tue, Oct 22 2019

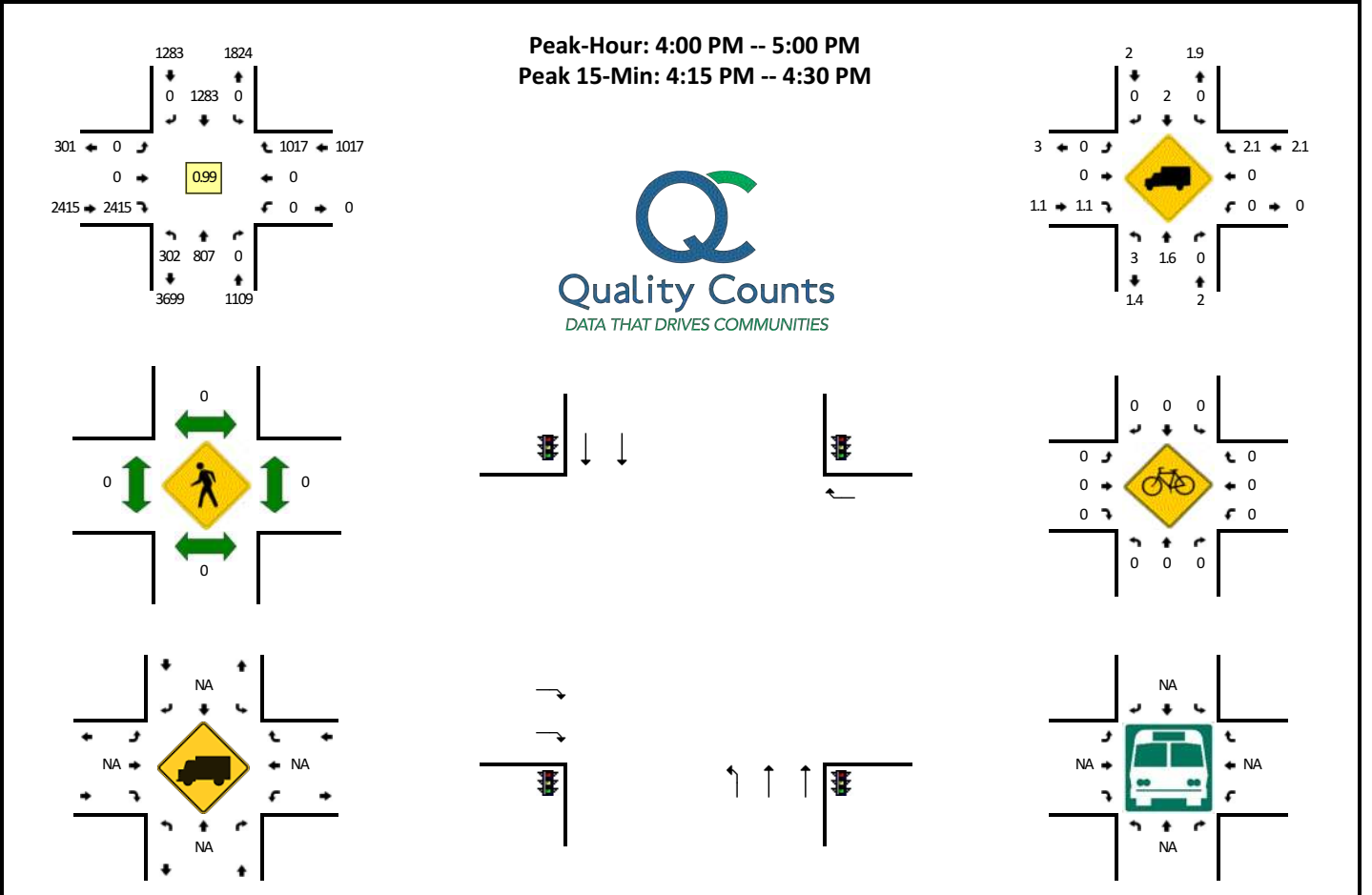


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				H1 EB Ramps (Eastbound)				H1 EB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	172	467	0	115	713	0	1	93	0	57	0	0	0	0	0	1618	
3:15 PM	0	181	423	0	128	819	0	1	74	1	72	0	0	0	0	0	1699	
3:30 PM	0	210	511	0	117	849	0	0	99	0	83	0	0	0	0	0	1869	
3:45 PM	0	196	410	0	114	870	0	0	98	0	64	0	0	0	0	0	1752	6938
4:00 PM	0	189	451	0	131	813	0	2	88	0	83	0	0	0	0	0	1757	7077
4:15 PM	0	179	407	0	138	866	0	0	80	0	70	0	0	0	0	0	1740	7118
4:30 PM	0	188	449	0	107	760	0	0	107	1	72	0	0	0	0	0	1684	6933
4:45 PM	0	196	431	0	134	827	0	0	82	0	79	0	0	0	0	0	1749	6930
5:00 PM	0	176	374	0	112	794	0	0	77	0	59	0	0	0	0	0	1592	6765
5:15 PM	0	162	423	0	135	795	0	0	104	0	59	0	0	0	0	0	1678	6703
5:30 PM	0	207	409	0	120	752	0	0	82	0	50	0	0	0	0	0	1620	6639
5:45 PM	0	147	379	0	125	784	0	0	75	0	48	0	0	0	0	0	1558	6448
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	756	1804	0	524	3252	0	8	352	0	332	0	0	0	0	0	7028	
Heavy Trucks	0	28	32		24	28	0		0	0	4		0	0	0		116	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- H1 WB Off South  
**CITY/STATE:** Waipahu, HI

**QC JOB #:** 15105706  
**DATE:** Tue, Oct 22 2019



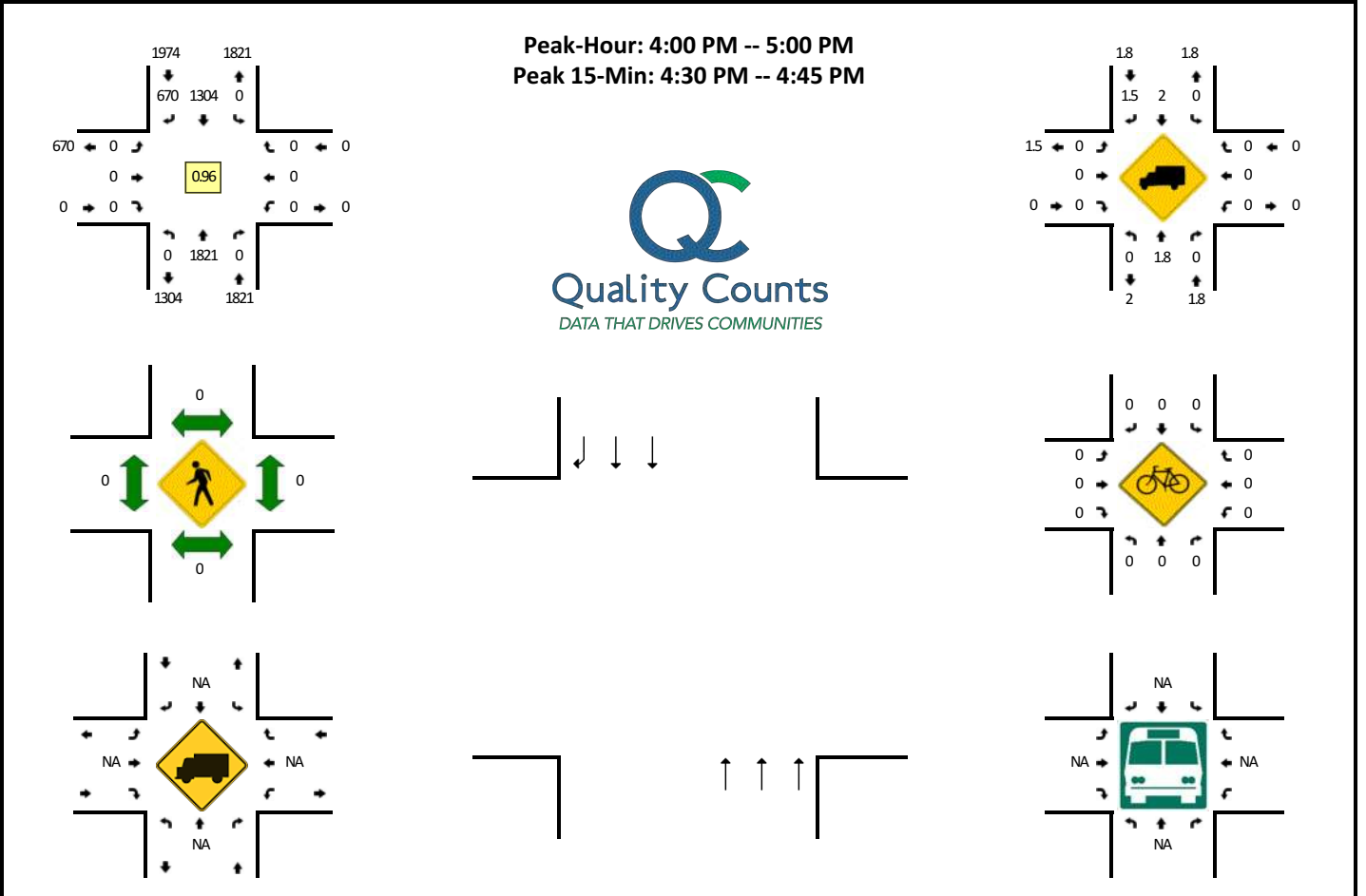
15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				H1 WB Off South (Eastbound)				H1 WB Off South (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	62	209	0	0	0	240	0	0	0	0	624	0	0	0	212	0	1347	
3:15 PM	73	195	0	0	0	260	0	0	0	0	639	0	0	0	277	0	1444	
3:30 PM	78	223	0	1	0	314	0	0	0	0	642	0	0	0	228	0	1486	
3:45 PM	72	214	0	0	0	322	0	0	0	0	651	0	0	0	252	0	1511	5788
4:00 PM	83	210	0	0	0	287	0	0	0	0	615	0	0	0	237	0	1432	5873
4:15 PM	70	173	0	1	0	350	0	0	0	0	633	0	0	0	247	0	1474	5903
4:30 PM	82	217	0	0	0	324	0	0	0	0	576	0	0	0	268	0	1467	5884
4:45 PM	66	207	0	0	0	322	0	0	0	0	591	0	0	0	265	0	1451	5824
5:00 PM	77	178	0	0	0	309	0	0	0	0	568	0	0	0	240	0	1372	5764
5:15 PM	63	211	0	0	0	329	0	0	0	0	598	0	0	0	209	0	1410	5700
5:30 PM	71	202	0	0	0	356	0	0	0	0	561	0	0	0	234	0	1424	5657
5:45 PM	69	179	0	0	0	304	0	0	0	0	600	0	0	0	216	0	1368	5574
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	280	692	0	4	0	1400	0	0	0	0	2532	0	0	0	988	0	5896	
Heavy Trucks	4	8	0		0	32	0		0	0	36		0	0	16		96	
Pedestrians		0				0					0			0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

*Comments:*



**LOCATION:** Kunia Rd -- H1 WB On North  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105708  
**DATE:** Tue, Oct 22 2019

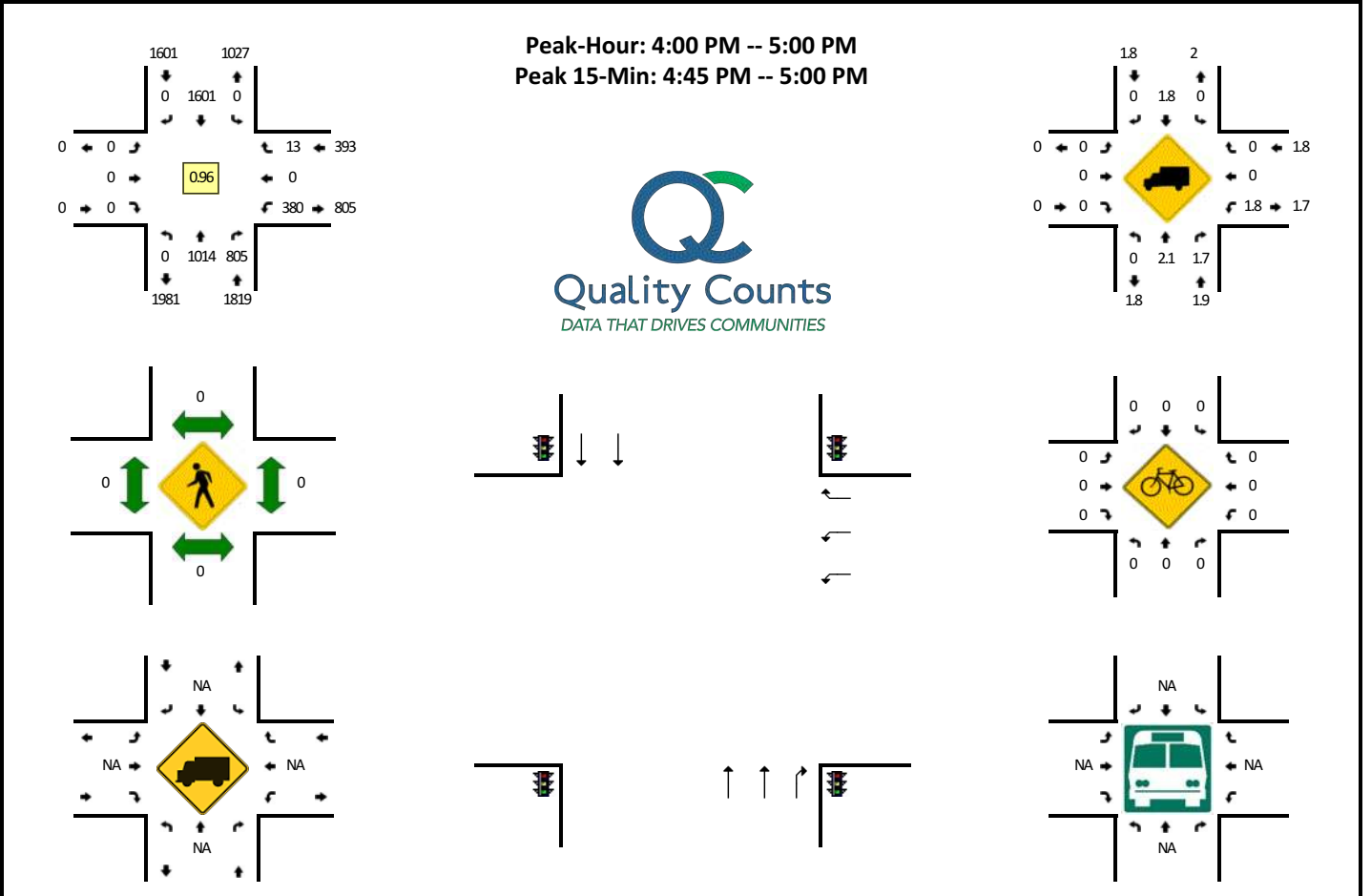


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				H1 WB On North (Eastbound)				H1 WB On North (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	421	0	0	0	239	108	0	0	0	0	0	0	0	0	0	768	
3:15 PM	0	469	0	0	0	270	132	0	0	0	0	0	0	0	0	0	871	
3:30 PM	0	450	0	0	0	312	142	0	0	0	0	0	0	0	0	0	904	
3:45 PM	0	471	0	0	0	321	166	0	0	0	0	0	0	0	0	0	958	3501
4:00 PM	0	445	0	0	0	294	149	0	0	0	0	0	0	0	0	0	888	3621
4:15 PM	0	421	0	0	0	358	177	0	0	0	0	0	0	0	0	0	956	3706
4:30 PM	0	479	0	0	0	330	180	0	0	0	0	0	0	0	0	0	989	3791
4:45 PM	0	476	0	0	0	322	164	0	0	0	0	0	0	0	0	0	962	3795
5:00 PM	0	418	0	0	0	318	159	0	0	0	0	0	0	0	0	0	895	3802
5:15 PM	0	426	0	0	0	330	160	0	0	0	0	0	0	0	0	0	916	3762
5:30 PM	0	436	0	0	0	355	159	0	0	0	0	0	0	0	0	0	950	3723
5:45 PM	0	390	0	0	0	307	115	0	0	0	0	0	0	0	0	0	812	3573
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1916	0	0	0	1320	720	0	0	0	0	0	0	0	0	0	3956	
Heavy Trucks	0	56	0	0	0	16	12	0	0	0	0	0	0	0	0	0	84	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- Kupuna Loop (South)  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105710  
**DATE:** Tue, Oct 22 2019

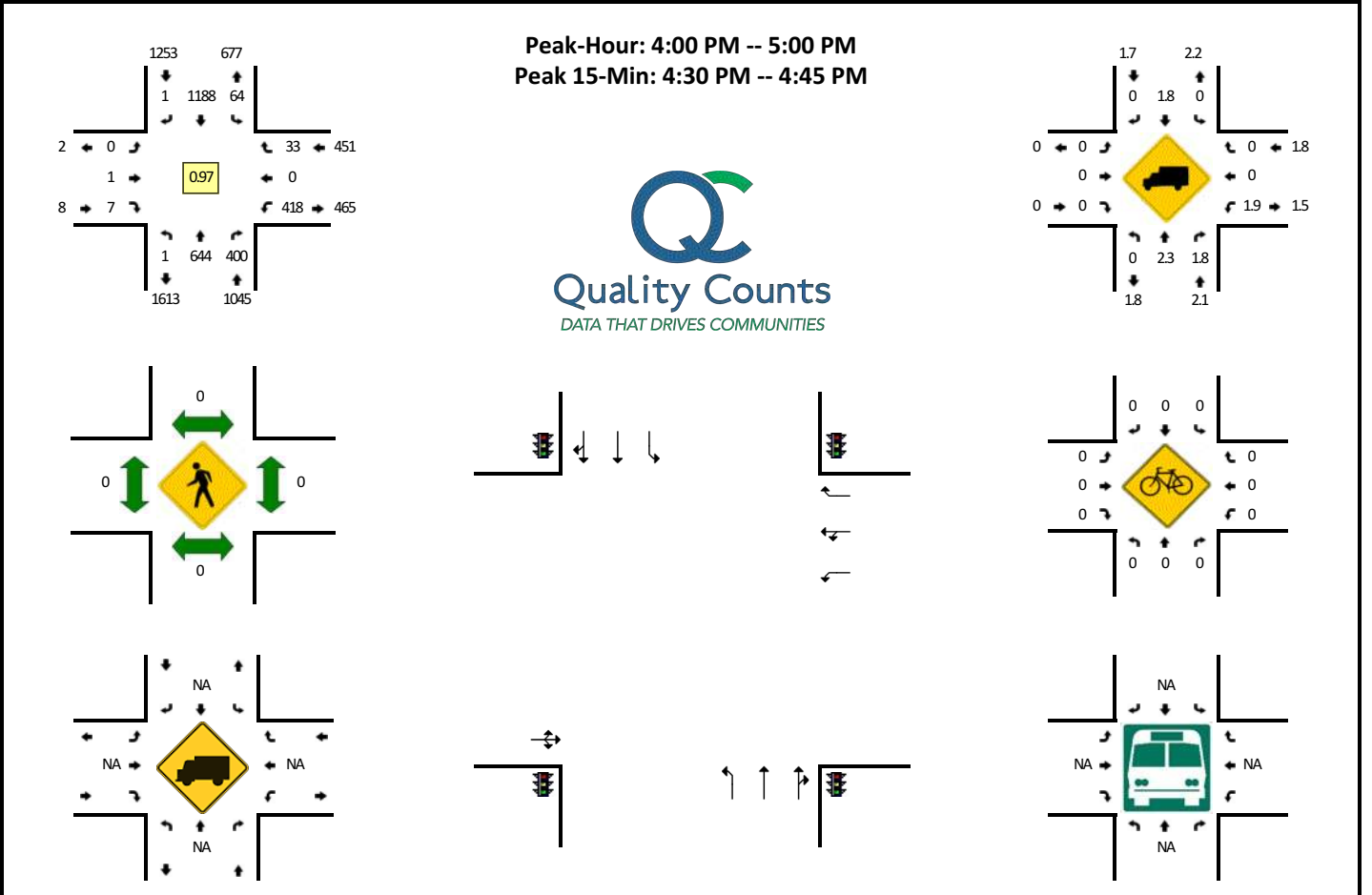


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Kupuna Loop (South) (Eastbound)				Kupuna Loop (South) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	228	172	0	0	271	0	0	0	0	0	0	80	0	0	0	751	
3:15 PM	0	233	213	0	0	290	0	0	0	0	0	0	98	0	0	0	834	
3:30 PM	0	254	203	0	0	358	0	0	0	0	0	0	72	0	3	0	890	
3:45 PM	0	270	218	0	0	410	0	0	0	0	0	0	80	0	5	0	983	3458
4:00 PM	0	263	179	0	0	343	0	0	0	0	0	0	95	0	1	0	881	3588
4:15 PM	0	227	201	0	0	429	0	0	0	0	0	0	101	0	4	0	962	3716
4:30 PM	0	257	200	0	0	425	0	0	0	0	0	0	89	0	4	0	975	3801
4:45 PM	0	267	225	0	0	404	0	0	0	0	0	0	95	0	4	0	995	3813
5:00 PM	0	234	195	0	0	388	0	0	0	0	0	0	95	0	6	0	918	3850
5:15 PM	0	253	184	0	0	393	0	0	0	0	0	0	97	0	2	0	929	3817
5:30 PM	0	232	170	0	0	423	0	0	0	0	0	0	77	0	2	0	904	3746
5:45 PM	0	219	182	0	0	372	0	0	0	0	0	0	85	0	4	0	862	3613
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	1068	900	0	0	1616	0	0	0	0	0	0	380	0	16	0	3980	
Heavy Trucks	0	4	20	0	0	16	0	0	0	0	0	0	8	0	0	0	48	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

*Comments:*

**LOCATION:** Kunia Rd -- Kupuna Loop (North)  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105712  
**DATE:** Tue, Oct 22 2019

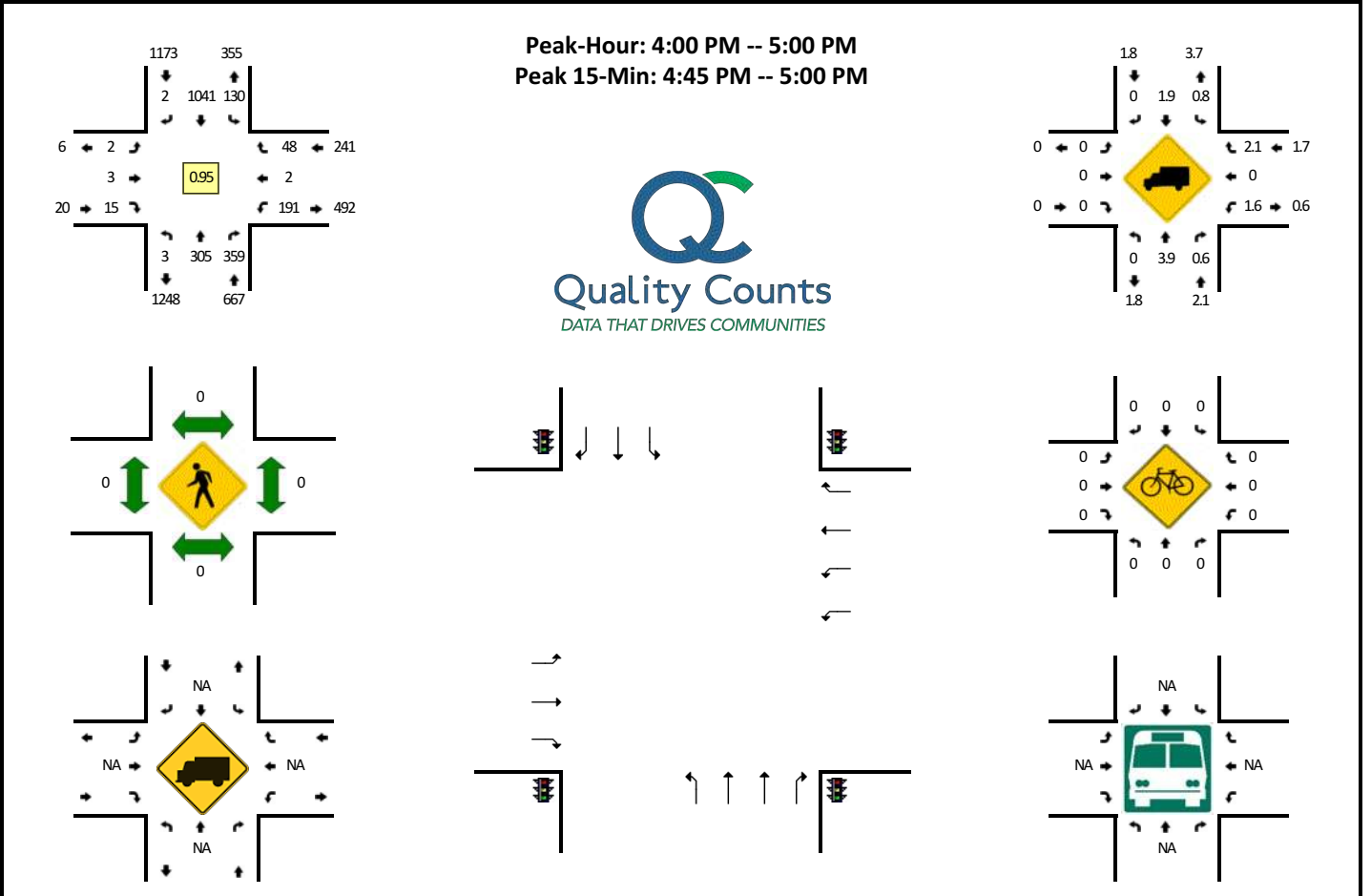


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Kupuna Loop (North) (Eastbound)				Kupuna Loop (North) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	120	99	0	12	163	0	0	0	0	0	0	106	0	11	0	512	
3:15 PM	0	150	101	0	14	206	0	0	0	0	3	0	92	0	14	0	580	
3:30 PM	0	157	83	0	23	257	0	0	0	1	2	0	123	0	8	0	654	
3:45 PM	0	156	112	1	16	293	0	0	0	1	1	0	99	0	13	0	692	2438
4:00 PM	1	169	98	0	15	264	0	0	0	0	2	0	96	0	9	0	654	2580
4:15 PM	0	155	87	0	13	320	0	0	0	1	1	0	113	0	10	0	700	2700
4:30 PM	0	151	107	0	20	301	1	0	0	0	4	0	118	0	10	0	712	2758
4:45 PM	0	169	108	0	16	303	0	0	0	0	0	0	91	0	4	0	691	2757
5:00 PM	0	134	95	0	24	276	0	0	0	0	0	0	110	0	13	0	652	2755
5:15 PM	0	160	99	0	21	292	0	0	1	1	0	0	115	0	5	0	694	2749
5:30 PM	1	142	95	0	18	304	0	0	0	0	0	0	117	0	3	0	680	2717
5:45 PM	0	124	87	0	16	236	0	0	0	0	0	0	114	0	8	0	585	2611
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	604	428	0	80	1204	4	0	0	0	16	0	472	0	40	0	2848	
Heavy Trucks	0	20	12		0	16	0		0	0	0		12	0	0		60	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- Anonui St  
**CITY/STATE:** Royal Kunia, HI

**QC JOB #:** 15105714  
**DATE:** Tue, Oct 22 2019

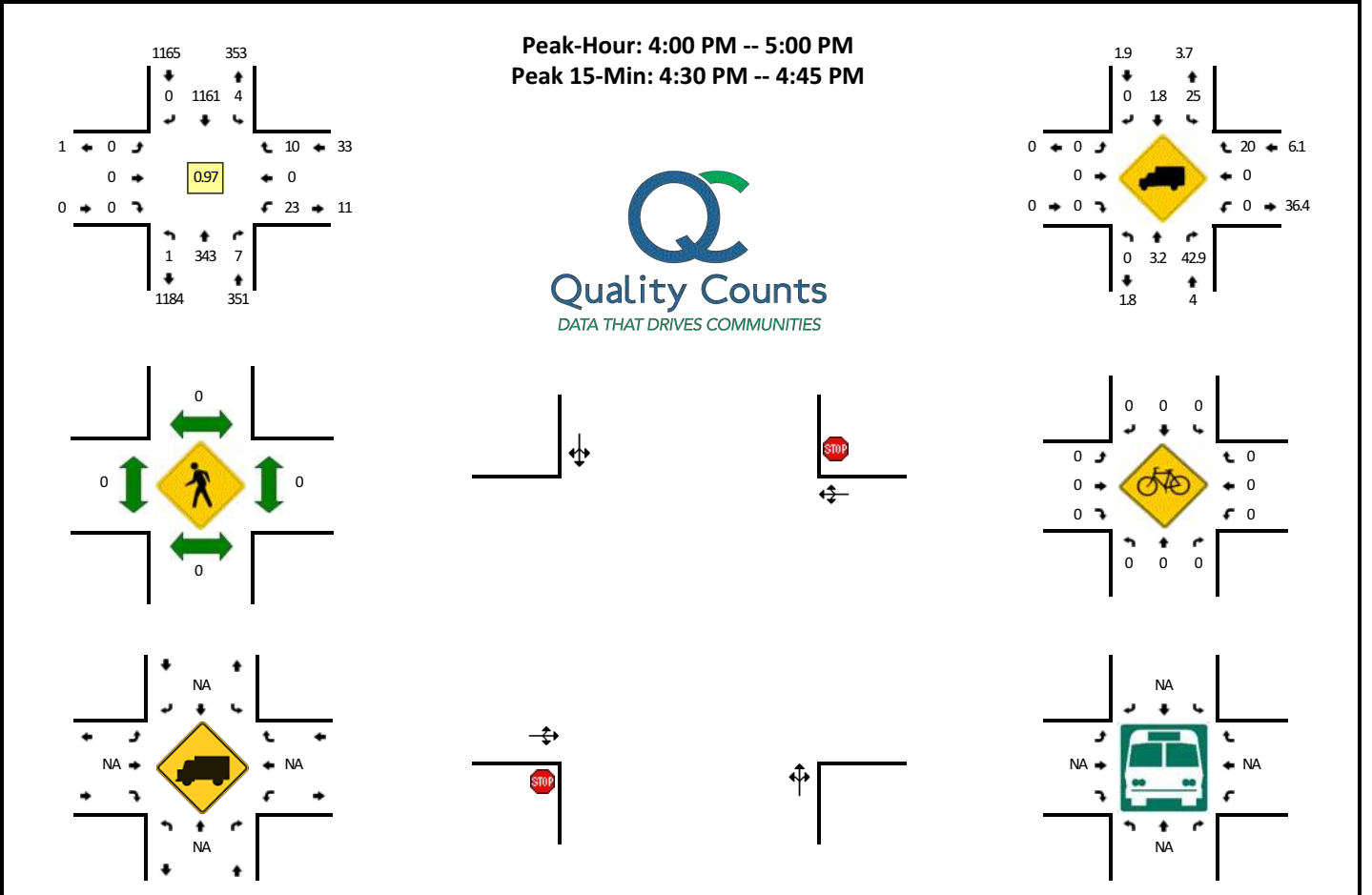


15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Anonui St (Eastbound)				Anonui St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	65	72	0	18	131	0	0	0	0	2	0	55	0	9	0	353	
3:15 PM	2	68	88	0	22	161	4	0	1	0	12	0	42	1	11	0	412	
3:30 PM	1	90	74	0	22	205	1	0	36	14	50	0	50	1	9	0	553	
3:45 PM	1	94	83	0	40	243	1	0	2	2	10	0	46	0	10	0	532	1850
4:00 PM	0	74	91	1	29	228	0	0	2	1	5	0	45	1	13	0	490	1987
4:15 PM	1	76	80	0	27	258	0	0	0	2	1	0	61	0	9	0	515	2090
4:30 PM	1	76	97	0	31	278	1	0	0	0	5	0	44	0	11	0	544	2081
4:45 PM	0	79	91	0	43	277	1	0	0	0	4	0	41	1	15	0	552	2101
5:00 PM	0	74	78	0	27	235	1	0	0	0	2	0	56	0	18	0	491	2102
5:15 PM	0	72	101	0	23	273	0	0	1	2	2	0	45	0	9	0	528	2115
5:30 PM	0	62	80	0	44	249	0	0	1	0	0	0	64	0	17	0	517	2088
5:45 PM	4	55	77	0	24	215	0	0	0	0	2	0	51	0	10	1	439	1975
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	316	364	0	172	1108	4	0	0	0	16	0	164	4	60	0	2208	
Heavy Trucks	0	4	0		0	20	0		0	0	0		4	0	4		32	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

**LOCATION:** Kunia Rd -- Plantation Rd  
**CITY/STATE:** Waipahu, HI

**QC JOB #:** 15105716  
**DATE:** Tue, Oct 22 2019



15-Min Count Period Beginning At	Kunia Rd (Northbound)				Kunia Rd (Southbound)				Plantation Rd (Eastbound)				Plantation Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	73	1	0	2	149	0	0	0	0	0	0	2	0	0	0	228	
3:15 PM	0	77	0	2	1	186	0	0	0	0	0	0	1	0	1	0	268	
3:30 PM	0	133	3	0	0	263	0	0	0	0	0	0	3	0	1	0	403	
3:45 PM	0	108	0	0	1	242	0	0	0	0	0	0	4	0	2	0	357	1256
4:00 PM	0	88	4	0	1	280	0	0	0	0	0	0	2	0	2	0	377	1405
4:15 PM	1	82	2	0	0	292	0	0	0	0	0	0	5	0	2	0	384	1521
4:30 PM	0	88	1	0	1	300	0	0	0	0	0	0	3	0	5	0	398	1516
4:45 PM	0	85	0	0	2	289	0	0	0	0	0	0	13	0	1	0	390	1549
5:00 PM	1	92	2	1	0	270	1	0	2	0	1	0	7	0	6	0	383	1555
5:15 PM	0	82	5	0	3	297	0	0	0	0	1	0	5	0	0	0	393	1564
5:30 PM	0	72	0	0	0	260	0	0	0	0	0	0	16	0	7	0	355	1521
5:45 PM	0	69	3	0	1	213	0	0	1	0	2	0	19	0	5	0	313	1444
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	352	4	0	4	1200	0	0	0	0	0	0	12	0	20	0	1592	
Heavy Trucks	0	12	4		0	8	0		0	0	0		0	0	8		32	
Pedestrians	0	0			0	0			0	0			0	0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

*Comments:*



























**ATTACHMENT B: LEVEL OF SERVICE ANALYSIS WORKSHEETS**





HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2019 Conditions  
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	  	
Traffic Volume (veh/h)	557	0	282	0	0	0	0	798	2581	631	1887	0
Future Volume (veh/h)	557	0	282	0	0	0	0	798	2581	631	1887	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	0	1796				0	1856	1870	1870	1870	0
Adj Flow Rate, veh/h	586	0	0				0	840	1664	664	1986	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	7				0	3	2	2	2	0
Cap, veh/h	627	0					0	1842	1458	735	3884	0
Arrive On Green	0.19	0.00	0.00				0.00	0.52	0.52	0.21	0.76	0.00
Sat Flow, veh/h	3319	0	1522				0	3618	2790	3456	5274	0
Grp Volume(v), veh/h	586	0	0				0	840	1664	664	1986	0
Grp Sat Flow(s),veh/h/ln	1659	0	1522				0	1763	1395	1728	1702	0
Q Serve(g_s), s	31.0	0.0	0.0				0.0	26.6	93.1	33.4	27.1	0.0
Cycle Q Clear(g_c), s	31.0	0.0	0.0				0.0	26.6	93.1	33.4	27.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	627	0					0	1842	1458	735	3884	0
V/C Ratio(X)	0.94	0.00					0.00	0.46	1.14	0.90	0.51	0.00
Avail Cap(c_a), veh/h	661	0					0	1842	1458	1271	3884	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.2	0.0	0.0				0.0	26.7	42.5	68.3	8.4	0.0
Incr Delay (d2), s/veh	20.1	0.0	0.0				0.0	0.8	72.4	5.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.1	0.0	0.0				0.0	11.5	46.0	15.3	9.6	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	91.3	0.0	0.0				0.0	27.5	114.9	73.4	8.8	0.0
LnGrp LOS	F	A	A				A	C	F	E	A	A
Approach Vol, veh/h		854	A					2504			2650	
Approach Delay, s/veh		62.6						85.6			25.0	
Approach LOS		E						F			C	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	42.4	97.6		38.1				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	35.4	95.1		33.0				29.1				
Green Ext Time (p_c), s	2.6	0.0		0.7				32.4				

Intersection Summary

HCM 6th Ctrl Delay	55.6
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.  
 Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary

## 2: Kunia Rd & H1 WB Ramps

2019 Conditions  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↙	↑↑	↑↑	
Traffic Volume (veh/h)	0	1415	134	1162	1126	388
Future Volume (veh/h)	0	1415	134	1162	1126	388
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1811	1841	1870	1870
Adj Flow Rate, veh/h			141	1223	1185	0
Peak Hour Factor			0.95	0.95	0.95	0.95
Percent Heavy Veh, %			6	4	2	2
Cap, veh/h			192	3010	2169	
Arrive On Green			0.11	0.86	0.61	0.00
Sat Flow, veh/h			1725	3589	3741	0
Grp Volume(v), veh/h			141	1223	1185	0
Grp Sat Flow(s),veh/h/ln			1725	1749	1777	0
Q Serve(g_s), s			2.6	2.4	6.3	0.0
Cycle Q Clear(g_c), s			2.6	2.4	6.3	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			192	3010	2169	
V/C Ratio(X)			0.74	0.41	0.55	
Avail Cap(c_a), veh/h			1361	9256	6105	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			13.9	0.5	3.7	0.0
Incr Delay (d2), s/veh			5.4	0.1	0.2	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.0	0.0	0.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			19.3	0.6	3.9	0.0
LnGrp LOS			B	A	A	
Approach Vol, veh/h			1364	1185	A	
Approach Delay, s/veh			2.5	3.9		
Approach LOS			A	A		
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		32.3			8.1	24.2
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		4.4			4.6	8.3
Green Ext Time (p_c), s		12.7			0.3	11.4

### Intersection Summary

HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

### Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2019 Conditions  
AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↖	↕↕	↖		↕↕
Traffic Volume (veh/h)	592	34	1228	329	0	910
Future Volume (veh/h)	592	34	1228	329	0	910
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	0	1870
Adj Flow Rate, veh/h	604	0	1253	0	0	929
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	4	2	0	2
Cap, veh/h	818		2460		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3589	1585	0	3741
Grp Volume(v), veh/h	604	0	1253	0	0	929
Grp Sat Flow(s),veh/h/ln	1728	1585	1749	1585	0	1777
Q Serve(g_s), s	24.3	0.0	24.8	0.0	0.0	15.8
Cycle Q Clear(g_c), s	24.3	0.0	24.8	0.0	0.0	15.8
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2460		0	2499
V/C Ratio(X)	0.74		0.51		0.00	0.37
Avail Cap(c_a), veh/h	818		2460		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.0	0.0	10.3	0.0	0.0	8.9
Incr Delay (d2), s/veh	5.9	0.0	0.8	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	9.3	0.0	0.0	6.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	58.9	0.0	11.0	0.0	0.0	9.4
LnGrp LOS	E		B		A	A
Approach Vol, veh/h	604	A	1253	A		929
Approach Delay, s/veh	58.9		11.0			9.4
Approach LOS	E		B			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+I1), s		26.8			17.8	26.3
Green Ext Time (p_c), s		13.2			8.1	1.7

Intersection Summary

HCM 6th Ctrl Delay	20.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2019 Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↗	↖	
Traffic Volume (veh/h)	0	0	1	274	2	59	2	1090	168	26	632	1
Future Volume (veh/h)	0	0	1	274	2	59	2	1090	168	26	632	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1856	1870	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	289	0	9	2	1147	171	27	665	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	3	2	4	4	2	2	2
Cap, veh/h	0	2	0	402	0	180	5	2135	317	49	2636	4
Arrive On Green	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.70	0.70	0.03	0.72	0.72
Sat Flow, veh/h	0	1870	0	3506	0	1572	1781	3054	454	1781	3641	5
Grp Volume(v), veh/h	0	0	0	289	0	9	2	655	663	27	325	341
Grp Sat Flow(s),veh/h/ln	0	1870	0	1753	0	1572	1781	1749	1759	1781	1777	1869
Q Serve(g_s), s	0.0	0.0	0.0	6.8	0.0	0.4	0.1	15.3	15.5	1.3	5.2	5.2
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.8	0.0	0.4	0.1	15.3	15.5	1.3	5.2	5.2
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.26	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	402	0	180	5	1223	1230	49	1287	1354
V/C Ratio(X)	0.00	0.00	0.00	0.72	0.00	0.05	0.41	0.54	0.54	0.55	0.25	0.25
Avail Cap(c_a), veh/h	0	143	0	1133	0	508	387	1223	1230	387	1287	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.4	0.0	33.6	42.4	6.2	6.2	40.8	4.0	4.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.4	0.0	0.1	48.1	1.7	1.7	9.1	0.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.0	0.0	0.2	0.1	4.8	4.9	0.7	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.8	0.0	33.7	90.4	7.8	7.9	49.9	4.4	4.4
LnGrp LOS	A	A	A	D	A	C	F	A	A	D	A	A
Approach Vol, veh/h		0		298				1320			693	
Approach Delay, s/veh		0.0		38.6				8.0			6.2	
Approach LOS				D				A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	64.0		0.0	4.7	66.1		14.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+1), s	13.3	17.5		0.0	2.1	7.2		8.8				
Green Ext Time (p_c), s	0.0	12.1		0.0	0.0	4.5		1.0				

Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2019 Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	8	2	3	1	364	8	159	18	1043	94	42	300	24
Future Volume (veh/h)	8	2	3	1	364	8	159	18	1043	94	42	300	24
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No			
Adj Sat Flow, veh/h/ln	1870	1870	1870		1870	1870	1870	1870	1841	1811	1841	1841	1870
Adj Flow Rate, veh/h	9	2	0		428	9	38	21	1227	0	49	353	16
Peak Hour Factor	0.85	0.85	0.85		0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2		2	2	2	2	4	6	4	4	2
Cap, veh/h	24	25	21		546	296	251	638	2055		313	1112	958
Arrive On Green	0.01	0.01	0.00		0.16	0.16	0.16	0.02	0.59	0.00	0.04	0.60	0.60
Sat Flow, veh/h	1781	1870	1585		3456	1870	1585	1781	3497	1535	1753	1841	1585
Grp Volume(v), veh/h	9	2	0		428	9	38	21	1227	0	49	353	16
Grp Sat Flow(s),veh/h/ln	1781	1870	1585		1728	1870	1585	1781	1749	1535	1753	1841	1585
Q Serve(g_s), s	0.4	0.1	0.0		10.6	0.4	1.8	0.4	19.9	0.0	1.0	8.4	0.4
Cycle Q Clear(g_c), s	0.4	0.1	0.0		10.6	0.4	1.8	0.4	19.9	0.0	1.0	8.4	0.4
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	24	25	21		546	296	251	638	2055		313	1112	958
V/C Ratio(X)	0.38	0.08	0.00		0.78	0.03	0.15	0.03	0.60		0.16	0.32	0.02
Avail Cap(c_a), veh/h	449	471	399		986	534	452	927	2055		568	1112	958
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00		1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	43.5	0.0		36.1	31.8	32.4	7.1	11.7	0.0	8.9	8.7	7.1
Incr Delay (d2), s/veh	9.6	1.3	0.0		2.5	0.0	0.3	0.0	1.3	0.0	0.2	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.0		4.6	0.2	0.7	0.1	7.1	0.0	0.3	3.0	0.1
Unsig. Movement Delay, s/veh													
LnGrp Delay(d),s/veh	53.3	44.9	0.0		38.7	31.9	32.7	7.2	13.0	0.0	9.1	9.4	7.1
LnGrp LOS	D	D	A		D	C	C	A	B		A	A	A
Approach Vol, veh/h	11			475			1248			A			418
Approach Delay, s/veh	51.8			38.0			12.9			9.3			
Approach LOS	D			D			B			A			
Timer - Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	8.0	57.0		5.7	6.5	58.5		18.6					
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5					
Max Green Setting (Gmax), s	10.5	52.5		22.5	16.5	52.5		25.5					
Max Q Clear Time (g_c+1), s	13.0	21.9		2.4	2.4	10.4		12.6					
Green Ext Time (p_c), s	0.1	10.8		0.0	0.0	2.1		1.5					

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	7	0	7	0	1193	42	21	345	0
Future Vol, veh/h	0	0	0	7	0	7	0	1193	42	21	345	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	2	4	14	2	2	2	3	4	4	4	2
Mvmt Flow	0	0	0	8	0	8	0	1437	51	25	416	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1933	1954	416	1903	1903	1437	416	0	0	1488	0	0
Stage 1	466	466	-	1437	1437	-	-	-	-	-	-	-
Stage 2	1467	1488	-	466	466	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.24	7.24	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.336	3.626	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	49	64	632	49	69	163	1143	-	-	446	-	-
Stage 1	575	562	-	156	199	-	-	-	-	-	-	-
Stage 2	158	188	-	555	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	44	59	632	46	64	163	1143	-	-	446	-	-
Mov Cap-2 Maneuver	44	59	-	46	64	-	-	-	-	-	-	-
Stage 1	575	521	-	156	199	-	-	-	-	-	-	-
Stage 2	150	188	-	514	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	69.7	0	0.8
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1143	-	-	-	72	446	-	-
HCM Lane V/C Ratio	-	-	-	-	0.234	0.057	-	-
HCM Control Delay (s)	0	-	-	0	69.7	13.6	0	-
HCM Lane LOS	A	-	-	A	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	5	1195	356	5
Future Vol, veh/h	5	5	5	1195	356	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	6	6	6	1440	429	6

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1884	432	435	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	1452	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	77	619	1119	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	619	1119	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	634	-	-	-	-	-
Stage 2	214	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1119	-	134	-	-
HCM Lane V/C Ratio	0.005	-	0.09	-	-
HCM Control Delay (s)	8.2	0	34.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	10	10	40	1165	331	20
Future Vol, veh/h	10	10	40	1165	331	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	48	1404	399	24

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1911	411	423	0	-	0
Stage 1	411	-	-	-	-	-
Stage 2	1500	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	74	636	1131	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	203	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	636	1131	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	203	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46.7	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1131	-	110	-	-
HCM Lane V/C Ratio	0.043	-	0.219	-	-
HCM Control Delay (s)	8.3	0	46.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2019 Conditions  
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔↔		↔					↕↕	↔↔		↔↔	↕↕↕
Traffic Volume (veh/h)	358	0	304	0	0	0	0	752	1738	2	510	3266
Future Volume (veh/h)	358	0	304	0	0	0	0	752	1738	2	510	3266
Initial Q (Qb), veh	0	0	0				0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No						No				No
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1870	1870		1870	1870
Adj Flow Rate, veh/h	362	0	0				0	760	0		515	3299
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99		0.99	0.99
Percent Heavy Veh, %	2	0	2				0	2	2		2	2
Cap, veh/h	422	0					0	2226			585	4203
Arrive On Green	0.12	0.00	0.00				0.00	0.63	0.00		0.17	0.82
Sat Flow, veh/h	3456	0	1585				0	3647	2790		3456	5274
Grp Volume(v), veh/h	362	0	0				0	760	0		515	3299
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	1395		1728	1702
Q Serve(g_s), s	16.9	0.0	0.0				0.0	16.7	0.0		23.9	53.1
Cycle Q Clear(g_c), s	16.9	0.0	0.0				0.0	16.7	0.0		23.9	53.1
Prop In Lane	1.00		1.00				0.00		1.00		1.00	
Lane Grp Cap(c), veh/h	422	0					0	2226			585	4203
V/C Ratio(X)	0.86	0.00					0.00	0.34			0.88	0.78
Avail Cap(c_a), veh/h	745	0					0	2226			1375	4203
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	70.8	0.0	0.0				0.0	14.6	0.0		66.7	7.3
Incr Delay (d2), s/veh	5.1	0.0	0.0				0.0	0.4	0.0		4.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	0.0				0.0	6.9	0.0		10.9	16.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	76.0	0.0	0.0				0.0	15.0	0.0		71.2	8.8
LnGrp LOS	E	A	A				A	B			E	A
Approach Vol, veh/h		640	A					760	A			3814
Approach Delay, s/veh		43.0						15.0				17.2
Approach LOS		D						B				B
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	32.4	107.6		24.6				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	25.9	18.7		18.9				55.1				
Green Ext Time (p_c), s	1.9	6.1		1.2				71.5				

Intersection Summary

HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

- User approved ignoring U-Turning movement.
- Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.
- Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2019 Conditions  
 PM Peak Hour

Movement	SBR
<b>← ↑ →</b> Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	0
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.99
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary  
 2: Kunia Rd & H1 WB Ramps

2019 Conditions  
 PM Peak Hour



Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations					↖ ↗	↕	↗ ↖
Traffic Volume (veh/h)	0	2415	1	301	807	1304	670
Future Volume (veh/h)	0	2415	1	301	807	1304	670
Initial Q (Qb), veh				0	0	0	0
Ped-Bike Adj(A_pbT)				1.00			1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00
Work Zone On Approach				No	No		
Adj Sat Flow, veh/h/ln				1870	1870	1870	1870
Adj Flow Rate, veh/h				304	815	1317	0
Peak Hour Factor				0.99	0.99	0.99	0.99
Percent Heavy Veh, %				2	2	2	2
Cap, veh/h				388	3199	2070	
Arrive On Green				0.22	0.90	0.58	0.00
Sat Flow, veh/h				1781	3647	3741	0
Grp Volume(v), veh/h				304	815	1317	0
Grp Sat Flow(s),veh/h/ln				1781	1777	1777	0
Q Serve(g_s), s				7.3	1.3	11.1	0.0
Cycle Q Clear(g_c), s				7.3	1.3	11.1	0.0
Prop In Lane				1.00			0.00
Lane Grp Cap(c), veh/h				388	3199	2070	
V/C Ratio(X)				0.78	0.25	0.64	
Avail Cap(c_a), veh/h				1007	6733	4370	
HCM Platoon Ratio				1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				16.6	0.3	6.2	0.0
Incr Delay (d2), s/veh				3.5	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.8	0.0	2.3	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh				20.1	0.3	6.6	0.0
LnGrp LOS				C	A	A	
Approach Vol, veh/h				1119	1317	A	
Approach Delay, s/veh				5.7	6.6		
Approach LOS				A	A		
Timer - Assigned Phs		2			5	6	
Phs Duration (G+Y+Rc), s		45.1			14.3	30.8	
Change Period (Y+Rc), s		4.5			4.5	4.5	
Max Green Setting (Gmax), s		85.5			25.5	55.5	
Max Q Clear Time (g_c+I1), s		3.3			9.3	13.1	
Green Ext Time (p_c), s		6.8			0.8	13.2	

Intersection Summary

HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.  
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2019 Conditions  
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↑↑	↔		↑↑
Traffic Volume (veh/h)	380	13	1014	805	0	1601
Future Volume (veh/h)	380	13	1014	805	0	1601
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	396	0	1056	0	0	1668
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	818		2499		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3647	1585	0	3741
Grp Volume(v), veh/h	396	0	1056	0	0	1668
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	0	1777
Q Serve(g_s), s	14.8	0.0	18.8	0.0	0.0	39.4
Cycle Q Clear(g_c), s	14.8	0.0	18.8	0.0	0.0	39.4
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2499		0	2499
V/C Ratio(X)	0.48		0.42		0.00	0.67
Avail Cap(c_a), veh/h	818		2499		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.4	0.0	9.4	0.0	0.0	12.4
Incr Delay (d2), s/veh	2.0	0.0	0.5	0.0	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.0	7.1	0.0	0.0	15.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.4	0.0	9.9	0.0	0.0	13.9
LnGrp LOS	D		A		A	B
Approach Vol, veh/h	396	A	1056	A		1668
Approach Delay, s/veh	51.4		9.9			13.9
Approach LOS	D		A			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+1), s		20.8			41.4	16.8
Green Ext Time (p_c), s		9.9			22.3	1.4

Intersection Summary

HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2019 Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	0	1	7	418	0	33	1	644	400	64	1188	1
Future Volume (veh/h)	0	1	7	418	0	33	1	644	400	64	1188	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1	0	431	0	6	1	664	355	66	1225	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	3	0	541	0	241	2	1371	733	86	2405	2
Arrive On Green	0.00	0.00	0.00	0.15	0.00	0.15	0.00	0.61	0.61	0.05	0.66	0.66
Sat Flow, veh/h	0	1870	0	3563	0	1585	1781	2237	1195	1781	3644	3
Grp Volume(v), veh/h	0	1	0	431	0	6	1	527	492	66	597	629
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1777	1655	1781	1777	1870
Q Serve(g_s), s	0.0	0.1	0.0	11.3	0.0	0.3	0.1	15.9	15.9	3.6	16.7	16.7
Cycle Q Clear(g_c), s	0.0	0.1	0.0	11.3	0.0	0.3	0.1	15.9	15.9	3.6	16.7	16.7
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.72	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	541	0	241	2	1089	1015	86	1173	1234
V/C Ratio(X)	0.00	0.39	0.00	0.80	0.00	0.02	0.41	0.48	0.48	0.77	0.51	0.51
Avail Cap(c_a), veh/h	0	125	0	1009	0	449	340	1089	1015	340	1173	1234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.4	0.0	39.7	0.0	35.0	48.4	10.3	10.3	45.6	8.5	8.5
Incr Delay (d2), s/veh	0.0	76.0	0.0	2.7	0.0	0.0	84.0	1.5	1.7	13.2	1.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	5.2	0.0	0.1	0.1	6.0	5.6	1.9	6.0	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	124.4	0.0	42.5	0.0	35.1	132.4	11.9	12.0	58.8	10.0	10.0
LnGrp LOS	A	F	A	D	A	D	F	B	B	E	B	A
Approach Vol, veh/h		1		437				1020			1292	
Approach Delay, s/veh		124.4		42.4				12.1			12.5	
Approach LOS		F		D				B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	64.0		4.6	4.6	68.6		19.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+1), s	10.6	17.9		2.1	2.1	18.7		13.3				
Green Ext Time (p_c), s	0.1	8.3		0.0	0.0	10.4		1.4				

Intersection Summary

HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2019 Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations															
Traffic Volume (veh/h)	2	3	15	191	2	48	1	2	305	359	130	1041	2		
Future Volume (veh/h)	2	3	15	191	2	48	1	2	305	359	130	1041	2		
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			No					
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870		1870	1856	1870	1870	1870	1870		
Adj Flow Rate, veh/h	2	3	0	201	2	6		2	321	0	137	1096	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		2	3	2	2	2	2		
Cap, veh/h	12	12	10	303	164	139		216	2227		819	1284	1088		
Arrive On Green	0.01	0.01	0.00	0.09	0.09	0.09		0.00	0.63	0.00	0.06	0.69	0.69		
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585		1781	3526	1585	1781	1870	1585		
Grp Volume(v), veh/h	2	3	0	201	2	6		2	321	0	137	1096	1		
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585		1781	1763	1585	1781	1870	1585		
Q Serve(g_s), s	0.1	0.1	0.0	4.7	0.1	0.3		0.0	3.1	0.0	2.0	36.9	0.0		
Cycle Q Clear(g_c), s	0.1	0.1	0.0	4.7	0.1	0.3		0.0	3.1	0.0	2.0	36.9	0.0		
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00		
Lane Grp Cap(c), veh/h	12	12	10	303	164	139		216	2227		819	1284	1088		
V/C Ratio(X)	0.17	0.24	0.00	0.66	0.01	0.04		0.01	0.14		0.17	0.85	0.00		
Avail Cap(c_a), veh/h	482	506	429	1060	574	486		565	2227		1070	1284	1088		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	0.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	41.1	41.1	0.0	36.7	34.6	34.7		11.9	6.2	0.0	3.9	9.9	4.1		
Incr Delay (d2), s/veh	6.8	10.0	0.0	2.5	0.0	0.1		0.0	0.1	0.0	0.1	7.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	2.1	0.0	0.1		0.0	1.0	0.0	0.5	12.4	0.0		
Unsig. Movement Delay, s/veh															
LnGrp Delay(d),s/veh	47.8	51.0	0.0	39.2	34.7	34.9		11.9	6.3	0.0	4.0	17.2	4.1		
LnGrp LOS	D	D	A	D	C	C		B	A		A	B	A		
Approach Vol, veh/h	5			209			323			A			1234		
Approach Delay, s/veh	49.8			39.1			6.4			15.7					
Approach LOS	D			D			A			B					
Timer - Assigned Phs	1	2	4		5	6	8								
Phs Duration (G+Y+Rc), s	9.3	57.0	5.0		4.7	61.6	11.8								
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5								
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5								
Max Q Clear Time (g_c+14), s	14.0	5.1	2.1		2.0	38.9	6.7								
Green Ext Time (p_c), s	0.2	2.2	0.0		0.0	6.9	0.7								

Intersection Summary

HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	23	0	10	1	343	7	4	1161	0
Future Vol, veh/h	0	0	0	23	0	10	1	343	7	4	1161	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	2	20	2	3	42	25	2	2
Mvmt Flow	0	0	0	24	0	10	1	354	7	4	1197	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1570	1568	1197	1561	1561	354	1197	0	0	361	0	0
Stage 1	1205	1205	-	356	356	-	-	-	-	-	-	-
Stage 2	365	363	-	1205	1205	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.22	7.12	6.52	6.4	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.318	3.518	4.018	3.48	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	89	111	226	91	112	651	583	-	-	1081	-	-
Stage 1	223	257	-	661	629	-	-	-	-	-	-	-
Stage 2	652	625	-	225	257	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	87	110	226	90	111	651	583	-	-	1081	-	-
Mov Cap-2 Maneuver	87	110	-	90	111	-	-	-	-	-	-	-
Stage 1	223	254	-	660	628	-	-	-	-	-	-	-
Stage 2	640	624	-	223	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	45.5	0	0
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	583	-	-	-	122	1081	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.279	0.004	-	-
HCM Control Delay (s)	11.2	0	-	0	45.5	8.3	0	-
HCM Lane LOS	B	A	-	A	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	1.1	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	5	5	348	1155	5
Future Vol, veh/h	5	5	5	348	1155	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	5	5	5	359	1191	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1563	1194	1196	0	-	0
Stage 1	1194	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	122	227	580	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	121	227	580	-	-	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	697	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.4	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	580	-	158	-	-
HCM Lane V/C Ratio	0.009	-	0.065	-	-
HCM Control Delay (s)	11.3	0	29.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	10	23	7	351	1133	4
Future Vol, veh/h	10	23	7	351	1133	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	10	24	7	362	1168	4

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1546	1170	1172	0	-	0
Stage 1	1170	-	-	-	-	-
Stage 2	376	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	125	235	592	-	-	-
Stage 1	294	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	235	592	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	692	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	592	-	184	-	-
HCM Lane V/C Ratio	0.012	-	0.185	-	-
HCM Control Delay (s)	11.2	0	29	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2022 Plus Construction Conditions  
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	  	
Traffic Volume (veh/h)	635	0	300	0	0	0	0	885	2660	664	1950	0
Future Volume (veh/h)	635	0	300	0	0	0	0	885	2660	664	1950	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	0	1796				0	1856	1870	1870	1870	0
Adj Flow Rate, veh/h	668	0	0				0	932	1747	699	2053	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	7				0	3	2	2	2	0
Cap, veh/h	655	0					0	1779	1408	771	3844	0
Arrive On Green	0.20	0.00	0.00				0.00	0.50	0.50	0.22	0.75	0.00
Sat Flow, veh/h	3319	0	1522				0	3618	2790	3456	5274	0
Grp Volume(v), veh/h	668	0	0				0	932	1747	699	2053	0
Grp Sat Flow(s),veh/h/ln	1659	0	1522				0	1763	1395	1728	1702	0
Q Serve(g_s), s	35.5	0.0	0.0				0.0	32.0	90.8	35.5	29.9	0.0
Cycle Q Clear(g_c), s	35.5	0.0	0.0				0.0	32.0	90.8	35.5	29.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	655	0					0	1779	1408	771	3844	0
V/C Ratio(X)	1.02	0.00					0.00	0.52	1.24	0.91	0.53	0.00
Avail Cap(c_a), veh/h	655	0					0	1779	1408	1257	3844	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.3	0.0	0.0				0.0	30.0	44.6	68.1	9.2	0.0
Incr Delay (d2), s/veh	40.5	0.0	0.0				0.0	1.1	114.6	6.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.0	0.0	0.0				0.0	14.0	53.2	16.3	10.8	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	112.7	0.0	0.0				0.0	31.1	159.2	74.1	9.7	0.0
LnGrp LOS	F	A	A				A	C	F	E	A	A
Approach Vol, veh/h		955	A					2679			2752	
Approach Delay, s/veh		78.8						114.6			26.1	
Approach LOS		E						F			C	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	44.7	95.3		40.0				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	37.5	92.8		37.5				31.9				
Green Ext Time (p_c), s	2.7	0.0		0.0				34.9				

Intersection Summary

HCM 6th Ctrl Delay	71.1
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.  
 Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
 2: Kunia Rd & H1 WB Ramps

2022 Plus Construction Conditions  
 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↶	↶↶	↶↶	
Traffic Volume (veh/h)	0	1460	140	1309	1174	400
Future Volume (veh/h)	0	1460	140	1309	1174	400
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1811	1841	1870	1870
Adj Flow Rate, veh/h			147	1378	1236	0
Peak Hour Factor			0.95	0.95	0.95	0.95
Percent Heavy Veh, %			6	4	2	2
Cap, veh/h			197	3033	2205	
Arrive On Green			0.11	0.87	0.62	0.00
Sat Flow, veh/h			1725	3589	3741	0
Grp Volume(v), veh/h			147	1378	1236	0
Grp Sat Flow(s),veh/h/ln			1725	1749	1777	0
Q Serve(g_s), s			2.8	2.9	6.9	0.0
Cycle Q Clear(g_c), s			2.8	2.9	6.9	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			197	3033	2205	
V/C Ratio(X)			0.75	0.45	0.56	
Avail Cap(c_a), veh/h			1297	8819	5817	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			14.5	0.5	3.7	0.0
Incr Delay (d2), s/veh			5.6	0.1	0.2	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.1	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			20.1	0.6	4.0	0.0
LnGrp LOS			C	A	A	
Approach Vol, veh/h				1525	1236	A
Approach Delay, s/veh				2.5	4.0	
Approach LOS				A	A	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		33.9			8.4	25.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		4.9			4.8	8.9
Green Ext Time (p_c), s		15.8			0.4	12.2

Intersection Summary

HCM 6th Ctrl Delay	3.1
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.  
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2022 Plus Construction Conditions  
AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶↷	↷	↶↷	↷		↶↷
Traffic Volume (veh/h)	610	40	1564	340	0	944
Future Volume (veh/h)	610	40	1564	340	0	944
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	0	1870
Adj Flow Rate, veh/h	622	0	1596	0	0	963
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	4	2	0	2
Cap, veh/h	818		2460		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3589	1585	0	3741
Grp Volume(v), veh/h	622	0	1596	0	0	963
Grp Sat Flow(s),veh/h/ln	1728	1585	1749	1585	0	1777
Q Serve(g_s), s	25.1	0.0	37.4	0.0	0.0	16.5
Cycle Q Clear(g_c), s	25.1	0.0	37.4	0.0	0.0	16.5
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2460		0	2499
V/C Ratio(X)	0.76		0.65		0.00	0.39
Avail Cap(c_a), veh/h	818		2460		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	12.1	0.0	0.0	9.1
Incr Delay (d2), s/veh	6.6	0.0	1.3	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	14.0	0.0	0.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.9	0.0	13.5	0.0	0.0	9.5
LnGrp LOS	E		B		A	A
Approach Vol, veh/h	622	A	1596	A		963
Approach Delay, s/veh	59.9		13.5			9.5
Approach LOS	E		B			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+I1), s		39.4			18.5	27.1
Green Ext Time (p_c), s		20.6			8.6	1.7

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2022 Plus Construction Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↗	↖	
Traffic Volume (veh/h)	0	0	10	290	10	70	10	1424	180	30	664	10
Future Volume (veh/h)	0	0	10	290	10	70	10	1424	180	30	664	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1856	1870	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	313	0	11	11	1499	184	32	699	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	3	2	4	4	2	2	2
Cap, veh/h	0	2	0	427	0	191	24	2168	263	55	2540	36
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.69	0.69	0.03	0.71	0.71
Sat Flow, veh/h	0	1870	0	3506	0	1572	1781	3140	381	1781	3587	51
Grp Volume(v), veh/h	0	0	0	313	0	11	11	827	856	32	346	363
Grp Sat Flow(s),veh/h/ln	0	1870	0	1753	0	1572	1781	1749	1772	1781	1777	1861
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	23.9	24.9	1.5	6.1	6.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	23.9	24.9	1.5	6.1	6.1
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.22	1.00		0.03
Lane Grp Cap(c), veh/h	0	2	0	427	0	191	24	1208	1224	55	1258	1318
V/C Ratio(X)	0.00	0.00	0.00	0.73	0.00	0.06	0.46	0.69	0.70	0.58	0.28	0.28
Avail Cap(c_a), veh/h	0	141	0	1119	0	502	382	1208	1224	382	1258	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.5	0.0	33.5	42.2	7.8	8.0	41.2	4.6	4.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.1	13.1	3.2	3.3	9.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.3	0.0	0.2	0.3	7.8	8.2	0.8	1.9	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.9	0.0	33.6	55.3	11.0	11.3	50.4	5.1	5.1
LnGrp LOS	A	A	A	D	A	C	E	B	B	D	A	A
Approach Vol, veh/h		0		324		1694		741				
Approach Delay, s/veh		0.0		38.8		11.4		7.0				
Approach LOS				D		B		A				
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	64.0		0.0	5.7	65.5		15.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+1), s	10.5	26.9		0.0	2.5	8.1		9.4				
Green Ext Time (p_c), s	0.0	16.6		0.0	0.0	4.8		1.1				

Intersection Summary

HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2022 Plus Construction Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	380	10	170	20	1374	100	50	314	30
Future Volume (veh/h)	10	10	10	380	10	170	20	1374	100	50	314	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1811	1841	1841	1870
Adj Flow Rate, veh/h	12	12	1	447	12	36	24	1616	0	59	369	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	6	4	4	2
Cap, veh/h	46	48	41	563	305	258	608	2003		216	1086	935
Arrive On Green	0.03	0.03	0.03	0.16	0.16	0.16	0.02	0.57	0.00	0.04	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3497	1535	1753	1841	1585
Grp Volume(v), veh/h	12	12	1	447	12	36	24	1616	0	59	369	19
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1749	1535	1753	1841	1585
Q Serve(g_s), s	0.6	0.6	0.1	11.4	0.5	1.8	0.5	33.6	0.0	1.2	9.4	0.5
Cycle Q Clear(g_c), s	0.6	0.6	0.1	11.4	0.5	1.8	0.5	33.6	0.0	1.2	9.4	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	48	41	563	305	258	608	2003		216	1086	935
V/C Ratio(X)	0.26	0.25	0.02	0.79	0.04	0.14	0.04	0.81		0.27	0.34	0.02
Avail Cap(c_a), veh/h	437	459	389	961	520	441	884	2003		457	1086	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	43.8	43.5	36.9	32.3	32.9	7.9	15.6	0.0	14.7	9.6	7.8
Incr Delay (d2), s/veh	3.0	2.7	0.2	2.6	0.1	0.2	0.0	3.6	0.0	0.7	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	5.0	0.2	0.7	0.2	12.7	0.0	0.5	3.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	46.5	43.8	39.5	32.4	33.1	7.9	19.2	0.0	15.3	10.5	7.8
LnGrp LOS	D	D	D	D	C	C	A	B		B	B	A
Approach Vol, veh/h	25			495			1640			447		
Approach Delay, s/veh	46.5			38.9			19.0			11.0		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	57.0	6.9		6.8	58.6	19.4					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5					
Max Q Clear Time (g_c+1), s	13.2	35.6	2.6		2.5	11.4	13.4					
Green Ext Time (p_c), s	0.1	10.9	0.0		0.0	2.2	1.5					

Intersection Summary

HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	14	0	10	74	1385	115	45	360	17
Future Vol, veh/h	0	0	0	14	0	10	74	1385	115	45	360	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	2	4	14	2	2	2	3	4	4	4	2
Mvmt Flow	0	0	0	17	0	12	89	1669	139	54	434	20

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2475	2538	444	2399	2409	1669	454	0	0	1808	0	0
Stage 1	552	552	-	1847	1847	-	-	-	-	-	-	-
Stage 2	1923	1986	-	552	562	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.24	7.24	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.336	3.626	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	20	27	610	21	33	119	1107	-	-	335	-	-
Stage 1	516	515	-	89	125	-	-	-	-	-	-	-
Stage 2	86	106	-	497	510	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	15	21	610	18	26	119	1107	-	-	335	-	-
Mov Cap-2 Maneuver	15	21	-	18	26	-	-	-	-	-	-	-
Stage 1	516	404	-	89	125	-	-	-	-	-	-	-
Stage 2	77	106	-	390	400	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	\$ 385.5	0.4	1.9
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1107	-	-	-	28	335	-	-
HCM Lane V/C Ratio	0.081	-	-	-	1.033	0.162	-	-
HCM Control Delay (s)	8.5	0	-	\$ 385.5	17.8	0	-	-
HCM Lane LOS	A	A	-	A	F	C	A	-
HCM 95th %tile Q(veh)	0.3	-	-	-	3.4	0.6	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon



Intersection						
Int Delay, s/veh	89.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	10	110	1295	402	35
Future Vol, veh/h	10	10	110	1295	402	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	133	1560	484	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2331	505	526	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	1826	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	40	563	1036	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 1	563	1036	-	-	-
Mov Cap-2 Maneuver	~ 1	-	-	-	-	-
Stage 1	22	-	-	-	-	-
Stage 2	140	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	8283.1	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1036	-	2	-	-
HCM Lane V/C Ratio	0.128	-	12.048	-	-
HCM Control Delay (s)	9	\$	8283.1	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	4.7	-	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	10	105	1200	407	43
Future Vol, veh/h	10	10	105	1200	407	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	127	1446	490	52


























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2216	516	542	0	-	0
Stage 1	516	-	-	-	-	-
Stage 2	1700	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	48	555	1022	-	-	-
Stage 1	597	-	-	-	-	-
Stage 2	161	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	555	1022	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	161	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	229.5	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1022	-	35	-	-
HCM Lane V/C Ratio	0.124	-	0.688	-	-
HCM Control Delay (s)	9	0	229.5	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.4	-	2.4	-	-

HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2022 Plus Construction Conditions  
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	  	
Traffic Volume (veh/h)	370	10	320	0	0	0	0	780	1800	715	3425	0
Future Volume (veh/h)	370	10	320	0	0	0	0	780	1800	715	3425	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	374	10	0				0	788	0	722	3460	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	434	0					0	1992		802	4187	0
Arrive On Green	0.13	0.13	0.00				0.00	0.56	0.00	0.23	0.82	0.00
Sat Flow, veh/h	3456	0	1585				0	3647	2790	3456	5274	0
Grp Volume(v), veh/h	374	0	0				0	788	0	722	3460	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	1395	1728	1702	0
Q Serve(g_s), s	17.5	0.0	0.0				0.0	20.7	0.0	33.5	62.5	0.0
Cycle Q Clear(g_c), s	17.5	0.0	0.0				0.0	20.7	0.0	33.5	62.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	434	0					0	1992		802	4187	0
V/C Ratio(X)	0.86	0.00					0.00	0.40		0.90	0.83	0.00
Avail Cap(c_a), veh/h	742	0					0	1992		1370	4187	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.8	0.0	0.0				0.0	20.5	0.0	61.6	8.3	0.0
Incr Delay (d2), s/veh	5.3	0.0	0.0				0.0	0.6	0.0	4.8	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	0.0	0.0				0.0	8.8	0.0	15.2	19.2	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	76.1	0.0	0.0				0.0	21.1	0.0	66.4	10.3	0.0
LnGrp LOS	E	A	A				A	C		E	B	A
Approach Vol, veh/h		668	A					788	A		4182	
Approach Delay, s/veh		42.6						21.1			20.0	
Approach LOS		D						C			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	42.8	97.2		25.3				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	35.5	22.7		19.5				64.5				
Green Ext Time (p_c), s	2.8	6.3		1.2				66.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			22.8									
HCM 6th LOS			C									
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

# HCM 6th Signalized Intersection Summary

## 2: Kunia Rd & H1 WB Ramps

2022 Plus Construction Conditions  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↶	↶↶	↶↶	
Traffic Volume (veh/h)	0	2490	320	840	1589	755
Future Volume (veh/h)	0	2490	320	840	1589	755
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1870	1870	1870	1870
Adj Flow Rate, veh/h			323	848	1605	0
Peak Hour Factor			0.99	0.99	0.99	0.99
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			391	3282	2230	
Arrive On Green			0.22	0.92	0.63	0.00
Sat Flow, veh/h			1781	3647	3741	0
Grp Volume(v), veh/h			323	848	1605	0
Grp Sat Flow(s),veh/h/ln			1781	1777	1777	0
Q Serve(g_s), s			10.2	1.4	18.0	0.0
Cycle Q Clear(g_c), s			10.2	1.4	18.0	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			391	3282	2230	
V/C Ratio(X)			0.83	0.26	0.72	
Avail Cap(c_a), veh/h			773	5170	3356	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			21.9	0.2	7.4	0.0
Incr Delay (d2), s/veh			4.5	0.0	0.4	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			4.3	0.0	4.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			26.4	0.3	7.9	0.0
LnGrp LOS			C	A	A	
Approach Vol, veh/h				1171	1605	A
Approach Delay, s/veh				7.5	7.9	
Approach LOS				A	A	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		58.8			17.4	41.4
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		3.4			12.2	20.0
Green Ext Time (p_c), s		7.1			0.8	16.8

### Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

### Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2022 Plus Construction Conditions  
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↕↕	↔		↕↕
Traffic Volume (veh/h)	400	20	1054	830	0	1944
Future Volume (veh/h)	400	20	1054	830	0	1944
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	417	0	1098	0	0	2025
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	818		2499		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3647	1585	0	3741
Grp Volume(v), veh/h	417	0	1098	0	0	2025
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	0	1777
Q Serve(g_s), s	15.7	0.0	19.9	0.0	0.0	58.9
Cycle Q Clear(g_c), s	15.7	0.0	19.9	0.0	0.0	58.9
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2499		0	2499
V/C Ratio(X)	0.51		0.44		0.00	0.81
Avail Cap(c_a), veh/h	818		2499		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	9.6	0.0	0.0	15.3
Incr Delay (d2), s/veh	2.3	0.0	0.6	0.0	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	7.5	0.0	0.0	22.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	0.0	10.1	0.0	0.0	18.3
LnGrp LOS	D		B		A	B
Approach Vol, veh/h	417	A	1098	A		2025
Approach Delay, s/veh	52.0		10.1			18.3
Approach LOS	D		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+I1), s		21.9			60.9	17.7
Green Ext Time (p_c), s		10.5			27.0	1.4

Intersection Summary

HCM 6th Ctrl Delay		19.7
HCM 6th LOS		B

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2022 Plus Construction Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↗	↖	
Traffic Volume (veh/h)	0	10	10	440	0	40	10	674	420	70	1524	10
Future Volume (veh/h)	0	10	10	440	0	40	10	674	420	70	1524	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	10	0	454	0	7	10	695	374	72	1571	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	23	0	562	0	250	22	1332	716	94	2308	15
Arrive On Green	0.00	0.01	0.00	0.16	0.00	0.16	0.01	0.60	0.60	0.05	0.64	0.64
Sat Flow, veh/h	0	1870	0	3563	0	1585	1781	2231	1200	1781	3620	23
Grp Volume(v), veh/h	0	10	0	454	0	7	10	553	516	72	771	810
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1777	1654	1781	1777	1866
Q Serve(g_s), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.2	18.2	4.0	27.7	27.7
Cycle Q Clear(g_c), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.2	18.2	4.0	27.7	27.7
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.73	1.00		0.01
Lane Grp Cap(c), veh/h	0	23	0	562	0	250	22	1061	988	94	1133	1190
V/C Ratio(X)	0.00	0.44	0.00	0.81	0.00	0.03	0.46	0.52	0.52	0.77	0.68	0.68
Avail Cap(c_a), veh/h	0	122	0	983	0	437	331	1061	988	331	1133	1190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.9	0.0	40.5	0.0	35.5	48.9	11.8	11.8	46.6	11.6	11.6
Incr Delay (d2), s/veh	0.0	12.8	0.0	2.8	0.0	0.0	14.6	1.8	2.0	12.2	3.3	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	5.6	0.0	0.1	0.3	7.0	6.6	2.1	10.5	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.7	0.0	43.4	0.0	35.6	63.5	13.6	13.7	58.8	14.9	14.7
LnGrp LOS	A	E	A	D	A	D	E	B	B	E	B	B
Approach Vol, veh/h		10		461				1079			1653	
Approach Delay, s/veh		61.7		43.2				14.1			16.7	
Approach LOS		E		D				B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	64.0		5.7	5.7	68.0		20.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+10), s	10.5	20.2		2.5	2.6	29.7		14.3				
Green Ext Time (p_c), s	0.1	8.8		0.0	0.0	14.2		1.5				

Intersection Summary

HCM 6th Ctrl Delay	19.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2022 Plus Construction Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	20	200	10	50	10	324	370	140	1374	10
Future Volume (veh/h)	10	10	20	200	10	50	10	324	370	140	1374	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	11	1	211	11	6	11	341	0	147	1446	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	2	2
Cap, veh/h	44	46	39	314	170	144	108	2173		784	1234	1046
Arrive On Green	0.02	0.02	0.02	0.09	0.09	0.09	0.01	0.62	0.00	0.06	0.66	0.66
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3526	1585	1781	1870	1585
Grp Volume(v), veh/h	11	11	1	211	11	6	11	341	0	147	1446	7
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1763	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	56.2	0.1
Cycle Q Clear(g_c), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	56.2	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	46	39	314	170	144	108	2173		784	1234	1046
V/C Ratio(X)	0.25	0.24	0.03	0.67	0.06	0.04	0.10	0.16		0.19	1.17	0.01
Avail Cap(c_a), veh/h	471	494	419	1035	560	475	430	2173		1028	1234	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	40.8	40.5	37.5	35.4	35.3	22.1	6.9	0.0	4.7	14.5	5.0
Incr Delay (d2), s/veh	2.9	2.6	0.3	2.5	0.2	0.1	0.4	0.2	0.0	0.1	86.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	2.2	0.2	0.1	0.1	1.2	0.0	0.6	45.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	43.4	40.8	40.0	35.6	35.5	22.5	7.1	0.0	4.8	100.7	5.0
LnGrp LOS	D	D	D	D	D	D	C	A		A	F	A
Approach Vol, veh/h	23			228			352			1600		
Approach Delay, s/veh	43.4			39.7			7.6			91.5		
Approach LOS	D			D			A			F		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.3	57.0	6.6		5.6	60.7	12.2					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5					
Max Q Clear Time (g_c+1), s	14.4	5.5	2.5		2.2	58.2	7.0					
Green Ext Time (p_c), s	0.3	2.4	0.0		0.0	0.0	0.7					

Intersection Summary

HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	82.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	17	0	74	95	0	25	10	360	14	10	1355	0
Future Vol, veh/h	17	0	74	95	0	25	10	360	14	10	1355	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	2	20	2	3	42	25	2	2
Mvmt Flow	18	0	76	98	0	26	10	371	14	10	1397	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1828	1822	1397	1846	1808	371	1397	0	0	385	0	0
Stage 1	1417	1417	-	391	391	-	-	-	-	-	-	-
Stage 2	411	405	-	1455	1417	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.22	7.12	6.52	6.4	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.318	3.518	4.018	3.48	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	59	77	173	~57	79	637	489	-	-	1058	-	-
Stage 1	169	203	-	633	607	-	-	-	-	-	-	-
Stage 2	616	598	-	162	203	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	54	72	173	~30	74	637	489	-	-	1058	-	-
Mov Cap-2 Maneuver	54	72	-	~30	74	-	-	-	-	-	-	-
Stage 1	165	194	-	617	591	-	-	-	-	-	-	-
Stage 2	576	582	-	~87	194	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	94.4	\$ 1281.1	0.3	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	489	-	-	123	37	1058	-
HCM Lane V/C Ratio	0.021	-	-	0.763	3.344	0.01	-
HCM Control Delay (s)	12.5	0	-	94.4	\$ 1281.1	8.4	0
HCM Lane LOS	B	A	-	F	F	A	A
HCM 95th %tile Q(veh)	0.1	-	-	4.4	14.1	0	-

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	9.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	35	110	10	377	1245	10
Future Vol, veh/h	35	110	10	377	1245	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	36	113	10	389	1284	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1698	1289	1294	0	-	0
Stage 1	1289	-	-	-	-	-
Stage 2	409	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	101	200	532	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	200	532	-	-	-
Mov Cap-2 Maneuver	99	-	-	-	-	-
Stage 1	251	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	111.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	532	-	160	-	-
HCM Lane V/C Ratio	0.019	-	0.934	-	-
HCM Control Delay (s)	11.9	0	111.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	6.9	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	23	85	10	412	1170	10
Future Vol, veh/h	23	85	10	412	1170	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	24	88	10	425	1206	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1656	1211	1216	0	-	0
Stage 1	1211	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	107	222	570	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	222	570	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	644	-	-	-	-	-


























Approach	EB	NB	SB
HCM Control Delay, s	53.5	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	570	-	179	-	-
HCM Lane V/C Ratio	0.018	-	0.622	-	-
HCM Control Delay (s)	11.4	0	53.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.5	-	-



HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2023 Conditions  
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	   	
Traffic Volume (veh/h)	582	0	300	0	0	0	0	842	2690	660	1970	0
Future Volume (veh/h)	582	0	300	0	0	0	0	842	2690	660	1970	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	0	1796				0	1856	1870	1870	1870	0
Adj Flow Rate, veh/h	613	0	0				0	886	1779	695	2074	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	7				0	3	2	2	2	0
Cap, veh/h	647	0					0	1791	1417	767	3855	0
Arrive On Green	0.19	0.00	0.00				0.00	0.51	0.51	0.22	0.76	0.00
Sat Flow, veh/h	3319	0	1522				0	3618	2790	3456	5274	0
Grp Volume(v), veh/h	613	0	0				0	886	1779	695	2074	0
Grp Sat Flow(s),veh/h/ln	1659	0	1522				0	1763	1395	1728	1702	0
Q Serve(g_s), s	32.7	0.0	0.0				0.0	29.6	91.2	35.2	30.1	0.0
Cycle Q Clear(g_c), s	32.7	0.0	0.0				0.0	29.6	91.2	35.2	30.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	647	0					0	1791	1417	767	3855	0
V/C Ratio(X)	0.95	0.00					0.00	0.49	1.26	0.91	0.54	0.00
Avail Cap(c_a), veh/h	656	0					0	1791	1417	1261	3855	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.4	0.0	0.0				0.0	29.0	44.2	68.0	9.1	0.0
Incr Delay (d2), s/veh	22.9	0.0	0.0				0.0	1.0	120.9	5.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.1	0.0	0.0				0.0	12.9	54.7	16.1	10.8	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	94.3	0.0	0.0				0.0	30.0	165.0	73.9	9.6	0.0
LnGrp LOS	F	A	A				A	C	F	E	A	A
Approach Vol, veh/h		900	A					2665			2769	
Approach Delay, s/veh		64.2						120.1			25.7	
Approach LOS		E						F			C	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	44.3	95.7		39.5				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	37.2	93.2		34.7				32.1				
Green Ext Time (p_c), s	2.7	0.0		0.2				35.8				

Intersection Summary

HCM 6th Ctrl Delay	70.9
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.  
 Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 2: Kunia Rd & H1 WB Ramps

2023 Conditions  
 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↶	↷	↷	↶
Traffic Volume (veh/h)	0	1480	140	1214	1180	410
Future Volume (veh/h)	0	1480	140	1214	1180	410
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1811	1841	1870	1870
Adj Flow Rate, veh/h			147	1278	1242	0
Peak Hour Factor			0.95	0.95	0.95	0.95
Percent Heavy Veh, %			6	4	2	2
Cap, veh/h			197	3036	2210	
Arrive On Green			0.11	0.87	0.62	0.00
Sat Flow, veh/h			1725	3589	3741	0
Grp Volume(v), veh/h			147	1278	1242	0
Grp Sat Flow(s),veh/h/ln			1725	1749	1777	0
Q Serve(g_s), s			2.8	2.6	6.9	0.0
Cycle Q Clear(g_c), s			2.8	2.6	6.9	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			197	3036	2210	
V/C Ratio(X)			0.75	0.42	0.56	
Avail Cap(c_a), veh/h			1291	8774	5787	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			14.6	0.5	3.7	0.0
Incr Delay (d2), s/veh			5.6	0.1	0.2	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.2	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			20.2	0.6	4.0	0.0
LnGrp LOS			C	A	A	
Approach Vol, veh/h			1425	1242	A	
Approach Delay, s/veh			2.6	4.0		
Approach LOS			A	A		
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		34.1			8.4	25.7
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		4.6			4.8	8.9
Green Ext Time (p_c), s		13.7			0.4	12.3

Intersection Summary

HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.  
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2023 Conditions  
AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↖	↕↕	↖		↕↕
Traffic Volume (veh/h)	620	40	1288	350	0	950
Future Volume (veh/h)	620	40	1288	350	0	950
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	0	1870
Adj Flow Rate, veh/h	633	0	1314	0	0	969
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	4	2	0	2
Cap, veh/h	818		2460		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3589	1585	0	3741
Grp Volume(v), veh/h	633	0	1314	0	0	969
Grp Sat Flow(s),veh/h/ln	1728	1585	1749	1585	0	1777
Q Serve(g_s), s	25.7	0.0	26.8	0.0	0.0	16.7
Cycle Q Clear(g_c), s	25.7	0.0	26.8	0.0	0.0	16.7
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2460		0	2499
V/C Ratio(X)	0.77		0.53		0.00	0.39
Avail Cap(c_a), veh/h	818		2460		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	10.6	0.0	0.0	9.1
Incr Delay (d2), s/veh	7.0	0.0	0.8	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.0	10.0	0.0	0.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.5	0.0	11.4	0.0	0.0	9.5
LnGrp LOS	E		B		A	A
Approach Vol, veh/h	633	A	1314	A		969
Approach Delay, s/veh	60.5		11.4			9.5
Approach LOS	E		B			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+1), s		28.8			18.7	27.7
Green Ext Time (p_c), s		14.4			8.7	1.6

Intersection Summary

HCM 6th Ctrl Delay	21.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2023 Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↗	↖	
Traffic Volume (veh/h)	0	0	10	290	10	70	10	1148	180	30	660	10
Future Volume (veh/h)	0	0	10	290	10	70	10	1148	180	30	660	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1856	1870	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	313	0	11	11	1208	182	32	695	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	3	2	4	4	2	2	2
Cap, veh/h	0	2	0	427	0	191	24	2106	316	55	2540	37
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.69	0.69	0.03	0.71	0.71
Sat Flow, veh/h	0	1870	0	3506	0	1572	1781	3050	457	1781	3586	52
Grp Volume(v), veh/h	0	0	0	313	0	11	11	690	700	32	344	361
Grp Sat Flow(s),veh/h/ln	0	1870	0	1753	0	1572	1781	1749	1758	1781	1777	1861
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.4	17.6	1.5	6.0	6.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.4	17.6	1.5	6.0	6.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.26	1.00		0.03
Lane Grp Cap(c), veh/h	0	2	0	427	0	191	24	1208	1214	55	1258	1318
V/C Ratio(X)	0.00	0.00	0.00	0.73	0.00	0.06	0.46	0.57	0.58	0.58	0.27	0.27
Avail Cap(c_a), veh/h	0	141	0	1119	0	502	382	1208	1214	382	1258	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.5	0.0	33.5	42.2	6.8	6.9	41.2	4.6	4.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.1	13.1	2.0	2.0	9.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.3	0.0	0.2	0.3	5.6	5.7	0.8	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.9	0.0	33.6	55.3	8.8	8.8	50.4	5.1	5.1
LnGrp LOS	A	A	A	D	A	C	E	A	A	D	A	A
Approach Vol, veh/h		0		324				1401			737	
Approach Delay, s/veh		0.0		38.8				9.2			7.0	
Approach LOS				D				A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	64.0		0.0	5.7	65.5		15.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+1), s	13.5	19.6		0.0	2.5	8.0		9.4				
Green Ext Time (p_c), s	0.0	13.1		0.0	0.0	4.8		1.1				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2023 Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	380	10	170	20	1098	100	50	320	30
Future Volume (veh/h)	10	10	10	380	10	170	20	1098	100	50	320	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1811	1841	1841	1870
Adj Flow Rate, veh/h	12	12	1	447	12	36	24	1292	0	59	376	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	6	4	4	2
Cap, veh/h	46	48	41	563	305	258	603	2003		288	1086	935
Arrive On Green	0.03	0.03	0.03	0.16	0.16	0.16	0.02	0.57	0.00	0.04	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3497	1535	1753	1841	1585
Grp Volume(v), veh/h	12	12	1	447	12	36	24	1292	0	59	376	19
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1749	1535	1753	1841	1585
Q Serve(g_s), s	0.6	0.6	0.1	11.4	0.5	1.8	0.5	22.9	0.0	1.2	9.6	0.5
Cycle Q Clear(g_c), s	0.6	0.6	0.1	11.4	0.5	1.8	0.5	22.9	0.0	1.2	9.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	48	41	563	305	258	603	2003		288	1086	935
V/C Ratio(X)	0.26	0.25	0.02	0.79	0.04	0.14	0.04	0.65		0.20	0.35	0.02
Avail Cap(c_a), veh/h	437	459	389	961	520	441	879	2003		530	1086	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	43.8	43.5	36.9	32.3	32.9	7.9	13.3	0.0	10.4	9.7	7.8
Incr Delay (d2), s/veh	3.0	2.7	0.2	2.6	0.1	0.2	0.0	1.6	0.0	0.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	5.0	0.2	0.7	0.2	8.4	0.0	0.4	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	46.5	43.8	39.5	32.4	33.1	7.9	14.9	0.0	10.7	10.5	7.8
LnGrp LOS	D	D	D	D	C	C	A	B		B	B	A
Approach Vol, veh/h	25			495			1316			A		
Approach Delay, s/veh	46.5			38.9			14.8			10.5		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	57.0	6.9		6.8	58.6	19.4					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5					
Max Q Clear Time (g_c+1), s	13.2	24.9	2.6		2.5	11.6	13.4					
Green Ext Time (p_c), s	0.1	11.1	0.0		0.0	2.3	1.5					

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	10	0	10	4	1250	54	31	360	1
Future Vol, veh/h	0	0	0	10	0	10	4	1250	54	31	360	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	2	4	14	2	2	2	3	4	4	4	2
Mvmt Flow	0	0	0	12	0	12	5	1506	65	37	434	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2064	2090	435	2025	2025	1506	435	0	0	1571	0	0
Stage 1	509	509	-	1516	1516	-	-	-	-	-	-	-
Stage 2	1555	1581	-	509	509	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.24	7.24	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.336	3.626	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	40	53	617	40	58	149	1125	-	-	414	-	-
Stage 1	545	538	-	140	182	-	-	-	-	-	-	-
Stage 2	141	169	-	525	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	33	45	617	35	49	149	1125	-	-	414	-	-
Mov Cap-2 Maneuver	33	45	-	35	49	-	-	-	-	-	-	-
Stage 1	525	475	-	135	175	-	-	-	-	-	-	-
Stage 2	125	163	-	463	475	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	108.2	0	1.2
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	-	57	414	-
HCM Lane V/C Ratio	0.004	-	-	-	0.423	0.09	-
HCM Control Delay (s)	8.2	0	-	0	108.2	14.6	0
HCM Lane LOS	A	A	-	A	F	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.6	0.3	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	10	10	1250	382	10
Future Vol, veh/h	10	10	10	1250	382	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	12	1506	460	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1996	466	472	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	1530	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	66	592	1085	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	592	1085	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	587	-	-	-	-	-
Stage 2	196	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	45.7	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	112	-	-
HCM Lane V/C Ratio	0.011	-	0.215	-	-
HCM Control Delay (s)	8.4	0	45.7	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	10	50	1210	352	30
Future Vol, veh/h	10	10	50	1210	352	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	60	1458	424	36

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2020	442	460	0	0
Stage 1	442	-	-	-	-
Stage 2	1578	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-
Pot Cap-1 Maneuver	64	611	1096	-	-
Stage 1	646	-	-	-	-
Stage 2	186	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	46	611	1096	-	-
Mov Cap-2 Maneuver	46	-	-	-	-
Stage 1	460	-	-	-	-
Stage 2	186	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	62.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1096	-	86	-	-
HCM Lane V/C Ratio	0.055	-	0.28	-	-
HCM Control Delay (s)	8.5	0	62.4	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	1	-	-

HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2023 Conditions  
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	  	
Traffic Volume (veh/h)	380	10	320	0	0	0	0	790	1810	544	3402	0
Future Volume (veh/h)	380	10	320	0	0	0	0	790	1810	544	3402	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	384	10	0				0	798	0	549	3436	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	444	0					0	2170		620	4173	0
Arrive On Green	0.13	0.13	0.00				0.00	0.61	0.00	0.18	0.82	0.00
Sat Flow, veh/h	3456	0	1585				0	3647	2790	3456	5274	0
Grp Volume(v), veh/h	384	0	0				0	798	0	549	3436	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	1395	1728	1702	0
Q Serve(g_s), s	18.1	0.0	0.0				0.0	18.7	0.0	25.7	62.4	0.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0				0.0	18.7	0.0	25.7	62.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	444	0					0	2170		620	4173	0
V/C Ratio(X)	0.86	0.00					0.00	0.37		0.88	0.82	0.00
Avail Cap(c_a), veh/h	740	0					0	2170		1365	4173	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.8	0.0	0.0				0.0	16.2	0.0	66.3	8.5	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.0				0.0	0.5	0.0	4.4	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	0.0				0.0	7.8	0.0	11.7	19.4	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	76.6	0.0	0.0				0.0	16.7	0.0	70.8	10.4	0.0
LnGrp LOS	E	A	A				A	B		E	B	A
Approach Vol, veh/h		678	A					798	A		3985	
Approach Delay, s/veh		43.4						16.7			18.7	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	34.3	105.7		25.8				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	27.7	20.7		20.1				64.4				
Green Ext Time (p_c), s	2.1	6.4		1.2				65.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												

# HCM 6th Signalized Intersection Summary

## 2: Kunia Rd & H1 WB Ramps

2023 Conditions  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↶	↶↶	↶↶	
Traffic Volume (veh/h)	0	2520	320	840	1362	702
Future Volume (veh/h)	0	2520	320	840	1362	702
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1870	1870	1870	1870
Adj Flow Rate, veh/h			323	848	1376	0
Peak Hour Factor			0.99	0.99	0.99	0.99
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			404	3225	2092	
Arrive On Green			0.23	0.91	0.59	0.00
Sat Flow, veh/h			1781	3647	3741	0
Grp Volume(v), veh/h			323	848	1376	0
Grp Sat Flow(s),veh/h/ln			1781	1777	1777	0
Q Serve(g_s), s			8.3	1.4	12.7	0.0
Cycle Q Clear(g_c), s			8.3	1.4	12.7	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			404	3225	2092	
V/C Ratio(X)			0.80	0.26	0.66	
Avail Cap(c_a), veh/h			933	6238	4049	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			17.8	0.3	6.7	0.0
Incr Delay (d2), s/veh			3.7	0.0	0.4	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			3.3	0.0	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			21.5	0.3	7.1	0.0
LnGrp LOS			C	A	A	
Approach Vol, veh/h				1171	1376	A
Approach Delay, s/veh				6.2	7.1	
Approach LOS				A	A	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		48.7			15.5	33.2
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		3.4			10.3	14.7
Green Ext Time (p_c), s		7.1			0.8	14.0

### Intersection Summary

HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

### Notes

User approved ignoring U-Turning movement.

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
 3: Kunia Rd & Kupuna Loop (South)

2023 Conditions  
 PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖↗	↖	↕	↗		↕
Traffic Volume (veh/h)	400	20	1060	840	0	1678
Future Volume (veh/h)	400	20	1060	840	0	1678
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	417	0	1104	0	0	1748
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	818		2499		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3647	1585	0	3741
Grp Volume(v), veh/h	417	0	1104	0	0	1748
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	0	1777
Q Serve(g_s), s	15.7	0.0	20.1	0.0	0.0	43.1
Cycle Q Clear(g_c), s	15.7	0.0	20.1	0.0	0.0	43.1
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2499		0	2499
V/C Ratio(X)	0.51		0.44		0.00	0.70
Avail Cap(c_a), veh/h	818		2499		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	9.6	0.0	0.0	13.0
Incr Delay (d2), s/veh	2.3	0.0	0.6	0.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	7.6	0.0	0.0	16.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	0.0	10.1	0.0	0.0	14.6
LnGrp LOS	D		B		A	B
Approach Vol, veh/h	417	A	1104	A		1748
Approach Delay, s/veh	52.0		10.1			14.6
Approach LOS	D		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+I1), s		22.1			45.1	17.7
Green Ext Time (p_c), s		10.6			24.0	1.4

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2023 Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↗	↖	
Traffic Volume (veh/h)	0	10	10	440	0	40	10	680	420	70	1248	10
Future Volume (veh/h)	0	10	10	440	0	40	10	680	420	70	1248	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	10	0	454	0	7	10	701	375	72	1287	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	23	0	562	0	250	22	1335	714	94	2304	18
Arrive On Green	0.00	0.01	0.00	0.16	0.00	0.16	0.01	0.60	0.60	0.05	0.64	0.64
Sat Flow, veh/h	0	1870	0	3563	0	1585	1781	2237	1195	1781	3614	28
Grp Volume(v), veh/h	0	10	0	454	0	7	10	557	519	72	633	664
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1777	1655	1781	1777	1865
Q Serve(g_s), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.3	18.4	4.0	20.0	20.0
Cycle Q Clear(g_c), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.3	18.4	4.0	20.0	20.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.72	1.00		0.02
Lane Grp Cap(c), veh/h	0	23	0	562	0	250	22	1061	988	94	1133	1189
V/C Ratio(X)	0.00	0.44	0.00	0.81	0.00	0.03	0.46	0.52	0.53	0.77	0.56	0.56
Avail Cap(c_a), veh/h	0	122	0	983	0	437	331	1061	988	331	1133	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.9	0.0	40.5	0.0	35.5	48.9	11.8	11.8	46.6	10.2	10.2
Incr Delay (d2), s/veh	0.0	12.8	0.0	2.8	0.0	0.0	14.6	1.9	2.0	12.2	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	5.6	0.0	0.1	0.3	7.1	6.6	2.1	7.4	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.7	0.0	43.4	0.0	35.6	63.5	13.7	13.8	58.8	12.2	12.1
LnGrp LOS	A	E	A	D	A	D	E	B	B	E	B	B
Approach Vol, veh/h		10		461				1086			1369	
Approach Delay, s/veh		61.7		43.2				14.2			14.6	
Approach LOS		E		D				B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	64.0		5.7	5.7	68.0		20.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+10), s	10.0	20.4		2.5	2.6	22.0		14.3				
Green Ext Time (p_c), s	0.1	8.9		0.0	0.0	11.2		1.5				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2023 Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	20	200	10	50	10	320	380	140	1098	10
Future Volume (veh/h)	10	10	20	200	10	50	10	320	380	140	1098	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	11	1	211	11	6	11	337	0	147	1156	11
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	2	2
Cap, veh/h	44	46	39	314	170	144	161	2173		787	1234	1046
Arrive On Green	0.02	0.02	0.02	0.09	0.09	0.09	0.01	0.62	0.00	0.06	0.66	0.66
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3526	1585	1781	1870	1585
Grp Volume(v), veh/h	11	11	1	211	11	6	11	337	0	147	1156	11
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1763	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	46.9	0.2
Cycle Q Clear(g_c), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	46.9	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	46	39	314	170	144	161	2173		787	1234	1046
V/C Ratio(X)	0.25	0.24	0.03	0.67	0.06	0.04	0.07	0.16		0.19	0.94	0.01
Avail Cap(c_a), veh/h	471	494	419	1035	560	475	482	2173		1030	1234	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	40.8	40.5	37.5	35.4	35.3	17.1	6.9	0.0	4.7	12.9	5.0
Incr Delay (d2), s/veh	2.9	2.6	0.3	2.5	0.2	0.1	0.2	0.2	0.0	0.1	14.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	2.2	0.2	0.1	0.1	1.2	0.0	0.6	18.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	43.4	40.8	40.0	35.6	35.5	17.3	7.1	0.0	4.8	27.3	5.0
LnGrp LOS	D	D	D	D	D	D	B	A		A	C	A
Approach Vol, veh/h	23			228			348			1314		
Approach Delay, s/veh	43.4			39.7			7.4			24.6		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.3	57.0	6.6		5.6	60.7	12.2					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5					
Max Q Clear Time (g_c+1), s	14.4	5.5	2.5		2.2	48.9	7.0					
Green Ext Time (p_c), s	0.3	2.3	0.0		0.0	2.6	0.7					

Intersection Summary

HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	0	4	34	0	11	10	360	10	10	1210	0
Future Vol, veh/h	1	0	4	34	0	11	10	360	10	10	1210	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	2	20	2	3	42	25	2	2
Mvmt Flow	1	0	4	35	0	11	10	371	10	10	1247	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1669	1668	1247	1660	1658	371	1247	0	0	381	0	0
Stage 1	1267	1267	-	391	391	-	-	-	-	-	-	-
Stage 2	402	401	-	1269	1267	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.22	7.12	6.52	6.4	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.318	3.518	4.018	3.48	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	76	96	212	78	98	637	558	-	-	1062	-	-
Stage 1	206	240	-	633	607	-	-	-	-	-	-	-
Stage 2	623	601	-	206	240	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	72	91	212	73	93	637	558	-	-	1062	-	-
Mov Cap-2 Maneuver	72	91	-	73	93	-	-	-	-	-	-	-
Stage 1	201	233	-	618	593	-	-	-	-	-	-	-
Stage 2	598	587	-	196	233	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	29.3		77.3		0.3		0.1	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	558	-	-	153	93	1062	-	-
HCM Lane V/C Ratio	0.018	-	-	0.034	0.499	0.01	-	-
HCM Control Delay (s)	11.6	0	-	29.3	77.3	8.4	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	2.2	0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	10	10	372	1210	10
Future Vol, veh/h	10	10	10	372	1210	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	10	10	10	384	1247	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1656	1252	1257	0	0
Stage 1	1252	-	-	-	-
Stage 2	404	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-
Pot Cap-1 Maneuver	107	210	550	-	-
Stage 1	268	-	-	-	-
Stage 2	672	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	105	210	550	-	-
Mov Cap-2 Maneuver	105	-	-	-	-
Stage 1	262	-	-	-	-
Stage 2	672	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.1	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	550	-	140	-	-
HCM Lane V/C Ratio	0.019	-	0.147	-	-
HCM Control Delay (s)	11.7	0	35.1	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	10	30	10	372	1180	10
Future Vol, veh/h	10	30	10	372	1180	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	10	31	10	384	1216	10

























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1625	1221	1226	0	-	0
Stage 1	1221	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	112	219	565	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	219	565	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.6	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565	-	176	-	-
HCM Lane V/C Ratio	0.018	-	0.234	-	-
HCM Control Delay (s)	11.5	0	31.6	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

HCM 6th Signalized Intersection Summary  
1: Kunia Rd & H1 EB Ramps

2023 Plus Project Operations Conditions  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	  	
Traffic Volume (veh/h)	583	0	300	0	0	0	0	843	2690	660	1970	0
Future Volume (veh/h)	583	0	300	0	0	0	0	843	2690	660	1970	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1796	0	1796				0	1856	1870	1870	1870	0
Adj Flow Rate, veh/h	614	0	0				0	887	1779	695	2074	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	0	7				0	3	2	2	2	0
Cap, veh/h	647	0					0	1790	1417	767	3854	0
Arrive On Green	0.20	0.00	0.00				0.00	0.51	0.51	0.22	0.75	0.00
Sat Flow, veh/h	3319	0	1522				0	3618	2790	3456	5274	0
Grp Volume(v), veh/h	614	0	0				0	887	1779	695	2074	0
Grp Sat Flow(s),veh/h/ln	1659	0	1522				0	1763	1395	1728	1702	0
Q Serve(g_s), s	32.8	0.0	0.0				0.0	29.7	91.2	35.2	30.1	0.0
Cycle Q Clear(g_c), s	32.8	0.0	0.0				0.0	29.7	91.2	35.2	30.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	647	0					0	1790	1417	767	3854	0
V/C Ratio(X)	0.95	0.00					0.00	0.50	1.26	0.91	0.54	0.00
Avail Cap(c_a), veh/h	656	0					0	1790	1417	1261	3854	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	71.4	0.0	0.0				0.0	29.1	44.2	68.0	9.1	0.0
Incr Delay (d2), s/veh	23.1	0.0	0.0				0.0	1.0	121.1	5.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.2	0.0	0.0				0.0	12.9	54.7	16.1	10.8	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	94.4	0.0	0.0				0.0	30.0	165.3	73.9	9.6	0.0
LnGrp LOS	F	A	A				A	C	F	E	A	A
Approach Vol, veh/h		901	A					2666			2769	
Approach Delay, s/veh		64.3						120.3			25.8	
Approach LOS		E						F			C	
Timer - Assigned Phs	1	2	4	6								
Phs Duration (G+Y+Rc), s	44.3	95.7	39.5	140.0								
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5								
Max Green Setting (Gmax), s	65.5	65.5	35.5	135.5								
Max Q Clear Time (g_c+I1), s	37.2	93.2	34.8	32.1								
Green Ext Time (p_c), s	2.7	0.0	0.2	35.8								

Intersection Summary

HCM 6th Ctrl Delay	71.0
HCM 6th LOS	E

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Summary

## 2: Kunia Rd & H1 WB Ramps

2023 Plus Project Operations Conditions  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↙	↑↑	↑↓	
Traffic Volume (veh/h)	0	1480	140	1216	1180	410
Future Volume (veh/h)	0	1480	140	1216	1180	410
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1811	1841	1870	1870
Adj Flow Rate, veh/h			147	1280	1242	0
Peak Hour Factor			0.95	0.95	0.95	0.95
Percent Heavy Veh, %			6	4	2	2
Cap, veh/h			197	3036	2210	
Arrive On Green			0.11	0.87	0.62	0.00
Sat Flow, veh/h			1725	3589	3741	0
Grp Volume(v), veh/h			147	1280	1242	0
Grp Sat Flow(s),veh/h/ln			1725	1749	1777	0
Q Serve(g_s), s			2.8	2.6	6.9	0.0
Cycle Q Clear(g_c), s			2.8	2.6	6.9	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			197	3036	2210	
V/C Ratio(X)			0.75	0.42	0.56	
Avail Cap(c_a), veh/h			1291	8774	5787	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			14.6	0.5	3.7	0.0
Incr Delay (d2), s/veh			5.6	0.1	0.2	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.2	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			20.2	0.6	4.0	0.0
LnGrp LOS			C	A	A	
Approach Vol, veh/h			1427	1242	A	
Approach Delay, s/veh			2.6	4.0		
Approach LOS			A	A		
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		34.1			8.4	25.7
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		4.6			4.8	8.9
Green Ext Time (p_c), s		13.8			0.4	12.3

### Intersection Summary

HCM 6th Ctrl Delay	3.2
HCM 6th LOS	A

### Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2023 Plus Project Operations Conditions  
AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶↷	↷	↶↶	↷		↶↶
Traffic Volume (veh/h)	620	40	1292	350	0	950
Future Volume (veh/h)	620	40	1292	350	0	950
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	0	1870
Adj Flow Rate, veh/h	633	0	1318	0	0	969
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	4	2	0	2
Cap, veh/h	818		2460		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3589	1585	0	3741
Grp Volume(v), veh/h	633	0	1318	0	0	969
Grp Sat Flow(s),veh/h/ln	1728	1585	1749	1585	0	1777
Q Serve(g_s), s	25.7	0.0	26.9	0.0	0.0	16.7
Cycle Q Clear(g_c), s	25.7	0.0	26.9	0.0	0.0	16.7
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2460		0	2499
V/C Ratio(X)	0.77		0.54		0.00	0.39
Avail Cap(c_a), veh/h	818		2460		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	53.5	0.0	10.6	0.0	0.0	9.1
Incr Delay (d2), s/veh	7.0	0.0	0.8	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.0	10.1	0.0	0.0	6.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.5	0.0	11.4	0.0	0.0	9.5
LnGrp LOS	E		B		A	A
Approach Vol, veh/h	633	A	1318	A		969
Approach Delay, s/veh	60.5		11.4			9.5
Approach LOS	E		B			A
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+I1), s		28.9			18.7	27.7
Green Ext Time (p_c), s		14.5			8.7	1.6

Intersection Summary

HCM 6th Ctrl Delay	21.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2023 Plus Project Operations Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↗	↖	
Traffic Volume (veh/h)	0	0	10	290	10	70	10	1152	180	30	660	10
Future Volume (veh/h)	0	0	10	290	10	70	10	1152	180	30	660	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1870	1856	1870	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	313	0	11	11	1213	182	32	695	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	3	2	4	4	2	2	2
Cap, veh/h	0	2	0	427	0	191	24	2107	315	55	2540	37
Arrive On Green	0.00	0.00	0.00	0.12	0.00	0.12	0.01	0.69	0.69	0.03	0.71	0.71
Sat Flow, veh/h	0	1870	0	3506	0	1572	1781	3052	456	1781	3586	52
Grp Volume(v), veh/h	0	0	0	313	0	11	11	693	702	32	344	361
Grp Sat Flow(s),veh/h/ln	0	1870	0	1753	0	1572	1781	1749	1759	1781	1777	1861
Q Serve(g_s), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.5	17.7	1.5	6.0	6.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	7.4	0.0	0.5	0.5	17.5	17.7	1.5	6.0	6.0
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.26	1.00		0.03
Lane Grp Cap(c), veh/h	0	2	0	427	0	191	24	1208	1214	55	1258	1318
V/C Ratio(X)	0.00	0.00	0.00	0.73	0.00	0.06	0.46	0.57	0.58	0.58	0.27	0.27
Avail Cap(c_a), veh/h	0	141	0	1119	0	502	382	1208	1214	382	1258	1318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	36.5	0.0	33.5	42.2	6.8	6.9	41.2	4.6	4.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.5	0.0	0.1	13.1	2.0	2.0	9.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	3.3	0.0	0.2	0.3	5.6	5.7	0.8	1.8	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.9	0.0	33.6	55.3	8.8	8.9	50.4	5.1	5.1
LnGrp LOS	A	A	A	D	A	C	E	A	A	D	A	A
Approach Vol, veh/h		0		324				1406			737	
Approach Delay, s/veh		0.0		38.8				9.2			7.0	
Approach LOS				D				A			A	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	64.0		0.0	5.7	65.5		15.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+1), s	13.5	19.7		0.0	2.5	8.0		9.4				
Green Ext Time (p_c), s	0.0	13.2		0.0	0.0	4.8		1.1				

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2023 Plus Project Operations Conditions  
AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	10	380	10	170	20	1102	100	50	320	30
Future Volume (veh/h)	10	10	10	380	10	170	20	1102	100	50	320	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1841	1811	1841	1841	1870
Adj Flow Rate, veh/h	12	12	1	447	12	36	24	1296	0	59	376	19
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	4	6	4	4	2
Cap, veh/h	46	48	41	563	305	258	603	2003		287	1086	935
Arrive On Green	0.03	0.03	0.03	0.16	0.16	0.16	0.02	0.57	0.00	0.04	0.59	0.59
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3497	1535	1753	1841	1585
Grp Volume(v), veh/h	12	12	1	447	12	36	24	1296	0	59	376	19
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1749	1535	1753	1841	1585
Q Serve(g_s), s	0.6	0.6	0.1	11.4	0.5	1.8	0.5	23.1	0.0	1.2	9.6	0.5
Cycle Q Clear(g_c), s	0.6	0.6	0.1	11.4	0.5	1.8	0.5	23.1	0.0	1.2	9.6	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	46	48	41	563	305	258	603	2003		287	1086	935
V/C Ratio(X)	0.26	0.25	0.02	0.79	0.04	0.14	0.04	0.65		0.21	0.35	0.02
Avail Cap(c_a), veh/h	437	459	389	961	520	441	879	2003		529	1086	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.8	43.8	43.5	36.9	32.3	32.9	7.9	13.3	0.0	10.4	9.7	7.8
Incr Delay (d2), s/veh	3.0	2.7	0.2	2.6	0.1	0.2	0.0	1.6	0.0	0.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	5.0	0.2	0.7	0.2	8.4	0.0	0.4	3.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	46.5	43.8	39.5	32.4	33.1	7.9	14.9	0.0	10.8	10.5	7.8
LnGrp LOS	D	D	D	D	C	C	A	B		B	B	A
Approach Vol, veh/h	25			495			1320			454		
Approach Delay, s/veh	46.5			38.9			14.8			10.5		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.4	57.0	6.9		6.8	58.6	19.4					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5					
Max Q Clear Time (g_c+1), s	13.2	25.1	2.6		2.5	11.6	13.4					
Green Ext Time (p_c), s	0.1	11.2	0.0		0.0	2.3	1.5					

Intersection Summary

HCM 6th Ctrl Delay	19.5
HCM 6th LOS	B

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	0	0	0	10	0	10	5	1253	54	31	360	1
Future Vol, veh/h	0	0	0	10	0	10	5	1253	54	31	360	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	3	2	4	14	2	2	2	3	4	4	4	2
Mvmt Flow	0	0	0	12	0	12	6	1510	65	37	434	1

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2070	2096	435	2031	2031	1510	435	0	0	1575	0	0
Stage 1	509	509	-	1522	1522	-	-	-	-	-	-	-
Stage 2	1561	1587	-	509	509	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.24	7.24	6.52	6.22	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.24	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.336	3.626	4.018	3.318	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	40	52	617	39	57	148	1125	-	-	413	-	-
Stage 1	545	538	-	139	181	-	-	-	-	-	-	-
Stage 2	140	168	-	525	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	32	44	617	34	48	148	1125	-	-	413	-	-
Mov Cap-2 Maneuver	32	44	-	34	48	-	-	-	-	-	-	-
Stage 1	520	475	-	133	173	-	-	-	-	-	-	-
Stage 2	123	160	-	463	475	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		114		0		1.2	
HCM LOS	A		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1125	-	-	-	55	413	-
HCM Lane V/C Ratio	0.005	-	-	-	0.438	0.09	-
HCM Control Delay (s)	8.2	0	-	0	114	14.6	0
HCM Lane LOS	A	A	-	A	F	B	A
HCM 95th %tile Q(veh)	0	-	-	-	1.6	0.3	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	10	11	1252	382	10
Future Vol, veh/h	10	10	11	1252	382	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	13	1508	460	12

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2000	466	472	0	-	0
Stage 1	466	-	-	-	-	-
Stage 2	1534	-	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-	-
Pot Cap-1 Maneuver	65	592	1085	-	-	-
Stage 1	630	-	-	-	-	-
Stage 2	195	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	592	1085	-	-	-
Mov Cap-2 Maneuver	60	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	195	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.2	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1085	-	109	-	-
HCM Lane V/C Ratio	0.012	-	0.221	-	-
HCM Control Delay (s)	8.4	0	47.2	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	10	10	52	1210	352	31
Future Vol, veh/h	10	10	52	1210	352	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	3	4	3	3	4	4
Mvmt Flow	12	12	63	1458	424	37

























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2027	443	461	0	0
Stage 1	443	-	-	-	-
Stage 2	1584	-	-	-	-
Critical Hdwy	6.43	6.24	4.13	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.336	2.227	-	-
Pot Cap-1 Maneuver	63	611	1095	-	-
Stage 1	645	-	-	-	-
Stage 2	184	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	44	611	1095	-	-
Mov Cap-2 Maneuver	44	-	-	-	-
Stage 1	450	-	-	-	-
Stage 2	184	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	66.2	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1095	-	82	-	-
HCM Lane V/C Ratio	0.057	-	0.294	-	-
HCM Control Delay (s)	8.5	0	66.2	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	-	-

HCM 6th Signalized Intersection Summary  
 1: Kunia Rd & H1 EB Ramps

2023 Plus Operations Conditions  
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 	 	 	  	
Traffic Volume (veh/h)	380	10	320	0	0	0	0	790	1810	546	3403	0
Future Volume (veh/h)	380	10	320	0	0	0	0	790	1810	546	3403	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	384	10	0				0	798	0	552	3437	0
Peak Hour Factor	0.99	0.99	0.99				0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	444	0					0	2166		624	4173	0
Arrive On Green	0.13	0.13	0.00				0.00	0.61	0.00	0.18	0.82	0.00
Sat Flow, veh/h	3456	0	1585				0	3647	2790	3456	5274	0
Grp Volume(v), veh/h	384	0	0				0	798	0	552	3437	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1777	1395	1728	1702	0
Q Serve(g_s), s	18.1	0.0	0.0				0.0	18.7	0.0	25.8	62.4	0.0
Cycle Q Clear(g_c), s	18.1	0.0	0.0				0.0	18.7	0.0	25.8	62.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	444	0					0	2166		624	4173	0
V/C Ratio(X)	0.86	0.00					0.00	0.37		0.89	0.82	0.00
Avail Cap(c_a), veh/h	740	0					0	2166		1365	4173	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	70.8	0.0	0.0				0.0	16.3	0.0	66.3	8.5	0.0
Incr Delay (d2), s/veh	5.8	0.0	0.0				0.0	0.5	0.0	4.4	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	0.0	0.0				0.0	7.8	0.0	11.8	19.4	0.0
Unsig. Movement Delay, s/veh			0.00									
LnGrp Delay(d),s/veh	76.6	0.0	0.0				0.0	16.8	0.0	70.7	10.4	0.0
LnGrp LOS	E	A	A				A	B		E	B	A
Approach Vol, veh/h		678	A					798	A		3989	
Approach Delay, s/veh		43.4						16.8			18.8	
Approach LOS		D						B			B	
Timer - Assigned Phs	1	2		4				6				
Phs Duration (G+Y+Rc), s	34.4	105.6		25.8				140.0				
Change Period (Y+Rc), s	4.5	4.5		4.5				4.5				
Max Green Setting (Gmax), s	65.5	65.5		35.5				135.5				
Max Q Clear Time (g_c+I1), s	27.8	20.7		20.1				64.4				
Green Ext Time (p_c), s	2.1	6.4		1.2				65.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			21.5									
HCM 6th LOS			C									
<b>Notes</b>												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [EBR] is included in calculations of the approach delay and intersection delay.												
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.												



HCM 6th Signalized Intersection Summary  
2: Kunia Rd & H1 WB Ramps

2023 Plus Operations Conditions  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations			↙	↑↑	↑↑	
Traffic Volume (veh/h)	0	2520	320	840	1363	703
Future Volume (veh/h)	0	2520	320	840	1363	703
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)			1.00			1.00
Parking Bus, Adj			1.00	1.00	1.00	1.00
Work Zone On Approach			No	No		
Adj Sat Flow, veh/h/ln			1870	1870	1870	1870
Adj Flow Rate, veh/h			323	848	1377	0
Peak Hour Factor			0.99	0.99	0.99	0.99
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			404	3226	2092	
Arrive On Green			0.23	0.91	0.59	0.00
Sat Flow, veh/h			1781	3647	3741	0
Grp Volume(v), veh/h			323	848	1377	0
Grp Sat Flow(s),veh/h/ln			1781	1777	1777	0
Q Serve(g_s), s			8.4	1.4	12.7	0.0
Cycle Q Clear(g_c), s			8.4	1.4	12.7	0.0
Prop In Lane			1.00			0.00
Lane Grp Cap(c), veh/h			404	3226	2092	
V/C Ratio(X)			0.80	0.26	0.66	
Avail Cap(c_a), veh/h			932	6233	4046	
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh			17.8	0.3	6.7	0.0
Incr Delay (d2), s/veh			3.7	0.0	0.4	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			3.3	0.0	2.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh			21.5	0.3	7.1	0.0
LnGrp LOS			C	A	A	
Approach Vol, veh/h				1171	1377	A
Approach Delay, s/veh				6.2	7.1	
Approach LOS				A	A	
Timer - Assigned Phs		2			5	6
Phs Duration (G+Y+Rc), s		48.7			15.5	33.2
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		85.5			25.5	55.5
Max Q Clear Time (g_c+I1), s		3.4			10.4	14.7
Green Ext Time (p_c), s		7.1			0.8	14.0

Intersection Summary

HCM 6th Ctrl Delay	6.7
HCM 6th LOS	A

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
3: Kunia Rd & Kupuna Loop (South)

2023 Plus Operations Conditions  
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔	↔	↕↕	↔		↕↕
Traffic Volume (veh/h)	400	20	1060	840	0	1682
Future Volume (veh/h)	400	20	1060	840	0	1682
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870
Adj Flow Rate, veh/h	417	0	1104	0	0	1752
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	0	2
Cap, veh/h	818		2499		0	2499
Arrive On Green	0.24	0.00	0.70	0.00	0.00	0.70
Sat Flow, veh/h	3456	1585	3647	1585	0	3741
Grp Volume(v), veh/h	417	0	1104	0	0	1752
Grp Sat Flow(s),veh/h/ln	1728	1585	1777	1585	0	1777
Q Serve(g_s), s	15.7	0.0	20.1	0.0	0.0	43.3
Cycle Q Clear(g_c), s	15.7	0.0	20.1	0.0	0.0	43.3
Prop In Lane	1.00	1.00		1.00	0.00	
Lane Grp Cap(c), veh/h	818		2499		0	2499
V/C Ratio(X)	0.51		0.44		0.00	0.70
Avail Cap(c_a), veh/h	818		2499		0	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	49.7	0.0	9.6	0.0	0.0	13.0
Incr Delay (d2), s/veh	2.3	0.0	0.6	0.0	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.0	7.6	0.0	0.0	16.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	52.0	0.0	10.1	0.0	0.0	14.7
LnGrp LOS	D		B		A	B
Approach Vol, veh/h	417	A	1104	A		1752
Approach Delay, s/veh	52.0		10.1			14.7
Approach LOS	D		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		110.0			110.0	40.0
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		105.5			105.5	35.5
Max Q Clear Time (g_c+I1), s		22.1			45.3	17.7
Green Ext Time (p_c), s		10.6			24.1	1.4

Intersection Summary

HCM 6th Ctrl Delay		17.9	
HCM 6th LOS		B	

Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Kunia Rd & Kupuna Loop (North)

2023 Plus Operations Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↗	↖	↗	↖	↕		↖	↕	
Traffic Volume (veh/h)	0	10	10	440	0	40	10	680	420	70	1252	10
Future Volume (veh/h)	0	10	10	440	0	40	10	680	420	70	1252	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	10	0	454	0	7	10	701	375	72	1291	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	23	0	562	0	250	22	1335	714	94	2304	18
Arrive On Green	0.00	0.01	0.00	0.16	0.00	0.16	0.01	0.60	0.60	0.05	0.64	0.64
Sat Flow, veh/h	0	1870	0	3563	0	1585	1781	2237	1195	1781	3614	28
Grp Volume(v), veh/h	0	10	0	454	0	7	10	557	519	72	635	666
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	0	1585	1781	1777	1655	1781	1777	1865
Q Serve(g_s), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.3	18.4	4.0	20.1	20.1
Cycle Q Clear(g_c), s	0.0	0.5	0.0	12.3	0.0	0.4	0.6	18.3	18.4	4.0	20.1	20.1
Prop In Lane	0.00		0.00	1.00		1.00	1.00		0.72	1.00		0.02
Lane Grp Cap(c), veh/h	0	23	0	562	0	250	22	1061	988	94	1133	1189
V/C Ratio(X)	0.00	0.44	0.00	0.81	0.00	0.03	0.46	0.52	0.53	0.77	0.56	0.56
Avail Cap(c_a), veh/h	0	122	0	983	0	437	331	1061	988	331	1133	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	48.9	0.0	40.5	0.0	35.5	48.9	11.8	11.8	46.6	10.2	10.2
Incr Delay (d2), s/veh	0.0	12.8	0.0	2.8	0.0	0.0	14.6	1.9	2.0	12.2	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.0	5.6	0.0	0.1	0.3	7.1	6.6	2.1	7.5	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	61.7	0.0	43.4	0.0	35.6	63.5	13.7	13.8	58.8	12.2	12.1
LnGrp LOS	A	E	A	D	A	D	E	B	B	E	B	B
Approach Vol, veh/h		10		461			1086			1373		
Approach Delay, s/veh		61.7		43.2			14.2			14.6		
Approach LOS		E		D			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	64.0		5.7	5.7	68.0		20.2				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	59.5		6.5	18.5	59.5		27.5				
Max Q Clear Time (g_c+10), s	10.0	20.4		2.5	2.6	22.1		14.3				
Green Ext Time (p_c), s	0.1	8.9		0.0	0.0	11.3		1.5				

Intersection Summary

HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Summary  
5: Kunia Rd & Anonui St

2023 Plus Operations Conditions  
PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	10	20	200	10	50	10	320	380	140	1102	10
Future Volume (veh/h)	10	10	20	200	10	50	10	320	380	140	1102	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1856	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	11	1	211	11	6	11	337	0	147	1160	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	3	2	2	2	2
Cap, veh/h	44	46	39	314	170	144	159	2173		787	1234	1046
Arrive On Green	0.02	0.02	0.02	0.09	0.09	0.09	0.01	0.62	0.00	0.06	0.66	0.66
Sat Flow, veh/h	1781	1870	1585	3456	1870	1585	1781	3526	1585	1781	1870	1585
Grp Volume(v), veh/h	11	11	1	211	11	6	11	337	0	147	1160	7
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1870	1585	1781	1763	1585	1781	1870	1585
Q Serve(g_s), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	47.3	0.1
Cycle Q Clear(g_c), s	0.5	0.5	0.1	5.0	0.5	0.3	0.2	3.5	0.0	2.4	47.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	46	39	314	170	144	159	2173		787	1234	1046
V/C Ratio(X)	0.25	0.24	0.03	0.67	0.06	0.04	0.07	0.16		0.19	0.94	0.01
Avail Cap(c_a), veh/h	471	494	419	1035	560	475	480	2173		1030	1234	1046
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	40.8	40.5	37.5	35.4	35.3	17.3	6.9	0.0	4.7	13.0	5.0
Incr Delay (d2), s/veh	2.9	2.6	0.3	2.5	0.2	0.1	0.2	0.2	0.0	0.1	14.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.0	2.2	0.2	0.1	0.1	1.2	0.0	0.6	18.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	43.4	40.8	40.0	35.6	35.5	17.5	7.1	0.0	4.8	27.7	5.0
LnGrp LOS	D	D	D	D	D	D	B	A		A	C	A
Approach Vol, veh/h	23			228			348			1314		
Approach Delay, s/veh	43.4			39.7			7.4			25.1		
Approach LOS	D			D			A			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	9.3	57.0	6.6		5.6	60.7	12.2					
Change Period (Y+Rc), s	4.5	4.5	4.5		4.5	4.5	4.5					
Max Green Setting (Gmax), s	10.5	52.5	22.5		16.5	52.5	25.5					
Max Q Clear Time (g_c+1), s	14.4	5.5	2.5		2.2	49.3	7.0					
Green Ext Time (p_c), s	0.3	2.3	0.0		0.0	2.3	0.7					

Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

User approved ignoring U-Turning movement.  
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	1	0	5	34	0	11	10	360	10	10	1213	0
Future Vol, veh/h	1	0	5	34	0	11	10	360	10	10	1213	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	350	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	2	20	2	3	42	25	2	2
Mvmt Flow	1	0	5	35	0	11	10	371	10	10	1251	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1673	1672	1251	1665	1662	371	1251	0	0	381	0	0
Stage 1	1271	1271	-	391	391	-	-	-	-	-	-	-
Stage 2	402	401	-	1274	1271	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.52	6.22	7.12	6.52	6.4	4.12	-	-	4.35	-	-
Critical Hdwy Stg 1	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.018	3.318	3.518	4.018	3.48	2.218	-	-	2.425	-	-
Pot Cap-1 Maneuver	76	96	211	77	97	637	556	-	-	1062	-	-
Stage 1	205	239	-	633	607	-	-	-	-	-	-	-
Stage 2	623	601	-	205	239	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	72	91	211	72	92	637	556	-	-	1062	-	-
Mov Cap-2 Maneuver	72	91	-	72	92	-	-	-	-	-	-	-
Stage 1	200	232	-	618	593	-	-	-	-	-	-	-
Stage 2	598	587	-	194	232	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	28.4		78.6		0.3		0.1	
HCM LOS	D		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	556	-	-	160	92	1062	-	-
HCM Lane V/C Ratio	0.019	-	-	0.039	0.504	0.01	-	-
HCM Control Delay (s)	11.6	0	-	28.4	78.6	8.4	0	-
HCM Lane LOS	B	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	2.2	0	-	-



Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	10	11	10	372	1212	10
Future Vol, veh/h	10	11	10	372	1212	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	10	11	10	384	1249	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1658	1254	1259	0	-	0
Stage 1	1254	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	107	210	549	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	210	549	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.9	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	549	-	142	-	-
HCM Lane V/C Ratio	0.019	-	0.152	-	-
HCM Control Delay (s)	11.7	0	34.9	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	11	32	10	372	1180	10
Future Vol, veh/h	11	32	10	372	1180	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	3	3	2	2
Mvmt Flow	11	33	10	384	1216	10

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1625	1221	1226	0	-	0
Stage 1	1221	-	-	-	-	-
Stage 2	404	-	-	-	-	-
Critical Hdwy	6.43	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	112	219	565	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	672	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	219	565	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	271	-	-	-	-	-
Stage 2	672	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.4	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565	-	175	-	-
HCM Lane V/C Ratio	0.018	-	0.253	-	-
HCM Control Delay (s)	11.5	0	32.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-