



waimea **community** development plan committee
newsletter
september 2007



Waimea Traffic—Help on the Way

The Waimea Traffic Circulation Plan has been completed and \$9.5 million in County funding has been dedicated to Waimea traffic circulation improvements for the coming fiscal year which started on July 1st. When the County of Hawai'i identifies areas in need of transportation improvements, a traffic circulation study is typically conducted to identify alternative solutions and a preferred plan of action. The County Department of Public Works then contracts out the design and construction of individual projects following the priorities in the plan. To this end, the County Planning Department retained a national transportation engineering firm with an office in Honolulu, Parsons Brinckerhoff Quade & Douglas, Inc. (often shortened to Parsons Brinckerhoff or PB), to prepare a Waimea Traffic Circulation Plan. The plan was intended to help the community and the County Council decide on short and long term priorities for solving Waimea's traffic problems and also includes recommendations on pedestrian and bicycle circulation and an in-town shuttle bus service.

In December, 2006, the consultant made a presentation of their initial findings to the Waimea community. After input from the community and the County, the plan is undergoing final revisions and is expected to be delivered to the County soon.

For the short term, the plan recommends the following actions:

- Add traffic lanes to Mamalahoa Highway from in front of the hospital east to Fukushima Store and construct Road A from Luala'i subdivision to Lindsey Road extension.
- Construct the Parker Ranch Connector Road from Mamalahoa Highway at the racetrack to the vicinity of the Civic Center/Kamamalu Street.
- Construct the Lalamilo Connector Road from the Parker Ranch Connector Road at Mamalahoa Highway to Kawaihae Road.
- Prohibit left turns from Mamalahoa Hwy onto Lindsey Road after construction of Parker Ranch Connector and Lalamilo Connector to allow more fluid east-west traffic flow.
- Optimize traffic signal timing to let more traffic flow through town, after more road capacity is available.

The County administration considers the Waimea Traffic Circulation Plan as an integral part of the Community Development Plan process. Do people in South Kohala care about road and traffic improvements? You bet! In the South Kohala small group meetings held to garner public ideas about the Community Development Plan Process, the top two priorities in the Infrastructure category were:

- Fix Traffic! Build Bypass, Connector and Alternate Roads, and
- Upgrade Existing Roads to make them safer/better.

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mark your calendar:

- **Waimea Trails and Greenways Committee presents Kau'i Coastal Path: Ke Ala Hele Makalae Monday, September 24th, 5:00 pm at Tutu's House. Call Laura Dierenfield for details at 885-6777.**
- **Waimea Community Association has a Town Meeting the first Thursday of every month. Call Riley Smith for details at 936-7129.**
- **South Kohala Steering Committee meets the fourth Wednesday of each month, 4:30 pm at the Waimea Senior Center. Meetings are open to the public. Call Allen Salavea for details at 327-3612.**

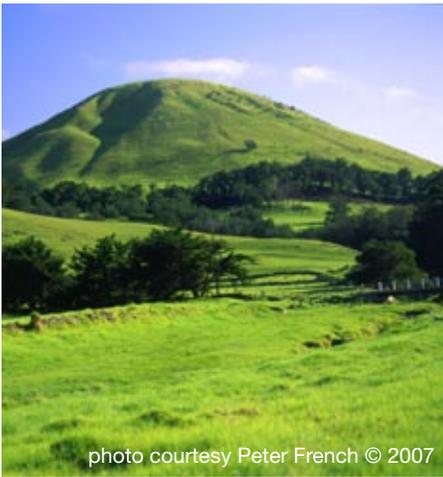


photo courtesy Peter French © 2007

protection for historic waimea pu‘u!

This newsletter reported in March about efforts to conserve a 420 acre parcel of land above Waimea that includes the pu‘u of Hōkū‘ula, Pu‘u‘owā‘owaka and Pu‘ukī (TMK No. 6-5-001:020). The owner, the State of Hawai‘i had no plans to develop the parcel, but there was broad community consensus that unless the zoning was restricted, there was the possibility of the development of homes on one acre lots, due to the Agricultural- 1 Acre (A-1a) zoning of a significant portion of the property. The State of Hawai‘i recognized the cultural, historical and visual significance of these pu‘u, and supported the County zoning change.

On August 22, 2007, Bill 114 passed the second and final reading at the Hawai‘i County Council meeting. Bill 114 changed the zoning of the 420 acre parcel from Agricultural-40 Acre (A-40a) and Agricultural 1 Acre (A-1a) to Agricultural- 400 Acre (A-400a), effectively limiting any future development to one home on the 420 acre site.

To learn more about the pu‘u above Waimea and on-going plans for conservation visit www.waimeaplan.org.

waimea traffic—help on the way

Fortunately for the Waimea community there is funding to implement many of the recommendations listed above. The County Council approves the capital budget on a yearly basis, so only funding projects that are listed for this fiscal year is appropriated (and the Mayor must decide to release the funds). For this fiscal year (which began on July 1, 2007), \$9.505 million is dedicated to the Mamalahoa Highway widening project, which calls for five lanes from in front of the hospital to the Civic Center and four lanes from Kamamalu Street to 2,000 feet to the east. There is also \$0.75 million in the capital budget for this fiscal year to replace non-compliant sidewalks along Mamalahoa Highway from 300 feet west of Lindsey Road all the way through downtown to Kamamalu Street.

There is \$2.45 million slated for Fiscal Year 08-09 for extending the median in Mamalahoa Highway to prevent left turns at the Lindsey Road - Mamalahoa Highway intersection, plus traffic signal optimization at the east and west ends of the Parker Ranch Connector Road. The parking stalls in front of Waimea School will also be eliminated.

Parker Ranch has agreed to design and build Phase 3 of the Parker Ranch Connector Road, which will extend from Mamalahoa Highway in the vicinity of the Vacuum Cooling Plant on the west end, to Kaomoloa Road on the east end within the next two years. Parker Ranch has also agreed to design and build Phase 1 of the Parker Ranch Connector Road, which will extend from Kaomoloa Road on the west end, to Pukalani Road on the east end by 2010. Pukalani Road will be extended to the south when Phase 1 is constructed. A linear park with a meandering path will be provided along the north side of the Parker Ranch Connector Road. The timing of construction by Parker Ranch of the remainder of the Parker Ranch Connector Road, Phase 2, from Pukalani Road on the west end, to the Civic Center/Kamamalu Street on the east end, and the extension of Lindsey Road to the south is still uncertain. The Waimea Traffic Circulation Plan recommends that all of these improvements, as well as an in-town shuttle bus service, be implemented as soon as possible. The State Department of Education (DOE) is responsible for constructing Road A which will extend from La‘ikealoha Street to the southward extension of Lindsey Road. Road A will divide the DOE parcel into a middle school campus and an elementary school campus and will allow for easier student drop off and pick up and increased student safety.

Looking forward to the 2009-2010 fiscal year, \$10 million is slated for the much debated Mamalahoa Highway - Kawaihae Road Connector Project (also known as the Lalamilo Connector Road.) An engineering firm, Belt Collins, has been hired to conduct an Environmental Assessment, which will help determine the alignment and design features of the road. The Waimea Circulation Plan calls for a trail to parallel the Lalamilo Connector Road that connects to the Parker Ranch meandering path on its south end and Waimea Trails & Greenways on its north end. The plan also recommends that bike and pedestrian facilities be provided from along Kamamalu Street to Mamalahoa Highway and along Mamalahoa Highway to past Pu‘u Nani Drive.

With cooperation among our County government, local land owners and the public, a near-term solution to Waimea’s in-town traffic woes is in sight.



concurrency 101 — show me the money!

Can you hear it now? An irate sports star in the movie *Jerry Maguire* is yelling “SHOW ME THE MONEY” at his down at the heels agent played by Tom Cruise. We’ll get back to that in a minute.

Strictly speaking, concurrency means “occurring at the same time” or “coinciding in time.” In the language of community planners, concurrency means that the approval of a development is deferred until the public facilities and

concurrency 101 - show me the money

services that support it are available and adequate (think roads and water).

Many places have a Concurrency Management Ordinance or Adequate Public Facilities Ordinance (APFO) that link growth to the availability of infrastructure. In a considerably less dramatic fashion, a concurrency ordinance is a citizen's guarantee that the government "shows them the money" for infrastructure to support a new development before approval is granted for that development. In this way, people are not left sitting in traffic for hours demanding that the government "show me the money" to mitigate the effects of development that already occurred. By this time, government usually does not have money to address the problem and has limited funding options and competing priorities. Each new single family home generates traffic on roads and costs taxpayers \$21,000 to replace the capacity in our State and County major road system. Similarly, a single big box retail development like Costco or Wal-Mart generates traffic that costs taxpayers \$5 million to replace the capacity in our State and County major road system.

On June 1, 2007, the Hawai'i County Council passed Bill 318 which added concurrency requirements to the existing zoning code. This bill applies only to developments where there is an application for change of zoning district or for an extension of time to perform a condition of zoning.

Applicants that propose zoning changes that can generate fifty or more peak hour trips are required to submit a Traffic Impact Analysis Report (TIAR)

that has been prepared or updated within the last six months. The TIAR:

- Assesses the impacts on transportation facilities.
- Projects transportation impacts in five, ten and twenty years - including any other approved or proposed developments in the area.
- Evaluates plans for mitigating the impact on transportation, including cost estimates for the capital and operating costs of these plans.

One of the key concepts to understand with regards to concurrency is Level of Service (LOS). An LOS measurement ensures that conditions within an infrastructure system are not degraded by new development to below an acceptable level. LOS is measured in a manner similar to a school report card, LOS A, LOS B, LOS C, LOS D, LOS E, LOS F. LOS D, for example, borders on a range in which small increases in flow result in substantial increases in delay. In town, the average speed in a LOS D is about 40% of free-flow speed.

Under Bill 318, if it is determined that the LOS for a proposed zoning change is below the acceptable level of service or projected to become worse in the five years of the TIAR period, then approval of any re-zoning will require mitigation of adverse traffic effects before a certificate of occupancy is permitted, or that occupancy be delayed until the LOS is no longer worse than the acceptable level. This is concurrency in practice: development is delayed until the level of service is acceptable.

You might be saying "Show

Me the Money!" The mitigation requirements will be considered met when funds have been committed for their completion before occupancy of the development. Funds can come from a public agency or a private developer. In the case of the State, this means that the Governor has released funds; in the case of the County Council it means that the Council has appropriated funds. A developer's financial commitment can come from having a bonding company provide a bond, mandatory participation in an improvement district, community facilities district or some other equivalent means of guaranteeing construction of the needed transportation facilities, which could be roads or public transit facilities or equipment.

There are exemptions to these requirements for affordable housing developments and commercial developments that will reduce traffic congestion by providing a "neighborhood center" as defined in the General Plan.

This concurrency requirement is applied at the zoning level and large zoning changes do not happen frequently on this island. However, they do happen occasionally and the area wide Traffic Impact Analysis Report (TIAR) that the law requires will produce reasonable solutions to the traffic congestion challenges of Hawai'i Island. In many cities and states the concurrency process is also applied to subdivision approvals, in situations where zoning has already occurred.

read bill 318 at www.waimeaplan.org



south kohala cdp update

At the August 22nd South Kohala Steering Committee meeting, steering committee members and community participants defined four top community priorities. Community meetings were then held in Waimea on August 29th and

Waikoloa on August 30th to elicit further community input and discuss potential strategies to address these priorities.

Waimea community members participated in break out groups on the following priority issues: (A) Affordable

Housing, (B) Transportation, (C) Preserve Culture/Sense of Place, (D) Emergency Preparedness. Townscape, Inc., the CDP consultant asked community members to address the following questions.

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Check out our website at WaimeaPlan.org

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south kohala cdp update

See what your community members said about these issues at waimeaplan.org.

affordable housing

- Who needs affordable housing in South Kohala? Young families? Elderly people? Young singles? Single parent families? Anyone else?
- What kinds of affordable homes are needed? Single family homes? Rental apartments? Eldercare units?
- What is “affordable” for South Kohala people? What are affordable purchase prices? Affordable rents?
- Where should affordable homes be constructed? In or near the existing village centers? Along back roads? In new subdivisions?

Brainstorm ideas on how to develop affordable housing, including ideas relating to:

- Self help housing
- Land trust
- County funding
- Inclusionary zoning

transportation

- What kinds of new roads are needed? Include bypass roads and new access roads. What should be the general corridors for these new roads?
- What other kinds of transportation improvements are needed and where should these improvements be provided? Include

walking, bicycling, horseback riding, bus transit, super ferry, other.

This discussion could include ideas on:

- Organizing a focused effort to lobby County Council and/or the State Legislature for funding for specific transportation projects;
- Creating a community organization to plan and implement a specific transportation-related project or program - example: trails program or bicycle path system;
- Creating a community-based, facilitated forum to resolve different points of view regarding specific projects like the Kawaihae Bypass Road;

preserve culture/sense of place

- How would you define the “Culture/Sense of Place” of South Kohala?
- What are some of the major “threats” that are impacting the cultural qualities and sense of place of South Kohala?

emergency preparedness

- What are the emergency events that are of most concern for South Kohala, and what areas of the district are most vulnerable to these events?
- What emergency preparedness facilities and programs are already in place in South Kohala?
- Identify programs and facilities needed for emergency preparedness for South Kohala for hurricanes, tsunami, earthquakes, lava flows, wildfires and other.

Two ways have your voice heard on these priorities:

1. Join the Waimea Town Plan Focus Group.

A Waimea Town Plan Focus Group is being formed to work with the Planning Department, Planning Consultant (Townscape, Inc.) and Steering Committee to explore the priority issues and discuss strategies to address these priority issues. Download application at www.WaimeaPlan.org, fax to 808-524-4998.

2. Contact Andrew Choy at Townscape, Inc. with your ideas.

Phone: 808-536-6999

Email: Andrew@townscapeinc.com