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DEPARTMENT OF EDUCATION
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HONOLULU, HAWAII 96804

OFFICE OF FACILITIES AND OPERATIONS

January 9, 2023

TO: Mary Alice Evans
Interim Director, Office of Planning and Sustainable Development
Environmental Review Program

FROM: Edward S. Ige 
Facilities Director, Facilities Development Branch

SUBJECT: FINAL Environmental Assessment - Anticipated Finding of No Significant Impact
(DEA-AFONSI)
High Core Central District - New Building
Wahiawa, Oahu, Hawaii
Job No.: Q79245-22
Tax Map Key: 7- 4-017: 002

The Hawaii State Department of Education (Department) herewith transmits the subject Draft Environmental Assessment (DEA) for which there is an Anticipated Finding of No Significant Impact (DEA-AFONSI). The DEA-AFONSI has been prepared pursuant to Chapter 343, Hawaii Revised Statutes and Chapter 11-200.1, Hawaii Administrative Rules. Please publish notice of this DEA-AFONSI in the upcoming issue of *The Environmental Notice*.

The studies prepared in conjunction with this EA include a Traffic Impact Report, a Natural Resources Assessment Report, and a Draft Preliminary Civil Engineering Report. The studies are appended to this EA.

Should you have any questions, please contact Mr. William George, Project Coordinator of the Facilities Development Branch, Project Management Section, at (808) 784-5125 or via email at william.george@k12.hi.us, or contact our authorized agent for this project, Mr. Keola Cheng or Mr. Dalton Beauprez from Wilson Okamoto Corporation, at (808) 946-2277.

ESI:wg

c: Facilities Development Branch

From: webmaster@hawaii.gov
To: [DBEDT OPSD Environmental Review Program](#)
Subject: New online submission for The Environmental Notice
Date: Tuesday, January 16, 2024 10:55:30 AM

Action Name

Department of Education High Core / Storefront School

Type of Document/Determination

Draft environmental assessment and anticipated finding of no significant impact (DEA-AFNSI)

HRS §343-5(a) Trigger(s)

- (1) Propose the use of state or county lands or the use of state or county funds

Judicial district

Wahiawā, O'ahu

Tax Map Key(s) (TMK(s))

[1] 7-4-017:002; [1] 7-4-022:049; [1] 7-4-022:50

Action type

Agency

Other required permits and approvals

See Section 4.3 of DEA

Proposing/determining agency

Department of Education

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[Map It](#)

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Honolulu, Hawaii 96826
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[Map It](#)

Action summary

The DOE is proposing to construct a permanent facility for the DOE High Core Program / Storefront School situated at the Project Site. The Proposed Project will demolish the existing infrastructure on the Project Site to allow for the construction of a new building (approximately 5,669 sf) which is anticipated to consist of classrooms and administrative spaces to support the needs of 80 students and employees. The Proposed Project will also consist of a 160 sf lanai, 141 sf mechanical yard, an at-grade surface parking lot with three stalls, as well as a drop off and pick-up zone which will include one ADA stall.

Reasons supporting determination

See Chapter 6.

Attached documents (signed agency letter & EA/EIS)

- [DEA-FONSI-High-Core-New-Building-Authorization-Letter.pdf](#)
- [DOE-Wahiawa-High-Core-DEA.pdf](#)

Action location map

- [Wahiawa-High-Core-Project-Location.zip](#)

Authorized individual

Dalton Beauprez

Authorization

- The above named authorized individual hereby certifies that he/she has the authority to make this submission.

DRAFT ENVIRONMENTAL ASSESSMENT

DEPARTMENT OF EDUCATION
HIGH CORE / STOREFRONT SCHOOL

1136 California Avenue,
Wahiawā, O'ahu, Hawai'i



PREPARED FOR:
The State Department of Education

PREPARED BY:
Wilson Okamoto Corporation

JANUARY 2024

DRAFT ENVIRONMENTAL ASSESSMENT

Department of Education High Core / Storefront School

Wahiawā, O'ahu, Hawai'i
TMKS: [1] 7-4-017-0002
[1] 7-4-002:0449 and 50

Prepared For:

Department of Education
1390 Miller Street
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Prepared By:

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WOC Job No. 10806-01

JANUARY 2024

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- Appendix A Flora and Fauna Surveys for Wahiawā High Core Project, TMK: 7-4-017:002
Wahiawā, O'ahu.
- Appendix B Draft Traffic Impact Report DOE High Core / Storefront School
- Appendix C Preliminary Engineering Report Civil Infrastructure
- Appendix D Early Consultation Comments and Responses



PREFACE

This Draft Environmental Assessment (EA) / Anticipated Finding of No Significant Impact (FONSI) has been prepared pursuant to Chapter 343, Hawai'i Revised Statutes (HRS), and Title 11, Chapter 200.1, Hawai'i Administrative Rules (HAR), Department of Health, State of Hawai'i.

This EA is required because the Proposed Project is an “agency action” that involves the use of State lands and funds. Pursuant to §343-5(a)(1) Hawai'i Revised Statutes (HRS), an EA is required for actions that: *“Propose the use of state or county lands or the use of state or county funds, other than funds to be used for feasibility or planning studies for possible future programs or projects which the agency has not approved, adopted, or funded, or funds to be used for the acquisition of unimproved real property; provided that the agency shall consider environmental factors and available alternatives in its feasibility or planning studies.”* The Proposing Agency is the State of Hawai'i Department of Education (DOE), which will also be responsible for determining if the Final EA can be filed as a Finding of No Significant Impact (FONSI).

This Draft EA includes an assessment of the potential environmental, social, cultural, and economic impacts associated with the Proposed Project. This Draft EA has also been prepared in consideration of the comments received in response to the Early Consultation Package mailed out on October 23, 2023, to the respective stakeholders listed in Chapter 7.1 of this EA.



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SUMMARY

Type of Document:	Draft Environmental Assessment (EA)
Proposing and Determining Agency:	State of Hawai'i (State) Department of Education (DOE)
Name of Project:	Department of Education High Core / Storefront School
Location:	Wahiawā, O'ahu, Hawai'i
Tax Map Keys (TMK):	[1] 7-4-017:002 [1] 7-4-022:049 & 50
Record Fee Owner:	State of Hawai'i
Lot Area:	0.85 acres or 37,004 square feet (sf)
State Land Use Classification:	Urban
City & County Development Plan:	Central O'ahu
City & County Zoning Designation:	P-2 (General Preservation District) and R-5 (Residential)
SMA:	Outside of SMA
Flood Zone:	Zone D - Unstudied areas where flood hazards are undetermined, but flooding is possible. No mandatory flood insurance purchase applies, but coverage is available in participating communities.
Existing Use:	The Project Site is the existing DOE Central District Office location which encompasses an approximately 5,710 sf single-story structure that was originally constructed in 1939. Historically, the DOE Central District Office served as the original Wahiawā Library and underwent several additions and extensions over its history.
Proposed Project:	The DOE is proposing to construct a permanent facility for the DOE High Core Program / Storefront School situated



at the Project Site. The Proposed Project will demolish the existing infrastructure on the Project Site to allow for the construction of a new building (approximately 5,669 sf) which is anticipated to consist of classrooms and administrative spaces to support the needs of 80 students and employees. The Proposed Project will also consist of a 160 sf lanai, 141 sf mechanical yard, an at-grade surface parking lot with three stalls, as well as a drop-off and pick-up zone which will include one ADA stall.

Impacts:

No significant impacts are anticipated to result from the Proposed Project. It is anticipated that the best management practices and mitigations measures discussed in Chapter 3 of the EA will minimize / reduce / eliminate any potential impacts to the various resource categories presented.

Anticipated Determination:

Finding of No Significant Impact (FONSI)

Parties Consulted During Early Consultation:

Federal Agencies

U.S. Environmental Protection Agency

U.S. Department of the Interior, Fish and Wildlife Service

Federal Representatives

Senator Mazie Hirono

Senator Brian Schatz

Representative Jill Tokuda

Representative Ed Case

State Agencies

Department of Agriculture

Department of Accounting and General Services

Department of Business, Economic Development and Tourism (DBEDT)

DBEDT, Hawai'i State Energy Office

DBEDT, Land Use Commission

DBEDT, Office of Planning and Sustainable Development (OPSD)

OPSD, Environmental Review Program

Department of Defense

Department of Health (DOH)

DOH, Clean Water Branch

DOH, Environmental Management Division

DOH, Hazard Evaluation and Emergency Response Office



DOH, Wastewater Branch
DOH, Safe Drinking Water Branch
Department of Land and Natural Resources (DLNR)
DLNR, Office of Coastal and Conservation Lands
DLNR, Historic Preservation Division
Department of Hawaiian Home Lands
Department of Transportation (DOT)
DOT, Highways Division
DOT, Airports Division
Office of Hawaiian Affairs

State Representatives

Senator Donovan Dela Cruz
Representative Amy Perruso

City and County of Honolulu Agencies

Board of Water Supply
Department of Community Services
Department of Design and Construction
Department of Environmental Services
Department of Facility Maintenance
Department of Parks and Recreation
Department of Planning and Permitting
Department of Transportation Services
Honolulu Fire Department
Honolulu Police Department
Office of Climate Change, Sustainability, and Resiliency
Office of the Mayor

City Council

Councilmember Matt Weyer

Utility Companies

Hawai'i Gas
Spectrum Hawai'i
Hawaiian Telcom
Hawaiian Electric Company

Other Interested Parties and Individuals

Wahiawā Neighborhood Board No. 26
Hawai'i State Library
Wahiawā Public Library
Wahiawā Community and Business Association
Wahiawā Community Based Development Organization



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CHAPTER 1: INTRODUCTION

1. INTRODUCTION

1.1 Project Background

The Hawai'i State Department of Education (DOE) is proposing to relocate the existing DOE High Core Program / Storefront School (hereafter referred to as "High Core") to a new, permanent facility (Proposed Project) located at 1136 California Avenue (Project Site) in Wahiawā on the island of O'ahu (See Figure 1-1).

This Environmental Assessment (EA) assesses the anticipated environmental effects that the Proposed Project may have on a host of environmental resources. Specifically, this effort encompasses an evaluation of primary, secondary, and cumulative effects, in alignment with Chapter 343, Hawai'i Revised Statutes (HRS) and Title 11, Chapter 200.1, Hawai'i Administrative Rules (HAR). The EA also identifies feasible means of avoiding or substantially lessening potential significant adverse impacts and evaluates a range of reasonable alternatives to the Proposed Project, including the required No Action Alternative. As noted in the Preface of this document, this EA is being prepared as an "agency action" by the DOE.

In summary, this EA serves as a disclosure and informational document intended to identify the anticipated environmental effects of implementing the Proposed Project, and to evaluate the potential significance of their impact. Consequently, this EA serves to:

- To inform and provide the general public, the local community, Federal, State, and CCH agencies, as well as any other interested stakeholders, an opportunity to comment on the Proposed Project and its environmental effects, feasible measures to mitigate those effects, as well as the reasonable and feasible alternatives;
- To enable the DOE to consider the environmental consequences of adopting and implementing the Proposed Project and pursue the responsible development of the Project Site;
- To enable responsible agencies to consider the environmental consequences of the Proposed Project for which they have a role in approving or issuing permits; and
- To satisfy Chapter 343, HRS, and Chapter 200.1, HAR, requirements.

This EA also serves to evaluate and discuss the Proposed Project's conformance with relevant State and County land use plans, policies, and controls, with the intent of providing both the public and decisionmakers with comprehensive overview of the regulatory compliance associated with the Proposed Project. The following land use plans, policies, and controls are outlined and discussed in Chapter 4 of the EA:





FIGURE 1-1
PROJECT LOCATION MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawaii

State of Hawai'i

- Hawai'i State Plan, HRS Chapter 226
- Hawai'i State Functional Plans
- State Land Use Law, HRS Chapter 205
- Hawai'i Coastal Zone Management Program, HRS Chapter 205A
- Hawai'i Environmental Policy Act, HRS Chapter 344

City and County of Honolulu

- City and County of Honolulu General Plan
- Central O'ahu Sustainable Communities Plan
- City and County of Honolulu Land Use Ordinance

1.2 Project Site and Surrounding Uses

The Project Site is situated at 1136 California Avenue in Wahiawā on the island of O'ahu. The Project Site is situated within the historical moku of Wai'anae in the Kaukonahau ahupua'a. The State of Hawai'i is the record fee owner of the Project Site, which can be further identified as Tax Map Key (TMK) parcel [1] 7-4-017:002. The Project Site also includes additional State-owned parking lot, located to the south of the Project Site that is separated by California Avenue, which encompasses TMK parcels [1] 7-4-022:49 and 50. In total, the Project Site encompasses an area of approximately 0.85 acres or 37,004 square feet (sf) (See Figure 1-2 and Figure 1-3).

The Project Site is bounded to the west, north, and east by the Wahiawā Botanical Garden which comprises an approximately 27-acre garden and forested ravine. Residential uses and the Iglesia Ni Cristo Church are also located to the south of the Project Site. The Wahiawā District Park and Recreation Center are to the northwest of the Project Site. Further to the west is downtown Wahiawā. The greater surrounding region is largely characterized by low-density residential and commercial uses. California Avenue, which the Project Site is located directly on, is one of Wahiawā's major thoroughfares, and provides access to the shopping centers, schools, and neighborhoods in the region. Currently, TMK parcel [1] 7-4-017:002 of the Project Site is occupied by the DOE Central District Office which encompasses an approximately 5,710 sf single-story structure that was originally constructed in 1939. The existing facility is also associated with an at-grade surface lot on site. TMK parcels [1] 7-4-022:049 and 50 make up one additional at-grade surface lot that features 16 parking stalls.

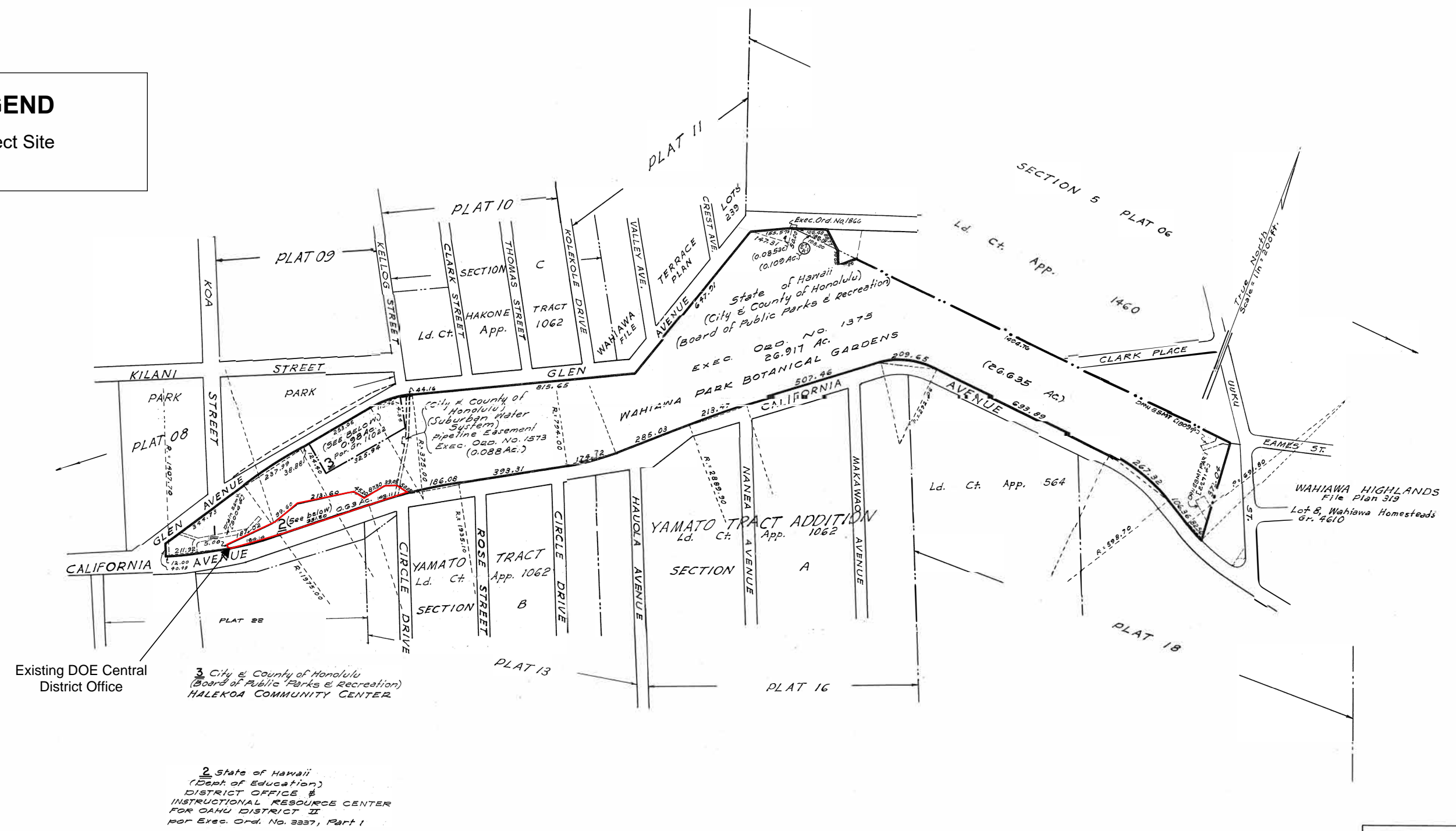
The existing DOE Central District Office served as the original Wahiawā Library and underwent several additions and extensions over its history. In 1940, a tool shed was added at the rear of the building. A major extension located on the northeast side of the original building was built in 1950 for the library. Thereafter, in 1965, the Wahiawā Library relocated to its current location at the corner of California Avenue, Center Street, and Lehua Street which is also the current home for the existing High Core. In 1967, an at grade parking lot was constructed on the northeast side of the building. The following year in 1968, a major addition consisting of a portable building, on the west side of the building was added for the Central District Office. More parking improvements were completed in 1989 at the northeast lot and across the street (TMK parcels 7-4-022:049 and



FIGURE 1-2 TMK PLAT MAP

LEGEND

Project Site



Dwg. No. 1531
 Source: Tax Maps Bureau
 By: DSC/RKB Revised by JP 5/10/50

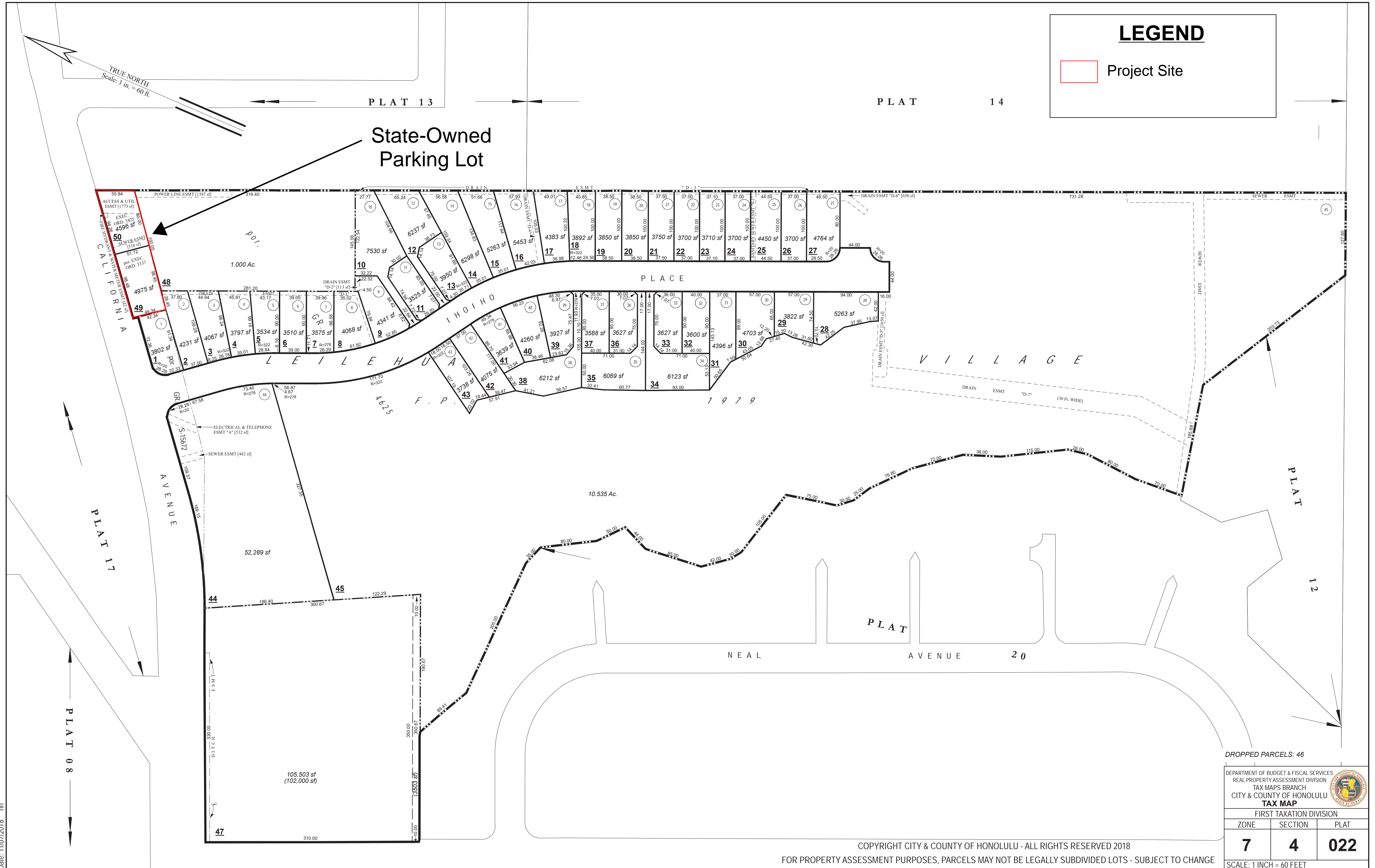
TAXATION MAPS BUREAU		
TERRITORY OF HAWAII		
FIRST DIVISION		
ZONE	SEC.	PLAT
7	4	17
CONTAINING PARCELS		
SCALE: 1 IN = 200 FT.		

SUBJECT TO CHANGE

Figure 1-3 TMK Plat Map

LEGEND

Project Site



DROPPED PARCELS: 46

DEPARTMENT OF BUDGET & FISCAL SERVICES
 REAL PROPERTY ASSESSMENT DIVISION
 TAX MAPS BRANCH
 CITY & COUNTY OF HONOLULU
TAX MAP

FIRST TAXATION DIVISION		
ZONE	SECTION	PLAT
7	4	022

COPYRIGHT CITY & COUNTY OF HONOLULU - ALL RIGHTS RESERVED 2018
 FOR PROPERTY ASSESSMENT PURPOSES, PARCELS MAY NOT BE LEGALLY SUBDIVIDED LOTS - SUBJECT TO CHANGE

SCALE: 1 INCH = 60 FEET

50) to support site operations. In the same year, the building underwent two changes: 1) the repair and addition to the “Office Annex,” and; 2) the construction of another portable building to the east side of the main building. The Project Site parcels are situated within the City and County of Honolulu (CCH) P-2 General Preservation District and R-5 Residential zoning designations (See Figure 1-4).

1.3 Project Location: Wahiawā Town

A brief survey of the Project Site’s historic context and regional dynamics is outlined below.

Historically, Wahiawā was utilized as a training ground for Hawaiian warriors and was a sacred birthing place of royal children. Kūkaniloko, one of the most important ancient cultural sites on O’ahu and in the Hawaiian Islands, is located in Wahiawā. Kūkaniloko is situated north of Wahiawā and approximately 700 feet west of the intersection of Kamehameha Highway and Whitmore Avenue, which is considered the sacred piko (navel) of O’ahu. Kūkaniloko is one of two royal birthing sites in Hawai’i. Royal children born at Kūkaniloko would learn leadership and the traditions of their ancestors. The heiau, Ho’olonopahu which used to stand in connection to Kūkaniloko held “sacred drums of Opaku and Hawea, kept to announce the birth of an ali’i”. Though Ho’olonopahu no longer stands, the sacred sites of Kūkaniloko and Ho’olonopahu mark Wahiawā as a significant landmark of Hawaiian history and ongoing culture.

After the settlement of westerners to the Hawaiian islands, historical records showcase that much like other areas of the Hawaiian islands, Wahiawā was introduced to the sandalwood trade during the early 1800s. The sandalwood trade was led by the ruling ali’i, where fine wood was transported to the shore to be shipped to distant markets. Samuel Kamakau explains that Wahiawā was a primary source for harvesting valuable wood, though it was not easy, “...Kalanimoku and all the chiefs went to work cutting sandalwood at Wahiawā, Halemano, Pu’ukapu, Kanewai, and the two Ko’olaus. The largest trees were at Wahiawā, and it was hard work dragging them to the beach.” The sandalwood industry flourished with trade to East Asia until Hawai’i’s sandalwood supply began to decline in the 1830s. The deforestation was devastating for the Hawaiian Islands ecology as well as for its human population. Kamakau writes, “The chiefs, old and young, went into the mountains with their retainers, accompanied by the king and his officials, to take charge of the cutting, and some of the commoners cut while others carried the wood to the ships at the various landings; none was allowed to remain behind ... The land was denuded of sandalwood by this means.”

Eventually, the land use in Wahiawā transitioned to cattle ranching. However, through the Land Act of 1895, Wahiawā withdrew from cattle grazing leases and offered land to farmers interested in diversified farming. This introduced early western settlers from California who called the town the Wahiawā Colony (locally known as the California Colony) where they planted many different crops for commercial purposes. Crops grew in abundance and the colony was able to establish a school, store, post office and social organizations. The agriculture industry of Wahiawā expanded, with pineapple becoming the most valuable crop.



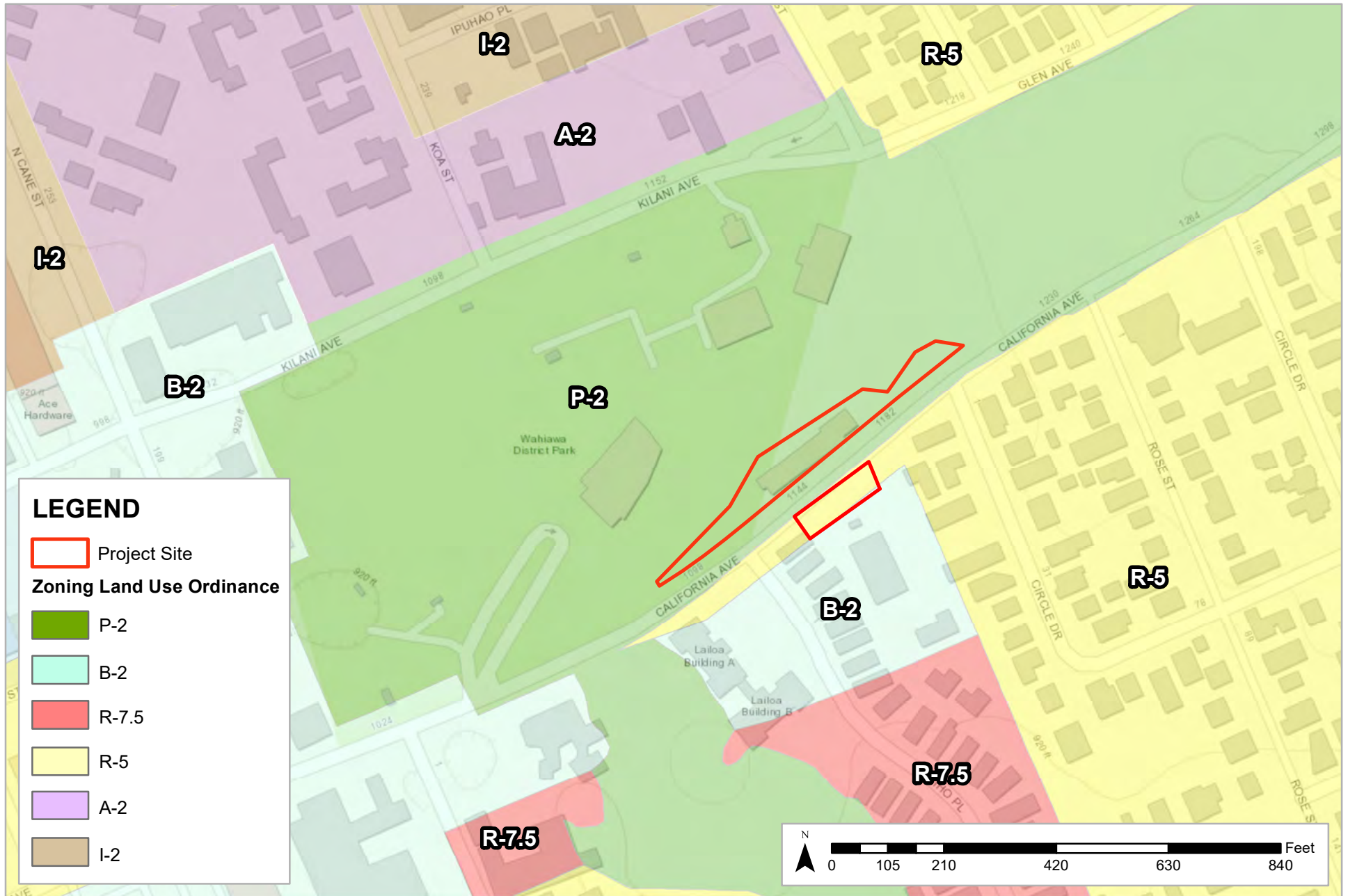


FIGURE 1-2
CITY & COUNTY OF HONOLULU ZONING MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

James D. Dole, a notable homesteader, moved to Wahiawā in the early 1900s. Dole founded the company that is presently known as the Dole Food Company. Dole acquired 60 acres of land in Wahiawā to successfully grow pineapples and within a few years, a cannery in Iwilei was built due to an expansion in pineapple production. In 1906, the O‘ahu Railway and Land Company rail line was extended to Wahiawā to transport pineapple from Wahiawā to Honolulu harbor for export. The pineapple fields are still located in Wahiawā today and are known as the world’s largest producer and marketer of fruit products.

In the first decade of the 20th century, the agricultural industry of Wahiawā was growing with the establishment of Castle and Cooke’s Waialua Agricultural Company in 1889, which created new demands for irrigation. The Wahiawā Dam was constructed between 1905 and 1906 to form the Wahiawā Reservoir (also known as Lake Wilson) to continue the supply of water. The reservoir’s capacity of 2.5 billion gallons supplied the Waialua Agricultural Company (later known as Waialua Sugar Company) with nearly 90% of its surface water needs. The reservoir is owned by Castle and Cooke and is presently leased and operated by Dole Food Company, which continues to support agriculture and recreation uses today.

Wahiawā became the U.S. Military training center in the late 19th century, reserving 697.2 acres of land for military use located south of Wahiawā. The Scholfield Barracks and Wheeler Army Airfield became vital military facilities during World War II and contributed greatly to Wahiawā’s community and economy. Schofield and Wheeler continue to be an asset for the U.S. Military and the Wahiawā community. In 1913, the Wahiawā Hotel was built and operated as a hotel until WWII when it was taken over the U.S. Military and utilized as nurses’ quarters for the newly constructed Wahiawā General Hospital. Wahiawā continued to expand with the pressure of WWII. The war expanded developments within Wahiawā to accommodate the needs of the growing military population. What was once known as Wahiawā Elementary School on Lehua Street became the Office of Civil Defense’s new Wahiawā General Hospital, housing a 42- bed wartime medical facility. Following the war, the hotel was used by the Board of Education as teachers’ living quarters until the 1960’s. In 1965, the hotel and cottages were demolished and the Wahiawā Public Library was built on the corner of Lehua Street and California Avenue. The DOE High Core Portables were originally on the Wahiawā Civic Center property and were relocated to the corner of California Avenue, Center Street, and Lehua Street in 1986. They were then expanded in 1997 to facility that exists currently.



CHAPTER 2: PROJECT DESCRIPTION

2. PROJECT DESCRIPTION

2.1. Proposed Project

The DOE is proposing to relocate the existing High Core to a new permanent facility at the Project Site as described in Section 1.2 of this EA. The Proposed Project will include the demolition of the existing facility utilized by the DOE Central District Office to allow for the construction of a new, right sized complex that will provide classrooms and administrative spaces to support the educational functions of High Core. The Proposed Project is anticipated to consist of an approximately 5,669 sf facility, 160 sf lanai, 141 sf mechanical yard, an at-grade surface parking lot with three stalls as well as a pick-up and drop-off zone which will include one ADA parking stall (See Figure 2-1). Access to the Proposed Project is expected to be provided via new driveways off California Avenue. Primary access for students is expected to be provided via the east driveways which include two one-way driveways to serve the student pick-up and drop-off areas. Secondary access is expected to be provided via the west driveway, a two-way driveway serving a limited at-grade parking area (3 total stalls) and the Project Site's service areas. The facility is anticipated to include the following programmatic spaces: a lobby, classrooms, staff and student restrooms, storage spaces, a breakroom, administrative spaces, and visibility offices.

High Core currently supports 80 students and employees, of which 15 are staff members. It is anticipated that the scale of the High Core Program operations will not materially increase or decrease with its relocation to the Project Site. As discussed previously in Section 1.2, the Project Site is associated with an at-grade parking lot which provides 16 stalls. The Proposed Project will continue to utilize this parking lot to support the operations of High Core. It should be noted that no improvements will take place on TMK parcels [1] 7-4-022:049 and 50. All improvements under the Proposed Project will occur on TMK parcel [1] 7-4-017:002.

The Proposed Project will maintain existing operations by providing alternative educational services to youths in grades 9-12 which generally occur between 8:00 AM and 2:30 PM, Monday through Friday. In addition, the High Core offers after-school classes until 5:00 PM.

2.2. Purpose and Need

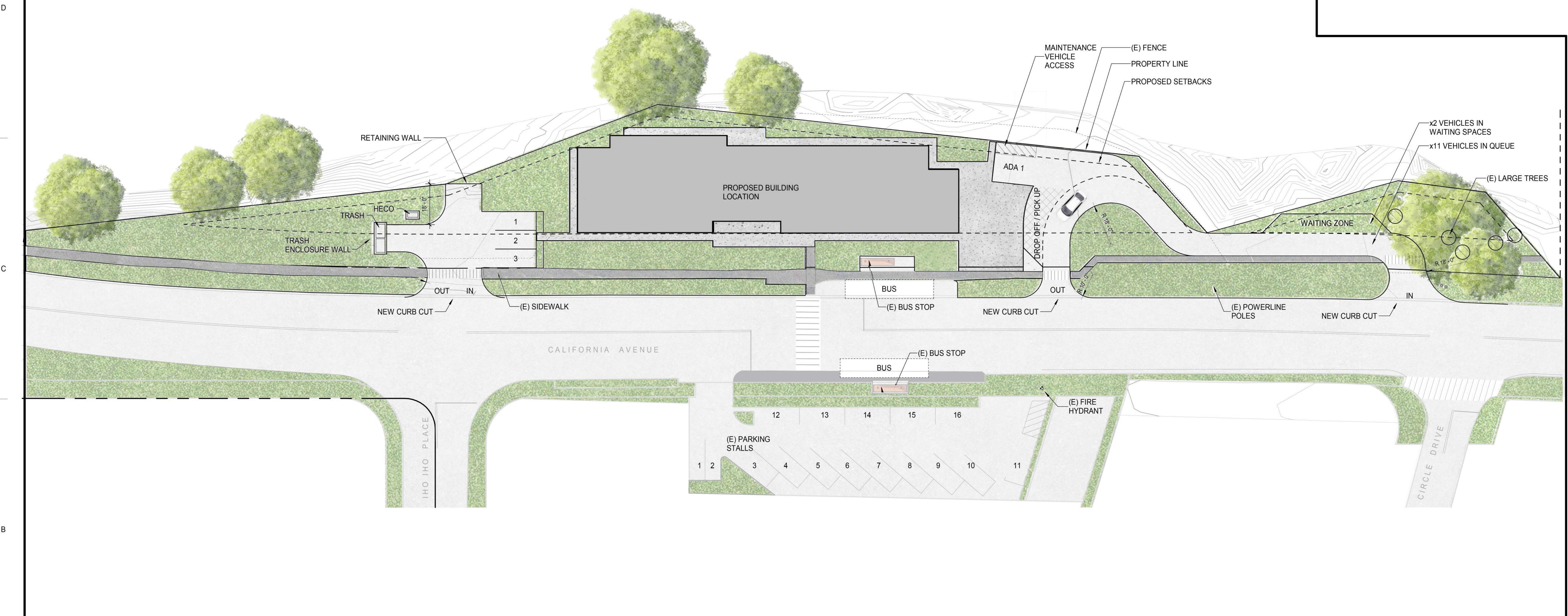
The goals and objectives of the Proposed Project are:

- Provide a permanent home for High Core;
- Provide space for the current student population; and,
- Provide a facility designed to meet the needs of the High Core Program, students, teachers, and staff.



Figure 2-1 Proposed Site Plan

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PROPOSED SITE PLAN

CONCEPT NOTES

1. THIS PLAN ALIGNS PASSENGER DROP OFF/PICK UP ZONE TO THE RIGHT OF THE SITE. IT PROVIDES VEHICLE QUEUING ON SITE AND REQUIRES TWO CURB CUTS. A WAITING ZONE IS INCLUDED WITHIN THE VEHICLE QUEUING AREA, ALONG WITH ONE ACCESSIBLE PARKING STALL.
2. AN ADDITIONAL CURB CUT PROVIDES FOR THREE STAFF STALLS, ALONG WITH ACCESS AND A TURN AROUND AREA FOR WASTE MANAGEMENT VEHICLES TO THE LEFT OF THE BUILDING.
3. ALL ENTRANCES TO THE SITE WILL REQUIRE ADDITIONAL BREAKS IN THE DOUBLE YELLOW STREET STRIPING AND TRAFFIC CONTROL STUDIES.

TRAFFIC INFORMATION	PARKING SCHEDULE		DROP OFF / PICK UP	
	On Site	Off Site	On Site	Off Site
Parking	Standard Stalls	Standard Stalls	Spaces In Queue	Waiting Spaces
15 Staff	3	16	11	2
3 Visitor	3	0		
3 Students	3	0		
Student Arrival	3	0		
35 By Bus	16	0		
35 By Car	3	0		
10 Walk	19	1		
	Total Standard Stalls	Total ADA Stalls		
	19	1		

REVISION NO.	SYM.	DESCRIPTION	SHT. OF	DATE	APPROVED

THIS WORK WAS PREPARED BY ME OR UNDER MY SUPERVISION AND CONSTRUCTION OF THIS PROJECT WILL BE UNDER MY OBSERVATION (OBSERVATIONS OF CONSTRUCTION AS DEFINED IN CHAPTER 16-115, SUBCHAPTER 1 DEFINITIONS OF THE HAWAII ADMINISTRATIVE RULES (*PROFESSIONAL ENGINEERS, ARCHITECTS, SURVEYORS, AND LANDSCAPE ARCHITECTS*))

DATE: 04/30/2024

NOTE: CONTRACTOR TO CHECK AND VERIFY DIMENSIONS AT JOB BEFORE PROCEEDING WITH WORK.

DEPARTMENT OF EDUCATION
STATE OF HAWAII

CENTRAL DISTRICT OFFICE DEMOLITION - PERMIT SET

1136 CALIFORNIA AVE
WAIHAWA, HI 96786

CONCEPTUAL SITE PLAN

ARCHITECTS HAWAII LTD

PROJECT NO. 7263.000

DRAWING NO. **SK002**

DESIGNED BY: AHL
CHECKED BY: AW
DATE: 10/2/2023

DRAWN BY: MH
APPROVED BY: TMc

OF SHEETS

PRE-DESIGN PHASE

For 56 years, the High Core Program has supported students to gain academic, social, and emotional skills to be contributing members of the community without a permanent facility. The High Core provides educational services to students that struggle in the mainstream classroom and equips troubled youths with valuable skills and tools to succeed in life. There is a need to continue providing support to troubled youths within the community. Without targeted intervention, these young individuals face an increased risk of dropping out of school, engaging in destructive behavior, and perpetuating a cycle of poverty and despair. The High Core empowers these young individuals by providing them with the tools, opportunities, and support they need to overcome their challenges, transforming their lives which positively impacts communities in Hawai'i.

The existing High Core facility is situated at the corner of California Avenue, Center Street, and Lehua Street approximately 0.35 miles to the west where the Wahiawā Center for Workforce Excellence Project is being proposed and the existing lot of the Wahiawā Public Library. The High Core was moved into portable buildings at its current location in 1970. A fire in 2020 destroyed the original portables, and High Core moved into the portables that currently serves the program. Presently, the existing High Core operates within inadequate portables that provide less than 4,000 sf of space (See Figure 2-2 and 2-3).

Figure 2-2 Existing High Core Facility



Figure 2-3 Existing High Core Facility



As the proposed Wahiawā Center for Workforce Excellence project encompasses the demolition of the existing portables that currently house High Core, there is a dire need for the program to find a new permanent home to continue its operations. The Proposed Project will provide a permanent facility that will adequately support High Core.

The successful implementation of the Proposed Project will serve to ensure that High Core will continue to provide services to students in need.

2.3. Project Schedule and Construction Costs

Following design and permitting, construction of the Proposed Project is anticipated to start in October 2024 with the Proposed Project operating in January of 2026. Construction costs associated with the project are estimated to amount to approximately \$8,000,000 million.



CHAPTER 3: DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES

3. DESCRIPTION OF EXISTING ENVIRONMENT, IMPACTS, AND MITIGATION MEASURES

3.1.1 Climate and Climate Change

3.1.2 Current Climate Conditions

The climate of O’ahu is characterized as semi-tropical and remains relatively moderate year-round. Generally, O’ahu experiences two seasons with the summer season running from May through September and the winter season running from October through April. The summer period is typically warm and dry, with predominantly northeast trade winds. In contrast, the winter season is associated with lower temperatures, higher rainfall, and less prevalent trade winds.

The Proposed Project is located in Wahiawā, on the central plain of O’ahu. This area is characterized by abundant sunshine, persistent trade winds, moderate humidity, and severe storms which occur infrequently.

Temperatures are mild and relatively uniform, with monthly daily temperatures in Wahiawā approximately 82 degrees Fahrenheit (°F). Humidity in the area averages between 65 to 80 percent, with higher levels occurring during the winter season. Average annual precipitation in Wahiawā is measured at approximately 60 inches, with rainfall occurring mostly between October and March.

Impacts and Mitigations Measures

No significant adverse impacts to climate conditions at or in the vicinity of the Project Site are anticipated to result from the development and operation of the Proposed Project. Proposed Project improvements will be appropriately designed to take into consideration the context of the surrounding environment and are not anticipated to significantly influence or affect temperatures, wind, or rainfall levels.

3.1.3 Observed Climate Change

It has become widely acknowledged that the State of Hawai’i is being impacted by diverse climatic impacts such as rising sea levels, increasing ocean acidity, changing rainfall patterns, decreasing stream base flow, changing wind and wave patterns, and changing habitats and species distribution. Research supports anthropogenic greenhouse gas (GHG) emissions as the key contributor to climate change and its impacts which pose considerable challenges to the State of Hawai’i (Climate Change Commission, 2018). Over the last 40 years, the rate of temperature rise in the State of Hawai’i has increased by over 0.3°F (0.17°Celsius (C)) per decade. Over the past 100 years, the average air temperature has increased by 0.76°F (0.42 °C) with the most recent years having the highest recorded temperatures (Climate Change Commission, 2018).

Increased temperatures cause thermal stress for plants and animals, as well as heat-related illnesses in humans. Additionally, pathogens and invasive species are expected to surge with



increasing temperatures. The risk of transmission of avian disease is likely to escalate due to the warming of high elevation forests, threatening endemic avian bird species, such as the Hawaiian honeycreeper. Impeding precipitation at higher elevations will constitute a threat to Hawai'i's major freshwater source. Four Representative Concentration Pathways (RCPs) of the climate response to GHG emission levels from socioeconomic scenarios were provided by the Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5). The RCPs estimate that global mean temperature will increase by at least 2.7°F (1.5 °C) by the end of the century for intermediate to high future scenarios. The range of nightly low and daytime high temperatures, an important factor for circadian species, is decreasing more rapidly in Hawai'i than the global mean (Safeeq et al., 2012). Hawai'i temperature is projected to increase, with a range of +4-5°F (2.2-2.8°C) for high emissions scenarios by 2085 (Keener et al., 2013).

Ocean warming projections predict the most severe impacts to be experienced in tropical and Northern Hemisphere subtropical regions, with increases up to 3.6°F (2.0°C) in the upper ocean levels above 650 feet. (200 meters) by the end of the century. Sea surface temperatures have warmed between 0.13°F and 0.41°F (0.007°C and 0.23°C) per decade in the Pacific. This trend is projected to accelerate, warming by 2.3°F to 4.9°F (1.3°C to 2.7°C) before the end of the century. As an island, O'ahu has both a heavy economic and cultural dependency on the ocean. Increasing sea surface temperatures will have an effect on ocean circulation and nutrient distribution having major impacts on ocean habitats such as coral reefs.

Coral reefs are necessary for the global ecosystem to thrive, and function by absorbing carbon dioxide and producing oxygen. However, due to continued temperature increases, the symbiotic algae within coral are harmed, impairing a coral's ability to provide necessary ecosystem services. The algae are a main source of nutrients for the coral; therefore, a loss of algae weakens the coral causing eventual death and a major loss of surrounding biodiversity. This process is known as "coral bleaching" because the expelling of algae causes the coral to lose its color. Events of mass coral bleaching are increasing in frequency throughout Hawai'i and the rise of sea temperatures has additionally been linked to coral disease outbreaks. In addition to the damaging effects of rising sea temperatures, increases in ocean acidity are another threat to coral reefs. As ocean acidity increases, corals and shellfish that depend on the minerals in the water weaken. Pacific Ocean acidity has increased by approximately 25 percent in the past three centuries and is likely to increase another 40 to 50 percent by 2100.

Rainfall in Hawai'i significantly varies based on trade winds, topography, mid-latitude weather systems, storms and cyclones, El Niño-Southern Oscillation and Pacific Decadal Oscillation phases, and more (Schroeder, 1993). Challenges presented by the accurate projection of future rainfall and runoff patterns are heavily impacted by climate change in addition to natural variability, complex topography, land uses, and other factors. The overarching trend across the islands has shown a decrease in total rainfall over the past 30 years in both wet and dry seasons (Climate Change Commission, 2018). On O'ahu, the largest declines have occurred in the northern Ko'olau mountains. Future projections predict an increase in the frequency of extreme rain events, which has negative implications for stormwater infrastructure, sustainable yield from aquifers and runoff into coastal waters. The total annual average rainfall in Hawai'i, represented by the Hawai'i Rainfall Index, has decreased over the last century (Hawai'i Climate Data Portal, 2023). Streamflow records also show a decline in base flow by 20 – 70% over the last century depending on the water shed, suggesting a decrease in groundwater levels. On O'ahu and Kaua'i, rainfall intensity has decreased over the last 60 years; however, rainfall intensity has increased on the island of Hawai'i. Due to the steep terrain and concrete stream channels, flash flooding caused by high intensity rainfall has resulted in multimillion dollars of damage to infrastructure. In recent



years, Hawai'i has experienced longer droughts due to an increasing trend in length of dry periods between 1980-2011 as compared to 1950-1970 (Chu et al., 2010). Prevailing northeasterly trade winds in Hawai'i have decreased in frequency since 1973 (Collins et al., 2010; Tokinaga et al., Garza et al., 2012).

There is disagreement surrounding precipitation projections at the end of the century. Model projections range from small increases to increases of up to 30% in wet areas, and from small decreases to decreases of up to 60% in dryer areas (Climate Change Commission, 2018). Timm et al., (2014) applied a statistical downscaling method described by Timm and Diaz (2009) to find a connection between the large-scale atmospheric circulation over the Pacific with the rainfall over Hawai'i. This six-model analysis concluded that the most likely scenario for Hawai'i is a 5-10% reduction of precipitation during the winter season, and a 5% increase during dry season by the late 21st century, as a result of circulatory changes (Timm and Diaz, 2009). While it remains uncertain whether this data will reflect in Hawai'i, if drought events continue to increase, dry areas could see more fire and issues with decreased water supplies.

Two centuries of unabated greenhouse gas (GHG) emissions including carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ozone (O₃), and fluorinated gases, from anthropogenic sources is largely responsible for increases in global atmospheric temperatures and ocean warming over the past century. GHG's absorb and "trap" solar radiation instead of reflecting it back into space which causes the greenhouse gas effect. While a fraction of GHG emissions is released from natural sources, a majority result from human activity in the following economic sectors, in order from most to least emissions: electricity and heat production; agriculture, forestry and other land-use activities; industrial activity; transportation; other energy production processes; and buildings (IPCC, 2014). The United States is one of the top 3 GHG emitters, which together contribute 42.6% of total emissions according to the World Resources Institute (Friedrich et al., 2023).

The risks of climate change, as discussed earlier, include changes in rainfall intensity, SLR, temperature, groundwater levels, saltwater intrusion, and impacts from storm hazards, which collectively make planning for climate change a challenging task. In response to the Paris Agreement, Hawai'i is under the directive of the Hawai'i Climate Change Mitigation and Adaptation Commission (Commission), which aims to reduce ground transportation emissions and adapt to sea level rise (SLR), including disaster recovery preparedness on the statewide level. The CCH has outlined a plan to prepare for the effects of climate change in the CCH's Climate Change Commission's Climate Change Brief. In July of 2018, the Mayor of CCH issued Directive 18-02, which requires each CCH department and agency to:

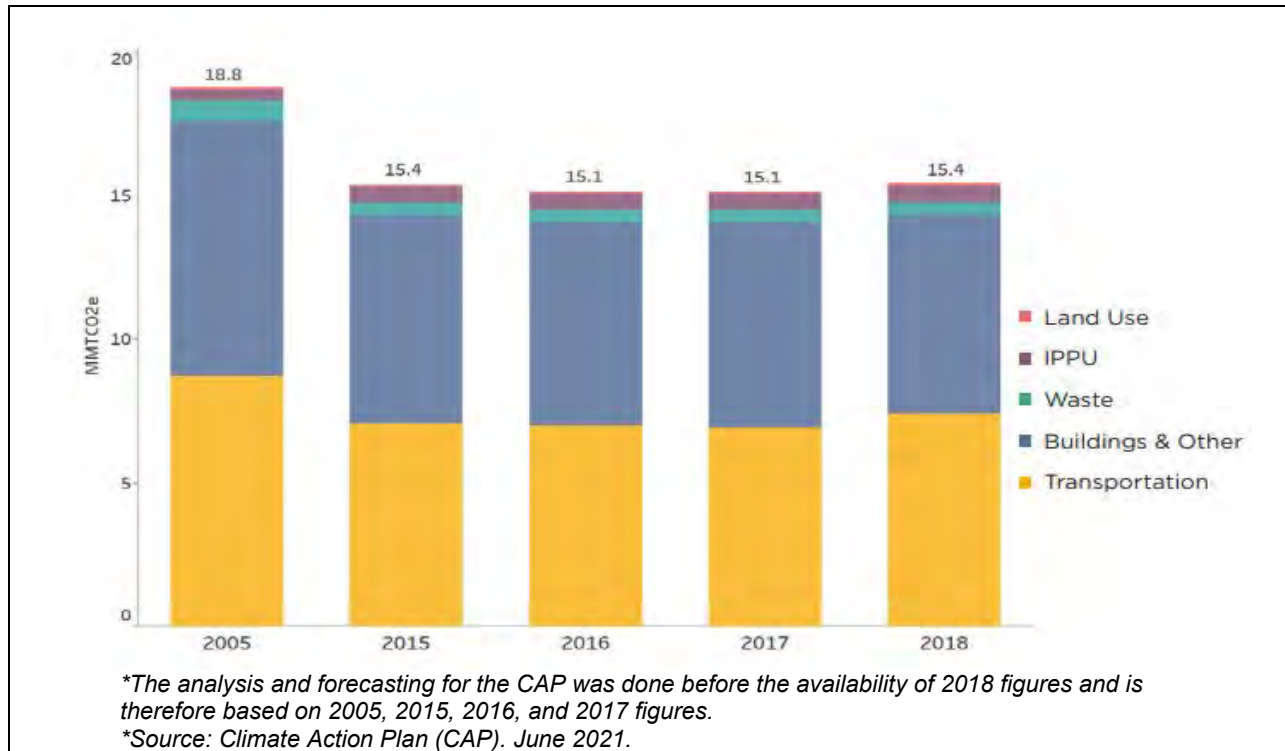
- Consider the need for both climate change mitigation and adaptation as pressing and urgent matters;
- Take a proactive approach in both reducing GHG and adapting to impacts caused by SLR; and
- Align programs whenever possible to help protect and prepare the infrastructure, assets, and citizens of the CCH for the physical and economic impacts of climate change.

The CCH City Council passed its first-ever Climate Action Plan (CAP) in June 2021. This CAP is a science-based, community-driven strategy for O'ahu to combat climate change and eliminate fossil fuel emissions. The CAP outlines that the CCH's GHG emissions have declined nearly 18%



between 2005 and 2018. However, transportation-related GHG emissions caused an increase from 2017 to 2018 as illustrated by Figure 3-1 below. The figure represents the CCH's GHG emissions by sector, which includes Land-Use, Industrial Processes and Product Use (IPPU), Waste, Buildings & Other, and Transportation.

Figure 3-1: CCH's GHG Emissions by Sector for 2005, 2015-2018



In summary, the CAP outlines a detailed list of programs, policies, and actions that the CCH can implement, alongside with State and Federal actions, to reduce GHG emissions by 45% over the next 5 years and to achieve carbon neutrality by 2045.

Impacts and Mitigations Measures

The development and operation of the Proposed Project is not anticipated to directly contribute to, or substantially impact climate change or climate change related conditions at or within the vicinity of the Project Site. Annual and daily variations of climate are dependent on numerous factors including elevation, distance inland, and exposure to trade winds. The Proposed Project will be appropriately designed to take into consideration the context of the surrounding environment and are not anticipated to significantly influence or affect temperatures, wind, or rainfall levels at the Project Site or within the greater region. Moreover, the Proposed Project will not exacerbate the impacts associated with climate change at the Project Site, greater region, or State from the development and operation of the Proposed Project.

In the short-term, it is anticipated that activities related to the construction of the Proposed Project may result in minimal GHG emissions. Construction related emissions include tailpipe emissions from construction equipment, delivery trucks, and workers commuting



to and from the construction site. It is anticipated that the quantities of GHGs released from construction related activities will be negligible and usage of each piece of equipment would be sporadic and not simultaneous. Moreover, the contractors for the construction of the applicable projects will be required to prepare a dust control plan compliant with the provisions of Chapter 11-60.1, HAR, Air Pollution Control.

In the long-term, operations of the building will result in GHG reductions as it is anticipated that the Proposed Project will be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities. LEED buildings reduce GHG emissions through reductions in energy and water consumption, waste generation, and using more durable materials.

However, it is acknowledged that the exact nature of how the climate will change in the coming years is unknown. On a broader policy level, new information will continually need to be incorporated into future assessments to identify where efforts should be focused when developing adaptation strategies to climatic changes. It is anticipated that the Proposed Project will be flexible in order to conform with guidance set forth by best practices outlined by policies and research based on the best scientific data at the time as climate change science, technology, and policies evolve over time. It is anticipated that the Proposed Project will conform to guidance set forth by best practices outlined by policies and research based on the most recent data as it continues to evolve.

3.2 Physiography

3.2.1 Geology and Topography

The island of O'ahu is formed by the Wai'anae Range to the west and the Ko'olau Range to the east. Both are remnants of shield volcanoes that have lost most of their original shield outlines with long, narrow current formations shaped by erosion. Lava send down the vallets during post-erosional eruptions resulted in the formation of volcanic cones such as Diamond Head and Tantalus.

The flat colluvium plain of Central O'ahu is located between the Ko'olau and Wai'anae ranges as a result of eroded soils from both ranges accumulating and overlapping at the base of their steep slopes (U.S. Department of Agriculture Soil Conservation Service, 1972). The Project Site is located within the Schofield Plateau, which was formed by lava flows from the Ko'olau Volcano which banked against the eroded slopes of the Wai'anae Volcano. Weathering has occurred to depths of 50 to 100 feet at the plateau.

The Project Site is located at elevations ranging from approximately 920 feet to 933 feet above mean sea level (msl) (See Figure 3-2). The Project Site generally slopes from east to west with a steep drop-off at the north end of the property, behind the existing building.

Impacts and Mitigations Measures

Based on the existing site topography, grade adjustments may be required to provide positive drainage for storm water runoff to either flow towards onsite drain inlets or directly offsite. This will be verified during the design phase. Construction of the Proposed Project may result in soil erosion as a result of the clearing, grubbing, grading, excavation, and infilling of soil.



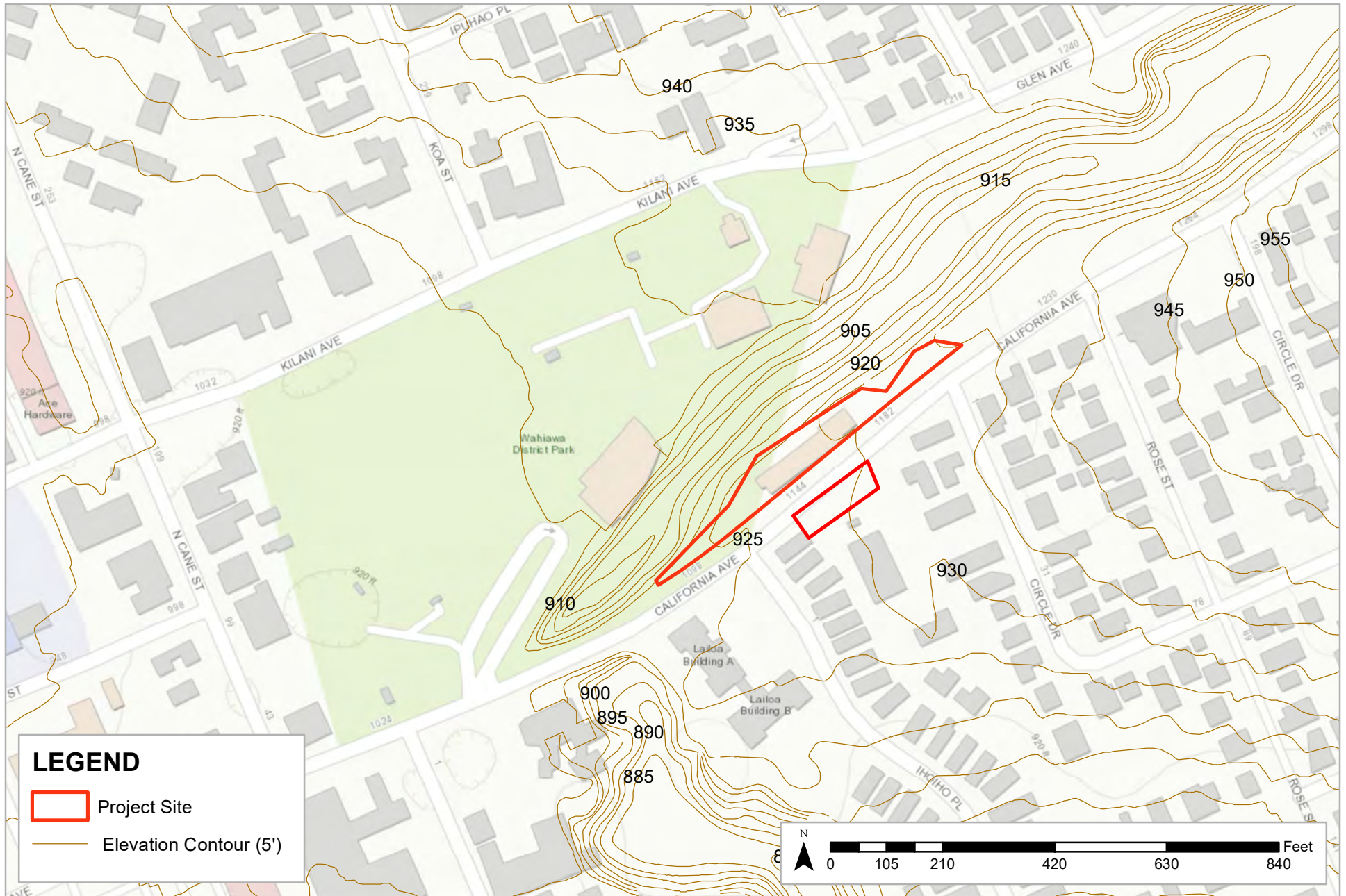


FIGURE 3-2
TOPOGRAPHIC MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Soil erosion will be minimized through compliance with the CCH's grading ordinance, and the applicable provisions of the Department of Health (DOH) Water Quality Standards (HAR, Section 11-54) and Water Pollution Control requirements (HAR, Section 11-55). With the implementation of best management practices (BMP), potential impacts including the phasing of construction activities, replacing ground cover of the disturbed area, providing adequate water sources at the site, and the use of temporary silt fencing and screens will be mitigated. Project construction actions will not involve any major land disturbing activities involving mass grading or significant revisions to site contours.

3.2.2 Soils

According to the U.S. Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS), soils within the Project Site are classified as Leilehua silty clay (2 to 6 percent slopes) (LeB) (See Figure 3-3). The woody area surrounding the Project Site is classified as Helemano silty clay (30 to 90 percent slopes) (HLMG) which typically occurs on landforms described as gulches with basic igneous parent material.

According to a representative profile of Leilehua silty clay, the series consists of well drained soils formed through igneous rock weathering. This soil is very deep with depths of over 60 inches to bedrock. Leilehua silty clay is a dark reddish brown silty clay that is typically located at elevations of 900 to 1200 feet. The soils are on uplands with moderately rapid permeability. With slow to medium runoff, the erosion hazard is slight. This soil is used for sugarcane and pineapple production.

The Helemano series consists of deep, well drained soils on gulch sides at elevations of 500 to 1200 feet. This soil is dark brown and formed from weathered igneous rock or old alluvium. Helemano silty clay has rapid runoff and moderately rapid permeability, therefore is characterized by woodland and wildlife uses. Natural vegetation occurring within this soil series includes guava, Java plum, christmasberry, koa haole, *Formosa koa*, and bermudagrass.

Impacts and Mitigations Measures

The Proposed Project is not anticipated to have long-term, secondary, or cumulative adverse impacts to soils at the Project Site. The Project Site is a previously developed site within the town of Wahiawā. In the short-term, relatively minor grading activities may be required. This will be verified during the design phase. Grading would be limited to the Project Site and will not impact the surrounding area. All excavation and grading activities will be regulated by applicable provisions of the CCH's grading ordinances (Chapter 14, Articles 15, ROH). There will be trenching to accommodate utilities and new footings where applicable within and outside of the existing building envelope. Trenching and backfilling will follow CCH standards and the Soils Engineers recommendations. The construction of the Proposed Project will not involve any major land disturbing activities involving mass grading or significant revisions to site contours.

Applicable BMPs and erosion control measures will be implemented. These may include but are not limited to: temporary sediment basins, temporary diversion berms and swales to intercept runoff, silt fences, dust fences, slope protection, stabilized construction vehicle entrance, grate inlet protection, truck wash down areas, and use of compost filter socks.



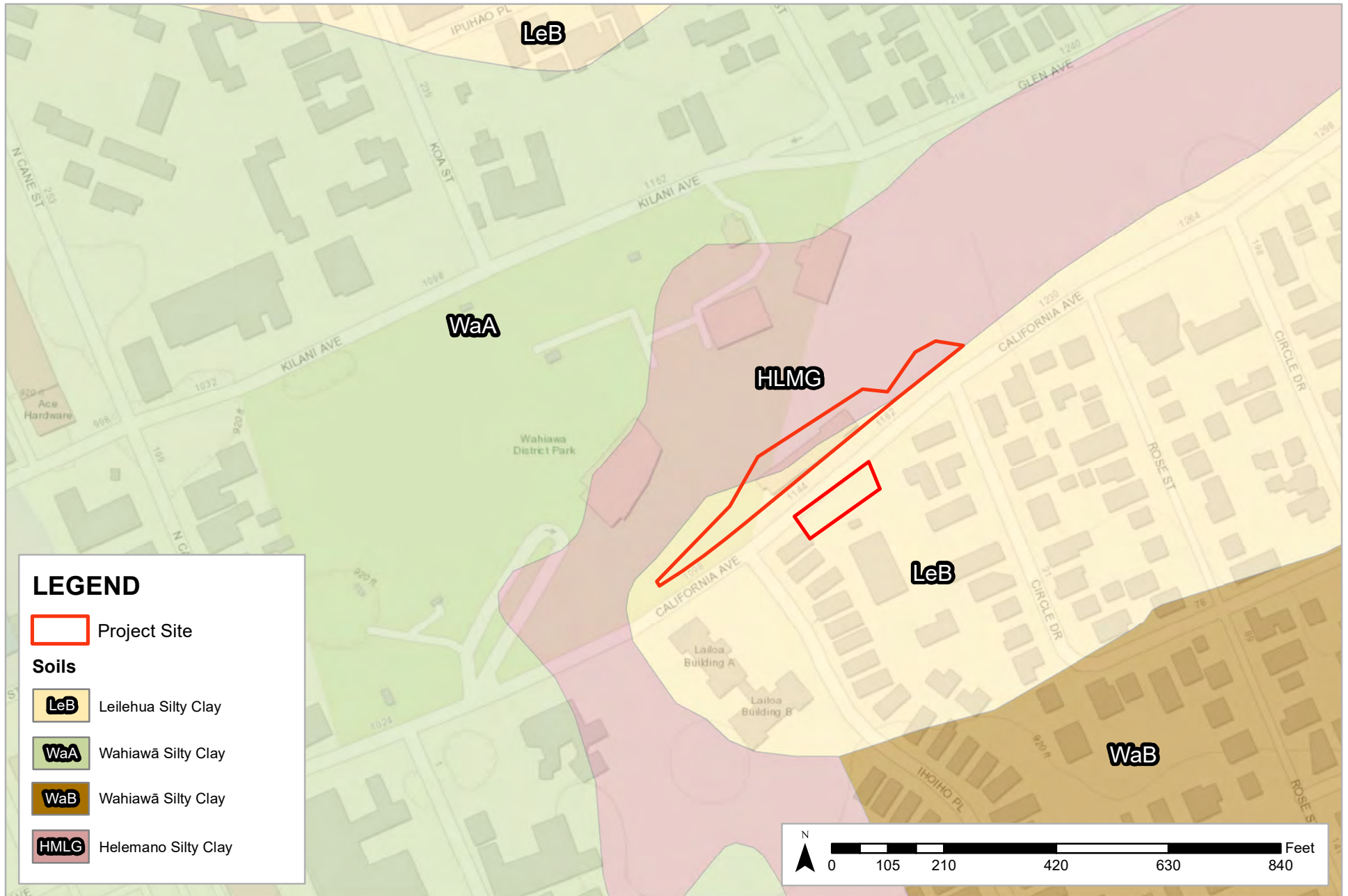


FIGURE 3-2
SOILS MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Planting of landscaping also will be done as soon as possible on completed areas to help control erosion. Permanent sediment control measures will be used once construction is completed. Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to soils and erosion.

Any discharges related to construction of the Proposed Project or operation activities will comply with applicable State Water Quality Standards as specified in Hawai'i Administrative Rules, Chapter 11-54 and 11-55 Water Pollution Control, DOH. Excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.

3.3 Hydrology

3.3.1 Surface and Coastal Waters

Several streams, perennial and non-perennial, flow from the Wai'anae and Ko'olau mountain ranges to the central O'ahu plains.

Lake Wilson, also known as the Wahiawā Reservoir or North Fork Kaukonahua Stream, is located approximately 0.40 miles north of the Project Site. There are several rivers north of the Project Site, including the Helemaō Stream, Poamoho Stream and Helemanō Reservoir (See Figure 3-4).

The Wahiawā Freshwater State Recreation Area and South Fork Kaukonahua Stream are located approximately 0.65 miles south of the Project Site. The Wahiawā Reservoir is classified as a lake in the National Wetlands Inventory and encompasses 28.3 acres across Wahiawā. The Wahiawā Reservoir is classified as Class 2 waters by the State of Hawai'i DOH which indicates protection for recreational purposes as well as purposes supporting the propagation of aquatic life, agricultural and industrial water supplies and shipping or navigation. There are several rivers north of the Project Site, including the Helemanō Stream, Poamoho Stream and Helemanō Reservoir.

The Project Site is not located on the coastline or shoreline. The nearest coastal water offshore of the Project Site is Pearl Harbor, located approximately 8 miles to the south of the Project Site.

Impacts and Mitigations Measures

No short- or long-term significant adverse impacts on surface and/or coastal waters in the Proposed Project vicinity are anticipated during construction or operation of the Proposed Project. There are no streams or wetlands on or in proximity to the Project Site. Potential impacts to surface waters are related to construction activities and storm water runoff. Stormwater runoff will be minimized through compliance with DOH and CCH regulations. Any discharged water encountered and removed while digging foundations for the Proposed Project must comply with federal requirements as well as applicable State Water Quality Standards specified in HAR, Chapter 11-54 and 11-55 Water Pollution Control, DOH. As noted above, applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff. Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters.



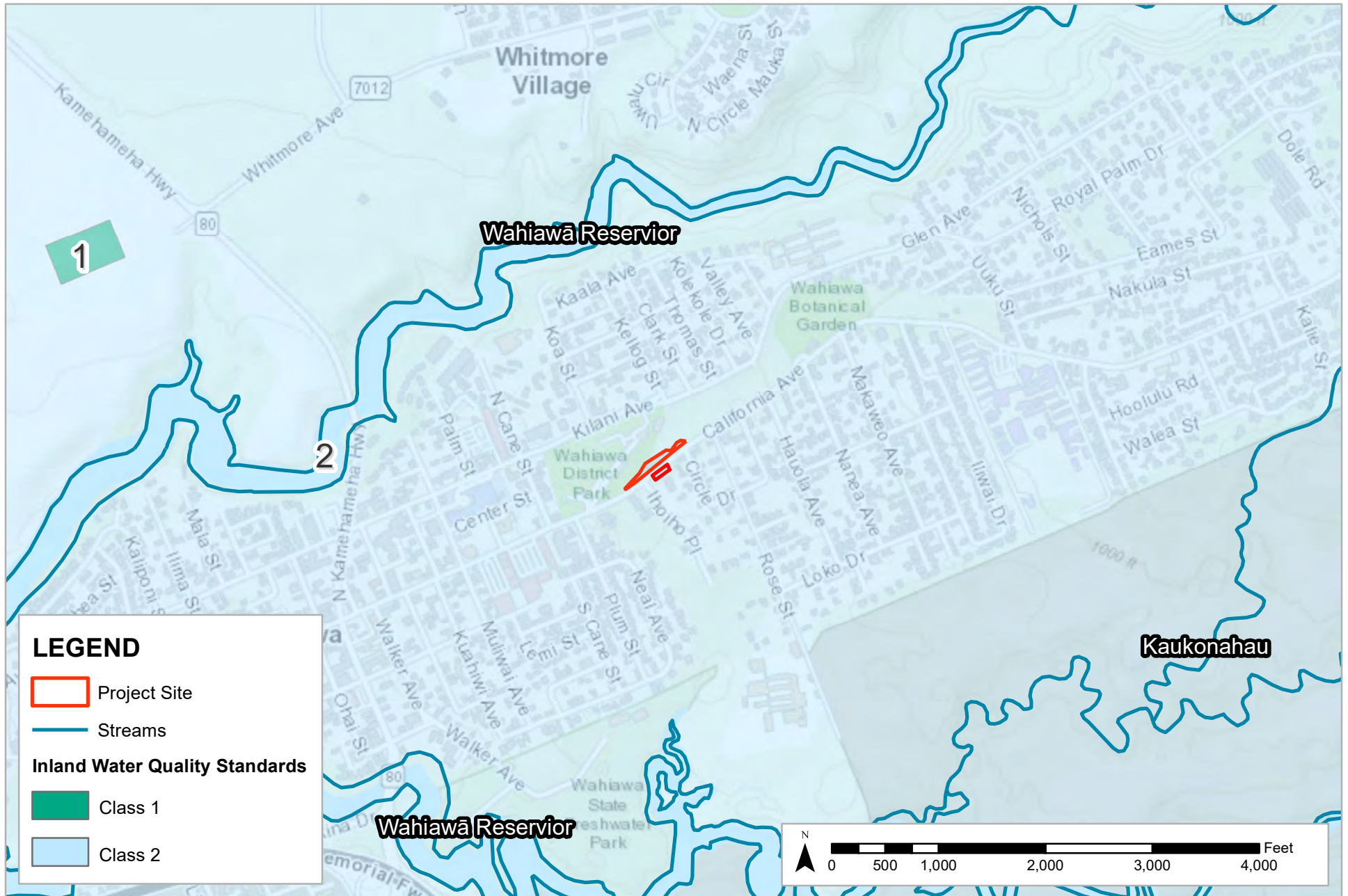


FIGURE 3-4
SURFACE WATER MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

3.3.2 Groundwater Resources

The State Department of Land and Natural Resources (DLNR), Commission on Water Resource Management (CWRM) has established a groundwater hydrologic unit and coding system for groundwater resource management. The Project Site is located within the central hydrologic unit comprised of the Wahiawā Aquifer System Area, which has an estimated yield of 23 million gallons per day (mgd).

The Central O'ahu Watershed is a freshwater lens system where water recharge originates from the infiltration of rainwater and discharge from up-gradient groundwater bodies (Honolulu Board of Water Supply, 2007). Confined water from the Ko'olau and Wai'anae ranges contribute to the Wahiawā Aquifer System Area. In the upper central plain, a significant portion of water recharges and water demand is derived from agricultural production. In recent decades, as sugar and other agricultural production declined, so did demand for irrigation water. Recharge rates in the region have also dropped off with reduced irrigation of agricultural lands.

Impacts and Mitigations Measures

No significant adverse impacts are anticipated to result from the construction and operation of the Proposed Project. The Project Site is situated above the Underground Injection Control Line and the Honolulu Board of Water Supply's No Pass Zone Line, both of which demarcate areas where wastewater disposal facilities would potentially adversely affect potable water supplies in the underlying aquifers. However, the Proposed Project will not include any wastewater injection wells that could result in adverse impacts to the groundwater.

In the short-term, implementation of appropriate BMPs would reduce the risk of introduction of, or release from the soils, any materials that could adversely affect the underlying groundwater during construction activities. Construction material wastes will appropriately be disposed of to prevent any leachate from contaminating groundwater.

3.4 Natural Hazards

According to the Disaster Mitigation Act of 2000 (Federal Emergency Management Agency (FEMA), 2000), 44 Code of Federal Regulations, Hazard Mitigation Planning, States and Counties are required to have approved hazard mitigation plans as of November 1, 2004, to receive Pre-Disaster mitigation funding. State and local hazard mitigation plans are critical for maintaining eligibility for future FEMA mitigation and disaster recovery funding.

The *2018 State Multi-Hazard Mitigation Plan* is a comprehensive, multi-hazard mitigation strategy to reduce loss of life and property damage. The *2018 State Multi-Hazard Mitigation Plan* identifies the major natural hazards that affect the State, assesses risks associated with each hazard, analyzes vulnerability, and recommends actions that can be taken to reduce risks and vulnerability to the hazard. The mitigation strategy also contains a description of programs, policy, statutes, and regulations applicable to hazard mitigation. It should be noted that the 2023 update to the *2018 State Multi-Hazard Mitigation Plan* has begun and is expected to be released at the end of 2023.

The CCH also maintains a local hazard mitigation plan that is reviewed by the State of Hawai'i Emergency Management Agency in accordance with The Disaster Mitigation Act of 2000 (FEMA,



2000), 44 Code of Federal Regulations. The State of Hawai'i Emergency Management Agency coordinates with the CCH to ensure compliance with the federal regulations.

Identified major natural hazards that could affect the State and CCH include climate change effects (including SLR/coastal erosion), floods, tsunamis, strong windstorms/hurricanes, earthquakes, landslides/rockfalls, wildfires, and volcanic hazards.

3.4.1 Sea Level Rise

Climate change and associated impacts are discussed in detail in Section 3.1.2 above. This section will thoroughly discuss SLR and coastal erosion impacts.

Honolulu is the State's most populous city and serves as the State's capital. With approximately one million residents, O'ahu accounts for approximately 70% of the State's entire population. This has led O'ahu to possess many of the State's critical resources, infrastructure, and services. O'ahu's susceptibility to flooding and SLR has major economic and social implications for the islands and communities throughout the State.

Findings by the UH Sea Level Center indicate that Hawai'i only has approximately 15 years to prepare for SLR impacts. Sea level data from 89 harbors, including 6 in Hawai'i, were compared to known tidal and SLR projections collected by the National Oceanic and Atmospheric Administration (NOAA), which indicated that number of flood days would rapidly increase by the mid-2030s (Thompson et al., 2021). Two to three high tide flood days are expected to occur in Honolulu per month by the early 2040's (Thompson et al., 2021).

Coastal erosion is a naturally occurring event, however, as sea level continues to rise, the rate at which coastal erosion occurs is increasing. Over the next 30 to 70 years, homes and businesses located at or near the shoreline throughout the State will feel severe impacts of SLR, including chronic flooding.

Rising sea level and projections of stronger and increasingly frequent El Niño event and tropical cyclones in water surrounding Hawai'i indicate a growing vulnerability to coastal flooding and erosion. The Hawai'i Sea Level Rise Vulnerability and Adaptation Report last updated in 2022 details the most recent projections of global and regional SLR published in an intergovernmental report led by NOAA. Models indicate that Hawai'i will experience SLR between 0.7 and 1.5 feet by 2050 (AR6; IPCC 2021). SLR is expected to between 1.3 feet and 8 feet the end of the century (NOAA, 2022). Compound flood sources including rain events, overwhelmed drainage systems, and coastal groundwater emergence will likely exacerbate flood impacts generated by SLR. The CCH Climate Commission issued SLR guidance for the County to use for areas exposed to 3.2 feet of SLR as a planning benchmark for most developments, with consideration of 6 feet of SLR as a planning benchmark for critical infrastructure with long expected lifespans and low risk tolerance (Climate Change Commission, 2018).

The Project Site is not located within the 3.2-foot or 6-foot SLR exposure areas (See Figure 3-5).



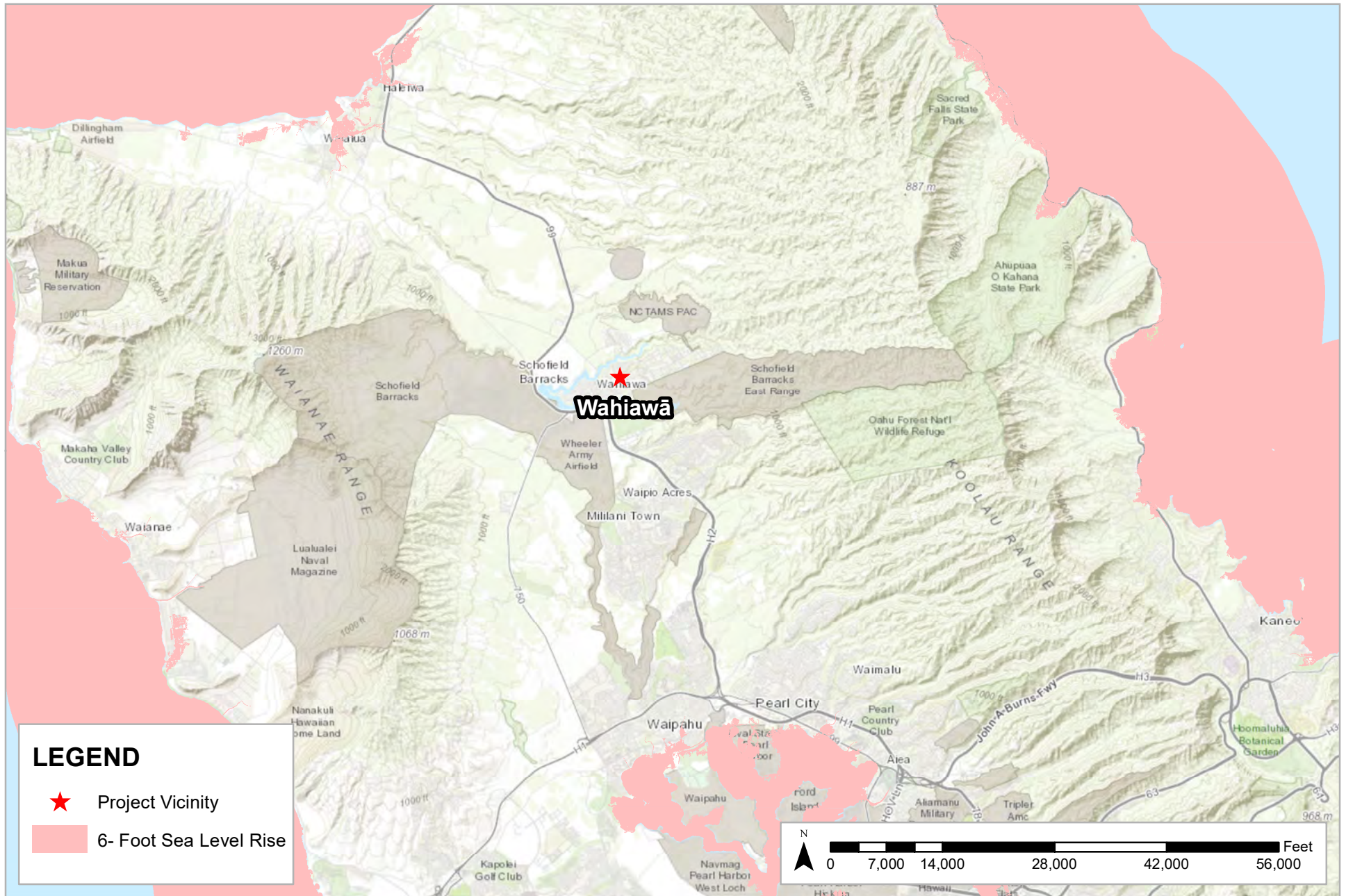


FIGURE 3-5
SEA LEVEL RISE EXPOSURE AREA

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Impacts and Mitigations Measures

No short- or long-term impacts on or from SLR are anticipated during construction or operation of the Proposed Project.

The Project Site is located approximately 8 miles from the nearest shoreline at Pearl Harbor. The Proposed Project will not be directly impacted from the direct effects of SLR under any scenario. However, some of the critical resources, infrastructure, and services that serve the Project Site are within the exposure areas. In general, the consensus of the scientific community and from the studies mentioned above it is generally accepted that unless drastic measures are taken by governments on a global scale, sea-level will continue to rise as a result of climate change. On a broader policy level, new information will continually need to be incorporated within future assessments to identify where efforts should be focused when developing adaptation strategies to SLR impacts. It is anticipated that the Proposed Project will be flexible in order to conform with guidance set forth by best practices outlined by policies and research based on the best scientific data at the time as climate change science, technology, and policies evolve over time.

3.4.2 Flood and Tsunami Hazard

Floods are defined as temporary inundation of land from excessive rainfall or other sources. Floods can be caused by natural events, however, most flood damage is a result of human occupation and development of lands that are susceptible to flooding without adequate protection. The CCH is vulnerability to flooding from various sources including storms, storm surge, high surf, and on rarer occasions, tsunamis. According to the Department of Emergency Management (DEM), every year, flooding causes millions of dollars of damage. Between 1915 and 2018, floods caused by rainstorms, tsunamis, and hurricanes have claimed more than 140 lives and inflicted more than \$200 million dollars of direct and indirect damage in the CCH.

According to the Flood Insurance Rate Map (FIRM) prepared by the Federal Emergency Management Agency (FEMA), the Project Site is designated Zone D, an unelevated area where the flood hazard is currently undetermined (See Figure 3-6).

Approximately 50 tsunamis have inundated the State of Hawai'i since the early 1800's, including the 1946 tsunami that resulted in wave heights of 11 meters and 6 deaths on O'ahu alone. Additional tsunamis have occurred on Oahu in 1952, 1957, 1960, 1964, and 2011. The closest regular and extreme tsunami evacuation zones begin at Pearl Harbor Middle Loch close to the University of Hawai'i Leeward Community College. The Project Site is located approximately 8 miles from the nearest shoreline at Pearl Harbor and is situated outside of the tsunami evacuation zone.

Impacts and Mitigations Measures

No significant adverse impacts on flood hazards at the Project Site or greater region are anticipated to result from the construction and operation of the Proposed Project. In the short-term, applicable BMPs would be implemented including, but not limited to, temporary sediment basins, temporary diversion berms and swales to intercept runoff, silt fences, dust fences, slope protection, stabilized construction vehicle entrance, grate inlet





FIGURE 3-6
FLOOD INSURANCE RATE MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

protection, truck wash down areas, and use of compost filter socks so that impacts of flooding are not exacerbated from construction. In the long-term, the Proposed Project will incorporate applicable drainage improvements (discussed in further detail in Section 3.15.3) and appropriate building codes related to flooding impacts.

As it relates to tsunami impacts, the Project Site is approximately 8 miles from the nearest shoreline at Pearl Harbor and is entirely within the CCH's tsunami evacuation safe zone and will not cause impacts to the tsunami evacuation areas nor exacerbate the impacts of a tsunami (See Figure 3-7).

3.4.3 Hurricane and Wind Hazard

The Hawaiian Islands are seasonally impacted by Pacific hurricanes from the late summer to early winter months. It is relatively rare that hurricane and strong wind storm threats make landfall in Hawai'i. Near misses that generate large swell and moderately high winds are more likely, causing varying degrees of damage. When hurricanes and storm conditions occur, high winds can cause strong uplift forces on structures, particularly on roofs. Wind-driven materials and debris can attain high velocity and cause property damage in addition to its threat to life. Along the coastline, a surge of water, topped by battering waves can move ashore into low lying coastal areas. Differences in atmospheric pressure, tidal stage, coastal topography, and location relative to the eye of the hurricane can make it difficult to predict how hurricane-induced storm surge may impact a specific location. It is under reasonable assumption that future events will occur. The Project Site is no more or less vulnerable than the rest of the island to the destructive winds and torrential rains associated with hurricanes

Impacts and Mitigations Measures

The potential for hurricanes, while relatively rare, is present across the State of Hawai'i. Construction activities from the Proposed Project could potentially exacerbate the effect of hurricanes if loose materials are not secured prior to the event of a storm and become flying debris. To minimize this hazard, construction materials and equipment would be stored properly when not in use, consistent with construction BMPs. To safeguard against hurricane damage, the Proposed Project's improvements will be designed in compliance with American Society of Civil Engineers and International Building Code standards for wind exposure.

3.4.4 Seismic Hazard

Seismic hazards are related to ground disturbances including: landslides, ground cracks, rock falls, and tsunamis. Every year, thousands of earthquakes occur in the State of Hawai'i associated with volcanic eruptions or tectonic movements. Most of the earthquakes are only detectable by seismometers. One of the larger and more recent earthquakes occurred offshore of Puakō, Hawai'i in 2006. The earthquake measured 6.7 on the Richter Scale and caused minor damages to structures and buildings on the island of O'ahu. Volcanic hazards in the area are considered minimal due to the extinct status of former volcanoes.

Engineers and other professionals have created a system of classifying seismic hazards on the basis of the expected strength of ground shaking and the probability of the shaking actually occurring within a specified time. This system is included in the Uniform Building Code (UBC) seismic provisions.





FIGURE 3-7
TSUNAMI EVACUATION MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

The UBC classifies the likelihood of seismic activity into zones ranging from 0 to 4. Seismic Zone 0 represents no chance of severe ground shaking and Seismic Zone 4 represents a 10 percent chance of severe shaking in a 50 year interval. The Project Site lies within the region of O’ahu classified as Seismic Zone 2A under the UBC. Strong shaking is associated with earthquakes in this zone and may result in negligible damage to buildings in good design and construction, slight to moderate damage in well-built ordinary structures, and considerable damage in poorly built structures. Wahiawā is assessed to have low vulnerability to earthquakes.

Impacts and Mitigations Measures

O’ahu has not experienced significant seismic events in the modern era. The development of the Project Site, as pursued under the Proposed Project would be subject to adherence to strict design requirements, to ensure that all development of the Proposed Project would comply with geotechnical recommendations for seismic hazards and meet prevailing building codes by incorporating specifications to reduce vulnerability to earthquakes at that time.

3.4.5 Landslides and Rockfall Hazards

Landslides have several causes including heavy precipitation, runoff, and ground saturation. Debris flows, also known as mudslides, mudflows, lahars, or debris avalanches, are common types of landslides that occur within a wide range of environments. Flows are distinguished from slides by their high-water content and distribution of velocities that resembles that of viscous fluids. Such flows are a form of rapid mass movement in which loose soils, rocks, and organized matter, combined with air and water, form a slurry that flows downslope. Flows generally occur during periods of intense rainfall (3 inches in a peak 6-hour period) (DEM, 2020). Indications of a landslide occurrence include, but are not limited to springs, seeps, or saturated ground that appear in areas that are usually not wet; new cracks or unusual bulges in the ground, street pavements, or sidewalks; and soil moving away from foundations.

The Project Site is in a relatively flat region of Wahiawā where there are minimal changes in topography. The Project Site is assessed to have a low vulnerability to landslides and rockfall hazards.

Impacts and Mitigations Measures

The Proposed Project is not anticipated to have adverse impacts that could result in landslide or rockfall events as the Project Site is relatively flat and broad. Moreover, the Proposed Project’s construction will not involve any major land disturbing activities involving mass grading or significant revisions to site contours.

3.4.6 Wildfire Hazards

Wildfires pose many threats to life, property, the environment, and important natural resources, including endangered species. Nine out of ten wildfires are human caused; however, lightning has also been known as a natural cause of wildfires. The term “wildfire” applies to any unwanted and unplanned fire burning in a forest, shrubs, or grass regardless of whether it is naturally or human induced (DEM, 2020).

Globally, the number of wildfires has increased in past decades. Increases were likely caused by four key factors:



-
1. Past fire suppression policies, including one of “total suppression,” which allowed for the accumulation of fuel in the form of fallen leaves, branches, and excessive plant overgrowth in forest and wild land areas.
 2. Increasingly dry, hot weather.
 3. Changing weather patterns.
 4. Increased residential development in the wild land/urban interface.

All the Hawaiian Islands are susceptible to wildfires, especially during prolonged drought and high winds. Hawai'i has experienced an annual average of over 1,000 ignitions burning over 20,000 acres each year in the last decade (Congressional Research Service, 2023). The wildfire occurrences were primarily human-caused ignitions; however, expansion of invasive non-native species and fire prone grasslands were cited to have been additional causes. According to the Fire Risk Area Map produced by the Statewide GIS Program, the Project Site is considered to be within a medium risk area for wildfires (See Figure 3-8).

Impacts and Mitigations Measures

The Proposed Project is not anticipated to have adverse effects that could result in wildfire events. The Project Site will be managed and maintained which reduces risk to wildfires. However, the Project Site could be impacted by wildfires being in a high-risk area. The State Department of Land and Natural Resources- Division of Forestry and Wildlife (DNLN- DOFAW) has adopted a Fire Management Handbook, which specifies its standards for prevention, pre-suppression, and suppression. The document provides a structured approach in providing for public / firefighter safety and minimizing damage to Hawai'i's environment. funding for the fire management program is provided by the State's general fund and federal cost share programs through the U.S. Forest Service. These programs include the Rural Community Fire Protection and Rural Fire Protection and Control programs. Additionally, the DNLN- DOFAW is a key agency within the State who can trigger provisions of the Stafford Act (Fire Suppression Assistance) which provides for FEMA funding assistance in situations where forest and grass fires on public or private lands threaten a major disaster to communities and economies. For DNLN-DOFAW to meet its legal fire protection mandate for State-owned lands and honor its partnerships with other fire services, DNLN-DOFAW negotiated with its local fire departments and established a cooperative mechanism for prevention, pre-suppression and suppression measure by way of the current Memorandum of Agreements.

3.5 Natural Environment

3.5.1 Flora and Fauna

In 2023, a Natural Resources Assessment was conducted by AECOS Inc. for the High Core project. The assessment observed the avian diversity and densities present within the Project Site and its surrounding vicinity. Additional information regarding the Natural Resources Assessment is included herein as Appendix A.

Flora Survey

AECOS biologists surveyed all covered areas between the fence and the street and found that all of the larger trees (Tall eucalypts) were rooted outside of the Project Site. Plant species found in the Project Site and its vicinity were dominated by red power puff plant (*Calliandra haematocephala*), and Koa haole (*Leucaena leucocephala*). The Project Site



is bordered on the north by non-native forest that is very dense along the gulch. Plant species observed at the Project Site consist mainly of ferns and fern allies, gymnosperms and flowering plants.

Fauna Survey

AECOS biologist found a total of 8 bird species, consisting of common alien species that are consistent with suburban environments on O'ahu. The only mammalian species encountered during the survey was a cat (*Felis catus*). Furthermore, no survey was conducted for the Hawaiian hoary bat (*Lasiurus cinereus semotus*). The population of this bat is sparse on O'ahu and detection require night surveys and deployment of special detection equipment. Negative results from one or even several such surveys cannot be taken as evidence of absence of this bat from a Project Site. Rather, trees that could potentially serve as roost-site for the species were noted, where present.

In summary, the flora and fauna in the vicinity of the Project Site is consistent with the highly altered urban environment. This includes entirely maintained landscaping and associated weeds. Species most commonly frequenting the site and vicinity are typical of urbanized areas and consist of commonly introduced flora and fauna. However, endangered species such as the endangered 'ua'u (*Hawaiian Petrel, Pterodroma sandwichensis*), endangered Hawai'i distinct population segment (DPS) of the 'akē'akē (*band-rumped storm-petrel, Hydrobates castro*), and threatened 'a'o (*Newell's shearwater, Puffinus newelli*) also known as Hawaiian Seabirds, and the endangered 'ōpe'ape'a (*Hawaiian hoary bat, Lasiurus cinereus semotus*) may be found residing or transiting through the Project Site and its vicinity.

The Wahiawā Botanical Garden is located approximately 0.3 miles from the Project Site. The 27-acre rainforest garden is home to a collection of tropical flora with an emphasis on native Hawaiian plants. Many large trees of the botanical garden date back to the 1920s when the garden site began. Construction and implementation of the Proposed Project will coordinate with the Wahiawā Botanical Garden and necessary measures will be taken.

Impacts and Mitigations Measures

The Proposed Project is not anticipated to have adverse impacts on flora and fauna. Mitigation measures to ensure the safety of endangered species known to reside or transit through the Project Site and its vicinity will be taken during the construction period. Measures to prevent adverse impacts to endangered seabirds will include:

- Any required site clearing should be timed to avoid disturbance to bats during their birthing and pup rearing season (June 1 through September 15). During this period woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or trimmed. Barbed wire should be avoided for any construction because bat mortalities have been documented as a result of becoming ensnared by this type of fencing during flight.
- During construction activities, all nighttime lighting will be shielded and angled downward to reduce glare and disruption of bird flight. Nighttime work that requires outdoor lighting should be avoided during the seabird fledging season from September 15 through December 15. This is the period when young seabirds take their maiden voyage to the open sea. Following construction, permanent light



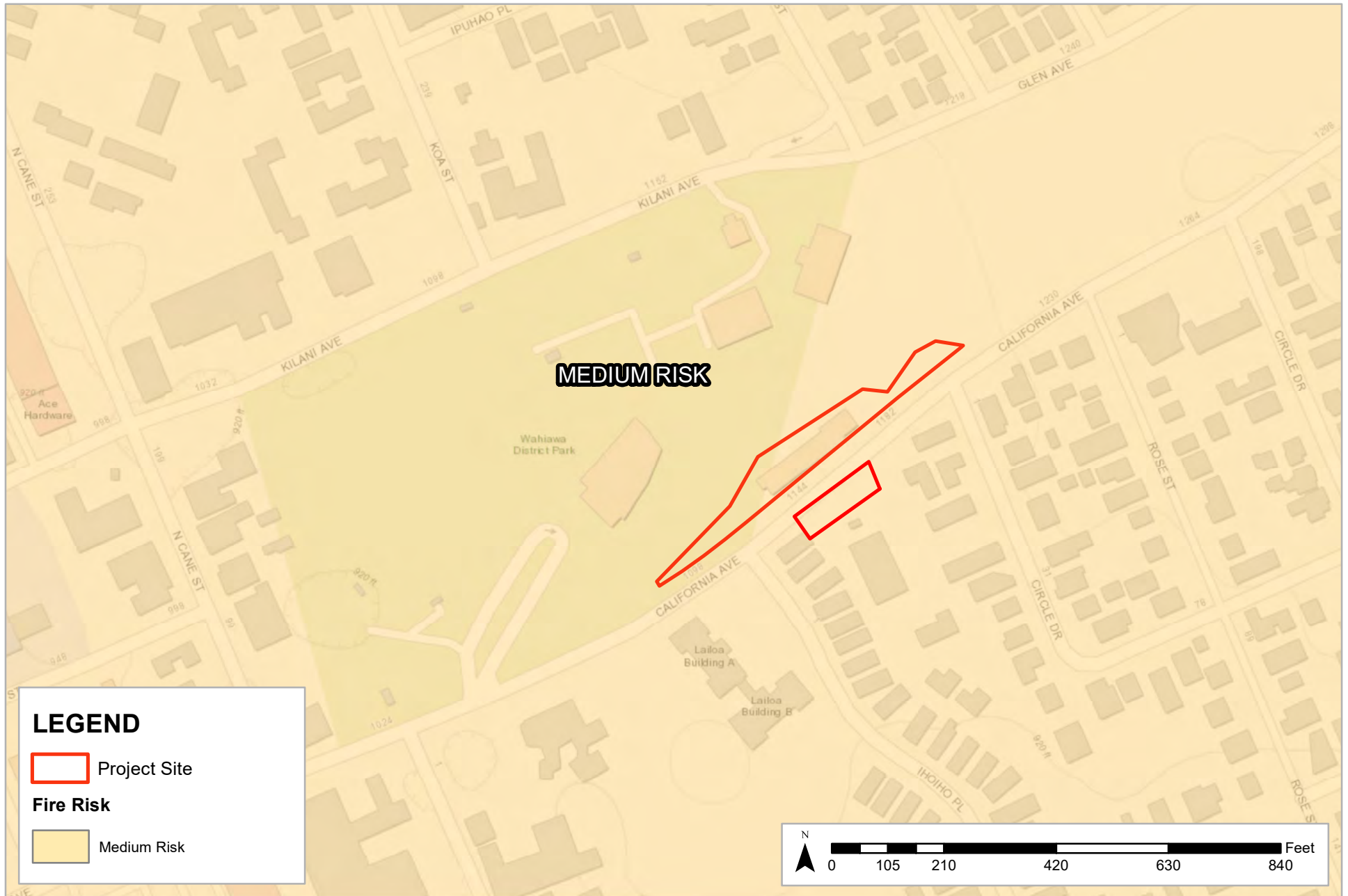


FIGURE 3-8
FIRE RISK AREA

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

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- sources will be shielded and angled downward to eliminate glare that could disturb or disorient birds in flight.
 - If tree trimming or removal is planned, DLNR-DOFAW strongly recommends a qualified biologist survey for the presence of White Terns prior to any action that could disturb the trees.
 - If any of the State-listed waterbirds are present during construction activities, then all activities within 100 feet (30 meters) should cease, and the bird should not be approached. Work may continue after the bird leaves the area of its own accord.
 - Any required clearing should be timed to avoid disturbance to bats during their birthing and pup rearing season (June 1 through September 15) During these periods, woody plants greater than 15 ft should not be disturbed, trimmed, or removed. Barbed wire should not be used as fencing for construction because bat mortalities have been documented as a result of becoming ensnared by barbed fencing during flight.
 - Hawaiian seabirds during the breeding, nesting, and fledging seasons (March 1 through December 15)

Construction activities may temporarily disrupt routine behavior of common faunal species in the immediate Project Site, but will not result in permanent displacement, or adversely affect regional distribution of affected fauna. Once the Proposed Projects redevelopment is complete, faunal activity in the vicinity of the work site is expected to return to pre-existing conditions.

It is recommended that the movement of plant or soil between worksites be minimized. Soil and plant material may contain invasive fungal pathogens (e.g., Rapid 'Ōhi'a Death), vertebrate and invertebrate pests (e.g., Little Fire Ants, Coconut Rhinoceros Beetles), or invasive plant parts that could harm our native species and ecosystems. All equipment, materials, and personnel should be cleaned of excess soil and debris to minimize the risk of spreading invasive species. Gear that may contain soil, such as work boots and vehicles, should be thoroughly cleaned with water and sprayed with 70% alcohol solution to prevent the spread of Rapid 'Ōhi'a Death and other harmful fungal pathogens. It is also recommended that native plant species be used for landscaping that are appropriate for the area (i.e., climate conditions are suitable for the plants to thrive, historically occurred there, etc.).

3.6 Historic and Archaeological Resources

The Project Site is located entirely within the traditional ahupua'a of Wahiawā. The ahupua'a of Wahiawā encompassed an area spanning from the crest of the Ko'olau Mountains to the center of the plateau just west of the junction of the north and south forks of Kaukonahua Stream. Mā'ilikūkahi was one of the most notable chiefs to be raised on the western slopes of the Ko'olau Mountains in Wahiawā, also known as the home of chiefs. Little is known about the O'ahu central plateau in the early years of the 19th century. The earliest known account was written by Sereno Bishop in 1916 who described the area during his travels in the 1830s as nearly naked plains with an abundance of Ti plants. Cuddihy and Stone (1990) state that, "many of the forests in which these early introductions [including Ti] predominate are probably successional after Hawaiian cultivation." Ti plants could represent the after-effect of Hawaiian agriculture in the uplands.



Additionally, the abundance of Ti plants could be a result of sandalwood collection during the 1820s.

The land was issued by the Hawaiian Monarchy to Mark Robinson during the Māhele and Kuleana Act. Robinson utilized the land for cattle ranching until the late 19th century. Between 1895 and 1898, the lands granted to Mark Robinson were reclaimed by the Republic of Hawai'i and was made available for agricultural homesteads.

Commercial pineapple cultivation began in the region in the early 1900s. Byron Orlando Clark advocated for the cultivation of approximately 1,350 acres of vacant lands in Wahiawā at the time. Clark, along with Alfred W. Eames, began planting and harvesting pineapple in 1900. Clark organized a group of California Businessmen to move to Wahiawā to harvest pineapple. Eames established the Hawaiian Island Packing Company, which would become Del Monte Fresh Produce (Hawai'i), Inc., in 1902. James D. Dole (cousin to Sanford B. Dole) obtained approximately 60 acres of homestead land in Wahiawā in 1900 to develop a plantation and cannery, which both became operational by 1903.

The completion of the O'ahu Rail and Land Company line (OR&L) from Waipahu to Wahiawā contributed to the development of the central plateau in 1906. Within ten years, the homesteaders, including Clark, had grown a thriving pineapple industry with thousands of acres in production. Wahiawā had become the center of this growing industry. Clark would lead Clark Farm Co., Ltd. Dole would lead the Hawaiian Pineapple Company, which would become Dole Food Company. W.B. Thomas, a colleague of Clark's, would establish and lead the Thomas Pineapple Co., which would later become part of Libby, McNeill & Libby when the company expanded into canning fruit. The Thomas plantation consisted of approximately 600 acres in Wahiawā. The plantations would bring large groups of immigrant laborers to the area, although many were still prohibited from applying for homestead lands themselves due to the 1895 Land Act.

In 1909, the U.S. military began construction of Schofield Barracks to the west of Wahiawā town. Wheeler Field was developed in the 1920s as a small, two-squadron operation, and was greatly expanded in the 1930s. Pineapple cultivation remained the dominant activity on the east side of the plateau in the early 20th century. In the 1920s, much of the area now included in military lands in Wahiawā was under pineapple cultivation; Galbraith Spur connected the OR&L to the fields close to Kaukonahua Camp. Cultivation continued until 1940, when the U.S. Navy acquired a little over 389 acres for the establishment of a radio transmitter facility.

Currently, TMK parcel [1] 7-4-017:002 of the Project Site is occupied by the DOE Central District Office which encompasses an approximately 5,710 sf single-story structure that was originally constructed in 1939. The existing DOE Central District Office at the Project Site served as the original Wahiawā Library and underwent several additions and extensions over its history as detailed in Section 1.2 of this EA. In 1965, the Wahiawā Library relocated to its current location at the corner of California Avenue, Center Street, and Lehua Street which is also the current home for the existing High Core.

The Project Site was included in a previous study, a broad reconnaissance level survey of Wahiawā town that evaluated properties for registry with the National Register of Historic Places (Stuart et al. 2014). The Project Site at 1136 California Avenue is listed as 'Not Contributing' to any criteria of significance for the National Register of Historic Places.

Based on previous archaeological studies conducted in the region, no traditional Hawaiian sites



are known to exist within the boundaries of Wahiawā town. The most notable traditional archaeological site in the region is the Kūkaniloko Birthstones State Monument, SIHP # 50-80-04-218 located approximately 1,600 meters (1 mile) to the northwest. Another prehistoric site recorded is a rock wall, SIHP #-4571. The other traditional sites, including two recorded by MacAllister (1933), that once existed in the Wahiawā region are likely to have been expunged by commercial agricultural uses, U.S. military activities, and subsequent urban development.

Archeological sites on the surface have likely been destroyed by extensive agricultural practices. It is likely that any structural habitation features would have been abandoned and subsequently removed for repurposing of the land. The lack of archeological studies and sites in the vicinity is due in part to the development of Wahiawā town before historic preservation review became necessary prior to construction activities.

Impacts and Mitigations Measures

No adverse impacts on historical or archaeological resources are anticipated to result from the construction and operation of the Proposed Project. The Proposed Project is situated within an already heavily disturbed parcel of a heavily disturbed urban environment.

In general, open trenching has the potential to result in the greatest impact to archeological and historic resources as it involves linear areas of disturbance in the layers of soil and subsoil that typically hold cultural materials associated with subsurface archeological sites. Tunneling, microtunneling, and horizontal drilling all involve less disturbance of the soils closer to the surface that may contain cultural materials; these would primarily result in impacts from the construction of shafts, which represent a smaller footprint of ground disturbance than open trenching. In order to minimize any potential impact on these resources, construction contractors would be required to adhere to standard BMPs regarding the protection of archeological resources, including identification, stop work, and notification measures. Should archeological resources be discovered, all appropriate measures would be adhered to for their protection; and as a result, long-term impacts to archeological resources would be expected to be minor as irreversible ground disturbance has the potential to impact archeological sites permanently.

No historic or archeological sites have been previously identified within the Project Site. There are no properties within the Project Site listed on the Hawai'i Register of Historic Places (HRHP). However, the existing building is eligible to be listed on the National Register of Historic Places as the existing building was constructed in 1939 and meets the minimum age requirement of 50 years. However, the existing building has undergone several additions and alterations.

It should be noted that the Proposed Project is subject to Chapter 6E, HRS, review by the State Historic Preservation Division (SHPD). Through this process, the SHPD will make a determination of the effects of the Proposed Project with regards to historic and archaeological resources. If there are potential impacts, the SHPD will require various mitigation measures to minimize any impacts.

3.6.1 Cultural Resources

Cultural resources, for the purposes of this EA, refer to those associated with cultural practices and traditions. Cultural practices are defined as activities imbued with cultural or spiritual meaning,



which can be traditional or modern. Cultural practices may include traditional Hawaiian practices in addition to the cultural practices of other communities and ethnic groups. Assessment of the Proposed Project's impacts on cultural practices, per HRS 343, HRHP Criterion E, and Act 50, consider effects on cultural practitioner's ability to access the locations and resources needed to undertake cultural practices. Wahi pana (storied places) are also considered as they are imbued with cultural significance through their appearance in mo'olelo, mele (songs), oli (chants), and other oral history traditions.

Kūkaniloko is widely recognized as an important cultural resource on the island of O'ahu. Supported by the presence of "healing stones" at the end of California Avenue, recent interpretations of the traditions suggest that the name Kūkaniloko applied to an area that stretched as far south as Waikakalaua and Līhu'e, west to Kalena, and north to Helemano.

Impacts and Mitigations Measures

There are no known or identified cultural practices currently taking place at the Project Site, which has been heavily disturbed. It is unlikely that the Proposed Project would adversely impact intangible cultural resources currently taking place on the property or in adjacent areas. Area practitioners and informants have identified the importance of the larger cultural landscape, specifically noting the significance of Kūkaniloko as a wahi kapu (sacred site) and birthing place of O'ahu's high chiefs.

Construction of the Proposed Project improvements will not disturb traditional sacred sites or traditional cultural objects; will not result in the degradation of resources used by Native Hawaiians for subsistence or traditional cultural practices; will not obstruct culturally significant landforms or way-finding features; and, will not result in loss of access to the shoreline or other areas customarily used by Native Hawaiians or others for resource gathering or traditional cultural practices. As noted above in Section 3.6, should any unidentified archaeological resources be encountered during construction, all work will cease, and the State Historic Preservation Office will be contacted for review and approval of mitigation measures.

3.7 Air Quality

Air quality is generally characterized by the measurement of pollutants in the air and the health and safety effects of those pollutants to humans and the environment, including plants and animals. Air pollution refers to chemical substances, particulates, biological materials, or other harmful materials that degrade or negatively alter or influence the quality of the atmosphere. Ambient concentrations of air pollutants are determined by the amount of emissions released by pollutant sources and the ability of the atmosphere to transport and disperse such emissions. Sources relevant to the Proposed Project include mobile sources such as vehicles, and construction equipment, as well as stationary sources, such as pump station generators.

Ambient air quality in the State is monitored by the DOH Clean Air Branch for various gaseous and particulate air pollutants. The U.S. Environmental Protection Agency (EPA) has set national ambient air quality standards (NAAQS) for six criteria pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), lead (Pb), ozone (O₃), and particulate matter (PM₁₀ and PM_{2.5}). A state ambient air standard for hydrogen sulfide (H₂S) related to volcanic activity on Hawai'i Island. The primary purpose of the Statewide monitoring network is to measure ambient air concentrations of these pollutants and ensure that these air quality standards are met.



The NAAQS include primary and secondary standards which respectively govern applicable air quality standards. Primary standards are applicable to any outdoor atmosphere accessible by the public and were established to protect human health, including the health of sensitive populations, such as asthmatics, children, and the elderly. Secondary standards set limits to protect the environment, which includes plants and animals, from adverse effects associated with pollutants in the air. The State of Hawai'i has adopted many NAAQS as the state standards and established its own standards for several pollutants. Table 3-1, below presents the State and National standards.

Table 3-1: National and State Ambient Air Quality Standards				
Air Pollutant	Averaging Time	Standards		
		Hawai'i State Standard	Federal Primary Standard^a	Federal Secondary Standard^b
Carbon Monoxide	1-hour	9 ppm	35 ppm	None
	8-hour	4.4 ppm	9 ppm	
Nitrogen Dioxide	1-hour	--	0.100 ppm	--
	Annual	0.04 ppm	0.053 ppm	0.053 ppm
PM ₁₀	24-hour	150 µg/m ³	150 µg/m ³	--
	Annual ^c	50 µg/m ³	--	--
PM _{2.5}	24-hour	--	35 µg/m ³	35 µg/m ³
	Annual	--	12 µg/m ³	15 µg/m ³
Ozone	8-hour	0.08 ppm	0.070 ppm	0.070 ppm
Sulfur Dioxide	1-hour	--	0.075 ppm	--
	3-hour	0.5 ppm	--	0.5 ppm
	24-hour	0.14 ppm	--	--
	Annual	0.03 ppm	--	--
Lead	Rolling month	3- 1.5 µg/m ³ ^d	0.15 µg/m ³	0.15 µg/m ³
Hydrogen Sulfide	1-hour	0.025 ppm	None	None

Source: DOH, State of Hawai'i Annual Summary 2015 Air Quality Data, December 2016.

^a Primary Standards set limits to protect public health, including the health of "sensitive" populations such as asthmatics, children and the elderly.

^b Secondary Standards set limits to protect public welfare, including protection against decreased visibility, damage to animals, crops, vegetation, and buildings.

^c Due to a lack of evidence linking health problems to long-term exposure to coarse particle pollution, EPA revoked the annual PM₁₀ standard effective December 17, 2006. However, the state still has an annual standard.

^d The state standard is based on calendar quarter.

ppm - parts per million.

µg/m³ - Micrograms per cubic meter.

An area where the ambient air concentration of a criteria pollutant is less than the applicable NAAQS and is not contributing to ambient concentrations which exceeds NAAQS standards in nearby areas is categorized as being "in attainment" for that pollutant per the Clean Air Act (CAA). An area where the ambient air concentration equals or exceeds the NAAQS or is contributing to a nearby area which exceeds NAAQS standards is categorized as being in "nonattainment". A "maintenance area" is defined as being an area that has been re-designated from nonattainment status to attainment status and has an approved maintenance plan under §175 of the CAA. The location of the Project Site has been designated as an attained area for each criteria pollutant.

The cause of air pollution in Hawai'i is caused by many different anthropogenic and natural sources. There are industrial sources of pollution, such as power plants and petroleum refineries; mobile sources, such as cars, trucks, and buses; agricultural sources, such as crop burning, and



natural sources, such as windblown dust and volcanic activity. The DOH Clean Air Branch is responsible for regulating and monitoring pollution sources to ensure that the levels of criteria pollutants remain well below the State and federal ambient air quality standards.

Three air quality monitoring sites are maintained and operated by the State of Hawai'i DOH, Clean Air Branch. The monitoring sites are located on the island of O'ahu: Honolulu, Pearl City, and Kapolei. Ground-level concentrations of criteria pollutants are measured where most commercial, industrial, and transportation activities and their associated air quality effects occur. Hawaiian Electric Company's downtown power plant is the primary stationary source, while vehicular traffic with State and Federal air pollution control regulations. Air quality at the Project Site is generally considered to be good due to the typical flow of fairly constant northeasterly trade winds that disperse pollutants seaward.

Impacts and Mitigations Measures

In the short- and long-term, no significant adverse impacts on air quality are anticipated as a result of the construction and operation of the Proposed Project. In the short-term, it is anticipated that the various construction activities associated with the Proposed Project will result in the irrevocable release of GHGs. Construction related emissions include tailpipe emissions from construction equipment, delivery trucks, and workers commuting to and from the construction site. It is anticipated that the quantities of GHGs released from construction related activities will be negligible and usage of each piece of equipment would be sporadic and not simultaneous. Moreover, the contractors for the construction of the applicable projects will be required to prepare a dust control plan compliant with the provisions of Chapter 11-60.1, HAR, Air Pollution Control.

3.8 Noise

The existing noise environment at the Project Site is characterized by that of a typical urban setting. Ambient noise in the Project Site is predominantly attributed to vehicular traffic traveling along Kamehameha Highway (located approximately a ½ mile west of the Project Site) and adjacent roadways including California Avenue located directly in front of the Project Site.

Noise Descriptors and Their Relationship To Land Use Compatibility

The Federal Housing Administration (FHA) and the US Department of Housing and Urban Design (HUD) currently utilize a noise descriptor called the Day-Night Average Sound Level (DNL) to assess environmental noise. This descriptor incorporates a 24-hour average of instantaneous A-Weighted Sound Levels as read on a standard Sound Level Meter. The minimum averaging period for the DNL descriptor is 24 hours and sound levels which occur during the hours of 10:00 PM and 7:00 AM are increased by 10 decibels (dB) prior to computing the 24-hour average by the DNL descriptor.

Table 3-2 below presents land use compatibility guidelines for various levels of environmental noise as measured by the DNL descriptor system pursuant to DOH limits on the level of noise allowed in various zoning districts.

Table 3-2: Noise Standards			
Zoning District	Zoning Equivalent	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)



Class A	Residential, Conservation, Preservation, Public Space, Open Space, or Similar Type	55	45
Class B	Multi-family Dwellings, Apartment, Business, Commercial, Hotel, Resort, or Similar Type	60	50
Class C	Agriculture, Country, Industrial, or Similar Type	70	70

Source: HAR Title 11, DOH, Chapter 46 Community Noise Control

Generally speaking, noise levels of 55 DNL or less tend to occur in rural areas, or in areas which are removed from high volume roadways. In urbanized areas which are shielded from high volume streets, DNL levels generally range from 55 to 65 DNL, and are usually controlled by motor vehicle traffic noise.

Impacts and Mitigations Measures

In the short-term, noise from construction activities such as excavation, grading, cutting, and paving will be unavoidable. The increase in noise level will vary according to the particular phase of construction. Noise may also increase as a result of operation of heavy vehicles and other power equipment during the construction period. Nighttime construction is not currently anticipated, but if nighttime construction is performed, a noise variance will be required from the DOH.

Construction noise impacts will be mitigated by compliance with provisions of the State DOH Administrative Rules, Title 11, Chapter 46, “Community Noise Control” regulations. These rules require a noise permit if the noise levels from construction activities are expected to exceed the allowable levels stated in the DOH Administrative Rules. It shall be the contractor’s responsibility to minimize noise by properly maintaining noise mufflers and other noise-attenuating equipment, and to maintain noise levels within regulatory limits. Also, the guidelines for heavy equipment operation and noise curfew times, as set forth by the DOH noise control rules, will be adhered to; or, if necessary, a noise permit shall be obtained. In the long-term, operation of the Proposed Project is not anticipated to result in adverse noise impacts.

3.9 Hazardous Materials

Hazardous materials are generally characterized as items or agents (physical, chemical, or biological) which have the potential to cause harm to humans, animals, or the environment, either independently or through interaction with other factors. Toxic materials are specific hazardous materials identified in regulations. Hazardous wastes are distinguished as those specifically determined as such based on their ignitability, corrosiveness, reactivity, and toxicity. The potential impacts of hazardous materials and wastes on human health and the environment are largely dependent upon their types, quantities, toxicities, and management practices.

Hazardous wastes may take the form of a solid, liquid, contained gas, or semi-solid. Generally, any combination of waste that poses a substantial present or potential hazard to human health or the environment that has been discarded or abandoned is a hazardous waste.

The Federal Environmental Protection Agency (EPA) and Hawai'i universal waste regulations streamline hazardous waste management standards for federally-designated “universal wastes,” which include: batteries, pesticides, and mercury-containing materials. Universal wastes are considered hazardous, however, they are subject to less restrictive waste disposal regulations than for hazardous wastes.



Hazardous wastes associated with construction, including used oils, antifreeze, and solvents are handled and disposed of by licensed contractors.

Construction activities associated with the implementation of the Proposed Project improvements may include the use of materials and processes that involve chemical agents or materials typical to construction that could be considered hazardous. These materials are primarily associated with vehicle and/or equipment maintenance that typically include flammable and combustible liquids, acids, aerosols, batteries, corrosives, solvents, paints, and hydraulic fluids.

Hazardous materials, including but not limited to asbestos, lead-based paint, polychlorinated biphenyls (PCBs), creosote, and arsenic may be present due to the age of the Wahiawā Public Library. Without adequate control, renovation and demolition activities may release these hazardous materials to the environment.

Impacts and Mitigations Measures

Hazardous materials, including chemicals, petroleum-based products, and waste materials, including solid and liquid waste, would be stored in areas specifically designed to prevent discharge into storm water runoff. Areas used for storage of toxic materials would be designed with full enclosure in mind. The work associated with the Proposed Project would require the removal of asbestos materials if encountered, and the Asbestos Abatement Office would need to be contacted. These remediation activities would comply with all established regulations and procedural guidelines.

Design features specific to the reduction of the potential effects of hazardous spills will be implemented, where appropriate.

Prior to and during demolition and renovation, any fibrous or suspected Asbestos-Containing Material (ACM) should be sampled and analyzed at a U.S. Department of Commerce – National Voluntary Laboratory Accreditation Program (USNVLAP) accredited microscopic laboratory. The removal of Regulated Asbestos Containing Building Material (RACM) is required for all RACM that exceeds the threshold limits as defined in the regulations promulgated as the National Emissions Standards for Hazardous Air Pollutant (NESHAP). All RACM must be removed prior to routine demolition and renovation activities that will disturb the material. Removal of the RACM must be performed by a specialty licensed contractor (C-19) adhering to contract specification developed based on the results of the inspection and assessment, and EPA, Occupational Safety and Health Administration (OSHA) and DOH regulations. Additionally, all ACM disturbed during the course of demolition or renovation should be sampled and analyzed in accordance with the EPA and DOH regulation by a State certified inspector.

Affected areas suspected of Lead Based Paint (LBP) is a regulatory concern for abatement of workers per OSHA requirements and for disposal acceptance at municipal landfill facilities. Prior to the disturbance of the suspect LBP containing materials, the materials will be tested by the State of Hawai'i verified LBP inspector using an EPA approved method. If paint chip samples are collected, the samples should be analyzed by a USNVLAP accredited laboratory, to be analyzed for lead content using EMC SOP Method #L01/1 and EPA SW-846 Method 7420. Furthermore, bulk samples of homogenous materials may be collected in accordance with DOH and EPA requirements.



Alternatively, any or all LBP materials will be presumed to be LBP containing and handled as such by the remediation contractor.

A hazardous materials inventory and survey should be conducted in all areas occupied by tenant organizations scheduled for displacement or relocation. Any hazardous materials that may be identified prior to or during construction of the Proposed Project will be disposed properly.

3.10 Traffic

A Traffic Impact Report (TIR) was prepared by Wilson Okamoto Corporation in December 2023 to identify and assess the traffic impacts resulting from the development of the Proposed Project. Specifically, the scope of assessment for the TIR included:

- Evaluation of existing roadway system and traffic operations in the vicinity of the Project Site;
- Analysis of future roadway and traffic conditions with the Proposed Project;
- Analysis and development of trip generation traffic over future traffic conditions;
- Identification and analysis of traffic impacts resulting from the Proposed Project; and,
- Recommendations of improvements, if appropriate, that would mitigate identified traffic impacts resulting from the Proposed Project.

The findings of this report are summarized below, and included herein as Appendix B.

Area Roadway System

In the vicinity of the Project Site, California Avenue is generally oriented in the east-west direction and serves as one of the main access roadways through Wahiawā. California Avenue intersects Iho Iho Place to the west of the Project Site. At this unsignalized intersection, the westbound approach on California Avenue includes one lane that serves left-turn and through movements while the eastbound approach includes one lane that serves through and right-turn movements. The south leg of the intersection is comprised of Iho Iho Place, a two-lane, two-way roadway generally oriented in the north-south direction that provides access to the residential uses along its alignment. The northbound approach on Iho Iho Place includes a stop-controlled lane that serves all traffic movements.

Further east, California Avenue intersects Center Drive (west), predominantly two-lane, two-way roadway that intersects California Avenue at two locations, east and west of Rose Street. At this unsignalized intersection, the westbound approach on California Avenue includes one lane that serves left-turn and through movements while the eastbound approach includes one lane that serves through and right-turn movements. The north leg of the intersection is comprised of Circle Drive that includes a stop-controlled lane that serves all traffic movements.

Southeast of the Project Site, California Avenue intersects Rose Street. At this signalized intersection, the westbound approach on California Avenue includes an exclusive left-turn lane and a through lane while the eastbound approach includes one lane that serves through and right-turn movements. Rose Street is predominantly a two-lane, two-way roadway generally oriented in the north-south direction that provides access to Wahiawā Middle School and residential uses along its alignment. At the intersection with California Avenue, the northbound approach on Rose Street includes a lane that serves left-turn and right-turn movements.



Transit Facilities

Transit within the vicinity of the Project Site is provided by “The Bus” which is operated by the O’ahu Transit Service (OTS) for the CCH- Department of Transportation Services (DTS). In the vicinity of the Project Site, there are eight other bus stops located within a quarter mile radius of the Project Site including the Wahiawā Transit Center and a transit stop at the site’s frontage. Based on the Transit Capacity and Quality of Service Manual (TCQSM), a quarter mile presents the maximum distance that people will walk to a transit stop which is equivalent to approximately five minutes of walking time. The project vicinity is served by a number of transit resources that provide connections to local and regional bus routes with headways of one hour or less. The vicinity of the Project Site is generally pedestrian friendly with sidewalks and crosswalks that facilitate access to and from the bus stop locations.

Bike Facilities

Dedicated bike facilities in the vicinity are generally limited to roadways west of the Project Site. Bike lanes are provided along N. Cane Street between California Avenue and Kilani Avenue and along California Avenue west of N. Cane Street. The lack of dedicated facilities may discourage the use of this alternative mode and as such, the roadways in the vicinity of the Project Site were assessed to determine the level of stress imposed upon bicyclists based on the prevailing speed and geometric characteristics of the roadway.

The subject TIR when assessing bike facilities based on its methodology on Bicycle Level of Traffic Stress (LTS), a metric developed by the Mineta Transportation Institute used to classify a roadway segment or intersection. The LTS ranking system is based on the amount of traffic stress imposed on cyclists based on variables such as street width, prevailing vehicle speed, and average daily traffic volumes. The LTS ranges from 1 to 4 and can be assessed for a given segment or intersection via six tables provided by the Mineta Transportation Institute. The general descriptions of the LTS level are as follows:

- LTS 1: Characterized by strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.
- LTS 2: Except in low speed / low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. There is a physical separation from higher speed and multi-lane traffic. Crossings are easy for an adult to navigate. This refers to a level of traffic stress that most adults can tolerate, particularly those sometimes classified as interested but concerned.
- LTS 3: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. Refers to a level of traffic stress acceptable to those classified as enthused and confident.
- LTS 4: Involves interaction with higher speed traffic or close proximity to high-speed traffic. Refers to a level of stress acceptable only to those classified as strong and fearless.

The assessment indicates that west of N. Cane Street, the LTS along California Avenue is rated at LTS 2 since bicyclists along this segment are physically separated from vehicular traffic. East of N. Cane Street, the LTS for California Avenue is higher at LTS 3 as cyclists along this segment must share the travel way with other motorists and thereby more suited for experienced bicyclists.



Pedestrian Facilities

Along the north side of California Avenue, a paved walkway is provided along the frontage of the Project Site and continues further west towards N. Cane Street. However, east of the Project Site, the pedestrian walkway terminates and pedestrians must utilize the unpaved shoulder area of the roadway. Along the south side of California Avenue, there is a continuous paved pedestrian sidewalk, but the conditions vary by segment with some area narrower due to landscaping and the presence of utility poles. Pedestrian crossings across California Avenue were facilitated via marked crosswalks at the intersection of Rose Street, and the Wahiawā District Park driveway. In addition, there is a midblock crosswalk along California Avenue in front of the Project Site to facilitate access to the nearby bus stops, as well as to the off-site parking area for the Project Site.

Parking Facilities and Conditions

The Project Site includes a small at-grade parking lot accessed via a two-way driveway off California Avenue. Additional parking is provided off-site within an at-grade parking lot located directly across the Project Site along California Avenue.

Existing Traffic Conditions

The subject TIR is based on the concept of Level of Service (LOS) to identify the traffic impacts associated with traffic demands during the peak periods of traffic. LOS is a quantitative and qualitative assessment of traffic operations. LOS are defined by LOS “A” through “F”; LOS “A” representing ideal or free-flow traffic operating conditions and LOS “F” unacceptable or potentially congested traffic operation conditions.

“Volume-to-Capacity” (v/c) ratio is another measure indicating the relative traffic demand to the road carrying capacity. A v/c ratio of one (1.00) indicates that the roadway is operating at or near capacity. A v/c ratio of greater than 1.00 indicates that traffic demand exceeds the road’s carrying capacity.

Field investigations were conducted on August 8, 2023, which consisted of manual turning movement count surveys during the morning school peak hours between 6:30AM and 8:30AM, and the afternoon school peak hours between 2:00PM and 5:00PM at the following intersections:

- California Avenue and Iho Iho Place
- California Avenue and Circle Drive (west)
- California Avenue and Rose Street

In addition, traffic data was also collected at the midblock crossing located across California Avenue between the intersections with Iho Iho Place and Circle Drive (west) and connects to the off-site parking area with the Project Site.

The AM peak hour of traffic generally occurs between 7:15AM and 8:15AM. The PM peak hour of traffic generally occurs between the hours of 2:15PM and 3:15Pm. The analysis is based on these peak hour time period for each intersection to identify the traffic impacts resulting from the Proposed Project.

California Avenue and Iho Iho Place



At the intersection with Iho Iho Place, California Avenue carries 848 vehicles eastbound and 952 vehicles westbound during the AM peak period. During the PM peak period, traffic volumes were less with 721 vehicles traveling eastbound and 800 vehicles traveling westbound. Field observations indicate that traffic queues from the downstream intersections along both directions of California Avenue extended through this intersection during both peak periods. Field observations also indicate that queues in the westbound direction of California Avenue originate near the intersection with the driveway for the adjacent Wahiawa District Park while queues in the eastbound direction extend from the intersection with Rose Street. These queues were primarily clustered around the start and end of the school day indicating that they are influenced by vehicles accessing the nearby schools (Wahiawa Middle School, Hoala School, and Leilehua High School). It should be noted that they dissipated once school was in session in the morning and within an hour after the end of the school day in the afternoon.

The Iho Iho Place approach of the intersection carries 42 vehicles northbound during the AM peak period and 22 vehicles during the PM peak period. The northbound approach operates at LOS "F" during the AM peak period and LOS "E" during the PM peak period. Although the side street approach carries relatively low volumes of traffic during both peak periods, the low levels of service on the northbound approach are influenced by the high volume of through traffic along California Avenue thereby providing limited gaps in the traffic stream for the vehicles on the stop-controlled approach to enter the intersection. However, field observations indicate that motorists along California Avenue typically yielded to allow motorists from the side street approach allowing them to enter the intersection. As such, traffic queues on the Iho Iho Place approach of the intersection were generally minimal with average queues of 1-3 vehicles observed during the peak periods. Although there are no marked crosswalks provided at this intersection, 25 pedestrians were observed crossing Iho Iho Place on the south side of the intersection during the AM peak period, while 166 pedestrians were observed crossing at the same location during the PM peak period. In addition, as previously discussed, a midblock crosswalk is provided across California Avenue in front of the project site between the intersections with Iho Iho Place and Circle Drive (West). During the AM peak period, 17 pedestrians were observed crossing at this location while 20 pedestrians were observed crossing at the same location during the PM peak period. Field observations indicate that motorists along California Avenue typically yielded when a pedestrian was waiting to cross at the midblock location.

California Avenue and Circle Drive (west)

At the intersection with Circle Drive (west), California Avenue carries 843 vehicles eastbound and 982 vehicles westbound during the AM peak period. During the PM peak period, traffic volumes are less with 691 vehicles traveling eastbound and 785 vehicles traveling westbound. Traffic queues occasionally formed along both approaches of California Avenue. Traffic queues from the downstream intersections with the Wahiawā District Park driveway in the westbound directions and Rose Street in the eastbound direction extended through this intersection. Field observations indicate that these queues are influenced by vehicles accessing the nearby schools since these queues were primarily clustered around the start and end of the school day and dissipated once school was in session in the morning and within an hour after the end of the school day.

The Circle Drive (West) approach of the intersection carries 3 vehicles northbound during the AM peak period and 9 vehicles northbound during the PM peak period. The northbound approach operates at LOS "F" during the AM peak period and LOS "D" during the PM peak period. Although the side street approach carries relatively low volumes of traffic during both peak periods, the low levels of service on the northbound approach on Circle Drive (West) are influenced by the high



volume of through traffic along California Avenue with limited gaps in the traffic stream for the vehicles on the stop-controlled approach to enter the intersection. However, similar to the intersection of Iho Iho Place, field observations indicate that motorists along California Avenue typically yielded to allow motorists from the side street approach to enter the intersection. As such, traffic queues on the Circle Drive approach of the intersection were generally minimal with average queues of 1-2 vehicles observed during both peak periods.

A crosswalk is provided across Circle Drive on the south side of the intersection. During the AM peak period, 25 pedestrians were observed crossing Circle Drive on the south side of the intersection.

During the PM peak period, 31 pedestrians were observed crossing at the same location.

California Avenue and Rose Street

At the intersection with Rose Street, California Avenue carries 802 vehicles eastbound and 763 vehicles westbound during the AM peak period. During the PM peak period, traffic volumes are less with 682 vehicles traveling eastbound and 675 vehicles traveling westbound. The eastbound approach operates at LOS "B" during the AM peak period and LOS "A" during the PM peak period, while the westbound approach operates at LOS "A" during both peak periods. Traffic queues periodically formed along both approaches of California Avenue with queues along both directions extending to the adjacent intersections. As previously discussed, traffic queues in the vicinity are influenced by vehicles accessing the nearby schools as they dissipated once school was in session in the morning and within an hour of the end of the school day in the afternoon.

The Rose Street approach of the intersection carries 336 vehicles and 161 vehicles northbound during the AM and PM peak periods, respectively. The northbound approach operates at LOS "C" during the AM peak period and LOS "B" during the PM peak period. Traffic queues periodically formed on the northbound approach of Rose Street during both peak periods. As previously discussed, traffic queues along California Avenue extended through this intersection influencing traffic operations along Rose Street. Average queues of 8-10 vehicles were observed during the AM peak period while average queues of 5-7 vehicles were observed during the PM peak period.

Crosswalks are provided across Rose Street on the south side of the intersection as well as across California Avenue on the east side of the intersection. During the AM peak period, 21 pedestrians were observed crossing Rose Street on the south side of the intersection, while 7 pedestrians were observed crossing California Avenue on the east side of the intersection. During the PM peak period, 136 pedestrians were observed crossing Rose Street on the south side of the intersection, while 1 pedestrian was observed crossing California Avenue on the east side of the intersection.

Impacts and Mitigation Measures

Transit Facilities

No significant adverse impacts are expected to occur as a result of the Proposed Project. As mentioned previously, there is a transit stop located along the Project Site's frontage. In conjunction with the Proposed Project, transit facilities in the vicinity of the Project Site will be reconstructed with connections provided to facilitate access between on- and off-



site uses. As such, the Proposed Project should coordinate with the CCH DTS to verify any improvements, if any, are required in conjunction with the Proposed Project and to ensure access to that bus stop is maintained through the duration of construction. Transit service in the vicinity of the Project Site under with project conditions are generally expected to remain similar to existing conditions.

Transit LOS calculations are included in Appendix B, Found in Appendix G of the TIR.

Bike Facilities

The CCH plans to incorporate bike improvements in the vicinity of the Project Site. These improvements are included in the O'ahu Bike Plan (updated 2019) published by the CCH DTS and include extending the existing bike lane along California Avenue further east to Karsten Drive and further west to Anoni Street. Although addition of this improvement is anticipated to increase bicycle connectivity in the vicinity and reduce the level of traffic stress imposed on bicyclists, the timeline for this improvement is not known at this time and as such were not incorporated into projected conditions.

Pedestrian Facilities

The Proposed Project is expected to improve / maintain the existing pedestrian facilities in the vicinity of the Proposed Project. In conjunction with the Proposed Project, the existing pedestrian walkways along the project frontage will be reconstructed with connections provided to facilitate access between on- and off-site uses.

Parking Facilities

Access to the Proposed Project is expected to be provided via new driveways off California Avenue. Primary access for students is expected to be provided via the east driveways which include two one-way driveways to serve the student pick-up and drop-off areas. Secondary access is expected to be provided via the west driveway, a two-way driveway serving a limited at-grade parking area (3 total stalls) and the project site's service areas. Additional parking for the Project Site will be provided within the existing off-site parking lot located across California Avenue (It should be noted that similar to existing conditions, this additional parking area is expected to be designated for use by faculty and staff only). Access to that parking lot is facilitated via midblock crossing on California Avenue.

Given the anticipated users of the Proposed Project, this crossing location was assessed to determine whether additional pedestrian crossing treatments are necessary. With the Proposed Project, pedestrian crossing volumes at the midblock crossing along California Avenue are expected to increase. Although the faculty and staff of High Core are expected to also utilize the midblock crossing, they are assumed to access the site an hour before the start and one hour after the end of the school day and as such, for the purpose of analysis, the increase in pedestrian crossings were primarily attributed to students who are expected to travel by bus or walk to access the Project Site. For the purpose of this assessment, the PM peak hour volumes were used since both pedestrian crossing volumes were higher during this period. Based on the results of a mode split survey of High Core students conducted by the DOE and consideration of the directional distribution of the anticipated trips associated with the project, approximately 43 pedestrians are expected to utilize the midblock crosswalk during the PM peak hour High Core facility is



completed. Taking into account the projected pedestrian and conflicting vehicular traffic volumes at the midblock crossing, the guidelines in the Complete Streets Manual indicate that the crossing treatments under Category A should be implemented at the midblock crossing. Category A entails the installation of a marked crosswalk with crossing signage and advance warning signs. It should be noted that these treatments are already provided at the midblock crossing under existing conditions. However, active management of the crossing via use of on-site personnel should also be considered during before and after school hours to further facilitate crossings for students at this location.

The recommended crossing treatments based on the Complete Streets Manual are reinforced by the result of the assessment based on the NCHRP 562, but the NCHRP 562 guidelines also indicate additional crossing treatments that may be considered. These measures may include active when present treatments that display warnings when activated by pedestrians, as well as enhanced/high visibility treatments. Active when present treatments include in roadway warning lights, passive/pushbutton flashing beacons, pedestrian crossing flags, and rapid rectangular flashing beacons (RRFB) while enhanced/high visibility treatments include in-street crossing signs, high visibility signs/markers, pedestrian refuge islands, raised crosswalks, curb extensions, advanced signage, advanced stop/yield lines, and constant flashing yellow beacons.

Projected Traffic Conditions

The TIR projected trip generation methodology used in this study is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in “Trip Generation, 11th Edition,” 2021. The ITE trip generation data with various land use characteristics such as the number of students. It should be noted that for the purpose of analysis, the trip generation rate used for high school land uses since the High Core serves students in grades 9-12. In addition, the trip generation calculated based on the Trip Generation Manual is generally consistent with existing site observations. Table 3-3 summarized relocated trip generation characteristics for High Core.

Table 3-3: Relocated Peak Hour Trip Generation		
Independent Variable:		Number of Students = 80
AM Peak	ENTER	28
	EXIT	13
	TOTAL	42
PM Peak	ENTER	8
	EXIT	17
	TOTAL	26

This trip generation methodology also includes provisions for multimodal trips. Multimodal trips are trips made using non-motorized modes of travel such as walking and biking, as well as trips made using transit. The Project Site is located in close proximity to transit stops which may be accessed via pedestrian facilities such as sidewalks and crosswalks. As such, the trip generated was adjusted to account for multimodal trips. Table 3-4 summarizes the adjusted trip generation for the Proposed Project applied to the AM and PM peak hours of traffic.



Table 3-4: Adjusted Peak Hour Trip Generation		
		Projected Trip Ends
AM Peak	ENTER	26
	EXIT	12
	TOTAL	39
PM Peak	ENTER	7
	EXIT	16
	TOTAL	24

Total Traffic Volumes Without Project

The projected Year 2026 AM and PM peak period traffic volumes and operating condition without the addition of the Proposed Project is summarized in Table 3-5. The analysis incorporates the completion of the Leeward Community College Value Added Product Development Center (LCC VAPCD) and the Wahiawā Civic Center, as well as ambient growth of traffic. The existing levels of service are provided for comparison purposes.

Table 3-5: Existing and Year 2026 (Without Project) LOS Traffic Operating Conditions					
Intersection	Approach	AM		PM	
		Existing	Year 2026	Existing	Year 2026
California Ave / Iho Iho Pl	Northbound	F	F	E	E
California Ave / Circle Dr (West)	Northbound	F	F	D	D
California Ave / Rose St	Eastbound	F	F	D	D
	Westbound	B	B	A	A
	Northbound	C	C	B	B

Under Year 2026 without project conditions, traffic operations are expected to remain similar to existing conditions. Along California Ave, all the approached at the intersection with Rose Street are expected to continue operation at LOS “C” or better during the AM peak period and LOS “B” or better during the PM peak period. At the intersection with Iho Iho Place, the stop-controlled approach is expected to continue operating at LOS “F” and LOS “E” during the AM and PM peak periods, respectively. At the intersection with Circle Drive (West), the stop-controlled approach is expected to continue operating at LOS “F” and LOS “D” during the AM and PM peak periods, respectively. As previously discussed, the low levels of service on the stop-controlled street approaches are influenced by the high volume of traffic along California Avenue, despite the relatively lower volumes they carry (less than 50 vehicles during both peak periods). However, field observation indicates that motorists along California Avenue typically yielded to allow motorists from the side street approach allowing them to enter the intersection. As such, traffic queues on the side street approaches at the intersection with Iho Iho Place and Circle Drive (West) were generally minimal during both peak periods.



Total Traffic Volumes With and Without Project

The project Year 2026 cumulative AM and PM peak hour traffic conditions resulting from the Proposed Project is summarized in Table 3-6. The cumulative volumes consist of site-generated traffic superimposed over Year 2026 projected traffic demands.

Table 3-6: Existing and Year 2026 (With and Without Project) LOS Traffic Operating Conditions							
Intersection	Approach	AM			PM		
		Existing	Year 2026		Existing	Year 2026	
			Without	With		Without	With
California Ave / Iho Iho Pl	Northbound	F	F	F	E	E	E
California Ave / Circle Dr (West)	Northbound	F	F	F	D	D	D
California Ave / Rose St	Eastbound	B	B	B	A	A	A
	Westbound	A	A	A	A	A	A
	Northbound	C	C	C	B	B	B

Under Year 2026 with project conditions, traffic operations in the vicinity of the Proposed Project are expected to remain similar to existing and without project conditions. Along California Avenue, traffic operations at the intersection with Rose Street are expected to continue operating at LOS “C” or better during the AM peak period and LOS “B” or better during the PM peak period. At the intersection with Iho Iho Place and Circle Drive (West), traffic operations are also anticipated to remain similar to without project conditions. In addition, queues that form along both directions of California Avenue are also expected to continue influencing traffic operations in the vicinity of the project. As previously discussed, field observations indicate that queueing in the vicinity is influenced by the presence of other nearby schools since these queues primarily observed within the hour before the start of school and the hour after the end of the school day. Given the existing traffic operations along California Avenue in the vicinity of the project, the proposed uses, the location of the project driveways relative to the midblock crossing, and the location of the project’s parking lot off-site, a traffic management plan should be prepared to identify management strategies that addresses daily school traffic.

Recommendations and Conclusions

Based on the analysis of the traffic data, the following are the recommendations of this study to be incorporated in the design of the Proposed Project:

1. Provide sufficient sight distance for motorists to safely enter and exit all driveways to ensure pedestrians, bicyclists, and motorists are aware of the presence of each other at these conflict points.
2. Provide adequate on-site loading and off-loading service areas and prohibit off-site loading operations.



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3. Provide adequate turn-around area for service, delivery, and refuse collection vehicles to maneuver on the Project Site to avoid vehicle-reversing maneuvers onto public roadways.
 4. Provide sufficient turning radii at all driveways to avoid vehicle encroachments to oncoming traffic lanes.
 5. Maintain the existing crossing treatments at the midblock crossing along California Avenue between Iho Iho Place and Circle Drive (west) as consistent with the guidelines in the Complete Streets Manual and implement management strategies to facilitate pedestrian crossings during the before and after school periods to facilitate crossings for students at this location. These strategies may be incorporated into an overall Traffic Management Plan for the school. In addition, consider the addition of active or enhanced treatments to increase pedestrian visibility while crossing.
 6. Provide adequate pedestrian connections between the on-site and off-site facilities. All pedestrian connections should be made accessible in conformance with the American with Disabilities Act (ADA).
 7. Consider incorporating bicycle facilities within the boundaries of the Project Site including designated and secure bicycle parking to encourage the use of alternate modes of transportation and connections with facilitate access to the existing and planned bicycle facilities in the vicinity of the Proposed Project.
 8. Coordinate with the CCH, (DTS) regarding their plans to implement bike facilities in the project vicinity.
 9. Coordinate with the CCH, DTS with regards to any improvements that may be required for the bus stop located along California Avenue adjacent to the Project Site and ensure continued access to the existing transit stops in the vicinity of the site.
 10. Prepare a Traffic Management Plan (TMP) for the school given the proximity to other nearby schools, the location of the Proposed Project's off-site parking area across the street on California Avenue. This plan should address daily school traffic including:
 - a. Use of crossing guards/SDOs at the midblock crossing fronting the Project Site before and after school periods to assist with pedestrian crossings.
 - b. Use of on-site personnel to monitor operations within the pick-up / drop-off area to ensure queues do not extend onto the adjacent roadway.

In conclusion, traffic operations under the Proposed Project are anticipated to remain similar to existing and without the Proposed Project. As previously discussed, traffic operations in the vicinity are expected to continue being influenced by the presence of other schools in the vicinity. In addition, given the location of the project driveways relative to the midblock crossing and the location of the Proposed Project's off-site parking across the street on California Avenue, the preparation of a TMP is recommended to identify



management strategies to address daily school traffic. As such, with the implementation of the aforementioned recommendations, the Proposed Project is not expected to have a significant impact on the surrounding roadways.

3.11 Visual Resources

Hawai'i's visual resources are important to the State's tourism industry and the quality of life enjoyed by the State's residents. A broad range of natural and developed areas and a wide variety of land uses, water bodies and vegetation types are included in the State's visual resources. Such visual resources also include urbanized areas that range from small rural towns to the metropolitan center of Honolulu.

Wahiawā is a town surrounded by forest reserves and is uniquely known for its scenic beauty. A forest is located within the town of Wahiawā in the tree-lined gulch that courses through the center of town, and is bordered Lake Wilson which provides special views. Preservation of the forest and its views should be protected from alteration or encroachment of urban uses. Prominent natural views in Wahiawā involved Lake Wilson and the Wai'anae Mountains, and the Ko'olau mountains, to a lesser degree. Where possible, site layouts and building orientations for new developments should maximize viewing opportunities of such areas. Significant vistas include the view of the upper central O'ahu plains toward Waialua from the end of Koa Street in Wahiawā.

Wahiawā has historically been the boundary between the urban growth of Central O'ahu and the broad vistas of the agricultural and rural areas of the North Shore. Visual landmarks and significant vistas identified in the Wahiawā Urban Design Plan and the Central O'ahu Sustainable Communities Plan includes views of Lake Wilson from Kamehameha Highway at the H-2 Freeway off-ramp, Lake Wilson from Kamehameha Highway and the view of the upper Central O'ahu plains toward Waialua from the end of Koa Street in Wahiawā. The plan suggests limiting building heights outside of Waipahu and Wahiawā to low rise structures in order to protect panoramic views and the character of the built environment.

Impacts and Mitigations Measures

The Proposed Project is not anticipated to have any significant adverse impact on visual resources. However, it is anticipated that construction activities are expected to have temporary visual impacts from neighboring areas directly surrounding the Project Site in the short-term. Such impacts would be due to the presence of construction equipment within the Project Site. In the long-term, the Proposed Project will not have significant visual impacts and is anticipated to be designed to be consistent with the existing visual character of the surrounding area.

3.12 Socio-Economic Characteristics

The CCH accounts for 69.4% of the State's total resident population, down from 69.7% a few years ago. Based on the latest population projections, Honolulu's population is expected to continue climbing, but at a slower rate than other counties. By 2045, the County is projected to be home to approximately 1.074 million residents. However, the average annual growth rate is predicted to slow from 0.4% between 2020 and 2030 to 0.1% by 2045. The projected population increase will result in increased demand for housing and public services across the island.



The Proposed Project is located within the Wahiawā Census Designated Place (CDP). The 2021 American Community Survey (ACS) was reviewed for the Wahiawā CDP and the CCH is summarized in Table 3-11 below:

Table 3-7: Demographic Characteristics				
Subject	Wahiawā CDP		City and County of Honolulu	
	Number	Percent	Number	Percent
Total Population	17,357	100	1,000,890	100
AGE				
Under 5 years	693	3.9	58,801	5.9
5-19 years	3,461	19.9	173,167	17.3
20-64 years	9,690	55.8	581,037	58.1
65 years and over	3,513	20.	187,885	18.8
Median age (years)	42.3	--	39.0	--
RACE				
	1,868	10.8	185,542	18.5
White	367	2.1	24,788	2.5
Black or African American	57	0.3	2,962	0.3
American Indian and Alaskan Native	7,207	41.5	418,614	41.8
Asian	2,798	16.1	97,409	9.7
Native Hawaiian or other Pacific Islander	6,097	35.1	253,310	25.3
Two or more races	267	1.5	18,265	1.8
Other				
HOUSEHOLD (BY TYPE)				
TOTAL HOUSEHOLDS	6,037	100	330,393	100
Average Household Size	2.85	-	2.96	-
Total Family Households	4,289	71.1	228,955	69.3
Average family size	3.42	-	3.55	-
Non-Family Households	1,749	28.9	101,438	30.7
HOUSING OCCUPANCY AND TENURE				
Total Housing Units	6,488	100	338,093	100
Occupied Units	6,037	93.0	330,393	97.7
By owner	3,192	49.2	193,041	57.1
By renter	2,845	43.9	137,352	40.6
Vacant Units	451	7.0	7,700	2.3

Based upon the data shown on the table, the Wahiawā CDP has a slightly older population than the CCH. The median age of the population for the Wahiawā CDP was 42.3 versus 39.0 for the CCH. By racial mix, the Wahiawā CDP has a higher percentage of Native Hawaiian or other Pacific Islander (16.1%) and those of two or more races (35.1%) than the CCH (9.7% and 25.3%, respectively). The Wahiawā CDP has a lower percentage of White (10.8%) than the CCH (18.5%). As shown in the table, the Wahiawā CDP and the CCH have similar profiles for the Black or African American, American Indian or Alaskan Native, Asian, and Other communities. According to the 2021 ACS, the Wahiawā CDP has a slightly lower occupancy rate, 93.0%, than the County, 97.7%. Housing units in this region are occupied by owners at 49.2% and by renters at 43.9%. The County data is slightly different from that of the Urban Honolulu CDP in that a larger proportion of housing units are occupied with owners (57.1%) than those occupied by renters (40.6%).



Impacts and Mitigations Measures

No significant adverse impacts are anticipated to result from the construction or operation of the Proposed Project. In the short-term, development of the Proposed Project may provide temporary construction jobs in addition to construction expenditures. Activities related to the development of the Proposed Project will generate positive benefits to the local economy through indirect benefits to local retail businesses resulting from construction activities. In the long-term, the Proposed Project will continue to provide a much-needed facility to support the various educational resource needs of the community and the children it serves. The Proposed Project is not anticipated to affect land and housing speculation, property values of area homes, or affordable housing in the area as it is an existing program in the community already.

3.13 Public Services and Facilities

3.13.1 Police, Fire, and Medical Services

Police protection is provided by the CCH's Honolulu Police Department (HPD). The Project Site is a part of District 2 – Wahiawā / North Shore, Sector 2, which encompasses Wahiawā as well as the communities of Mililani, Kunia, Whitmore, Waialua, Hale'iwa, Waimea, and Sunset Beach, and is served by the station located at 330 North Cane Street, approximately 0.30 miles north of the Project Site.

Fire protection is provided by the CCH's Honolulu Fire Department. The Project Site is served by the Wahiawā Fire Station located at 640 California Avenue, approximately 0.45 miles northeast of the Project Site.

The closest hospital to the Project Site is the Wahiawā General Hospital located adjacent to the Project Site to the north. Wahiawā General Hospital is a community-owned, non-profit hospital serving Wahiawā and the communities of Central O'ahu and the North Shore and offers a comprehensive range of primary and specialized care services.

Emergency medical service is provided by the CCH's Emergency Services Department, Emergency Medical Services (EMS) Division. The Department has 22 ambulance units under two districts. All ambulance units are designated as advanced life support units, meaning they are staffed by at least two people. The Project Site is served by District 1, which includes Leeward and Central O'ahu. The Honolulu Fire Department also co-responds to medical emergencies, providing first aid in coordination with EMS.

Impacts and Mitigations Measures

The Proposed Project is not anticipated to have significant adverse impacts on police, fire, and medical services are anticipated. During the construction period, flagmen or off-duty police officers may be present to direct traffic and emergency vehicles. The contractor shall ensure to keep roadways clear and allow accessibility of police, fire, and emergency vehicles.

In the long-term, the Proposed Project may require occasional police and fire protection, as well as medical services, however it would likely not represent a significant amount relative to the overall regional demand. It is recommended that the Proposed Project be



built in consideration of public safety by installing features such as ample lighting, necessary signage, and other safety measures to keep the public safe, in an effort to reduce the need of emergency services.

As the Proposed Project is being developed in proximity to the Wahiawā Botanical Garden, the building design and construction of the Proposed Project will comply with the Uniform Fire Code, as amended by the CCH to reduce fire hazards that may inflict on the Wahiawā Botanical Garden. Fire protection systems should be installed in the Proposed Project. Fire protection systems should include an automatic sprinkler system, smoke detection system, heat detection system, carbon dioxide-based automatic fire suppression system, manual fire extinguishers, and fire alarm system. Habitable rooms should contain audio / visual and visual signaling devices as required by the fire code and the accessible guidelines. Dry standpipe systems should be provided at exit stairs and other areas as required by the Building Code. Civil drawings will be submitted to HFD for review and approval, and on-site fire protection requirements coordinated with the Fire Prevention Bureau of the HFD. The Proposed Project would not increase the population and therefore would not increase demand for fire protection services. No direct, secondary, or cumulative impacts on fire protection are anticipated or expected, and no mitigation measures are necessary or recommended.

3.13.2 Education

The Project Site is located within the State Department of Education's (DOE) Leilehua Complex Area which include Wahiawā, Daniel K. Inouye, Helemano, 'Iliahi, and Ka'ala Elementary Schools; and, Wahiawā Middle School, which feeds into Leilehua High School. Wahiawā Community School is also located within the vicinity of the site. DOE records indicate that the complex has served approximately 6,100 students on an annual basis for the past several years. Generally, Statewide total enrollment numbers in DOE schools have remained virtually flat over the course of the past decade, fluctuating less than 2% in growth/decline on an annual basis.

Wheeler Air Force Base has two elementary schools and an intermediate school on base including Major Sheldon Wheeler Elementary School, Major Sheldon Wheeler Intermediate School and Sergeant Samuel K. Solomon Elementary School.

There are two private schools in the vicinity of the site, Ho'āla School (grades K-12), and Trinity Lutheran Church and School (grades K-8). Both are located less than a mile apart off of California Avenue.

The Project Project houses the High Core which has approximately 80 students and employees, of which 15 are staff members.

Impacts and Mitigations Measures

In the short- and long-term, no significant impacts or increase in demand on schools are anticipated. The Proposed Project does not include the development of residential units; therefore it will not induce population growth and is not expected to affect student enrollment at public schools in the area. Moreover, the Proposed Project involves the relocation of the High Core to a right-sized permanent facility. The Proposed Project is not anticipated to significantly increase or decrease the existing enrollment and staffing for the High Core.



3.13.3 Recreational Facilities

The primary recreational resource near the Project Site is Wahiawā District Park. Facilities at the park include baseball fields, basketball courts, a public swimming pool, and community spaces such as the Wahiawā Recreation Center. The Wahiawā Botanical Garden sits adjacent to the Project Site. Originally established as an experimental arboretum, the 27-acre botanical garden and forest preserve is now home to a collection of native Hawaiian plant species. In addition to Wahiawā District Park and Wahiawā Botanical Garden, various neighborhood parks such as Kahi Kani Neighborhood Park, Whitmore Community Park, and the Whitmore Neighborhood Park are located approximately 1.9 miles north of the Project Site.

Impacts and Mitigations Measures

No significant adverse impacts are anticipated to occur from the construction or operation of the Proposed Project. The Proposed Project does not include residences that could generate demand for recreational facilities.

3.13.4 Solid Waste Collection and Disposal

Solid waste collection and disposal service is provided by the ENV for incineration at the Campbell Industrial Park H-POWER Plant that generates electricity, followed by disposal of ash and non-combustibles at the Waimanalo Gulch Sanitary Landfill. Construction and demolition material is disposed of at the privately-owned PVT landfill in Wai'anae. Solid waste generated in the Wahiawā region is managed locally at the refuse collection yard located on California Avenue, close to the wastewater treatment plant. There is also one convenience center located next to Schofield Barracks on Wilikina Drive for residential bulk waste disposal.

Impacts and Mitigations Measures

The Proposed Project is not anticipated to result in significant adverse impacts to solid waste collection and/or disposal. It is anticipated that construction of the Proposed Action will result in a short-term increase in the volume of construction-related waste generated at the Project Site due to the demolition of the existing facilities. To mitigate potential impacts, contractors will be required to minimize the amount of solid waste generated during the construction of the Proposed Project and a job-site waste management and recycling program will be implemented to maintain clean construction sites, maximize material recycling and minimize disposal truck traffic impacts. This recycling program will incorporate the concept of “Reduce, Reuse, and Recycle”:

- Reduce by preventing unnecessary waste before it happens through efficient design;
- Reuse by using materials removed during demolition; and,
- Recycle by separating recyclable materials from non-recyclable materials and supplying these recyclable materials to a recycler for the use as new products.

It is anticipated that most earthen material excavated for new structures and facilities would be used as backfill on site. However, any excess excavated material that could not be kept on site would require offsite disposal. Coordination with local landfills and recycling centers for the disposal of construction debris and/or hazardous materials will



be required to accommodate the increased volume of solid waste that may be generated during construction activities. Disposal activities would be done in accordance with appropriate regulations and standards pertaining to solid waste disposal.

Solid waste generated by the operation and public use of facilities at the Project Site that would continue after construction of the Proposed Project and is not anticipated to result in a greater daily demand of services at the Project Site.

3.14 Infrastructure and Utilities

A Preliminary Engineering Report (PER) was prepared by WOC in December 2023 to inform and serve as a basis for the EA evaluation of the Project Site and regional infrastructure and utilities under the context of the Proposed Project. The objectives of the subject PER is

- (1) To provide an evaluation of the site infrastructure and utility systems for the Proposed Project;
- (2) Review the existing site infrastructure improvements and determine the requirements related to the roadway and parking facilities, site grading, storm drainage system, sanitary sewer system, and water system; and,
- (3) Based on the requirements, determine the required improvements, and identify possible opportunities and constraints for the redevelopment of the Project Site.

This PER is included herein as Appendix C, and its findings are summarized in the sections below.

3.14.1 Water System

Water for domestic use and fire protection is provided to the Project Site and surrounding vicinity through the CCH Board of Water Supply (BWS) municipal water system. The offsite BWS water system in the vicinity of the project site consists of an 8-inch ductile iron cylinder pipe running along California Avenue. The existing DOE Central District Office building is served by the existing 12-inch main via a 1-inch meter (M/N#02404104).

A fire hydrant taps off the 8-inch line across California Avenue from the project site, denoted as C02047.

Impacts and Mitigations Measures

No short- or long-term adverse impacts are anticipated to result from the development and operation of the Proposed Project. On November 8, 2023 a letter was submitted to the BWS requesting information on the availability of water for the Proposed Project and water pressure information for fire hydrants in the vicinity of the Project Site. This initial letter was based on programming for the Proposed Project and the estimated average daily water demand shown in Table 3-8 below.

Table 3-8 Proposed Program Information				
Facility	Zoning Designation	Capita	Gal / day / unit	Avg. Daily Demand (gpd)



New DOE High Core / Storefront School	Schools	83 students	60 gpd / student*	4,980 gpd
			Total	4,980 gpd

*BWS average daily demand calculation for school zones accounts for school employees.
 (sf)Gal / day / unitAvg. Daily Demand
 (gpd)

On November 20, 2023, the BWS responded stating that based on current data, the existing water system is adequate to accommodate the proposed development scenarios. BWS record information indicates the water supply systems along Center Street and California Avenue have a calculated fire flow capacity of 2,000 gallons per minute. The final decision on the availability of water will be made when the building permit application is submitted for approval. On-site water system improvements will consist of a new water connection(s) to provide domestic and fire protection water service to the Project Site.

Trenching and backfilling of proposed water lines will follow BWS standards and the Soils Engineers recommendations. During the design phase, the calculated water demands from the Proposed Project will determine appropriate required meter and lateral size.

3.14.2 Wastewater System

The existing offsite wastewater collection system in the vicinity of the Project Site is operated and maintained by CCH. There is an existing 10-inch sewer main running from east to west along California Avenue. Branching off the 10-inch main are three 6-inch laterals that provide service to the Project Site.

The sewage generation from the existing DOE Central District Office gravity flows offsite to a 10-inch sewer main along California Avenue and is ultimately treated at the CCH Wahiawā Wastewater Treatment Plant.

The Department of Planning and Permitting’s (DPP) Wastewater Branch (WWB) reviews and approves sewer connection applications for developments which require sanitary sewer service. On November 27, 2023, a sewer connection application (SCA) based on the proposed program was approved by WWB indicating that the existing City sewer system is adequate to support the proposed project (See Appendix B). The approved SCA (Application No. 2023/SCA-1403) will be valid for a 2-year period and is set to expire on November 26, 2025.

With the approval of the SCA, complete construction plans will be submitted by the design team, reviewed, and approved by WWB within two (2) years. Construction is required to commence within one (1) year after approval of plans. An updated or revised sewer connection application could be submitted to request an extension, if required for project completion. However, extension or approval of the updated SCA is subject to agency review and is not readily ascertained.

Impacts and Mitigations Measures

Onsite water system improvements will consist of new water connection(s) to provide domestic and fire protection water service for the Project Site. The proposed onsite sewer improvements will consist of new sewer cleanouts, and underground piping to provide a lateral connection to the new building. New sewer lateral locations and sizes will be verified during the design phase



Trenching and backfilling of proposed water lines will follow BWS standards and the Soils Engineers recommendations. During the design phase, the calculated water demands from the proposed project will determine the appropriate required meter and lateral size. Upon CCH approval of the SCA(s) and construction plans, along with payment of the sewer facilities charges, the proposed system can be connected to the CCH sewer system.

No significant adverse impacts are anticipated on the existing wastewater system as a result of the construction and operation of the Proposed Project as indicated by the DPP WWB.

3.14.3 Drainage System

The existing site is currently developed and is comprised of both impervious and pervious surfaces. There is no existing onsite underground storm drainage system. The site is currently graded such that stormwater runoff from the site either sheet flows onto California Ave or into a gulch located north of the property. Runoff that sheet flows onto California Ave. makes its way into the gully west of the Project Site. Rainfall captured by the existing gully is directed to an 84" box culvert and is eventually discharged into the Wahiawā Reservoir.

However, the Proposed Project is expected to increase the impervious surface area within the property. Consequently, it is expected that the Proposed Project's storm water runoff peak discharge rate will be higher in comparison to those exhibited under existing conditions. Any increase in discharge to the City system due to the Proposed Project will need to be detained on site. Proposed onsite storm drainage improvements may consist of a system of drain inlets, drain manholes, an underground detention basin, and underground piping.

Impacts and Mitigations Measures

No short- or long-term significant adverse impacts on the quantity or quality of drainage in the vicinity of the Project Site are anticipated during construction or operation of the Proposed Project. Construction of the Proposed Project will not involve major land disturbing activities that will significantly alter site contours. Applicable erosion control measures and BMPs will be implemented to mitigate any possible adverse effects relating to runoff. As applicable for each phase, these may include but are not limited to the following: infiltration basins and trenches, subsurface infiltration systems, dry wells, bioretention basins, permeable pavement, green roofs, vegetated bio-filters, enhanced swales, detention basins, sand filters, vegetated swales, and buffer strips. Planting of landscaping also will be done as soon as possible on completed areas to help control erosion. Permanent sediment control measures will be used once construction is completed.

Drainage runoff rates and improvements for the proposed development are determined based on the CCH DPP, Storm Drainage Standards, dated August 2017. Any increase in runoff due to the proposed improvements will need to be retained on-site to ensure that the Proposed Project will not have any adverse effects on downstream properties.

In addition, water quality control drainage improvements will also be required to comply with the CCH's Rules Relating to Water Quality amended September 2018. Under these



rules, projects that result in 5,000 square feet or greater of impervious surface are classified as 'Priority B1' projects.

Priority B1 projects are required (unless determined to be infeasible) to:

- If it is determined to be infeasible to retain and/or biofilter the Water Quality Volume, the CCH rules require the Proposed Project to:
- Treat (by detention, filtration, settling, or vortex Separation) and discharge with appropriate Alternative Compliance Post-Construction Treatment Control BMPs, any portion of the WQV that is not retained on-site or biofiltered.
- Retain or biofilter at an offsite location, the volume of runoff from a non-tributary drainage area equivalent to the difference between the project's WQV and the amount retained on-site or biofiltered.
- Biofilter any portion of the WQV that is not retained on-site with appropriate LID Biofiltration Post-Construction Treatment Control BMPs.

If it is determined to be infeasible to retain and/or biofilter the Water Quality Volume, the CCH rules require the project to:

- Treat (by detention, filtration, settling, or vortex separation) and discharge with appropriate Alternative Compliance Post-Construction Treatment Control BMPs, any portion of the WQV that is not retained on-site or biofiltered.
- Retain or biofilter at an offsite location, the volume of runoff from a non-tributary drainage area equivalent to the difference between the project's WQV and the amount retained on-site or biofiltered.

Appropriate BMP measures include but are not limited to: infiltration basins and trenches, subsurface infiltration systems, dry wells, bioretention basins, permeable pavement, green roofs, vegetated bio-filters, enhanced swales, detention basins, sand filters, vegetated swales, and buffer strips.

Based on the City's Rules Relating to Water Quality, the Proposed Project is not classified as a Priority Project. As such, Permanent Structural Treatment Control BMP's will not be required.

Runoff from rainfall on or within the Project Site will be collected by a new drainage system within the Project Site and discharge to the existing discharge points to the CCH drainage system. Any increase in discharge to the CCH system due to the Proposed Project will need to be detained, harvested / reused, or disposed of by percolation on-site.

The final drainage system design will be determined during the design phase of the project and maintain the existing discharge points to the CCH drainage system. As required by the Storm Drainage Standards, DPP, CCH, dated August 2017, storm water quality measures will be installed to provide treatment of the water quality flow or volume.



Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts related to drainage.

3.14.4 Electrical and Communications System

The Hawaiian Electric Company (HECO) provides electrical power on O‘ahu. HECO’s electricity is generated from oiled focused power plants in Pearl City and Kapolei, a waste-to-energy power plant, Honolulu Program of Waste Energy Recoery (HPOWER) in Kapolei and other renewable energy generators across the island. The HECO distribution system in the vicinity consists of aerial 12 kV primary distribution and aerial secondary distribution system conductors.

Telephone and cable television (CATV) services in the area is provided by Hawaiian Telcom and Spectrum to the Wahiawā area. Spectrum is the local CATV provider in the region.

Spectrum currently feeds the existing site with an arial drop from Pole 71 California Avenue and is clear of a CATV System. It is recommended by Spectrum that it would be best to refeed the Proposed Project’s building from Pole 71.

Impacts and Mitigations Measures

In the short- and long-term, the Proposed Project is not anticipated to impact or increase overall demand on electrical and communication systems in the area. Moreover, it is anticipated that the Proposed Project will be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities.

3.14.5 Natural Gas

Natural Gas on the island of O‘ahu is provided by Hawai‘i Gas. Record drawings indicate that there is no gas line located within the vicinity of the Project Site along California Avenue.

Impacts and Mitigations Measures

In the short- and long-term, the Proposed Project is not anticipated to impact or increase overall demand on electrical and communication systems in the area. Further coordination with Hawai‘i Gas by the mechanical engineer will be required during the design phase to confirm fuel system service connections. The fuel system demand required by the Proposed Project will be needed at that time and determine the proposed improvements required.



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CHAPTER 4: RELATIONSHIPS TO PLANS, POLICIES, AND CONTROLS

4. RELATIONSHIP TO PLANS, POLICIES, AND CONTROLS

Pursuant to HAR Section 11-200.1-24, this section describes the relationship of the Proposed Project to “land use and natural or cultural resource plans, policies, and controls for the affected area.” This will serve to discuss how the Proposed Project “may conform or conflict with objectives and specific terms of approved or proposed land use and resource plans, policies, and controls, if any, for the affected area.” Where a conflict or inconsistency exists, described is the extent to which the Proposed Project has been reconciled “with the plan, policy, or control, and the reasons why” the proposing agency “...has decided to proceed, notwithstanding the absence of full reconciliation.”

To facilitate describing the relationships of the Proposed Project to the numerous land use and natural or cultural resource plans, policies, and controls for the affected area, some of those plans, policies, and controls are presented in tabular form, and are described with text and / or the following letter code:

S = Supportive, NS = Not Supportive, N/A = Not Applicable

4.1 STATE LAND USE PLANS AND POLICIES

4.1.1 Hawai'i State Plan

The Hawai'i State Plan, Chapter 226, HRS, as amended, provides goals, objectives, policies, and priorities for the State. The purpose of the Hawai'i State Plan is to set forth a plan that shall serve as a guide for the future long-range development of the State; identify the goals, allocating limited resources, such as public funds, services, human resources, land, energy, water, and other resources; improve coordination of Federal, State, and County plans, policies, programs, projects, and regulatory activities; and, to establish a system for plan formulation and program coordination to provide for an integration of all major state, and county activities. The State Plan is divided into three sections. Part 1 is Overall Theme, Goals, Objectives and Policies. Part 2 is Planning Coordination and Implementation. Part 3 is Priority Guidelines. The Proposed Project's consistency with applicable goals, objectives and policies of Part 1 is discussed in Table 4-1, and an assessment of conformance with Part 3 is discussed in Table 4-2. Part 2 of the State Plan, which primarily covers internal government affairs, is not related to the Proposed Project.

Table 4-1: The Hawai'i State Plan	S	NS	N/A
§226-4 State goals. In order to ensure, for present and future generations, those elements of choice and mobility that ensure that individuals and groups may approach their desired levels of self-reliance and self-determination, it shall be the goal of the State to achieve:			
(1) 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.	X		



Table 4-1: The Hawai'i State Plan		S	NS	N/A
(2) 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.		X		
(3) 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.		X		
<p>Discussion: The Proposed Project will support the State's goals for present and future generations to ensure individuals and groups may approach their desired levels of self-reliance and self-determination.</p> <p>The implementation of the Proposed Project will support the educational functions within the State of Hawai'i. The objective of the Proposed Project is to create a permanent facility to fit the needs of the High Core program, students, teachers, and staff. The Proposed Project will provide an adequate educational facility to help troubled students acquire an education outside of the mainstream classroom. Additionally, the Proposed Project will contribute to empowering young individuals to overcome their challenges, decrease the risk of dropping out of school, and overall transforming their lives.</p>				
<p>§226-5 Objective and policies for population.</p> <p>(a) It shall be the objective in planning for the State's population to guide population growth to be consistent with the achievement of physical, economic, and social objectives contained in this chapter. To achieve the population objective, it shall be the policy of this State to:</p>				
(1) Manage population growth statewide in a manner that provides increased opportunities for Hawai'i's people to pursue their physical, social, and economic aspirations while recognizing the unique needs of each county.				X
(2) Encourage an increase in economic activities and employment opportunities on the Neighbor Islands consistent with community needs and desires.				X
(3) Promote increased opportunities for Hawai'i's people to pursue their socio-economic aspirations throughout the islands.				X
(4) Encourage research activities and public awareness programs to foster an understanding of Hawai'i's limited capacity to accommodate population needs and to address concerns resulting from an increase in Hawai'i's population.				X
(5) Encourage federal actions that will promote a more balanced distribution of immigrants among the states, provided that such actions do not prevent the reunion of immediate family members.				X
(6) Pursue an increase in federal assistance for states with a greater proportion of foreign immigrants relative to their state's population.				X
(7) Plan the development and availability of land and water resources in a coordinated manner so as to provide for the desired levels of growth in each geographic area.				X
<p>Discussion: The objectives and policies pertaining to population will not be applicable to the Proposed Project.</p>				
<p>§226-6 Objectives and policies for the economy--in general.</p> <p>(a) Planning for the State's economy in general shall be directed toward achievement of the following objectives:</p> <p>(1) Increased and diversified employment opportunities to achieve full employment, increased income and job choice, and improved living standards for Hawai'i's people.</p> <p>(2) A steady growing and diversified economic base that is not overly dependent on a few industries and includes the development and expansion of industries on the neighbor islands.</p> <p>(b) To achieve the general economic objectives, it shall be the policy of this State to:</p>				
(1) Promote and encourage entrepreneurship within Hawai'i by residents and nonresidents of the State.				X
(2) Expand Hawai'i's national and international marketing, communication, and organizational ties, to increase the State's capacity to adjust to and capitalize upon economic changes and opportunities occurring outside the State.				X
(3) Promote Hawai'i as an attractive market for environmentally and socially sound investment activities that benefit Hawai'i's people.				X
(4) Transform and maintain Hawai'i as a place that welcomes and facilitates innovative activity that may lead to commercial opportunities.				X



Table 4-1: The Hawai'i State Plan		S	NS	N/A
(5)	Promote innovative activity that may pose initial risks, but ultimately contribute to the economy of Hawai'i.			X
(6)	Seek broader outlets for new or expanded Hawai'i business investments.			X
(7)	Expand existing markets and penetrate new markets for Hawai'i's products and services.			X
(8)	Assure that the basic economic needs of Hawai'i's people are maintained in the event of disruptions in overseas transportation.			X
(9)	Strive to achieve a level of construction activity responsive to, and consistent with, state growth objectives.	X		
(10)	Encourage the formation of cooperatives and other favorable marketing arrangements at the local or regional level to assist Hawai'i's small-scale producers, manufacturers, and distributors.			X
(11)	Encourage labor-intensive activities that are economically satisfying, and which offer opportunities for upward mobility.			X
(12)	Encourage innovative activities that may not be labor-intensive, but may otherwise contribute to the economy of Hawai'i.			X
(13)	Foster greater cooperation and coordination between the public and private sectors in developing Hawai'i's employment and economic growth opportunities.			X
(14)	Stimulate the development and expansion of economic activities which will benefit areas with substantial or expected employment problems.			X
(15)	Maintain acceptable working conditions and standards for Hawai'i's workers.			X
(16)	Provide equal employment opportunities for all segments of Hawai'i's population through affirmative action and non-discrimination measures.			X
(17)	Stimulate the development and expansion of economic activities capitalizing on defense, dual-use, and science and technology assets, particularly on the neighbor islands where employment opportunities may be limited.			X
(18)	Encourage businesses that have favorable financial multiplier effects within Hawai'i's economy, particularly with respect to emerging industries in science and technology.			X
(19)	Promote and protect intangible resources in Hawai'i, such as scenic beauty and the aloha spirit, which are vital to a healthy economy.			X
(20)	Increase effective communication between the educational community and the private sector to develop relevant curricula and training programs to meet future employment needs in general, and requirements of new, potential growth industries in particular.			X
(21)	Foster a business climate in Hawai'i- including attitudes, tax and regulatory policies, and financial and technical assistance programs-that is conducive to the expansion of existing enterprises and the creation and attraction of new business and industry.			X
<p>Discussion: The Proposed Project will support the objectives and policies outlined within the Hawai'i State Plan related to economy—in general.</p> <p>The Proposed Project will create both short-term and long-term benefits. In the short-term, project construction expenditures will confer positive benefits to the local economy in the form of direct wages and expenditures. These benefits would be derived from the creation of construction and construction support jobs as well as revenues generated by the procurement of building supplies and materials. In the long-term, the Proposed Project will benefit Hawai'i's local economy with the increase in revenue to the State's tax base as well as job opportunities. The employment of a local workforce will enable the use of income for retail businesses. Furthermore, the implementation of the Proposed Project will maintain acceptable working conditions and standards by adhering to relevant labor laws, regulations, and industry best practices in terms of worker safety.</p>				
<p>§226-7 Objectives and policies for the economy--agriculture.</p> <p>(a) Planning for the State's economy with regard to agriculture shall be directed towards achievement of the following objectives:</p> <p>(1) Viability of Hawai'i's sugar and pineapple industries.</p> <p>(2) Growth and development of diversified agriculture throughout the State.</p>				



Table 4-1: The Hawai'i State Plan	S	NS	N/A
(3) An agriculture industry that continues to constitute a dynamic and essential component of Hawai'i's strategic, economic, and social well-being To achieve the agriculture objectives, it shall be the policy of this State to:			
(1) Establish a clear direction for Hawai'i's agriculture through stakeholder commitment and advocacy.			X
(2) Encourage agriculture by making the best use of natural resources.			X
(3) Provide the governor and the legislature with information and options needed for prudent decision-making for the development of agriculture.			X
(4) Establish strong relationships between the agricultural and visitor industries for mutual marketing benefits.			X
(5) Foster increased public awareness and understanding of the contributions and benefits of agriculture as a major sector of Hawai'i's economy.			X
(6) Seek the enactment and retention of federal and state legislation that benefits Hawai'i's agricultural industries.			X
(7) Strengthen diversified agriculture by developing an effective promotion, marketing, and distribution system between Hawai'i's food producers and consumers in the State, nation, and world.			X
(8) Support research and development activities that strengthen economic productivity in agriculture, stimulate greater efficiency, and enhance the development of new products and agricultural by-products.			X
(9) Enhance agricultural growth by providing public incentives and encouraging private initiatives.			X
(10) Assure the availability of agriculturally suitable lands with adequate water to accommodate present and future needs.			X
(11) Increase the attractiveness and opportunities for an agricultural education and livelihood.			X
(12) In addition to the State's priority on food, expand Hawai'i's agricultural base by promoting growth and development of flowers, tropical fruits and plants, livestock, feed grains, forestry, food crops, aquaculture, and other potential enterprises.			X
(13) Promote economically competitive activities that increase Hawai'i's agricultural self-sufficiency, including the increased purchase and use of Hawaii-grown food and food products by residents, businesses, and governmental bodies as defined under section 103D-104.			X
(14) Promote and assist in the establishment of sound financial programs for diversified agriculture			X
(15) Institute and support programs and activities to assist the entry of displaced agricultural workers into alternative agricultural or other employment.			X
(16) Facilitate the transition of agricultural lands in economically non-feasible agricultural production to economically viable agricultural uses.			X
(17) Perpetuate, promote, and increase use of traditional Hawaiian farming systems, such as the use of loko i'a, māla, and irrigated lo'i, and growth of traditional Hawaiian crops, such as kalo, 'uala, and 'ulu.			X
(18) Increase and develop small-scale farms.			X
Discussion: The objectives and policies pertaining to economy-- agriculture will not be applicable to the Proposed Project.			
226-8 Objective and policies for the economy--visitor industry.			
(a) Planning for the State's economy with regard to the visitor industry shall be directed towards the achievement of the objective of a visitor industry that constitutes a major component of steady growth for Hawai'i's economy.			
(b) To achieve the visitor industry objective, it shall be the policy of this State to:			
(1) Support and assist in the promotion of Hawai'i's visitor attractions and facilities.			X
(2) Ensure that visitor industry activities are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			X
(3) Improve the quality of existing visitor destination areas by utilizing Hawai'i's strengths in science and technology.			X



Table 4-1: The Hawai'i State Plan		S	NS	N/A
(4)	Encourage cooperation between the public and private sectors in developing and maintaining well-designed, adequately serviced visitor industry and related developments which are sensitive to neighboring communities and activities.			X
(5)	Develop the industry in a manner that will continue to provide new job opportunities and steady employment for Hawai'i's people.			X
(6)	Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the visitor industry.			X
(7)	Foster a recognition of the contribution of the visitor industry to Hawai'i's economy and the need to perpetuate the aloha spirit.			X
(8)	Foster an understanding by visitors of the aloha spirit and of the unique and sensitive character of Hawai'i's cultures and values.			X
Discussion: The objectives and policies pertaining to economy—visitor industry will not be applicable to the Proposed Project.				
§226 9 Objective and policies for the economy--federal expenditures.				
(a) Planning for the State's economy with regard to federal expenditures shall be directed towards achievement of the objective of a stable federal investment base as an integral component of Hawai'i's economy.				
(b) To achieve the federal expenditures objective, it shall be the policy of this State to:				
(1)	Encourage the sustained flow of federal expenditures in Hawai'i that generates long-term government civilian employment.			X
(2)	Promote Hawaii's supportive role in national defense, in a manner consistent with Hawaii's social, environmental, and cultural goals by building upon dual-use and defense applications to develop thriving ocean engineering, aerospace research and development, and related dual-use technology sectors in Hawaii's economy.			X
(3)	Promote the development of federally supported activities in Hawai'i that respect statewide economic concerns, are sensitive to community needs, and minimize adverse impacts on Hawai'i's environment.			X
(4)	Increase opportunities for entry and advancement of Hawai'i's people into federal government service.			X
(5)	Promote federal use of local commodities, services, and facilities available in Hawai'i.			X
(6)	Strengthen federal-state-county communication and coordination in all federal activities that affect Hawai'i.			X
(7)	Pursue the return of federally controlled lands in Hawai'i that are not required for either the defense of the nation or for other purposes of national importance and promote the mutually beneficial exchanges of land between federal agencies, the State, and the counties.			X
Discussion: The objectives and policies pertaining to economy—federal expenditures will not be applicable to the Proposed Project.				
§226-10 Objective and policies for the economy--potential growth and innovative activities.				
(a) Planning for the State's economy with regard to potential growth and innovative activities shall be directed towards achievement of the objective of development and expansion of potential growth and innovative activities that serve to increase and diversify Hawai'i's economic base.				
(b) To achieve the potential growth activity objective, it shall be the policy of this State to:				
(1)	Facilitate investment and employment growth in economic activities that have the potential to expand and diversify Hawai'i's economy, including but not limited to diversified agriculture, aquaculture, renewable energy development, creative media, health care, and science and technology-based sectors.			X
(2)	Facilitate investment in innovative activity that may pose risks or be less labor-intensive than other traditional business activity, but if successful, will generate revenue in Hawai'i through the export of services or products or substitution of imported services or products.			X
(3)	Encourage entrepreneurship in innovative activity by academic researchers and instructors who may not have the background, skill, or initial inclination to commercially exploit their discoveries or achievements.			X
(4)	Recognize that innovative activity is not exclusively dependent upon individuals with advanced formal education, but that many self-taught, motivated individuals			X



Table 4-1: The Hawai'i State Plan		S	NS	N/A
	are able, willing, sufficiently knowledgeable, and equipped with the attitude necessary to undertake innovative activity.			
(5)	Increase the opportunities for investors in innovative activity and talent engaged in innovative activity to personally meet and interact at cultural, art, entertainment, culinary, athletic, or visitor-oriented events without a business focus.			X
(6)	Expand Hawai'i's capacity to attract and service international programs and activities that generate employment for Hawai'i's people.			X
(7)	Enhance and promote Hawai'i's role as a center for international relations, trade, finance, services, technology, education, culture, and the arts.			X
(8)	Accelerate research and development of new energy-related industries based on wind, solar, ocean, and underground resources and solid waste.			X
(9)	Promote Hawai'i's geographic, environmental, social, and technological advantages to attract new economic activities into the State.			X
(10)	Provide public incentives and encourage private initiative to attract new industries that best support Hawai'i's social, economic, physical, and environmental objectives.			X
(11)	Increase research and the development of ocean related economic activities such as mining, food production, and scientific research.			X
(12)	Develop, promote, and support research and educational and training programs that will enhance Hawai'i's ability to attract and develop economic activities of benefit to Hawai'i.			X
(13)	Foster a broader public recognition and understanding of the potential benefits of new, growth-oriented industry in Hawai'i.			X
(14)	Encourage the development and implementation of joint federal and state initiatives to attract federal programs and projects that will support Hawaii's social, economic, physical, and environmental objectives.			X
(15)	Increase research and development of businesses and services in the telecommunications and information industries.			X
(16)	Foster the research and development of non-fossil fuel and energy efficient modes of transportation			X
(17)	Recognize and promote health care and health care information technology as growth industries.			X
Discussion: The objectives and policies pertaining to economy— potential growth and innovative activities will not be applicable to the Proposed Project.				
226-10.5 Objectives and policies for the economy--information industry.				
(a) Planning for the State's economy with regard to telecommunications and information technology shall be directed toward recognizing that broadband and wireless communication capability and infrastructure are foundations for an innovative economy and positioning Hawai'i as a leader in broadband and wireless communications and applications in the Pacific Region.				
(b) To achieve the information industry objective, it shall be the policy of this State to:				
(1)	Promote efforts to attain the highest speeds of electronic and wireless communication within Hawai'i and between Hawai'i and the world, and make high speed communication available to all residents and businesses in Hawaii			X
(2)	Encourage the continued development and expansion of the telecommunications infrastructure serving Hawai'i to accommodate future growth and innovation in Hawai'i's economy.			X
(3)	Facilitate the development of new or innovative business and service ventures in the information industry which will provide employment opportunities for the people of Hawai'i.			X
(4)	Encourage mainland- and foreign-based companies of all sizes, whether information technology-focused or not, to allow their principals, employees, or contractors to live in and work from Hawaii, using technology to communicate with their headquarters, offices, or customers located out-of-state.			X
(5)	Encourage greater cooperation between the public and private sectors in developing and maintaining a well-designed information industry.			X
(6)	Ensure that the development of new businesses and services in the industry are in keeping with the social, economic, and physical needs and aspirations of Hawai'i's people.			X



Table 4-1: The Hawai'i State Plan		S	NS	N/A
(7)	Provide opportunities for Hawai'i's people to obtain job training and education that will allow for upward mobility within the information industry.			X
(8)	Foster a recognition of the contribution of the information industry to Hawaii's economy.			X
(9)	Assist in the promotion of Hawai'i as a broker, creator, and processor of information in the Pacific.			X
Discussion: The objectives and policies pertaining to economy—information industry will not be applicable to the Proposed Project.				
§226-11 Objectives and policies for the physical environment--land-based, shoreline, and marine resources.				
(a) The land-based, shoreline, and marine resources objectives are:				
(1) Prudent use of Hawai'i's land-based, shoreline, and marine resources.				
(2) Effective protection of Hawai'i's unique and fragile environmental resources.				
(b) To achieve the land-based, shoreline, and marine resources objectives, it shall be the policy of this State to:				
(1)	Exercise an overall conservation ethic in the use of Hawai'i's natural resources.			X
(2)	Ensure compatibility between land-based and water-based activities and natural resources and ecological systems.			X
(3)	Take into account the physical attributes of areas when planning and designing activities and facilities.	X		
(4)	Manage natural resources and environs to encourage their beneficial and multiple use without generating costly or irreparable environmental damage.	X		
(5)	Consider multiple uses in watershed areas, provided such uses do not detrimentally affect water quality and recharge functions.			X
(6)	Encourage the protection of rare or endangered plant and animal species and habitats native to Hawai'i.	X		
(7)	Provide public incentives that encourage private actions to protect significant natural resources from degradation or unnecessary depletion.			X
(8)	Pursue compatible relationships among activities, facilities, and natural resources.	X		
(9)	Promote increased accessibility and prudent use of inland and shoreline areas for public recreational, educational, and scientific purposes.			X
Discussion: The Proposed Project will support the objectives and policies outlined within the Hawai'i State Plan related to the physical environment—land based, shoreline, and marine resources.				
The Proposed Project aims to ensure that activities at the Project Site are in harmony with land-based, water-based, natural systems and ecological systems in the area. By analyzing the existing conditions of the Project Site, the Proposed Project seeks to optimize facility design and layout to best suit the programmatic needs of High Core and fit the attributes of Wahiawā.				
Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters. Soil disturbances such as excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.				
As described in Section 3.5.1, the plant species present at the Project Site are consistent with those found in highly altered urban environments which are common non-native introduced species and scattered weedy growth. The ornamental species (ornamentals plus naturalized, indigenous, or Polynesian species planted as landscape plants) are commonly used for landscaping. Thus, based on the composition of vegetation at the Project Site, impacts to the vegetation would not be expected as a result of construction and operation of the Proposed Project.				
Rare, threatened, or endangered fauna are not known to utilize the site for either habitat or foraging purposes. However, measures to prevent adverse effects to protected seabirds from night lighting, any permanent light sources will be shielded and angled downward to eliminate glare that could disturb or disorient seabirds in flight.				
§226-12 Objective 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:				



Table 4-1: The Hawai'i State Plan	S	NS	N/A
(1) Promote the preservation and restoration of significant natural and historic resources.			X
(2) Provide incentives to maintain and enhance historic, cultural, and scenic amenities.			X
(3) Promote the preservation of views and vistas to enhance the visual and aesthetic enjoyment of mountains, ocean, scenic landscapes, and other natural features.	X		
(4) Protect those special areas, structures, and elements that are an integral and functional part of Hawai'i's ethnic and cultural heritage.			X
(5) Encourage the design of developments and activities that complement the natural beauty of the islands.	X		
<p>Discussion: The Proposed Project will support the objectives and policies outlined within the Hawai'i State Plan related to scenic, natural beauty, and historic resources.</p> <p>The Proposed Project will maintain the physical and scenic attributes of the Project Site. New construction will maintain consistency with the surrounding character and preserve the visual resources of Wahiawā. As discussed in Section 3.12 (Visual Resources) the Proposed Project is not expected to have an impact on the recognized view planes supporting the objectives and policies for the physical environment – scenic, natural beauty, and historic resources.</p>			
<p>§226-13 Objectives and policies for the physical environment--land, air, and water quality.</p> <p>(a) Planning for the State's physical environment with regard to land, air, and water quality shall be directed towards achievement of the following objectives:</p> <p>(1) Maintenance and pursuit of improved quality in Hawai'i's land, air, and water resources.</p> <p>(2) Greater public awareness and appreciation of Hawai'i's environmental resources.</p> <p>(b) To achieve the land, air, and water quality objectives, it shall be the policy of this State to:</p>			
(1) Foster educational activities that promote a better understanding of Hawai'i's limited environmental resources.			X
(2) Promote the proper management of Hawai'i's land and water resources.	X		
(3) Promote effective measures to achieve desired quality in Hawai'i's surface, ground, and coastal waters.	X		
(4) Encourage actions to maintain or improve aural and air quality levels to enhance the health and well-being of Hawai'i's people.	X		
(5) Reduce the threat to life and property from erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, and other natural or man-induced hazards and disasters.	X		
(6) Encourage design and construction practices that enhance the physical qualities of Hawai'i's communities.	X		
(7) Encourage urban developments in close proximity to existing services and facilities.	X		
(8) Foster recognition of the importance and value of the land, air, and water resources to Hawai'i's people, their cultures and visitors.	X		



Table 4-1: The Hawai'i State Plan	S	NS	N/A
<p>Discussion: The Proposed Project will support the objectives and policies related to the physical environment – land, air, and water quality.</p> <p>As discussed in Section 3.3 (Hydrology), necessary permits will be sought and construction BMPs will be implemented to reduce runoff generated from construction related activities. Additionally, construction activities are not likely to introduce to, nor release from the soils, any materials that could adversely affect the underlying groundwater. Construction material wastes will appropriately be disposed of to prevent any leachate from contaminating groundwater.</p> <p>As discussed in Section 3.4 (Natural Hazards) the Project Site is not prone to erosion, flooding, tsunamis, hurricanes, earthquakes, volcanic eruptions, or other hazards and the Proposed Project will not exacerbate any natural hazard conditions. All structures will be designed in compliance with the City's building code. Impacts from natural hazards can be further mitigated by adherence to appropriate civil defense evacuation procedures.</p> <p>As discussed in Section 3.8 (Air Quality) the Proposed Project will have a short-term impact in the project region. Short-term construction-related air impacts can be mitigated; Ambient concentrations of carbon monoxide from motor vehicle traffic will remain well within State and national ambient air quality standards; and long-term impacts on air quality are likely to be negligible due to indirect emissions associated with the Proposed Project's electrical power and solid waste disposal requirements.</p> <p>As previously stated, the Project Site is situated within the existing urban context and has access to existing infrastructure in regard to utilities such as water, wastewater, electrical, and communication systems.</p>			
<p>§226-14 Objective and policies for facility systems--in general.</p> <p>(a) Planning for the State's facility systems in general shall be directed towards achievement of the objective of water, transportation, waste disposal, and energy and telecommunication systems that support statewide social, economic, and physical objectives.</p> <p>(b) To achieve the general facility systems objective, it shall be the policy of this State to:</p>			
(1) Accommodate the needs of Hawai'i's people through coordination of facility systems and capital improvement priorities in consonance with state and county plans.	X		
(2) Encourage flexibility in the design and development of facility systems to promote prudent use of resources and accommodate changing public demands and priorities.	X		
(3) Ensure that required facility systems can be supported within resource capacities and at reasonable cost to the user.	X		
(4) Pursue alternative methods of financing programs and projects and cost-saving techniques in the planning, construction, and maintenance of facility systems.	X		
<p>Discussion: The Proposed Project will support the objectives and policies for facility systems – in general.</p> <p>The Proposed Project will continue to support the existing High Core by providing a much-needed permanent facility. This is consistent with the developmental goals of the State of providing a facility that will accommodate the educational functions of the State. Additionally, the Proposed Project will contribute to empowering young individuals to overcome their challenges, decrease the risk of dropping out of school, and overall transforming their lives.</p>			
<p>§226-15 Objectives and policies for facility systems--solid and liquid wastes.</p> <p>(b) Planning for the State's facility systems with regard to solid and liquid wastes shall be directed towards the achievement of the following objectives:</p> <p>(1) Maintenance of basic public health and sanitation standards relating to treatment and disposal of solid and liquid wastes.</p> <p>(2) Provision of adequate sewerage facilities of physical and economic activities that alleviate problems in housing, employment, mobility, and other areas.</p> <p>(c) To achieve solid and liquid waste objectives, it shall be the policy of this State to:</p>			
(1) Encourage the adequate development of sewerage facilities that complement planned growth.			X
(2) Promote re-use and recycling to reduce solid and liquid wastes and employ a conservation ethic.			X
(3) Promote research to develop more efficient and economical treatment and disposals of solid and liquid wastes.			X



Table 4-1: The Hawai'i State Plan	S	NS	N/A
Discussion: The objectives and policies pertaining to facility systems—solid and liquid wastes will not be applicable to the Proposed Project.			
§226-16 Objective and policies for facility systems--water.			
(a) Planning for the State's facility systems with regard to water shall be directed towards achievement of the objective of the provision of water to adequately accommodate domestic, agricultural, commercial, industrial, recreational, and other needs within resource capacities.			
(b) To achieve the facility systems water objective, it shall be the policy of the State to:			
(1) Coordinate development of land use activities with existing and potential water supply.	X		
(2) Support research and development of alternative methods to meet future water requirements well in advance of anticipated needs.			X
(3) Reclaim and encourage the productive use of runoff water and wastewater discharges.			X
(4) Assist in improving the quality, efficiency, service, and storage capabilities of water systems for domestic and agricultural use.			X
(5) Support water supply services to areas experiencing critical water problems.			X
(6) Promote water conservation programs and practices in government, private industry, and the general public to help ensure adequate water to meet long-term needs.			X
Discussion: The Proposed Project will support the State's objective and policies for water facility systems.			
Coordination with BWS will be taken to ensure there is adequate water source, storage, and delivery to service the Proposed Project. Upon finalization of the design, BWS will determine if the current municipal water system is adequate to accommodate the demand generated by the Proposed Project.			
§226-17 Objectives and policies for facility systems--transportation.			
(a) Planning for the State's facility systems with regard to transportation shall be directed towards the achievement of the following objectives:			
(1) An integrated multi-modal transportation system that services statewide needs and promotes the efficient, economical, safe, and convenient movement of people and goods.			
(2) A statewide transportation system consistent with planned growth objectives throughout the State			
(b) To achieve the transportation objectives, it shall be the policy of this State to:			
(1) Design, program, and develop a multi-modal system in conformance with desired growth and physical development as stated in this chapter.			X
(2) Coordinate state, county, federal, and private transportation activities and programs toward the achievement of statewide objectives.			X
(3) Encourage a reasonable distribution of financial responsibilities for transportation among participating governmental and private parties.			X
(4) Provide for improved accessibility to shipping, docking, and storage facilities.			X
(5) Promote a reasonable level and variety of mass transportation services that adequately meet statewide and community needs.			X
(6) Encourage transportation systems that serve to accommodate present and future development needs of communities.			X
(7) Encourage a variety of carriers to offer increased opportunities and advantages to inter-island movement of people and goods.			X
(8) Increase the capacities of airport and harbor systems and support facilities to effectively accommodate transshipment and storage needs.			X
(9) Encourage the development of transportation, systems and programs which would assist statewide economic growth and diversification.			X
(10) Encourage the design and development of transportation systems sensitive to the needs of affected communities and the quality of Hawai'i's natural environment.			X
(11) Encourage safe and convenient uses of low-cost, energy-efficient, non-polluting means of transportation.			X



Table 4-1: The Hawai'i State Plan	S	NS	N/A
(12) Coordinate intergovernmental land use and transportation planning activities to ensure the timely delivery of supporting transportation infrastructure in order to accommodate planned growth objectives.			X
(13) Encourage diversification of transportation modes and infrastructure to promote alternate fuels and energy efficiency.			X
Discussion: The objectives and policies pertaining to facility systems—transportation will not be applicable to the Proposed Project.			
§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 due consideration to all:			
(1) Dependable, efficient, and economical statewide energy and telecommunication systems capable of supporting the needs of the people.			
(2) Increased energy 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; and			
(5) Utility models that make the social and financial interests of Hawaii's utility customers a priority.			
(b) To achieve the energy objectives, it shall be the policy of this State to ensure the 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.			X
(2) Ensure a sufficient supply of energy to enable power systems to support the demands of growth.	X		
(3) Base decisions of least-cost supply-side and demand-side energy resource options on a comparison of their total costs and benefits when a least-cost is determined by a reasonably comprehensive, quantitative, and qualitative accounting of their long-term, direct and indirect economic, environmental, social, cultural, and public health costs and benefits.			X
(4) Promote all cost-effective conservation of power and fuel supplies through measures, including: (A) Development of cost-effective demand-side management programs; (B) Education; (C) Adoption of energy-efficient practices and technologies; and (D) Increasing energy efficiency and decreasing energy use in public infrastructure.			X
(5) Ensure, to the extent that new supply-side resources are needed, that the development or expansion of energy systems uses the least-cost energy supply option and maximizes efficient technologies.			X
(6) Support research, development, demonstration, and use of energy efficiency, load management, and other demand-side management programs, practices, and technologies.			X
(7) Promote alternate fuels and transportation energy efficiency.			X
(8) Support actions that reduce, avoid, or sequester greenhouse gases in utility, transportation, and industrial sector applications.			X
(9) Support actions that reduce, avoid, or sequester Hawaii's greenhouse gas emissions through agriculture and forestry initiatives.			X
(10) Provide priority handling and processing for all state and county permits required for renewable energy projects.			X
(11) Ensure that liquefied natural gas is used only as a cost-effective transitional, limited-term replacement of petroleum for electricity generation and does not impede the development and use of other cost-effective renewable energy sources.			X



Table 4-1: The Hawai'i State Plan	S	NS	N/A
(12) Promote the development of indigenous geothermal energy resources that are located on public trust land as an affordable and reliable source of firm power for Hawaii.			X
Discussion: The Proposed Project will support the objectives and policies for socio-cultural advancement in energy. The Proposed Project is anticipated to be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities.			
§226-18.5 Objectives and policies for facility systems--telecommunications.			
(a) Planning for the State's telecommunications facility systems shall be directed towards the achievement of dependable, efficient, and economical statewide telecommunications systems capable of supporting the needs of the people.			
(b) To achieve the telecommunications objective, it shall be the policy of this State to ensure the provision of adequate, reasonably priced, and dependable telecommunications services to accommodate demand.			
(c) To further achieve the telecommunications objective, it shall be the policy of this State to:			
(1) Facilitate research and development of telecommunication systems and resources.			X
(2) Encourage public and private sector efforts to develop means for adequate, ongoing telecommunication planning.			X
(3) Promote efficient management and use of existing telecommunication systems and services.			X
(4) Facilitate the development of education and training of telecommunication personnel.			X
Discussion: The objectives and policies pertaining to facility systems—telecommunications will not be applicable to the Proposed Project.			
§226-19 Objectives and policies for socio-cultural advancement--housing.			
(a) Planning for the State's socio-cultural advancement with regard to housing shall be directed toward the achievement of the following objectives:			
(1) Greater opportunities for Hawaii's people to secure reasonably priced, safe, sanitary, and livable homes, located in suitable environments that satisfactorily accommodate the needs and desires of families and individuals, through collaboration and cooperation between government and nonprofit and for-profit developers to ensure that more rental and for sale affordable housing is made available to extremely low-, very low-, lower-, moderate-, and above moderate-income segments of Hawaii's population.			
(2) The orderly development of residential areas sensitive to community needs and other land uses.			
(3) The development and provision of affordable rental housing by the State to meet the housing needs of Hawaii's people.			
(b) To achieve the housing objectives, it shall be the policy of this State to:			
(1) Effectively accommodate the housing needs of Hawai'i's people.			X
(2) Stimulate and promote feasible approaches that increase affordable rental and for sale housing choices for extremely low-, very low-, lower-, moderate-, and above moderate-income households.			X
(3) Increase homeownership and rental opportunities and choices in terms of quality, location, cost, densities, style, and size of housing.			X
(4) Promote appropriate improvement, rehabilitation, and maintenance of existing housing units and residential areas.			X
(5) Promote design and location of housing developments taking into account the physical setting, accessibility to public facilities and services, and other concerns of existing communities and surrounding areas.			X
(6) Facilitate the use of available vacant, developable, and underutilized urban lands for housing.			X
(7) Foster a variety of lifestyles traditional to Hawai'i through the design and maintenance of neighborhoods that reflect the cultures and values of the community.			X
(8) Promote research and development of methods to reduce the cost of housing construction in Hawai'i.			X



Table 4-1: The Hawai'i State Plan		S	NS	N/A
Discussion: The objectives and policies pertaining to socio-cultural advancement-- housing will not be applicable to the Proposed Project.				
§226-20 Objectives and policies for socio-cultural advancement--health.				
(a) Planning for the State's socio-cultural advancement with regard to health shall be directed towards achievement of the following objectives:				
(1) Fulfillment of basic individual health needs of the general public.				
(2) Maintenance of sanitary and environmentally healthful conditions in Hawai'i's communities.				
(3) Elimination of health disparities by identifying and addressing social determinants of health.				
(b) To achieve the health objectives, it shall be the policy of this State to:				
(1) Provide adequate and accessible services and facilities for prevention and treatment of physical and mental health problems, including substance abuse.				X
(2) Encourage improved cooperation among public and private sectors in the provision of health care to accommodate the total health needs of individuals throughout the State.				X
(3) Encourage public and private efforts to develop and promote statewide and local strategies to reduce health care and related insurance costs.				X
(4) Foster an awareness of the need for personal health maintenance and preventive health care through education and other measures.				X
(5) Provide programs, services, and activities that ensure environmentally healthful and sanitary conditions.				X
(6) Improve the State's capabilities in preventing contamination by pesticides and other potentially hazardous substances through increased coordination, education, monitoring, and enforcement				X
(7) Prioritize programs, services, interventions, and activities that address identified social determinants of health to improve native Hawaiian health and well-being consistent with the United States Congress' declaration of policy as codified in title 42 United States Code section 11702, and to reduce health disparities of disproportionately affected demographics, including native Hawaiians, other Pacific Islanders, and Filipinos. The prioritization of affected demographic groups other than native Hawaiians may be reviewed every ten years and revised based on the best available epidemiological and public health data.				X
Discussion: The objectives and policies pertaining to socio-cultural advancement-- health will not be applicable to the Proposed Project.				
§226-21 Objective and policies for socio-cultural advancement—education.				
(a) Planning for the State's socio-cultural advancement with regard to education shall be directed towards achievement of the objective of the provision of a variety of educational opportunities to enable individuals to fulfill their needs, responsibilities, and aspirations.				
(b) To achieve the education objective, it shall be the policy of this State to:				
(1) Support educational programs and activities that enhance personal development, physical fitness, recreation, and cultural pursuits of all groups.	X			
(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.	X			
(3) Provide appropriate educational opportunities for groups with special needs.	X			
(4) Promote educational programs which enhance understanding of Hawai'i's cultural heritage.	X			
(5) Provide higher educational opportunities that enable Hawai'i's people to adapt to changing employment demands.				X
(6) Assist individuals, especially those experiencing critical employment problems or barriers, or undergoing employment transitions, by providing appropriate employment training programs and other related educational opportunities.				X
(7) Promote programs and activities that facilitate the acquisition of basic skills, such as reading, writing, computing, listening, speaking, and reasoning.	X			
(8) Emphasize quality educational programs in Hawai'i's institutions to promote academic excellence.	X			



Table 4-1: The Hawai'i State Plan		S	NS	N/A
(9) Support research programs and activities that enhance the education programs of the State.				X
<p>Discussion: The Proposed Project will support the State's objectives and policies for socio-cultural advancement pertaining to education.</p> <p>The implementation of the Proposed Project will continually support the existing High Core by providing a much-needed permanent facility that will fit the needs of the program, students, teachers, and staff. The new facility will include classrooms and administrative spaces to support the High Core operations, and help troubled students acquire an education outside of the mainstream classroom. Furthermore, the Proposed Project will contribute to empowering young individuals to overcome challenges, decrease the risk of dropping out school, and overall transforming their lives.</p>				
<p>§226-22 Objective and policies for socio-cultural advancement—social services.</p> <p>(a) Planning for the State's socio-cultural advancement with regard to social services shall be directed towards the achievement of the objective of improved public and private social services and activities that enable individuals, families, and groups to become more self-reliant and confident to improve their well-being.</p> <p>(b) To achieve the social services objective, it shall be the policy of this State to:</p>				
(1) Assist individuals, especially those in need of attaining a minimally adequate standard of living and those confronted by social and economic hardship conditions, through social services and activities within the State's fiscal capacities.				X
(2) Facilitate the adjustment of new residents, especially recently arrived immigrants, into Hawaii's communities				X
(3) Promote alternatives to institutional care in the provision of long-term care for elder and disabled populations.				X
(4) Support public and private efforts to prevent domestic abuse and child molestation and assist victims of abuse and neglect.				X
(5) Promote programs which assist people in need of family planning services to enable them to meet their needs.				X
<p>Discussion: The objectives and policies pertaining to socio-cultural advancement—social services will not be applicable to the Proposed Project.</p>				
<p>§226-23 Objective and policies for socio-cultural advancement--leisure.</p> <p>(a) Planning for the State's socio-cultural advancement with regard to leisure shall be directed towards the achievement of the objective of the adequate provision of resources to accommodate diverse cultural, artistic, and recreational needs for present and future generations.</p> <p>(b) To achieve the leisure objective, it shall be the policy of this State to:</p>				
(1) Foster and preserve Hawai'i's multi-cultural heritage through supportive cultural, artistic, recreational, and humanities-oriented programs and activities.				X
(2) Provide a wide range of activities and facilities to fulfill the cultural, artistic, and recreational needs of all diverse and special groups effectively and efficiently.				X
(3) Enhance the enjoyment of recreational experiences through safety and security measures, educational opportunities, and improved facility design and maintenance.				X
(4) Promote the recreational and educational potential of natural resources having scenic, open space, cultural, historical, geological, or biological values while ensuring that their inherent values are preserved				X
(5) Ensure opportunities for everyone to use and enjoy Hawai'i's recreational resources.				X
(6) Assure the availability of sufficient resources to provide for future cultural, artistic, and recreational needs				X
(7) Provide adequate and accessible physical fitness programs to promote the physical and mental well-being of Hawai'i's people.				X
(8) Increase opportunities for appreciation and participation in the creative arts, including the literary, theatrical, visual, musical, folk, and traditional art forms.				X
(9) Encourage the development of creative expression in the artistic disciplines to enable all segments of Hawai'i's population to participate in the creative arts.				X



Table 4-1: The Hawai'i State Plan		S	NS	N/A
(10) Assure adequate access to significant natural and cultural resources in public ownership.				X
Discussion: The objectives and policies pertaining to socio-cultural advancement-- leisure will not be applicable to the Proposed Project.				
§226-24 Objective and policies for socio-cultural advancement--individual rights and personal well-being.				
(a) Planning for the State's socio-cultural advancement with regard to individual rights and personal well-being shall be directed towards achievement of the objective of increased opportunities and protection of individual rights to enable individuals to fulfill their socio-economic needs and aspirations.				
(b) To achieve the individual rights and personal wellbeing objective, it shall be the policy of this State to:				
(1) Provide effective services and activities that protect individuals from criminal acts and unfair practices and that alleviate the consequences of criminal acts in order to foster a safe and secure environment.	X			
(2) Uphold and protect the national and state constitutional rights of every individual.	X			
(3) Assure access to, and availability of, legal assistance, consumer protection, and other public services which strive to attain social justice.	X			
(4) Ensure equal opportunities for individual participation in society.	X			
Discussion: The Proposed Project will support the State's objectives and policies for socio-cultural advancement-- individual rights and personal well-being.				
The implementation of the Proposed Project will contribute to providing support to troubled youths within the community. High Core provides educational services to students that struggle in the mainstream classroom and equips students with valuable skills and tools to succeed in life. Through High Core, the risk of dropping out of school and engaging in destructive behavior is decreased. High Core empowers students by providing them with the tools, opportunities, and support they need to overcome their challenges.				
§226-25 Objective and policies for socio-cultural advancement--culture.				
(a) Planning for the State's socio-cultural advancement with regard to culture shall be directed toward the achievement of the objective of enhancement of cultural identities, traditions, values, customs, and arts of Hawai'i's people.				
(b) To achieve the culture objective, it shall be the policy of this State to:				
(1) Foster increased knowledge and understanding of Hawai'i's ethnic and cultural heritages and the history of Hawai'i.				X
(2) Support activities and conditions that promote cultural values, customs, and arts that enrich the lifestyles of Hawai'i's people and which are sensitive and responsive to family and community needs.				X
(3) Encourage increased awareness of the effects of proposed public and private actions on the integrity and quality of cultural and community life styles in Hawai'i.				X
(4) Encourage the essence of the aloha spirit in people's daily activities to promote harmonious relationships among Hawai'i's people and visitors.				X
Discussion: The objectives and policies pertaining to socio-cultural advancement-- culture will not be applicable to the Proposed Project.				
§226-26 Objectives and policies for socio-cultural advancement--public safety.				
(a) Planning for the State's socio-cultural advancement with regard to public safety shall be directed towards the achievement of the following objectives:				
(1) Assurance of public safety and adequate protection of life and property for all people.				
(2) Optimum organizational readiness and capability in all phases of emergency management to maintain the strength, resources, and social and economic well-being of the community in the event of civil disruptions, wars, natural disasters, and other major disturbances.				
(3) Promotion of a sense of community responsibility for the welfare and safety of Hawai'i's				
(b) To achieve the public safety programs objectives, it shall be the policy of this State to:				
(1) Ensure that public safety programs are effective and responsive to community needs.				X
(2) Encourage increased community awareness and participation in public safety programs.				X
(c) To achieve the public safety programs objectives, it shall be the policy of this State to:				



Table 4-1: The Hawai'i State Plan	S	NS	N/A
(1) Support criminal justice programs aimed at preventing and curtailing criminal activities.			X
(2) Develop a coordinated, systematic approach to criminal justice administration among all criminal justice agencies.			X
(3) Provide a range of correctional resources which may include facilities and alternatives to traditional incarceration in order to address the varied security needs of the community and successfully reintegrate offenders into the community.			X
(d) To further achieve public safety objectives related to emergency management, it shall be the policy of this State to:			
(1) Ensure that responsible organizations are in a proper state of readiness to respond to major war related, natural, or technological disasters and civil disturbances at all times.			X
(2) Enhance the coordination between emergency management programs throughout the State.			X
Discussion: The objectives and policies pertaining to socio-cultural advancement—public safety will not be applicable to the Proposed Project.			
§226-27 Objectives and policies for socio-cultural advancement--government.			
(a) Planning the State's socio-cultural advancement with regard to government shall be directed towards the achievement of the following objectives:			
(1) Efficient, effective, and responsive government services at all levels in the State.			
(2) Fiscal integrity, responsibility and efficiency in the state government and county governments.			
(b) To achieve the government objectives, it shall be the policy of this State to:			
(1) Provide for necessary public goods and services not assumed by the private sector.			X
(2) Pursue an openness and responsiveness in government that permits the flow of public information, interaction, and response.			X
(3) Minimize the size of government to that necessary to be effective.			X
(4) Stimulate the responsibility in citizens to productively participate in government for a better Hawai'i.			X
(5) Assure that government attitudes, actions, and services are sensitive to community needs and concerns.			X
(6) Provide for a balanced fiscal budget.			X
(7) Improve the fiscal budgeting and management system of the State.			X
(8) Promote the consolidation of state and county governmental functions to increase the effective and efficient delivery of government programs and services and to eliminate duplicative services wherever feasible.			X
Discussion: The objectives and policies pertaining to socio-cultural advancement-- government will not be applicable to the Proposed Project.			

PART III. PRIORITY GUIDELINES

Part III of the Hawai'i State Plan establishes the overall priority guidelines to address areas of Statewide concern. Under HRS § 226-102, "The State shall strive to improve the quality of life for Hawai'i's present and future population through the pursuit of desirable courses of action in seven major areas of Statewide concern which merit priority attention: economic development, population growth and land resource management, affordable housing, crime and criminal justice, quality education, principles of sustainability, and climate change adaptation.

Table 4-2: The Hawai'i State Plan Part III	S	NS	N/A
§226-103 Economic priority guidelines.			
(a) Priority guidelines to stimulate economic growth and encourage business expansion and development to provide needed jobs for Hawai'i's people and achieve a stable and diversified economy:			



Table 4-2: The Hawai'i State Plan Part III		S	NS	N/A
(1)	Seek a variety of means to increase the availability of investment capital for new and expanding enterprises.			X
(2)	Encourage the expansion of technological research to assist industry development and support the development and commercialization of technological advancements.			X
(3)	Improve the quality, accessibility, and range of services provided by government to business, including data and reference services and assistance in complying with governmental regulations.			X
(4)	Seek to ensure that state business tax and labor laws and administrative policies are equitable, rational, and predictable.			X
(5)	Streamline the building and development permit and review process and eliminate or consolidate other burdensome or duplicative governmental requirements imposed on business, where public health, safety, and welfare would not be adversely affected.			X
(6)	Encourage the formation of cooperatives and other favorable marketing or distribution arrangements at the regional or local level to assist Hawai'i's small-scale producers, manufacturers, and distributors.			X
(7)	Continue to seek legislation to protect Hawai'i from transportation interruptions between Hawai'i and the continental United States.			X
(8)	Provide public incentives and encourage private initiative to develop and attract industries which promise long-term growth potentials, and which have the following characteristics: (a) An industry that can take advantage of Hawai'i's unique location and available physical and human resources. (b) A clean industry that would have minimal adverse effects on Hawai'i's environment. (c) An industry that is willing to hire and train Hawai'i's people to meet the industry's labor needs. (d) An industry that would provide reasonable income and steady employment.			X
(9)	Support and encourage, through educational and technical assistance programs and other means, expanded opportunities for employee ownership and participation in Hawai'i business.			X
(10)	Enhance the quality of Hawai'i's labor force and develop and maintain career opportunities for Hawai'i's people through the following actions: (a) Expand vocational training in diversified agriculture, aquaculture, and other areas where growth is desired and feasible. (b) Encourage more effective career counseling and guidance in high schools and post-secondary institutions to inform students of present and future career opportunities. (c) Allocate educational resources to career areas where high employment is expected and where growth of new industries is desired. (d) Promote career opportunities in all industries for Hawai'i's people by encouraging firms doing business in the State to hire residents. (e) Promote greater public and private sector cooperation in determining industrial training needs and in developing relevant curricula and on-the-job training opportunities. (f) Provide retraining programs and other support services to assist entry of displaced workers into alternative employment.			X
(b) Priority guidelines to promote the economic health and quality of the visitor industry:				
(1)	Promote visitor satisfaction by fostering an environment which enhances the Aloha Spirit and minimizes inconveniences to Hawai'i's residents and visitors.			X
(2)	Encourage the development and maintenance of well-designed, adequately serviced hotels and resort destination areas which are sensitive to neighboring communities and activities and which provides for adequate shoreline setbacks and beach access.			X
(3)	Support appropriate capital improvements to enhance the quality of existing resort destination areas and provide incentives to encourage investment in upgrading, repair, and maintenance of visitor facilities.			X



Table 4-2: The Hawai'i State Plan Part III		S	NS	N/A
(4)	Encourage visitor industry practices and activities which respect, preserve, and enhance Hawai'i's significant natural, scenic, historic, and cultural resources.			X
(5)	Develop and maintain career opportunities in the visitor industry for Hawai'i's people, with emphasis on managerial positions.			X
(6)	Support and coordinate tourism promotion abroad to enhance Hawai'i's share of existing and potential visitor markets.			X
(7)	Maintain and encourage a more favorable resort investment climate consistent with the objectives of this chapter.			X
(8)	Support law enforcement activities that provide a safer environment for both visitors and residents alike.			X
(c) Priority guidelines to promote the continued viability of the sugar and pineapple industries:				
(1)	Provide adequate agricultural lands to support the economic viability of the sugar and pineapple industries.			X
(2)	Continue efforts to maintain federal support to provide stable sugar prices high enough to allow profitable operations in Hawai'i.			X
(3)	Support research and development, as appropriate, to improve the quality and production of sugar and pineapple crops.			X
(d) Priority guidelines to promote the growth and development of diversified agriculture and aquaculture:				
(1)	Identify, conserve, and protect agricultural and aquaculture lands of importance and initiate affirmative and comprehensive programs to promote economically productive agricultural and aquaculture uses of such lands.			X
(2)	Assist in providing adequate, reasonably priced water for agricultural activities.			X
(3)	Encourage public and private investment to increase water supply and to improve transmission, storage, and irrigation facilities in support of diversified agriculture and aquaculture.			X
(4)	Assist in the formation and operation of production and marketing associations and cooperatives to reduce production and marketing costs.			X
(5)	Encourage and assist with the development of a waterborne and airborne freight and cargo system capable of meeting the needs of Hawai'i's agricultural community			X
(6)	Seek favorable freight rates for Hawai'i's agricultural products from interisland and overseas transportation operators.			X
(7)	Encourage the development and expansion of agricultural and aquaculture activities which offer long-term economic growth potential and employment opportunities.			X
(8)	Continue the development of agricultural parks and other programs to assist small independent farmers in securing agricultural lands and loans.			X
(9)	Require agricultural uses in agricultural subdivisions and closely monitor the uses in these subdivisions.			X
(e) Priority guidelines for water use and development:				
(1)	Maintain and improve water conservation programs to reduce the overall water consumption rate.			X
(2)	Encourage the improvement of irrigation technology and promote the use of non-potable water for agricultural and landscaping purposes.			X
(3)	Increase the support for research and development of economically feasible alternative water sources.			X
(4)	Explore alternative funding sources and approaches to support future water development programs and water system improvements.			X
(f) Priority guidelines for energy use and development:				
(1)	Encourage the development, demonstration, and commercialization of renewable energy sources.			X
(2)	Initiate, maintain, and improve energy conservation programs aimed at reducing energy waste and increasing public awareness of the need to conserve energy.			X
(3)	Provide incentives to encourage the use of energy conserving technology in residential, industrial, and other buildings.			X
(4)	Encourage the development and use of energy conserving and cost-efficient transportation systems.			X



Table 4-2: The Hawai'i State Plan Part III		S	NS	N/A
(g) Priority guidelines to promote the development of the information industry:				
(1)	Establish an information network, with an emphasis on broadband and wireless infrastructure and capability that will serve as the foundation of and catalyst for overall economic growth and diversification in Hawai'i.			X
(2)	Encourage the development of services such as financial data processing, a products and services exchange, foreign language translations, telemarketing, teleconferencing, a twenty-four-hour international stock exchange, international banking, and a Pacific Rim management center.			X
(3)	Encourage the development of small businesses in the information field such as software development; the development of new information systems, peripherals, and applications; data conversion and data entry services; and home or cottage services such as computer programming, secretarial, and accounting services.			X
(4)	Encourage the development or expansion of educational and training opportunities for residents in the information and telecommunications fields.			X
(5)	Encourage research activities, including legal research in the information and telecommunications fields.			X
(6)	Support promotional activities to market Hawai'i's information industry services.			X
(7)	Encourage the location or co-location of telecommunication or wireless information relay facilities in the community, including public areas, where scientific evidence indicates that the public health, safety, and welfare would not be adversely affected.			X
Discussion: The economic priority guidelines outlined within the Hawai'i State Plan will not be applicable to the Proposed Project.				
§226-104 Population growth and land resources priority guidelines.				
(a) Priority guidelines to effect desired statewide growth and distribution:				
(1)	Encourage planning and resource management to ensure that population growth rates throughout the State are consistent with available and planned resource capacities and reflect the needs and desires of Hawai'i's people.	X		
(2)	Manage a growth rate for Hawai'i's economy that will parallel future employment needs for Hawai'i's people.			X
(3)	Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.			X
(4)	Encourage major state and federal investments and services to promote economic development and private investment to the neighbor islands, as appropriate.			X
(5)	Explore the possibility of making available urban land, low-interest loans, and housing subsidies to encourage the provision of housing to support selective economic and population growth on the neighbor islands.			X
(6)	Seek federal funds and other funding sources outside the State for research, program development, and training to provide future employment opportunities on the neighbor islands.			X
(7)	Support the development of high technology parks on the neighbor islands.			X
(b) Priority guidelines for regional growth distribution and land resource utilization:				
(1)	Encourage urban growth primarily to existing urban areas where adequate public facilities are already available or can be provided with reasonable public expenditures and away from areas where other important benefits are present, such as protection of important agricultural land or preservation of lifestyles.	X		
(2)	Make available marginal or non-essential agricultural lands for appropriate urban uses while maintaining agricultural lands of importance in the agricultural district.			X
(3)	Restrict development when drafting of water would result in exceeding the sustainable yield or in significantly diminishing the recharge capacity of any groundwater area.			X
(4)	Encourage restriction of new urban development in areas where water is insufficient from any source for both agricultural and domestic use.			X
(5)	In order to preserve green belts, give priority to state capital improvement funds which encourage location of urban development within existing urban areas	X		



Table 4-2: The Hawai'i State Plan Part III		S	NS	N/A
except where compelling public interest dictates development of a non-contiguous new urban core.				
(6)	Seek participation from the private sector for the cost of building infrastructure and utilities and maintaining open spaces.			X
(7)	Pursue rehabilitation of appropriate urban areas.			X
(8)	Support the redevelopment of Kaka'ako into a viable residential, industrial, and commercial community.			X
(9)	Direct future urban development away from critical environmental areas or impose mitigating measures so that negative impacts on the environment would be minimized.	X		
(10)	Identify critical environmental areas in Hawai'i to include but not be limited to the following: watershed and recharge areas; wildlife habitats (on land and in the ocean); areas with endangered species of plants and wildlife; natural streams and water bodies; scenic and recreational shoreline resources; open space and natural areas; historic and cultural sites; areas particularly sensitive to reduction in water and air quality; and scenic resources.			X
(11)	Identify all areas where priority should be given to preserving rural character and lifestyle.			X
(12)	Utilize Hawai'i's limited land resources wisely, providing adequate land to accommodate projected population and economic growth needs while ensuring the protection of the environment and the availability of the shoreline, conservation lands, and other limited resources for future generations.	X		
(13)	Protect and enhance Hawai'i's shoreline, open spaces, and scenic resources.	X		
<p>Discussion: The Proposed Project will support the population growth and land resources policy guidelines outlined within the Hawai'i State Plan.</p> <p>The Proposed Project will be constructed on the existing site for the DOE Central District Office, which contributes to the wise use of land resources in Wahiawā. This approach allows for land to be allocated effectively for supporting projected population and economic growth needs, while ensuring the protection of the environment for the benefit of future generations.</p>				
<p>§226-105 Crime and criminal justice Priority guidelines in the area of crime and criminal justice:</p>				
(1)	Support law enforcement activities and other criminal justice efforts that are directed to provide a safer environment.			X
(2)	Target state and local resources on efforts to reduce the incidence of violent crime and on programs relating to the apprehension and prosecution of repeat offenders.			X
(3)	Support community and neighborhood program initiatives that enable residents to assist law enforcement agencies in preventing criminal activities.			X
(4)	Reduce overcrowding or substandard conditions in correctional facilities through a comprehensive approach among all criminal justice agencies which may include sentencing law revisions and use of alternative sanctions other than incarceration for persons who pose no danger to their community.			X
(5)	Provide a range of appropriate sanctions for juvenile offenders, including community-based programs and other alternative sanctions.			X
(6)	Increase public and private efforts to assist witnesses and victims of crimes and to minimize the costs of victimization.			X
<p>Discussion: The priority guidelines regarding crime and criminal justice outlined within the Hawai'i State Plan will not be applicable to the Proposed Project.</p>				
<p>§226-106 Affordable housing Priority guidelines for the provision of affordable housing:</p>				
(1)	Seek to use marginal or non-essential agricultural land and public land to meet housing needs of low and moderate-income and gap-group households.			X
(2)	Encourage the use of alternative construction and development methods as a means of reducing production costs.			X



Table 4-2: The Hawai'i State Plan Part III		S	NS	N/A
(3)	Improve information and analysis relative to land availability and suitability for housing.			X
(4)	Create incentives for development which would increase home ownership and rental opportunities for Hawai'i's low and moderate-income households, gap-group households, and residents with special needs.			X
(5)	Encourage continued support for government or private housing programs that provide low interest mortgages to Hawai'i's people for the purchase of initial owner-occupied housing.			X
(6)	Encourage public and private sector cooperation in the development of rental housing alternatives.			X
(7)	Encourage improved coordination between various agencies and levels of government to deal with housing policies and regulations.			X
(8)	Give higher priority to the provision of quality housing that is affordable for Hawai'i's residents and less priority to development of housing intended primarily for individuals outside of Hawai'i.			X
Discussion: The priority guidelines regarding affordable housing outlined within the Hawai'i State Plan will not be applicable to the Proposed Project.				
§226-107 Quality education.				
Priority guidelines to promote quality education:				
(1)	Pursue effective programs which reflect the varied district, school, and student needs to strengthen basic skills achievement.	X		
(2)	Continue emphasis on general education "core" requirements to provide common background to students and essential support to other university programs.	X		
(3)	Initiate efforts to improve the quality of education by improving the capabilities of the education work force.			X
(4)	Promote increased opportunities for greater autonomy and flexibility of educational institutions in their decision-making responsibilities.	X		
(5)	Increase and improve the use of information technology in education by the availability of telecommunications equipment for: (A) The electronic exchange of information; (B) Statewide electronic mail; and (C) Access to the Internet. Encourage programs that increase the public's awareness and understanding of the impact of information technologies on our lives.			X
(6)	Pursue the establishment of Hawai'i's public and private universities and colleges as research and training centers of the Pacific.			X
(7)	Develop resources and programs for early childhood education.			X
(8)	Explore alternatives for funding and delivery of educational services to improve the overall quality of education.			X
(9)	Strengthen and expand educational programs and services for students with special needs.			X
Discussion: The Proposed Project will support the priority guidelines regarding education outlined in the Hawai'i State Plan.				
The Proposed Project will continually support the existing High Core by providing a much-needed permanent facility that will fit the needs of the program, students, teachers, and staff. The Proposed Project will help troubled students acquire an education outside of the mainstream classroom. The new facility will include classrooms and administrative spaces to support the High Core operations. Furthermore, the Proposed Project will contribute to empowering young individuals to overcome challenges, decrease the risk of dropping out school, and overall transforming their lives.				
§226-108 Sustainability.				
Priority guidelines and principals to promote sustainability:				
(1)	Encouraging balanced economic, social, community, and environmental priorities.	X		
(2)	Encouraging planning that respects and promotes living within the natural resources and limits of the State.	X		



Table 4-2: The Hawai'i State Plan Part III	S	NS	N/A
(3) Promoting a diversified and dynamic economy.			X
(4) Encouraging respect for the host culture.			X
(5) Promoting decisions based on meeting the needs of the present without compromising the needs of future generations.	X		
(6) Considering the principles of the ahupua'a system.			X
(7) Emphasizing that everyone, including individuals, families, communities, businesses, and government, has the responsibility for achieving a sustainable Hawai'i.			X
<p>Discussion: The Proposed Project will support the priority guidelines for sustainability outlined within the Hawai'i State Plan.</p> <p>The Proposed Project will maximize the use of appropriate BMPs prior to, during and after construction to ensure that resources are used in a sustainable manner.</p>			
<p>§226-109 Climate change adaption. Priority guidelines for climate change adaption:</p>			
(1) Ensure that Hawaii's people are educated, informed, and aware of the impacts climate change may have on their communities.			X
(2) Encourage community stewardship groups and local stakeholders to participate in planning and implementation of climate change policies.			X
(3) Invest in continued monitoring and research of Hawai'i's climate and the impacts of climate change on the State.			X
(4) Consider native Hawaiian traditional knowledge and practices in planning for the impacts of climate change.			X
(5) Encourage the preservation and restoration of natural landscape features, such as coral reefs, beaches and dunes, forests, streams, floodplains, and wetlands that have the inherent capacity to avoid, minimize, or mitigate the impacts of climate change.			X
(6) Explore adaptation strategies that moderate harm or exploit beneficial opportunities in response to actual or expected climate change impacts to the natural and built environments.			X
(7) Promote sector resilience in areas such as water, roads, airports, and public health, by encouraging the identification of climate change threats, assessment of potential consequences, and evaluation of adaptation options.			X
(8) Foster cross-jurisdictional collaboration between county, state, and federal agencies and partnerships between government and private entities and other nongovernmental entities, including nonprofit entities.			X
(9) Use management and implementation approaches that encourage the continual collection, evaluation, and integration of new information and strategies into new and existing practices, policies, and plans.			X
(10) Encourage planning and management of the natural and built environments that effectively integrate climate change policy.			X
<p>Discussion: The priority guidelines regarding climate change adaptation outlined within the Hawai'i State Plan will not be applicable to the Proposed Project.</p>			

4.1.2 Hawai'i State Functional Plans

The Hawai'i State Plan, HRS Chapter 226, directs appropriate State agencies to prepare Functional Plans which address Statewide needs, problems, and issues, and recommend policies and actions to mitigate those problems. The Functional Plans are prepared to further define and implement statewide goals, objectives, policies, and priority guidelines contained in the Hawai'i State Plan. Thirteen Functional Plans were prepared to implement the State Plan provisions in the areas of agriculture, conservation lands, education, employment, energy, health, higher



education, historic preservation, housing, human services, recreation, tourism, and transportation. The Proposed Project's conformance with the policies of the State Functional Plans are set forth in Table 4-3 below.

Table 4-3: Hawai'i State Functional Plans		S	NS	N/A
1	Agricultural State Functional Plan (1991)			
Purpose: Continued viability of agriculture throughout the State				X
Discussion: The Proposed Project is not directly applicable to the Agricultural State Functional Plan.				
2	Conservation Lands State Functional Plan (1991)			
Purpose: Addresses issues of population and economic growth and its strain on current natural resources; broadening public use of natural resources while protecting lands and shorelines from overuse; additionally, promotes the aquaculture industry				X
Discussion: The Proposed Project is not directly applicable to the Conservation Lands State Functional Plan.				
3	Education State Functional Plan (1989)			
Purpose: Improvements to Hawai'i's educational curriculum, quality of educational staff, and access to adequate facilities		X		
Discussion: The Proposed Project will support the Education State Functional Plan. The implementation of the Proposed Project will support the educational functions within the State of Hawai'i. The objective of the Proposed Project is to create a permanent facility to fit the needs of the High Core program, students, teachers, and staff. The Proposed Project will provide an adequate educational facility to help troubled students acquire an education outside of the mainstream classroom. Additionally, the Proposed Project will contribute to empowering young individuals to overcome their challenges, decrease the risk of dropping out of school, and overall transforming their lives.				
4	Employment State Functional Plan (1990)			
Purpose: Improve the qualifications, productivity, and effectiveness of the State's workforce through better education and training of workers as well as efficient planning of economic development, employment opportunities, and training activities		X		
Discussion: The Proposed Project will support the Employment State Functional Plan. The Proposed Project will confer positive benefits on the local economy through the project construction. These benefits would be derived from the creation of construction and construction support jobs as well as revenues generated by the procurement of building supplies and materials.				
5	Energy State Functional Plan (1991)			
Purpose: Lessen the reliance on petroleum and other fossil fuels in favor of alternative sources of energy so as to keep up with the State's increasing energy demands while also becoming a more sustainable island state; achieving dependable, efficient, and economical statewide energy systems		X		
Discussion: The Proposed Project will support the Energy State Functional Plan. The Proposed Project is anticipated to be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities.				
6	Health State Functional Plan			
Purpose: Improve the health care system by providing for those who do not have access to private health care providers; increasing preventative health measures; addressing 'quality of care' elements in private and public sectors to cut increasing costs				X
Discussion: The Proposed Project is not directly applicable to the Health State Functional Plan.				
7	Higher Education Functional Plan (1984)			
Purpose: Prepare Hawai'i's citizens for the demands of an increasingly complex world through providing technical and intellectual tools.		X		
Discussion: The Proposed Project will support the State's Higher Education Functional Plan. The implementation of the Proposed Project will support the educational functions within the State of Hawai'i. The objective of the Proposed Project is to create a permanent facility to fit the needs of the High Core program, students,				



teachers, and staff. The High Core provides educational services to troubled youths and equips them with valuable skills and tools to succeed in life. Furthermore, the Proposed Project will contribute to empowering young individuals to overcome their challenges, decrease the risk of dropping out of school, and overall transforming their lives.			
8	Historic Preservation State Functional Plan (1991)		
Purpose: Preservation of historic properties, records, artifacts and oral histories; provide public with information/education on the ethnic and cultural heritages and history of Hawai'i			X
Discussion: The Proposed Project is not directly applicable to the Historic Preservation State Functional Plan.			
9	Housing State Functional Plan (1989)		
Purpose: Provide affordable rental and for-sale housing; increase homeownership and amount of rental housing units; acquiring public and privately-owned lands for future residential development; maintain a statewide housing data system.			X
Discussion: The Proposed Project is not directly applicable to the Housing State Functional Plan			
10	Human Services State Functional Plan (1991)		
Purpose: Refining support systems for families and individuals by improving elderly care, increasing preventative measures to combat child/spousal abuse and neglect; providing means for 'self-sufficiency.'			X
Discussion: The Proposed Project is not directly applicable to the Human Services State Functional Plan.			
11	Recreation State Functional Plan (1991)		
Purpose: Manage the use of recreational resources via addressing issues: (1) ocean and shoreline recreation, (2) mauka, urban, and other recreation, (3) public access to shoreline and upland recreation areas, (4) resource conservation and management, (5) management of recreation programs/facilities/areas, and (6) wetlands protection and management			X
Discussion: The Proposed Project is not directly applicable to the Recreation State Functional Plan.			
12	Tourism State Functional Plan (1991)		
Purpose: Balance tourism/economic growth with environmental and community concerns; development that is cognizant of the limited land and water resources of the islands; maintaining friendly relations between tourists and community members; development of a productive workforce and enhancement of career and employment opportunities in the visitor industry			X
Discussion: The Proposed Project is not directly applicable to the Tourism State Functional Plan.			
13	Transportation State Functional Plan (1991)		
Purpose: Development of a safer, more efficient transportation system that also is consistent with planned physical and economic growth of the state; construction of facility and infrastructure improvements; develop a transportation system balanced with new alternatives; pursue land use initiatives which help reduce travel demand.			X
Discussion: The Proposed Project is not directly applicable to the Transportation State Functional Plan.			

4.1.3 State Land Use District

The State Land Use Law, Chapter 205, HRS, establishes an overall framework of land use management whereby all lands in the State of Hawai'i are classified into one of four land use districts: Urban District, Agricultural District, Conservation District, and Rural District. The State Land Use Commission (LUC) is responsible for preserving and protecting Hawaii's lands and encouraging those uses to which lands are best suited.

Discussion:

The Proposed Project is situated entirely within the State Land Use Urban District (See Figure 4-1). The Urban District is generally characterized by "city-like" concentrations of



people, structures, and services. This may also include vacant land used for future development. The jurisdiction of the Urban District lies primarily with the County. In general, lot sizes and uses permitted in the district area are established by the County through ordinances or rules. The purpose and intent of the Proposed Project are consistent with the Urban State Land Use District.

4.1.4 Hawai'i Coastal Zone Management Program

The National Coastal Zone Management (CZM) Program was created through passage of the Coastal Zone Management Act of 1972. The U.S. Congress enacted the CZM Act to assist states in better managing coastal and estuarine environments. The CZM Act provides grants to states that develop and implement federally approved CZM plans. The goal of the CZM Act is to *“preserve, protect, develop, and where possible, to restore or enhance the resources of the nation’s coastal zone.”* Hawai'i's CZM Act, adopted as Chapter 205A, HRS, provides a basis for protecting, restoring, and responsibly developing coastal communities and resources. In Hawai'i, the "coastal zone management area" refers to all lands within the area extending seaward from the shoreline to the furthest limit of the state's police power and management authority, including the territorial sea.

The Proposed Project's conformance with the ten objectives and numerous policies of the State of Hawai'i CZMP is set forth in Table 4-2 below. The Proposed Project is not located within the Special Management Area (SMA) as designated by the CCH (See Figure 4-2). Therefore, SMA permits are not required to implement the Proposed Project.



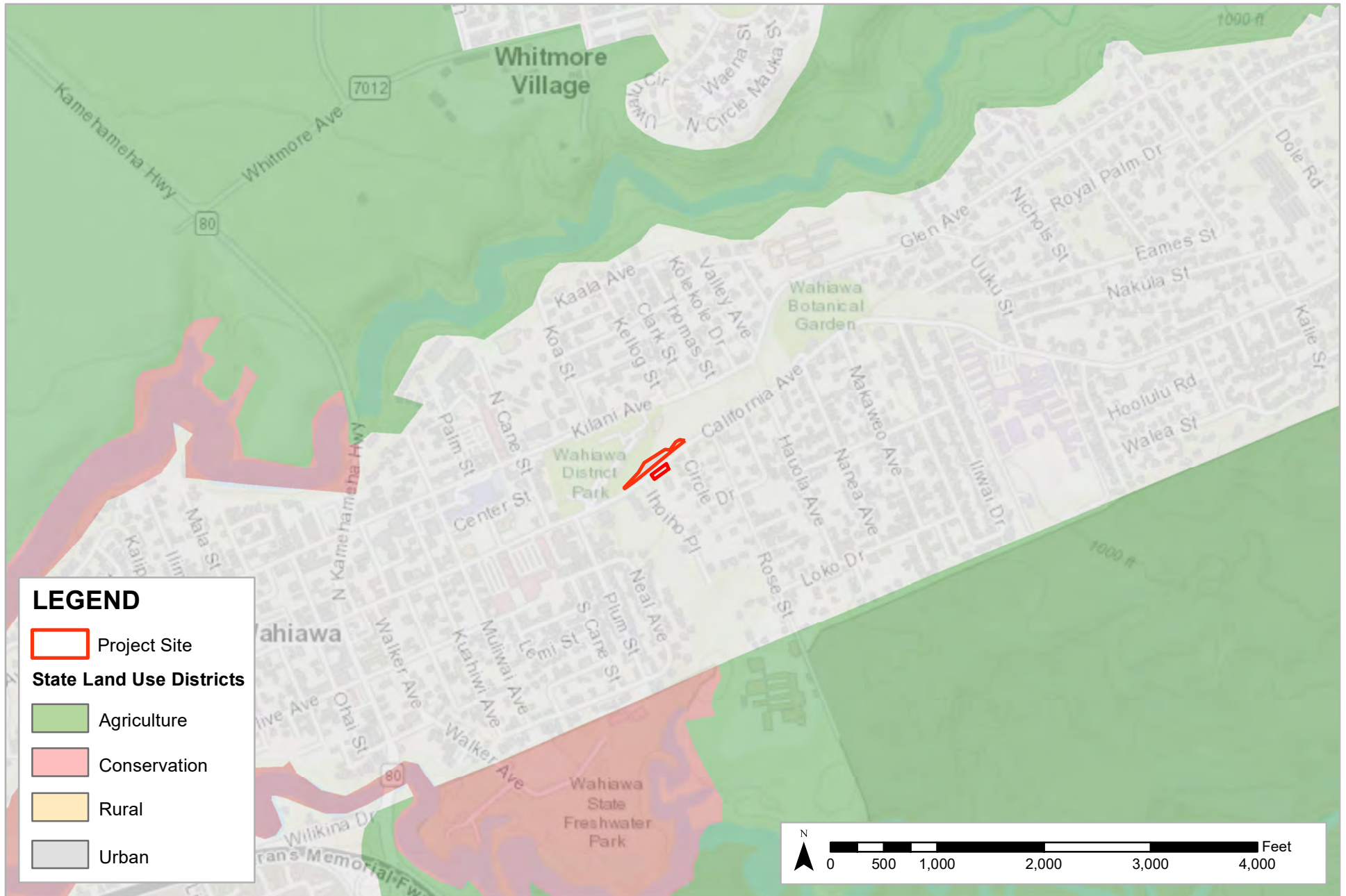


FIGURE 4-1
STATE LAND USE MAP

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i



FIGURE 4-2
SPECIAL MANAGEMENT AREA

Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Table 4-2: Hawai'i Coastal Zone Management Act	S	NS	N/A
Recreational Resources			
Objective: Provide coastal recreational opportunities accessible to the public.			
Policies:			
(A) Improve coordination and funding of coastal recreational planning and management; and			X
(B) Provide adequate, accessible, and diverse recreational opportunities in the coastal zone management area by:			X
i. Protecting coastal resources uniquely suited for recreational activities that cannot be provided in other areas;			X
ii. Requiring replacement of coastal resources having significant recreational value including, but not limited to, surfing sites, fishponds, and sand beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary compensation to the State for recreation when replacement is not feasible or desirable;			X
iii. Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;			X
iv. Providing an adequate supply of shoreline parks and other recreational facilities suitable public recreation;			X
v. Ensuring public recreational uses of county, state, and federally owned or controlled shoreline lands and waters having recreational value consistent with public safety standards and conservation of natural resources;			X
vi. Adopting water quality standards and regulating point and nonpoint sources of pollution to protect, and where feasible, restore the recreational value of coastal waters;			X
vii. Developing new shoreline recreational opportunities, where appropriate, such as artificial lagoons, artificial beaches, and artificial reefs for surfing and fishing; and			X
viii. Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits by the land use commission, board of land and natural resources, and county authorities; and crediting such dedication against the requirements of section 46-6.			X
<p>Discussion: The Proposed Project is not being developed near the coastline and is not in the SMA; therefore, the objectives and policies regarding Recreation Resources will not be directly applicable to the Proposed Project.</p> <p>The construction of the Proposed Project is anticipated to involve major land disturbing activities and applicable BMPs will be implemented to mitigate construction impacts to protect marine quality downstream of the Project Site. Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff are described in detail in Section 3.3 (Hydrology).</p> <p>Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters. Soil disturbances in excess of one acre requires an NPDES Individual Permit Associated with Construction Activity, administered by the State DOH, will be required to control stormwater discharges. Any discharges related to the Proposed Project's construction or operation activities will comply with applicable State Water Quality Standards as specified in HAR, Chapter 11-54 and 11-55 Water Pollution Control, DOH. Excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.</p>			
Historic Resources			



Table 4-2: Hawai'i Coastal Zone Management Act		S	NS	N/A
Objective: Protect, preserve, and, where desirable, restore those natural and manmade historic and prehistoric resources in the coastal zone management area that are significant in Hawaiian and American history and culture.				
Policies:				
(A) Identify and analyze significant archaeological resources;				X
(B) Maximize information retention through preservation of remains and artifacts or salvage operations; and				X
(C) Support state goals for protection, restoration, interpretation, and display of historic resources.				X
Discussion: The Proposed Project will support the objectives and policies of the Historic Resources of the Hawai'i Coastal Zone Management Act.				
<p>The Project Site consists of a developed urban environment and has been successively altered over the past century, for commercial and residential use. Throughout the property, construction contractors would be required to adhere to standards DMPs regarding the protection of archaeological resources, including identification, stop work, and notification measures. Should any archaeological resources be discovered, all appropriate measures would be adhered to for their protection; and as a result, long-term impacts to archaeological resources would be expected to be minor as irreversible ground disturbance has the potential to impact archaeological site permanently. However, potential impacts are preventable with mitigation measures which include construction monitoring, and data recovery in compliance with all relevant regulations and BMPs regarding archaeological resources.</p> <p>Construction of the Proposed Project will not disturb traditional sacred sites or traditional cultural objects; will not result in the degradation of resources used by Native Hawaiians for subsistence or traditional cultural practices; will not obstruct culturally significant landforms or way-finding features; and will not result in loss of access to the shoreline or other areas customarily used by Native Hawaiians or others for resource gathering or traditional cultural practices. However, should any significant archaeological, cultural, or historic resources be found during construction activities, all work will cease and SHPD be immediately notified for appropriate response and action.</p>				
Scenic and Open Space Resources				
Objective: Protect, preserve, and, where desirable, restore or improve the quality of coastal scenic and open space resources.				
Policies:				
(A) Identify valued scenic resources in the coastal zone management area;				X
(B) Ensure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural landforms and existing public views to and along the shoreline;	X			
(C) Preserve, maintain, and, where desirable, improve and restore shoreline open space and scenic resources; and				X
(D) Encourage those developments that are not coastal dependent to locate in inland areas.	X			
Discussion: The Proposed Project will support the objectives and policies of the Scenic and Open Space Resources of the Hawai'i Coastal Zone Management Act.				
<p>The Proposed Project is being developed on the current DOE Central District Office site and in an urban setting that has been successively altered over the past century. Since the Project Site is being developed on a previously disturbed area, it will not impinge upon any significant public scenic view corridors and will not have an impact on coastal view. As discussed in Section 3.12 (Visual Resources) the Proposed Project is not expected to affect the objectives and policies for the physical environment- scenic, natural beauty and visual resources.</p>				
Coastal Ecosystems				
Objective: Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.				
Policies:				



Table 4-2: Hawai'i Coastal Zone Management Act	S	NS	N/A
(A) Exercise an overall conservation ethic, and practice stewardship in the protection, use, and development of marine and coastal resources;			X
(B) Improve the technical basis for natural resource management;			X
(C) Preserve valuable coastal ecosystems, including reefs, of significant biological or economic importance;			X
(D) Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and			X
(E) Promote water quantity and quality planning and management practices that reflect the tolerance of fresh water and marine ecosystems and maintain and enhance water quality through the development and implementation of point and nonpoint source water pollution control measures.	X		
<p>Discussion: The Proposed Project will support the objectives and policies of the Coastal Ecosystems of the Hawai'i Coastal Zone Management Act.</p> <p>The Proposed Project is not located within the SMA or along the coastline; therefore, the policies regarding coastal ecosystems are not applicable. However, the construction of the Proposed Project is anticipated to involve major land disturbing activities and applicable BMPs will be implemented to mitigate construction impacts to protect marine quality downstream of the Project Site. Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff are described in detail in Section 3.3 (Hydrology).</p>			
Economic Uses			
Objective: Provide public or private facilities and improvements important to the State's economy in suitable locations.			
Policies:			
(A) Concentrate coastal dependent development in appropriate areas;			X
(B) Ensure that coastal dependent development such as harbors and ports, and coastal related development such as visitor industry facilities and energy generating facilities, are located, designed, and constructed to minimize adverse social, visual, and environmental impacts in the coastal zone management area; and			X
(C) Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:			X
i. Use of presently designated locations is not feasible;			X
ii. Adverse environmental effects are minimized; and			X
iii. The development is important to the State's economy;			X
<p>Discussion: The Proposed Project is not directly applicable to the Economic Uses of the Hawai'i Coastal Zone Management Act.</p>			
Coastal Hazards			
Objective: Reduce hazard to life and property from tsunamis, storm waves, stream flooding, erosion, subsidence, and pollution.			
Policies:			
(A) Develop and communicate adequate information about storm wave, tsunami, flood, erosion, subsidence, and point and nonpoint source pollution hazards;			X
(B) Control development in areas subject to storm wave, tsunami, flood, erosion, hurricane, wind, subsidence, and point and nonpoint source pollution hazards;			X
(C) Ensure that developments comply with requirements of the Federal Flood Insurance Program; and	X		
(D) Prevent coastal flooding from inland projects.			X



Table 4-2: Hawai'i Coastal Zone Management Act	S	NS	N/A
<p>Discussion: The Proposed Project will support the objective and policies of the Coastal Hazards of the Hawai'i Coastal Zone Management Act.</p>			
<p>As discussed in Section 3.4 (Natural Hazards) the Project Site is not located in areas prone to erosion, flooding, tsunami, hurricanes, earthquake, volcanic eruptions, or other hazards and the Proposed Project will not exacerbate any natural hazard conditions. The Proposed Project is located within the Safe Zone of the Tsunami Evacuation map; therefore, is not likely to be damaged in the event of flooding. The Proposed Project will be designed in compliance with the City's building code. Impacts from natural hazards can be further mitigated by adherence to appropriate civil defense evacuation procedures.</p>			
<p>Managing Development</p>			
<p>Objective: Improve the development review process, communication, and public participation in the management of coastal resources and hazards.</p>			
<p>Policies:</p>			
(A) Use, implement, and enforce existing law effectively to the maximum extent possible in managing present and future coastal zone development;			X
(B) Facilitate timely processing of applications for development permits and resolve overlapping or conflicting permit requirements; and			X
(C) Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life cycle and in terms understandable to the public to facilitate public participation in the planning and review process.	X		
<p>Discussion: The Proposed Project will support the objective and policies of the Managing Development of the Hawai'i Coastal Zone Management Act.</p>			
<p>This EA has been prepared under the procedural provisions of HRS, Chapter 343, and HAR, Title 11, Chapter 200.1, which allows for public review and participation. Accordingly, the preparation of this EA, and disclosure of anticipated effects of the Proposed Project, will comply with the policy on managing development.</p>			
<p>As part of the EA process, an Early Consultation Package was prepared to inform interested parties of the Proposed Project and seek relevant public comment on subjects of concern for EA documentation. The filing and publication of this DEA and ERP will be followed by a 30-day comment period by the public. All relevant comments received during the 30-day public comment period will receive a written response for inclusion and use in the preparation in the Proposed Project's forthcoming FEA. Comments and responses are reproduced in Appendix D.</p>			
<p>Public Participation</p>			
<p>Objective: Stimulate public awareness, education, and participation in coastal management.</p>			
<p>Policies:</p>			
(A) Promote public involvement in coastal zone management processes;	X		
(B) Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal issues, developments, and government activities; and	X		
(C) Organize workshops, policy dialogues, and site-specific mitigation to respond to coastal issues and conflicts.			X
<p>Discussion: The Proposed Project will support the objective and policies of the Public Participation of the Hawai'i Coastal Zone Management Act.</p>			
<p>This EA has been prepared under the procedural provisions of HRS, Chapter 343, and HAR, Title 11, Chapter 200.1, which allows for public review and participation. Accordingly, the preparation of this EA, and disclosure of anticipated effects of the Proposed Project, will comply with the policy on managing development.</p>			
<p>As part of the EA process, an Early Consultation Package was prepared to inform interested parties of the Proposed Project and seek relevant public comment on subjects of concern for EA documentation. The filing and</p>			



Table 4-2: Hawai'i Coastal Zone Management Act		S	NS	N/A
publication of this Draft EA will be followed by a 30-day comment period by the public. All relevant comments received during the 30-day public comment period will receive a written response for inclusion and use in the preparation in the Proposed Project's forthcoming Final EA. Comments and responses are reproduced in Appendix D.				
Beach Protection				
Objective: Protect beaches for public use and recreation.				
Policies:				
(A) Locate new structures inland from the shoreline setback to conserve open space, minimize interference with natural shoreline processes, and minimize loss of improvements due to erosion;				X
(B) Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and do not interfere with existing recreational and waterline activities; and				X
(C) Minimize the construction of public erosion-protection structures seaward of the shoreline.				X
(D) Prohibit private property owners from creating a public nuisance by inducing or cultivating the private property owner's vegetation in a beach transit corridor; and				X
(E) Prohibit private property owners from creating a public nuisance by allowing the private property owner's unmaintained vegetation to interfere or encroach upon a beach transit corridor.				X
Discussion: The Proposed Project will not be developed near the coast; therefore, policies and objectives of the Beach Protection of the Hawai'i Coastal Management Act will not be directly applicable the Proposed Project.				
Marine Resources				
Objective: Promote the protection, use, and development of marine and coastal resources to assure their sustainability.				
Policies:				
(A) Ensure that the use and development of marine and coastal resources are ecologically and environmentally sound and economically beneficial;				X
(B) Coordinate the management of marine and coastal resources and activities to improve effectiveness and efficiency;				X
(C) Assert and articulate the interests of the State as a partner with federal agencies in the sound management of ocean resources within the United States exclusive economic zone;				X
(D) Promote research, study, and understanding of ocean processes, marine life, and other ocean resources in order to acquire and inventory information necessary to understand how ocean development activities relate to and impact upon ocean and coastal resources; and				X
(E) Encourage research and development of new, innovative technologies for exploring, using, or protecting marine and coastal resources.				X
Discussion: The Proposed Project will not be developed near the coast; therefore, policies and objectives of the Beach Protection of the Hawai'i Coastal Management Act will not be directly applicable the Proposed Project.				
Construction of the Proposed Project is anticipated to involve major land disturbing activities and applicable BMPs will be implemented to mitigate construction impacts to protect marine water quality downstream of the Project Site. Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff are described in detail in Section 3.3 (Hydrology).				
Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters. Soil disturbances in excess of one acre would require an NPDES Individual Permit for Storm Water Associated with Construction Activity, administered by the State DOH, will be required to control storm water discharges. Any				



Table 4-2: Hawai'i Coastal Zone Management Act	S	NS	N/A
discharges related to Proposed Project's construction or operation activities will comply with applicable State Water Quality Standards as specified in Hawai'i Administrative Rules, Chapter 11-54 and 11-55 Water Pollution Control, DOH. Excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.			

4.1.5 Hawai'i Environmental Policy Act

The Hawai'i Environmental Policy Act, codified as Chapter 344, HRS, was enacted to establish a policy to encourage productive and enjoyable harmony between people and their environment, promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of humanity, and enrich the understanding of the ecological systems and natural resources important to the people of Hawai'i.

Table 4-4: Hawai'i Environmental Policy Act	S	NS	N/A
§344-4 Guidelines. In pursuance of the state policy to conserve the natural resources and enhance the quality of life, all agencies, in the development of programs, shall, insofar as practicable, consider the following guidelines:			
(1) Population			
(A) Recognize population impact as a major factor in environmental degradation and adopt guidelines to alleviate this impact and minimize future degradation.			X
(B) Recognize optimum population levels for counties and districts within the State, keeping in mind that these will change with technology and circumstance, and adopt guidelines to limit population to the levels determined.			X
Discussion: The Proposed Project is not anticipated to affect the Hawai'i Environmental Policy Act's objectives regarding Population.			
(2) Land, water, mineral, visual, air, and other natural resources			
(A) Encourage management practices which conserve and fully utilize all-natural resources.	X		
(B) Promote irrigation and wastewater management practices which conserve and fully utilize vital water resources.	X		
(C) Promote the recycling of wastewater.			X
(D) Encourage management practices which conserve and protect watersheds and water sources, forest, and open space areas.			X
(E) Establish and maintain natural area preserves, wildlife preserves, forest reserves, marine preserves, and unique ecological preserves.			X
(F) Maintain an integrated system of state land use planning which coordinates the state and county general plans.	X		
(G) Promote the optimal use of solid wastes through programs of waste prevention, energy resource recovery, and recycling so that all our wastes become utilized.			X
Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Land, water, mineral, visual, air, and other natural resources.			
The Proposed Project will utilize facilities related to solid and liquid waste facilities. The size capacities of solid and liquid waste facilities needed to supplement existing infrastructure is ultimately contingent upon the design and programming plan executed by the design team. However, it is assumed that modern designs for the disposal of solid and liquid wastes would be incorporated to complement the Proposed Project.			
The ENV Refuse Division manages the solid and liquid waste for O'ahu. The ENV and private haulers do not extend to construction and demolition debris. It is anticipated that construction of the Proposed Project will result in a short-term increase in the volume of construction related waste generated at the Project Site.			
It is anticipated that most earthen material excavated for new structures and facilities would be used as backfill on site. However, any excess excavated material not utilized would require offsite disposal. Coordination with local landfills and recycling centers for disposal of construction debris and/or hazardous materials will be required to accommodate the increased volume of solid waste that may be generated during construction activities. Disposal activities would be done in accordance with appropriate regulations and standards pertaining to solid waste disposal.			



Table 4-4: Hawai'i Environmental Policy Act	S	NS	N/A
<p>Demolition of the existing DOE Central District Office will result in the generation of solid waste, which, as consistent with the approach above, will be used to the fullest extent possible through on-site incorporation as fill material, where appropriate.</p> <p>Liquid waste generated during construction activities will be managed through services provided by the ENV. The ENV's facilities on O'ahu have the design capacity of 51 million gallons per day with all units in service. The need for new sewer lateral locations and sizes will not likely be applicable as the Proposed Project is being developed at the current DOE Central District Office site where exiting services can be used.</p>			
(3) Flora and fauna			
(A) Protect endangered species of indigenous plants and animals and introduce new plants or animals only upon assurance of negligible ecological hazard.	X		
(B) Foster the planting of native as well as other trees, shrubs, and flowering plants compatible to the enhancement of our environment.	X		
<p>Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Flora and fauna.</p> <p>As described in detail in Section 3.5 (Natural Environment), the flora and fauna species found in the vicinity of the Project Site is consistent with the highly altered environment; therefore, the Proposed Project is not anticipated to have adverse impacts on flora and fauna. However, measures to prevent adverse effects to protected species will be in place to ensure that construction activities will not result in the permanent displacement of flora and fauna. Additionally, trees targeted for removal or trimming should be surveyed by a qualified biologist following the State Department of Fish and Wildlife protocol.</p>			
(4) Parks, recreation, and open space			
(A) Establish, preserve, and maintain scenic, historic, cultural, park and recreation areas, including the shorelines, for public recreational, educational, and scientific uses.	X		
(B) Protect the shorelines of the State from encroachment of artificial improvements, structures, and activities.			X
(C) Promote open space in view of its natural beauty not only as a natural resource but as an ennobling, living environment for its people.			X
<p>Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Parks, recreation, and open space.</p> <p>The Wahiawā Botanical Garden is home to a collection of tropical flora with an emphasis on native Hawaiian plants, and large trees that date back to the 1920s. The Project Site is bounded to the west, north, and east by the Wahiawā Botanical Garden; therefore, construction and implementation of the Proposed Project will coordinate with the Wahiawā Botanical Garden and necessary measures will be taken to ensure that the Proposed Project will not result in significant impacts.</p>			
(5) Economic development			
(A) Encourage industries in Hawai'i which would be in harmony with our environment.			X
(B) Promote and foster the agricultural industry of the State; and preserve and conserve productive agricultural lands.			X
(C) Encourage federal activities in Hawai'i to protect the environment.			
(D) Encourage all industries including the fishing, aquaculture, oceanography, recreation, and forest products industries to protect the environment.			X
(E) Establish visitor destination areas with planning controls which shall include but not be limited to the number of rooms.			X
(F) Promote and foster the aquaculture industry of the State; and preserve and conserve productive aquacultural lands.			X
<p>Discussion: The Proposed Project is not anticipated to affect the Hawai'i Environmental Policy Act's objectives regarding Economic development.</p>			
(6) Transportation			
(A) Encourage transportation systems in harmony with the lifestyle of the people and environment of the State.	X		
(B) Adopt guidelines to alleviate environmental degradation caused by motor vehicles.			X



Table 4-4: Hawai'i Environmental Policy Act				S	NS	N/A
(C) Encourage public and private vehicles and transportation systems to conserve energy, reduce pollution emission, including noise, and provide safe and convenient accommodations for their users.				X		
Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Transportation.						
(7) Energy						
(A) Encourage the efficient use of energy resources.				X		
Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Energy.						
The Proposed Project is anticipated to be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities.						
(8) Community life and housing						
(A) Foster lifestyles compatible with the environment; preserve the variety of lifestyles traditional to Hawai'i through the design and maintenance of neighborhoods which reflect the culture and mores of the community.						X
(B) Develop communities which provide a sense of identity and social satisfaction in harmony with the environment and provide internal opportunities for shopping, employment, education, and recreation.						X
(C) Encourage the reduction of environmental pollution which may degrade a community.						X
(D) Foster safe, sanitary, and decent homes.						X
(E) Recognize community appearances as major economic and aesthetic assets of the counties and the State; encourage green belts, plantings, and landscape plans and designs in urban areas; and preserve and promote mountain-to-ocean vistas.						X
Discussion: The Proposed Project is not anticipated to affect the Hawai'i Environmental Policy Act's objectives regarding Community life and housing.						
(9) Education and culture						
(A) Foster culture and the arts and promote their linkage to the enhancement of the environment.				X		
(B) Encourage both formal and informal environmental education to all age groups.				X		
Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Education and culture.						
The Proposed Project is intended to create a permanent facility for High Core to provide necessary classrooms and administrative spaces to support the State's educational functions. The design of the Proposed Project seeks to embrace the Wahiawā Community.						
(10) Citizen participation						
(A) Encourage all individuals in the State to adopt a moral ethic to respect the natural environment; to reduce waste and excessive consumption; and to fulfill the responsibility as trustees of the environment for the present and succeeding generations.						X
(B) Provide for expanding citizen participation in the decision-making process so it continually embraces more citizens and more issues.				X		
Discussion: The Proposed Project will support the Hawai'i Environmental Policy Act's objectives regarding Citizen participation.						
Public involvement related to the Proposed Project includes the preparation of an Early Consultation Package to inform interested parties of the Proposed Project and seek relevant public comment on subjects of concern for EA documentation. The filing and publication of this Draft EA with the Environmental Review Program will be followed by a 30-day public comment period and will receive a written response for inclusion and use in the preparation in the Proposed Project's forthcoming Final EA.						



4.2 CITY AND COUNTY OF HONOLULU LAND USE PLANS AND POLICIES

4.2.1 City and County of Honolulu General Plan

The CCH updated its General Plan in January 2022. The General Plan is intended to be a dynamic document, expressing the aspirations of the residents of O‘ahu. It sets forth the long-range objectives and policies for the general welfare and, together with the regional development plans, provides a direction and framework to guide the programs and activities of the CCH. It is a written commitment by the CCH government to a future for the island of O‘ahu that it considers desirable and attainable. The General Plan is a two-fold document: First, it is a statement of the long-range social, economic, environmental, and design objectives for the general welfare and prosperity of the people of O‘ahu. These objectives contain both statements of desirable conditions to be sought over the long run and statements of desirable conditions that can be achieved within an approximately 20-year time horizon. Second, the General Plan is a statement of broad policies that facilitate the attainment of the objectives of the General Plan.

The General Plan is a guide for all levels of government, private enterprise, neighborhood and citizen groups, organizations, and individual citizens in eleven areas of concern:

1. Population;
2. Economic Activity;
3. Natural Environment;
4. Housing;
5. Transportation and utilities;
6. Energy;
7. Physical development and urban design;
8. Public safety;
9. Health and Education;
10. Culture and recreation; and
11. Government and fiscal management.

The Proposed Project is relevant and consistent with the goals, objectives, policies, and actions of the *City and County of Honolulu General Plan* as outlined in Table 4-4 below:

Table 4-5: City and County of Honolulu: General Plan – Objectives and Policies	S	NS	N/A
I. Population			
Objective A. To plan for anticipated population in a manner that acknowledges the limits of O‘ahu’s natural resources, protects the environment, and minimizes social, cultural, and economic disruptions.			
1. Allocate efficiently the money and resources of the City in order to meet the needs of Oahu’s current and future population.			X
2. Provide adequate support facilities to accommodate future numbers of visitors to O‘ahu while seeking to minimize disruption to residents and protect the natural environment.			X
3. Seek a balanced pace of physical development in harmony with the City’s environmental, social, cultural, and economic goals by effecting and enforcing City regulations.			X
4. Establish geographic growth boundaries to accommodate future population growth while at the same time protecting valuable agricultural lands, environmental resources, and open space.			X



5. Support family planning and social equity.			X
Discussion: The Proposed Project will not directly affect Objective A of Section I of the City and County of Honolulu's General Plan related to population.			
Objective B. To establish a pattern of population distribution that will allow the people of O'ahu to live, work and play in harmony.			
1. Facilitate the full development of the primary urban center through higher-density redevelopment and the provision of adequate infrastructure.			X
2. Encourage development within the secondary urban center at Kapolei and the 'Ewa and Central O'ahu urban-fringe areas to relieve developmental pressures in the remaining urban-fringe and rural areas and to meet housing needs not readily provided in the primary urban center.			X
3. Manage land use and development in the urban-fringe and rural areas so that: a. Development is contained within growth boundaries; and b. Population densities in all areas remain consistent with the character, culture, and environmental qualities desired for each community.			X
4. Direct growth according to Policies 1, 2, and 3 above by providing development capacity and needed infrastructure to support a distribution of Oahu's resident population.			X
Discussion: The Proposed Project will not directly affect Objective B of Section I of the City and County of Honolulu's General Plan related to population distribution.			
II. Economic Activity			
Objective A. To promote diversified economic opportunities that enable all the people of O'ahu to attain meaningful employment and a decent standard of living.			
1. Support a strong, diverse, and dynamic economic base that protects the natural environment and is resilient to changes in global conditions.			X
2. Encourage the viability of businesses and industries, including support for small businesses, which contribute to the economic and social well-being of O'ahu resident			X
3. Pursue opportunities to grow and strategically develop non-polluting industries such as healthcare, agriculture, renewable energy, and technology in appropriate locations that contribute to Oahu's long-term environmental, economic, and social sustainability.			X
4. Support entrepreneurship and innovation through creative efforts such as partnerships with businesses and non-profit organizations, and by encouraging complementary policies that support access to capital markets.			X
5. Foster a healthy business climate by streamlining regulatory processes to be transparent, predictable, and efficient.			X
6. Encourage the development of local, national, and world markets for the products of O'ahu-based industries.			X
7. Explore and encourage alternate economic models that reflect traditional cultural values and improve economic resilience, i.e., subsistence, barter and a culture of reciprocity and sharing.			X
Discussion: The Proposed Project will not directly affect Objective A of Section II of the City and County of Honolulu's General Plan related to economic activity.			
Objective B. To maintain a successful visitor industry that creates living wage employment, enhances quality of life, and actively supports our unique sense of place, natural beauty, Native Hawaiian culture, and multi-cultural heritage.			
1. Encourage the visitor industry to support the quality of the visitor experience, the economic and social well-being of communities, the environment, and the quality of life of residents.			X
2. Respect and emphasize the value that Native Hawaiian culture, its cultural practitioners, and other established ethnic traditions bring to enrich the visitor experience and appreciation for island heritage, culture, and values.			X
3. Guide the development and operation of visitor accommodations and attractions in a manner that avoids unsustainable increases in the cost of providing public services and infrastructure, and that respects existing lifestyles, cultural practices, and natural, cultural, and historic resources.			X



4.	Partner with the private sector to support the long-term viability of Waikīkī as a world-class visitor destination and as Oahu's primary resort area, and to support adequate adaptation strategies against climate change impacts.			X
5.	Provide related public expenditures for rural and urban-fringe areas that are highly impacted by the visitor industry.			X
6.	Provide a high-quality, livable, and safe environment for visitors and residents in Waikīkī, and support measures to ensure visitors' and residents' safety in all areas of O'ahu.			X
7.	Concentrate on the quality of the visitor experience in Waikīkī, rather than on development densities.			X
8.	Facilitate the development of the following secondary resort areas: Ko 'Olina, Turtle Bay, Hoakalei, and Mākaha Valley in a manner that respects existing lifestyles and the natural environment			X
9.	Preserve scenic qualities of O'ahu for residents and visitors alike.			X
10.	Encourage physical improvements, social services, and cultural programs that contribute to a high-quality visitor experience, while seeking financial support of these improvements from the visitor industry.			X
Discussion: The Proposed Project will not directly affect Objective B of Section II of the City and County of Honolulu's General Plan related to the viability of Oahu's visitor industry.				
Objective C. To ensure the long-term viability, continued productivity, and sustainability of agriculture on O'ahu				
1.	Foster a positive business climate for agricultural enterprises of all sizes, as well as innovative approaches to farming as a business, to ensure the continuation of agriculture as an important component of Oahu's economy			X
2.	Support agricultural diversification to strengthen the agricultural industry and make more locally grown food available for local consumption.			X
3.	Foster market opportunities and increased consumer demand for safe, locally grown, fresh, processed, and value-added agricultural products.			X
4.	Streamline the implementation of regulations to enhance a producer's ability to develop, market, and distribute locally grown food and products.			X
5.	Identify the economic benefits of local food production for local markets. Provide economic incentives to encourage local food production and sustainability and encourage agricultural and aquaculture occupations.			X
6.	Promote small-scale farming activities and other operations, such as truck farming, flower growing, aquaculture, livestock production, taro growing, subsistence farms, and community gardens.			X
7.	Encourage landowners to actively use agricultural lands for agricultural purposes, and to pursue the long-term preservation of agricultural land with high productivity potential for agricultural production.			X
8.	Encourage sustainable agricultural production to coexist on lands with renewable energy generation.			X
9.	Prohibit the urbanization of agricultural land located outside the City's growth boundaries.			X
10.	Support and encourage technologies and agricultural practices that conserve and protect water, soil, air quality, and drainage areas, reduce carbon emissions, and promote public health and safety.			X
11.	Support and encourage the availability and use of non-potable water for irrigation, where feasible			X
12.	Provide plans, incentives, and strategies to ensure the affordability of agricultural land for farmers.			X
13.	Encourage both public and private investments to improve and expand agricultural infrastructure, such as irrigation systems, agricultural processing centers, and distribution networks.			X
14.	Promote farming as a desirable and fulfilling occupation by encouraging agricultural education and training programs and by raising public awareness and appreciation for agriculture.			X
15.	Protect the right to farm by enforcing right-to-farm laws, enacting policies to protect agricultural operations, and imposing meaningful buffer zones.			X



16. Seek ways to discourage agricultural theft and vandalism.			X
17. Recognize the scenic value of agricultural lands as an open-space resource and amenity.			X
Discussion: The Proposed Project will not impact Objective C of Section II of the City and County of Honolulu General Plan related to the viability of agriculture on O'ahu.			
Objective D. To use the economic resources of the sea in a sustainable manner.			
1. Encourage the fishing industry to maintain its viability at a level that does not degrade or damage marine ecosystems.			X
2. Encourage the ongoing development of aquaculture, ocean research, and other ocean related industries.			X
3. Encourage the expansion of ocean recreation activities for residents and visitors that are operated in a sustainable manner.			X
Discussion: The Proposed Project will not impact Objective D of Section II of the City and County of Honolulu General Plan related to economic resources of the sea.			
Objective E. To ensure meaningful employment and economic equity.			
1. Support public and private training and employment programs to prepare residents for existing and future jobs, including those for historically marginalized communities.	X		
2. Make full use of State and Federal employment and training programs.			X
3. Encourage the provision of retraining programs for workers in industries with planned reductions in their labor force.			X
4. Identify emerging industries, encourage investments needed to support the industries, and develop a skilled workforce in these fields.			X
Discussion: The Proposed Project will support Objective E of Section II the City and County of Honolulu General Plan related to employment and economic equity.			
In the short term, project construction expenditures will confer positive benefits on the local economy. These benefits would be derived from the creation of construction and construction support jobs as well as revenues generated by the procurement of building supplies and materials. In the long term, the Proposed Project will improve the productivity and effectiveness of the State's workforce.			
Objective F. To maintain federal programs and economic activity on O'ahu consistent with the City's infrastructure and environmental goals.			
1. Take full advantage of Federal programs and grants which will contribute to the economic and social well-being of Oahu's residents.			X
2. Encourage the Federal government to pay for the cost of public services used by Federal agencies.			X
3. Encourage the Federal government to lease new facilities rather than construct them on tax-exempt public land.			X
4. Encourage the military to purchase locally all needed services and supplies which are available on O'ahu .			X
5. Encourage the continuation of a high level of military-related employment both on and off base in the Hickam-Pearl Harbor, Wahiawā, Kailua-Kāne'ohe, and 'Ewa areas.			X
Discussion: The Proposed Project will not impact Objective F of Section II of the City and County of Honolulu General Plan related to economic activity as the Proposed Project does not involve any federal funds.			
Objective G. To bring about orderly economic growth on O'ahu.			
1. Concentrate economic activity and government services in the primary urban center and in the secondary urban center at Kapolei.			X
2. Advance the equitable distribution of City capital spending, employment opportunities, infrastructure investments, and other benefits throughout communities based on need and regardless of income level. Allow infrastructure and business activity in urban fringe areas appropriate to population needs			X
3. Maintain sufficient land in appropriately located commercial and industrial areas help ensure a favorable business climate on O'ahu.			X
Discussion: The Proposed Project will not impact Objective G of Section II of the City and County of Honolulu General Plan related to economic activity.			
III. Natural Environment			
Objective A. To protect and preserve the natural environment.			



1. Protect Oahu's natural environment, especially the shoreline, valleys, and ridges, from incompatible development.			X
2. Seek the restoration of environmentally damaged areas and natural resources.			X
3. Preserve, protect, and restore stream flows and stream habitats to support aquatic and environmental processes and riparian, scenic, recreational, and Native Hawaiian cultural resources.			X
4. Require development projects to give due consideration to natural features and hazards such as slope, inland and coastal erosion, flood hazards, water-recharge areas, and existing vegetation, as well as to plan for coastal hazards that threaten life and property	X		
5. Require sufficient setbacks from Oahu's shorelines to protect life and property, preserve natural shoreline areas and sandy beaches, and minimize the future need for protective structures or relocation of structures.			X
6. Design and maintain surface drainage and flood-control systems in a manner which will help preserve natural and cultural resources.			X
7. Protect the natural environment from damaging levels of air, water, carbon, and noise pollution.	X		
8. Protect plants, birds, and other animals that are unique to the State of Hawai'i and the Island of O'ahu.			X
9. Increase tree canopies and ensure its integration into new developments and protect significant trees on public and private lands.			X
10. Increase public awareness, appreciation, and protection of O'ahu's land, air, and water resources.			X
11. Support the State and federal governments in the protection of the unique environmental, marine, cultural and wildlife assets of the Northwestern Hawaiian Islands.			X
12. Plan, prepare for, and mitigate the impacts of climate change on the natural environment, including strategies of adaptation.			X
Discussion: The Proposed Project will support the Objective A of Section III of the City and County of Honolulu General Plan related to natural environment.			
The Proposed Project gives due consideration to the natural features and environment of the site and surrounding area through this environmental assessment. Potential impacts to the natural setting will be mitigated through BMPs during the implementation of the Proposed Project. This will minimize any potential impacts to plants, birds, and other animals unique to the island of O'ahu and State of Hawai'i. The Proposed Project will adhere to County, State, and Federal guidelines for noise, air, and water pollution.			
Objective B. To preserve and enhance natural landmarks and scenic views of O'ahu for the benefit of both residents and visitors as well as future generations.			
1. Protect the Island's significant natural resources: its mountains and craters; forests and watershed areas; wetlands, rivers, and streams; shorelines, fishponds, and bays; and reefs and offshore islands.			X
2. Protect Oahu's scenic views, especially those seen from highly developed and heavily traveled areas.	X		
3. Locate and design public facilities, infrastructure, and utilities to minimize the obstruction of scenic views.	X		
4. Protect and expand public access to the natural and coastal environment for recreational, educational, and cultural purposes, and maintain access in a way that does not damage natural, historic, or cultural resources.			X
Discussion: The Proposed Project will support Objective B of Section III of the City and County of Honolulu General Plan related to the natural environment.			
The Proposed Project is being developed on the existing DOE Central District Office site; therefore, it will not impinge upon any significant natural landmarks or scenic view corridors. As discussed in Section 3.12 (Visual Resources) the Proposed Project is not expected to have an impact on the natural landmarks and scenic views of O'ahu.			
IV. HOUSING AND COMMUNITIES			
Objective A. To ensure a balanced mix of housing opportunities and choices for all residents at prices they can afford.			
1. Support programs, policies, and strategies that will provide decent and affordable homes for local residents, especially those in the lowest income brackets.			X



2.	Streamline approval and permit procedures, in a transparent manner, for housing and other development projects.			X
3.	Encourage innovative residential developments that result in lower costs, sustainable use of resources, more efficient use of land and infrastructure, greater convenience and privacy, and a distinct community identity.			X
4.	Support and encourage programs to maintain and improve the condition of existing housing.			X
5.	Make full use of government programs that provide assistance for low- and moderate-income renters and homebuyers.			X
6.	Maximize local funding programs available for affordable housing.			X
7.	Provide financial and other incentives to encourage the private sector to build homes for low- and moderate-income residents.			X
8.	Encourage and participate in joint public-private development of low- and moderate- income housing.			X
9.	Encourage the replacement of low- and moderate-income housing in areas which are being redeveloped at higher densities.			X
10.	Promote the design and construction of dwellings which take advantage of Oahu's year-round moderate climate and use other sustainable design techniques.			X
11.	Encourage the construction of affordable homes within established low-density and rural communities by such means as 'ohana units, duplex dwellings, and cluster development that embraces the 'ohana concept by maintaining multi-generational proximity for local families			X
12.	Promote higher-density, mixed-use development where appropriate, including rail transit-oriented development, to increase the supply of affordable and market housing in convenient proximity to jobs, schools, shops, and public transit.			X
13.	Encourage the production and maintenance of affordable rental housing.			X
14.	Encourage the provision of affordable housing designed for the elderly and people with disabilities in locations convenient to critical services and to public transit.			X
15.	Encourage equitable relationships between landowners and leaseholders, between landlords and tenants, and between condominium developers and owners.			X
16.	Support collaborative partnerships that work toward immediate solutions to house and service homeless populations and also toward long-term strategies to prevent and eliminate homelessness.			X
17.	Support programs to address all facets of homelessness, so that every homeless person has a place to stay, along with the infrastructure and support services that are needed.			X
Discussion: The Proposed Project will not impact Objective A of Section IV of the City and County of Honolulu General Plan related to housing.				
Objective B. To minimize speculation in land and housing.				
1.	Encourage the State government to coordinate its urban-area designations with the developmental policies of the City.			X
2.	Discourage speculation in lands outside of areas planned for urban use, reduce the prevalence of vacant dwelling units, and reduce the use of residential dwelling units for short-term vacation rentals			X
3.	Seek public benefits from increases in the value of land owing to City and State developmental policies and decisions.			X
4.	Require government-assisted housing to be delivered to qualified purchasers and renters.			X
5.	Ensure that owners of housing properties, including government-subsidized housing, maintain housing affordability over the long term			X
Discussion: The Proposed Project will not impact Objective B of Section IV of the City and County of Honolulu General Plan related to housing.				
Objective C. To provide residents with a choice of living environments that are reasonably close to employment, schools, recreation, and commercial centers, and that are adequately served by transportation networks and public utilities.				



1. Ensure that residential developments offer affordable housing to people of different income levels and to families of various sizes to alleviate the existing condition of overcrowding.			X
2. Encourage the fair distribution of low- and moderate-income housing throughout the island.			X
3. Encourage the co-location of residential development and employment centers with commercial, educational, social, and recreational amenities in the development of desirable communities.			X
4. Encourage residential development in suburban areas where existing roads, utilities, and other community facilities are not being used to capacity, and in urban areas where higher densities may be readily accommodated			X
5. Support mixed-use development and higher-density redevelopment in areas surrounding rail transit stations.			X
6. Discourage residential development in areas where the topography makes construction difficult or hazardous, where sea level rise and flooding are a hazard, and where providing and maintaining roads, utilities, and other facilities would be extremely costly or environmentally damaging.			X
7. Encourage public and private investments in older communities as needed to keep the communities vibrant and livable.			X
8. Encourage the military to provide housing for active-duty personnel and their families on military bases and in areas turned over to military housing contractors.			X
Discussion: The Proposed Project will not impact Objective C of Section IV of the City and County of Honolulu General Plan related to housing.			
V. Transportation & Utilities			
Objective A. To create a multi-modal transportation system that moves people and goods safely, efficiently, and at a reasonable cost and minimizes fossil fuel consumption and greenhouse gas emissions; serves all users, including limited income, elderly, and disabled populations; and is integrated with existing and planned development.			
1. Develop a comprehensive, well-connected, and integrated ground transportation system that reduces carbon emissions and enables safe, comfortable and convenient travel for all users, including motorists, pedestrians, bicyclists, and public transportation users of all ages and abilities			X
2. Provide multi-modal transportation services to people living within the 'Ewa, Central O'ahu, and Pearl City-Hawai'i Kai corridors primarily through a mass transit system including exclusive right-of-way rail transit and feeder-bus components as well as through the existing highway system.			X
3. Provide multi-modal transportation services outside the 'Ewa, Central O'ahu, and Pearl City-Hawai'i Kai corridors primarily through a system of express- and feeder-buses as well as through the highway system with limited to moderate improvements sufficient to meet the needs of the communities being served.			X
4. Work with the State to ensure adequate and safe access for communities served by Oahu's coastal highway system, and to plan for the relocation of highways and roads subject to sea level rise away from coastlines			X
5. Support the rail transit system as the transportation spine for the urban core, with links to the airport and maritime terminals, which will work together with other alternative modes of transit and transit-oriented development to reduce automobile dependency and increase multi-modal travel.			X
6. Support the development of transportation plans, programs, and facilities that are based on Complete Streets features. Maintain and improve road, bicycle, pedestrian, and micromobility facilities in existing communities to eliminate unsafe conditions.			X
7. Design street networks to incorporate greater roadway and pathway connectivity.			X
8. Make transportation services safe and accessible to people with limited mobility: the young, elderly, disabled, and those with limited incomes			X
9. Consider environmental, social, cultural, and climate change and natural hazard impacts, as well as construction and operating costs, as important factors in planning transportation system improvements			X
10. Reduce traffic congestion and maximize the efficient use of transportation resources by pursuing transportation demand management strategies such as			X



carpooling, telecommuting, flexible work schedules, and incentives to use alternative travel modes.			
11. Enhance pedestrian-friendly and bicycle-friendly travel via public and private programs and improvements.			X
12. Maintain separate aviation facilities for general aviation operations to supplement the capacity of the Daniel K. Inouye International Airport.			X
13. Support improvements to Kalaeloa Barbers Point Harbor as Oahu's second deep-water harbor.			X
14. Support the operation, maintenance, and improvement of Honolulu Harbor as Oahu's primary cargo and ocean transportation hub.			X
15. Advance the transition to electric and alternative fuel infrastructure to provide adequate and accessible charging spaces and renewal fueling stations for ground transportation on O'ahu.			X
Discussion: The Proposed Project will support Objective A of Section V of the City and County of Honolulu General Plan related to transportation and utilities.			
Objective B. Provide an adequate supply of water and environmentally sound systems of waste disposal for Oahu's existing population and for future generations and, and support a one water approach that uses and manages freshwater, wastewater, and stormwater resources in an integrated manner.			
1. Develop and maintain an adequate, safe, and reliable supply of fresh water in a cost-effective way that supports the long-term sustainability of the resource and considers the impacts of climate change			X
2. Help to develop and maintain an adequate, safe, and reliable supply of water for agricultural and industrial needs in a resource-integrated and cost-effective way that supports the long-term health of the resource.			X
3. Use technologies that provide water, waste disposal, and recycling services at a reasonable cost and in a manner that addresses environmental and community impacts.	X		
4. Encourage the increased availability and use of recycled or brackish water to meet nonpotable demands.			X
5. Pursue strategies and programs to reduce the per capita consumption of water and the per capita production of waste.			X
6. Provide safe, reliable, efficient, and environmentally sound waste-collection, waste-disposal, and recycling services that consider the near- and long-term impacts of climate change during the siting and construction of new facilities.	X		
7. Pursue programs to expand on-island recycling and resource recovery from Oahu's solid-waste and wastewater streams.			X
8. Support initiatives that educate the community about the importance of conserving resources and reducing waste streams through reduction, reuse, and recycling.			X
9. Require the safe use and disposal of hazardous materials.			X
Discussion: The Proposed Project will comply with Objective B of Section V of the City and County of Honolulu General Plan related to water resources.			
The Applicant is coordinating with the BWS to ensure there is adequate water source, storage, and delivery to service the Proposed Project. Upon finalization of the design, BWS will determine if the current municipal water system is adequate to accommodate the demand generated by the Proposed Project. Additionally, it is assumed that modern designs for the management of water resources would be incorporated to complement the Proposed Project.			
Objective C. To ensure reliable, cost-effective, and responsive service for all utilities with equitable access for residents			
1. Maintain and upgrade utility systems in order to avoid major breakdowns and service interruptions.			X
2. Provide improvements to utilities in existing neighborhoods to reduce substandard conditions, and increase resilience to use fluctuations, natural hazards, extreme weather, and other climate impacts.			X
3. Facilitate timely and orderly upgrades and expansions of utility systems.			X
4. Increase the efficiency of public-serving utilities by encouraging a mixture of uses with peak periods of demand aligning with the availability of resources.			X



Discussion: The Proposed Project will not impact Objective C of Section V of the City and County of Honolulu General Plan related to transportation and utilities.			
Objective D. To maintain transportation and utility systems which support O’ahu as a desirable place to live and visit.			
1. Provide adequate resources to ensure the maintenance and improvement of transportation systems and utilities.			X
2. Evaluate the social, cultural, economic, and environmental impact of additions to the transportation and utility systems before they are constructed.			X
3. Require the installation of underground utility lines wherever feasible.			X
4. Seek improved taxing powers for the City in order to provide a more equitable means of financing transportation and utility services.			X
5. Evaluate impacts of sea level rise on existing public infrastructure, especially sewage treatment plants, roads, and other public and private utilities located along or near Oahu’s coastal areas and avoid the placement of future public infrastructure in threatened areas.			X
Discussion: The Proposed Project will not impact Objective D of Section V of the City and County of Honolulu General Plan related to transportation and utilities.			
VI. Energy			
Objective A. To increase energy self-sufficiency through renewable energy and maintain an efficient, reliable, resilient, and cost-efficient energy system.			
1. Encourage the implementation of a comprehensive plan to guide and coordinate energy conservation and renewable energy development and utilization programs.			X
2. Support and encourage programs and projects, including economic incentives, regulatory measures, and educational efforts, and seek to eliminate Oahu’s dependence on fossil fuels.			X
3. Ensure access to an adequate reserve of fuel and energy supplies to aid disaster response and recovery			X
4. Support the increased use of solid waste energy recovery and other biomass energy conversion systems			X
5. Support and participate in research, development, demonstration, commercialization, and optimization programs aimed at developing cost-effective and environmentally sound renewable energy supplies.			X
6. Support State and federal initiatives to utilize renewable energy sources.			X
7. Manage resources and development of communities in line with long-term efficiency and sustainability goals and targets in the areas of energy, carbon emissions, waste streams, all utilities, and food security			X
8. Encourage and equitably incentivize the use of commercially available renewable energy systems in public facilities, institutions, residences, and business developments.	X		
9. Consider health, safety, environmental, cultural, and aesthetic impacts, as well as resource limitations, land use patterns, and relative costs in all major decisions on renewable energy.			X
10. Work closely with the State and federal governments in the formulation and implementation of all City energy-related programs and regulations, including updating building energy codes.			X
Discussion: The Proposed Project will support Objective A of Section VI of the City and County of Honolulu General Plan related to energy.			
The Proposed Project is anticipated to be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities.			
Objective B. To conserve energy through the more efficient management of its use and through more energy-efficient technologies.			
1. Ensure that the efficient use of energy is a primary factor in the preparation and administration of land use plans and regulations.	X		
2. Provide incentives and, where appropriate, mandatory controls to achieve energy-efficient and sustainable siting and design of new developments. Support the	X		



increased use of nationally recognized energy efficiency and resource conservation rating and certification systems.			
3. Provide incentives and, where appropriate, mandatory controls to reduce energy consumption in existing buildings and outdoor facilities, and in design and construction practices.	X		
4. Promote the development of a multi-modal transportation system that minimizes and seeks to eliminate fossil fuel consumption and greenhouse gas emissions.			X
5. Encourage the implementation of an adaptable and reliable electrical grid, energy transmission, energy storage, microgrids, and energy generation technologies.			X
6. Support the availability and use of energy efficient vehicles, especially hybrid, fuel cell, and pure electrical vehicles.			X
Discussion: The Proposed Project will not directly impact Objective B of Section VI of the City and County of Honolulu General Plan related to energy.			
The Proposed Project is anticipated to be built to LEED Silver standards in accordance with Chapter 196-6, HRS which outlines energy efficiency and environmental standards for the construction of State facilities.			
Objective C. To foster an ethic of energy conservation that inspires residents to engage in sustainable practices			
1. Provide citizens with the information they need to fully understand severe climate change, supply chain issues, costs, security, and other issues associated with Oahu's dependence on imported fossil fuels.			X
2. Increase consumer awareness of available renewable energy sources and their costs and benefits			X
3. Provide information concerning the impact of public and private decisions on future energy generation, transmission, storage, and use.			X
4. Provide communities with timely, relevant, and accurate information concerning renewable energy facilities proposed in their area, and ensure adequate buffer zones required for health or safety.			X
Discussion: The Proposed Project will not directly impact Objective C of Section VI of the City and County of Honolulu General Plan related to energy.			
VII. Physical Development and Urban Design			
Objective A. To coordinate changes in the physical environment of O'ahu to ensure that all new developments are timely, well-designed, and appropriate for the areas in which they will be located.			
1. Provide infrastructure improvements to serve new growth areas, redevelopment areas, and areas with badly deteriorating infrastructure.			X
2. Coordinate the location and timing of new development with the availability of adequate water supply, sewage treatment, drainage, transportation, and other public facilities and services.	X		
3. Require new developments to provide or pay the cost of all essential community services, including roads, utilities, schools, parks, and emergency facilities that are intended to directly serve the development.			X
4. Facilitate and encourage compact, higher-density development in urban areas designated for such uses.	X		
5. Encourage the establishment of mixed-use town centers that are compatible with the physical and social character of their community	X		
6. Facilitate transit-oriented development in rail transit station areas to create live/work/play multi-modal communities that reduce travel and traffic congestion			X
7. Encourage the clustering of development to reduce the cost of providing utilities and other public services.	X		
8. Locate new industries and new commercial areas so that they will be well-related to their markets and suppliers, and to residential areas and transportation facilities			X
9. Locate community facilities on sites that will be convenient to the people they are intended to serve	X		
10. Discourage uses which are major sources of noise, air, and light pollution	X		
11. Implement siting and design solutions that seek to reduce exposure to natural hazards, including those related to climate change, flooding, and sea level rise.	X		
12. Prohibit new airfields, high-powered electromagnetic-radiation sources, and storage places for fuel and explosives from locating on sites where they will endanger or disrupt nearby communities.			X



13. Promote opportunities for the community to participate meaningfully in planning and development processes, including new forms of communication and social media.			X
Discussion: The Proposed Project will support Objective A of Section VII of the City and County of Honolulu General Plan related to physical development and urban design.			
The Project Site is situated within the existing urban context and has access to existing infrastructure in regard to utilities. The Proposed Project is intended to replace and modernize the existing library facility through the development of a mixed-use building providing an opportunity for collaboration amongst the three agencies and their stakeholders.			
Objective B. To plan and prepare for the long-term physical impacts of climate change.			
1. Integrate climate change adaptation into the planning, design, and construction of all significant improvements to and development of the built environment.	X		
2. Coordinate plans in the private and public sectors that support research, monitoring, and educational programs on climate change.			X
3. Prepare for the anticipated impacts of climate change and sea level rise on existing communities and facilities through mitigation, adaptation, managed retreat, or other measures in exposed areas			X
Discussion: The Proposed Project will support Objective B of Section VII of the City and County of Honolulu General Plan related to climate change.			
The Proposed Project will be appropriately designed to take into consideration the context of the surrounding environment and are not anticipated to significantly influence or affect temperatures, wind, or rainfall levels at the Project Site or within the greater region.			
Objective C. To develop Honolulu (Waialae-Kahala to Halawa), Aiea, and Pearl City as the Island's primary urban center.			
1. Provide downtown Honolulu and other major business centers with a well-balanced mixture of uses.			X
2. Encourage the development of attractive residential communities downtown and other business centers.			X
3. Maintain and improve downtown as the financial and office center of the island, and as a major retail center			X
4. Provide for the continued viability of the Hawai'i Capital District as a center of government activities and as an attractive park-like setting in the heart of the city.			X
5. Encourage the development of attractive residential communities downtown and other business centers.			X
6. Foster the development of Honolulu's waterfront as the State's major port and maritime center, as a people-oriented mixed-use area, and as a major recreation area with accommodation for sea level rise.			X
Discussion: The Proposed Project will not impact Objective B of Section VII of the City and County of Honolulu General Plan related to physical development and urban design.			
Objective D. To develop a secondary urban center in Ewa with its nucleus in the Kapolei area.			
1. Support public projects that are needed to facilitate development of the secondary urban center at Kapolei.			X
2. Encourage the development of a major residential, commercial, and employment center within the secondary urban center at Kapolei.			X
3. Encourage the continuing development of the area encompassing Campbell Industrial Park, Kalaeloa Barbers Point Harbor, and West Kapolei as a major industrial center.			X
4. Coordinate plans for the development of the secondary urban center at Kapolei with the State and federal governments, major landowners and developers, and the community.			X
5. Cooperate with the State and federal governments in the improvements to the deep-water harbor at Kalaeloa Barbers Point.			X
6. Encourage the development of the Ocean Pointe/Hoakalei Communities as a major residential and recreation area emphasizing recreational activities and a waterfront commercial center containing light-industrial, commercial, and visitor accommodation uses.			X



Discussion: The Proposed Project will not impact Objective C of Section VII of the City and County of Honolulu General Plan related to physical development and urban design.			
Objective E. To maintain those development characteristics in the urban-fringe and rural areas which make them desirable places to live.			
1. Develop and maintain urban-fringe areas as predominantly residential areas characterized by generally lower-rise, lower-density development which may include significant levels of retail and service commercial uses as well as satellite institutional and public uses geared to serving the needs of households.			X
2. Coordinate plans for developments within the 'Ewa and Central O'ahu urban-fringe areas with the State and federal governments, major landowners and developers, agricultural industries, and the community.			X
3. Maintain a "green belt" of open space and agricultural land around developed communities in the 'Ewa and Central O'ahu areas of O'ahu.			X
4. Maintain rural areas that reflect an open and scenic setting, dominated by small to moderate size agricultural pursuits, with small towns of low-density and low-rise character, and which allows modest growth opportunities tailored to address area residents' future needs			X
5. Encourage the development of a variety of housing choices including affordable housing in rural communities, to give people the choice to continue to live in the community that they were raised in.			X
6. Ensure the social and economic vitality of rural communities by supporting infill development and modest increases in heights and densities around existing rural town areas where feasible to maintain an adequate supply of housing for future generations.			X
Discussion: The Proposed Project will not impact Objective E of Section VII of the City and County of Honolulu General Plan related to physical development and urban design.			
Objective F. To create and maintain attractive, meaningful, and stimulating environments throughout O'ahu.			
1. Encourage distinctive community identities for both new and existing communities and neighborhoods.			X
2. Require the consideration of urban design principles in all development projects.			X
3. Require developments in stable, established communities and rural areas to be compatible with the existing communities and areas			X
4. Provide design guidelines and controls that will allow more compact development and intensive use of lands in the primary urban center and along the rail transit corridor.			X
5. Seek to protect residents' quality of life and to maintain the integrity of neighborhoods by strengthening regulatory and enforcement strategies that address the presence of inappropriate non-residential activities.	X		
6. Promote public and private programs to beautify the urban and rural environments.			X
7. Design public structures to meet high aesthetic and functional standards and to complement the physical character of the communities they will serve.	X		
8. Design public street networks to be safe and accessible for users of all ages and abilities, to accommodate multiple modes of travel to be visually attractive and to support sustainable ecological processes, such as stormwater infiltration.			X
9. Recognize the importance of using Native Hawaiian plants in landscaping to further the traditional Hawaiian concept of mālama 'āina and to create a more Hawaiian sense of place.	X		
Discussion: The Proposed Project will support Objective E of Section VII of the City and County of Honolulu General Plan related to physical development and urban design.			
The Proposed Project's goals and objectives are to create a permanent facility to house High Core to support the educational functions of the State. The design team will need to consider how the Proposed Project can complement the surrounding areas and incorporate Native Hawaiian plants appropriate for the area to comply with the policies and guidelines stated above and be consistent with the Wahiawā Urban Design Plan.			
Objective G. To promote and enhance the social and physical character of Oahu's older towns and neighborhoods.			
1. Encourage new construction in established areas to be compatible with the character and cultural values of the surrounding community.	X		



2. Encourage, wherever desirable, the rehabilitation of existing substandard structures.			X
3. Provide and maintain roads, public facilities, and utilities without damaging the character of older communities			X
4. Seek the satisfactory relocation of residents before permitting their displacement by new development, redevelopment, or neighborhood rehabilitation.			X
5. Acknowledge the cultural and historical significance of kuleana lands, the ancestral ownership of kuleana lands, and promote policies that preserve and protect kuleana lands.	X		
6. Support and encourage cohesive neighborhoods which foster interactions among neighbors, promote vibrant community life, and enhance livability.	X		

Discussion: The Proposed Project will support Objective F of Section VII of the City and County of Honolulu General Plan related to physical development and urban design.

The design team will need to consider how the Proposed Project can complement the surrounding areas to comply with the policies and guidelines stated above and be consistent with the Wahiawā Urban Design Plan.

VIII. Public Safety

Objective A. To prevent and control crime and maintain public order.

1. Provide a safe environment for residents and visitors on O’ahu.			X
2. Provide adequate, safe, and secure criminal justice facilities.			X
3. Provide adequate training, staffing, and support for City public safety agencies.			X
4. Emphasize improvements to police and prosecution operations which will result in a higher proportion of wrongdoers who are arrested, convicted, and punished for their crimes.			X
5. Support policies and programs that expand access to treatment, rehabilitation, and reentry programs for adult and juvenile offenders			X
6. Keep the public informed of the nature and extent of criminal activity on O’ahu.			X
7. Establish and maintain programs to encourage public cooperation in the prevention and solution of crimes and promote strong community-police relationships.			X
8. Seek the help of State and federal law-enforcement agencies to curtail the activities of organized crime syndicates on O’ahu.			X
9. Conduct periodic reviews of criminal laws to ensure their relevance to the community's needs and values.			X
10. Cooperate with other law-enforcement agencies to develop new methods of addressing crime. Support communication and coordination across federal, State and City law enforcement and corrections agencies.			X
11. Encourage the improvement of rehabilitation programs and facilities for criminals and juvenile offenders.			X

Discussion: The Proposed Project will not impact Objective A of Section VIII of the City and County of Honolulu General Plan related to public safety.

Objective B. To protect residents and visitors and their property against natural disasters and other emergencies, traffic and fire hazards, and unsafe conditions

1. Keep up-to-date and enforce all City and County safety regulations.	X		
2. Require all developments in areas subject to floods and tsunamis, and coastal erosion to be located and constructed in a manner that will not create any health or safety hazards or cause harm to natural and public resources.	X		
3. Participate with State and federal agencies in the funding and construction of flood control projects, and prioritize the use of ecologically sensitive flood-control strategies whenever feasible.			X
4. Collaborate with State and federal agencies to provide emergency warnings, protection, mitigation, response, and recovery, during and after major emergencies such as tsunamis, hurricanes, and other high-hazard events.			X
5. Cooperate with State and federal agencies to provide protection from war, civil disruptions, pandemics, and other major disturbances.			X
6. Reduce hazardous traffic conditions.			X
7. Provide adequate resources to effectively prepare for and respond to natural and manmade threats to public safety, property, and the environment.			X



8. Foster disaster-ready communities and households through implementation of resilience hubs and other resiliency strategies.			X
9. Plan for the impacts of climate change and sea level rise on public safety, in order to minimize potential future hazards.	X		
10. Develop emergency management plans, policies, programs, and procedures to protect and promote public health, safety, and welfare of the people.			X
11. Provide educational materials on emergency management preparedness, fire protection, traffic hazards, and other unsafe conditions			X
Discussion: The Proposed Project will support Objective B of Section VIII of the City and County of Honolulu General Plan related to public safety.			
The Proposed Project will be conducted following all building codes and OSHA/HIOSH standards to ensure the security of public health and safety are protected during construction and through day-to-day operations.			
IX. Health and Education			
Objective A. To protect the health and well-being of residents and visitors.			
1. Encourage the provision of health-care facilities that are accessible to both employment and residential centers.			X
2. Provide prompt and adequate ambulance and first-aid services in all areas of O'ahu.			X
3. Coordinate City health codes and other regulations with State and federal health codes to facilitate the enforcement of air-, water-, and noise-pollution controls.			X
4. Integrate public health concerns such as air and water pollution as a consideration in land use planning decisions.			X
5. Encourage healthy lifestyles by supporting opportunities that increase access to and promote consumption of fresh, locally grown foods.			X
6. Encourage healthy lifestyles through walkable and livable communities, safe street crossings, safe routes to schools, and parks and pathways for pedestrians and bicyclists.			X
7. Support efforts to make healthcare accessible and affordable for everyone.			X
8. Support efforts to improve and expand access to mental health, drug treatment, community-based programs, and other similar programs for those requiring such services.			X
9. Support becoming an age-friendly city that provides people of all ages with user-friendly parks and other public gathering places, that offers safe streets and multi-modal transportation options, that provides an adequate supply of affordable housing, that encourages growth in needed and desirable jobs, that provides quality healthcare and support services, and that encourages civic participation, social inclusion, and respect between interest groups.			X
10. Plan for our aging population's growing healthcare, personal service, and diverse daily activity needs, and encourage these services to be provided in a timely manner, including age-specific social activities.			X
Discussion: The Proposed Project will not impact Objective A of Section IX of the City and County of Honolulu General Plan related to health and education.			
Objective B. To provide a wide range of educational opportunities for the people of O'ahu.			
1. Support education programs that encourage the development of employable skills.	X		
2. Encourage the provision of informal educational programs for people of all age groups.	X		
3. Encourage the after-hours use of school buildings, grounds, and facilities.	X		
4. Encourage the construction of school facilities that are designed for flexibility and high levels of use	X		
5. Facilitate the appropriate location of childcare facilities as well as learning institutions from preschool through the university levels.			X
6. Encourage outdoor learning opportunities and venues that reflect our unique natural environment and Native Hawaiian culture.			X
Discussion: The Proposed Project will support Objective B of Section IX of the City and County General Plan related to health and education.			



The Proposed Project will be able to provide an adequate educational facility to help students acquire an education outside of the mainstream classroom. Additionally, the Proposed Project will contribute to empowering at-risk students to overcome their challenges, decrease the risk of dropping out of school, and overall transforming their lives.			
Objective C. To make Honolulu the center of higher education in the Pacific.			
1. Encourage continuing improvement in the quality of higher education in Hawai'i, as well as ways to make higher education more affordable.	X		
2. Encourage the development of diverse opportunities in higher education.	X		
3. Encourage research institutions to establish branches on O'ahu.	X		
4. Establish Honolulu as a knowledge center and international Pacific crossroads hub.			X
Discussion: The Proposed Project will support impact Objective C of Section IX of the City and County of Honolulu General Plan related to higher education.			
The Proposed Project will be able to provide an adequate educational facility to help students acquire an education outside of the mainstream classroom. Additionally, the Proposed Project will contribute to empowering at-risk students to overcome their challenges, decrease the risk of dropping out of school, prepare students for higher education and overall transforming their lives.			
X. Culture and Recreation			
Objective A. To foster the multiethnic culture of Hawai'i and respect the host culture of the Native Hawaiian people.			
1. Recognize the Native Hawaiian host culture, including its customs, language, history, and close connection to the natural environment, as a dynamic, living culture and as an integral part of Oahu's way of life.			X
2. Promote the preservation and enhancement of local cultures, values, and traditions.	X		
3. Encourage greater public awareness, understanding, and appreciation of the cultural heritage and contributions to Hawai'i made by Oahu's various ethnic groups.			X
4. Foster equity and increased opportunities for positive interaction among people with different ethnic, social, and cultural backgrounds.			X
5. Preserve the identities of the historical communities of O'ahu.	X		
Discussion: The Proposed Project will not impact Objective A of Section X of the City and County of Honolulu General Plan related to culture and recreation.			
As described in Sections 3.6 (Historic and Archaeological Resources) and 3.7 (Cultural Resources), there are no known or identified cultural, historic, architectural, and archaeological resources at the Project Site, which has been heavily disturbed.			
The existing DOE Central District Office at the Project Site served as the original Wahiawā Library and underwent several additions and extensions over its history. In 1965, the Wahiawā Library relocated to its current location at the corner of California Avenue, Center Street, and Lehua Street which is also the current home for the existing High Core. Additionally, the Project Site was included in a previous study and found that 1136 California Avenue is listed as "Not Contributing" to any criteria of significance for the National Register of Historic Places.			
It is unlikely that the Proposed Action would adversely impact resources currently located on the property or in adjacent areas. Should any unidentified resources be encountered during construction, all work will cease, and the State Historic Preservation Office will be contacted for review and approval of mitigation measures.			
Objective B. To protect, preserve and enhance Oahu's cultural, historic, architectural, and archaeological resources.			
1. Promote the restoration and preservation of early Hawaiian structures, artifacts, and landmarks.			X
2. Identify and, to the extent possible, preserve and restore buildings, sites, and areas of social, cultural, historic, architectural, and archaeological significance.			X
3. Cooperate with the State and federal governments in developing and implementing a comprehensive preservation program for social, cultural, historic, architectural, and archaeological resources.			X



4. Promote the interpretive and educational use of cultural, historic, architectural, and archaeological sites, buildings, and artifacts			X
5. Seek public and private funds, and encourage public participation and support, to protect, preserve and enhance social, cultural, historic, architectural, and archaeological resources.			X
6. Provide incentives for the restoration, preservation, maintenance, and enhancement of social, cultural, historic, architectural, and archaeological resources.			X
7. Encourage the protection of areas that are historically important to Native Hawaiian cultural practices and to the cultural practices of other ethnicities, in order to further preserve and continue these practices for future generations.			X
Discussion: The Proposed Project will not impact Objective B of Section X of the City and County of Honolulu General Plan related to culture and recreation.			
As described in Sections (Historic and Archaeological Resources) and 3.7 (Cultural Resources), there are no known or identified cultural, historic, architectural, and archaeological resources at the Project Site, which has been heavily disturbed. It is unlikely that the Proposed Action would adversely impact resources currently located on the property or in adjacent areas. Should any unidentified resources be encountered during construction, all work will cease, and the State Historic Preservation Office will be contacted for review and approval of mitigation measures.			
Objective C. To foster the visual and performing arts.			
1. Encourage and support programs and activities for the visual and performing arts.			X
2. Encourage creative expression and access to the arts by all segments of the population.			X
3. Provide permanent art in appropriate City public buildings and places.			X
Discussion: The Proposed Project will not impact Objective C of Section X of the City and County of Honolulu General Plan related to culture and recreation.			
Objective D. To provide a wide range of recreational facilities and services that are readily available to residents and visitors alike, and to balance access to natural areas with the protection of those areas.			
1. Develop, maintain, and expand a community-based park system to meet the needs of the diverse communities on O'ahu.			X
2. Develop, maintain, and expand a system of regional parks and specialized recreation facilities, based on the cumulative demand of residents and visitors.			X
3. Develop, maintain, and improve urban parks, squares, and beautification areas in high-density urban place			X
4. Encourage public and private natural reserves and botanical and zoological parks to foster greater awareness and appreciation of the natural environment.			X
5. Encourage the State to develop, improve, and maintain a system of natural resource-based parks, such as beach, shoreline, and mountain parks.			X
6. Ensure that public recreational facilities balance the demand for facilities against capital and operating cost constraints so that they are adequately sized and properly maintained.			X
7. Ensure and maintain convenient and safe access to beaches, ocean environments and mauka recreation areas in a manner that protects natural and cultural resources.			X
8. Encourage ocean and water-oriented recreation activities that do not adversely impact the natural environment and cultural assets, or result in overcrowding or overuse of beaches, shoreline areas and the ocean.			X
9. Require all new developments to provide their residents with adequate recreation space.			X
10. Utilize our unique natural environment in a responsible way to promote cultural events and activities and maintain cultural practices.			X
11. Encourage the after-hours, weekend, and summertime use of public-school facilities for recreation			X
12. Provide for safe and secure use of public parks, beaches, and recreation facilities.			X
13. Create and promote recreational venues for kūpuna and keiki and for kama'āina and malihini.			X



14. Encourage the State and federal governments to transfer excess and underutilized land to the City for public recreation use.			X
Discussion: The Proposed Project will not impact Objective D of Section X of the City and County General Plan related to health and education.			
XI. Government Operations and Fiscal Management			
Objective A. To promote increased efficiency, effectiveness, and responsiveness in the provision of government services by the City and County of Honolulu.			
1. Maintain and adequately fund City government services at the level necessary to be effective.			X
2. Promote alignment and consolidation of State and City functions whenever more efficient and effective delivery of government programs and services may be achieved			X
3. Ensure that government attitudes, actions, and services are sensitive to community needs and concerns, and held accountable to the public trust			X
4. Sufficiently fund and staff the timely preparation, maintenance, and update of public policies and plans to guide and coordinate City programs and regulatory responsibilities.			X
5. Expand the adoption of technology across all City agencies to achieve greater transparency, efficiency, and accountability to the general public throughout government operations.			X
Discussion: The Proposed Project will not impact Objective A of Section XI of the City and County of Honolulu General Plan related to government operations and fiscal management.			
Objective B. To ensure fiscal integrity, responsibility, and efficiency by the City and County government in carrying out its responsibilities.			
1. Provide for a balanced budget.			X
2. Allocate fiscal resources of the City and County to efficiently implement the policies of the General Plan and Development Plans.			X
3. Ensure accountability and transparency in government operations.			X
Discussion: The Proposed Project will not impact Objective B of Section XI of the City and County of Honolulu General Plan related to government operations and fiscal management.			
Objective C. To achieve equitable outcomes for City programs, policies, and allocation of resources throughout the O'ahu community.			
1. Promote policies that actively address and eliminate disparate outcomes for historically underserved communities.			X
2. Seek equitable distribution of City investments towards promoting employment opportunities, infrastructure, and other community benefits appropriate to the community needs and proportionate to the population size.			X
3. Promote adherence to processes that advance procedural, distributional, structural, intergenerational, and cultural equity within the City.			X
4. Provide resources for City employees to understand and actively advance equity solutions within all agencies of City government.			X
Discussion: The Proposed Project will not impact Objective B of Section XI of the City and County of Honolulu General Plan related to government operations and fiscal management.			

4.2.2 Central O'ahu Sustainable Communities Plan (2021)

The Project Site is located within the Central O'ahu Sustainable Communities Plan area. It is one of a set of eight community plans intended to help guide public policy, investment, and decision-making over the next 25 years. Each plan addresses one of eight regions of O'ahu, responding to specific to specific conditions and community values of each region. The Proposed Project's conformance with the objectives and policies of the Central O'ahu Sustainable Communities Plan is set forth in Table 4-5 below.

Table 4-6: Central O'ahu Sustainable Communities Plan	S	NS	N/A
Land Use Policies and Guidelines			
1. Open Space Preservation and Development			
Mountain Areas			



Table 4-6: Central O‘ahu Sustainable Communities Plan		S	NS	N/A
(1)	Acquire and maintain public campgrounds and access to hiking trails in the areas beyond the Community Growth Boundary on the slopes of both the Wai‘anae Range and the Ko‘olau Range			X
(2)	Require public access to mountain areas where sensitive resources are not affected, including vehicular access to and parking at trail heads and public campgrounds, when new mauka developments are approved.			X
(3)	Maintain the forest at higher elevations in the State Conservation District. Plan utility corridors and other uses to avoid disturbances to areas with high concentrations of native species.			X
(4)	Identify endangered species, their habitats and other important ecological zones and protect them from threats such as fire, weeds, feral animals, and human activity	X		
(5)	Protect areas proposed by the State Office of State Planning in the State Land Use District Boundary Review (1992) for addition to the State Conservation District to protect the Leeward Ko‘olau Watershed and the hydrologic zone of contribution to the Navy Shaft in Waiawa from urban development; provided, however, that urban uses such as utility installations and public facilities specifically approved by the State Department of Health and the Honolulu Board of Water Supply may be permitted with the zone of contribution.			X
(6)	Identify and protect areas that are important to Native Hawaiian cultural practices.	X		
<p>Discussion: The Proposed Project is situated within the urban area of downtown Wahiawā; therefore, policies and guidelines regarding Mountain Areas will not be applicable. Regarding avian faunal species several native and species status species could potentially be affected by the construction and operation of the Proposed Project. As discussed in Section 3.5.1 (Flora and Fauna), Hawaiian hoary bat, the band, rumped storm petrel, the Hawaiian petrel, and the Newell’s shearwater are species that may overfly or utilize resource at the Project Site. Hence, overhead construction lighting would not be a concern or threat to avian potentially flying over the Project Site at night. Therefore, construction of the Proposed Project would have minor adverse short-term impacts to these seabird species. It is recommended to protect seabirds that may overfly the Project Site, and all overhead lights installed be shielded downward to prevent casting light beams directly into the sky to mitigate long-term impacts that may result due to operation of the Proposed Project. Moreover, trees targeted for removal or trimming should be surveyed by a qualified biologist following the Federal Department of Fish and Wildlife protocol.</p> <p>As described in Sections 3.6 (Historic and Archaeological Resources) and 3.7 (Cultural Resources), there are no known or identified cultural, historic, architectural, and archaeological resources at the Project Site, which has been heavily disturbed. It is unlikely that the Proposed Project would adversely impact resources currently located on the property. Should any unidentified resources be encountered during construction, all work will cease, and the State Historic Preservation Office will be contacted for review of mitigation measures.</p>				
Natural Gulches and Drainageways				
(1)	Preserve the major natural gulches within the Community Growth Boundary as part of the open space system.			X
(2)	Integrate planned improvements to Central O‘ahu drainage systems into the regional open space network by emphasizing the use of retention basins and recreational access in the design approach.			X
(3)	View drainageways and utility corridors as opportunities to link major open spaces with pedestrian and bike paths. Encourage shared use of these resources to realize both their environmental contribution and recreational value.			X
(4)	Where practical, retain drainageways as natural or man-made vegetated channels rather than concrete channels.			X
(5)	Provide for pedestrian and bicycle access where these can be safely accommodated.			X



Table 4-6: Central O‘ahu Sustainable Communities Plan		S	NS	N/A
<p>Discussion: The Proposed Project is situated within the urban area of downtown Wahiawā; therefore, policies and guidelines regarding Natural Gulches and Drainageways will not be applicable.</p> <p>Construction of the Proposed Project is anticipated to involve major land disturbing activities and applicable BMPs will be implemented to mitigate construction impacts. Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to runoff are described in detail in Section 3.3 (Hydrology).</p> <p>Coordination will be undertaken with the appropriate agencies during permitting and construction to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters. Soil disturbances in excess of one acre would require an NPDES Individual Permit for Storm Water Associated with Construction Activity, administered by the State DOH, will be required to control storm water discharges. Any discharges related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in Hawaii Administrative Rules, Chapter 11-54 and 11-55 Water Pollution Control, DOH. Excavation and grading activities will be regulated by applicable provisions for the County’s grading ordinance.</p>				
Shoreline Areas				
(1) Provide public access to the Pearl Harbor shoreline at intervals of approximately 1/4 mile, except where access is restricted by the military for security reasons. To make this access usable by the public, provide adequate parking.				X
(2) Maintain and enhance, where necessary, nearshore wetlands and mangroves as wildlife habitats.				X
(3) Provide, at a minimum, a 60-foot setback along the shoreline; and, where possible, expand the setback to 150 feet where justified, based on historic or adopted projections of coastal erosion rates.				X
(4) Analyze the possible impact of sea level rise for new public and private projects in shoreline areas and incorporate, where appropriate and feasible, measures to reduce risks and increase resiliency to impacts of sea level rise.				X
<p>Discussion: The Proposed Project is not located near the coast; therefore, policies and guidelines regarding Shoreline Areas will not be applicable.</p>				
Agricultural Areas				
(1) Permit facilities necessary to support intensive cultivation of arable agricultural lands, including distribution, sales, or agri-tourism facilities.				X
(2) Permit facilities to support limited outdoor recreation use, such as camping, horseback riding and hiking, preferably in areas where agricultural use is least suitable.				X
(3) Permit residential use to the extent that it is accessory to the agricultural use. Where several farm dwellings are planned as part of an agricultural use, they should be sited and clustered to avoid the use of more productive agricultural lands and to reduce infrastructure costs.				X
(4) Ensure that uses of non-residential farm buildings are consistent with the intent and purpose of the agricultural zoning district and that the structures are in compliance with the regulations regarding flood hazards.				X
(5) Design and locate buildings and other facilities that are accessory to an agricultural operation to minimize impacts on nearby urban areas and roadways.				X
<p>Discussion: The Proposed Project is not an agricultural development; therefore, policies and guidelines regarding Agricultural Areas will not be applicable.</p>				
Parks				
(1) Maintain distant views of the Wai‘anae Range from Kamehameha Highway in the development and siting of facilities and landscaping in the Patsy T. Mink Central O‘ahu Regional Park.				X
(2) Develop trails leading from Patsy T. Mink Central O‘ahu Regional Park to Waikele Gulch and connecting to a trail system throughout Central O‘ahu gulches.				X



Table 4-6: Central O’ahu Sustainable Communities Plan		S	NS	N/A
(3)	Establish a new shoreline park complex at Waipi’o Peninsula, giving access from Waipahu to the Pearl Harbor shoreline on the West Loch and Middle Loch.			X
(4)	Retain Wahiawā Botanical Garden as primarily a gulch in its natural state.	X		
(5)	Expand Wahiawā Freshwater Park to include most of the area adjacent to the Wahiawā Reservoir, limiting public access only as necessary to protect water quality and public safety.			X
<p>Discussion: The Proposed Project will support the policies and guidelines pertaining to Parks.</p> <p>The Proposed Project is directly adjacent to the Wahiawā Botanical Garden; therefore, BMPs will be implemented to ensure that it retains its natural state as a gulch. Coordination will be undertaken with the appropriate agencies and the Wahiawā Botanical Garden during the development of the Proposed Project to ensure that construction activities will not result in significant impacts.</p>				
Golf Courses				
(1)	Locate and design golf courses to optimize their function as drainage retention areas and as buffers between developments.			X
(2)	Consider the impact on existing and proposed regional trails, paths, and bike routes in designing new golf courses. Provide safe corridors by or through the courses where necessary for those trails, paths, and bikeways.			X
(3)	Design golf courses to provide view amenities for adjacent urban areas, including public rights-of-way.			X
(4)	Use landscape treatment, setbacks, and modifications to golf course layout rather than fencing or solid barriers when screening is needed for safety reasons, where feasible.			X
<p>Discussion: The policies and guidelines pertaining to Golf Courses will not be applicable to the Proposed Project.</p>				
Wildland – Urban Fire Hazard Setbacks				
(1)	As determined appropriate by the Honolulu Fire Department, require residential or commercial developments that are adjacent either to preservation areas within the Community Growth Boundary or to lands within the State Conservation District to provide a setback to reduce the risk of fire spreading from the "wildlands" to the developed area. Typically, such a setback would be 20 to 30 feet wide and landscaped with low growth, low-burn plantings.	X		
<p>Discussion: The Proposed Project will support the policies and guidelines pertaining to Wildland – Urban Fire Hazard Setbacks.</p> <p>The Proposed Project is being developed within the P-2 Zone (Preservation) of the CCH zoning; however, the Proposed Project is considered to be a “Public Use and Structure” as defined by Section 21-10.1, Revised Ordinances of Honolulu (ROH), which is permitted within any zoning district according to Table 21-3 ROH and may qualify for a Waiver Permit for certain sections of Chapter 21, ROH.</p> <p>In addition, BMPs will be implemented to ensure that the development and operation of the Proposed Project is in compliance with the policies and guidelines of the Central O’ahu Sustainable Communities Plan. Coordination will be undertaken with the appropriate agencies and the Wahiawā Botanical Garden during the development of the Proposed Project to ensure that construction activities will not result in significant impacts. Applicable mitigation measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to fire hazards as described in detail in Section 3.4.6 (Wildfire Hazards).</p>				
Greenways and Open Space Corridors				
(1)	Provide sufficient easement width for the major trunk lines and transmission and distribution lines for utility systems, when their alignment is not within a road right-of-way, to permit the growth of landscaping within and adjacent to the easement, consistent with all applicable operations, maintenance, and safety requirements			X
(2)	When overhead or underground transmission and distribution lines are located within or adjacent to a road right-of-way, provide sufficient width to permit the			X



Table 4-6: Central O‘ahu Sustainable Communities Plan		S	NS	N/A
growth of landscaping adjacent to the transmission line, consistent with all applicable operations, maintenance, and safety requirements. The purpose of the landscaping is to divert attention from the overhead lines and, preferably, obscure views of the overhead lines from the travel way and adjacent residential areas.				
(3)	Place new transmission lines underground where possible under criteria specified in State law			X
(4)	Permit the use of utility easements for pedestrian and bicycle routes, consistent with all applicable operations, maintenance, and safety requirements.			X
(5)	Design the rights-of-way for major and minor arterials as landscaped parkways or greenways, complete with a landscaped median strip, landscaped sidewalks, and bikeways. Major arterials should have separate bike paths, and minor arterials should have bike lanes. Suggested width for major arterials, including right-of-way and planting strips, is 120 feet wide and for minor arterials is 100 feet wide.			X
(6)	Where urban development abuts the H-2 Freeway, provide an open space/landscaped buffer of sufficient size to preserve a view of green, minimize the visual intrusiveness of the development, and reduce the noise and air quality impact of the freeway traffic on the abutting development.			X
(7)	Link Wahiawā Botanical Garden to the Wahiawā Freshwater Park on Lake Wilson by a trail through the gulch connecting the two areas.			X
Discussion: The policies and guidelines pertaining to Greenways and Open Space Corridors will not be applicable to the Proposed Project.				
2. Regional Parks and Recreation Complexes				
Appropriate Scaling and Siting				
(1)	Use architectural elements and siting to heighten the visibility of major recreation events areas as they are approached from principal travel corridors.			X
Discussion: The policies and guidelines pertaining to Appropriate Scaling and Siting will not be applicable to the Proposed Project.				
Environmental Compatibility				
(1)	Locate and operate uses that generate high noise levels in a way that keeps noise to an acceptable level in existing and planned residential areas.			X
(2)	To retain a sense of place, incorporate natural features of the site and use landscape materials that are indigenous to the area in the design of recreation areas where feasible.			X
(3)	Use xeriscaping (the use of landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources. Give preference to use of drought-resistant native Hawaiian plants where feasible and appropriate.			X
Discussion: The policies and guidelines pertaining to Environmental Compatibility will not be applicable to the Proposed Project.				
Community Integration				
(1)	Although the design of recreational attractions may have a distinct identity and entry, link these destinations with surrounding areas using connecting roadways, bikeways, walkways, landscape features or architectural design	X		
Discussion: The Proposed Project will support the policies and guidelines pertaining to Community Integration. The design team will need to consider how the Proposed Project can complement the surrounding areas during the design phase and be consistent with the Wahiawā Urban Design Plan. The design team will also need to consider how to link the exiting roadways, bikeways, walkways, and landscape features to the Proposed Project.				
Island-wide and Regional Parks				



Table 4-6: Central O'ahu Sustainable Communities Plan		S	NS	N/A
(1) Continue developing planned facilities at Patsy T. Mink Central O'ahu Regional Park, a major park of approximately 270 acres, at the site known as "Waiola", near Waikele and Waipi'o. Maintain distant views of the Wai'anae Range from Kamehameha Highway in the development and siting of park landscaping and facilities.				X
(2) Provide trails from the Patsy T. Mink Central O'ahu Regional Park to Waikele Gulch, connecting to a trail system throughout Central O'ahu's gulches.				X
(3) Connect the Wahiawā Botanical Garden to the Wahiawā Freshwater Park at Lake Wilson by way of a trail in the gulch which connects the two facilities.				X
(4) Expand Wahiawā Freshwater Park to include most of the area adjacent to the Wahiawā Reservoir, limiting public access only as necessary to protect water quality and public safety.				X
Discussion: The policies and guidelines pertaining to Island-wide and Regional Parks will not be applicable to the Proposed Project.				
Sports and Recreation Complexes				
Definition of Use Areas				
(1) Separate uses that attract a high number of people for events as much as possible from residential areas and wildlife habitats.				X
(2) Provide amenities and service facilities to accommodate "tailgate" picnics, as well as nearby picnic tables and outdoor grills in parking areas for sporting events.				X
Discussion: The policies and guidelines pertaining to Definition of Use Areas will not be applicable to the Proposed Project.				
Transportation Facilities				
(1) Locate bus loading areas, shelters, and bicycle parking facilities as close as possible to entry gates for special events areas.				X
(2) Locate bus stops at all principal activity areas.				X
Discussion: The policies and guidelines pertaining to Transportation Facilities will not be applicable to the Proposed Project.				
Views				
(1) Locate and design facilities for special events to be readily visible and identifiable from the principal transportation corridors that lead to them.	X			
(2) Establish the visual identity of the complex through distinctive architecture, landscaping, or natural setting.	X			
Discussion: The Proposed Project will support the policies and guidelines pertaining to Views. The design team will need to consider how the Proposed Project can complement the surrounding areas and be readily visible to establish a strong visual identity during the design phase and be consistent with the Wahiawā Urban Design Plan.				
Landscape Treatment				
(1) Minimize the visibility of perimeter fencing, parking lots and garages, and other utilitarian elements through plantings or other appropriate visual screens along roadway frontages.	X			
(2) Plant canopy trees to provide shade in large parking lots. Use special paving or pavement markings to indicate pedestrian routes to destinations and differentiate sections of the parking area.	X			
Discussion: The Proposed Project will support the policies and guidelines pertaining to Landscape Treatment. The design team will need to consider how the Proposed Project can complement the surrounding areas and incorporate appropriate landscaping to comply with the policies and guidelines stated above and be consistent with the Wahiawā Urban Design Plan.				
Natural Environment				



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(1) Retain, protect, and incorporate wetland and other wildlife habitat areas as passive recreational resources.			X
Discussion: The policies and guidelines pertaining to Natural Environment will not be applicable to the Proposed Project.			
Siting			
(1) Island-wide and regional parks and golf courses are shown on the Open Space Map and the Public Facilities Maps.			X
(2) Require a City review and approval process which provides adequate public notice and opportunity for input for any change in the location of an island-wide or regional park or a golf course.			X
(3) Allow additional regional sports and recreation complexes in areas designated for commercial, industrial, or park use, subject to a City review and approval process that provides public review and complete analysis			X
Discussion: The policies and guidelines pertaining to Siting will not be applicable to the Proposed Project.			
3. Community-Based Parks			
Development of Community-Based Parks			
(1) Co-locate Neighborhood or Community Parks with elementary or intermediate schools and coordinate design of facilities when efficiencies in development and use of athletic, recreation, meeting, and parking facilities can be achieved, traffic impacts reduced, and pedestrian safety increased.			X
(2) Coordinate the development and use of athletic facilities such as swimming pools and gymnasiums with the State Department of Education (DOE) where such an arrangement would maximize use and reduce duplication of function.			X
(3) Where feasible, site Community and Neighborhood Parks near the center of neighborhoods, in order to maximize accessibility.			X
(4) Provide accessible pathways from surrounding streets to facilitate pedestrian and bicycle access to parks.			X
(5) Use xeriscaping (the use of landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources. Give preference to use of drought-resistant native Hawaiian plants where feasible and appropriate.			X
(6) Include passive areas for picnicking and large, outdoor community gatherings in district parks within master-planned residential communities.			X
(7) Use community-based parks in Central O‘ahu as sites for community gardens.			X
Discussion: The policies and guidelines pertaining to the Development of Community-Based Parks will not be applicable to the Proposed Project.			
Access to Ravines and Mountain Trails			
(1) Where appropriate, new developments should provide a public access easement and parking area for hikers from the mauka boundary to a public mountain trail easement.			X
(2) Where appropriate, new developments should provide a means for a safe trail to major Central O‘ahu gulches which are either within or adjacent to the project area.			X
Discussion: The policies and guidelines pertaining to the access to Ravines and Mountain Trails will not be applicable to the Proposed Project.			
Siting			
(1) Conceptual locations for district parks are shown on the Open Space Map A. These locations may be revised without needing to amend the Sustainable Communities Plan when more detailed site information and planning analysis is available.			X



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(2) Community and neighborhood parks are part of the open space system, but their location is determined more by community facility design considerations than by their relationship to the regional open space network. Siting of Community and Neighborhood Parks should be reviewed and decided at the time the Project Master Plan is submitted, prior to the granting of a zone change.			X
Discussion: The policies and guidelines pertaining to Siting will not be applicable to the Proposed Project.			
4. Historic and Cultural Resources			
Sites under Review			
Adaptive Reuse			
(1) Allow historic sites to be converted from their original intended use to serve a new function if it can be done without destroying the historic value of the site, especially if its interpretative value is enhanced.			X
Accessibility			
(1) Public access to an historic site can take many forms, from direct physical contact and use to limited visual contact. Determine the degree of access based on what would best promote the preservation of the historic, cultural and educational value of the site, recognizing that economic use is sometimes the only feasible way to preserve a site. In some cases, however, it may be highly advisable to restrict access to protect the physical integrity or sacred value of the site.			X
Impacts of Development on Historic and Cultural Resources			
Compatible Setting			
(1) The context of an historic site is usually a significant part of its value. Plan and design adjacent uses to avoid conflicts or abrupt contrasts that detract from or destroy the physical integrity and historic or cultural value of the site. The appropriate treatment should be determined by the particular qualities of the site and its relationship to its physical surroundings			X
Public Views			
(1) Design and site all structures, where feasible, to reflect the need to maintain and enhance available views of significant landmarks and vistas. Do not permit development to block important public views, as listed in Table 3.2 and illustrated in Exhibit 3.2. Whenever possible, relocate or place underground overhead utility lines and poles that significantly obstruct public views, under criteria specified in State law.			X
OR&L Historic Railway			
Method of Preservation			
(1) As recommended in the Waipahu Town Plan (December 1995) and the Pearl Harbor Historic Trail Master Plan (May 2001), develop the right-of-way as a world-class heritage and educational corridor to enhance neighboring communities and serve as a major visitor and cultural attraction.			X
Adaptive Reuse			
(1) Develop a paved shared-use path for bicycles and pedestrians along the length of the OR&L right-of-way, either within or adjacent to the right-of-way.			X
Adjacent Uses			
(1) Design structures and elements related to the Pearl Harbor Historic Trail to reflect the historic nature of the railway and its surroundings.			X
(2) Set back new development as specified in Neighborhood Transit-Oriented Development (TOD) Plans, TOD development regulations, or as otherwise specified in existing land use approvals, policies, and regulations.			X
(3) Provide landscaping along the adjacent path, with occasional rest stops with seating and other amenities.			X
Public Access			



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(1) Encourage public use by providing and maintaining a shared path for pedestrians and bicyclists as part of a path running from ‘Aiea to Nānākuli.			X
(2) Interpretative signs along the route should explain the historic significance of the railroad and note points of interest.			X
Discussion: The policies and guidelines pertaining to OR&L Historic Railway will not be applicable to the Proposed Project.			
Waipahu Sugar Mill Environs			
Methods of Preservation			
(1) Retain the sugar mill stack and boiler room as visual symbols of Waipahu's plantation town history.			X
(2) Maintain the historic theme of the Waipahu Cultural Garden Park, and seek opportunities to establish a more direct physical and economic connection between the park and the mill.			X
(3) Promote economic revitalization and in-fill development in the old commercial core along Waipahu Street and Waipahu Depot Road to maintain the historic character of this area.			X
(4) Establish a transit linkage between Waikele Center and Waipahu Town.			X
Adaptive Reuse			
(1) Allow a variety of reuse options which are consistent with the purpose of retaining the historic plantation theme for the old town core at the Waipahu Sugar Mill site.			X
(2) Encourage adaptive reuse of older commercial buildings in the town core as a means to retain the historic building forms.			X
Urban Form			
(1) Limit buildings in the old commercial core to two or three floors in height in keeping with the area's historic scale and to preserve views of existing mill structures.			X
(2) In renovations to the sugar mill for adaptive reuse, minimize exterior alterations that substantially change the building profile or accessory structures that define the mill's original purpose.			X
(3) Promote a strong pedestrian shopping orientation in the old town core by expanding "storefront" businesses, enhancing the sidewalk areas with street trees and period fixtures, consolidating off-street parking behind buildings, and retaining on-street parking wherever possible.			X
(4) Modify development standards, as needed, to facilitate the retention and rehabilitation of historic structures and appropriate in-fill development.			X
Public Access			
(1) Retain the Waipahu Cultural Garden Park as a public facility.			X
(2) Encourage public access to the Waipahu Sugar Mill and other privately owned historic buildings in the Old Waipahu Town Anchor area.			X
Discussion: The policies and guidelines pertaining to the Waipahu Sugar Mill Environs will not be applicable to the Proposed Project.			
Native Hawaiian Cultural and Archaeological Sites			
Method of Preservation			
(1) Require preservation in situ for those features that the State Historic Preservation Officer has recommended such treatment.			X
(2) Determine the preservation method, ranging from restoration to "as is" condition, on a site-by-site basis, in consultation with the State Historic Preservation Officer.			X
Adjacent Uses			



Table 4-6: Central O’ahu Sustainable Communities Plan	S	NS	N/A
(1) Determine appropriate delineation of site boundaries and setbacks and restrictions for adjacent uses on a site-by-site basis in consultation with the State Historic Preservation Officer.			X
(2) Include the sight lines that are significant to the original purpose and value of the site as criteria for adjacent use restrictions.			X
Public Access			
(1) Determine the appropriateness of public access on a site-by-site basis in consultation with the State Historic Preservation Officer, Hawaiian cultural organizations and the owner of the land on which the site is located.			X
Discussion: The policies and guidelines pertaining to Native Hawaiian Cultural and Archaeological sites will not be applicable to the Proposed Project.			
As described in Sections 3.6 (Historic and Archaeological Resources) and 3.7 (Cultural Resources), there are no known or identified cultural, historic, architectural, and archaeological resources at the Project Site, which has been heavily disturbed. It is unlikely that the Proposed Project would adversely impact resources currently located on the property or in adjacent areas. Should any unidentified resources be encountered during construction, all work will cease, and the State Historic Preservation Office will be contacted for review and approval of mitigation measures.			
5. Natural Resources Protection			
Water Conservation			
(1) Protect prime watershed recharge areas and the Pearl Harbor potable aquifer which underlies the Central O’ahu area.			X
Endangered Species			
(1) Require surveys for proposed new development areas to identify endangered species habitat and require appropriate mitigations for adverse impacts on endangered species due to new development.			X
Light Pollution			
(1) Use the minimum outdoor lighting necessary for public safety, security, and community aesthetics consistent with the goals of energy conservation and environmental protection.			X
(2) Minimize glare and obtrusive light by limiting outdoor lighting that is misdirected, excessive or unnecessary by fully shielding lighting fixtures so that no light escapes above the horizontal plane and by using lower wattage.			X
(3) Adopt outdoor night lighting standards for rural areas that reflect the rural character of those areas.			X
Discussion: The policies and guidelines pertaining to Natural Resources Protection will not be applicable to the Proposed Project.			
6. Waipahu Town			
Urban Design			
(1) Preserve the scale and sense of Waipahu as a small town. Preserve existing zoning heights and densities throughout Waipahu Town to preserve views of the smokestack and to help maintain the small-town scale, except as appropriate for redevelopment in the Transit-Oriented Waipahu Transit Center Waipahu Transit Center Rail Station Festival Market Place Waipahu Plantation Village OR&L/PHHT Central O’ahu Sustainable Communities Plan Land Use Policies & Guidelines 3-40 Development (TOD) Special Districts around the Honolulu Rail Transit stations.			X
(2) Maintain the visual dominance of the sugar mill site, particularly the smokestack.			X
(3) Retain and renovate as needed structures having historic, cultural, and/or visual significance. Identify historic buildings on the mill site and in the Old Town Commercial Area. Encourage adaptive reuse of these historic buildings.			X
(4) Establish a special image for the Old Town Commercial Area signifying its historic character and role as the cultural and business center for Waipahu. Adopt detailed			X



Table 4-6: Central O’ahu Sustainable Communities Plan	S	NS	N/A
design guidelines for the Old Town Commercial Area to create the desired historic plantation theme.			
(5) Enhance landscaping along Farrington Highway and adjoining roadways through the increased use of street trees and the establishment of planting schemes which help to identify and distinguish between the different commercial and industrial areas.			X
(6) Develop open space areas, the shoreline, and other available natural areas for use by the public and integrate them into the built environment.			X
(7) Make open space and coastal resource areas on the Waipi’o Peninsula and along the Pearl Harbor shoreline available for increased use by the public.			X
(8) Use landscaped roads, and pedestrian/bicycle pathways to link parks, open space areas, and centers of interest.			X
(9) Modify development standards to facilitate the retention and rehabilitation of historic structures and appropriate in-fill development.			X
Discussion: The Proposed Project is being developed in Wahiawā; therefore, the policies and guidelines pertaining to Waipahu Town will not be applicable.			
Old Waipahu Town			
Sugar Mill Site			
(1) Retain the visual qualities and building character that defined the mill’s original purpose in renovations to the sugar mill site for adaptive reuse.			X
Old Town Commercial Area			
(1) Maintain the compactness of the town’s historic shopping area, and encourage new uses in-fill between existing buildings along Waipahu Street and Waipahu Depot Road.			X
(2) Except as necessary for adjustments to improve traffic flow and safety, maintain the character of Waipahu Street and Waipahu Depot Road in order to safeguard the historically and visually significant buildings and maintain the area’s pedestrian scale and orientation.			X
(3) Wherever possible, identify, maintain and restore existing significant historic structures and encourage their adaptive reuse where necessary to ensure their continued viability and use.			X
(4) Require the architectural character of new buildings to reflect the plantation era architecture of Waipahu’s historic past. Basic design principles, texture, construction materials, and colors should be compatible with styles from this era.			X
(5) Encourage and maintain a strong pedestrian orientation through the expansion of “storefront” businesses, enhancement of the streetscape and walking environment, and consolidation of off-street parking behind buildings.			X
(6) Locate new buildings or additions close to the street, creating a traditional “street line” of facades, with buildings forming an attractive edge to the roadway.			X
(7) Orient storefronts to the street and include elements such as canopies, overhangs, porches, and trellises to scale down building heights and enhance the street-level environment.			X
(8) Limit buildings to two or three floors in height in keeping with the area’s historic scale and to preserve views of existing mill structures.			X
(9) Discourage awkward or over-scaled building forms and reduce long building forms or offset them into smaller masses of more residential proportions.			X
Community Facilities Anchor / Waipahu Transit Center Rail Station Area			
(1) Develop and landscape spaces between buildings in a manner which provides the area with a unifying visual image and creates the sense of an active, people-oriented civic park.			X



Table 4-6: Central O'ahu Sustainable Communities Plan	S	NS	N/A
(2) Create an urban transit boulevard on Farrington Highway between Waipahu Depot Road and Mokuola Street to separate local traffic and through traffic and provide slower speeds and a safer pedestrian environment adjacent to the rail station.			X
(3) Allow mixed-use development in the Farrington/Mokuola Transit-Oriented Development (TOD) Special District in order to create a walkable, medium-density community with neighborhood retail and a commercial core near the rail station.			X
(4) Allow increased building heights to 60 feet generally within a 1/4 mile of the rail station and to 45 feet for properties generally from a 1/4 mile to a 1/2 mile away from the rail station, except where lots adjoin an R-5 residential district.			X
(5) Relax limits on maximum building area in the TOD Special District generally within a 1/4 mile of the rail station to create active street edges and discourage surface parking lots in front of buildings.			X
(6) Allow a floor area ratio (FAR) as high as 3.5 as a bonus for realizing important community benefits.			X
Commercial Anchor Area / West Loch Rail Station Area			
(1) Establish attractive and distinctive entry features at the western end of the Commercial Anchor Area.			X
(2) Create an urban transit boulevard on Farrington Highway between Leokū/Leo'ole Streets and Leoleo Street to separate local traffic and through traffic and provide slower speeds and a safer pedestrian environment adjacent to the rail station.			X
(3) Allow mixed-use development in the Farrington/Leokū Transit-Oriented Development (TOD) Special District in order to create a walkable, medium-density community with neighborhood retail and a commercial core near the rail station.			X
(4) Encourage mid-rise, medium density apartment and live/work uses when combined with retail commercial uses on the ground level generally within 1/4 mile of the West Loch station.			X
(5) Upgrade the visual appearance of business development through building façade improvement programs and through the greater use of shade trees within parking areas and of landscape buffers between parking areas and adjoining streets.			X
(6) Allow increased building heights up to 60 feet generally within a 1/4 mile of the station, and up to 45 feet for properties generally from a 1/4 mile to a 1/2 mile away from the station except where lots adjoin an R-5 residential district.			X
(7) Allow building heights up to 90 feet in the TOD Special District as a community benefits bonus.			X
Residential Areas			
(1) Where possible and appropriate, establish small community gardens in residential and apartment areas in order to increase green space and maintain a connection with the town's agricultural roots.			X
(2) Provide street trees in all neighborhoods in order to soften the visual impact of development and enhance the walking environment for residents.			X
(3) Encourage mid-rise, medium density apartment buildings, including mixed-use developments, in areas generally within 1/4 mile of the West Loch and Waipahu Transit Center stations, with the exception of the Old Town Commercial Area.			X
Circulation Design Guidelines			
(1) Incorporate complete streets features wherever feasible.			X
(2) Improve existing pedestrian and bicycle connections and, where appropriate, develop new ones to nearby residential areas from the old commercial core and to recreational and cultural facilities located around the old commercial core			X
(3) Provide landscape improvements, including shade trees, to streets and front yards in the Farrington Highway business areas to accommodate, where possible, walkways and bicycle paths which link the different Central O'ahu Sustainable			X



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
Communities Plan Land Use Policies & Guidelines 3-45 business developments together and connect these areas to adjoining residential neighborhoods.			
(4) Develop sidewalks, traffic signal improvements, and other measures to facilitate pedestrian circulation between mauka and makai areas of Waipahu.			X
(5) Develop plazas accessible to pedestrians at the two Honolulu Rail Transit stations and the Festival Marketplace.			X
(6) Provide bicycle parking and storage at residential buildings throughout the area generally within 1/2 mile of the two Honolulu Rail Transit stations.			X
Open Space and Views			
(1) Acquire shoreline setback areas and the shoreline trail park areas along West Loch, in part so that Pearl Harbor can be seen from key points along Leokāne Street and Pūpū‘olē Street on the makai edge of the area.			X
(2) Connect existing and planned parks and open space areas, wherever possible, by a series of tree-lined pedestrian pathways, jogging paths, and bikeways.			X
(3) Strengthen visual and physical connections between Waipahu Cultural Garden Park, the old commercial core and significant adjoining areas and roadways.			X
(4) Preserve significant views, including views of the Ko‘olau and Wai‘anae Mountain Ranges from along Farrington Highway, views of Pear Harbor from Farrington Highway in the vicinity of Waipahu High School, the view of the Waipahu Sugar Mill from the Waipahu Cultural Garden, and the view of the Wai‘anae Mountains from the Waipahu Cultural Garden.			X
(5) Preserve mature trees.			X
(6) Provide publicly accessible open spaces for passive recreation, play areas, and socializing in the area generally within 1/2 mile of the two Honolulu Rail Transit stations.			X
Discussion: The Proposed Project is being developed in Wahiawā; therefore, the policies and guidelines pertaining to Old Waipahu Town will not be applicable.			
7. Wahiawā Town			
Business District			
(1) Re-establish Wahiawā’s historic “identity” within a “Town Center” located along Kamehameha Highway in the vicinity of California and Kīlani Avenue.	X		
(2) Maintain and restore existing structures that reflect the historic and architectural character of Wahiawā where possible and encourage adaptive reuse where necessary to ensure their continued viability and use.			X
(3) Require redevelopments to reflect an architectural theme consistent with the historic character of Wahiawā. Ensure the architectural character of new buildings and of the building renovations are compatible with historic buildings in the area and reflect the town’s plantation heritage.	X		
(4) Provide open space and landscaping to reinforce the historic character of Wahiawā.	X		
(5) Establish distinctive and attractively landscaped gateway features at each of the Kamehameha Highway entries to the town to reinforce a “sense of arrival” along these approaches.			X
(6) Encourage new commercial uses to in-fill on vacant and underutilized parcels within Wahiawā’s existing business district. Avoid expansion of the district since it is not needed.	X		
(7) Allow repair shops, storage, and similar uses which provide needed services but confine them to the town’s existing industrial area between Palm and North Cane Street.			X
(8) Provide buffer landscaping and similar edge treatments around industrial sites to minimize impacts on adjoining areas.	X		



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(9) Limit building heights in keeping with Wahiawā’s small town scale. However, give some flexibility for public buildings, such as government offices and churches, in order to allow for designs that create symbols of identity for the community.	X		
(10) Locate parking areas behind commercial establishments in order to improve the pedestrian environment and appearance of the streetscape.	X		
(11) Upgrade the visual appearance of business developments through building façade improvement programs and through the greater use of shade trees within parking areas and landscape buffers between parking areas and adjoining streets.			X
Discussion: The Proposed Project will support the policies and guidelines pertaining to the Wahiawā Town-Business District.			
The architectural theme will be consistent with the character of Wahiawā’s ‘Town Center’, with building heights that reflect the city’s scale. Preliminary design exercises have noted the importance of maintaining consistency with the surrounding neighborhood while also responding to Project end-use facility and spacing needs. As discussed in Section 2.1, the Proposed Project will include one ADA stall and a total of 16 stalls in the offsite parking lot located across the street from the Project Site.			
Civic Center			
(1) Welcome and encourage expansion of existing government facilities and community services. To the extent possible, cluster these uses within and bordering the area bounded by California Avenue, North Cane Street, Kīlani Avenue, and Lehua Street.			X
(2) Expand and consolidate parking for the Civic Center and Wahiawā General Hospital within a multi-level parking garage located on Center Street.			X
(3) Landscape and develop available setback areas and open spaces in a manner which gives the area a unifying visual image and provides a “village green” for informal gatherings and relaxation.			X
Discussion: The policies and guidelines pertaining to the Civic Center is not applicable to the Proposed Project.			
Residential Areas			
(1) Prevent the intrusion of apartment buildings or other incompatible uses into existing single-family residential areas.			X
(2) Maintain the extensive use of street trees to enhance Wahiawā’s rural character and image as a “town within a forest”, and extend the trees into all of Wahiawā’s residential areas.			X
Discussion: The policies and guidelines pertaining to Residential Areas is not applicable to the Proposed Project.			
Circulation			
(1) Incorporate complete streets features wherever feasible			X
(2) Make minor adjustments to street rights-of-way, alignments, intersections, and on-street parking where they would improve traffic flow and safety. In general, however, avoid new streets or major street widenings as they are not needed and would detract from Wahiawā’s rural and small town character.			X
(3) Provide on-street parking during non-peak traffic hours to “slow-down” traffic along Kamehameha Highway.			X
(4) Where possible, expand off-street parking where needed to support local businesses, such as along Kamehameha Highway.			X
(5) Establish a network of bicycle paths and designated bicycle routes along major traffic corridors in order to improve safety and convenience and encourage increased use of bicycles for travel within the community.			X
(6) Connect the Wahiawā Botanical Garden to the Wahiawā Freshwater Park on Lake Wilson by way of a trail through the gulch which connects the two facilities.			X
(7) Develop jogging paths and bike trails to take advantage of the Lake Wilson shoreline.			X



Table 4-6: Central O’ahu Sustainable Communities Plan	S	NS	N/A
(8) Install landscaping, sidewalk and other streetscape improvements in areas lacking in greenery or with unsafe or inadequate provision for pedestrian traffic.	X		
Discussion: The Proposed Project will support the policies and guidelines pertaining to Circulation. The Proposed Project will seek to address circulation concerns where prevalent. Preliminary design exercises have noted the importance of maintaining consistency with the surrounding neighborhood while also responding to Project end-user facility and needs.			
Open Space and Views			
(1) Preserve and protect the natural scenic character of Lake Wilson and adjoining forested areas from alteration or encroachment of urban uses because they are vital elements of Wahiawā’s “town in a forest” image.	X		
(2) Expand and improve Wahiawā Freshwater Park with appropriate facilities which will encourage and accommodate greater public use without major disruption to the site’s natural beauty.			X
(3) Upgrade recreational facilities in existing community parks and, where possible, add new facilities in order to meet current and future demands for sports activities.			X
(4) Where possible, design site layouts and building orientations for new developments to maximize view opportunities of prominent natural views in Wahiawā including Lake Wilson and the Wai’anae Mountains, and, to a lesser degree, the Ko’olau Mountains.	X		
(5) Preserve significant vistas, including the views of the upper Central O’ahu plains toward Waialua and of the Wai’anae Range from the intersection of Kamehameha Highway and Whitmore Avenue, near Kūkaniloko.	X		
Discussion: The Proposed Project will support the policies and guidelines pertaining to Open Space and Views. The Project Site consists of a developed urban environment and has been successively altered over the past century, for commercial and residential use. Since the Proposed Project is currently being developed on the existing DOE Central District Office site, it will not impinge upon any significant public scenic view corridors and will not have an impact on coastal view. As discussed in Section 3.12 (Visual Resources), the Proposed Project is not expected to have an impact on the objectives and policies for the physical environment—scenic, natural beauty, and historic resources.			
8. Central O’ahu Plantation Villages			
Method of Preservation			
(1) Rehabilitate existing historic plantation houses as part of an assisted housing program.			X
(2) Rehabilitate and convert rental dwellings for sale, giving preference to existing residents to minimize displacement and retain the sense of community.			X
(3) Preserve the historic development pattern, architectural character, and street appearance by allowing exceptions from conventional subdivision and other development codes, as appropriate.			X
(4) Replace structures that must be razed and develop other vacant areas with new in-fill development that respects the historic character of the original village.			X
Discussion: The policies and guidelines pertaining to Central O’ahu Plantation Villages -- Method of Preservation is not applicable to the Proposed Project.			
Adaptive Reuse			
(1) Rehabilitate residential areas with an emphasis on affordable home ownership opportunities for existing residents.			X
(2) When a historic structure is converted to a use other than its original purpose, rehabilitate the structure in a manner that does not alter its exterior appearance.			X
Discussion: The policies and guidelines pertaining to Central O’ahu Plantation Villages -- Adaptive Reuse is not applicable to the Proposed Project.			
Urban Form			



Table 4-6: Central O'ahu Sustainable Communities Plan	S	NS	N/A
(1) Maintain the current grid/loop street pattern in the existing villages and replicate it in new in-fill development.			X
(2) Do not use standard subdivision street hierarchy and design standards			X
(3) To minimize impacts on front yards and structure and to retain a rural village character, maintain narrow street widths without sidewalks in the residential portions of existing villages and establish narrow street widths without sidewalks in new villages.			X
(4) Locate any new collector streets outside existing villages.			X
(5) Plant and maintain principal entry roads to and through the villages as tree-lined boulevards. Highlight village entries with landscape features.			X
(6) Provide appropriate canopy trees along all street frontages.			X
(7) Ensure lot sizes and dimensions for new in-fill homes in the existing villages are similar to those of existing house lots.			X
(8) Require new structures on vacant lots in the existing villages to be designed to complement the exterior design of adjacent homes.			X
(9) Landscape and maintain yards and other open spaces to preserve and enhance the open space appearance of the villages.			X
Discussion: The policies and guidelines pertaining to Central O'ahu Plantation Villages – Urban Form is not applicable to the Proposed Project.			
Open Space/Views			
(1) Preserve and maintain existing village greens and play fields as places for community gatherings and recreation.			X
(2) Preserve existing landscaping within the villages and stands of trees in bordering ravines.	X		X
Discussion: The policies and guidelines pertaining to Central O'ahu Plantation Villages – Open Space / Views is not applicable to the Proposed Project.			
Adjacent Land Uses			
(1) Maintain agricultural use on adjacent lands.			X
(2) Minimize the visibility of any new structures in the vicinity by appropriate landscape screening and building siting.			X
(3) If visibility is unavoidable, design the new structure to respect the scale and character of the villages.			X
(4) Improve roadways as necessary to provide access to public facilities.			X
Discussion: The Proposed Project will support the policies and guidelines pertaining to Central O'ahu Plantation Villages – Adjacent Land Uses.			
9. Existing and Planned Residential Communities			
Residential			
Density			
(1) Develop at densities of 5 to 12 units per acre encouraging more compact, innovative, environmentally sensitive design and alternative layouts.			X
Building Height			
(1) In general, limit buildings to not exceed two stories, although the height may vary according to required flood elevation, slope, and roof form.			X
Site Design			
(1) The site design for small-lot developments should avoid monotonous rows of garages and driveways along neighborhood street frontages by employing features such as varied building setbacks and shared driveways.			X
Building Form			
(1) Use varied roof forms, exterior colors and finishes, building orientation, floor plans, and architectural details to provide visual interest and individual identity.			X
Affordable Housing			



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(1) Allow accessory and ‘ohana dwelling units without occupancy restrictions to increase the availability of affordable rentals and help create an age friendly community.			X
Discussion: The Proposed Project is not a residential development; therefore, the policies and guidelines pertaining to Existing and Planned Residential Communities – Residential will not be applicable.			
Low Density Apartment			
Density			
(1) Develop at densities of 10 to 30 units per acre.			X
Height			
(1) In general, limit buildings to not exceed three stories above grade. Maximum building heights should allow for pitched roof form.			X
Building Form			
(1) Use building form, orientation, location of entries, and landscape screening to maintain a sense of residential scale and provide greater privacy and individual identity for housing units.			X
Compatibility			
(1) Ensure that building scale, roof form, and the quality of materials are compatible with those of adjacent low-density residential areas.			X
Discussion: The Proposed Project is not a residential development; therefore, the policies and guidelines pertaining to Existing and Planned Residential Communities – Low Density Apartment will not be applicable.			
Medium Density Apartment			
Location			
(1) Develop Medium-Density Apartment as the predominant form of housing around the two Honolulu Rail Transit stations in Waipahu, either as a single use or mixed-use development.			X
(2) Allow Medium-Density Apartment uses in Wahiawā near the Town Center, and in Waiawa adjacent to the Major Community Commercial Center.			X
Density			
(1) Allow building densities to accommodate 25 to 90 units per acre			X
Height			
(1) Limit building heights to not exceed 60 feet, except as allowed in Sec. 3.6.2.4 Guidelines for the Farrington/Leokū Transit-Oriented Development (TOD) Special District and in Sec. 3.9.2 Guidelines for mixed-use buildings in Major Community Commercial Centers.			X
(2) Limit Medium Density Apartment building heights in Waipahu in the Farrington/Mokuola TOD Special District to not exceed 60 feet or the Central O‘ahu Sustainable Communities Plan Land Use Policies & Guidelines 3-63 elevation of the roof ridge line of the Waipahu Sugar Mill, whichever is lower.			X
Architectural Character			
(1) Employ building height setbacks and landscaping to reduce the direct visibility of taller buildings from lower density residential areas and from the street front.			X
(2) Allow lower building elements to directly abut the street front.			
Height Setbacks			
(1) Building height setbacks and landscaping should be employed to reduce the direct visibility of taller buildings from lower density residential areas and from the streetfront. Lower building elements may directly abut the streetfront.			X
Circulation System			
(1) Use the circulation plan to define the hierarchy of streets within the project and its relationship to the surrounding transportation network.			X
(2) Design streets to provide safe access and mobility for all users, including pedestrians, bicyclists, transit users, motorists, and persons of all abilities, as			X



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
determined through a context sensitive solution process that integrates community context and the surrounding environment, including land use, and balances the needs and comfort of all modes and users.			
(3) Use a modified grid street pattern (modified as necessary to fit the topography or other limitations) with block lengths of 300 feet by 500 feet or any combination of two sides summing to 800 feet.			X
(4) Provide pedestrian pass-throughs or mid-block cross walks, if possible, where blocks exceed 350 feet on a side.			X
(5) Connect new residential development to adjacent subdivisions to allow creation, where allowed by topography, of an east-west and mauka-makai roadway network at approximately 1/4 mile intervals.			X
(6) Allow roadway cross-sections within new residential developments to be reduced from current standards where higher capacity is provided by multiple routes.			X
Discussion: The Proposed Project is not a residential development; therefore, the policies and guidelines pertaining to Existing and Planned Residential Communities – Medium Density Apartment will not be applicable.			
Transit Routes and Facilities			
(1) Show on the circulation plan existing and proposed bus routes and specific measures to accommodate efficient bus transit service for as many households as possible.	X		
(2) Design the rights-of-way along existing or potential bus transit routes to provide for bus shelters, bus pull-outs, and, if applicable, park-and-ride facilities and/or future rail transit stations in accordance with the Department of Transportation Services design standards.	X		
(3) Require street patterns showing the alignment of proposed or potential bus transit routes, to be submitted to the Department of Transportation Services as part of the subdivision roadway master plan review process.	X		
(4) Design the circulation plan so that at least 85 percent of all proposed residences will be within a five-minute (or 1/4 mile) walking distance of an existing or proposed bus stop or rail transit stop, unless localized topographic conditions make such a requirement impractical.			X
(5) Design the circulation plan so that all commercial development with more than 1,000 square feet and all employment sites with more than ten employees are within 1/8 mile of an existing or potential bus stop or rail transit stop.			X
(6) All development should be within 1/2 mile of a transit stop, unless localized topographic conditions make such a requirement impractical.	X		
(7) Design the circulation plan so that potential bus routes have two different access points into the proposed development. The route alignment should seek to achieve optimal operational efficiency between the two access points.	X		
Pedestrian and Bicycle Routes and Facilities			
(1) Design the circulation plan to indicate any principal pedestrian and bicycle paths that are physically separated from roadways.			X
(2) Design street intersections along these separated paths to have a tighter curb radius and include special signage and paving to encourage safe and convenient pedestrian and bicycle crossings.			X
(3) Allow interior mid-block pedestrian/bicycle routes to be provided as an alternative to paved sidewalks along local streets.			X
(4) Provide safe pedestrian and bike passage through barriers such as walls and fences, and across ditches and roadways.			
Landscape Treatment			
(1) Include conceptual street tree plans in the circulation plan.	X		



Table 4-6: Central O‘ahu Sustainable Communities Plan		S	NS	N/A
(2)	Identify entries to the community with special landscape treatment.	X		
(3)	Design the rights-of-way for major and minor arterials as landscaped parkways, complete with a landscaped median strip, landscaped sidewalk, and bikeways. Major arterials should have separate bike paths, and minor arterials should have bike lanes. Suggested width for major arterials, including right-of-way and planting strips, is 120 feet wide and for minor arterials is 100 feet wide.			X
(4)	Where urban development abuts the H-2 Freeway, provide an open space/landscaped buffer of sufficient size to preserve a view of green, minimize the visual intrusiveness of the development, and reduce the noise and air quality impact of the freeway traffic on the abutting development.			X
(5)	Provide canopy trees to shade the sidewalk/bike path areas.	X		
(6)	Install landscape treatment along the edges of the project that is appropriate for the natural setting and designed to provide continuity and transition from adjacent developed areas	X		
(7)	Use xeriscaping (the use of landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources. Give preference to use of drought-resistant native Hawaiian plants where feasible and appropriate			X
Discussion: The Proposed Project will support the policies and guidelines pertaining to Transit Routes and Facilities, Pedestrian and Bicycle Routes and Facilities, and Landscape Treatment.				
The Proposed Project will seek to address transit routes and facilities where prevalent. Preliminary design exercises have noted the importance of maintaining consistency with the surrounding neighborhood while also responding to Project end-user facility and spacing needs. As discussed in Section 2.2, the Proposed Project will include one ADA stall at the designated drop-off and pick-up zone, as well as the continued utilization of the off-site parking lot across the Project Site which provides 16 parking stalls. The design team will need to consider how the Proposed Project can complement the surrounding areas and incorporate landscaping to comply with the policies and guidelines stated above and be consistent with the Wahiawā Urban Design Plan.				
10. Planned Commercial Retail Centers				
All Commercial Centers				
Orientation to “Main Street” or the Town/Village Center				
(1)	Locate and orient structures in the commercial center to the street up to the “build to” line along the designated “Main Street” or Town/Village Center frontage.			X
(2)	Locate most parking for commercial structures fronting “Main Street” or the Town/Village Center behind the structures in joint development parking lots or in structures although some on-street parking can be provided on the Main Street or Town/Village Center frontage.			X
(3)	Locate the main entrance to commercial structures fronting the “Main Street” or Town/Village Center on that street frontage with secondary entrances from parking areas.			X
(4)	Construct sidewalks in front of retail uses fronting the “Main Street” or Town/Village Center wide enough (12 to 16 feet) to allow window shopping and/or outdoor dining.			X
Mix of Uses				
(1)	Plan commercial centers primarily for retail and accessory office uses that provide services to the surrounding community. Residential uses and other uses which meet the social, cultural, recreational, and civic needs of the surrounding community may also be incorporated in such commercial centers.			X
Appropriate Scale				



Table 4-6: Central O'ahu Sustainable Communities Plan	S	NS	N/A
(1) Design the building mass of a commercial center to be in keeping with its urban and natural setting.			X
Compatible Style			
(1) Design the architectural character of commercial centers to respect the surrounding urban and natural features, particularly when located adjacent to a residential area or significant natural or historic feature.			X
Accessibility			
(1) Design streets to provide safe access and mobility for all users, including pedestrians, bicyclists, transit users, motorists, and persons of all abilities, as determined through a context sensitive solution process that integrates Central O'ahu Sustainable Communities Plan Land Use Policies & Guidelines 3-71 community context and the surrounding environment, including land use, and balances the needs and comfort of all modes and users.			X
(2) Incorporate site design and facilities to promote pedestrian, bicycle, and transit access in commercial centers. Pedestrian and bicycle access is more important for smaller neighborhood centers while transit access is more significant for community centers.			X
Discussion: The policies and guidelines pertaining to All Commercial Centers are not applicable to the Proposed Project.			
Neighborhood Commercial Centers			
Architectural Character			
(1) Design the project architecture to reflect a residential architectural character and respect adjacent residential uses			X
(2) Use gable and hip-form roofs to create breaks in the roof line to reduce the apparent scale of large roof plates			X
(3) Use exterior materials and colors that are typically found in residential construction to express residential character.			X
Building Siting			
(1) Orient buildings to the pedestrian.			X
(2) Orient storefronts to face the street, and, to the extent possible, be sited close to the sidewalk			X
(3) Place parking and service areas behind the buildings or otherwise visually screened from streets and residential areas.			X
Building Height and Density			
(1) Design buildings at a residential scale.			X
(2) Allow building heights limits which allow for gable and hip-form roof elements.			X
(3) Limit total floor area for a lot or contiguous lots with common parking to no more than 100,000 sq. ft.			X
Vehicular Access			
(1) Provide access to the parking and loading areas from a collector street.			X
(2) Permit access to a local residential street only if it is for emergency or secondary access and if it would not encourage through traffic along the local street.			X
Pedestrian and Bicycle Facilities			
(1) Provide at least one pedestrian access from the public sidewalk or other off-site pedestrian pathway to the entrances of establishments in the commercial center that does not require crossing a traffic lane or parking lot aisle or driveway.			X
(2) Design and locate bicycle racks to provide security, convenience, and visibility from the street entry			X
(3) Provide appropriate signage to indicate the availability and location of bicycle racks.			X



Table 4-6: Central O'ahu Sustainable Communities Plan	S	NS	N/A
Visual Screening, Lighting, and Signage			
(1) Screen parking and service areas from the street and adjacent residential lots by planting a landscape screen of trees and hedges along street frontages and property lines and planting shade trees throughout the parking lot.			X
(2) Use xeriscaping (the use of landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources. Give preference to use of drought-resistant native Hawaiian plants where feasible and appropriate			X
(3) Use only low level or indirect lighting in parking lots			X
(4) Require all signage to either be non-illuminated or indirectly illuminated.			X
Discussion: The policies and guidelines pertaining to Neighborhood Commercial Centers are not applicable to the Proposed Project.			
Community Commercial Centers			
Architectural Character			
(1) Allow varied architectural character, depending on the context.			X
(2) Require commercial center buildings that are visible from adjacent residential areas to reflect a residential character while allowing other facades to have a character more typical of a commercial building.			X
(3) Avoid disruptive contrasts between facades and extended blank walls that are visible simultaneously from public areas.			X
Building Bulk and Massing			
(1) Provide a transition in scale from larger building elements of the commercial center to finer elements near the adjacent use when the building is adjacent to a residential area or a building of historic value. Central O'ahu Sustainable Communities Plan Land Use Policies & Guidelines 3-7.			X
(2) Avoid blank facades on portions of buildings visible from a street by using texture, articulation, color, and fenestration to create visual interest.			X
(3) Require facades that are close to the public right-of-way to be composed of display windows and pedestrian entrances.			X
Building Height and Density			
(1) Limit building heights to generally not exceed 45 feet, except in Major Community Commercial Centers where a height up to 90 feet may be considered for mixed-use buildings that include residential uses, where justified by community benefits.			X
(2) Limit the total floor area to no more than 250,000 sq. ft. for a standard Community Commercial Center and 500,000 sq. ft. for a Major Community Commercial Center			X
Pedestrian, Bicycle and Transit Facilities			
(1) Provide street frontage improvements for bus stops, including a bus shelter and a pull-out off a traffic lane, along all abutting streets which have bus routes.			X
(2) Provide a pedestrian pathway from the bus stop to the nearest entrance of the nearest building of the commercial center. The pathway should be clearly indicated with special paving or markings and covered to provide weather protection, if the commercial center building is not directly connected to the bus shelter.			X
(3) Design bicycle racks to provide security and be visible from the street entry to the commercial center.			X
(4) Provide appropriate signage to indicate the availability and location of bicycle racks.			X
Visual Screening			
(1) Minimize the visibility of parking and service areas from the street and adjacent residential lots through screening			X



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(2) In the case of major community commercial centers, minimize the visibility of large building volumes and expansive parking areas through site planning, architectural treatment of elevations and landscaping.			X
(3) Plant a landscape screen, consisting of trees and hedges, along street fronting the parking lot or garage.			X
(4) Plant shade trees throughout all parking lots.			X
(5) Use xeriscaping (the use of landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources. Give preference to use of drought-resistant native Hawaiian plants where feasible and appropriate.			X
(6) Provide landscape planters along the façade of each parking level for parking garages close to and readily visible from a street.			X
(7) Visually screen service areas from public and residential areas.			X
Signage			
(1) Indirectly illuminate signage visible from residential areas.			X
Transit Access			
(2) Design the circulation plan for master-planned projects with commercial development so that all commercial development with more than 1,000 sq. ft. and all employment sites with more than ten employees is within 1/8 mile of an existing or potential bus stop or rail transit stop.			X
Discussion: The policies and guidelines pertaining to Community Commercial Centers are not applicable to the Proposed Project.			
11. Industrial Centers			
Appropriate Scale			
(1) Minimize visibility of large building volumes and tall building or machinery elements from arterial roads, major regional collector roads, residential areas, commercial and civic districts, and parks through site planning and landscaping.			X
Environmental Compatibility			
(1) Locate operations that discharge air or water pollutants, even when treated, in areas where they would impose the least potential harm on the natural environment in case the treatment process fails to perform adequately.			X
(2) Locate and operate uses that generate high noise levels in a way that will keep noise to an acceptable level in existing and planned residential areas.			X
(3) Buffer industrial areas located within residential communities from residential uses, so that larger industrial building forms do not have a negative visual, lighting, noise, or odor impacts on residential areas.			X
(4) Use xeriscaping (the use of landscape materials with low water demand), non-potable water for irrigation, and efficient irrigation systems wherever possible to conserve groundwater resources. Give preference to use of drought-resistant native Hawaiian plants where feasible and appropriate.			X
Uses			
(1) Allow all uses that provide direct services to adjacent residential communities, including automobile service and repair, in Central O‘ahu industrial areas.			X
(2) Prohibit petroleum processing, resource extraction, and the manufacture of chemicals and explosives.			X
(3) Allow other industrial uses based on performance criteria established by regulatory agencies.			X
(4) Allow retail establishments in industrial areas as accessory uses only.			X



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(5) Allow offices and business services in a building or complex of buildings which primarily consists of industrial uses and industrial building types, so long as no building is primarily used for offices or business services.			X
Location			
(1) Allow industrial areas within the master-planned communities of Waipi‘o-Gentry, Royal Kunia, Koa Ridge, and Waiawa.			X
(2) Maintain industrial areas oriented to small businesses providing consumer services within Wahiawā (north of Cane Street) and Waipahu, so long as these do not front on commercial streets or major collector streets, provided that designation of use areas is subject to redefinition either through Special Area Plans for those towns, or in the case of Waipahu, through the Waipahu Neighborhood TOD Plan and TOD Special Districts.			X
(3) Prohibit new industrial developments that front on streets with residences on the opposite side, and to the extent possible, design the developments to direct industrial traffic away from residential neighborhoods.			X
Building Height			
(1) Limit building heights to generally not exceed 60 feet.			X
(2) Allow taller vertical structures when required as part of an industrial operation but require a view plane study to be conducted for structures over 100 feet to determine if they can be sited or designed to minimize visibility from residential and commercial areas, public rights-of-way, or the shoreline.			X
Landscape Treatment			
(1) Landscaped setbacks and street trees should be required along the edges of industrial areas abutting arterial or major collector streets.			X
(2) In small-lot industrial areas, outdoor work and storage areas for vehicles, equipment and supplies should be visually screened from the street and adjacent lots by privacy walls and buildings, with minimal reliance on landscaping.			X
(3) In large-lot industrial subdivisions, visual screening should be accomplished primarily with landscaped setbacks and street trees.			X
Discussion: The policies and guidelines pertaining to Industrial Centers are not applicable to the Proposed Project.			
12. Mililani Technology Park			
Uses			
(1) Allow individual lots to mix light industrial uses with office use, with no limitation on the allocation of floor area.			X
(2) Limit retail and service uses supporting activities in the business park to ten percent of the total floor area of the business park.			X
Building Height and Density			
(1) Building heights should generally not exceed 40 feet, except for necessary communications antennae.			X
(2) The floor area ratio and maximum building coverage permitted on lots should be appropriate to an open, landscaped campus environment.			X
Discussion: The Proposed Project will be developed in Wahiawā; therefore, the policies and guidelines pertaining to the Mililani Technology Park are not applicable.			
13. Military Areas			
All Areas			
(1) Apply the policies and guidelines for circulation systems and landscape treatment in civilian areas.			X
(2) Apply the planning guidelines for industrial areas (described previously in Section 3.11.2) to the quasi-industrial uses on lands designated “Military.”			X
Schofield Barracks/Wheeler Army Airfield			



Table 4-6: Central O’ahu Sustainable Communities Plan		S	NS	N/A
(1)	Support expansion of uses within the base which include residential, commercial, recreational and civic areas for the support of military personnel and their dependents to accommodate additional residents on base and/or augmented activities which do not significantly conflict with surrounding residential communities.			X
(2)	Minimize the visibility of security fencing and utilitarian military facilities from off-base through the planting of a landscape screen, consisting of trees and hedges, along highway frontages.			X
(3)	Provide adequate buffers for residential developments immediately adjacent to the Central O’ahu training areas to ensure that residents will not be adversely impacted by noise or other environmental impacts of the training activities.			X
Discussion: The Proposed Project will be developed in Wahiawā; therefore, the policies and guidelines pertaining to Schofield Barracks / Wheeler Army Airfield are not applicable.				
Joint Base Pearl Harbor-Hickam				
(1)	Request Navy approval to expand limited public access to the shoreline waters of West Loch for recreational purposes beyond the West Loch Shoreline Park.			X
(2)	Protect and enhance wetlands along the West Loch and Middle Loch shorelines.			X
(3)	Allow agricultural uses to be renewed on the Waipi’o Peninsula within the Navy restricted areas around the Joint Base Pearl Harbor-Hickam West Loch Annex.			X
Discussion: The Proposed Project will be developed in Wahiawā; therefore, the policies and guidelines pertaining to Joint Base Pearl Harbor-Hickam are not applicable.				
Public Facilities and Infrastructure Policies and Guidelines				
1. Transportation Systems				
Reduction in Automobile Use				
(1)	Reduce reliance on the private passenger vehicle by:			
	a. Providing circulation systems with separated pedestrian and bicycle paths and convenient routes for public transit service;			X
	b. Designing street systems in new development areas with layouts that reduce the length of dead-end streets and provide for smaller blocks in order to facilitate bus routes, encourage walking and biking, and provide better access for emergency and utility vehicles;			X
	c. Providing supporting facilities and amenities for pedestrian, bicycle, and public transit use, including the provision of bicycle racks at commercial centers, bicycle storage facilities at employment centers, and bus shelters at bus stops; and			X
	d. Supporting medium-density and high-traffic land uses along the Farrington Highway rail transit corridor, especially generally within a 1/4 mile of the Honolulu Rail transit stations in accordance with the adopted Waipahu Neighborhood TOD Plan.			X
Discussion: The policies and guidelines pertaining to Reduction in Automobile Use will not be applicable to the Proposed Project.				
Community-Level Street Standards				
(1)	Revise standards for public streets within residential communities and commercial centers to support and improve pedestrian and bicycle travel and on-street parking. While average motor vehicle speed may be reduced, safety and enjoyability would be increased and greater efficiency in land use, reduced construction costs, and improved street function would likely be achieved.			X
(2)	Design the street network to provide multiple options for reaching major amenities such as the Main Street/Village Center shops, schools, parks and community facilities, without having to access an arterial boulevard.			X



Table 4-6: Central O’ahu Sustainable Communities Plan	S	NS	N/A
(3) Identify safe routes to schools and ensure that these are pedestrian and bicycle-friendly.			X
(4) Consider view corridors to the mountains, open space, and other local and regional landmarks in the arrangement of streets, commercial centers, and shared spaces within both residential and mixed-use districts			X
(5) Support for medium-density and high-traffic land uses along the Farrington Highway transit corridor, especially within a quarter mile of the transit nodes.			X
(6) Connect existing adjacent neighborhoods to new streets, bike ways, paths, and trails.			X
(7) Use traffic calming measures to slow traffic making short cuts through residential neighborhoods and to support a desirable living environment.			X
(8) Use multiple connecting streets within and between residential neighborhoods to knit neighborhoods together.			X
(9) Use streets, bikeways, and walkways to create a unifying circulation network that provides convenient routes throughout the community.			X
(10) Establish specific connectivity standards (minimum intersection frequency, maximum dead end length, number of dwellings or building on a cul-desac, and minimum street spacing) for each zoning district.			X
Discussion: The policies and guidelines pertaining to Community-Level Street Standards will not be applicable to the Proposed Project.			
2. Water Allocation and System Development			
Adequacy of Water Supply			
(1) Before zoning approval is given for new residential or commercial developments in Central O’ahu , the Board of Water Supply should either indicate that adequate potable and nonpotable water is available or recommend conditions that should be included as part of the zone change approval in order to assure adequacy.	X		
Discussion: The Proposed Project will support and conform to the policies and guidelines pertaining to the Adequacy of Water Supply.			
The Applicant is coordinating with the BWS to ensure there is adequate water source, storage, and delivery to service the Proposed Project. Upon finalization of the design, BWS will determine if the current municipal water system is adequate to accommodate the demand generated by the Proposed Project.			
Watershed Protection			
(1) To ensure maximum recharge of the Pearl Harbor aquifer, protect lands above the Pearl Harbor aquifer in Central O’ahu which receive more than 50 inches of rainfall annually and are zoned for agricultural or preservation uses from urban development unless it can be demonstrated that use of Low Intensity Development practices will sustain or increase the amount of recharge.	X		
(2) Manage urban and agricultural land uses to ensure chemicals and nutrients do not contaminate the underlying potable aquifers. Require best practices for controlling potentially contaminating activities in accordance with the State Department of Health’s Source Water Assessment Program and the City’s Stormwater Management Program.	X		
(3) Support watershed infiltration enhancement through replanting of native species and removal of invasive species in forest areas, soil conservation practices in agricultural areas, and low impact development practices in urban areas.	X		
Discussion: The Proposed Project will support the policies and guidelines pertaining to Watershed Protection.			
The Proposed Project will not adversely impact the watershed; however, construction of the Proposed Project is anticipated to involve major land disturbing activities and applicable BMPs will be implemented to mitigate			



Table 4-6: Central O'ahu Sustainable Communities Plan	S	NS	N/A
<p>construction impacts. Applicable erosion control measures and BMPs will be implemented in order to mitigate any possible adverse effects relating to run off are described in detail in Sections 3.3 (Hydrology).</p>			
<p>Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters. Soil disturbances in excess of one acre would require an NPEDS Individual Permit for Storm Water Associated with Construction Activity, administered by the States DOH, will be required to control storm water discharges. Any discharges related to project construction or operation activities will comply with applicable State Water Quality Standards as specified in Hawai'i Administrative Rules, Chapter 11-54 and 11-55 Water Pollution Control, DOH. Excavation and grading activities will be regulated by applicable provisions of the County's grading ordinance.</p>			
<p>Water Use Efficiency and Conservation</p>			
<p>(1) Require developments to conserve water resources by implementing water efficiency and conservation measures, such as monitoring water use and loss, installing low-flow plumbing fixtures, drought-tolerant landscaping, sub-metering and efficient irrigation systems with soil moisture sensors. Such requirements will be determined during review of building permit applications.</p>	X		
<p>(2) Encourage owners of existing plumbing systems to conduct regular water audits and make repairs to reduce water loss.</p>	X		
<p>Discussion: The Proposed Project will support and conform to the policies and guidelines pertaining to Water Use Efficiency and Conservation.</p>			
<p>The Applicant is coordinating with the BWS to ensure there is adequate water source, storage, and delivery to service the Proposed Project. Upon finalization of the design, BWS will determine if the current municipal water system is adequate to accommodate the demand generated by the Proposed Project.</p>			
<p>Use of Non-Potable Water</p>			
<p>(1) Develop an adequate supply of non-potable water for irrigation and other suitable uses in Central O'ahu in order to conserve the supply of potable water.</p>			X
<p>(2) Use non-potable water low in total dissolved solids and chlorides for irrigation of lands above the Pearl Harbor aquifer to protect the quality of drinking water withdrawn from wells located down-gradient (i.e., in the direction groundwater flows) of the application.</p>			X
<p>(3) Require developments with large, landscaped areas (such as golf courses, parks, or schools), roadway landscaping, and industrial processes to have dual water lines to allow conservation of potable water and use of nonpotable water for irrigation and other appropriate uses. Such requirements shall be determined during review of project water master plans for new developments and approval of zoning and subdivision applications and construction plans.</p>			X
<p>Discussion: The policies and guidelines pertaining to the Use of Non-Potable Water will not be applicable to the Proposed Project.</p>			
<p>Agricultural Water Sources</p>			
<p>(1) Allocate a sufficient amount of water to meet the diversified agricultural needs for Central O'ahu along with high quality recharge of the Pearl Harbor aquifer.</p>			X
<p>(2) Request the State Commission on Water Resource Management consider all sources of water in making allocations. (A number of potential sources are identified in Table 4.2, including: Waiāhole Ditch water, Wahiawā Reservoir water, and recycled water recovered from wastewater. The amount of water available and the potential use of each of these sources vary according to location.)</p>			X
<p>Discussion: The policies and guidelines pertaining to Agricultural Water Sources will not be applicable to the Proposed Project.</p>			
<p>Recycled Water</p>			



Table 4-6: Central O’ahu Sustainable Communities Plan		S	NS	N/A
(1)	Promote large-scale use of recycled water from the Army's Schofield Wastewater Treatment Plant (WWTP) and the City's Wahiawā WWTP and Mililani Wastewater Pre-Treatment Facility for urban and agricultural irrigation in Central O’ahu to conserve potable water were consistent with State Department of Health and Board of Water Supply standards.			X
(2)	Promote gray water reuse for on-site irrigation as allowed by State Department of Health Gray Water Reuse Guidelines and the Uniform Plumbing Code.			X
(3)	Promote public and private partnerships and leverage State revolving funds and other grant funds and appropriations to plan, design, and construct recycled water treatment and distribution infrastructure to keep recycled water rates affordable.			X
Discussion: The policies and guidelines pertaining to Recycled Water will not be applicable to the Proposed Project.				
Stormwater Reclamation				
(1)	Promote individual rain catchments connected to rain gutters for landscape irrigation, reducing both demand for municipal water and the volume of storm water runoff into streams and nearshore waters.			X
(2)	Promote large-scale storm water impoundments and treatment systems to enhance watershed infiltration and supplement nonpotable irrigation systems in Central O’ahu for urban and agricultural irrigation.			X
Discussion: The policies and guidelines pertaining to Stormwater Reclamation will not be applicable to the Proposed Project.				
3. Wastewater Treatment				
(1)	Require all new developments in Central O’ahu to be connected to a regional or municipal sewer service system	X		
(2)	Where feasible, use recycled water recovered from treated wastewater effluent as a source of non-potable water for irrigation and other uses where appropriate and approved by the Department of Health and Board of Water Supply.	X		
(3)	Locate wastewater treatment plants in areas shown as planned for industrial use and away from residential areas shown on the Urban Land Use Map.	X		
(4)	Use a City review and approval process which provides adequate public notice and input for any major new private wastewater treatment plant. Do not require such comprehensive review and approval for other system elements, such as pump stations and mains.	X		
Discussion: The Proposed Project will support the policies and guidelines pertaining to Wastewater Treatment.				
As previously stated, the Project Site is situated within the existing urban context and has access to existing infrastructure in regard to utilities such as water, wastewater, electrical, and communications systems. Additionally, the Proposed Project will seek necessary approvals and permits from the Department of Health, Individual Wastewater Treatment System Review, the City and County of Honolulu Board of Water Supply, Cross-Connection Control Requirements and Backflow Prevention Requirements.				
4. Electrical Power Development				
(1)	Support efforts to increase the share of energy from clean sources through increased efficiency and production of energy from renewable sources.			X
(2)	In approving solar facilities on agricultural lands, require protection of high quality agricultural lands and maintenance of aquifer recharge, and encourage incorporation of complementary agricultural uses where feasible.			X
(3)	Analyze and approve major system improvements - such as development of a new power generating plant and/or major new transmission lines - based on island-wide studies and siting evaluations.			X
(4)	Give strong consideration to placing any new transmission lines underground where possible under criteria specified in State law.			X



Table 4-6: Central O‘ahu Sustainable Communities Plan	S	NS	N/A
(5) Locate electrical power plants in areas shown as planned for industrial use and away from residential areas shown on the Urban Land Use Map.			X
(6) Consider any proposed major new electrical power plant within a City review and approval process which provides public notification and opportunity to comment and public agency analysis of impacts and mitigations.			X
Discussion: The policies and guidelines pertaining to Electrical Power Development will not be applicable to the Proposed Project.			
5. Solid Waste Handling and Disposal			
(1) Analyze and approve siting and/or expansion of sanitary landfills based on island-wide studies and siting evaluations.			X
(2) Analyze and approve siting and/or expansion of sanitary landfills above the UIC line and the “No Pass” line only if recommended by the Department of Health and the Board of Water Supply.			X
(3) Use a City review and approval process which provides adequate public notice and input, complete technical analysis of the project, and approval by the City Council, for any new or major modification of private landfills, incinerators, garbage-to-energy plants, refuse convenience centers, or other major solid waste handling or disposal facility.			X
(4) For master-planned communities, consult with the Department of Environmental Services for how solid waste will be handled, to include estimates of solid waste to be generated by the communities, provisions for collection of solid waste, and provisions for and encouragement of recycling.			X
Discussion: The policies and guidelines pertaining to Solid Waste Handling and Disposal will not be applicable to the Proposed Project.			
6. Drainage Systems			
(1) Design drainage systems to emphasize flood control, minimization of nonpoint source pollution, and the retention and/or detention of storm water on-site and in appropriate open space and wetland areas. .	X		
(2) Use storm water as a potential irregular source of water for recharge of the aquifer that should be retained for absorption rather than quickly moved to coastal waters.	X		
(3) Use natural and man-made vegetated drainageways and retention basins as the preferred solution to drainage problems wherever they could promote water recharge, help control non-point source pollutants, and provide passive recreation benefits. However, concrete-lined channels can be permitted, despite their potential adverse environmental impacts, if there is no other reasonable alternative to meet specific design challenges.	X		
(4) Reduce the volume of sediment in Central O‘ahu streams by identifying sources and volumes of sediment polluting Central O‘ahu streams and Pearl Harbor, and developing projects to address problem areas.			X
Discussion: The Proposed Project will support the policies and guidelines pertaining to Drainage Systems. The construction of the Proposed Project is anticipated to involve major land disturbing activities and applicable BMPs will be implemented to mitigate construction impacts. Applicable erosion control measures and BMPS will be implemented in order to mitigate any possible adverse effects relating to runoff are described in detail in Section 3.3 (Hydrology). Coordination will be undertaken with the appropriate agencies during permitting and construction in order to ensure that the Proposed Project will not result in significant impacts with regard to surface and coastal waters. Soil disturbances in excess of one acre would require an NPDES Individual Permit for Storm Water Associated with Construction Activity, administered by the State DOH, will be required to control storm water discharges. Any discharges related to project construction or operation activities will comply with applicable State Water Quality			



Table 4-6: Central O‘ahu Sustainable Communities Plan		S	NS	N/A
Standards as specified in Hawai‘i Administrative Rules, Chapter 11-54 and 11-55 Water Pollution Control, Department of Health. Excavation and grading activities will be regulated by applicable provisions of the County’s grading ordinance.				
7. School Facilities				
Project Review and Approval Assessment				
(1) As new residential developments are reviewed as part of the project application review and approval process, request that the DOE report to the Department of Planning and Permitting whether the DOE will be able to provide adequate school facilities, either at existing schools or at new school sites, so that needs from the proposed development can be met.				X
Discussion: The policies and guidelines pertaining to School Facilities – Project Review and Approval Assessment will not be applicable to the Proposed Project.				
Fair Share Provisions				
(1) Require developers to comply with DOE school impact fee requirements and pay their fair share of all costs needed to provide adequate school facilities for the children living in their developments. .				X
Discussion: The policies and guidelines pertaining to School Facilities – Fair Share Provisions will not be applicable to the Proposed Project.				
8. Public Safety Facilities				
(1) Provide adequate staffing and facilities to ensure public safety.				X
(2) Approve new development only if staffing and facilities will be adequate to provide fire and police protection and emergency medical services when development is completed.				X
(3) Encourage disaster resilient communities.				X
Discussion: The policies and guidelines pertaining to Public Safety Facilities will not be applicable to the Proposed Project.				
9. Other Community Facilities				
Colleges and Hospitals				
(1) Locate colleges and hospitals in urban areas near transit stations, commercial centers, or high-density residential areas.				X
Discussion: The policies and guidelines pertaining to Colleges and Hospitals will not be applicable to the Proposed Project.				
First Responder Technology Campus				
(1) Develop the campus to be consistent with the spirit and intent of the Central O‘ahu Sustainable Communities Plan vision, policies, and guidelines.				X
Discussion: The policies and guidelines pertaining to First Responder Technology Campus will not be applicable to the Proposed Project.				
Correctional Facilities				
(1) Locate correctional facilities on lands planned for industrial and agricultural use. If such a facility is proposed for lands not planned for industrial or agricultural use, a City review and approval process which provides public review, complete project analysis, and City Council approval should be used.				X
Discussion: The policies and guidelines pertaining to Correctional Facilities will not be applicable to the Proposed Project.				
Antennas				
(1) Encourage co-location of antennas and minimization of visual impacts.				X
Discussion: The policies and guidelines pertaining to Antennas will not be applicable to the Proposed Project.				



4.2.3 City and County of Honolulu Zoning

The purpose and intent of the City and County of Honolulu Land Use Ordinance (LUO) is to regulate land use in a manner that will encourage orderly development in accordance with adopted land use policies, including the O‘ahu General Plan and development plans, and to promote and protect the public health, safety, and welfare.

Discussion:

According to the City LUO, the Project Site lies within the P-2 General Preservation zone. For the P-2 zone, the maximum building area is five (5) percent of the lot and a height limit of 25 feet. The front yard setback is 30 feet and the side / rear setback is 15 feet. However, it should be noted that the proposed High Core is classified under a “Public Uses and Structure” as defined by Section 21-10.1, Revised Ordinances of Honolulu (ROH), which is permitted within any zoning district according to Table 21-3, ROH, and may qualify for a Waiver Permit. Thus, the Proposed Project is consistent with the City and County’s LUO and will comply with the intent and use of the P-2 General Preservation zoning designation. The design team will need to consider how the Proposed Project can complement the surrounding area during the design phase and be consistent with the Wahiawā Urban Design Plan.

4.3 Permits and Approvals

The following is a list of permits, approvals, and reviews that may be required prior to construction and operation of the Proposed Project.

Federal

- Federal Aviation Administration (FAA) Form 7460-1, “Notice of Proposed Construction or Alteration”

State of Hawai‘i

Department of Land and Natural Resources

- Chapter 6E, HRS, State Historic Preservation Law

Department of Health

- Community Noise Permit
- Air Pollution Control Permit
- Individual Wastewater Treatment System Review

City and County of Honolulu

Board of Water Supply

- Cross-Connection Control Requirements
- Backflow Prevention Requirements

Department of Planning and Permitting

- Building Permit
- Grading Permit/Trenching Permit



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- Stockpiling Permit
 - Zoning Waiver
 - Demolition Permit
 - Sewer Permit

Department of Transportation Services

- Lane Use / Occupancy Permit
- Street Usage Permit



CHAPTER 5: ALTERNATIVES

5. ALTERNATIVES

Under § 11-200.1-18, HAR, an EA is required to present a discussion of the consideration of project alternatives that could reasonably attain the goals and objectives of the Proposed Project.

As presented in Chapter 2 of this EA., the goals and objectives of the Proposed Project are to provide a permanent home for High Core program; provide adequate space for the current student population; and provide a facility designed to meet the needs of the High Core Program, students, teachers, and staff.

In observance of these goals, the Proposed Project has considered a range of alternatives including: (1) the Proposed Project (a detailed description of the Proposed Project is provided in Chapter 2 and an assessment of the anticipated environmental impacts of the Proposed Project is provided in Chapter 3); (2) alternative locations to construct the Proposed Project; (3) alternative design concepts; (4) the No Action alternative.

The "No Action" alternative constitutes a scenario whereby the Proposed Project as described in Chapter 2 of the EA would not be implemented. In other words, the Project Site would remain as it currently exists now. General assessment of the No Action alternative clearly underscores that maintaining the status quo would not meet the spirit and intent of the objectives of the Proposed Project.

5.1 Alternative Locations

Alternative locations were not carried forward for further consideration because no other suitable State-owned lands in the vicinity are available for development to meet the needs of the Proposed Project. Moreover, it should be noted that the Project Site itself is not suitable with regards to meeting the development standards of the underlying zoning destination (P-2) and a Zoning Waiver will need to be pursued to exceed the P-2 development standards to allow for the development of the Proposed Project. Privately owned lands in the vicinity of the Proposed Site may be able accommodate the Proposed Project however acquisition costs would be prohibitive and counterproductive to the implementation of the Proposed Project.

5.2 Alternative Design Schemes

During the design phase, several different alternative design schemes to meet with the goals and objectives of the Proposed Project were considered by the design team. Specifically, various architectural schemes were considered under the scope of the Proposed Project; however, the proposed design scheme as defined in Chapter 2 of this EA was selected to serve as the basis of the impact assessment.



5.3 No Action Alternative

Inclusion of a No Action Alternative in an alternatives analysis assists decision-makers with the evaluation of the extent of a Proposed Project's potential environmental impact by providing a baseline against which impacts can be measured and assessed.

Under the No Action Alternative, development under the Proposed Project would not be constructed, and the Project Site would remain in its current condition. The No Action Alternative would preclude permit approvals, as well as costs for design and construction, which would otherwise be required for the Proposed Project. The No Action Alternative would also avoid insignificant environmental impacts that would occur as a result of implementing the Proposed Project along with appropriate mitigation measure as discussed in Chapter 3 of this EA.

The No Action Alternative, however, would fail to align with the purpose and need of the Proposed Project as described in Section 2.2 of this EA. The implementation of the Proposed Project is intended to support educational functions within the State of Hawai'i by constructing a permanent facility that cater to the needs of High Core. The Proposed Project is intended to provide support to the High Core Program, students, teachers, and staff. High Core is essential for the community as it provides educational support to at-risk students in an environment outside of the mainstream classroom. The implementation of the Proposed Project will help contribute to empowering young individuals and providing valuable skills, tools, opportunities, and support to overcome challenges and overall transforming their lives which positively impacts local communities.

Under the No Action Alternative, existing site conditions would remain the same, thus, it is not feasible to support the operations of High Core. The Project Site is the current location for the DOE Central District Office; therefore, it is not presently programmed to provide the spaces essential to support High Core. The current home for the existing High Core Program is located at the corner of California Avenue, Center Street, and Lehua Street – where the Wahiawā Center for Workforce Project is being proposed which would include the demolition of the High Core existing facility, causing a dire need for a new facility to house the program. Additionally, the No Action Alternative would deprive the State, County, and general public of added positive economic, environmental, and social benefits associated with the development and operation of the Proposed Project.

Ultimately, the No Action Alternative fails to meet the objectives of the Proposed Project and consequently, was rejected for further consideration as a feasible alternative.



CHAPTER 6: ANTICIPATED DETERMINATION OF FONSI

6. ANTICIPATED DETERMINATION OF FONSI

Potential impacts of the Proposed Project on a range of environmental resource criteria have been evaluated in accordance with the significance criteria outlined in §11-200.1-13, HAR. Discussion of the project's conformance to the criteria is presented as follows:

(1) *Irrevocably commit a natural, cultural, or historic resource;*

The Proposed Project will be developed within the existing DOE Central District Office site, a previously disturbed and developed area; therefore, no natural, cultural, or historic resources of significance were identified within the Project Site. As discussed in Section 3.6 (Historic and Archaeological Resources) and 3.7 (Cultural Resources) of the EA, the existing DOE Central District Office at the Project Site served as the original Wahiawā Library and underwent several additions and extensions over its history as detailed in Section 1.2 of this EA. In 1965, the Wahiawā Library relocated to its current location at the corner of California Avenue, Center Street, and Lehua Street which is also the current home for the existing High Core. The Project Site was included in a previous study, a broad reconnaissance level survey of Wahiawā Town that evaluated properties for registry with the National Register of Historic Places (Stuart et al. 2014). The Project Site at 1136 California Avenue is listed as 'Not Contributing' to any criteria of significance for the National Register of Historic Places.

Based on previous archaeological studies conducted in the region, it is unlikely that any unknown cultural or historic properties / human skeletal remains would be discovered or disturbed by the various development and operation activities of the Proposed Project. The most well-known traditional archaeological site of Wahiawā is the Kūkaniloko Birthstones State Monument, SIHP # 50-80-04-218 situated approximately 1.48 miles to the northwest. In the event of an unexpected discovery of historic or archaeological resources, the SHPD will be immediately notified for appropriate response and action. Thus, it is anticipated that if any significant plant or landscapes needs to be removed or altered to implement the Proposed Project, the plant or landscapes would be returned to existing conditions to the extent feasible or enhanced.

(2) *Curtail the range of beneficial uses of the environment;*

The Proposed Project will not curtail the range of beneficial uses of the environment. The operations and uses associated with the Proposed Project are generally consistent with the character of the surrounding area and are anticipated to seamlessly integrate into the Wahiawā district. The High Core is an existing use in the region and the Proposed Project entails the relocation of the High Core to a new permanent right-sized facility that can continue to meet the needs of the program.

(3) *Conflict with the State's environmental policies or long-term environmental goals established by law;*

The Proposed Project will not conflict with the long-term environmental policies, goals, and guidelines of the State of Hawai'i as noted throughout Chapter 4 of the EA. The State's



environmental policies enumerated in Chapter 344, HRS, promote the conservation of natural resources, and an enhanced quality of life for all citizens. The Proposed Project does not conflict with the State's long-term environmental policies, goals, or guidelines as expressed in Chapter 344, HRS, and will not significantly impact natural resources since the Project Site is already disturbed and has been subject to intense human utilization since the Project Site was developed for current uses. Moreover, since the Proposed Project is a State project, in accordance with Chapter 196-6, HRS, it will meet LEED Silver requirements at a minimum as established by the US Green Building Council (USGBC) with a life expectancy of 50 years, or better. LEED buildings reduce GHG emissions through reductions in energy and water consumption, waste generation, and using more durable materials.

(4) *Have a substantial adverse effect on the economic welfare, social welfare, or cultural practices of the community and State;*

The Proposed Project is not anticipated to have a significant adverse effect on the economic welfare, social welfare, or cultural practices of the community and State as discussed in Chapters 3 and 4 of the EA.

In the short-term, construction jobs will be created to develop and construct the Proposed Project. The construction of the Proposed Project will provide positive benefits to the local economy through construction expenditures, but not at a level that would generate any significant population expansion.

In the long-term, the Proposed Project will provide a permanent facility for High Core to support the educational functions of the State. With the proposed Wahiawā Center for Workforce Excellence Center anticipated to be developed at the current location of High Core, there is a dire need for a new site to house these programs vital to support at-risk students in the community. The objective of the Proposed Project is to construct a permanent facility that will fit the needs of the High Core Program, students, teachers, and staff. The Proposed Project will provide an opportunity to help troubled students acquire an education outside of the traditional classroom. Additionally, the Proposed Project will help contribute to empowering at-risk students to overcome their challenges, decrease the risk of dropping out of school, personal development and transforming lives which positively contributes to the overall health and prosperity of local communities.

The Proposed Project will not have an effect on cultural resources or practices at the Project Site as none exist as discussed in Section 3.7 (Cultural Resources) of the EA.

(5) *Have a substantial adverse effect on public health;*

No identified adverse short- nor long-term impacts on public health are anticipated to result from the construction and operation of the Proposed Project. Typical short-term construction-related impacts (e.g., noise and air quality) are anticipated; however, they will be temporary in nature and will comply with Federal, State, and County regulations as discussed in Chapter 3 of the EA.



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- (6) *Involve adverse secondary impact, such as population changes or effects on public facilities;*

Substantial adverse impacts to public facilities are not anticipated to result from the construction and operation of the Proposed Project. Moreover, the Proposed Project is not anticipated to induce population changes in the area or region, nor will it increase overall tourism to the island of O'ahu. The Proposed Project will serve as a new home for High Core that will support the education functions within the State of Hawai'i.

Existing public water, wastewater, drainage, and utility infrastructure have served the area for many years and are expected to have sufficient capacity to serve anticipated demands for the Proposed Project. Agencies with jurisdiction over their respective infrastructure systems will be consulted as the Proposed Project proceeds to assure that it can be accommodated.

- (7) *Involve a substantial degradation of environmental quality;*

The Proposed Project is not anticipated to substantially degrade environmental quality. Long-term impacts to air and water quality, noise levels and natural resources will be minimal. Typical short-term impacts derived from construction activities (e.g., noise and air quality) are anticipated, but will be temporary and will comply with State and County regulations as discussed in Chapter 3 of the EA. The implementation of various mitigation measures discussed in Chapter 3 will help ensure that the Proposed Project will not result in the degradation of environmental quality. Moreover, since the Proposed Project is State project, in accordance with Chapter 196-6, HRS, it will meet LEED Silver requirements at a minimum as established by the US Green Building Council (USGBC) with a life expectancy of 50 years, or better. LEED buildings seek to reduce GHG emissions through reductions in energy and water consumption, waste generation, and using more durable materials.

- (8) *Be individually limited but cumulatively have substantial adverse effect upon the environment or involves a commitment for larger actions;*

The Proposed Project is not anticipated to have considerable effect upon the environment as discussed in Chapter 3 of the EA. There are no commitments for further action beyond the scope presented within this EA.

- (9) *Have a substantial adverse effect on a rare, threatened, or endangered species, or its habitat;*

No rare, threatened and/or endangered flora or fauna species are known to inhabit the Project Site as discussed in Section 3.5. (Natural Environment) of the EA. The Project Site is situated within a highly altered urban environment in Wahiawā town. The flora and fauna in the vicinity of the Project Site is consistent with the highly altered urban environment. This includes entirely maintained landscaping and associated weeds. Species most commonly frequenting the site and vicinity are typical of urban areas and consist of commonly introduced species.



The Proposed Project is not anticipated to have any adverse effects on rare, threatened, or endangered species or any critical habitat areas. Soil disturbing construction related activities may unearth soil and plant material that potentially contains invasive fungal pathogens vertebrate and invertebrate pests (e.g. Little Fire Ants, Coconut Rhinoceros beetles), or invasive plant parts that could harm Hawai'i's native species and ecosystems. In general, to reduce potential impacts, the mitigation measures presented in Section 3.5.1 are recommended.

(10) *Have a substantial adverse effect on air or water quality or ambient noise levels;*

No long-term significant adverse impacts to air quality, water quality, or noise levels within the Project Site are anticipated as a result of the construction and operation of the Proposed Project. Land disturbing activities include demolition, foundation work, and potential utility repairs and upgrades. Construction and operation of the Proposed Project will be performed in accordance with Federal, State and County regulations, thereby minimizing potential impacts to air and water quality.

In the short-term, noise from construction activities such as demolition, clearing, and paving will be unavoidable. The increase in noise level will vary according to the particular phase of construction. Noise may also increase as a result of operating power equipment during the construction period. Construction noise impacts will be mitigated by compliance with provisions of the State DOH Administrative Rules, Title 11, Chapter 46, "Community Noise Control" regulations. These rules require a noise permit if the noise levels from construction activities are expected to exceed the allowable levels stated in the DOH Administrative Rules. It shall be the contractor's responsibility to minimize noise by properly maintaining noise mufflers and other noise-attenuating equipment, and to maintain noise levels within regulatory limits. Fugitive dust will be controlled, as required, by methods such as dust fences, water spraying, and sprinkling of loose or exposed soil or ground surface areas. Planting of landscaping and stabilization measures will be done as soon as possible on completed areas to help control erosion and runoff that could potentially enter the stream in the long-term. Respective contractors will be responsible for minimizing air quality impacts during the various phases of construction. Exhaust emissions from construction vehicles are anticipated to have negligible impact on air quality in the project vicinity as the emissions would be relatively small and readily dissipated. In the long-term, some vehicular emissions related to operations at the Project Site are expected, however, due to the generally prevailing trade winds, the emissions would be readily dissipated. Moreover, since the Proposed Project is a State project, in accordance with Chapter 196-6, HRS, it will meet LEED Silver requirements at a minimum as established by the US Green Building Council (USGBC) with a life expectancy of 50 years, or better. LEED buildings reduce GHG emissions through reductions in energy and water consumption, waste generation, and using more durable materials.

(11) *Have substantial adverse effect on or be likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, sea level rise exposure area, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;*



No short-term or long-term significant impacts are anticipated as the Project Site is not located within an environmentally sensitive area related to coastal or flood hazards as noted in Section 3.4 (Natural Hazards) of the EA.

According to the FIRM, the Project Site is situated within Zone D, an unevaluated area where the flood hazards are currently undetermined, but possible. In the short-term, applicable best management practices would be implemented including, but not limited to, temporary sediment basins, temporary diversion berms and swales to intercept runoff, silt fences, dust fences, slope protection, stabilized construction vehicle entrance, grate inlet protection, truck wash down areas, and use of compost filter socks so that impacts of flooding are not exacerbated from construction. In the long-term, the Proposed Project will incorporate applicable drainage improvements and appropriate building codes related to flooding impacts.

However, the Proposed Project is situated within a medium-risk area for wildfires according to map produced by Trauernicht (2014) as discussed in Section 3.4.6 (Wildfire Hazards). The Proposed Project is not anticipated to have impacts that could result in wildfire events as it is anticipated that the Project Site will be managed appropriately. Moreover, the Proposed Project will have appropriate fire protection features as required by the Building Code to minimize fire related impacts. However, the Project Site could be impacted by wildfires being in a medium-risk area. The DNLR, Division of Forestry and Wildlife has adopted a Fire Management Handbook, which specifies its standards for prevention, pre-suppression, and suppression. The document provides a structured approach in providing for public / firefighter safety and minimizing damage to Hawai'i's environment.

(12) Have substantial adverse effect on scenic vistas and view planes, during day or night, identified in County or State plan or studies; or

The Proposed Project will not result in significant impacts to view planes identified in County or State plans or studies. Moreover, the Proposed Project is not expected to adversely affect scenic and visual resources in the area. The Proposed Project will not degrade lateral coastal views or mauka-makai views from areas in the vicinity of the site. The Proposed Project is anticipated to be designed to be consistent with the existing visual character of the surrounding areas and the Wahiawā Urban Design Plan. The Proposed Project is anticipated to be a comparable facility to the existing building on the Project Site that has existed since 1939.

(13) Require substantial energy consumption or emit substantial greenhouse gas.

The construction and operation of the Proposed Project will not require substantial energy consumption. The implementation of the Proposed Project will result in short-term irrevocable release of GHGs from construction activities, which will be temporary and the quantities of GHGs released will be negligible. Moreover, the contractors from the construction of the Proposed Project will be responsible for preparing a dust control plan compliant with the provisions of Chapter 11-60.1, HAR, Air Pollution Control.



Since the Proposed Project is a State of Hawai'i project, in accordance with Chapter 196-6, HRS, it will meet LEED Silver requirements at a minimum as established by the US Green Building Council (USGBC) with a life expectancy of 50 years, or better. LEED buildings reduce GHG emissions through reductions in energy and water consumption, waste generation, and using more durable materials.

Based on the finding and the assessment of potential impacts, the Proposed Project does not require preparation of an Environmental Impact Assessment and an anticipated FONSI is determined.



CHAPTER 7: CONSULTATION

7. CONSULTATION

7.1 Early Consultation / Pre-Assessment Package

The Early Consultation / Pre-Assessment process for this EA encompassed efforts to inform the community and solicit input towards scoping the EA for the Proposed Project. The Early Consultation / Pre-Assessment Package for the Proposed Project was mailed out on October 23, 2023, to the following agencies, organizations, and stakeholders listed below to notify them of the commencement of the EA process. Consultation with these parties was conducted to solicit comments regarding potential concerns and requirements pursuant to refining the scope of EA documentation for the Proposed Action. Parties that formally replied during the Early Consultation / Pre-Assessment process are indicated by a “✓” below. All written comments are reproduced in Appendix D.

Federal Agencies

- U.S. Environmental Protection Agency
- ✓ U.S. Department of the Interior, Fish and Wildlife Service

Federal Representatives

Senator Mazie Hirono
Senator Brian Schatz
Representative Jill Tokuda
Representative Ed Case

State Agencies

- Department of Agriculture
- ✓ Department of Accounting and General Services
- Department of Business, Economic Development and Tourism (DBEDT)
- DBEDT, Hawai'i State Energy Office
- DBEDT, Land Use Commission
- DBEDT, Office of Planning and Sustainable Development (OPSD)
- OPSD, Environmental Review Program
- ✓ Department of Defense
- Department of Health (DOH)
- DOH, Clean Water Branch
- DOH, Environmental Management Division
- DOH, Hazard Evaluation and Emergency Response Office
- ✓ DOH, Wastewater Branch
- DOH, Safe Drinking Water Branch
- ✓ Department of Land and Natural Resources (DLNR)
- ✓ DNLR, Division of Aquatic Resources



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- ✓ DNLR, Division of Boating and Ocean Recreation
 - ✓ DNLR, Engineering Division
 - ✓ DNLR, Division of Forestry and Wildlife
 - ✓ DNLR, Division of State Parks
 - ✓ DNLR, Commission on Water Resource Management
 - ✓ DLNR, Office of Coastal and Conservation Lands
 - ✓ DNLR, Land Division- Oahu District
 - ✓ DNLR, Aha Moku
 - DLNR, Historic Preservation Division
 - Department of Hawaiian Home Lands
 - ✓ Department of Transportation (DOT)
 - ✓ DOT, Highways Division
 - DOT, Airports Division
 - Office of Hawaiian Affairs

State Representatives

Senator Donovan Dela Cruz
Representative Amy Perruso

City and County of Honolulu Agencies

- ✓ Board of Water Supply
- ✓ Department of Community Services
- ✓ Department of Design and Construction
- Department of Environmental Services
- ✓ Department of Facility Maintenance
- ✓ Department of Parks and Recreation
- ✓ Department of Planning and Permitting
- ✓ Department of Transportation Services
- ✓ Honolulu Fire Department
- ✓ Honolulu Police Department
- Office of Climate Change, Sustainability, and Resiliency
- Office of the Mayor

City Council

Councilmember Matt Weyer

Utility Companies

- Hawai'i Gas
- ✓ Spectrum Hawai'i
- Hawaiian Telcom
- Hawaiian Electric Company

Other Interested Parties and Individuals

Wahiawā Neighborhood Board No. 26



Hawai'i State Library
Wahiawā Community and Business Association
Wahiawā Community Based Development Organization



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CHAPTER 8: REFERENCES

8. REFERENCES

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APPENDIX A

Flora and Fauna Surveys for Wahiawā High Core Project

TMK: 7-4-017:002

Wahiawā, O'ahu.

Flora and Fauna Surveys for Wahiawā High CORE Project, TMK: 7-4-017:002 Wahiawā, O‘ahu

December 14, 2023

DRAFT

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Introduction

The State of Hawai‘i, Department of Education (HDOE) proposes to construct the High CORE Building (Storefront School) and parking lot at 1136 California Ave. in Wahiawā, O‘ahu (herein the “Project”). AECOS Inc. has been subcontracted by Wilson Okamoto Corporation (WOC) to provide an assessment of natural resources (flora and fauna) for the Project site¹.

Site Description

The Project site (Figure 1) encompasses approximately 0.6 ac (0.2 ha) in Tax Map Key (TMK): 7-4-017:002. The site presently houses the HDOE, Central Oahu District Office. The Project site is narrow, backed by a forested gulch and the Wahiawā District Park beyond. The gulch itself is part of the Wahiawā Botanical Garden. A low chain-link fence borders the backside of the Project site. The area between the fence and California Ave. comprises the HDOE building, a manicured lawn, a small parking lot, and the street sidewalk. Behind the building is a somewhat overgrown area that transitions into the secondary forest of the gulch.

¹ This report was prepared for WOC and is intended to become part of the public record by incorporation into the EA prepared for the subject project.

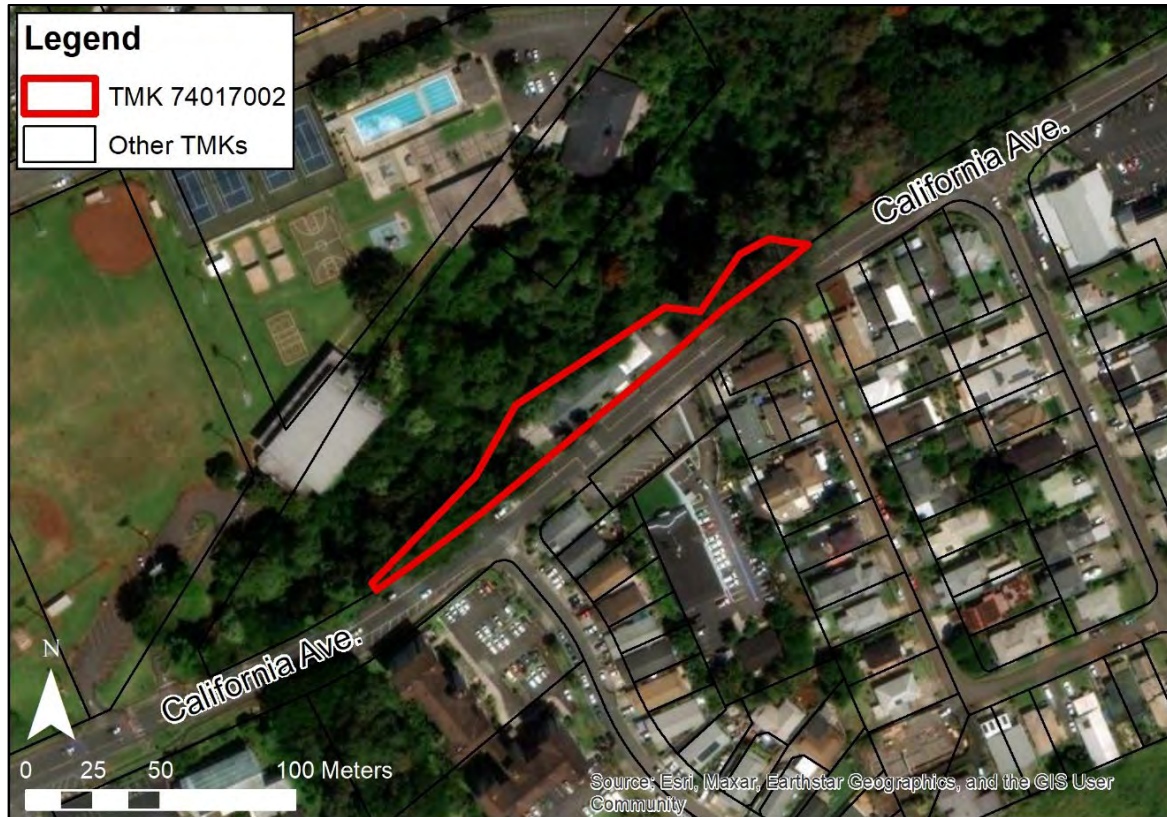


Figure 1. Survey area (outlined in red) in Wahiawā.

Methods

Botanical Survey

AECOS biologists, Eric Guinther, Patricia Myer, Victor Unnone, and Kamryn Yoneshige surveyed the Project site on December 4, 2023. Plant species were identified as they were encountered. The survey covered all of the area between the fence and the street; plants observed on the gulch side of the fence were also recorded (Figure 2), although likely all of the larger trees are actually rooted outside the project site.

Species names follow *Manual of the Flowering Plants of Hawai'i* (Wagner et al., 1990; Wagner & Herbst, 1999) for native and naturalized flowering plants, *Hawai'i's Ferns and Fern Allies* (Palmer, 2003) for ferns, and *A Tropical Garden Flora* (Staples & Herbst, 2005) for ornamental plants. More recent name changes for naturalized plant species follow Imada (2019).



Figure 2. View over the chain-link fence into vegetation on the “outside”, here dominated by red powder puff plant (*Calliandra haematocephala*), and koa haole (*Leucaena leucocephala*). Behind are large trees with climbing vines.

Terrestrial Vertebrates Survey

Avian Survey

Because the Project location is in an area where native forest birds are no longer extant, a quantitative approach (count-stations) for terrestrial bird species was not undertaken. These surveys were conducted on December 4, 2023 by AECOS biologists Victor Unnone and Kamryn Yoneshige. Birds were identified by visual observation aided by Leica Ultravid 8 X 42 binoculars. Weather conditions were ideal, with unlimited visibility, no precipitation, and winds between 0 and 8 kilometers per hour. Avian phylogenetic order and nomenclature used in this report follows the 64th supplement to the AOS *Check-List of North and Middle American Birds* (Chesser et al., 2023).

Mammalian Survey

A list was made of mammals encountered during the survey. Indicators of mammalian presence, such as tracks, scat, and other sign were noted.

Mammalian phylogenetic order and nomenclature follow *Mammal Species of the World* (Wilson & Reeder, 2005).

No survey was conducted for Hawaiian hoary bat or 'ōpe'ape'a (*Lasiurus cinereus semotus*), the only native land mammal in the Hawaiian Islands. The population of this bat is sparse on O'ahu and detection requires night surveys and deployment of special detection equipment. Negative results from one or even several such surveys cannot be taken as evidence of absence of this bat from a Project area. Rather, trees that could potentially serve as roost-sites for the species were noted, where present.

Results

Vegetation

The Project area is bordered on the north by non-native forest that is very dense along the gulch, the large trees shading much of the property. The maintained lawn and ornamental plants front the street side of the fence and office building. Several woody vines grow along much of the chain-link fence.



Figure 3. Chain-link fence at the far northeast end of the Project area supports several different woody vines (lianas). Tall eucalypts grow in this area, mostly off-site.

Flora

A listing of plants recorded during the December 2023 survey is presented in Table 1 and shows 76 species or taxa observed as occurring in the survey area. Breaking down the list by plant status, we recorded no native endemics or indigenous plants, and only 2 (3%) species regarded as early Polynesian introductions. At least 12 (16%) species are ornamentals, meaning plants grown in gardens and landscaping that have not naturalized in Hawai'i.

Table 1. Plant species observed at the Project site in Wahiawā, O'ahu.

FAMILY	Species	Common name	STATUS	ABUNDANCE	NOTES
FERNS AND FERN ALLIES					
NEPHROLEPIDACEAE					
	<i>Nephrolepis multiflora</i> (Roxb.) F.M. Jarrett ex C.V. Morton	sword fern	Nat	C	
POLYPODIACEAE					
	<i>Phymatosorus grossus</i> (Langsd. & Fisch) Brownlie	<i>laua'e</i>	Nat	U	
	<i>Platynerium bifurcatum</i> (Cavanilles) C. Christensen	staghorn fern	Nat	U	
THELYPTERIDACEAE					
	<i>Christella parasitica</i> (L.) H. Lev	downy woodfern	Nat	R	
GYMNOSPERMS - CONIFERS					
ARAUCARIACEAE					
	<i>Araucaria columnaris</i> (G. Forst.) J.D. Hook.	Cook-pine	Nat	R	
FLOWERING PLANTS – MAGNOLIIDS					
LAURACEAE					
	<i>Cinnamomum burmanni</i> (Nees) Blume	padang cassia	Nat	R	
FLOWERING PLANTS – MONOCOTS					
ARACEAE					
	<i>Epipremnum pinnatum</i> (L.) Engl.	pothos	Nat	C	
	<i>Syngonium</i> sp.	nephtythis	Nat	O	
ASPARAGACEAE					
	<i>Asparagus densiflorus</i> (Kunth) Jessop	asparagus-fern	Nat	O	
	<i>Asparagus plumosus</i> J. G. Baker	climbing asparagus-fern	Nat	R	
	<i>Cordyline fruticosa</i> cultivar	<i>kī, ti</i>	Pol	U	
	<i>Dracaena trifasciata</i> (Prain) Mabb	mother-in-law's tongue	Nat	U	

Table 1 (continued).

FAMILY	Species	Common name	STATUS	ABUNDANCE	NOTES
CYPERACEAE					
	<i>Cyperus gracilis</i> R.Br.	McCoy grass, <i>mau'u hunehune</i>	Nat	R	
LILIACEAE					
	<i>Crinum asiaticum</i> L.	giant lily	Orn	R	
POACEAE					
	<i>Axonopus compressus</i> (Sw.) Beauv.	brd. lvd. carpetgrass	Nat	C	
	<i>Bothriochloa bladhii</i>		Nat	O	
	<i>Bothriochloa pertusa</i> (L.) A. Camus	pitted beardgrass	Nat	C	
	<i>Chloris radiata</i> (L.) Sw.		Nat	R	
	<i>Cynodon dactylon</i> (L.) Pers.	Bermuda grass	Nat	O	
	<i>Eleusine indica</i> (L.) Gaertn.	wiregrass	Nat	U	
	<i>Eragrostis pectinacea</i> (Michx.) Nees	Carolina lovegrass	Nat	C	
	<i>Megathyrsus maximus</i> (Jacq.) B. K. Simon & W. L. Jacobs	Guinea grass	Nat	O	
	<i>Paspalum dilitatum</i> Poir.	Dallis grass	Nat	U	
	<i>Paspalum fimbriatum</i> Kunth	Panama grass	Nat	R	
	<i>Sporobolus indicus</i> (L.) R. Br.	West Indian dropseed	Nat	U	
FLOWERING PLANTS - EUDICOTS					
ACANTHACEAE					
	<i>Justicia betonica</i> L.	white shrimp plant	Nat	C	
	<i>Strobilanthes reptans</i> (G.Forst.) E.Moylan ex Y.F.Deng & J.R.I.Wood	---	Nat	R	
ANACARDIACEAE					
	<i>Schinus terebinthefolius</i> Raddi	Christmas berry	Nat	R	
APIACEAE					
	<i>Ciclospermum leptophyllum</i> (Pers.) Sprague	---	Orn	R	
ARALIACEAE					
	<i>Heptapleurum actinophyllum</i> (Endl.) Lowrey & G.M. Plunkett	octopus tree	Nat	O	
ASTERACEAE (COMPOSITAE)					
	<i>Ageratum conyzoides</i> L.	<i>maile hohono</i>	Nat	R	
	<i>Bidens alba</i> (L.) DC.	beggartick	Nat	U	
	<i>Calyptocarpus vialis</i> Less.	---	Nat	C	
	<i>Conyza</i> sp.	horseweed	Nat	R	
	<i>Emilia sonchifolia</i> (L.) DC.	Flora's paintbrush	Nat	R	
	<i>Sphagneticola trilobata</i> L.	wedelia	Nat	U	
	<i>Synedrella nodiflora</i> (L.) Gaertn.	nodeweed	Nat	O	
	<i>Tridax procumbens</i> L.	coat buttons	Nat	U	
BIGONACEAE					
	<i>Macfadyena unguis-cati</i> (L.) A. Gentry	cat's-claw climber	Nat	U	

Table 1 (continued).

FAMILY	Species	Common name	STATUS	ABUNDANCE	NOTES
BIGNONIACEAE					
	<i>Podranea ricasoliana</i> (Tanfani) Sprague	pink trumpet vine	Orn	R	
	<i>Pyrostegia venusta</i> (Ker Gawl.) Miers	flame flower	Nat	R	
	<i>Spathodea campanulata</i> P. Beauv.	African tulip	Nat	U	
	<i>Tabebuia heterophylla</i> (A. P. de Candolle) Britt.	pink tecoma	Nat	U	
BORAGINACEAE					
	<i>Carmona retusa</i> Cav.	Fukien tea	Nat	R	
BRASSICACEAE					
	<i>Lepidium virginicum</i> L.	pepperwort		R	
CLUSIACEAE					
	<i>Clusia rosea</i> Jacq.	autograph tree	Nat	R	
CONVOLVULACEAE					
	<i>Ipomoea obscura</i> (L.) Ker-Gawl.	---	Nat	O	
EUPHORBIACEAE					
	<i>Euphorbia hypericifolia</i> L.	graceful spurge	Nat	R	
	<i>Macaranga tanarius</i> (L.) Müll.Arg.	---	Nat	C	
	<i>Phyllanthus debilis</i> Klein ex Willd.	niruri	Nat	O	
FABACEAE					
	<i>Bauhinia</i> sp.	orchid tree	Orn	R	
	<i>Calliandra haematocephala</i> Hassk.	red powderpuff	Orn	R	
	<i>Chamaecrista nictitans</i> (L.) Moench	partridge pea	Nat	O	
	<i>Desmodium incanum</i> DC.	Spanish clover	Nat	U	
	<i>Enterlobium cyclocarpum</i> (Jacq.) Griseb	elephant ear tree	Orn	R	
	<i>Leucaena leucocephala</i> (Lam.) deWit	<i>koa haole</i>	Nat	O	
	<i>Mimosa pudica</i> L.	sensitive plant	Nat	C	
MALPIGHIACEAE					
	<i>Hiptage bengalensis</i> (L.) Kurz	hiptage	Orn	C	
MALVACEAE					
	<i>Pachira aquatica</i> Aubl.	Guiana-chestnut	Orn	C	
	<i>Sida spinosa</i> L.	prickly sida	Nat	R	
MELIACEAE					
	<i>Cedrela odorata</i> L.	Spanish cedar	Nat	O	
MORACEAE					
	<i>Ficus drupacea</i> Thunb.	mysore fig	Orn	R	
	<i>Ficus elastica</i> Hornemann	rubber tree	Orn	R	
MYRTACEAE					
	<i>Eucalyptus crebra</i> F. Muell.	narrow-leaved ironbark	Nat	U	
	<i>Syzygium cumini</i> (L.) Skeels	Java plum	Nat	R	
OXALIDACEAE					
	<i>Oxalis corniculata</i> L.	<i>'ihi'ai</i>	Pol	O	

Table 1 (continued).

FAMILY	Species	Common name	STATUS	ABUNDANCE	NOTES
PASSIFLORACEAE	<i>Passiflora suberosa</i> L.	---	Nat	C	
PLANTAGINACEAE	<i>Plantago lanceolata</i> L.	English plantain	Nat	O	
PORTULACACEAE	<i>Portulaca oleracea</i> L.	pigweed	Nat	R	
RUBIACEAE	<i>Gardenia</i> sp.	gardenia	Orn	R	
	<i>Ixora</i> sp.	ixora	Orn	R	
	<i>Spermacoce assurgens</i> Ruiz & Pav.	buttonweed	Nat	U	
RUTACEAE	<i>Murraya paniculata</i> (L.) Jack	mock orange	Nat	R	
SAPINDACEAE	<i>Cardiospermum halicacabum</i> L.	balloon vine, <i>pōniu</i>	Nat	A	
SAPOTACEAE	<i>Chrysopyllum oliviforme</i> L.	satin leaf	Nat	U	
URTICACEAE	<i>Pilea microphylla</i> (L.) Liebm.	artillery plant	Nat	R	

Key to Table 1.

STATUS = distributional status for the Hawaiian Islands:

- Nat = naturalized, exotic, plant introduced to the Hawaiian Islands since the arrival of Cook Expedition in 1778; established outside of cultivation.
 Orn = a cultivated plant; a species not thought to be naturalized (spreading on its own) in Hawai'i.
 Pol = an early Polynesian introduction. Introduced before 1778.

ABUNDANCE = occurrence ratings for plant species:

- R - Rare seen in only one or perhaps two locations.
 U - Uncommon seen at most in several locations
 O - Occasional seen with some regularity
 C - Common observed numerous times during the survey
 A - Abundant found in large numbers; may be locally dominant.
 AA - Very abundant a dominant, vegetation-defining species.

Avian Fauna

A total of 8 bird species were recorded. The 8 species are common, non-native (alien) species established in the Islands and are consistent with suburban environments on O'ahu.

Table 2. Avian species observed at the Project site in Wahiawā, O'ahu.

ORDER			
FAMILY		Common Name	Status
<i>Species</i>			
COLUMBIFORMES			
COLUMBIDAE			
<i>Geopelia striata</i>		Zebra Dove	A
PHASIANIDAE			
PHASIANINAE			
<i>Gallus gallus</i>		Domestic Chicken	A
PASSERIFORMES			
PYCNONOTIDAE			
<i>Pycnonotus cafer</i>		Red-vented Bulbul	A
<i>Pycnonotus jocosus</i>		Red-whiskered Bulbul	A
ZOSTEROPIDAE			
<i>Zosterops japonicus</i>		Warbling White-eye	A
STURNIDAE			
<i>Acridotheres tristis</i>		Common Myna	A
THRAUPIDAE			
<i>Paroaria coronata</i>		Red-crested Cardinal	A
FRINGILLIDAE			
<i>Haemorhous mexicanus</i>		House Finch	A
PASSERIDAE			
<i>Passer domesticus</i>		House Sparrow	A

Key to Table 2.

Status:

A = Alien introduced species

Mammals

A cat (*Felis catus*) was the only mammalian species encountered during our survey of the Project area. Trees of suitable height for Hawaiian hoary bat roosting are scattered throughout the park and landscaped areas.

Discussion and Recommendations

Floral Resources

No plants of conservation concern or enjoying statutory protection (that is, listed as threatened or endangered; HDLNR, 1998; USFWS, 2023a) were noted in the Project area, and given the developed nature of the site, would not be expected to be growing there naturally.

Avian Resources

All avian species recorded at the Project site from this survey are introduced species (non-natives). None of the species recorded from this survey receives special protections under state or federal endangered species statutes.

Protected night-flying seabirds in Hawai'i include Hawaiian Petrel (*Pterodroma sandwichensis*), Wedge-tailed Shearwater (*Ardenna pacifica*), Newell's Shearwater (*Puffinus newelli*), and Band-rumped Storm-petrel (*Oceanodroma castro*). Hawaiian Petrel and Newell's Shearwater nest in upland mountainous habitat and have been detected on the Island of O'ahu (Young et al. 2019). In the summer and fall, protected night-flying seabirds (especially fledglings) transiting to the sea from inland locations can become disoriented by exterior lighting. Disoriented seabirds can collide with man-made structures or the ground and, if not killed outright, become easy targets of opportunity for feral mammals (Podolsky et al., 1998; Ainley et al., 2001; Day et al., 2003). The primary cause of mortality in both Hawaiian Petrel and Newell's Shearwater is predation by alien mammalian species at the nesting colonies (USFWS, 1983; Ainley et al., 2001). Collision with man-made structures is considered the second most significant cause of mortality of these seabirds in Hawai'i. No suitable nesting habitat for seabird species occurs in the Project area.

White Tern (*Gygis alba*) or *manu o Kū*, is an indigenous seabird listed as threatened under State of Hawai'i endangered species statute, HRS 195D (HDLNR, 2015). In the main Hawaiian Islands, the majority of the White Tern population is restricted to central urban and suburban Honolulu, with a known nesting and breeding range extending from Aloha Tower to Niu Valley (VanderWerf & Downs, 2018). The Project area in Wahiawa is well beyond this range and there is little chance White Tern would nest in the Project area.

- If Project design or building schedule requires night-time lighting, then risk of incidentally downing nocturnally-flying seabirds will increase. To avoid and minimize potential impacts to seabirds, the following are recommended: fully shield all outdoor lights so the bulb can only be seen

from below bulb height and only use when necessary; install automatic motion sensor switches and timer controls on all outdoor lights or turn off lights when human activity is not occurring in the lighted area; and avoid night-time construction during the seabird fledging period from September 15 through December 15 (USFWS, 2023b). All external lighting structures should be fully “dark sky compliant” (HDLNR-DOFAW, 2016).

Mammalian Resources

Our survey identified only one mammal, domestic cat (*Felis catus*). The findings of the mammalian survey are consistent with the location of the Project and urban environment.

It is possible that the native Hawaiian hoary bat or ‘ōpe‘ape‘a (*Lasiurus cinereus semotus*) uses resources within the Project vicinity. This species is cryptic and solitary, but potentially widespread on O‘ahu. While potential bat roosting trees exist within or at least close to the Project site, this species of bat uses multiple roosts within a home territory (Bonaccorso, 2015), so the disturbance associated with removal of any particular tree would be minimal. An exception might be during the pupping season, when a female bat carrying a pup is unable to rapidly vacate a roost tree that is being felled, or if an unattended pup is unable to flee a tree that is being felled.

- Potential adverse impacts to Hawaiian hoary bat can be avoided or minimized by not clearing woody vegetation taller than 4.6 m (15 ft) during the bat pupping season between June 1 and September 15.

Other Resources of Potential Concern

Critical Habitat

Federally delineated Critical Habitat is not present in the Project area (USFWS, 2023b). No equivalent designation exists under state law. Conservation zoning in Hawai‘i is promulgated at the state level by state Conservation Districts. No Conservation Districts occur near the Project.

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APPENDIX B

**Draft Traffic Impact Report
DOE High Core / Storefront School**

Traffic Impact Report

DOE High Core/Storefront School



Prepared for:
Architects Hawaii, Ltd.

Prepared by:
Wilson Okamoto Corporation

December 2023

TRAFFIC IMPACT REPORT
FOR THE
DOE HIGH CORE/STOREFRONT SCHOOL

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December 2023

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I. INTRODUCTION

A. Purpose of Study

The purpose of this study is to identify and assess the traffic impacts resulting from the proposed relocation of the Department of Education (DOE) High Core/Storefront School to 1136 California Avenue in Wahiawa, Oahu. The proposed project entails the replacement of existing uses with a new facility to house classrooms and administrative office spaces for the DOE High Core/Storefront School.

B. Scope of Study

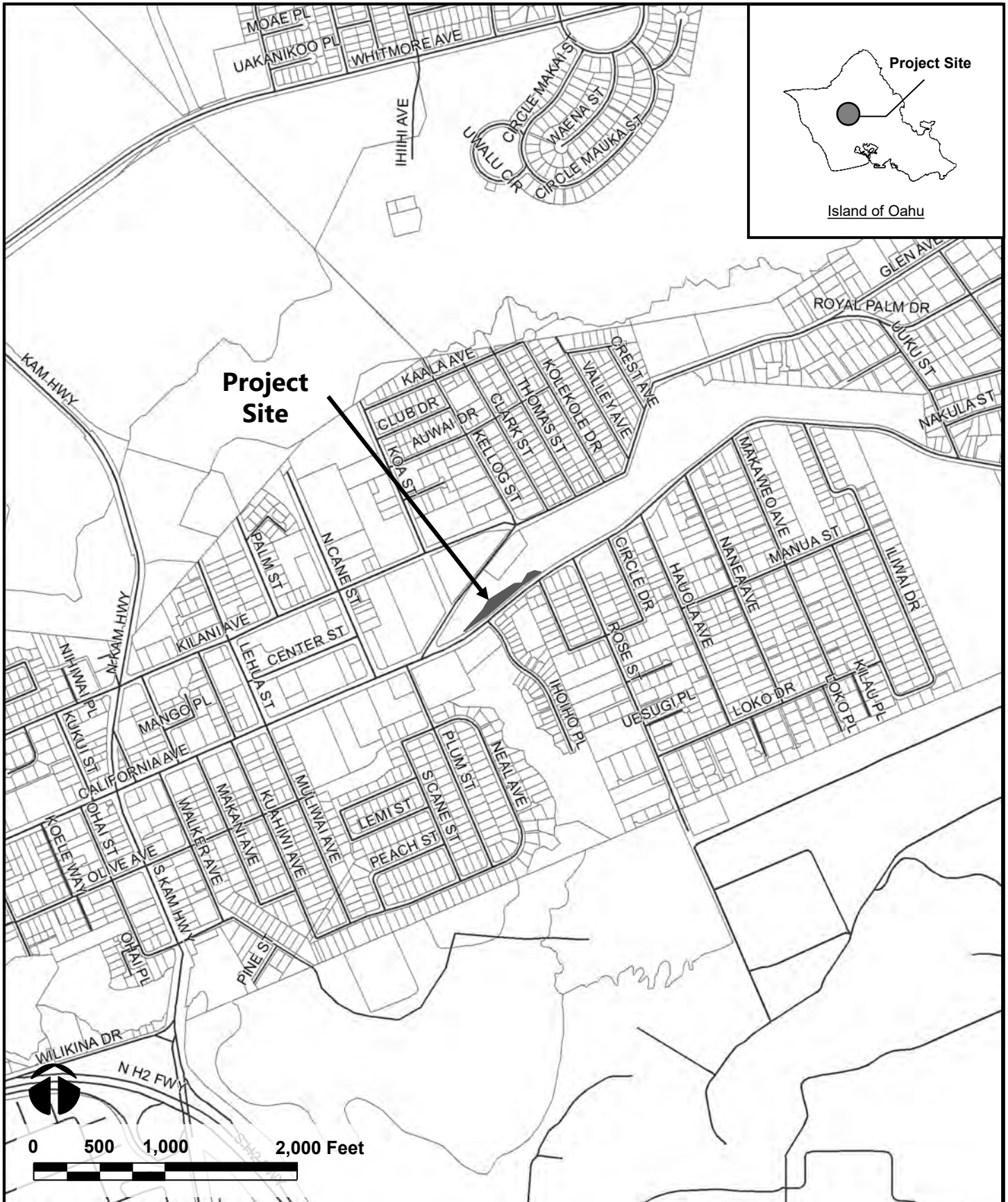
This report presents the findings and conclusions of the traffic study, the scope of which includes:

1. Description of the proposed project.
2. Evaluation of existing roadway and traffic operations in the vicinity.
3. Analysis of future roadway and traffic conditions without the proposed project.
4. Analysis and development of trip generation characteristics for the proposed project.
5. Superimposition of site-generated traffic over future traffic conditions.
6. The identification and analysis of traffic impacts resulting from the proposed project.
7. Recommendations of improvements, if appropriate, that would mitigate the traffic impacts resulting from the proposed project.

II. PROJECT DESCRIPTION

A. Location

The project site for the proposed relocation of the DOE High Core/Storefront School is located adjacent to California Avenue on the island of Oahu (see Figure 1). The project site is bounded by California Avenue to the south and the Wahiawa Botanical Garden to the north, west, and east. The project site is further identified as Tax Map Key (TMK) [1] 7-4-017:002. Access to the project site will be provided via new driveways off California Avenue.



DOE HIGH CORE/STOREFRONT SCHOOL

LOCATION AND VICINITY MAP

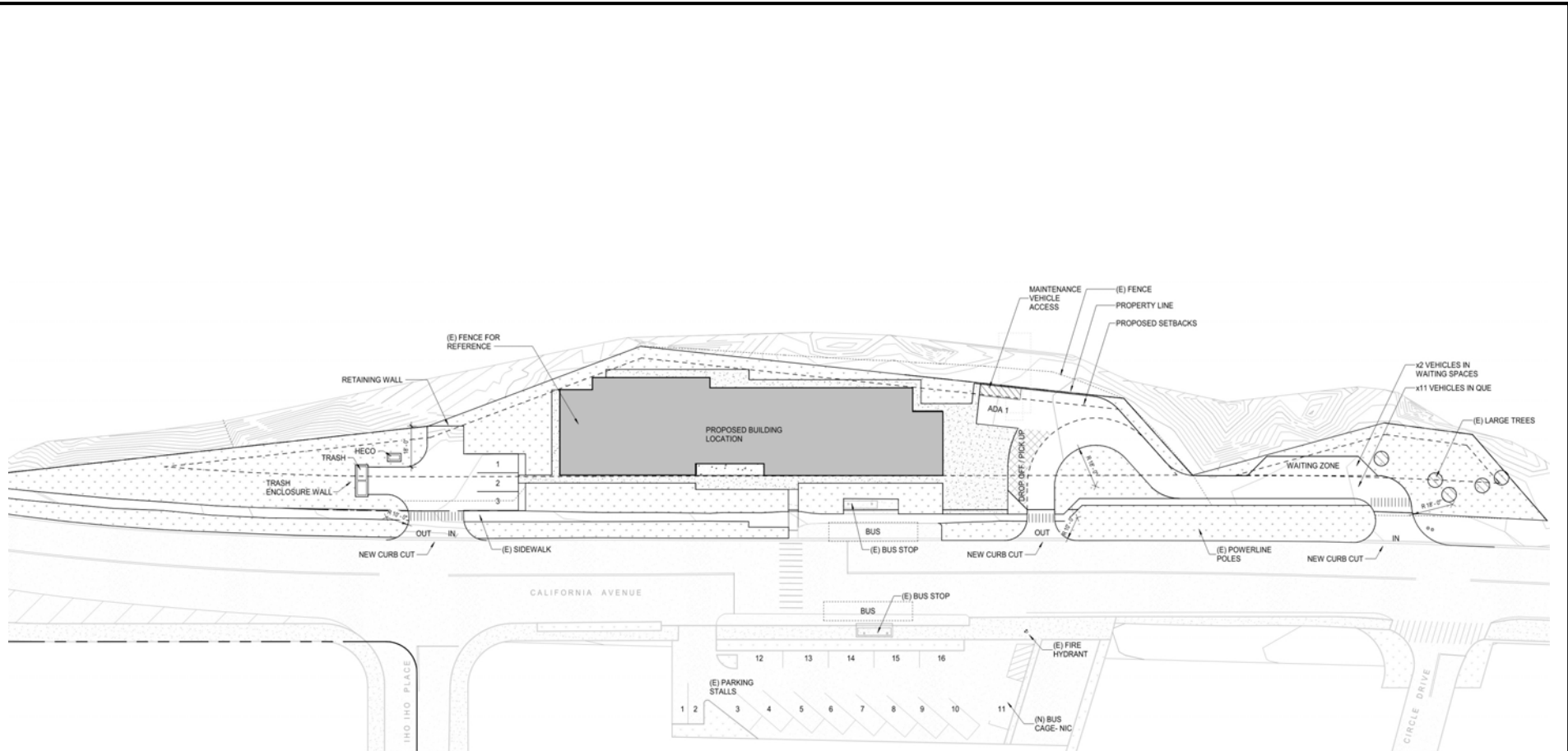
FIGURE

1

B. Project Characteristics

The project site currently houses office and meeting spaces for the DOE Central District Office. Access is provided via a two-way driveway off California Avenue leading to a small at-grade parking area. Additional parking for the existing facility is provided off-site within an at-grade parking lot located directly across the project site along California Avenue. In conjunction with the proposed project, the existing DOE Central District Office is expected to be relocated to another off-site location.

The proposed project entails the demolition of the existing building and construction of a new facility for the DOE High Core/Storefront School (hereafter referred to as “High Core”) which is currently located approximately 0.35 miles to the west adjacent to the Wahiawa Public Library along Center Street. The facility is expected to include classrooms and office spaces to support educational services for youths in grades 9-12 who struggle in the mainstream classroom. High Core currently has an enrollment of approximately 80 students with the school’s core operating hours generally occurring between 8:00 AM and 2:30 PM. In addition, the facility offers after school classes until 5:00 PM. With the planned relocation, enrollment and operating hours for High Core are generally anticipated to remain similar to existing conditions. Access to the proposed project is expected to be provided via new driveways off California Avenue. Primary access for students is expected to be provided via the east driveways which include two one-way driveways to serve the student pick-up and drop-off areas. Secondary access is expected to be provided via the west driveway, a two-way driveway serving a limited at-grade parking area (3 total stalls) and the project site’s service areas. Additional parking for the project site will be provided within the existing off-site parking lot located across California Avenue. It should be noted that similar to existing conditions, this additional parking area is expected to be designated for use by faculty and staff only. The new facility for the High Core/Storefront School is expected to be completed by Year 2026. See Figure 2 for the proposed site plan.



DOE HIGH CORE/STOREFRONT SCHOOL

PROJECT SITE PLAN

FIGURE

2

III. EXISTING TRAFFIC CONDITIONS

A. Area Roadway System

In the vicinity of the project, California Avenue is generally oriented in the east-west direction and serves as one of the main access roadways through Wahiawa. West of the project site, California Avenue intersects Iho Iho Place. At this unsignalized intersection, the westbound approach on California Avenue includes one lane that serves left-turn and through movements while the eastbound approach includes one lane that serves through and right-turn movements. The south leg of the intersection is comprised of Iho Iho Place, a two-lane, two-way roadway generally oriented in the north-south direction that provides access to the residential uses along its alignment. The northbound approach on Iho Iho Place includes a stop-controlled lane that serves all traffic movements.

Further east, California Avenue intersects Center Drive (West), a predominantly two-lane, two-way roadway that intersects California Avenue at two locations, east and west of Rose Street. At this unsignalized intersection, the westbound approach on California Avenue includes one lane that serves left-turn and through movements while the eastbound approach includes one lane that serves through and right-turn movements. The north leg of the intersection is comprised of Circle Drive that includes a stop-controlled lane that serves all traffic movements.

Southeast of the project site, California Avenue intersects Rose Street. At this signalized intersection, the westbound approach on California Avenue includes an exclusive left-turn lane and a through lane while the eastbound approach includes one lane that serves through and right-turn movements. Rose Street is a predominantly two-lane, two-way roadway generally oriented in the north-south direction that provides access to Wahiawa Middle School and residential uses along its alignment. At the intersection with California Avenue, the northbound approach on Rose Street includes a lane that serves left-turn and right-turn movements.

B. Traffic Volumes and Conditions

1. General

a. Existing Traffic Data

Field investigations were conducted on August 8, 2023, which consisted of manual turning movement count surveys during the morning school peak hours between 6:30 AM and 8:30 AM, and the afternoon school peak hours between 2:00 PM and 5:00 PM at the following intersections:

- California Avenue and Iho Iho Place
- California Avenue and Circle Drive (West)
- California Avenue and Rose Street

In addition, traffic data was also collected at the midblock crossing located across California Avenue between the intersections with Iho Iho Place and Circle Drive (West) and connects the off-site parking area with the project site. Appendix A includes the existing traffic count data.

b. Capacity Analysis Methodology

The highway capacity analysis performed in this study is based upon procedures presented in the “Highway Capacity Manual”, Transportation Research Board, 2016, and the “Synchro” software, developed by Trafficware. The analysis is based on the concept of Level of Service (LOS) to identify the traffic impacts associated with traffic demands during the peak periods of traffic.

LOS is a quantitative and qualitative assessment of traffic operations. Levels of Service are defined by LOS “A” through “F”; LOS “A” representing ideal or free-flow traffic operating conditions and LOS “F” unacceptable or potentially congested traffic operating conditions.

“Volume-to-Capacity” (v/c) ratio is another measure indicating the relative traffic demand to the road carrying capacity. A v/c ratio of one (1.00) indicates that the roadway is operating at or near capacity.

A v/c ratio of greater than 1.00 indicates that the traffic demand exceeds the road's carrying capacity. The LOS definitions are included in Appendix B.

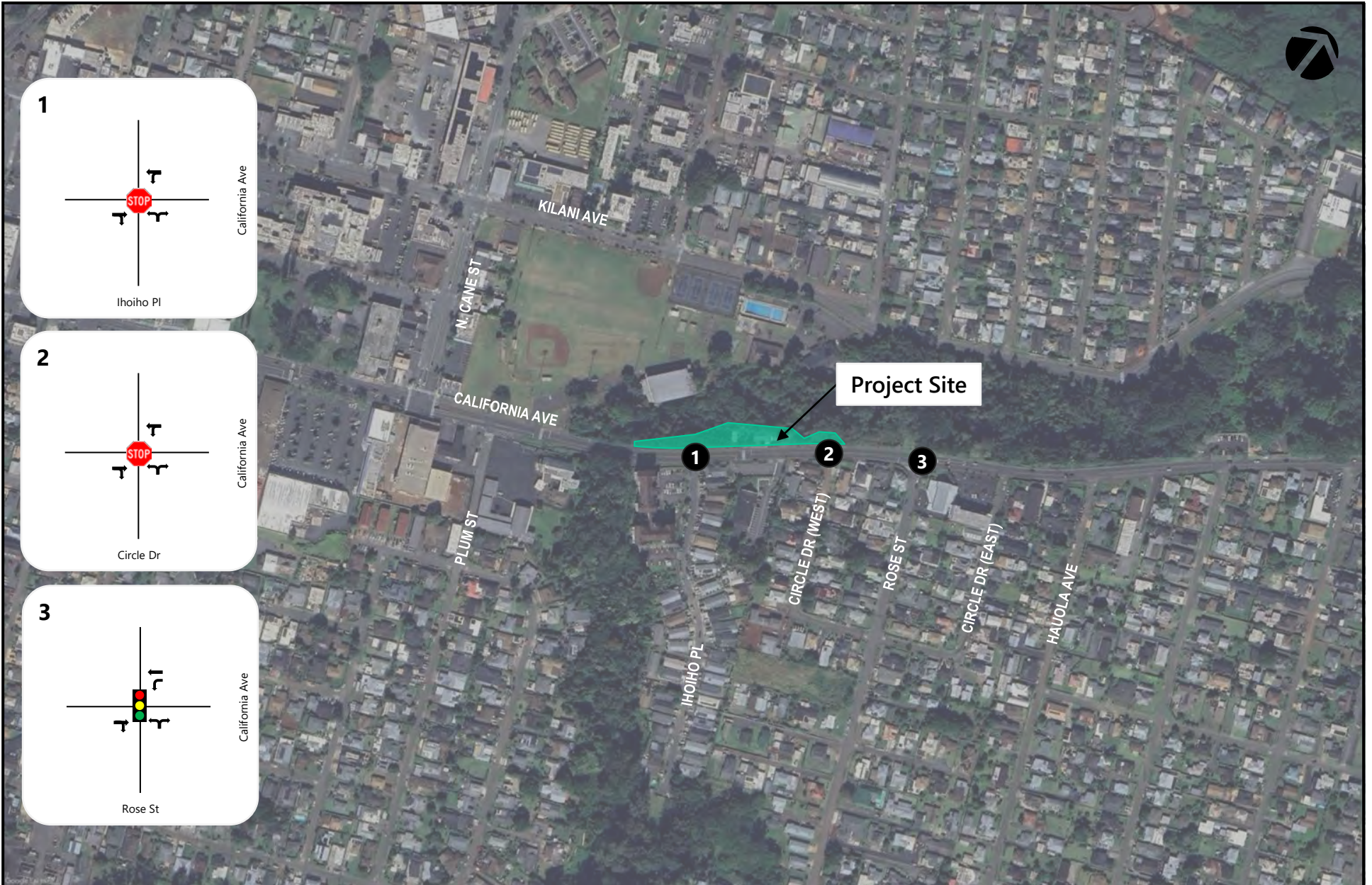
2. Existing Peak Hour Traffic

a. General

Figures 3 and 4 show the existing AM and PM peak period traffic volumes and operating conditions. The AM peak hour of traffic generally occurs between 7:15 AM and 8:15 AM. The PM peak hour of traffic generally occurs between the hours of 2:15 PM and 3:15 PM. The analysis is based on these peak hour time periods for each intersection to identify the traffic impacts resulting from the proposed project. LOS calculations are included in Appendix C.

b. California Avenue and Iho Iho Place

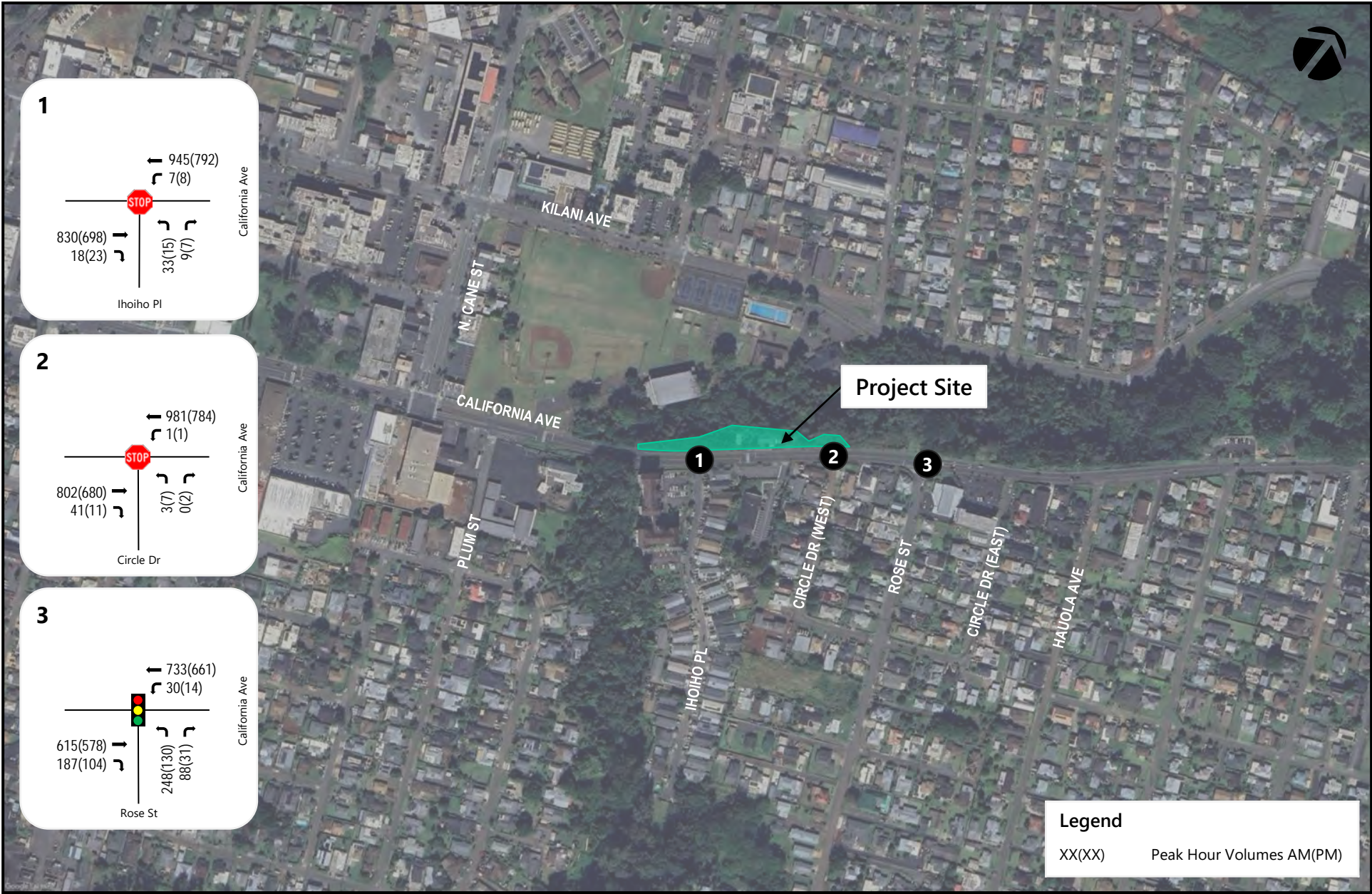
At the intersection with Iho Iho Place, California Avenue carries 848 vehicles eastbound and 952 vehicles westbound during the AM peak period. During the PM peak period, traffic volumes are less with 721 vehicles traveling eastbound and 800 vehicles traveling westbound. Field observations indicate that traffic queues from the downstream intersections along both directions of California Avenue extended through this intersection during both peak periods. Field observations also indicate that queues in the westbound direction of California Avenue originate near the intersection with the driveway for the adjacent Wahiawa District Park while queues in the eastbound direction extend from the intersection with Rose Street. These queues were primarily clustered around the start and end of the school day indicating that they are influenced by vehicles accessing the nearby schools (Wahiawa Middle School, Hoala School, and Leilehua High School). It should be noted that they dissipated once school was in session in the morning and within an hour after the end of the school day in the afternoon.



DOE HIGH CORE/STOREFRONT SCHOOL
 EXISTING LANE CONFIGURATION

FIGURE
 3





DOE HIGH CORE/STOREFRONT SCHOOL

EXISTING 2023 PEAK HOURS OF TRAFFIC

FIGURE

4



The Iho Iho Place approach of the intersection carries 42 vehicles northbound during the AM peak period and 22 vehicles during the PM peak period. The northbound approach operates at LOS “F” during the AM peak period and LOS “E” during the PM peak period. Although the side street approach carries relatively low volumes of traffic during both peak periods, the low levels of service on the northbound approach are influenced by the high volume of through traffic along California Avenue thereby providing limited gaps in the traffic stream for the vehicles on the stop-controlled approach to enter the intersection. However, field observations indicate that motorists along California Avenue typically yielded to allow motorists from the side street approach allowing them to enter the intersection. As such, traffic queues on the Iho Iho Place approach of the intersection were generally minimal with average queues of 1-3 vehicles observed during the peak periods.

Although there are no marked crosswalks provided at this intersection, 25 pedestrians were observed crossing Iho Iho Place on the south side of the intersection during the AM peak period, while 166 pedestrians were observed crossing at the same location during the PM peak period. In addition, as previously discussed, a midblock crosswalk is provided across California Avenue in front of the project site between the intersections with Iho Iho Place and Circle Drive (West). During the AM peak period, 17 pedestrians were observed crossing at this location while 20 pedestrians were observed crossing at the same location during the PM peak period. Field observations indicate that motorists along California Avenue typically yielded when a pedestrian was waiting to cross at the midblock location.

c. California Avenue and Circle Drive (West)

At the intersection with Circle Drive (West), California Avenue carries 843 vehicles eastbound and 982 vehicles westbound during the AM peak period. During the PM peak period, traffic

volumes are less with 691 vehicles traveling eastbound and 785 vehicles traveling westbound. Traffic queues occasionally formed along both approaches of California Avenue. As previously discussed, traffic queues from the downstream intersections with the Wahiawa District Park driveway in the westbound direction and Rose Street in the eastbound direction extended through this intersection. Field observations indicate that these queues are influenced by vehicles accessing the nearby schools since these queues were primarily clustered around the start and end of the school day and dissipated once school was in session in the morning and within an hour after the end of the school day.

The Circle Drive (West) approach of the intersection carries 3 vehicles northbound during the AM peak period and 9 vehicles northbound during the PM peak period. The northbound approach operates at LOS “F” during the AM peak period and LOS “D” during the PM peak period. Although the side street approach carries relatively low volumes of traffic during both peak periods, the low levels of service on the northbound approach on Circle Drive (West) are influenced by the high volume of through traffic along California Avenue with limited gaps in the traffic stream for the vehicles on the stop-controlled approach to enter the intersection. However, similar to the intersection of Iho Iho Place, field observations indicate that motorists along California Avenue typically yielded to allow motorists from the side street approach to enter the intersection. As such, traffic queues on the Circle Drive approach of the intersection were generally minimal with average queues of 1-2 vehicles observed during both peak periods.

A crosswalk is provided across Circle Drive on the south side of the intersection. During the AM peak period, 25 pedestrians were observed crossing Circle Drive on the south side of the intersection.

During the PM peak period, 31 pedestrians were observed crossing at the same location.

d. California Avenue and Rose Street

At the intersection with Rose Street, California Avenue carries 802 vehicles eastbound and 763 vehicles westbound during the AM peak period. During the PM peak period, traffic volumes are less with 682 vehicles traveling eastbound and 675 vehicles traveling westbound. The eastbound approach operates at LOS “B” during the AM peak period and LOS “A” during the PM peak period, while the westbound approach operates at LOS “A” during both peak periods. Traffic queues periodically formed along both approaches of California Avenue with queues along both directions extending to the adjacent intersections. As previously discussed, traffic queues in the vicinity are influenced by vehicles accessing the nearby schools as they dissipated once school was in session in the morning and within an hour of the end of the school day in the afternoon.

The Rose Street approach of the intersection carries 336 vehicles and 161 vehicles northbound during the AM and PM peak periods, respectively. The northbound approach operates at LOS “C” during the AM peak period and LOS “B” during the PM peak period. Traffic queues periodically formed on the northbound approach of Rose Street during both peak periods. As previously discussed, traffic queues along California Avenue extended through this intersection influencing traffic operations along Rose Street. Average queues of 8-10 vehicles were observed during the AM peak period while average queues of 5-7 vehicles were observed during the PM peak period.

Crosswalks are provided across Rose Street on the south side of the intersection as well as across California Avenue on the east side of the intersection. During the AM peak period, 21 pedestrians were observed crossing Rose Street on the south side of the intersection, while 7 pedestrians were observed crossing California Avenue on the

east side of the intersection. During the PM peak period, 136 pedestrians were observed crossing Rose Street on the south side of the intersection, while 1 pedestrian was observed crossing California Avenue on the east side of the intersection.

IV. PROJECTED TRAFFIC CONDITIONS

A. Site-Generated Traffic

1. Trip Generation Methodology

The trip generation methodology used in this study is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in “Trip Generation, 11th Edition,” 2021. The ITE trip generation rates are developed empirically by correlating vehicle trip generation data with various land use characteristics such as the number of students. It should be noted that for the purpose of analysis, the trip generation rate used is for high school land uses since the High Core program serves students in grades 9-12. In addition, the trip generation calculations based on the Trip Generation Manual is generally consistent with existing site observations. Table 1 summarizes relocated trip generation characteristics for the DOE High Core/Storefront School.

Table 1: Relocated Peak Hour Trip Generation

HIGH SCHOOL (DOE HIGH-CORE)		
INDEPENDENT VARIABLE:		Number of Students = 80
		RELOCATED TRIP ENDS
AM PEAK	ENTER	28
	EXIT	13
	TOTAL	42
PM PEAK	ENTER	8
	EXIT	17
	TOTAL	26

The trip generation methodology also includes provisions for multimodal trips. Multimodal trips are trips made using non-motorized modes of travel such as walking and biking, as well as trips made using transit. The project is located in close proximity to transit stops which may be accessed via pedestrian facilities such as sidewalks and crosswalks. As such, the trip

generation was adjusted to account for multimodal trips. Table 2 summarizes the adjusted trip generation for the proposed project applied to the AM and PM peak hours of traffic.

Table 2: Adjusted Peak Hour Trip Generation

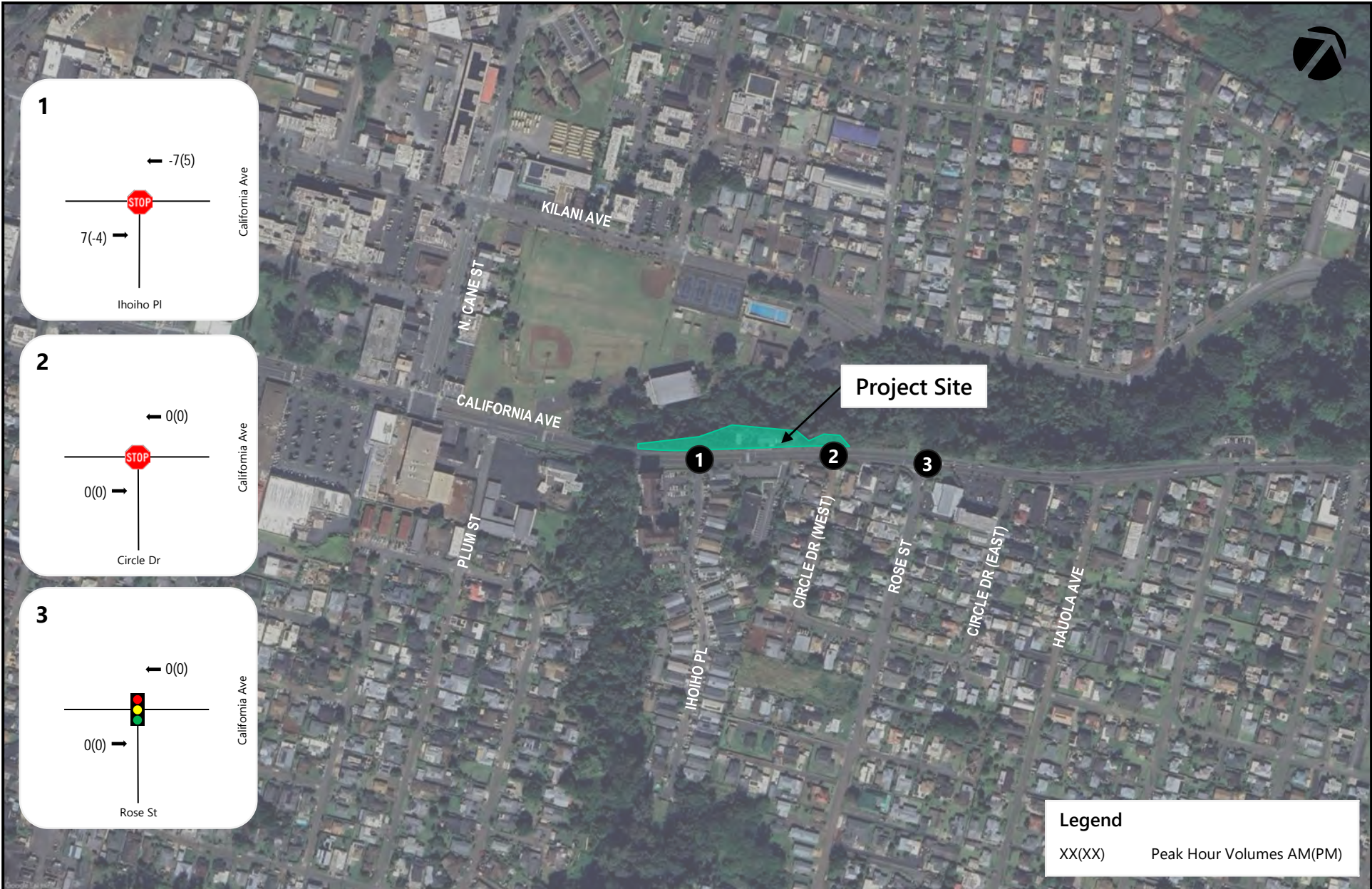
TOTAL		
		PROJECTED TRIP ENDS
AM PEAK	ENTER	26
	EXIT	12
	TOTAL	39
PM PEAK	ENTER	7
	EXIT	16
	TOTAL	24

2. Trip Distribution

Figure 5 shows the distribution of new site-generated traffic during the AM and PM peak periods. Access to the project site will be provided via new driveways off California Avenue. Two one-way driveways to the east of the project site are expected to serve as primary access to the site leading to the school's pick-up/drop off areas with secondary access provided via a two-way driveway to the west of the project site. The directional distribution of all site-generated vehicles was based upon the existing distribution of traffic along California Avenue. As such, 55% of the vehicles were assumed to be headed eastbound while 45% were assumed to be headed westbound during the AM peak period. During the PM peak period, 54% were assumed to be headed eastbound while 46% were assumed to be headed westbound. All site-generated trips were distributed at the study intersections based upon their assumed origin/destination and the relative convenience of the available routes.

B. Through Traffic Forecasting Methodology

The travel forecast is based upon historical traffic count data obtained from the State DOT, Highways Division at survey stations in the vicinity of the project site. The historical data indicates relatively stable traffic volumes in the project vicinity. As such, an annual traffic growth rate of approximately 0.5 % was conservatively assumed along California Avenue. Using 2023 as the Base Year, a growth rate factor



DOE HIGH CORE/STOREFRONT SCHOOL

DISTRIBUTION OF SITE-GENERATED VEHICLES WITH PROJECT

FIGURE

5

of 1.015 was applied to the existing through traffic demands along California Avenue to achieve the projected Year 2026 traffic demands.

C. Other Considerations

1. Wahiawa Center for Workforce Excellence

The proposed Wahiawa Center for Workforce Excellence (CFWE) project entails the replacement of the existing Wahiawa Public Library and portable structures for the DOE High Core/Storefront School with a new multilevel facility that will house a modernized and slightly larger Wahiawa Public Library, offices for the DOE Leilehua-Mililani-Waialua Complex (DOE LMW), and classrooms and other support spaces for the University of Hawaii Community Colleges (UHCC). Access to the project site will be provided via a new two-way driveway off Center Street leading to an on-site parking garage. The CFWE project is expected to be completed by Year 2027 after the relocation of the High Core project and as such, the trips associated with CFWE, with the exception of the redistributed trips associated with the High Core, were not incorporated into without project conditions.

2. The Leeward Community College Value-Added Product Development Center

There are plans to redevelop a 1.5-acre parcel southeast of the project site which previously held Tamura's Wholesale Outlet. The proposed project entails repurposing the existing metal warehouse as the Leeward Community College Value-Added Product Development Center (LCC VAPDC), a multi-purpose building to support post-secondary education in the development and marketing of value-added food products. Access to the project site will be provided via one-way driveways off California Avenue (enter) and Plum Street (exit). According to the Traffic Impact Report prepared for the project, the project site is expected to generate 36 entering trips during the AM peak period and 36 trips exiting trips during the PM period. The LCC VAPDC project was expected to be completed by Year 2021, but signs posted in front of the project site during field observations indicate Fall 2023 as the start of

classes. For the purpose of this report, the trips associated with the LCC VAPDC were incorporated into without project conditions.

3. Wahiawa Civic Center

The proposed Wahiawa Civic Center project entails the redevelopment of the existing Civic Center to provide two new buildings that will house various State of Hawaii and City and County of Honolulu offices. Access to the project site will be provided via two new driveways off Center Street with parking to be split between on-site and an off-site facility within the adjacent Wahiawa Transit Center. According to the Traffic Impact Report prepared for the project, the project site is expected to generate 64 trips during the AM peak period and 49 trips during the PM peak period with the project to be completed by Year 2025. As such, the trips associated with the Wahiawa Civic Center were incorporated into the without project conditions.

D. Midblock Crossing Assessment along California Avenue

a. General

As previously discussed, a portion of the project's parking will be accommodated off-site within a parking lot located across the project site on California Avenue. Access to that parking lot is facilitated via a midblock crossing on California Avenue. Given the anticipated users of the proposed project, this crossing location was assessed to determine whether additional pedestrian crossing treatments are necessary with the proposed project based on the methodologies described below.

b. Methodology

i. Honolulu Complete Streets Design Manual

The Honolulu Complete Streets Design Manual (hereafter referred to as the "Complete Streets Manual") published by the City and County of Honolulu (CCH) in 2016 and updated in 2022 provides guidance on the appropriate crossing treatments for uncontrolled intersections and midblock crossings. It includes a Pedestrian Crossing Treatment Flowchart and Criteria for Crossing Treatments at Uncontrolled Locations which considers factors such as vehicular

volumes and speeds, travel way width, and the number of lanes based upon those factors provides recommendations for treatments under four categories noted as A, B, C and D.

ii. National Cooperative Highway Research Program (NCHRP) Report 562: Improving Pedestrian Safety at Unsignalized Crossings

In addition to the Complete Streets Manual, the “Guidelines for Pedestrian Crossing Treatments,” an evaluation tool to determine pedestrian crossing treatments at unsignalized intersections, was also used. The framework for this assessment is outlined in the “National Cooperative Highway Research Program (NCHRP) Report 562: Improving Pedestrian Safety at Unsignalized Crossings,” published in 2006. The guidelines are applied via two different worksheets based on a series of variables (i.e. pedestrian peak hour volumes, pedestrian delay) to determine whether or not the subject crossing meets a pre-determined threshold, with recommended treatments if the threshold is satisfied.

c. Crossing Assessment

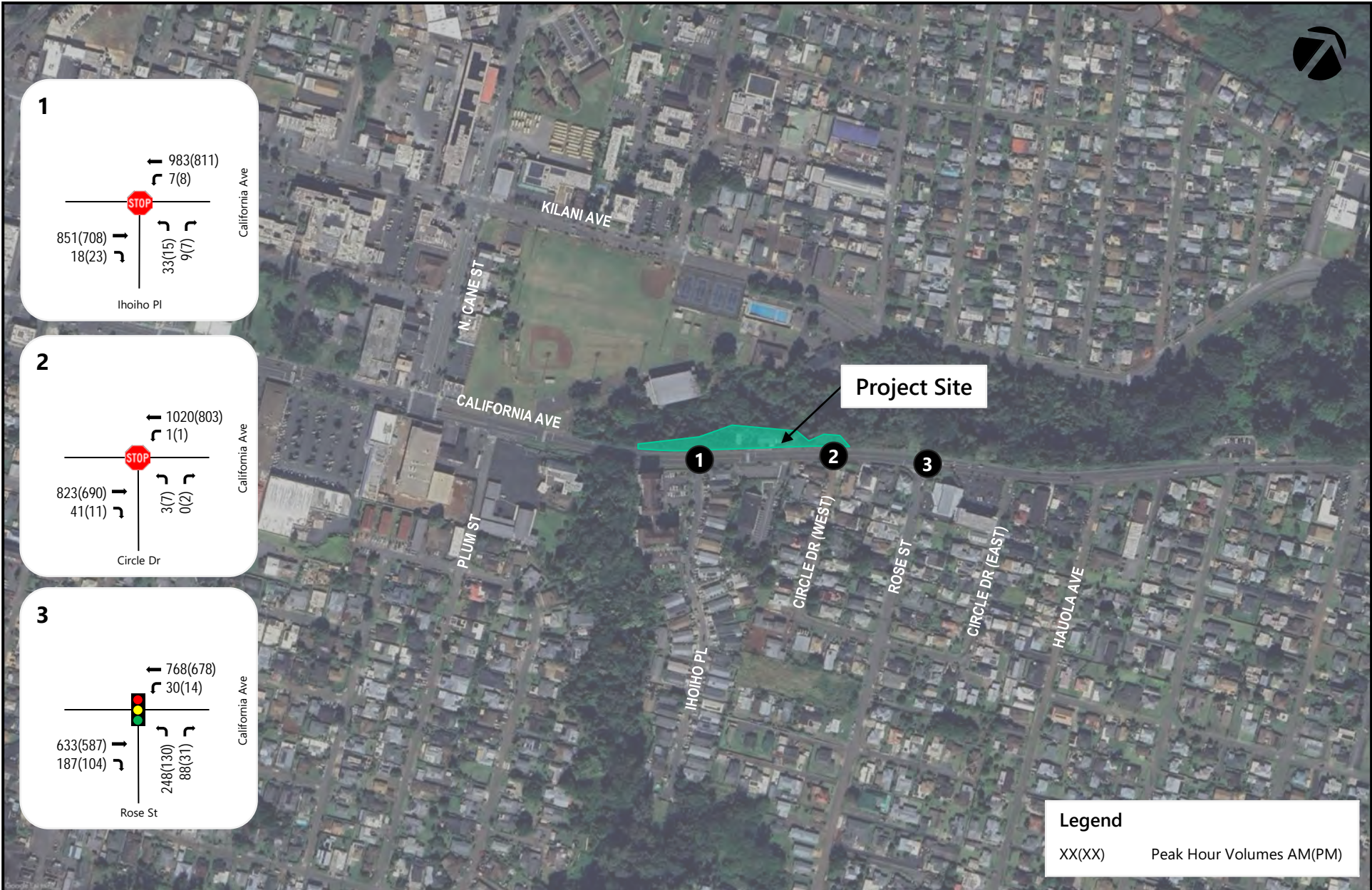
With the proposed project, pedestrian crossing volumes at the midblock crossing along California Avenue are expected to increase. Although the faculty and staff of the High Core program are expected to also utilize the midblock crossing, they are assumed to access the site an hour before the start and one hour after the end of the school day and as such, for the purpose of analysis, the increase in pedestrian crossings were primarily attributed to students who are expected to travel by bus or walk to access the project site. For the purpose of this assessment, the PM peak hour volumes were used since both pedestrian crossing volumes were higher during this period. Based on the results of a mode split survey of High Core students conducted by the DOE and consideration of the directional distribution of the anticipated trips associated with the project, approximately 43 pedestrians are expected to utilize the midblock crosswalk during the PM peak hour High Core facility is completed. Taking into account the projected pedestrian and

conflicting vehicular traffic volumes at the midblock crossing, the guidelines in the Complete Streets Manual indicate that the crossing treatments under Category A should be implemented at the midblock crossing (see Appendix D). Category A entails the installation of a marked crosswalk with crossing signage and advance warning signs. It should be noted that these treatments are already provided at the midblock crossing under existing conditions. However, active management of the crossing via use of on-site personnel should also be considered during before and after school hours to further facilitate crossings for students at this location.

The recommended crossing treatments based on the Complete Streets Manual are reinforced by the result of the assessment based on the NCHRP 562, but the NCHRP 562 guidelines also indicate additional crossing treatments that may be considered. These measures may include active when present treatments that display warnings when activated by pedestrians, as well as enhanced/high visibility treatments. Active when present treatments include in roadway warning lights, passive/pushbutton flashing beacons, pedestrian crossing flags, and rapid rectangular flashing beacons (RRFB) while enhanced/high visibility treatments include in-street crossing signs, high visibility signs/markers, pedestrian refuge islands, raised crosswalks, curb extensions, advanced signage, advanced stop/yield lines, and constant flashing yellow beacons.

E. Total Traffic Volumes Without Project

The projected Year 2026 AM and PM peak period traffic volumes and operating conditions without the addition of the proposed project is shown in Figure 6 and summarized in Table 3. The analysis incorporates the completion of the LCC VAPCD and the Wahiawa Civic Center, as well as ambient growth of traffic. The existing levels of service are provided for comparison purposes. LOS calculations are included in Appendix E.



DOE HIGH CORE/STOREFRONT SCHOOL

YEAR 2026 PEAK HOURS OF TRAFFIC WITHOUT PROJECT

FIGURE

6



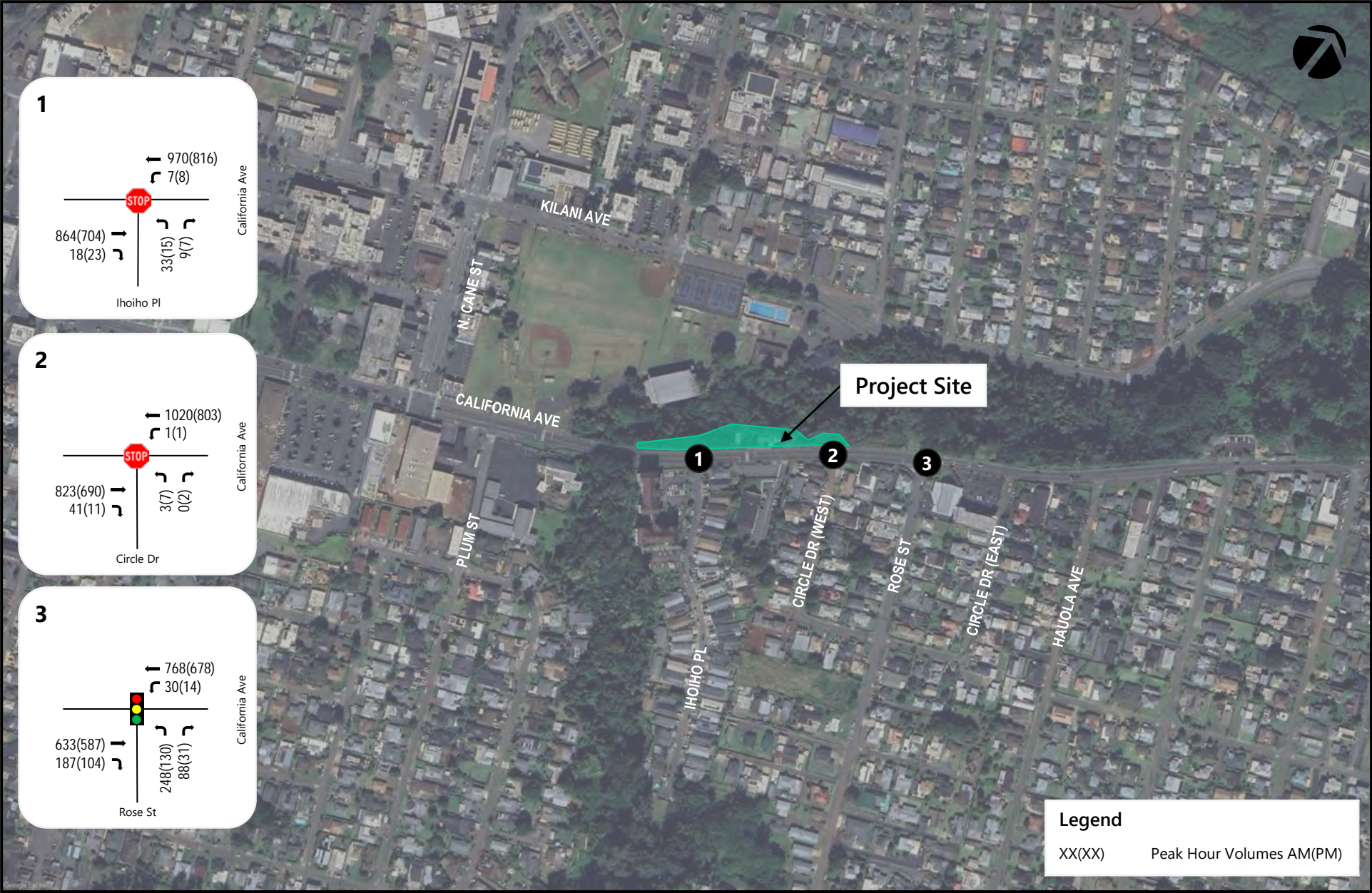
Table 3: Existing and Year 2026 (Without Project) LOS Traffic Operating Conditions

Intersection	Approach	AM		PM	
		Exist	Year 2026 w/o Proj	Exist	Year 2026 w/o Proj
California Ave/ Iho Iho Pl	Northbound	F	F	E	E
California Ave/ Circle Dr (West)	Northbound	F	F	D	D
California Ave/ Rose St	Eastbound	B	B	A	A
	Westbound	A	A	A	A
	Northbound	C	C	B	B

Under Year 2026 without project conditions, traffic operations are expected to remain similar to existing conditions. Along California Avenue, all the approaches at the intersection with Rose Street are expected to continue operating at LOS “C” or better during the AM peak period and LOS “B” or better during the PM peak period. At the intersection with Iho Iho Place, the stop-controlled approach is expected to continue operating at LOS “F” and LOS “E” during the AM and PM peak periods, respectively. At the intersection with Circle Drive (West), the stop-controlled approach is expected to continue operating at LOS “F” and LOS “D” during the AM and PM peak periods, respectively. As previously discussed, the low levels of service on the stop-controlled street approaches are influenced by the high volume of traffic along California Avenue, despite the relatively lower volumes they carry (less than 50 vehicles during both peak periods). However, field observation indicates that motorists along California Avenue typically yielded to allow motorists from the side street approach allowing them to enter the intersection. As such, traffic queues on the side street approaches at the intersection with Iho Iho Place and Circle Drive (West) were generally minimal during both peak periods.

F. Total Traffic Volumes With Project

Figure 7 shows the projected Year 2026 cumulative AM and PM peak hour traffic conditions resulting from the proposed project. The cumulative volumes consist of site-generated traffic superimposed over Year 2026 projected traffic



DOE HIGH CORE/STOREFRONT SCHOOL

YEAR 2026 PEAK HOURS OF TRAFFIC WITH PROJECT

FIGURE
7

demands. The traffic impacts resulting from the proposed project are addressed in the following section.

V. TRAFFIC IMPACT ANALYSIS

The projected Year 2026 cumulative AM and PM peak hour traffic conditions resulting from the relocation of High Core as well as the proposed project are summarized in Table 4. The existing and projected Year 2026 (Without Project) operating conditions are provided for comparison purposes. LOS calculations are included in Appendix F.

Table 4: Existing and Year 2026 (Without and With Project) LOS Traffic Operating Conditions

Intersection	Approach	AM			PM		
		Exist	Year 2026		Exist	Year 2026	
			w/o Proj	w/ Proj		w/o Proj	w/ Proj
California Ave/ Iho Iho Pl	Northbound	F	F	F	E	E	E
California Ave/ Circle Dr (West)	Northbound	F	F	F	D	D	D
California Ave/ Rose St	Eastbound	B	B	B	A	A	A
	Westbound	A	A	A	A	A	A
	Northbound	C	C	C	B	B	B

Under Year 2026 with project conditions, traffic operations in the vicinity of the proposed project are expected to remain similar to existing and without project conditions. Along California Avenue, traffic operations at the intersection with Rose Street are expected to continue operating at LOS “C” or better during the AM peak period and LOS “B” or better during the PM peak period. At the intersection with Iho Iho Place and Circle Drive (West), traffic operations are also anticipated to remain similar to without project conditions. In addition, queues that form along both directions of California Avenue are also expected to continue influencing traffic operations in the vicinity of the project. As previously discussed, field observations indicate that queueing in the vicinity is influenced by the presence of other nearby schools since these queues are primarily observed within the hour before the start of school and the hour after the end of the school day. Given the existing traffic operations along California Avenue in the vicinity of the project, the proposed uses, the location of the project driveways relative to the midblock crossing, and the location of the project’s parking

lot off-site, a traffic management plan should be prepared to identify management strategies that addresses daily school traffic.

VI. MULTIMODAL FACILITIES

A. Pedestrian Facilities

1. Existing Conditions

Along the north side of California Avenue, a paved walkway is provided along the project frontage and continues further west towards N. Cane Street. However, east of the project site, the pedestrian walkway terminates and pedestrians must utilize the unpaved shoulder area of the roadway. Along the south side of California Avenue, there is a continuous paved pedestrian sidewalk, but the conditions vary by segment with some areas narrower due to landscaping and the presence the presence of utility poles. Pedestrian crossings across California Avenue are facilitated via marked crosswalks at the intersection with Rose Street, and the Wahiawa District Park driveway. In addition, there is a midblock crosswalk along California Avenue in front of the project site to facilitate access to the nearby bus stops, as well as to the off-site parking area for the project site.

2. With Project Conditions

The proposed project is expected to improve/maintain the existing pedestrian facilities in the vicinity of the project. In conjunction with the proposed project, the existing pedestrian walkway along the project frontage will be reconstructed with connections provided to facilitate access between on- and off-site uses, as well as to the transit facilities in the vicinity. In addition, as previously discussed, there is a transit stop located along the project frontage. As such, the project should coordinate with the City and County of Honolulu Department of Transportation Services (CCH-DTS) to verify any improvements, if any, are required in conjunction with the project and to ensure access to that bus stop is maintained throughout the duration of construction.

B. Bicycle Facilities

1. Methodology

Bicycle Level of Traffic Stress (LTS) is a metric developed by the Mineta Transportation Institute used to classify a roadway segment or intersection. The LTS ranking system is based on the amount of traffic stress imposed on cyclists based on variables such as street width, prevailing vehicle speed, and average daily traffic volumes. The Level of Traffic Stress ranges from 1 to 4 and can be assessed for a given segment or intersection via six tables provided by the Mineta Transportation Institute. The general descriptions of the LTS levels are as follows:

- LTS 1: Characterized by strong separation from all except low speed, low volume traffic. Simple crossings. Suitable for children.
- LTS 2: Except in low speed/low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. There is a physical separation from higher speed and multilane traffic. Crossings are easy for an adult to navigate. This refers to a level of traffic stress that most adults can tolerate, particularly those sometimes classified as interested but concerned.
- LTS 3: Involves interaction with moderate speed or multilane traffic, or close proximity to higher speed traffic. Refers to a level of traffic stress acceptable to those classified as enthused and confident.
- LTS 4: Involves interaction with higher speed traffic or close proximity to high speed traffic. Refers to a level of stress acceptable only to those classified as strong and fearless.

It should be noted that current LTS methodology assumes no traffic stress is imposed on cyclists at signalized intersections. Guidance provided by the Mineta Transportation Institute includes categorizing signalized intersections as a LTS 2.

2. Existing Conditions and Bicycle Level of Traffic Stress

Dedicated bike facilities in the vicinity are generally limited to roadways west of the project site. Bike lanes are provided along N Cane Street between California Avenue and Kilani Avenue and along California Avenue west of N. Cane Street. The lack of dedicated facilities may discourage the use of this alternative mode and as such, the roadways in the

vicinity of the project were assessed to determine the level of stress imposed upon bicyclists based on the prevailing speed and geometric characteristics of the roadway. The assessment indicates that west of N Cane Street, the LTS along California Avenue is rated at LTS 2 since bicyclists along this segment are physically separated from vehicular traffic. East of N Cane Street, the LTS for California Avenue is higher at LTS 3 as cyclists along this segment must share the travel way with other motorists and thereby more suited for experienced bicyclists. Figure 8 depicts the existing and proposed bicycle facilities in the vicinity of the project while Figure 9 shows the existing LTS along the surrounding roadways.

3. With Project Conditions

The City and County of Honolulu plans to incorporate bike improvements in the vicinity of the project (see Figure 8). These improvements are included in the Oahu Bike Plan (updated 2019) published by the CCH- DTS and include extending the existing bike lane along California Avenue further east to Karsten Drive and further west to Anoni Street. Although the addition of this improvement is anticipated to increase bicycle connectivity in the vicinity and reduce the level of traffic stress imposed on bicyclists, the timeline for this improvement is not known at this time and as such were not incorporated into projected conditions.

C. Transit Facilities

1. Methodology

Transit Capacity and Quality of Service is a metric used to measure transit availability, comfort, and convenience from both the passenger and transit service provider's points of view. The framework for this metric is outlined in the Transit Cooperative Research Program (TCRP) Report 165: Transit Capacity and Quality of Service Manual, 3rd Edition (TCQSM) published in 2013 which provides research-based guidance on public transit capacity and quality of service. The quality of service concepts and methods contained in the TCQSM address real-world transit operations, comprehensive planning, and design needs. The research for and development of the TCQSM



DOE HIGH CORE/STOREFRONT SCHOOL

EXISTING AND PROPOSED BICYCLE FACILITIES

FIGURE

8





DOE HIGH CORE/STOREFRONT SCHOOL

BICYCLE LEVEL OF TRAFFIC STRESS

FIGURE

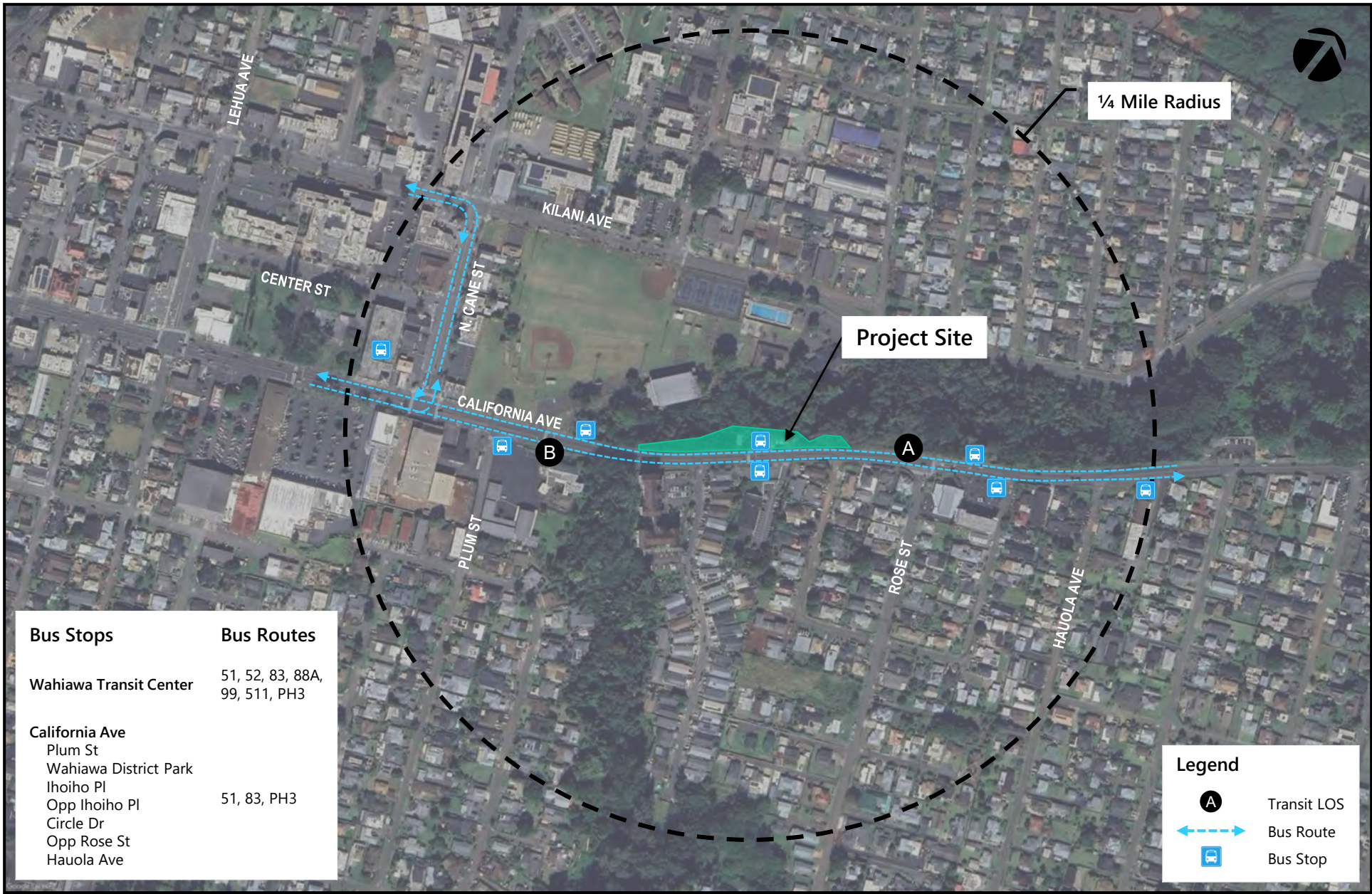
9



has also directly supported the development of the Multimodal Level of Service (LOS) analysis methodologies introduced in the Highway Capacity Manual (HCM) 2010 and subsequently refined in HCM 6. Multimodal LOS analyzes a roadway corridor comprised of street segments which are defined as a length of street between intersections where traffic may have to stop due to traffic control. Transit LOS can be directly compared to other transportation modes with LOS “A” representing the best quality of service and the letter “F” used to represent the worst quality of service. The assessment evaluates the quality of transit operations incorporating factors that bear all aspect of a transit trip including the pedestrian environment along the street, service frequency and reliability, and the availability of transit amenities at those stop locations.

2. Transit LOS

Transit within the project vicinity is provided by “The Bus” which is operated by the Oahu Transit Service (OTS) for the CCH-DTS. In the vicinity of the project site, there are 8 other bus stops located within a quarter mile radius of the project site including the Wahiawa Transit Center. Based on the Transit Capacity and Quality of Service Manual (TCQSM), a quarter mile represents the maximum distance that people will walk to a transit stop which is equivalent to approximately 5 minutes of walking time. Figure 10 depicts the location of transit facilities and summarizes the existing transit LOS for the transit facilities within a quarter mile radius of the project. In general, there is good transit quality of service in the project vicinity with transit facilities along California Avenue rated at LOS “B” or better. The project vicinity is served by a number of transit resources that provide connections to local and regional bus routes with headways of 1 hour or less. The environment within the project vicinity is generally pedestrian friendly with sidewalks and crosswalks that facilitate access to and from the bus stop locations. Transit LOS calculations are included in Appendix G. Under with project conditions, transit service in the vicinity is generally expected to be maintained. However, as previously discussed, since the project site is



Bus Stops	Bus Routes
Wahiawa Transit Center	51, 52, 83, 88A, 99, 511, PH3
California Ave Plum St Wahiawa District Park Ihoiho Pl Opp Ihoiho Pl Circle Dr Opp Rose St Hauola Ave	51, 83, PH3

Legend

- Transit LOS
- Bus Route
- Bus Stop



DOE HIGH CORE/STOREFRONT SCHOOL

TRANSIT FACILITIES AND LEVEL OF SERVICE

FIGURE
10

adjacent to an existing bus stop, the project should coordinate with the DTS to verify any improvements, if any, are required in conjunction with the project and to ensure access to that bus stop is maintained throughout the duration of construction.

VII. RECOMMENDATIONS

Based on the analysis of the traffic data, the following are the recommendations of this study to be incorporated in the project design.

1. Provide sufficient sight distance for motorists to safely enter and exit all project driveways to ensure pedestrians, bicyclists, and motorists are aware of the presence of each other at these conflict points.
2. Provide adequate on-site loading and off-loading service areas and prohibit off-site loading operations.
3. Provide adequate turn-around area for service, delivery, and refuse collection vehicles to maneuver on the project site to avoid vehicle-reversing maneuvers onto public roadways.
4. Provide sufficient turning radii at all project driveways to avoid vehicle encroachments to oncoming traffic lanes.
5. Maintain the existing crossing treatments at the midblock crossing along California Avenue between Iho Iho Place and Circle Drive (West) as consistent with the guidelines in the Complete Streets Manual and implement management strategies to facilitate pedestrian crossings during the before and after school periods to facilitate crossings for students at this location. These strategies may be incorporated into an overall Traffic Management Plan for the school. In addition, consider the addition of active or enhanced treatments to increase pedestrian visibility while crossing.
6. Provide adequate pedestrian connections between the on-site and off-site facilities. All pedestrian connections should be made accessible in conformance with the American with Disabilities Act (ADA).
7. Consider incorporating bicycle facilities within the project boundaries including designated and secured bicycle parking to encourage the use of alternate modes of transportation and connections that facilitate access to the planned bicycle facilities in the vicinity of the project.
8. Coordinate with the City and County of Honolulu Department of Transportation Services regarding their plans to implement bike facilities in the project vicinity.
9. Coordinate with the City and County of Honolulu Department of Transportation Services with regards to any improvements that may be required for the bus stop

- located along California Avenue adjacent to the project site and ensure continued access to the existing transit stops in the vicinity of the project.
10. Prepare a Traffic Management Plan (TMP) for the school given the project's proximity to other nearby schools, the location of the project driveways relative to the midblock crossing, and the location of the project's off-site parking area across the street on California Avenue. This plan should address daily school traffic including:
- Use of crossing guard/SDOs at the midblock crossing fronting the project during before and after school periods to assist with pedestrian crossings.
 - Use of on-site personnel to monitor operations within the pick-up/drop-off area to ensure queues do not extend onto the adjacent roadway

VIII. CONCLUSION

The proposed project entails replacement of the existing building that currently houses office and meeting spaces for the DOE Central District Office with a new facility to house classrooms and office spaces for the relocated DOE High Core/Storefront School. Access to the proposed project is expected to be provided via new driveways off California Avenue with primary access to be provided via the east driveways which include two one-way driveways to serve the student pick up and drop off areas. The proposed redevelopment is expected to be complete by Year 2026. Traffic operations under with project conditions are anticipated to remain similar to existing and without project conditions. As previously discussed, traffic operations in the vicinity are expected to continue being influenced by the presence of other schools in the vicinity. In addition, given the location of the project driveways relative to the midblock crossing and the location of the project's off-site parking across the street on California Avenue, the preparation of a Transportation Management Plan is recommended to identify management strategies to address daily school traffic. As such, with the implementation of the aforementioned recommendations, the proposed DOE High Core/Storefront School is not expected to have a significant impact on the surrounding roadways.

APPENDIX A
EXISTING TRAFFIC COUNT DATA

Wilson Okamoto Corporation

1907 S. Beretania Street, Suite 400
Honolulu HI, 96826

Counted By: CD
Counters: TU-0653
Weather: Clear

File Name : Callho AM
Site Code : 00000001
Start Date : 8/8/2023
Page No : 1

Groups Printed- Unshifted

Start Time	California Ave Westbound				Iho Iho Pl Northbound				California Ave Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
06:30 AM	0	179	0	179	6	1	2	9	78	0	0	78	266
06:45 AM	1	174	0	175	5	1	3	9	127	1	0	128	312
Total	1	353	0	354	11	2	5	18	205	1	0	206	578
07:00 AM	1	198	0	199	6	4	6	16	202	2	0	204	419
07:15 AM	1	241	0	242	12	3	11	26	209	5	0	214	482
07:30 AM	2	240	0	242	7	1	2	10	201	2	0	203	455
07:45 AM	2	233	0	235	8	4	3	15	204	4	0	208	458
Total	6	912	0	918	33	12	22	67	816	13	0	829	1814
08:00 AM	2	231	0	233	6	1	9	16	216	7	0	223	472
08:15 AM	0	240	0	240	6	1	2	9	91	4	0	95	344
Grand Total	9	1736	0	1745	56	16	38	110	1328	25	0	1353	3208
Apprch %	0.5	99.5	0		50.9	14.5	34.5		98.2	1.8	0		
Total %	0.3	54.1	0	54.4	1.7	0.5	1.2	3.4	41.4	0.8	0	42.2	

Start Time	California Ave Westbound			Iho Iho Pl Northbound			California Ave Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	241	242	12	3	15	209	5	214	471
07:30 AM	2	240	242	7	1	8	201	2	203	453
07:45 AM	2	233	235	8	4	12	204	4	208	455
08:00 AM	2	231	233	6	1	7	216	7	223	463
Total Volume	7	945	952	33	9	42	830	18	848	1842
% App. Total	0.7	99.3		78.6	21.4		97.9	2.1		
PHF	.875	.980	.983	.688	.563	.700	.961	.643	.951	.978

Wilson Okamoto Corporation

1409 SRheretauia Street, Sgite c00
Houolglg HI, 45825

Coguted nB: Mys
CoguterT: U- 62505
Weather: CsGyp

File Name : Callho AM
Site Code : 00000001
Start Date : 8/8/2023
AaPe No : 1

f rogvT Ariuted6- uThitted

Start Uime	Caliboruia y Eeuge WeTtLogud				Iho Iho Ala. e NorthLogud				Caliboruia y Eeuge GaTtLogud				lutRtJotal
	setl	Uhrgr	AedT	yvvRtJotal	setl	piPht	AedT	yvvRtJotal	Uhrgr	piPht	AedT	yvvRtJotal	
02:00 AM	1	171	0	172	9	2	1	10	153	5	0	154	331
02:17 AM	1	190	0	191	2	3	7	10	200	1	0	201	382
02:30 AM	3	200	0	203	5	2	c1	c4	158	9	0	197	c29
02:c7 AM	1	22c	0	227	7	2	10c	111	192	4	0	181	719
Uotal	5	9c7	0	971	20	4	171	180	903	23	0	925	1579
03:00 AM	3	148	0	201	2	0	15	18	178	5	0	15c	383
03:17 AM	1	151	0	152	1	1	3	7	180	8	0	188	377
03:30 AM	c	179	0	151	c	2	1	9	19c	8	0	182	370
03:c7 AM	0	151	0	151	c	1	8	13	199	8	0	187	374
Uotal	8	599	0	587	11	c	28	c3	584	30	0	914	1cc9
0c:00 AM	0	151	0	151	9	0	3	10	15c	9	0	191	3c2
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0c:30 AM	0	135	0	135	3	0	0	3	180	7	0	187	32c
0c:c7 AM	0	122	0	122	3	0	1	c	182	9	0	184	317
Uotal	0	734	0	734	18	1	9	25	540	23	0	913	1298
f raud Uotal	1c	1451	0	1497	c4	1c	185	2c4	2082	95	0	2178	c382
yvvr. h %	0R	44R	0		14R	7R	9cR		45R	3R	0		
Uotal %	0R	ccR	0	c7R	1R	0R	cR	7R	c9R	1R	0	c4R	

Start Uime	Caliboruia y Eeuge WeTtLogud			Iho Iho Ala. e NorthLogud			Caliboruia y Eeuge GaTtLogud			lutRtJotal
	setl	Uhrgr	yvvRtJotal	setl	piPht	yvvRtJotal	Uhrgr	piPht	yvvRtJotal	
Aeak Hogr y ualBTT From 02:00 AM to 03:17 AM 6Aeak 1 ob1										
Aeak Hogr bor Gutire luterTe. tiou nePluT at 02:17 AM										
02:17 AM	1	190	191	2	3	7	200	1	201	399
02:30 AM	3	200	203	5	2	8	158	9	197	385
02:c7 AM	1	22c	227	7	2	9	192	4	181	c13
03:00 AM	3	148	201	2	0	2	178	5	15c	359
Uotal Volgme	8	942	800	17	9	22	548	23	921	17c3
% yvvRtJotal	1	44		58R	31R		45R	3R		
AHF	R59	R8c	R84	R27	R83	R88	R93	R34	R49	R3c

Wilson Okamoto Corporation

1907 S. Beretania Street, Suite 400
Honolulu HI, 96826

Counted By: BM
Counters: TU-0654
Weather: Clear

File Name : CalMid AM
Site Code : 00000002
Start Date : 8/8/2023
Page No : 1

Groups Printed- Unshifted

California Avenue Crosswalk Westbound			
Start Time	Peds	App. Total	Int. Total
06:30 AM	0	0	0
06:45 AM	1	1	1
Total	1	1	1
07:00 AM	1	1	1
07:15 AM	3	3	3
07:30 AM	5	5	5
07:45 AM	4	4	4
Total	13	13	13
08:00 AM	5	5	5
08:15 AM	2	2	2
Grand Total	21	21	21
Apprch %	100		
Total %	100	100	

California Avenue Crosswalk Westbound			
Start Time	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1			
Peak Hour for Entire Intersection Begins at 07:15 AM			
07:15 AM	3	3	3
07:30 AM	5	5	5
07:45 AM	4	4	4
08:00 AM	5	5	5
Total Volume	17	17	17
% App. Total	100		
PHF	.850	.850	.850

Wilson Okamoto Corporation

1907 S. Beretania Street, Suite 400
Honolulu HI, 96826

Counted By: MAL
Counters: TU-2606
Weather: CLEAR

File Name : CalMid PM
Site Code : 00000002
Start Date : 8/8/2023
Page No : 1

Groups Printed- Unshifted

California Avenue Crosswalk Westbound			
Start Time	Peds	App. Total	Int. Total
02:00 PM	1	1	1
02:15 PM	2	2	2
02:30 PM	5	5	5
02:45 PM	7	7	7
Total	15	15	15
03:00 PM	6	6	6
03:15 PM	1	1	1
03:30 PM	0	0	0
03:45 PM	0	0	0
Total	7	7	7
04:00 PM	3	3	3
04:15 PM	4	4	4
04:30 PM	2	2	2
04:45 PM	2	2	2
Total	11	11	11
Grand Total	33	33	33
Apprch %	100		
Total %	100	100	

California Avenue Crosswalk Westbound			
Start Time	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1			
Peak Hour for Entire Intersection Begins at 02:15 PM			
02:15 PM	2	2	2
02:30 PM	5	5	5
02:45 PM	7	7	7
03:00 PM	6	6	6
Total Volume	20	20	20
% App. Total	100		
PHF	.714	.714	.714

Wilson Okamoto Corporation

1907 S. Beretania Street, Suite 400
Honolulu HI, 96826

Counted By: KY
Counters: TU-0651
Weather: Clear

File Name : CalCir AM
Site Code : 00000003
Start Date : 8/8/2023
Page No : 1

Groups Printed- Unshifted

Start Time	California Ave Westbound				Circle Dr Northbound				California Ave Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
06:30 AM	0	174	0	174	2	0	1	3	78	0	0	78	255
06:45 AM	0	167	0	167	5	1	4	10	125	2	0	127	304
Total	0	341	0	341	7	1	5	13	203	2	0	205	559
07:00 AM	0	203	0	203	1	0	3	4	196	4	0	200	407
07:15 AM	1	243	0	244	0	0	10	10	193	10	0	203	457
07:30 AM	0	253	0	253	2	0	5	7	187	15	0	202	462
07:45 AM	0	244	0	244	1	0	4	5	193	13	0	206	455
Total	1	943	0	944	4	0	22	26	769	42	0	811	1781
08:00 AM	0	241	0	241	0	0	6	6	229	3	0	232	479
08:15 AM	0	240	0	240	1	0	3	4	89	1	0	90	334
Grand Total	1	1765	0	1766	12	1	36	49	1290	48	0	1338	3153
Apprch %	0.1	99.9	0		24.5	2	73.5		96.4	3.6	0		
Total %	0	56	0	56	0.4	0	1.1	1.6	40.9	1.5	0	42.4	

Start Time	California Ave Westbound			Circle Dr Northbound			California Ave Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	243	244	0	0	0	193	10	203	447
07:30 AM	0	253	253	2	0	2	187	15	202	457
07:45 AM	0	244	244	1	0	1	193	13	206	451
08:00 AM	0	241	241	0	0	0	229	3	232	473
Total Volume	1	981	982	3	0	3	802	41	843	1828
% App. Total	0.1	99.9		100	0		95.1	4.9		
PHF	.250	.969	.970	.375	.000	.375	.876	.683	.908	.966

Wilson Okamoto Corporation

g709 S. n eretauia Street, S1ite 400

Houol111 HI, 7- 82-

Co1uted nB yK
Co1uterY: sT0- 6g
5 eatVr: Clear

File Name : CalCir AM
Site Code : 00000003
Start Date : 8/8/2023
AaPe No : g

h ro1GY AriutedUT uYVted

Start sime	Calipruia f ve 5 eYtbo1ud				Circle Dr NortVbo1ud				Calipruia f ve EaYtbo1ud				lut. sotal
	Lept	sW1	AedY	f GG sotal	Lept	RiPW	AedY	f GG sotal	sW1	RiPW	AedY	f GG sotal	
02:00 AM	0	g38	0	g38	g	0	g	2	g66	3	0	g68	278
02:g6 AM	0	g6g	0	g6g	g	g	4	-	g86	g	0	g8-	343
02:30 AM	0	g- 3	0	g- 3	g	0	30	3g	g- 7	2	0	g9g	3- 6
02:46 AM	0	g80	0	g80	2	g	80	83	g- -	3	0	g- 7	432
sotal	0	- 32	0	- 32	6	2	gg6	g22	- 96	7	0	- 84	g438
03:00 AM	g	g94	0	g96	3	0	20	23	g- 0	6	0	g- 6	3- 3
03:g6 AM	0	g37	0	g37	g	0	-	9	g83	3	0	g8-	332
03:30 AM	g	g22	0	g23	2	g	2	6	g- 9	4	0	g9g	277
03:46 AM	0	g44	0	g44	0	0	3	3	g94	g	0	g96	322
sotal	2	697	0	68g	-	g	3g	38	- 84	g3	0	- 79	g3g-
04:00 AM	0	gg8	0	gg8	g	0	4	6	g- -	3	0	g- 7	272
04:g6 AM	0	g09	0	g09	g	g	0	2	g66	6	0	g- 0	2- 7
04:30 AM	0	g07	0	g07	g	0	g	2	g9-	g	0	g99	288
04:46 AM	0	g0-	0	g0-	g	g	2	4	g99	3	0	g80	270
sotal	0	440	0	440	4	2	9	g3	- 94	g2	0	- 8-	gg37
h raud sotal	2	g- 6g	0	g- 63	g6	6	g63	g93	2033	34	0	20- 9	3873
f GGcW%	0.g	77.7	0		8.9	2.7	88.4		78.4	g-	0		
sotal %	0.g	42.4	0	42.6	0.4	0.g	3.7	4.4	62.2	0.7	0	63.g	

Start sime	Calipruia f ve 5 eYtbo1ud			Circle Dr NortVbo1ud			Calipruia f ve EaYtbo1ud			lut. sotal
	Lept	sW1	f GG sotal	Lept	RiPW	f GG sotal	sW1	RiPW	f GG sotal	
Aeak Ho1r f ualBY Y From 02:00 AM to 03:46 AM UAeak g opg										
Aeak Ho1r por Eutire luterYeciou nePluY at 02:g6 AM										
02:g6 AM	0	g6g	g6g	g	g	2	g86	g	g8-	337
02:30 AM	0	g- 3	g- 3	g	0	g	g- 7	2	g9g	336
02:46 AM	0	g80	g80	2	g	3	g- -	3	g- 7	362
03:00 AM	g	g94	g96	3	0	3	g- 0	6	g- 6	343
sotal Vol1me	g	-- 8	-- 7	9	2	7	- 80	gg	- 7g	g3- 7
% f GG sotal	0.g	77.7		99.8	22.2		78.4	g-		
AHF	.260	.728	.727	.683	.600	.960	.7g7	.660	.727	.792

Wilson Okamoto Corporation

u904 SRy eretaBia Street, Snite 100

HhBhlnln H7, 95825

ChnBted y s: MT
 ChnBtero: U- 05W
 G eatper: Clear

File Name : Call ho AM
 Site Chde : 0000001
 Start Date : 8/8/2023
 Page Nh : u

f rhnvo PriBted6- Bopitted

Start Uime	CalithrBia AEe G eotLhnBd				I hoe St NhrtpLhnBd				CalithrBia AEe . aotLhnBd				7tRUhtal
	Telt	Uprn	Pedo	AvvRUhtal	Telt	I igpt	Pedo	AvvRUhtal	Uprn	I igpt	Pedo	AvvRUhtal	
05:30 AM	0	uV0	0	uV0	21	0	2	25	V0	u9	0	48	2W
05:1WAM	5	u1W	0	uW	22	5	3	3u	90	3W	0	u2W	304
Uhtal	5	29W	0	30u	15	5	W	W	u19	W	0	203	V5u
04:00 AM	u3	uVW	0	u58	18	u1	2	51	u39	W	0	u95	128
04:uWAM	u2	u43	2	u84	40	31	5	uu0	u2u	42	0	u93	190
04:30 AM	u0	u4u	W	u85	82	2W	4	uu1	u39	18	0	u84	184
04:1WAM	5	u80	0	u85	51	21	u	89	u19	11	0	u93	158
Uhtal	1u	549	4	424	251	94	u5	344	W18	22u	0	459	u843
08:00 AM	2	209	0	2uu	32	W	4	11	205	23	0	229	181
08:uWAM	3	223	u	224	u4	0	2	u9	45	u3	0	89	33W
f raBd Uhtal	V0	u105	8	u155	3V0	u08	30	194	949	3uu	0	u290	32V0
Avvrp %	3RV	9V0	0RV		42R	2uR	5		4V0	21R	0		
Uhtal %	uR	13R	0R	1VR	uu	3R	0R	uVR	30R	9R	0	39R	

Start Uime	CalithrBia AEe G eotLhnBd			I hoe St NhrtpLhnBd			CalithrBia AEe . aotLhnBd			7tRUhtal
	Telt	Uprn	AvvRUhtal	Telt	I igpt	AvvRUhtal	Uprn	I igpt	AvvRUhtal	
Peak Hhnr ABalsoio Frhm 05:30 AM th 08:uWAM 6Peak u hbu										
Peak Hhnr thr . Btire 7BteroectihB yegiBo at 04:uWAM										
04:uWAM	u2	u43	u8W	40	31	u01	u2u	42	u93	182
04:30 AM	u0	u4u	u8u	82	2W	u04	u39	18	u84	14W
04:1WAM	5	u80	u85	51	21	88	u19	11	u93	154
08:00 AM	2	209	2uu	32	W	34	205	23	229	144
Uhtal Vhlnme	30	433	453	218	88	335	5uW	u84	802	u90u
% AvvRUhtal	3R	95R		43R	25R		45R	23R		
PHF	R2W	R44	R01	R4V	R14	R8W	R15	R19	R45	R85

Wilson Okamoto Corporation

1907 S. Beretania Street, Suite 400
Honolulu HI, 96826

Counted By: JTM
Counters: TU-2841
Weather: CLEAR

File Name : CalRos PM
Site Code : 00000004
Start Date : 8/8/2023
Page No : 1

Groups Printed- Unshifted

Start Time	California Avenue Westbound				Rose Street Northbound				California Avenue Eastbound				Int. Total
	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Right	Peds	App. Total	
02:00 PM	1	137	0	138	10	10	0	20	140	15	0	155	313
02:15 PM	0	150	0	150	18	12	4	34	166	20	0	186	370
02:30 PM	8	162	1	171	54	7	36	97	141	28	0	169	437
02:45 PM	4	178	0	182	34	5	88	127	134	33	0	167	476
Total	13	627	1	641	116	34	128	278	581	96	0	677	1596
03:00 PM	2	171	0	173	24	7	8	39	137	23	0	160	372
03:15 PM	10	138	0	148	19	6	6	31	152	31	0	183	362
03:30 PM	2	120	0	122	29	6	3	38	152	16	0	168	328
03:45 PM	1	144	0	145	24	4	1	29	160	14	0	174	348
Total	15	573	0	588	96	23	18	137	601	84	0	685	1410
04:00 PM	3	117	0	120	25	0	6	31	148	18	0	166	317
04:15 PM	1	106	0	107	11	1	1	13	141	14	0	155	275
04:30 PM	1	108	0	109	20	2	0	22	157	19	0	176	307
04:45 PM	1	105	0	106	10	0	2	12	159	18	0	177	295
Total	6	436	0	442	66	3	9	78	605	69	0	674	1194
Grand Total	34	1636	1	1671	278	60	155	493	1787	249	0	2036	4200
Apprch %	2	97.9	0.1		56.4	12.2	31.4		87.8	12.2	0		
Total %	0.8	39	0	39.8	6.6	1.4	3.7	11.7	42.5	5.9	0	48.5	

Start Time	California Avenue Westbound			Rose Street Northbound			California Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:15 PM										
02:15 PM	0	150	150	18	12	30	166	20	186	366
02:30 PM	8	162	170	54	7	61	141	28	169	400
02:45 PM	4	178	182	34	5	39	134	33	167	388
03:00 PM	2	171	173	24	7	31	137	23	160	364
Total Volume	14	661	675	130	31	161	578	104	682	1518
% App. Total	2.1	97.9		80.7	19.3		84.8	15.2		
PHF	.438	.928	.927	.602	.646	.660	.870	.788	.917	.949

APPENDIX B

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE DEFINITIONS

LEVEL-OF-SERVICE CRITERIA FOR AUTOMOBILES AT SIGNALIZED INTERSECTIONS

LOS A describes operations with a control delay of 10s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

LOS B describes operations with control delay between 10 and 20s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

LOS C describes operations with control delay between 20 and 35s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

LOS D describes operations with control delay between 35 and 55s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

LOS E describes operations with control delay between 55 and 80s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

LOS F describes operations with control delay exceeding 80s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most Cycles fail to clear the queue.

A lane group can incur a delay less than 80s/veh when the volume-to-capacity ratio exceeds 1.0. This condition typically occurs when the cycle length is short, the signal progression is favorable, or both. As a result, both the delay and volume-to-capacity ratio are considered when lane group LOS is established. A ratio of 1.0 or more indicated that cycle capacity is fully utilized and represents failure from a capacity perspective (just as delay in excess of 80s/veh represents failure from a delay perspective).

LEVEL OF SERVICE DEFINITIONS

LEVEL-OF-SERVICE (LOS) CRITERIA FOR AUTOMOBILES AT A TWO-WAY STOP CONTROLLED (TWSC) INTERSECTIONS

LOS for a TWSC intersection is determined by the computed or measured control delay. For motor vehicles, LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns by using criteria shown below. Major-street through vehicles are assumed to experience zero delay. LOS F is assigned to the movement if the volume-to-capacity ratio for the movement exceeds 1.0, regardless of the control delay.

The following lists the LOS criteria for a TWSC intersection:

LOS A describes operations with a control delay of 10s/veh or less and a volume-to-capacity ratio no greater than 1.0.

LOS B describes operations with a control delay between 10s/veh and 15s/veh and a volume-to-capacity ratio no greater than 1.0.

LOS C describes operations with a control delay between 15s/veh and 25s/veh and a volume-to-capacity ratio no greater than 1.0.

LOS D describes operations with a control delay between 25s/veh and 35s/veh and a volume-to-capacity ratio no greater than 1.0.

LOS E describes operations with a control delay between 35s/veh and 50s/veh and a volume-to-capacity ratio no greater than 1.0.

LOS F describes operations with a control exceeding 50s/veh and a volume-to-capacity ratio no greater than 1.0 or when the volume-to-capacity ratio exceeds 1.0, regardless of the measurement of the control delay.

APPENDIX C

**CAPACITY ANALYSIS CALCULATIONS
EXISTING PEAK HOUR TRAFFIC ANALYSIS**

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	830	18	7	945	33	9
Future Vol, veh/h	830	18	7	945	33	9
Conflicting Peds, #/hr	0	18	18	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	847	18	7	964	34	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	883	0	1852 874
Stage 1	-	-	-	-	874 -
Stage 2	-	-	-	-	978 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	766	-	81 349
Stage 1	-	-	-	-	408 -
Stage 2	-	-	-	-	364 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	753	-	78 343
Mov Cap-2 Maneuver	-	-	-	-	78 -
Stage 1	-	-	-	-	401 -
Stage 2	-	-	-	-	357 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	73.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	93	-	-	753	-
HCM Lane V/C Ratio	0.461	-	-	0.009	-
HCM Control Delay (s)	73.2	-	-	9.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Intersection						
Int DelayDs, eh	06					
Mo, ement	EB.	EBR	7 BT	7 B.	WBT	WBR
Tane Conlignations						
. rallic f oID, eh/h	6uV	23	V	8u2	15	8
9NNe f oID, eh/h	6uV	23	V	8u2	15	8
Conllicting Ae4sDF/hr	0	1V	0	0	0	0
Sign Control	9ree	9ree	9ree	9ree	Stop	Stop
R. Channelide4	#	Wbne	#	Wbne	#	Wbne
Storage Tength	#	#	#	#	0	#
f eh in Me4ian StorageDF	0	#	#	0	0	#
z ra4eD-	0	#	#	0	0	#
AeaGHoN 9actor	u3	u3	u3	u3	u3	u3
Hea, y f ehiclesD-	2	2	2	2	2	2
M, mt 9lo%	851	25	u	V52	16	V

Major/Minor	Major1	Major2	Minor1
Conllicting 9lo% wl	0	0	8uj 0 1652 8V2
Stage 1	#	#	# # 8V2 #
Stage 2	#	#	# # V80 #
Critical H4%y	#	#	j v12 # 6y 2 6V2
Critical H4%y Stg 1	#	#	# # 5y 2 #
Critical H4%y Stg 2	#	#	# # 5y 2 #
9ollo%#p H4%y	#	#	2V1V # 3V1V 3V1V
Aot Cap#1 ManeN, er	#	#	V28 # 10V 3uj
Stage 1	#	#	# # j 51 #
Stage 2	#	#	# # j 10 #
Alatoon blocG4D-	#	#	#
Mo, Cap#1 ManeN, er	#	#	V13 # 10j 3V8
Mo, Cap#2 ManeN, er	#	#	# # 10j #
Stage 1	#	#	# # j j 3 #
Stage 2	#	#	# # j 01 #

pproach	EB	7 B	WB
HCM Control I elayDs	0	0v1	38
HCM TOS			E

Minor Tane/Major M, mt	WBTn1	EB.	EBR	7 BT	7 B.
Capacity (, eh/h)	136	#	#	V13	#
HCM Tane f /C Ratio	0v18j	#	#	0v011	#
HCM Control I elay (s)	38	#	#	u5	0
HCM Tane TOS	E	#	#	w	w
HCM u5th - tile Q(, eh)	06	#	#	0	#

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	802	41	1	981	3	0
Future Vol, veh/h	802	41	1	981	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	827	42	1	1011	3	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	869	0	1861
Stage 1	-	-	-	-	848
Stage 2	-	-	-	-	1013
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	775	-	80
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	351
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	775	-	80
Mov Cap-2 Maneuver	-	-	-	-	80
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	350

Approach	EB	WB	NB
HCM Control Delay, s	0	0	51.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	80	-	-	775	-
HCM Lane V/C Ratio	0.039	-	-	0.001	-
HCM Control Delay (s)	51.8	-	-	9.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Port DelayDs, eh	02					
Mo, ement	EB.	EBR	7 BT	7 B.	WBT	WBR
Tane Conlignations						
. rallic f oID, eh/h	6V0	11	1	8Vj	8	2
9NNe f oID, eh/h	6V0	11	1	8Vj	8	2
Conllicting Ae4sDF/hr	0	0	0	0	0	0
Sign Control	9ree	9ree	9ree	9ree	Stop	Stop
R. Channelide4	#	Wbne	#	Wbne	#	Wbne
Storage Tength	#	#	#	#	0	#
f eh in Me4ian StorageDF	0	#	#	0	0	#
z ra4eD-	0	#	#	0	0	#
AeaGHoN 9actor	u6	u6	u6	u6	u6	u6
Hea, y f ehiclesD-	2	2	2	2	2	2
M, mt 9lo%	80V	11	1	V18	8	2

Major/Minor	Major1	Major2	Minor1
Conllicting 9lo% wl	0	0	81u 0 1533 81j
Stage 1	#	#	# # 81j #
Stage 2	#	#	# # V1u #
Critical H4%y	#	#	j v12 # 6vj 2 622
Critical H4%y Stg 1	#	#	# # 5vj 2 #
Critical H4%y Stg 2	#	#	# # 5vj 2 #
9ollo%#p H4%y	#	#	221V # 351V 331V
Aot Cap#1 ManeN, er	#	#	W2 # 12V j 31
Stage 1	#	#	# # j v5 #
Stage 2	#	#	# # j 33 #
Alatoon blocGe4D-	#	#	#
Mo, Cap#1 ManeN, er	#	#	W2 # 12V j 31
Mo, Cap#2 ManeN, er	#	#	# # 12V #
Stage 1	#	#	# # j v5 #
Stage 2	#	#	# # j 32 #

pproach	EB	7 B	WB
HCM Control I elayDs	0	0	302
HCM TOS			l

Minor Tane/Major M, mt	WBTn1	EB.	EBR	7 BT	7 B.
Capacity (, eh/h)	152	#	#	W2	#
HCM Tane f /C Ratio	0062	#	#	0001	#
HCM Control I elay (s)	302	#	#	u1	0
HCM Tane TOS	l	#	#	w	w
HCM u5th - tile Q(, eh)	02	#	#	0	#

HCM 6th Signalized Intersection Summary

11: Rose St & California Ave

12/01/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	615	187	30	733	248	88
Future Volume (veh/h)	615	187	30	733	248	88
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	1870	1870
Adj Flow Rate, veh/h	621	189	30	740	251	89
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	782	238	279	1063	309	110
Arrive On Green	0.57	0.57	0.57	0.57	0.24	0.24
Sat Flow, veh/h	1376	419	673	1870	1270	450
Grp Volume(v), veh/h	0	810	30	740	341	0
Grp Sat Flow(s),veh/h/ln	0	1795	673	1870	1726	0
Q Serve(g_s), s	0.0	18.8	1.9	15.0	9.9	0.0
Cycle Q Clear(g_c), s	0.0	18.8	20.8	15.0	9.9	0.0
Prop In Lane		0.23	1.00		0.74	0.26
Lane Grp Cap(c), veh/h	0	1020	279	1063	420	0
V/C Ratio(X)	0.00	0.79	0.11	0.70	0.81	0.00
Avail Cap(c_a), veh/h	0	2505	837	2611	1172	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.0	17.2	8.2	18.9	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.2	0.8	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.9	0.3	4.8	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.5	17.3	9.0	22.8	0.0
LnGrp LOS	A	B	B	A	C	A
Approach Vol, veh/h	810			770	341	
Approach Delay, s/veh	10.5			9.3	22.8	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		17.9		35.1		35.1
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		36.0		74.0		74.0
Max Q Clear Time (g_c+I1), s		11.9		20.8		22.8
Green Ext Time (p_c), s		1.1		8.5		7.4
Intersection Summary						
HCM 6th Ctrl Delay			12.2			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary
 11: Rose St & California Ave

12/01/2023



Mo, ement	EB.	EBR	7 BT	7 B.	WBT	WBR
Tane ConlignRations	↔		↔	↔	↔	↔
. rallc f olNme (, eh/h)	58V	10j	1j	661	130	31
9NtNre f olNme (, eh/h)	58V	10j	1j	661	130	31
Pritial Q (Qb)D, eh	0	0	0	0	0	0
Ae4#BiGe w4K(w_pb.)		1.00	1.00		1.00	1.00
AarGng BNsDw4k	1.00	1.00	1.00	1.00	1.00	1.00
7 orGZone On wpproach	Wb			Wb	Wb	
w4kSat 9lo%D, eh/h/ln	1V80	1V80	1V80	1V80	1V80	1V80
w4k9lo% RateD, eh/h	60V	10u	15	6u6	138	33
AeaGHoNr 9actor	0w5	0w5	0w5	0w5	0w5	0w5
Aercent Hea, y f ehD-	2	2	2	2	2	2
CapD, eh/h	V65	155	j 21	10j V	1W	j 5
wrri, e On z reen	0v66	0v66	0v66	0v66	0v13	0v13
Sat 9lo%D, eh/h	15j j	288	83j	1V80	13uj	336
z rp f olNme(,)D, eh/h	0	818	15	6u6	181	0
z rp Sat 9lo%(s)D,eh/h/ln	0	1V21	83j	1V80	18j 0	0
Q Ser, e(g_s)Ds	0v0	uvj	0v5	V65	3v1	0v0
Cycle Q Clear(g_c)Ds	0v0	uvj	uvu	V65	3v1	0v0
Arop Ph Tane		0v15	1.00		0w0	0v1u
Tane z rp Cap(c)D, eh/h	0	1020	j 21	10j V	235	0
f /C Ratio(X)	0v00	0v80	0v0j	0v66	0v83	0v00
w, ail Cap(c_a)D, eh/h	0	j 10j	1665	j 216	1u0V	0
HCM Alatoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream 9ilter(φ)	0v00	1.00	1.00	1.00	1.00	0v00
Unilorm l elay (4)Ds/, eh	0v0	5v2	VW	5v0	13v6	0v0
Prctr l elay (42)Ds/, eh	0v0	0vu	0v0	0v8	j v3	0v0
Pritial Q l elay(43)Ds/, eh	0v0	0v0	0v0	0v0	0v0	0v0
- ile BacCOlQ(50-)D,eh/ln	0v0	1W	0v1	1v8	1v3	0v0
UnsigvMo, ement l elayDs/, eh						
Tnz rp l elay(4)Ds/, eh	0v0	6v1	VW	5vW	18vu	0v0
Tnz rp TOS	w	w	w	w	B	w
wpproach f olD, eh/h	818			811	181	
wpproach l elayDs/, eh	6v1			5vW	18vu	
wpproach TOS	w			w	B	
. imer #wssigne4 Ahs		2		j		V
Ahs l Nration (z +Y+Rc)Ds		uvj		23j		23j
Change Aerio4 (Y+Rc)Ds		5v0		5v0		5v0
Max z reen Setting (z max)Ds		36v0		8j v0		8j v0
Max Q Clear . ime (g_c+P)Ds		5v1		11j		11vu
z reen Ext . ime (p_c)Ds		0v5		6vW		6v5
Intersection SNmmary						
HCM 6th Ctrl l elay			8v3			
HCM 6th TOS			w			

APPENDIX D

PEDESTRIAN CROSSING ASSESSMENT WORKSHEETS

Table 5-1: Criteria for Crossing Treatments at Uncontrolled Locations

Roadway Configuration	Number of Lanes Crossed to Reach a Refuge	Roadway ADT and Posted Speed															
		1,500-9,000 vpd				9,000-12,000 vpd				12,000-15,000 vpd				≥ 15,000 vpd			
		≤ 30 mph	35 mph	40 mph	> 40 mph	≤ 30 mph	35 mph	40 mph	> 40 mph	≤ 30 mph	35 mph	40 mph	> 40 mph	≤ 30 mph	35 mph	40 mph	> 40 mph
1 or 2 Lanes (One-Way Street)	2	A	A	B	C	A	A	B	C	A	A	B	C	A	B	B	C
2 Lanes (Two-Way Street)	2	A	A	B	C	A	A	B	C	A	A	B	C	A	B	B	C
3 Lanes With Raised Median	1 or 2	A	A	B	C	A	A	B	C	B	B	B	C	B	B	B	C
3 Lanes With Striped Median	3	A	A	B	C	A	A	B	C	B	B	B	C	B	B	B	C
4 Lanes (Two-Way Without Raised)	4	A	B	B	C	B	B	B	C	B	B	C	C	C	C	C	C
4 Lanes With Raised Median	2	A	A	B	C	A	A	B	C	B	B	C	C	B	B	C	C
5 Lanes Without Raised Median	5	A	B	C	C	B	B	B	C	C	C	C	C	C	C	C	C
5 Lanes With Raised Median	2 or 3	A	A	B	C	A	A	B	C	B	B	C	C	B	B	C	C
6 or More Lanes	3 or 6	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

A. Install marked crosswalk with enhanced signs
 Specific Guidance: Install marked crosswalk and consider installation of pedestrian crossing sign (W11-2), and down arrow (W16-7p) plus advance warning signs that include a pedestrian crossing sign with ahead plaque (W16-9P) and in-road State Law Stop for Pedestrians sign (R1-6a or similar) on bollard. Signage shall be installed at midblock crossings and at school crossing locations. Use S1-1 signs for School Crossing locations.

B. Install marked crosswalk with enhanced signs and geometric improvements to increase pedestrian visibility and reduce exposure
 Specific Guidance: Install marked crosswalk with pedestrian crossing sign (W11-2) and down arrow (W16-7p) plus advance warning signs that include a pedestrian crossing sign with ahead plaque (W16-9P). Use S1-1 signs for School Crossing locations. In addition, install overhead signs and/or RRFBs. Where possible, install geometric improvements such as raised crosswalks, refuge islands, and bulb-outs to increase pedestrian visibility to motorists or shorten the pedestrian crossing distance.

C. Do not install marked crosswalk
 Specific Guidance: Consider traffic signal, pedestrian hybrid beacon, grade-separated crossing, or other substantial crossing improvement to improve crossing safety for pedestrians.

TCRP Report 112 - NCHRP Report 562 - Pedestrian Crossing Treatment Worksheet

Worksheet 1: Peak-Hour, 35 MPH or Less

Analyst and Site Information

Analyst: MAL Major Street: California Ave
 Analysis Date: Tuesday, November 10, 2023 Minor Street or Location: DOE High Core Midblock - Proposed
 Data Collection Date: Tuesday, August 8, 2023 Peak Hour: PM Peak

Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85th percentile speed on the major street):
 a) Worksheet 1 - 35 mph or less
 b) Worksheet 2- exceeds 35 mph, communities with less than 10,000, or where major transit stop exists

Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment?

52 Peak-hour pedestrian volume (ped/h), vp **2a** 43
 o If 2a ≥ 20 ped/h, then go to Step 3.
 o If 2a < 20 ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.

Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?

3a Major road volume, total of both approaches during peak hour (veh/h), V maj-s **3a** 1505
3b o Minimum signal warrant volume for peak hour (use 3a for Vmaj-s), SC **3b** 126.66
 • SC = 0.00021 Vmaj-s² - 0.74072 Vmaj-s + 734.125/0.75 OR
 • [(0.00021 3a² - 0.74072 3a + 734.125)/0.75]

3c o If 3b < 133, then enter 133. If 3b ≥ 133, then enter 3b. **3c** 133
3d o If 15th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50 percent; otherwise enter 3c. **3d** 133
 o If 2a ≥ 3d, then the warrant has been met and a traffic signal should be considered if not within 300 ft of another traffic signal. Otherwise, the warrant has not been met. Go to Step 4.

Step 4: Estimate pedestrian delay.

4a Pedestrian crossing distance, curb to curb (ft), L **4a** 34
4b Pedestrian walking speed (ft.s), Sp **4b** 3.5
4c Pedestrian start-up time and end clearance time (s), ts **4c** 3
4d o Critical gap required for crossing pedestrian (s), tc = (L/Sp) + ts OR [(4a/4b) + 4c] **4d** 12.71

4e Major road volume, total of both approaches or approach being crossed if median refuge island is present during peak hour (veh.h), Vmaj-d **4e** 1505
4f o Major road flow rate (veh/s), v = Vmaj-d/3600 OR [4e/3600] **4f** 0.42

4g o Average pedestrian delay (s/person), dp = (e^{4f x 4d} - v tc - 1) / v OR [(e^{4f x 4d} - 4f x 4d - 1) / 4f] **4g** 471.48
4h o Total pedestrian delay (h), Dp = (dp x Vp) / 3600 OR [(4g x 2a) / 3600] **4h** 5.63

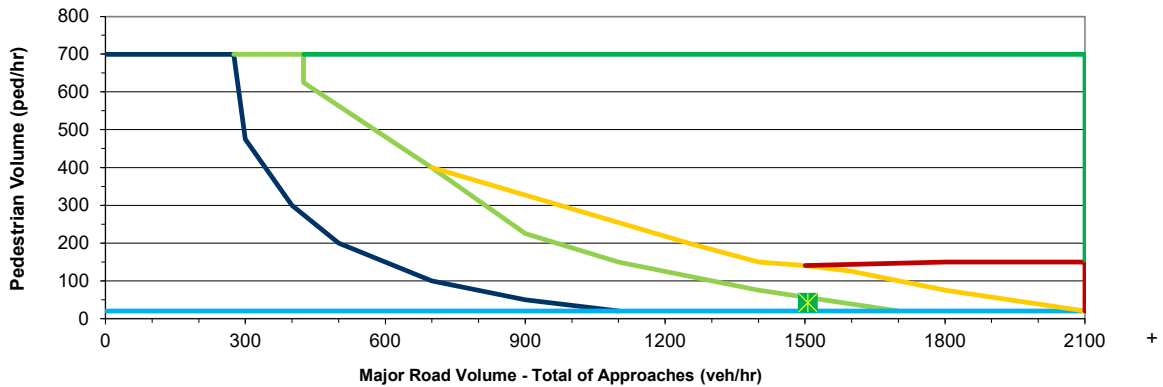
(this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment - assumes 05 compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.

Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.

5a Expected motorist compliance at pedestrian crossings in region, Comp = high or low **5a** HIGH

Total Pedestrian Delay Dp (4h) and Comp (5a)	Treatment Category (see Descriptions of Sample Treatments for examples)
Dp ≥ 21.3h (Comp = high or low) OR 5.3h ≤ Dp < 21.3 h and Comp = low	DO NOT USE RED
1.3h ≤ Dp < 21.3h and Comp = high or low) OR 5.3 ≤ Dp < 21.3 h and Comp = high	USE ACTIVE OR ENHANCED
Dp < 1.3 h (Comp = high or low)	DO NOT USE CROSSWALK

Roadway Configuration: 34' Wide, <35 mph, Vped = 3.5 ft/s



LEGEND
Study Intersection
Signal
Enhanced-High Visibility/Active when Present
Red
Enhanced-High Visibility/Active when Present (if high compliance expected) OR Red (if low compliance expected)
Striped Crosswalk
No Treatment

DESCRIPTIONS OF TREATMENT TYPE		
RED	ENHANCED-HIGH VISIBILITY/ACTIVE WHEN PRESENT	
	Active When Present	Enhanced/High Visibility
<ul style="list-style-type: none"> • Midblock Signal • Half Signal • HAWK 	<ul style="list-style-type: none"> • In Roadway Warning Lights • Passive/Pushbutton Flashing Beacons • Pedestrian Crossing Flags • Rapid Rectangular Flashing Beacons 	<ul style="list-style-type: none"> • In-Street Crossing Signs • High Visibility Signs/Markings • Pedestrian Refuge Islands • Raised Crosswalks • Curb Extensions • Advanced Signage • Advanced Stop/Yield Lines • Constant Flashing Yellow Beacons

APPENDIX E

**CAPACITY ANALYSIS CALCULATIONS
PROJECTED YEAR 2026 PEAK HOUR TRAFFIC
ANALYSIS WITHOUT PROJECT**

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	864	18	7	970	33	9
Future Vol, veh/h	864	18	7	970	33	9
Conflicting Peds, #/hr	0	18	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	882	18	7	990	34	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	918	0	1913
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	1004
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	743	-	75
Stage 1	-	-	-	-	393
Stage 2	-	-	-	-	354
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	730	-	72
Mov Cap-2 Maneuver	-	-	-	-	72
Stage 1	-	-	-	-	386
Stage 2	-	-	-	-	347

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	82.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	86	-	-	730	-
HCM Lane V/C Ratio	0.498	-	-	0.01	-
HCM Control Delay (s)	82.7	-	-	10	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	2.1	-	-	0	-

yaiHtcHixna						
yai RHPBI c/Dts	0,v					
MnDmHai	. 7T	. 7I	W7L	W7T	N7L	N7I
LpaHr nafoutpixac	↑			↑	↑	
Ttpffh VnPDts/s	805	23	9	91v	1:	8
4uiutHVnPDts/s	805	23	9	91v	1:	8
r naffixao AHFcl d/st	0	19	0	0	0	0
6xa r naitnP	4tHH	4tHH	4tHH	4tHH	6inS	6inS
l T r spaaHMF	z	NnaH	z	NnaH	z	NnaH
6intpoHLHaois	z	z	z	z	0	z
Vhs x MFpa 6intpoH d	0	z	z	0	0	z
- tpFH G	0	z	z	0	0	z
Ahp% Cnut 4phint	k3	k3	k3	k3	k3	k3
CHpDBVhsHPcl G	2	2	2	2	2	2
MDmi 4PE	8: 8	2:	k	988	1v	9

Mpgnt/Mxant	Mpgnt1	Mpgnt2	Mxant1
r naffixao 4PE wP	0	0	900
6ipoH1	z	z	z
6ipoH2	z	z	z
r txhpPCFEB	z	z	5,12
r txhpPCFEB6io 1	z	z	z
r txhpPCFEB6io 2	z	z	z
4nPEzuSCFEB	z	z	2,219
Ani r pS2l MpaHuDH	z	z	923
6ipoH1	z	z	z
6ipoH2	z	z	z
Apinna j Ph%FI G	z	z	z
MnDr pS2l MpaHuDH	z	z	90k
MnDr pS2 MpaHuDH	z	z	z
6ipoH1	z	z	z
6ipoH2	z	z	z

wSStnphs	. 7	W7	N7
Cr M r naitnPRHPBI c	0	0,1	39,5
Cr M Lb 6			

Mxant LpaHMpgnt MDmi	N7La1	. 7T	. 7I	W7L	W7T
r pSphxBts/s(	131	z	z	90k	z
Cr M LpaHV/r l pixn	0,191	z	z	0,011	z
Cr M r naitnPRHPBI c(	39,5	z	z	k,:	0
Cr M LpaHLb 6	.	z	z	w	w
Cr M k: is GiPH) ts(	0,v	z	z	0	z

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	823	41	1	1020	3	0
Future Vol, veh/h	823	41	1	1020	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
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, %	2	2	2	2	2	2
Mvmt Flow	848	42	1	1052	3	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	890	0	1923
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	1054
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	761	-	74
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	335
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	761	-	74
Mov Cap-2 Maneuver	-	-	-	-	74
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	334

Approach	EB	WB	NB
HCM Control Delay, s	0	0	55.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	74	-	-	761	-
HCM Lane V/C Ratio	0.042	-	-	0.001	-
HCM Control Delay (s)	55.8	-	-	9.7	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

jaiHtChixna						
yai RHPBI c/Dts	0,2					
MnDmHai	. 7T	. 7I	W7L	W7T	N7L	N7I
LpaHr nafoutpixac	↑			↑	↑	
Ttpffh VnPDts/s	vk0	11	1	903	8	2
4uiutHVnPDts/s	vk0	11	1	903	8	2
r naffixao AHFcl d/st	0	0	0	0	0	0
6xa r naitnP	4tHH	4tHH	4tHH	4tHH	6inS	6inS
I T r spaaHFF	z	NnaH	z	NnaH	z	NnaH
6intpoHLHaois	z	z	z	z	0	z
Vhs x MFpa 6intpoH d	0	z	z	0	0	z
- tpFH G	0	z	z	0	0	z
Ahp%Cnut 4phint	kv	kv	kv	kv	kv	93
CHpDBVhsHPcl G	2	2	2	2	2	2
MDmi 4RE	81k	11	1	93v	8	2

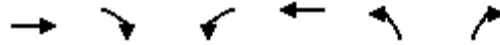
Mpgnt/Mxant	Mpgnt1	Mpgnt2	Mxant1
r naffixao 4RE wP	0	0	830
6ipoH1	z	z	z
6ipoH2	z	z	z
r txhpPCFEB	z	z	5,12
r txhpPCFEB6io 1	z	z	z
r txhpPCFEB6io 2	z	z	z
4nREzuSCFEB	z	z	2,219
Ani r pS2l MpaHuDH	z	z	985
6ipoH1	z	z	z
6ipoH2	z	z	z
Apinna j RH%FI G	z	z	z
MnDr pS2l MpaHuDH	z	z	985
MnDr pS2 MpaHuDH	z	z	z
6ipoH1	z	z	z
6ipoH2	z	z	z

wSStnphs	. 7	W7	N7
Cr M r naitnPRHPBI c	0	0	30,9
Cr M Lb 6			R

Mxant LpaHMpgnt MDmi	N7La1	. 7T	. 7I	W7L	W7T
r pSphxBts/s(	15k	z	z	985	z
Cr M LpaHV/r l pix	0,0v:	z	z	0,001	z
Cr M r naitnPRHPBI c(	30,9	z	z	k,1	0
Cr M LpaHLb 6	R	z	z	w	w
Cr M k: is GixPI) ts(	0,2	z	z	0	z

HCM 6th Signalized Intersection Summary
 11: Rose St & California Ave

12/01/2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↩		↩	↩	↩	↩
Traffic Volume (veh/h)	633	187	30	768	248	88
Future Volume (veh/h)	633	187	30	768	248	88
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	1870	1870
Adj Flow Rate, veh/h	639	189	30	776	251	89
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	801	237	274	1081	307	109
Arrive On Green	0.58	0.58	0.58	0.58	0.24	0.24
Sat Flow, veh/h	1386	410	662	1870	1270	450
Grp Volume(v), veh/h	0	828	30	776	341	0
Grp Sat Flow(s),veh/h/ln	0	1797	662	1870	1726	0
Q Serve(g_s), s	0.0	20.0	2.1	16.6	10.3	0.0
Cycle Q Clear(g_c), s	0.0	20.0	22.0	16.6	10.3	0.0
Prop In Lane		0.23	1.00		0.74	0.26
Lane Grp Cap(c), veh/h	0	1038	274	1081	417	0
V/C Ratio(X)	0.00	0.80	0.11	0.72	0.82	0.00
Avail Cap(c_a), veh/h	0	2404	777	2502	1123	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	9.1	17.8	8.4	19.8	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.2	0.9	4.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.3	0.3	5.3	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	10.6	17.9	9.3	23.8	0.0
LnGrp LOS	A	B	B	A	C	A
Approach Vol, veh/h	828			806	341	
Approach Delay, s/veh	10.6			9.7	23.8	
Approach LOS	B			A	C	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		18.4		37.0		37.0
Change Period (Y+Rc), s		5.0		5.0		5.0
Max Green Setting (Gmax), s		36.0		74.0		74.0
Max Q Clear Time (g_c+I1), s		12.3		22.0		24.0
Green Ext Time (p_c), s		1.1		8.8		7.9
Intersection Summary						
HCM 6th Ctrl Delay			12.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary

11: Rose St & California Ave

12/01/2023



MnDmHai	. 7T	. 7L	W7L	W7T	N7L	N7T
LpaHr nafoutpixac	↑		↑	↑	↑	↑
Ttpfkh VnRmH D/s/	: 98	105	15	v89	130	31
4uiutHVnRmH D/s/	: 98	105	15	v89	130	31
yaixpP) Q j (l D/s	0	0	0	0	0	0
AHFz %HwFg QCS) T(		1,00	1,00		1,00	1,00
Apt%ao 7ucl wFg	1,00	1,00	1,00	1,00	1,00	1,00
Wnt%_naHba wSStnphs	Nn			Nn	Nn	
wFg6pi 4PEI D/s/	1980	1980	1980	1980	1980	1980
wFg4PEI piH D/s/	v19	10k	1:	815	138	33
Ahp%Cnut 4phint	0,k:	0,k:	0,k:	0,k:	0,k:	0,k:
AHthHai CHpDBVHsl G	2	2	2	2	2	2
r pSI D/s/	988	1: :	519	10: k	199	5:
wttDhb a - tHh	0, : 8	0, : 8	0, : 8	0, : 8	0,13	0,13
6pi 4PEI D/s/	1: 59	283	829	1980	13k5	33v
- tS VnRmH D/s/	0	828	1:	815	181	0
- tS 6pi 4PEI D/s/	0	1921	829	1980	1850	0
) 6H D/s/ (l c	0,0	k,v	0, :	k,0	3,2	0,0
r BHPI) r Ppt QCh(l c	0,0	k,v	10,1	k,0	3,2	0,0
AtnSya LpaH		0,1:	1,00		0,90	0,1k
LpaH- tSr pSD(l D/s/	0	1031	519	10: k	235	0
V/r l pix Q(	0,00	0,80	0,05	0,v8	0,83	0,00
wDpPr pSDQp(l D/s/	0	5029	1v1:	5138	1982	0
Cr M APinna l pix	1,00	1,00	1,00	1,00	1,00	1,00
XScitHpm 4PHQ	0,00	1,00	1,00	1,00	1,00	0,00
Xaxntm RHpB Q(l c/D/s	0,0	: ,2	9,k	: ,1	13,k	0,0
yah RHpB Q2(l c/D/s	0,0	0,k	0,0	0,9	5,3	0,0
yaixpP) RHpB Q3(l c/D/s	0,0	0,0	0,0	0,0	0,0	0,0
GPH7ph% f) OOG(l D/s/	0,0	1,k	0,1	1,9	1,3	0,0
Xaxo, MnDmHai RHpB l c/D/s						
La- tSRHpB Q(l c/D/s	0,0	v,1	9,k	: ,9	19,2	0,0
La- tSLb 6	w	w	w	w	7	w
wSStnphs VnR D/s/	828			82k	181	
wSStnphs RHpB l c/D/s	v,1			: ,k	19,2	
wSStnphs Lb 6	w			w	7	
TxnHt zwccxaHF Asc		2		5		9
Asc Rutpixa Q U+U h(l c		k, :		23,k		23,k
r spaoHAHxf Q U h(l c		: ,0		: ,0		: ,0
MpY- tHh 6Hixao Q mpY(l c		3v,0		85,0		85,0
MpY) r Ppt TxnH QChUyl(l c		: ,2		11,v		12,1
- tHh . Yi TxnH QCh(l c		0, :		8,0		v,9
YaiHcHixna 6ummptB						
Cr M vis r itPRHpB			8,3			
Cr M vis Lb 6			w			

APPENDIX F

**CAPACITY ANALYSIS CALCULATIONS
PROJECTED YEAR 2026 PEAK HOUR TRAFFIC
ANALYSIS WITH PROJECT**

Intersection						
Intersection #	116					
Movement	s D,	s DR	v D1	v D,	. D1	. DR
Left Lane Control	16					
Right Lane Control	16					
Through Lane Control	16					
Sign Control	4ree	4ree	4ree	4ree	Stop	Stop
Channelization	- . one	- . one	- . one	- . one	- . one	- . one
Storage Length	-	-	-	-	/	-
Median Storage	/	-	-	/	/	-
Median Storage	/	-	-	/	/	-
Median Storage	/	-	-	/	/	-
Peak Hour Factor	f6	f6	f6	f6	f6	f6
Heavy Vehicle %	0	0	0	0	0	0
Minor Lane	683	16	8	ff0	30	f
Major/Minor	Major1	Major0	Minor1			
Controlled	/	/	f/f	/	1f/6	f//
Stage 1	-	-	-	-	f//	-
Stage 0	-	-	-	-	1//6	-
Critical Pathway	-	-	OK10	-	VK0	VK0
Critical Pathway Stg 1	-	-	-	-	uk0	-
Critical Pathway Stg 0	-	-	-	-	uk0	-
40-60-40 Ep Hzwy	-	-	OK16	-	3u16	3K16
Potential Maneuver	-	-	8Cf	-	8u	338
Stage 1	-	-	-	-	3f8	-
Stage 0	-	-	-	-	3u3	-
Potential Maneuver	-	-	-	-	-	-
Mol Cap-1 Maneuver	-	-	83V	-	80	331
Mol Cap-0 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	3f/	-
Stage 0	-	-	-	-	30V	-
Approach	s D	v D	. D			
HCM Control	/	/k1	61k0			
HCM I b S			4			
Minor Lane	Major MI mt	. D1 n1	s D,	s DR	v D1	v D,
Capacity Lane	68	-	-	83V	-	-
HCM Lane TCR Ratio	/k13	-	-	/k1	-	-
HCM Control Lane	61k0	-	-	f k	/	-
HCM Lane I b S	4	-	-	A	A	-
HCM Futh (ti) FLN	OK1	-	-	/	-	-

d shrhCigl

d sPhmaER ht 3v0

g, h6 hl s . 7T . 7S W7L W7T N7L N7S

Lnt hE gl fir umigl R	↑			↑	↑	
Tmff(CV)glE ht 2	03p	/ A	8	819	15	0
4usrhE/gIE ht 2	03p	/ A	8	819	15	0
egl fliCil r E/hFRH2 n	3	18	3	3	3	3
Bir l E gl srgIE	4rhh	4rhh	4rhh	4rhh	Bgy	Bgy
STEt ml l hI#hF	z	Ngl h	z	Ngl h	z	Ngl h
Bgmr hE hl r s	z	z	z	z	3	z
Vht E hFiml Bgmr hE	3	z	z	3	3	z
- mFhEG	3	z	z	3	3	z
MhrE gurE nCgn	88	88	88	88	88	88
ohm aE/ht iChREG	/	/	/	/	/	/
, 6 s l gx	833	/ 9	k	k/ 0	10	8

E

mgR2 il gn mgR1 mgR/ il gR1

egl fliCil r E l gx Ewll	3	3	8pp	3	1009	8A1
#####Bsmr hE	z	z	z	z	8A1	z
#####Bsmr hE	z	z	z	z	kp5	z
erisOrlE Fx a	z	z	pV/	z	9p/	9V/
erisOrlE Fx aB s E	z	z	z	z	5p/	z
erisOrlE Fx aB s E	z	z	z	z	5p/	z
4gllgx zuyE Fx a	z	z	/ V 18	z	A518	A418
Mg sE nyz1E ml hu, hn	z	z	0k/	z	k1	A03
#####Bsmr hE	z	z	z	z	p/ 8	z
#####Bsmr hE	z	z	z	z	A08	z
Mmggl E l gC/hFEG	z	z		z		
g, E nyz1E ml hu, hn	z	z	008	z	80	A9p
g, E nyz/ E ml hu, hn	z	z	z	z	80	z
#####Bsmr hE	z	z	z	z	p/ 1	z
#####Bsmr hE	z	z	z	z	A9k	z

E

wyrgRQ . 7 W7 N7

oe E gl srgIE hmaER 3 3v1 ppv8

oe E b B .

E

il grE ml h2 mgRE , 6 s N7L1 . 7T . 7S W7L W7T

emyn(Cs)ht 2 (	115	z	z	008	z
oe E ml hE/2 E sig	3v 10	z	z	3v81/	z
oe E gl srgIE hmaER	ppv8	z	z	kV0	3
oe E ml hE b B	.	z	z	w	w
oe E 5s E silhE Qht (	3v8	z	z	3	z

Intersection						
Intersection #	/ k/					
Movement	s D,	s DR	v D,	v D,	. D,	. DR
Left Lane Conversion	1		1	1	3	
Right Lane Conversion	1		1	1	3	
Through Lane Conversion						
Signal Control	4ree	4ree	4ree	4ree	Stop	Stop
Right Channel	- . one	- . one	- . one	- . one	- . one	- . one
Storage Length	-	-	-	-	/	-
Time in Median Storage	/	-	-	/	/	-
Phase #	/	-	-	/	/	-
Phase #	f 8	f 8	f 8	f 8	f 8	f 8
Phase #	0	0	0	0	0	0
Phase #	6f 8	00	1 1/ Q	3	/	
Major/Minor	Major1	Major0	Minor1			
Conversion	/	/	f 3f	/	1f Vu	f 16
Stage 1	-	-	-	-	f 16	-
Stage 0	-	-	-	-	1/ C8	-
Critical	-	-	0k10	-	Vk0	Vk0
Critical	-	-	-	-	uk0	-
Critical	-	-	-	-	uk0	-
40	-	-	0k16	-	3k16	3k16
Pot Cap-1	-	-	83/	-	Vf	30f
Stage 1	-	-	-	-	36f	-
Stage 0	-	-	-	-	336	-
Phase #	-	-	-	-	-	-
Mol Cap-1	-	-	83/	-	Vf	30f
Mol Cap-0	-	-	-	-	Vf	-
Stage 1	-	-	-	-	36f	-
Stage 0	-	-	-	-	338	-
Approach	s D	v D	. D			
HCM Control	/	/	uf k/			
HCM I b S			4			
Minor Lane	Major MI mt	. D n1	s D,	s DR	v D,	v D,
Capacity		Vf	-	-	83/	-
HCM Lane	T C Ratio	/ k Qu	-	-	/ k / 1	-
HCM Control	V Z e W LBN	uf k/	-	-	f k	/
HCM Lane	I b S	4	-	-	A	A
HCM	f uth (ti W F U ehN	/ k/	-	-	/	-

d shrhCigl

d sPhmaDR ht 3M

g, h6 hl s . 7T . 7S W7L W7T N7L N7S

Lnt hEgl fir umsigl R	↑			↑	↑	
TmfflC/gIE ht 2	9k3	11	1	83A	9	3
4usrhE/gIE ht 2	9k3	11	1	83A	9	3
egl flilCil r E/hFRH2 n	3	3	3	3	3	3
Bir lEgl srgIE	4rh	4rh	4rh	4rh	Bgy	Bgy
STEt ml l h/#hF	z	Ngl h	z	Ngl h	z	Ngl h
Bgmr hEhl r s	z	z	z	z	3	z
Vht E hFiml Bgmr hE	3	z	z	3	3	z
- mFhEG	3	z	z	3	3	z
MmrE/gurE nCgn	k9	k9	k9	k9	k9	8A
ohm aE/ht iChREG	/	/	/	/	/	/
, 6 s l gx	01k	11	1	8A9	9	3

E

mgr2 il gn mgr1 mgr' il gn'

egl flilCil r E l gx Ewll	3	3	0A3	3	159A	0/5
#####Bsm hE	z	z	z	z	0/5	z
#####Bsm hE	z	z	z	z	8A8	z
erisQnlE Fx a	z	z	pV/	z	9p/	9V/
erisQnlE Fx aB s E	z	z	z	z	5p/	z
erisQnlE Fx aB s E	z	z	z	z	5p/	z
4glgx zuyE Fx a	z	z	/ V 18	z	A518	A418
MgsE nyzIE ml hu, hn	z	z	80p	z	1/A	p/5
#####Bsm hE	z	z	z	z	p0k	z
#####Bsm hE	z	z	z	z	p/ p	z
Mmggl E l gC/hFEG	z	z		z		
g, E nyzIE ml hu, hn	z	z	80p	z	1/A	p/5
g, E nyzIE ml hu, hn	z	z	z	z	1/A	z
#####Bsm hE	z	z	z	z	p0k	z
#####Bsm hE	z	z	z	z	p/ A	z

E

wyrgnQ . 7 W7 N7

oe lEgl srgIEPhmaDR 3 3 A5v8

oe E b B .

E

il grEnt h2 mgrE , 6 s N7LI 1 . 7T . 7S W7L W7T

emynCsaE)ht 2 (	1/A	z	z	80p	z
oe Eml hE/2 Esmig	3v51	z	z	3v31	z
oe lEgl srgIEPhmaDR	A5v8	z	z	kv1	3
oe Eml hE b B	.	z	z	w	w
oe E5s EGsilhE Qht (	3V	z	z	3	z

HCM 6th Signalized Intersection Summary
 11: Rose St & California Ave

11/20/03



Movement	sD,	sDR	v D1	v D2	. D1	. DR
Left Lane Configuration	→		↙	↘	↖	↗
Left Lane Control	V33	168	3/	8V6	0C6	66
Left Lane Time	V33	168	3/	8V6	0C6	66
Initial Delay	/	/	/	/	/	/
Peak Delay		1k /	1k /		1k /	1k /
Peak Delay	1k /	1k /	1k /	1k /	1k /	1k /
Approach	. o			. o	. o	
Azj Sat 4	168/	168/	168/	168/	168/	168/
Azj 4	V3f	16f	3/	88V	0u1	6f
Peak Factor	/ k f	/ k f	/ k f	/ k f	/ k f	/ k f
Percent Heavy	0	0	0	0	0	0
Capacity	6/ 1	038	080	1/ 61	3/ 8	1/ f
Arrival	/ ku6	/ ku6	/ ku6	/ ku6	/ k00	/ k00
Sat 4	136V	01/	V0	168/	108/	0u/
Right Lane Control	/	606	3/	88V	301	/
Right Lane Time	/	18f 8	V0	168/	180V	/
Right Lane Delay	/ k	0/ k	0k1	1VW	1/ k3	/ k
Right Lane Delay	/ k	0/ k	00k	1VW	1/ k3	/ k
Prop 7		/ k03	1k /		/ k80	/ k0V
Left Lane Capacity	/	1/ 36	080	1/ 61	018	/
T/C Ratio	/ k /	/ k6/	/ k11	/ k80	/ k60	/ k /
Allocation	/	000	888	0u/ 0	1103	/
HCM P	1k /	1k /	1k /	1k /	1k /	1k /
Stream 4	/ k /	1k /	1k /	1k /	1k /	/ k /
Normal Delay	/ k	f k1	18k6	6k0	1f k6	/ k
Cr Delay	/ k	1k	/ k0	/ k	0k	/ k
Initial Delay	/ k	/ k	/ k	/ k	/ k	/ k
(Delay	/ k	V3	/ k3	u3	03	/ k
Delay	/ k	1/ k/	18k	f k3	03k6	/ k
Right Lane S	A	D	D	A	C	A
Approach	606			6/ V	301	
Approach	1/ k/			f k8	03k6	
Approach	D			A	C	
Timer - AB		0		0		6
PhB Z		16k0		38k		38k
Change		uk		uk		uk
Ma+)		3Vk		80k		80k
Ma+ F		10k3		00k		00k
)		1k1		6k6		8k
Intersection Summary						
HCM Vth			10ku			
HCM Vth			D			

HCM 6th Signalized Intersection Summary
 11: Rose St & California Ave

112 02 3/ A



g, h6 hl s	. 7T	. 7S	W7L	W7T	N7L	N7S
Lnt hE gl fir umsgl R	↑		↑	↑	↑	↑
Tmf fC/glu6 hE ht 2 (	508	13p	1p	908	1A3	A1
4usrhE/glu6 hE ht 2 (	508	13p	1p	908	1A3	A1
d ismE E) j (E ht	3	3	3	3	3	3
MhFz7%EvF10vQy) T(		1v33	1v33		1v33	1v33
Mmr f/ r E uR E vFH	1v33	1v33	1v33	1v33	1v33	1v33
Wgr E gl hE l E vyyrgm Q	Ng			Ng	Ng	
wFHE mE l gx E ht 2 2l	1803	1803	1803	1803	1803	1803
wFHE l gx E smh E ht 2	99p	1/ 3	19	00k	1pk	A9
Mmr E gur E m Cgn	3v80	3v80	3v80	3v80	3v80	3v80
Mhr Chl sE hm aE v/ht E	/	/	/	/	/	/
e my E ht 2	k3k	19p	A8A	113/	/ 3A	pk
wm, hE l E r hhl	3v5k	3v5k	3v5k	3v5k	3v15	3v15
BmE l gx E ht 2	15p/	/ 0k	9k3	1803	1Akp	AA0
- ny E/glu6 hQ (E ht 2	3	08p	19	00k	189	3
- ny E mE l gx E ht 2 2l	3	18/ 3	9k3	1803	10p3	3
) E hn h Q Q R	3v8	11v0	3v9	11v1	Ak	3v8
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Mgy E E nt h		3v15	1v33		3v83	3v1k
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V E E smg Q (3v33	3v0A	3v8p	3v01	3v0A	3v33
w, ml E my Q Q r (E ht 2	3	A590	1A/ 8	A995	195k	3
oe E mE l gx E smg	1v33	1v33	1v33	1v33	1v33	1v33
Xy R r h n 6 E l sh r Q	3v33	1v33	1v33	1v33	1v33	3v33
Xl ifgr6 E Phlma E E (E ht	3v8	5v9	13v1	5v5	15vp	3v8
d Q E Phlma E E / (E ht	3v8	1v8	3v8	3v8	pv1	3v8
d ismE E Phlma E E A (E ht	3v8	3v8	3v8	3v8	3v8	3v8
Gil h E r C % b f) Q 3 G (D ht 2l	3v8	/ v9	3v1	/ v5	1v9	3v8
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Mt R E P umsgl E U+ US Q R		13v5		/ 0vA		/ 0vA
e t ml r h E m r ig F E U+ US Q R		5v8		5v8		5v8
m E r hhl E h sil r E 6 m Y R		A9v8		0pv8		0pv8
m E E l hm E Ti6 h E Q Q Q R		5vk		1A v0		1pv p
- r hhl E Y s E Ti6 h E Q Q R		3v9		0vk		0vk
d shr R h C igl E Bu6 6 mra						
oe E s E s E Phlma			0v8			
oe E s E b B			w			

APPENDIX G
TRANSIT LOS CALCULATIONS

Multimodal Transit LOS Calculation			
		California EB	California WB
Inputs		1	2
TRANSIT OPERATIONS INFORMATION			
	Number of local buses on street segment per hour (bus/h)		4
	Number of express buses stopping in segment per hour (bus/h)		3
t_{ex}	Average excess wait time (min)	3.8	5.4
L_f	Average passenger load factor (p/seat)	0.2	0.2
S	Average transit travel speed (mi/h)	11.6	21.5
l_{pt}	Average passenger trip length (mi)	4.2	14.9
	Is the segment in the CBD of a metro area of 5 million or more?	No	No
TRANSIT AMENITY DATA			
p_{sh}	Percent stops in segment with a shelter	60%	50%
p_{be}	Percent stops in segment with a bench	100%	75%
PEDESTRIAN ENVIRONMENT DATA			
W_A	Sidewalk width (ft) (Enter 0 if no sidewalk)	6.0	6.0
W_{buf}	Buffer width from sidewalk to street (ft)	0.0	0.0
	Does a continuous barrier exist between the street and sidewalk?	No	No
	Is the street divided?	No	No
	Are parking spaces striped?	No	No
p_{pk}	Proportion of on-street parking occupied	0%	0%
W_{bl}	Bicycle lane width (ft)	0.0	0.0
W_{os}	Shoulder/parking lane width (ft)	0.0	0.0
W_{ol}	Outside travel lane (closest to sidewalk) width (ft)	12.0	12.0
v_m	Outside lane demand flow rate at midsegment (veh/h)	400	400
S_R	Average vehicle running speed, including intersection delay (mi/h)	25.0	25.0
Calculations			
f	Transit frequency (bus/h)	7	7
f_h	Headway factor	3.26	3.26
f_{pl}	Passenger load weighting factor	1.00	1.00
T_{at}	Perceived amenity time rate (min/mi)	0.2	0.1
T_{ex}	Excess wait time rate due to late arrivals (min/mi)	0.9	0.4
T_{ptt}	Perceived travel time rate (min/mi)	6.7	3.5
T_{btt}	Base travel time rate (min/mi)	4.0	4.0
f_{tt}	Perceived travel time factor	0.81	1.06
s_{w-r}	Transit wait-ride score	2.65	3.45
f_s	Motorized vehicle speed adjustment factor	0.25	0.25
f_v	Motorized vehicle volume adjustment factor	0.91	0.91
W_{aA}	Adjusted available sidewalk width (ft)	6.0	6.0
f_{sw}	Sidewalk width coefficient	4.20	4.20
f_b	Buffer area coefficient	1.00	1.00
W_t	Total width of outside lane, bike lane, and parking lane/shoulder (ft)	12.0	12.0
W_v	Effective total width as a function of traffic volume (ft)	12.0	12.0
W_1	Effective width of combined bike lane and shoulder (ft)	0.0	0.0
f_w	Cross-section adjustment factor	-4.44	-4.44
l_p	Pedestrian environment score	2.77	2.77
	Pedestrian LOS	C	C
l_t	Transit LOS score	2.43	1.24
Output			
Transit LOS		B	A

APPENDIX C

**Draft Preliminary Engineering
Report Civil Infrastructure**

DRAFT

**PRELIMINARY ENGINEERING REPORT
CIVIL INFRASTRUCTURE**

**DEPARTMENT OF EDUCATION HIGH CORE /
STOREFRONT SCHOOL**

**Wahiawa, Oahu, Hawaii
Tax Map Key (1) 7-4-017:002, 7-4-022:049, & 050**

Prepared For:

Architects Hawaii Limited
733 Bishop Street, Suite 3100
Honolulu, Hawaii 96813

Prepared By:

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1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
WOC Job No. 10806-01

DECEMBER 2023

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APPENDICES

Appendix A – Sanitary Sewer System Information

Appendix B – Water Supply System Information

EXECUTIVE SUMMARY

The Department of Education (DOE) intends to redevelop the existing 0.63-acre property into the proposed DOE High Core / Storefront School located in Wahiawa on the island of Oahu. The area designated for redevelopment is occupied by the Hawaii DOE Central District Office. The project site is identified by Tax Map Key(s) (1) 7-4-017:002 and proposes to construct a new Wahiawa High Core / Storefront School, parking lot, and driveway with a drop off and pickup zone. The High Core Program / Storefront School provides educational services for youths that struggle in the mainstream classroom. The project site also includes additional State-owned parking lot, located to the south of the project site that is separated by California Avenue, which encompasses TMK parcels (1) 7-4-022:049 and 050.

In support of the EA process, and project planning efforts, a Preliminary Engineering Report (PER) was conducted by Wilson Okamoto Corporation (WOC) to evaluate site infrastructure and utility systems for the DOE High Core / Storefront School redevelopment, review the existing site infrastructure improvements, determine the project requirements related to the roadway and parking facilities, site grading, storm drainage system, sanitary sewer system, and water system, and, based on the project requirements, determine required improvements, and identify possible opportunities and constraints for redevelopment. These findings are summarized and articulated in the contents of this Preliminary Engineering Report.

1. INTRODUCTION

1.1 Background

The existing property occupied by the Hawaii DOE Central District Office is located at 1136 California Avenue in Wahiawa on a 0.63-acre parcel identified by TMK [1] 7-4-017: 002 (See Figure 1-1, 1-2 & 1-3). The project site is bounded by the Wahiawa Botanical Garden to the north, west, and east and California Avenue to the south (See Figure 1-3).

The project site also includes additional State-owned parking lot, located to the south of the project site that is separated by California Avenue, which encompasses TMK parcels (1) 7-4-022:049 and 050.

1.2 Proposed Project

The State of Hawaii Department of Education (DOE) is proposing to develop the High Core / Storefront School which provides educational services for youths that struggle in the mainstream classroom. The proposed development also includes a new parking lot, drop off and pickup zone (See Figure 1-4).

The DOE High Core / Storefront School will be developed to include:

- A lobby
- Classroom Support Space
- Restrooms
- Office space
- A breakroom

Demolition for the project includes the removal of the existing DOE Central District Office, concrete walkways, landscape, trees, fencing, and other surface structures to accommodate new improvements. The existing offsite AC walkway fronting the property will also be demolished and replaced. The existing parking lot across the street will be retained and no improvements are anticipated at this time.

1.3 Purpose

This Preliminary Engineering Report (PER) is prepared in support of the EA process and project planning effort to provide an evaluation of the civil infrastructure and utility systems for the DOE Central District Office. The objective of this report is to provide a broad evaluation of the site infrastructure and utility systems present on the project site, review the existing site infrastructure improvements, determine the project requirements related to the roadway and parking facilities, site grading, storm drainage system, sanitary sewer system, and water system, and, based on anticipated project requirements extrapolated from the development, determine required improvements, and identify possible opportunities and constraints for the following:

- Roadway, parking, and access
- Site grading and flood hazard
- Storm drainage system
- Sanitary sewer system
- Water supply system
- Natural gas

The assessment of existing site characteristics and utilities for the project site is based on available data obtained from the City's Honolulu Land Information System (HoLIS) database, record information, as-built plans, topographic survey, and a combination of aerial and street level photography obtained from the Google Earth database. In addition, letters were sent to appropriate City and County of Hawaii and other service agencies, with the proposed project requirements for each development scenario to determine capacities and the agency's ability to service the redevelopment demands.

The proposed improvements are conceptual and subject to change based on further development of plans and availability of additional information. The conceptual layouts that are being analyzed for the PER do not constitute any final locations for the project, but instead serve to create a 'case study' for analysis.

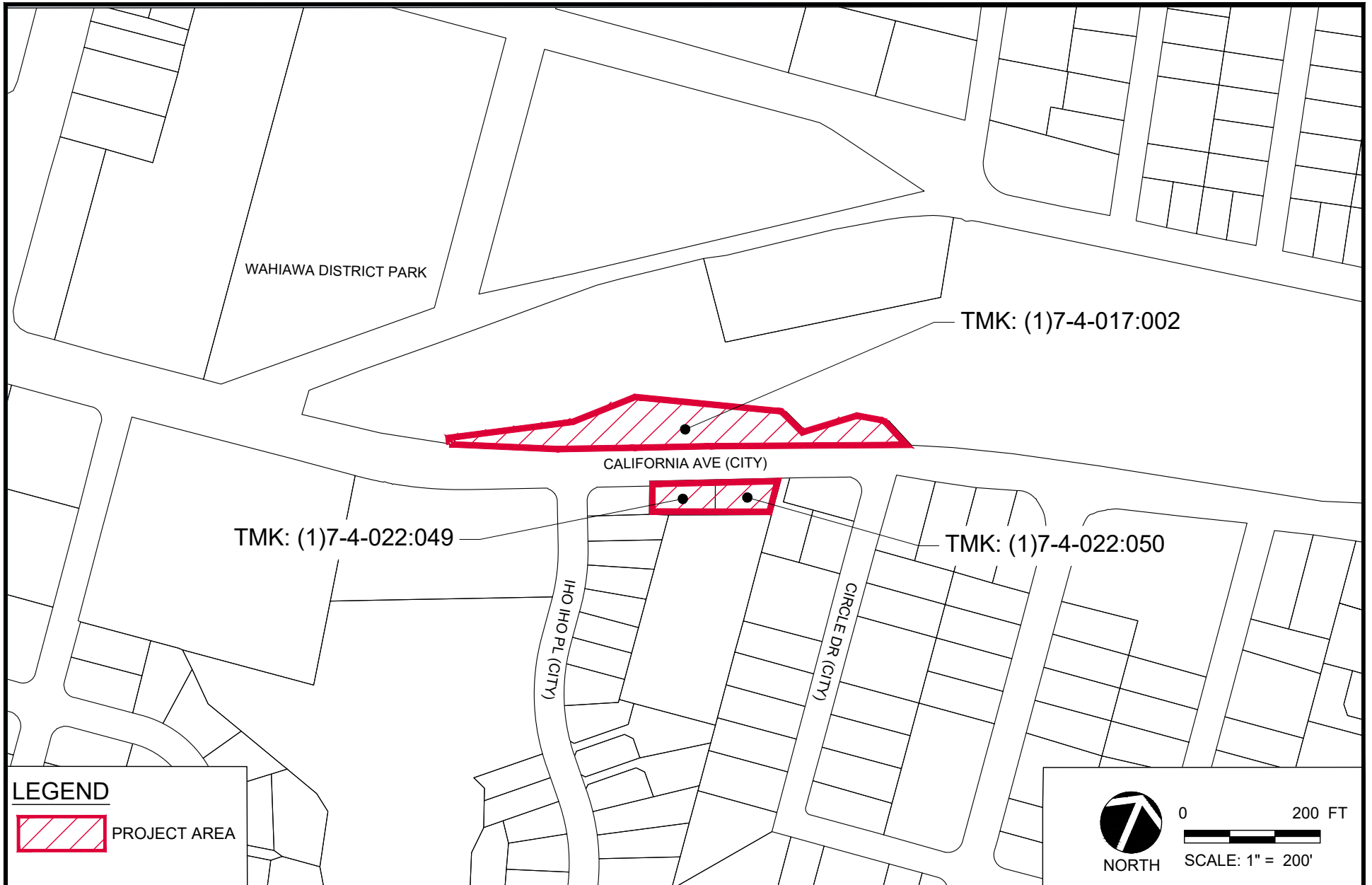


FIGURE 1-2
 TMK MAP



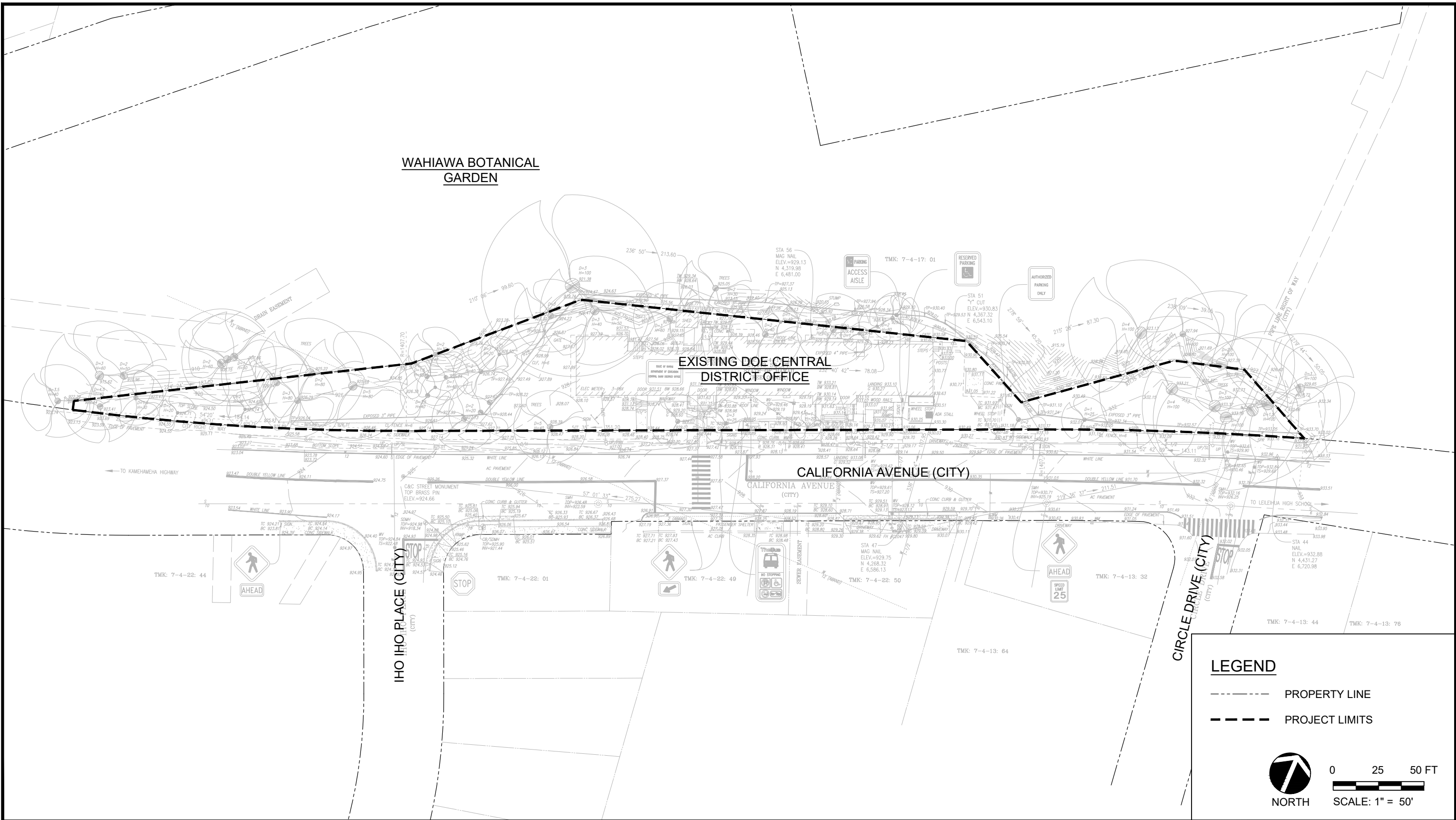


FIGURE 1-3
EXISTING SITE CONDITION

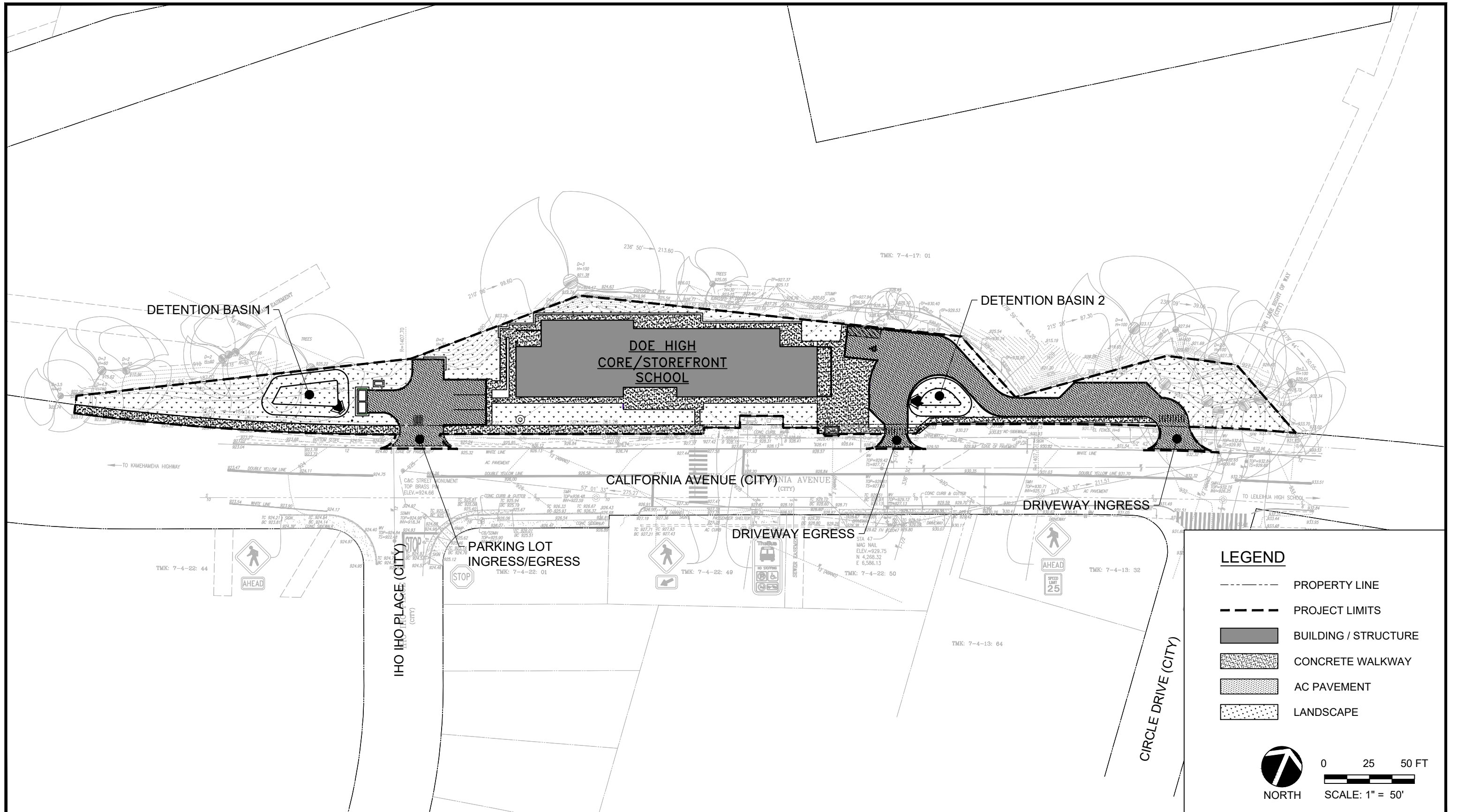


FIGURE 1-4
PROPOSED SITE CONDITION

2. ROADWAY, PARKING, AND ACCESS

2.1 Existing Conditions

The DOE Central District Office site is adjacent to California Avenue to the south (See Figure 2-1). California Avenue is a two-lane, two-way roadway and is owned and maintained by the City and County of Honolulu (CCH).

There is an onsite parking lot located at the east end of the project site with ingress and egress located along California Avenue. The existing onsite parking lot provides 4 public parking stalls, including 1 ADA parking stall.

City Bus routes serve along California Avenue, with a bus stop fronting the DOE Central District Office property and another directly across the street. Pedestrian walkways are in-place along both sides of California Avenue with a mid-block pedestrian crosswalk located at the front of the project site.

2.2 Proposed Improvements

A new parking lot on the west side of the property and driveway with a drop-off/pick-up area on the east side of the property are proposed. Vehicular access to the onsite parking lot will be provided via California Avenue at the west end of the project site. The driveway ingress to the drop-off/pick-up area will be provided along California Avenue at the east corner of the site with the egress located adjacent to the new High Core (See Figure 2-1). The new driveway will also provide an ADA stall with an accessible walkway at the building.

New driveways, walkways and a parking lot layout for the proposed project will be designed to meet applicable State and or City requirements. Geometrics and pavement structure for proposed driveways, fire lanes and parking lots will need to be designed based on the appropriate design vehicles. Proposed pavement structures will follow the Soils Engineer's recommendations. Circulation walkways and parking lot layout dimensions will be laid out and installed in compliance with Americans with Disabilities Act (ADA) Accessibility Guidelines to the maximum extent practicable.

As the redevelopment progresses and site plans are developed, consultation with the appropriate jurisdictions having authority will be required to determine vehicular driveway locations, provide adequate site distance, pedestrian sidewalk requirements, bicycle facilities, and emergency vehicle access lanes.

Evaluation of the traffic impacts associated with the proposed project are documented in the *Draft Traffic Impact Report for the DOE High Core / Storefront School* which is appended to the EA.

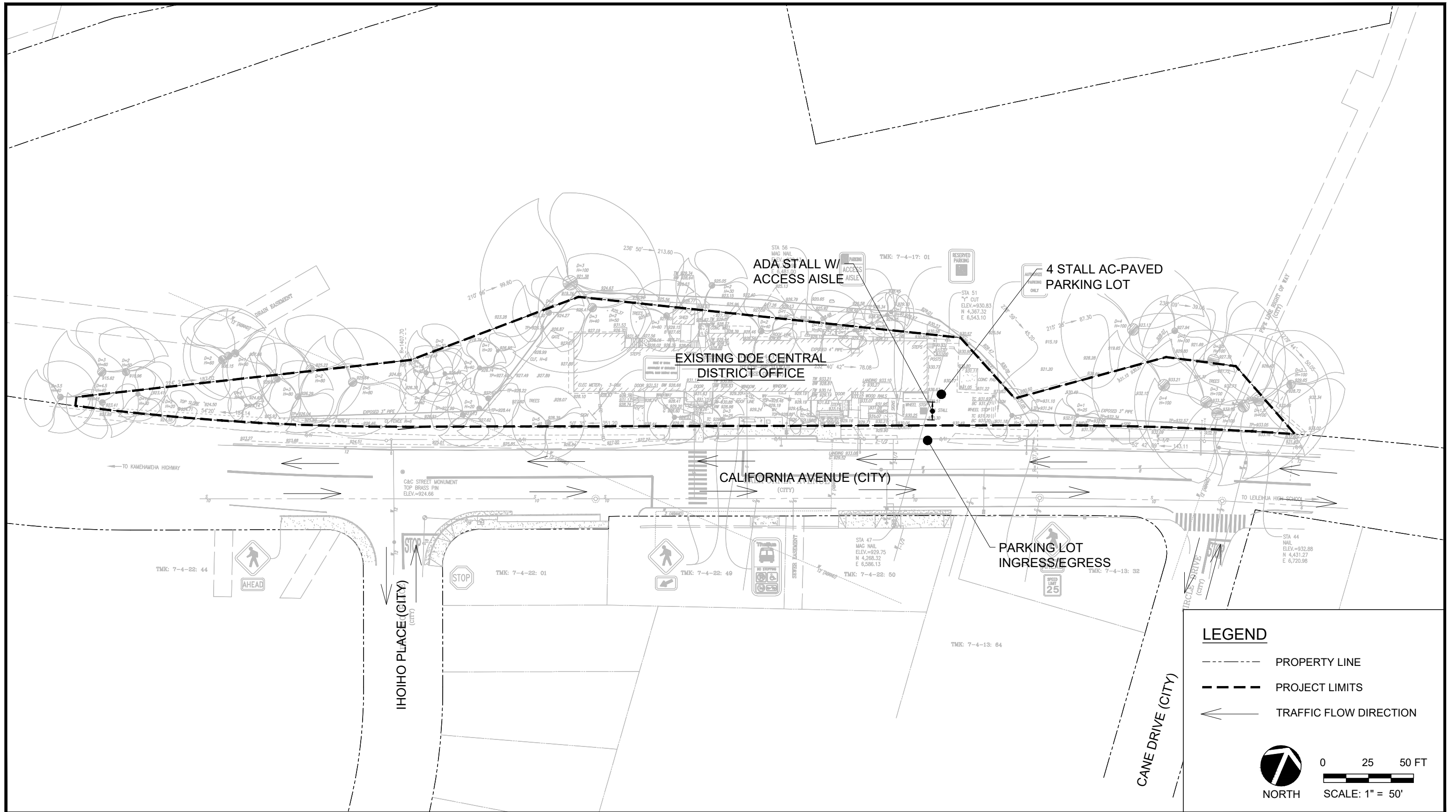


FIGURE 2-1
EXISTING ROADWAY SYSTEM

3. SITE GRADING, SOIL, AND FLOOD HAZARD

3.1 Existing Conditions

The project site was built up with the prior development of the existing DOE Central District Office. The project site generally slopes from east to west with a steep drop-off along the north perimeter of the property behind the building. Elevations range from 933-feet to 920-feet above mean sea level (MSL). Storm runoff within the site sheet flows offsite to a ravine located north of the property, and to the CCH drainage system along California Avenue via a gutter and pipe culvert. All runoff from the site eventually discharges into the Wahiawa Reservoir.

Soil series and mapping units for the island of Oahu are found in maps on the United States Department of Agriculture online web soil survey, and soil physical properties are found in the "Soil Survey of islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii" dated January 1, 1972, prepared by the U.S. Department of Agriculture, Soil Conservation Service (currently Natural Resources Conservation Services). The underlying soil within the project site consists of Leilehua Silty Clay (See Figure 3-1). The soil characteristics are described below:

Leilehua Silty Clay, 2 to 6 percent slopes (LeB): This soil occurs as broad areas, as well as narrow areas bordered by gulches. Permeability is moderately rapid. Runoff is slow, and the erosion hazard is no more than slight.

Flood hazard assessment was based on The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Community Panel No: 15003C0226F dated September 30, 2004. According to FEMA, the project site is located in the Zone D limits. Zone D is defined as "Undetermined flood hazard." No base flood elevations or depths are established for this zone (See Figure 3-2).

The parcel is not located in the tsunami evacuation zone as established by the Oahu Civil Defense.

3.2 Proposed Improvements

The project site will be graded to provide positive drainage for storm water runoff to either flow towards onsite drain inlets or directly offsite. Storm water runoff in excess of the existing conditions will need to be retained via basins onsite. Accessible walkway layouts, dimensions, and slopes will comply with ADA Accessibility Guidelines.

Based on the existing site topography and the proposed conceptual layouts, grade adjustments will be required. However, this will be verified during the design phase.

Site grading will follow the Geotechnical Engineer's recommendations conforming to Chapter 14, Article 15 of the Revised Ordinances of Honolulu (ROH) "Grading, Grubbing and Stockpiling" as amended. All grading and construction activities will comply with the Rules Relating to Water Quality, Department of Planning and Permitting (DPP), CCH, amended September 17, 2018, to control soil erosion and ensure that the discharge of pollutants from the construction site will be reduced to the maximum extent practicable (MEP).

Temporary erosion control measures will be installed prior to any demolition and/or construction activities (See section 1.2). Recommended Structural Best Management Practices (BMPs) include silt fence, filter sock, stabilized construction ingress/egress, and sediment control filters at drain inlets and catch basins as required.

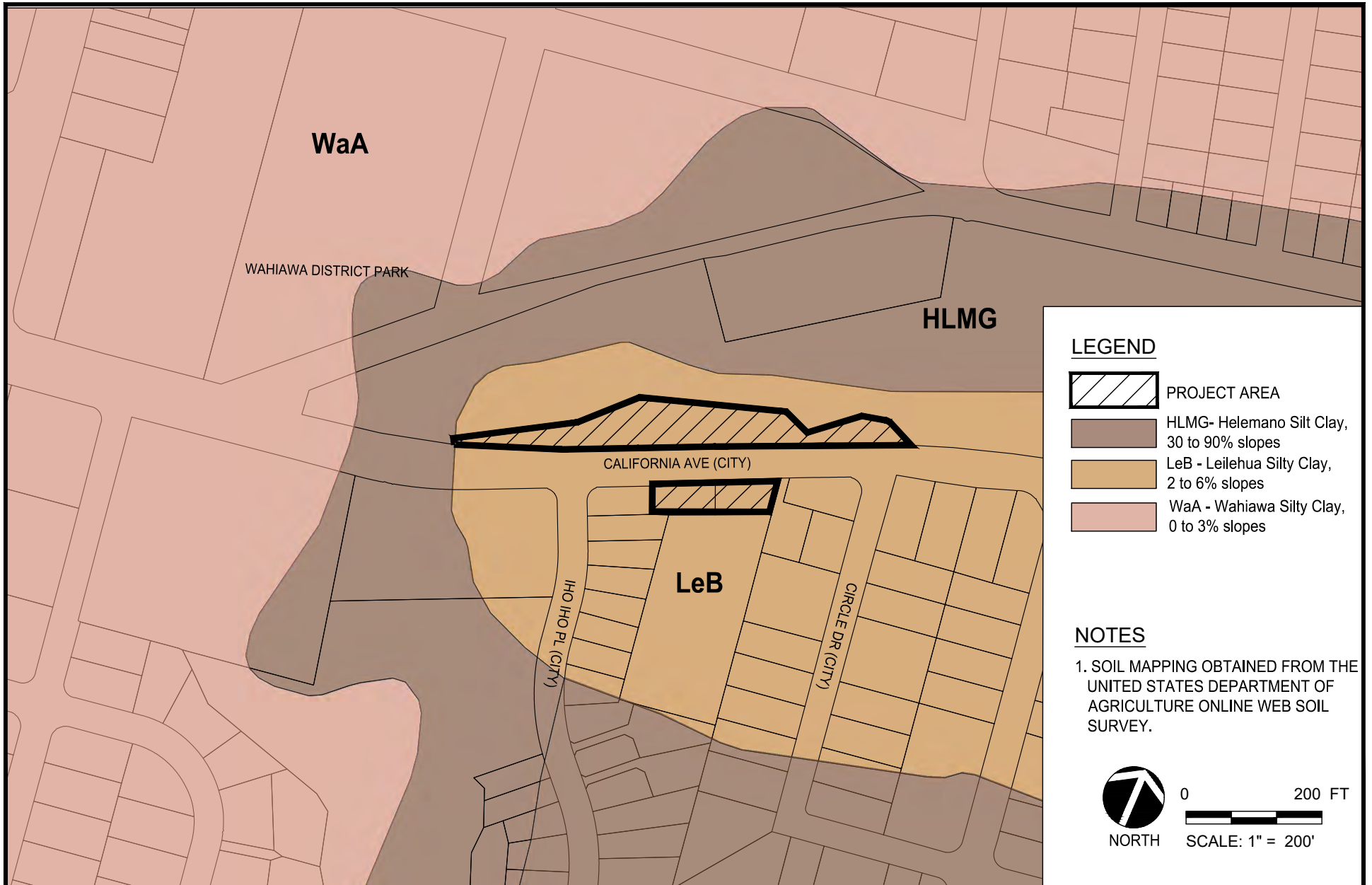
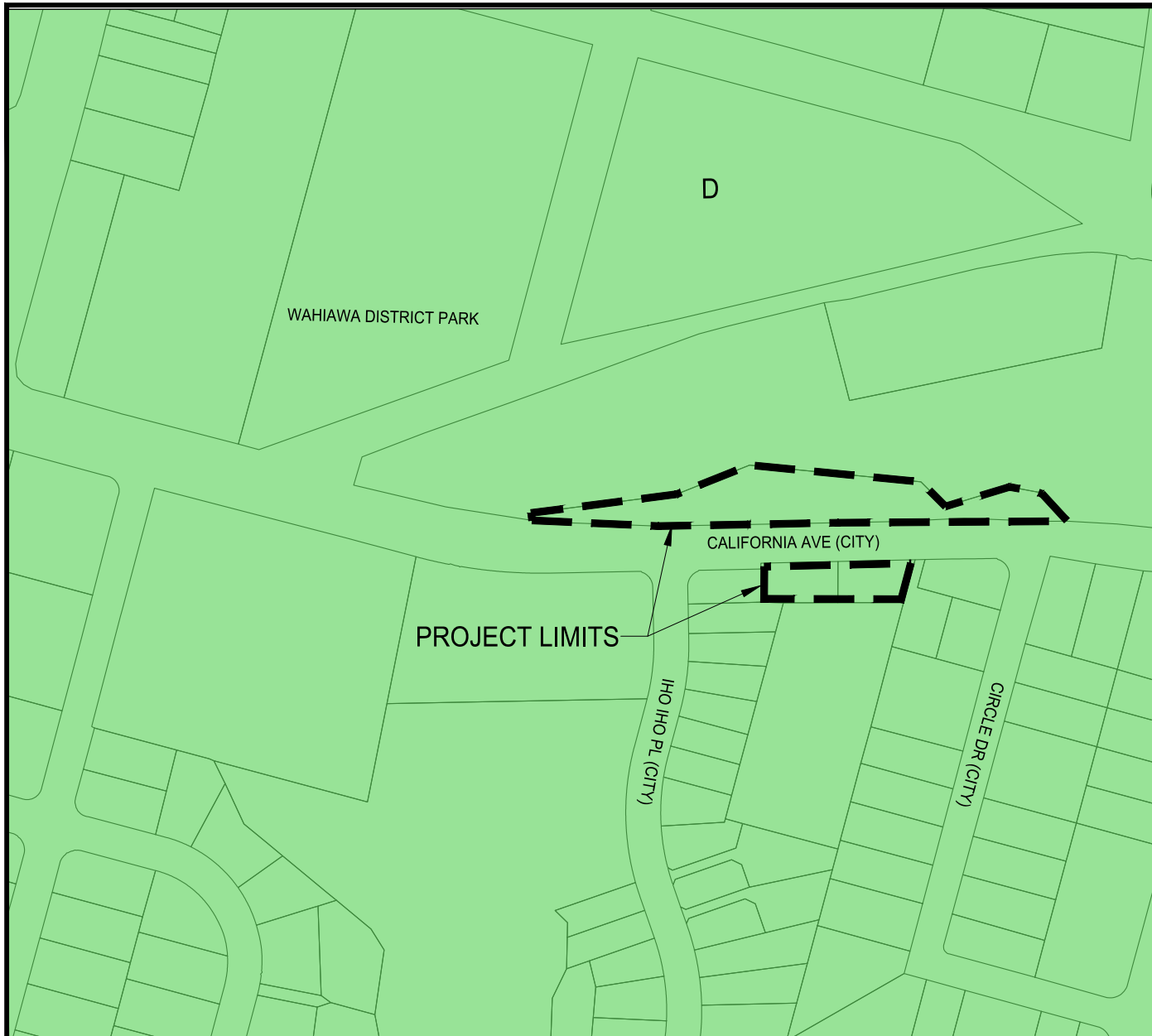


FIGURE 3-1
SOIL CLASSIFICATION MAP



PANEL 0226F

FIRM
FLOOD INSURANCE RATE MAP
 CITY AND COUNTY
 OF HONOLULU,
 HAWAII

PANEL 226 OF 395

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
HONOLULU CITY AND COUNTY OF	15000	0226	F

Noted to User: The Map Number shown below should be used when placing map orders. The Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER
15003C0226F

MAP REVISED
SEPTEMBER 30, 2004

Federal Emergency Management Agency

LEGEND

PROJECT LIMITS

ZONE 'D':
UNSTUDIED AREAS
WHERE FLOOD HAZARDS
ARE UNDETERMINED BUT
FLOODING IS POSSIBLE

NORTH

0 200 FT
SCALE: 1" = 200'



FIGURE 3-2
FLOOD INSURANCE RATE MAP

4. UTILITY ANALYSIS

4.1 Storm Drainage

4.1.1 Existing Conditions

There is no existing onsite underground storm drainage system. The site is currently graded such that stormwater runoff from the site either sheet flows onto California Ave or into a gulch located north of the property. Runoff that sheet flows onto California Ave. makes its way into the gully west of the project site. Rainfall captured by the existing gully is directed to an 84" box culvert and is eventually discharged into the Wahiawa Reservoir.

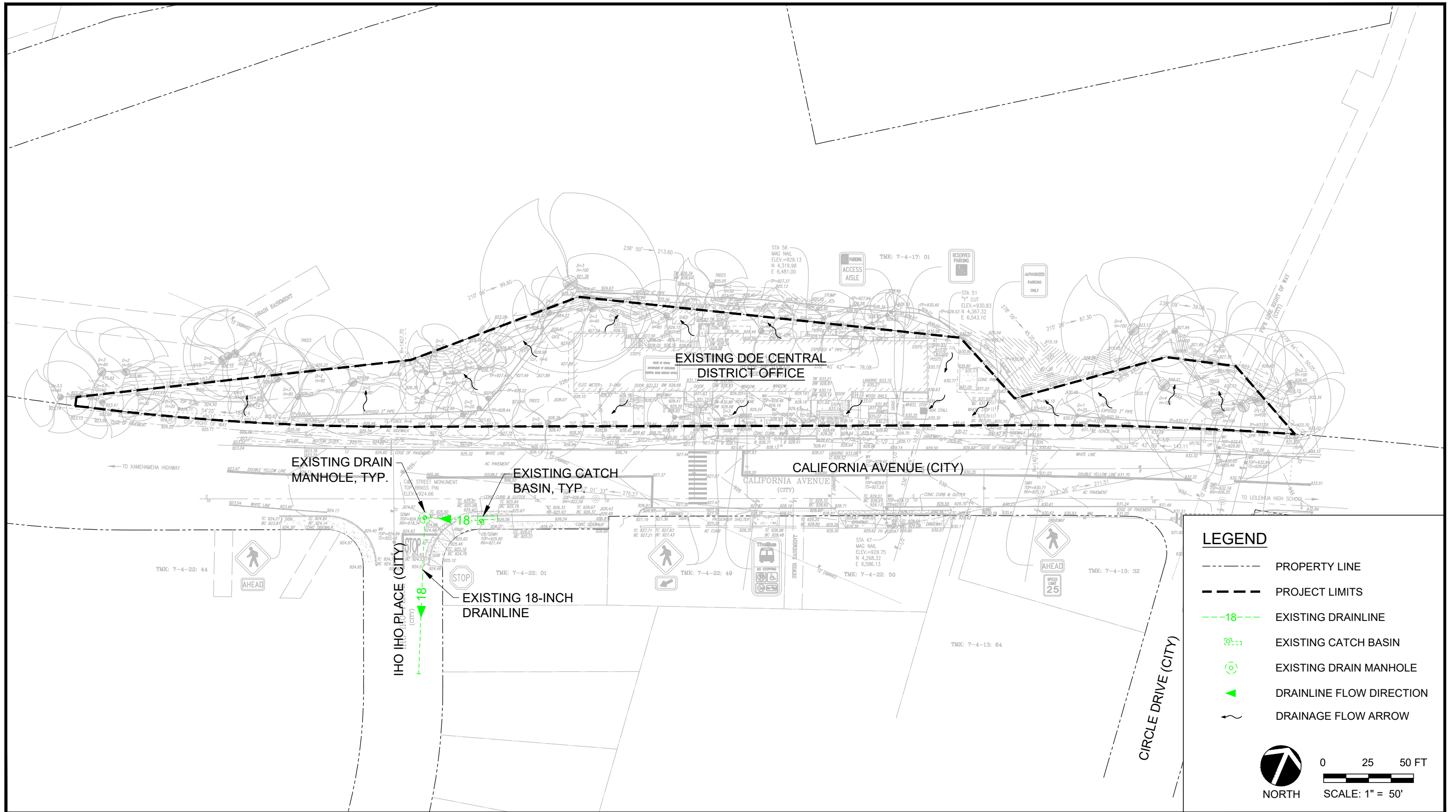


FIGURE 4-1
EXISTING STORM DRAINAGE SYSTEM

4.1.2 Project Requirements

Drainage runoff rates for the proposed improvements are determined herein based on the CCH DPP, Storm Drainage Standards, dated August 2017. Any increase in runoff due to the proposed improvements will need to be retained onsite to ensure that the project will not have any adverse effects on downstream properties.

Based on the City's Rules Relating to Water Quality, the project is not classified as a Priority Project. As such, Permanent Structural Treatment Control BMP's will not be required.

4.1.3 Proposed Improvements

The existing site is developed and is comprised of both impervious and pervious surfaces. However, the proposed High Core / Storefront School is expected to increase the impervious surface area within the property. Consequently, it is expected that the proposed project's storm water runoff peak discharge rate will be higher in comparison to those exhibited under existing conditions. Any increase in discharge to the City system due to the proposed project will need to be detained on site. Proposed onsite storm drainage improvements may consist of a system of drain inlets, drain manholes, an underground detention basin, and underground piping (See Figure 4-4).

The final drainage improvements will be determined during the design phase of the project and maintain the existing discharge pattern to the City drainage system. As required by the Storm Drainage Standards, DPP, CCH, dated August 2017, storm water quality measures will be installed to treat the water quality volume.

4.2 Sanitary Sewer System

4.2.1 Existing Conditions

The existing offsite wastewater collection system in the vicinity of the DOE Central District Office is operated and maintained by CCH. There is an existing 10-inch sewer main running from east to west along California Avenue. Branching off the 10-inch main are three 6-inch laterals that provide service to the project site (See Figure 4-2).

The sewage generation from the existing DOE Central District Office gravity flows offsite to a 10-inch sewer main along California Avenue and is ultimately treated at the CCH Wahiawa Wastewater Treatment Plant.

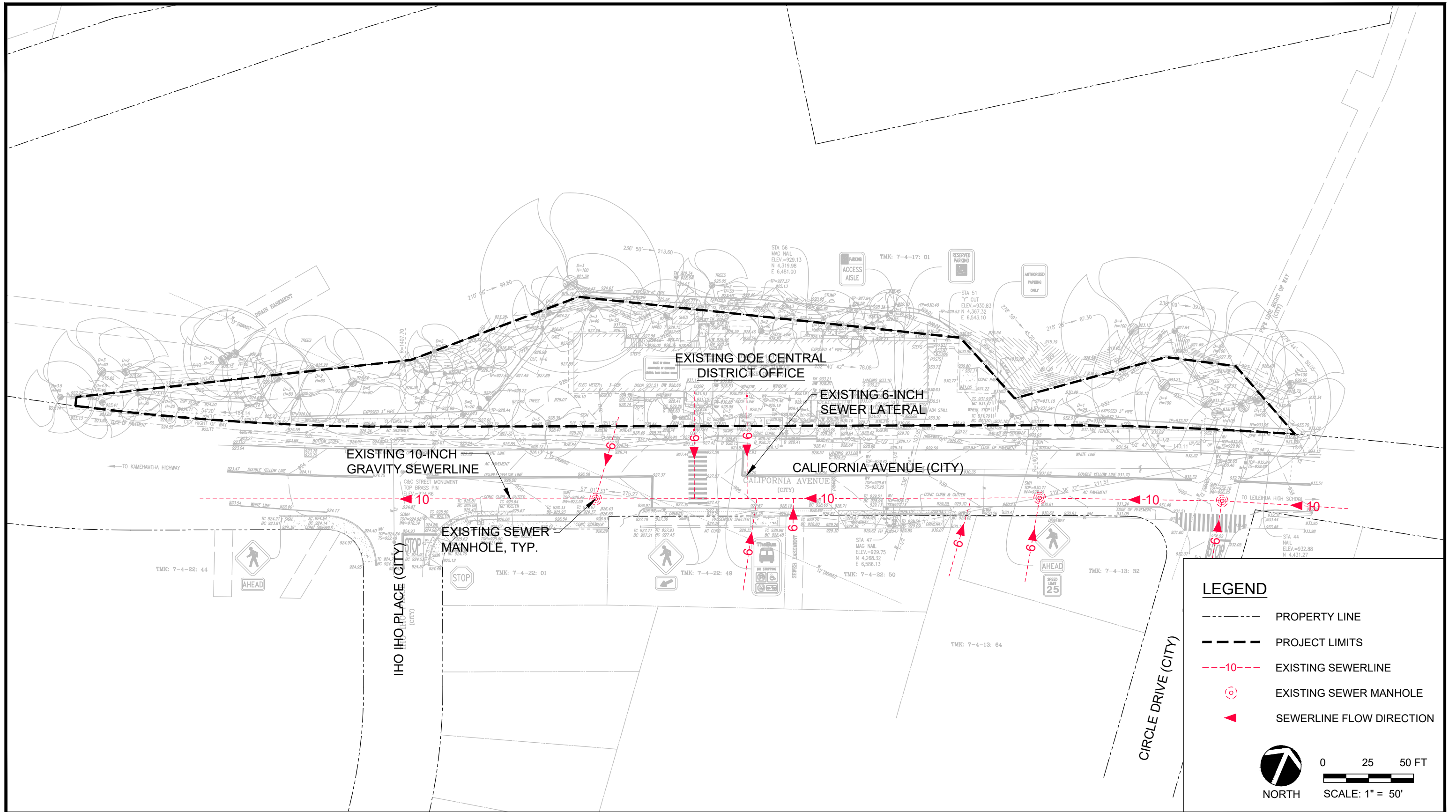


FIGURE 4-2
EXISTING SANITARY SEWER SYSTEM

4.2.2 Connection to the City and County Sewer System

The Department of Planning and Permitting's (DPP) Wastewater Branch (WWB) reviews and approves sewer connection applications for developments which require sanitary sewer service. On November 27, 2023, a sewer connection application (SCA) based on the proposed program was approved by WWB indicating that the existing City sewer system is adequate to support the proposed project (See Appendix B). The approved SCA (Application No. 2023/SCA-1403) will be valid for a 2-year period and is set to expire on November 26, 2025.

<u>Proposed Program Information</u>		
Facility	Area (sf)	Employees & Students
High Core	6,391	15 employees & 83 students

With the approval of the SCA, complete construction plans will be submitted by the design team, reviewed, and approved by WWB within two (2) years. Construction is required to commence within one (1) year after approval of plans. An updated or revised sewer connection application could be submitted to request an extension, if required for project completion. However, extension or approval of the updated SCA is subject to agency review and is not readily ascertained.

4.2.3 Proposed Improvements

Sewage flows from the proposed development will be collected by new sewer lines onsite and are expected to connect to the existing lateral at the property line. The proposed onsite sewer improvements will consist of new sewer cleanouts, and underground piping to provide a lateral connection to the new building. New sewer lateral locations and sizes will be verified during the design phase (See Figure 4-4).

Trenching and backfilling of proposed sewer lines will follow CCH standards and the Soils Engineers recommendations.

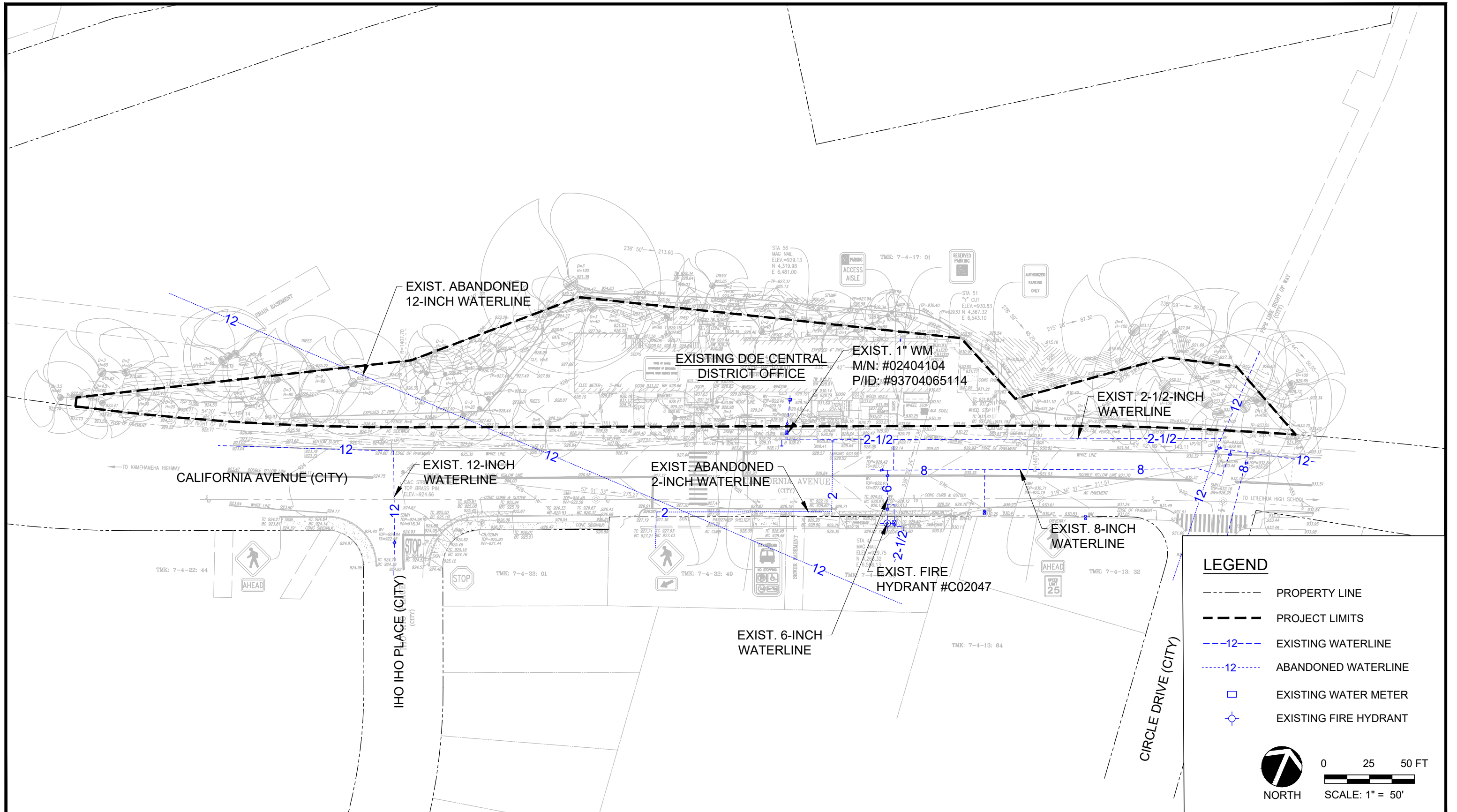
Upon City approvals of the Sewer Connection Application, and construction plans, along with payment of the sewer facilities charges, the proposed system is approved to be connected to the City sewer system.

4.3 Water Supply System

4.3.1 Existing Conditions

Water for domestic use is provided to the project site and surrounding vicinity through the CCH Board of Water Supply (BWS) municipal water system (See Figure 4-3). The offsite BWS water system in the vicinity of the project site consists of an 8-inch ductile iron cylinder pipe running along California Avenue. The existing DOE Central District Office building is served by the existing 12-inch main via a 1-inch meter (M/N#02404104).

A fire hydrant taps off the 8-inch line across California Avenue from the project site, denoted as C02047.



LEGEND

- PROPERTY LINE
- - - PROJECT LIMITS
- - - 12 - - - EXISTING WATERLINE
- 12 ABANDONED WATERLINE
- EXISTING WATER METER
- ⊕ EXISTING FIRE HYDRANT



 NORTH
 0 25 50 FT
 SCALE: 1" = 50'

FIGURE 4-3
EXISTING WATER SUPPLY SYSTEM



4.3.2 Connection to Board of Water Supply System

On November 8, 2023, a letter was submitted to the BWS requesting information on the availability of water for the proposed project. This letter was based on updated programming for the proposed project and the estimated average daily water demand shown below (See Appendix C):

<u>Proposed Program Information</u>				
Facility	Zoning Designation	Capita	Gal / day / capita	Avg. Daily Demand (gpd)
New DOE High Core / Storefront School	Schools	83 Students	60 gpd / student*	4,980 gpd
			Total	4,980 gpd

*BWS average daily demand calculation for school zones accounts for school employees.

On November 20, 2023, the BWS responded stating that based on current data, the existing water system is adequate to accommodate the proposed development scenarios (See Appendix C). BWS record information indicates the water supply systems along Center Street and California Avenue have a calculated fire flow capacity of 2,000 gallons per minute. The final decision on the availability of water will be made when the building permit application is submitted for approval.

4.3.3 Proposed Improvements

Onsite water system improvements will consist of new water connection(s) to provide domestic and fire protection water service for the proposed project site. A 1-inch waterline connection to the existing BWS system is anticipated to be from the existing 1-inch domestic meter just outside of the property. A 6-inch fireline connection is anticipated to be from the existing 8-inch waterline along California Avenue. Connections will be confirmed when construction plans for the proposed project are submitted to BWS for review and approval. A new 6-inch detector check meter and underground piping may also be required. New fire hydrants will be provided as required to ensure adequate fire protection for the proposed buildings.

Trenching and backfilling of proposed water lines will follow BWS standards and the Soils Engineers recommendations. During the design phase, the calculated water demands from the proposed project will determine the appropriate required meter and lateral size. Conceptual water system improvements to support the proposed project are shown in Figure 4-5.

4.4 Natural Gas

4.4.1 Existing Conditions

Record drawings indicate that there is no gas line located within the vicinity of the project site along California Avenue.

4.4.2 Proposed Improvements

There is no proposed fuel system required for the project.

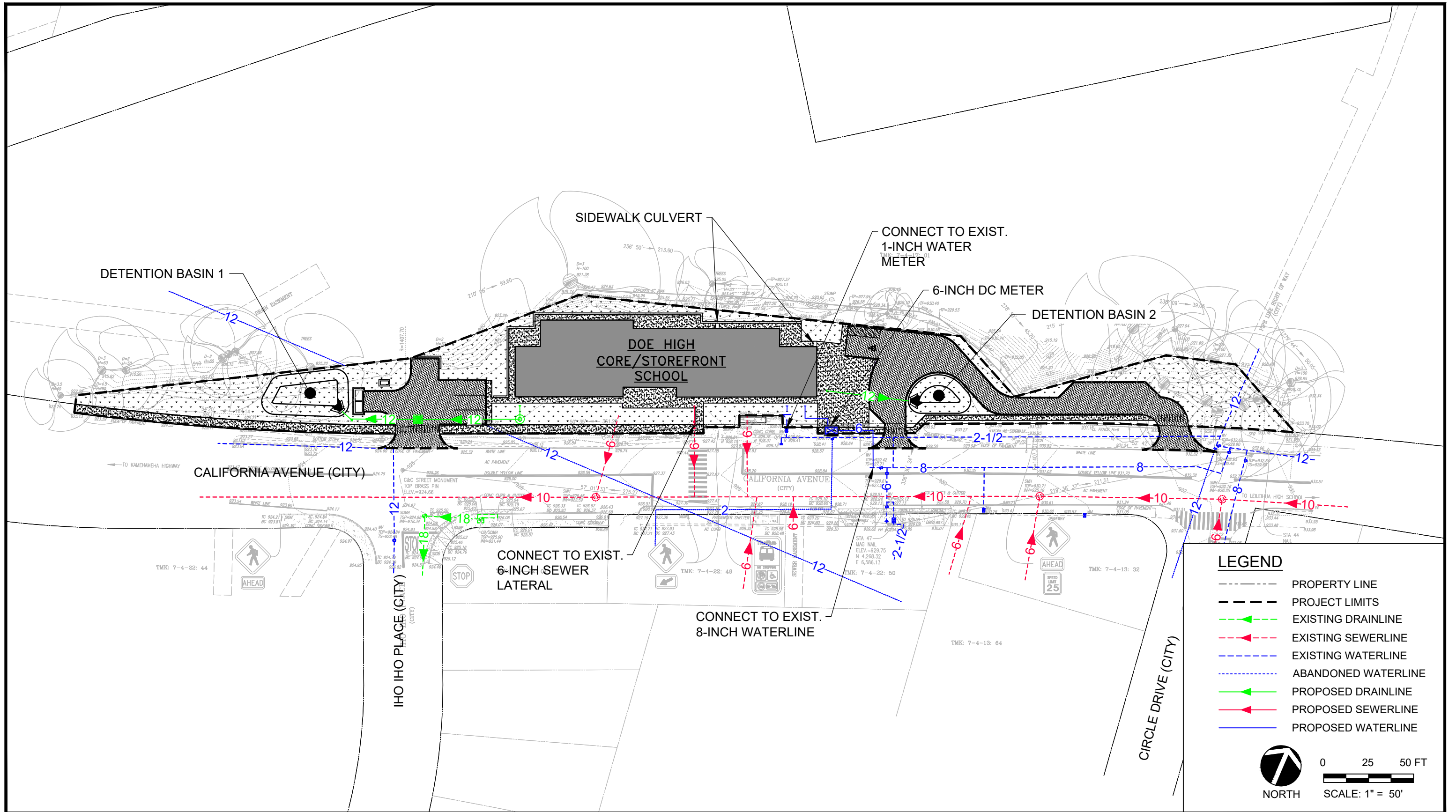


FIGURE 4-4
PROPOSED SITE UTILITY IMPROVEMENTS

5. REFERENCES

1. Flood Insurance Rate Map, City and County of Honolulu, Hawaii, Community Panel Number 15003 C0226 F,” Federal Emergency Management Agency, Federal Insurance Administration, September 30, 2004.
2. “Soil Survey of Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii,” United States Department of Agriculture, Soil Conservation Service, August 1972.
3. “Storm Drainage Standards”, Department of Planning and Permitting, City and County of Honolulu, August 2017.
4. “Rules Relating to Water Quality of the Administrative Rules, Title 20,” Department of Planning and Permitting, City and County of Honolulu, September 17, 2018.
5. “Water System Standards”, Board of Water Supply, City and County of Honolulu, State of Hawaii, 2002.
6. “Wastewater System Design Standards, Volume 1 Wastewater Collection Systems,” Department of Environmental Services, City and County of Honolulu, July 2017.
7. “Draft Traffic Impact Report for the Wahiawa Civic Center”, Wilson Okamoto Corporation, November 2023.
8. Topographic Survey Map “23064 DOE WAHIAWA HIGH CORE” by Control Point Surveying, Inc. dated September 1, 2023.

APPENDIX A

Approved Sewer Connection Letter dated November 27, 2023



DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET * HONOLULU, HAWAII 96813
 Phone: (808) 768-8209 * Fax: (808) 768-4210

SEWER CONNECTION APPLICATION

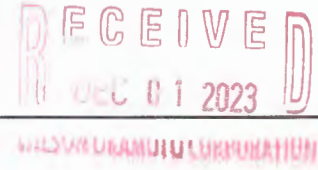
APPLICATION NO.: **2023/SCA-1403**

STATUS: **Approved**

DATE RECEIVED: **11/08/2023**

IWDP APP. NO.:

PROJECT NAME: **2023/SCA-1403 Department of Education High Core/Storefront School - New Wahiawa High Core Building**



LOCATION:

Zone	Section	Plat	Parcel
7	4	017	002

**1136 CALIFORNIA AVE Wahiawa
96786**

27,443 Sq. Ft.

SPECIFIC LOCATION: **1136 CALIFORNIA AVENUE**

APPLICANT: **Wilson Okamoto Corp., Mason Suga**
 1907 S. Beretaina St. Suite 400
 Honolulu, Hawaii 96826

DEVELOPMENT TYPE: **Schools (other)**

SEWER CONNECTION WORK DESIRED: **Existing**

OTHER USES: **6,391 SF (15 employees, 83 students)**

NON-RESIDENTIAL AREA:

s.f.

APPROXIMATE DATE OF CONNECTION:

PROPOSED UNITS

No. of New Units: **0**

- Studios:
- 1-Bedroom:
- 2-Bedroom:
- 3-Bedroom:
- 4-Bedroom:
- 5-Bedroom:
- 6-Bedroom:

EXISTING UNITS

No. of Existing Units: **0**

- Studios:
- 1-Bedroom:
- 2-Bedroom:
- 3-Bedroom:
- 4-Bedroom:
- 5-Bedroom:
- 6-Bedroom:

UNITS TO BE DEMOLISHED

No. of Units to be Demolished: **0**

- Studios:
- 1-Bedroom:
- 2-Bedroom:
- 3-Bedroom:
- 4-Bedroom:
- 5-Bedroom:
- 6-Bedroom:

REMARKS

APPROVAL DATE: **11/27/2023**

EXPIRATION DATE: **11/26/2025**

Valid 2-years after approval date. Construction plans shall be completed and approved within this 2-year period. Construction shall commence within 1-year after approval of plans.

** Applicable WSFC shall be collected at the prevailing rate in accordance with ROH 1990, Chapter 14, Sections 14-10.3, 14-10.4, 14-10.5 and Appendix 14-D.*

REVIEWED BY: **Jing Meng**

Site Development Division, Wastewater Branch

APPENDIX B

Request Letter for Adequacy Inquiry and Pressure Data submitted November 8,
2023

Water Availability Response Letter from BWS dated November 20, 2023

APPENDIX D

Early Consultation Comments and Responses

**BOARD OF WATER SUPPLY
KA 'OIHANA WAI
CITY AND COUNTY OF HONOLULU**

630 SOUTH BERETANIA STREET • HONOLULU, HAWAII 96843
Phone: (808) 748-5000 • www.boardofwatersupply.com

RICK BLANGIARDI
MAYOR
MEIA

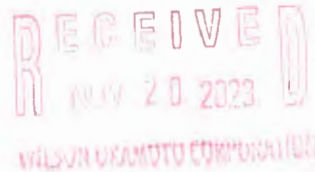
ERNEST Y. W. LAU, P.E.
MANAGER AND CHIEF ENGINEER
MANAKIA A ME KAHU WILIKI

ERWIN KAWATA
DEPUTY MANAGER
HOPE MANAKIA



NĀ'ĀLEHU ANTHONY, Chair
KAPUA SPROAT, Vice Chair
BRYAN P. ANDAYA
JONATHAN KANESHIRO
EDWIN H. SNIFFEN, Ex-Officio
GENE C. ALBANO, P.E., Ex-Officio

November 14, 2023



Mr. Keola Cheng
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Cheng:

Subject: Your Letter Dated October 23, 2023, Requesting Comments on the Environmental Assessment Early Consultation for Department of Education High Core/Storefront School off California Avenue, Tax Map Key: 7-4-017:002; 7-4-022:049 & 050

Thank you for the opportunity to comment on the proposed school relocation project.

The existing water system is adequate to accommodate the proposed development. However, please be advised that this information is based upon current data, and therefore, the Board of Water Supply reserves the right to change any position or information stated herein up until the final approval of the building permit application. The final decision on the availability of water will be confirmed when the building permit application is submitted for approval.

When water is made available, the applicant will be required to pay our Water System Facilities Charges for resource development, transmission, and daily storage.

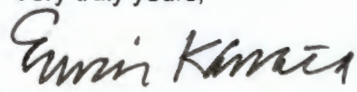
Water conservation measures are required for all proposed developments. These measures include utilization of nonpotable water for irrigation using rain catchment, drought tolerant plants, xeriscape landscaping, efficient irrigation systems, such as a drip system and moisture sensors, and the use of Water Sense labeled ultra-low flow water fixtures and toilets.

The construction drawings should be submitted for our review and the construction schedule should be coordinated to minimize impact to the water system.

The on-site fire protection requirements should be coordinated with the Fire Prevention Bureau of the Honolulu Fire Department.

If you have any questions, please contact Robert Chun, Project Review Branch of our Water Resources Division at (808) 748-5443.

Very truly yours,


for ERNEST Y. W. LAU, P.E.
Manager and Chief Engineer



10806-01
January 23, 2024

Mr. Ernest Lau, P.E.
Board of Water Supply
City and County of Honolulu
630 South Beretania Street
Honolulu, HI, 96843

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, Oʻahu, Hawaiʻi

Dear Mr. Lau:

Thank you for your letter dated November 14, 2023, regarding the subject Early Consultation Package for the Department of Education High Core High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawaiʻi Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge that the existing water system is adequate to accommodate the Proposed Project. However, the BWS will make a final decision on the availability of water when the building permit application is submitted for approval. Please note that we have taken your comments into consideration in preparing the EA and incorporated them with regards to the water system as it relates to the Proposed Project in Section 3.15.1 of the EA.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawaiʻi's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

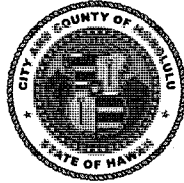
Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

DEPARTMENT OF DESIGN AND CONSTRUCTION
KA 'OIHANA HAKULAU A ME KE KĀPILI
CITY AND COUNTY OF HONOLULU

650 SOUTH KING STREET, 11TH FLOOR • HONOLULU, HAWAII 96813
PHONE: (808) 768-8480 • FAX: (808) 768-4567 • WEBSITE: honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA



HAKU MILLES, P.E.
DIRECTOR
PO'O

BRYAN GALLAGHER, P.E.
DEPUTY DIRECTOR
HOPE PO'O

November 15, 2023

SENT VIA EMAIL

Mr. Keola Cheng
publiccomment@wilsonokamoto.com

Dear Mr. Cheng:

Subject: Environmental Assessment (EA) Early Consultation for
Department of Education High Core / Storefront School
Tax Map Keys (TMK): [1] 7-4-017:002; 7-4-022:049 and 50
Wahiawā, O'ahu, Hawai'i

Thank you for the opportunity to review and comment. Our Facilities Division has the following comment.

Because of the close proximity to the Wahiawā Botanical Gardens, it is important to involve the Department of Parks and Recreation in the planning and design of this new facility. Issues such as how storm water runoff from the new facility is handled can impact the City property.

Should you have any further questions, please contact Clifford Lau, Facilities Division Chief at (808) 768-8483.

Sincerely,

A handwritten signature in black ink, appearing to read "Bryan Gallagher".

~~For~~ Haku Milles, P.E., LEED AP
Director

HM:krm (911647)

PS: Please update your records – Mr. Alex Kozlov is no longer with the Department of Design and Construction since June 2022. Please send your inquiries to Mr. Haku Milles.



10806-01
January 23, 2024

Mr. Haku Milles
Department of Design and Construction
City and County of Honolulu
650 South King Street, 11th Floor
Honolulu, HI, 96813

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Milles:

Thank you for your letter dated November 15, 2023, regarding the subject Early Consultation Package for the DOE High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, has been produced and is appended to the Draft EA in Appendix D.

We acknowledge that due to close proximity to the Wahiawā Botanical Gardens, the Department of Parks and Recreation (DPR) should participate in the planning and design of the proposed facility. The DPR has been included and participated in this EA process. Please note that we have taken your comments regarding storm water runoff into consideration in preparing for the EA and incorporated them in Section 3.15.3 of the EA.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

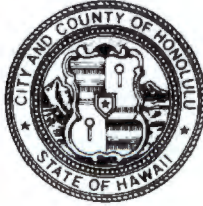
Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

DEPARTMENT OF FACILITY MAINTENANCE
KA 'OIHANA MĀLAMA HALE
CITY AND COUNTY OF HONOLULU

1000 ULU'OHIA STREET, SUITE 215, KAPOLEI, HAWAII 96707
PHONE: (808) 768-3343 • Fax: (808) 768-3381 • WEBSITE: <https://www.honolulu.gov/dfm>

RICK BLANGIARDI
MAYOR
MEIA



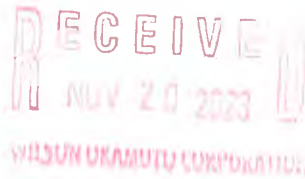
GENE C. ALBANO, P.E.
DIRECTOR AND CHIEF ENGINEER
PO'O A ME LUNA NUI 'ENEKINIA

WARREN K. MAMIZUKA
DEPUTY DIRECTOR
HOPE PO'O

IN REPLY REFER TO:
DRM 23-503

November 17, 2023

Mr. Keola Cheng
Wilson Okamoto Corporation
1901 S. Beretania Street, Suite 400
Honolulu, Hawaii 96826



Dear Mr. Cheng:


Subject: Environmental Assessment Early Consultation for
Department of Education High Core/Storefront School
TMK's: (1) 7-4-017:002, 7-4-022:049 and 50, Wahiawa

Thank you for the opportunity to review and comment on the subject project.

We have no comments at this time, as we do not have any facilities or easements on the subject property.

If you have any questions, please call Mr. Kyle Oyasato of the Division of Road Maintenance at (808) 768-3697.

Sincerely,


Gene C. Albano, P.E.
Director and Chief Engineer



10806-01

January 23, 2024

Mr. Gene C. Albano
Department of Facility Maintenance
1901 South Beretania Street, Suite 400
Honolulu, HI, 96826

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Albano:

Thank you for your letter dated November 17, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge that the Department of Facility Maintenance does not have any comments at this time and have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice. We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

From: Keller, Christina K <c.keller@honolulu.gov>
Sent: Wednesday, November 22, 2023 7:58 AM
To: Public Comment
Subject: Pre-DEA Comments for DOE High Core / Storefront School, Wahiawa - 2023/ELOG-1969

Aloha Mr. Cheng,

This is in response to your letter, received October 26, 2023, requesting early consultation comments on the upcoming Draft Environmental Assessment (EA) to be prepared for the proposed new High Core / Storefront School on California Avenue in Wahiawa (Project). The primary school building will be located at Tax Map Keys (TMK) 7-4-017: 002. The Project Site also includes a State-owned parking lot across California Avenue which encompasses TMKs 7-4-002: 049 and 050. In total, the Project Site consists of 37,004 square feet. We understand the Project Site is State-owned land, and the proposed development will utilize public funds; therefore, the proposal triggers the requirement to prepare an EA consistent with Hawaii Revised Statutes Chapter 343, and Hawaii Administrative Rules Section 11-200.1.

The following items should be specifically addressed in the Final EA:

1. Compliance with Revised Ordinances of Honolulu Chapter 21, the Land Use Ordinance (LUO). The Draft EA should identify the Project's consistency with each of the development standards of the applicable P-2 and R-5 Residential District development standards and other applicable LUO regulations, including, but not limited to the following:
 - Maximum allowable heights and building area;
 - Required yards and height setbacks;
 - Parking, loading, and vehicular circulation and maneuvering areas;
 - Impervious surface coverage; and
 - Street trees, parking lot landscaping, and landscape screening.

The Draft EA's analysis of compliance with the applicable LUO development standards should include both existing and proposed structures. In addition, the Draft EA should also discuss the relationship between the primary school site and the off-site parking area. It appears from the conceptual plan that there are existing bus stops on both sides of California Avenue, a possible crosswalk crossing California Avenue. The Draft EA should discuss how the off-site parking users will safely access the primary school site. The LUO is available on our website at: www.honolulu.gov/dpp/resources/ordinances.

2. Bicycle Parking. Accommodations for bicycle parking spaces should be considered.

Thank you for the opportunity to comment on this proposal. Please call or email me if you have any questions.

Christi Keller, Planner VI
City and County of Honolulu
DPP – LUPD – LUAB
808.768.8087
c.keller@honolulu.gov



10806-01
January 23, 2024

Ms. Christina Keller
Department of Planning and Permitting
City and County of Honolulu
c.keller@honolulu.gov

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O‘ahu, Hawai‘i

Dear Ms. Keller:

Thank you for your letter dated November 22, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai‘i Administrative Rules, Title 11, Chapter 200.1, Section 18.. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D. We offer the following in response to the points raised:

- We acknowledge that the Project Site is situated within both P-2 and R-5 zoning designations. However, as discussed in Section 2.1 of the Draft EA, all improvements associated with the Proposed Project will occur on Tax Map Key parcel [1] 7-4-017:002 which is within in the P-2 zoning designation. Please note that Section 4.2.3 of the Draft EA discusses the applicable development standards and the Proposed Project’s conformance. Please note that given the Proposed Project is considered to be a “Public Use and Structure,” which is permissible in any zoning designation, and the constraint of the Project Site, the Proposed Project will require a Zoning Waiver. The Zoning Waiver Application will provide a thorough discussion of which development standards the Proposed Project intends to request waivers from when design has progressed.
- With regards to the off-site parking area, please note that that the Proposed Project intends to use it for employee and visitor parking. However, there will not be any improvements associated with the off-site parking area. As noted in your letter, there is an existing mid-block crossing. Section 3.11 of the Draft EA discusses the existing pedestrian facilities and makes recommendations on how to mitigate any potential impacts associated with the mid-block crossing.
- With regards to your comment about bicycle parking, please note that this is provided in Section 3.11 of the EA as a recommendation.

10806-01
Letter to Ms. Christina Keller
Page 2
January 23, 2024

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

A handwritten signature in cursive script that reads "Keola Cheng". The signature is written in black ink on a light-colored background.

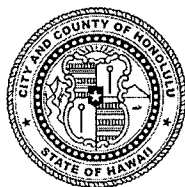
Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

DEPARTMENT OF PARKS AND RECREATION
KA 'OIHANA MĀLAMA PĀKA A ME NĀ HANA HO'ONANEA
CITY AND COUNTY OF HONOLULU

1000 ULU'ŌHI'A STREET, SUITE 309 • KAPOLEI, HAWAII 96707
PHONE: (808) 768-3003 • FAX: (808) 768-3053 • WEBSITE: honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA



LAURA H. THIELEN
DIRECTOR
PO'O

KĒHAULANI PU'U
DEPUTY DIRECTOR
HOPE PO'O

December 1, 2023

SENT VIA EMAIL

Mr. Keola Cheng, Planning Director
Wilson Okamoto Corporation
publiccomment@wilsonokamoto.com

Dear Keola Cheng:

SUBJECT: Environmental Assessment (EA) Early Consultation for
Department of Education High Core / Storefront School
Tax Map Keys (TMK): [1] 7-4-017:002, 7-4-022:049 and 50
Wahiawā, O'ahu, Hawai'i

The Department of Parks and Recreation, Division of Urban Forestry (DUF) reviewed the above-noted project as received from you and has the following comment:

1. DUF's Wahiawā Botanical Garden is located within the vicinity of this project at 1396 California Avenue, Wahiawā, Hawai'i 96786.
 - a. Would this project impact the runoff into the ravine?
 - b. Would this affect the existing vegetation in the ravine area?
 - c. Would there be access into the ravine area if DUF needed?
2. Trees and landscaping can mitigate storm water, provide shade canopy, sequester carbon emissions, and promote overall well-being. Schools and their communities could benefit from more trees.

If you have any questions, please contact Brandon Au, DUF Park Grounds Improvement Supervisor II at (808) 971-7151.

Sincerely,

A handwritten signature in black ink, appearing to read "Laura H. Thielen".

Laura H. Thielen
Director

LHT:as
(911673)

cc: B. Au, DUF



10806-01
January 23, 2024

Ms. Laura Thielen
Department of Parks and Recreation
City and County of Honolulu
1000 Ulu'ohia Street, Suite 309
Kapolei, Hawai'i, 96707

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Ms. Thielen:

Thank you for your letter dated November 14, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

Please note that the Proposed Project is not anticipated to result in significant drainage impacts or runoff that would impact the ravine that is referenced in your letter. The Project Site currently has existing drainage patterns that direct runoff into the ravine. The Proposed Project is not anticipated to significantly increase runoff or significantly alter existing drainage patterns. Hence, there should not be an impact to the existing vegetation within the ravine. This is discussed in Section 3.15.3 of the Draft EA. Regarding your comment about access to the ravine, it is our understanding that the ravine is not within the boundaries of the Project Site property and is within the boundaries of Wahiawā Botanical Garden property. Hence, current access to the ravine is not anticipated to change. Regarding your comment, please note that the Proposed Project is anticipated to incorporate landscaping elements that would include trees.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

10806-01
Letter to Ms. Laura Thielen
Page 2
January 24, 2024

We appreciate your participation in the EA review process.

Sincerely,

A handwritten signature in cursive script that reads "Keola Cheng". The signature is written in black ink on a white background.

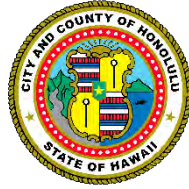
Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

DEPARTMENT OF TRANSPORTATION SERVICES
KA 'OIHANA LAWELAWE 'ŌHUA
CITY AND COUNTY OF HONOLULU

711 KAPI'OLANI BOULEVARD, SUITE 1600
HONOLULU, HAWAII 96813
Phone: (808) 768-8305 • Fax: (808) 768-4730 • Internet: www.honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA



J. ROGER MORTON
DIRECTOR
PO'O

JON Y. NOUCHI
DEPUTY DIRECTOR
HOPE PO'O

11/23-912035

November 22, 2023

Keola Cheng, Planning Director
Wilson Okamoto Corporation
1907 South Beretania Street Suite 400
Honolulu, Hawaii 96826

Dear Mr. Cheng:

SUBJECT: Environmental Assessment (EA) Early Consultation for Department of Education High Core / Storefront School
Tax Map Keys (TMK): [1] 7-4-017:002, 7-4-022:049 and 50
Wahiawa, Oahu, Hawaii

Thank you for the opportunity to provide written comments regarding the Environmental Assessment (EA) Early Consultation for Department of Education High Core / Storefront School; Tax Map Keys (TMK): [1] 7-4-017:002, 7-4-022:049 and 50; Wahiawa, Oahu, Hawaii. We have the following comments.

1. Pedestrian Improvements.

- i. Rectangular Rapid-Flashing Beacon (RRFB). The applicant shall install RRFBs, or other appropriate countermeasure, at the crosswalk fronting the Project site; which will improve safe crossing for students and staff and mitigate the project's impact.
- ii. Sidewalks. The Applicant shall modify the sidewalk on the Project's California Avenue frontage to be consistent with the proposed walkway project (Project ID #1-3 in the 2022 Oahu Pedestrian Plan). All internal Project sidewalks/pedestrian paths and those fronting the Project site shall have a minimum of 5-foot, 8-foot preferred, pedestrian clear zone separate from the furniture and utility zone. Sidewalks shall incorporate the standards of the Honolulu Complete Streets Design Manual, including the placement of street furniture such as landscaping, signage, and lighting, which is intended to provide added

protection for pedestrians. New sidewalks, curb ramps, curbs, and gutters must meet current Americans with Disabilities Act standards.

- iii. Installation of lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape consistent with the Complete Streets furniture zone; and trash receptacles per the Honolulu Complete Streets Design Manual, Oahu Pedestrian Plan, and any applicable streetscape plan.

2. Transit Improvements.

- i. The project applicant shall adopt (i.e., be responsible for litter removal, cleaning and maintenance of bus stop shelter, benches and floor area) the bus stops fronting the Project site at no cost to the City and County of Honolulu (City).

3. Complete Streets.

- i. California Avenue fronting the project site is classified as an "Avenue" planned to have sidewalks, a bike lane, two travel lanes, bus service mixed with general purpose travel, and un-metered on-street parking. The typical future street cross section will resemble in concept the second design on Page 77 of the Honolulu Complete Streets Design Manual.
- ii. A Priority 1 Bike Lane proposed project (Project ID 1-1 in the 2019 Oahu Bike Plan) is located on California Avenue fronting the project site. Any driveways or improvements shall be designed to minimize the number and size of potential conflict areas between bicyclists and turning vehicles.

4. Street Usage Permit. A street usage permit from the DTS should be obtained for any construction-related work that may require the temporary closure of any traffic lane, sidewalk, bicycle lane, or pedestrian mall on a City street.

5. Neighborhood Impacts. The area representatives, neighborhood board, as well as the area guests, businesses, emergency personnel (fire, ambulance, and police), Oahu Transit Services, Inc. (TheBus and TheHandi-Van), etc., should be kept apprised of the details and status throughout the project and the impacts that the project may have on the adjoining local street area network.

Mr. Keola Cheng, Planning Director
November 22, 2023
Page 3

6. Bus Stops. The project site is in the immediate vicinity of bus stops. Please coordinate roadway improvements with DTS – Transportation Mobility Division (TMD). Contact DTS-TMD at TheBusStop@honolulu.gov
7. Disability and Communication Access Board (DCAB). Project plans (vehicular and pedestrian circulation, sidewalks, parking and pedestrian pathways, vehicular ingress/egress, etc.) should be reviewed and approved by DCAB to ensure full compliance with Americans with Disabilities Act requirements.

Should you have any questions, please contact Greg Tsugawa, of my staff, at (808) 768-6683.

Very truly yours,

J. Roger Morton
Director

sw (Greg Tsugawa)
"\\dtsfp1\dts\TPD_Review\912035 High Core Storefront School Early
Consultation\TEMPLATE\Response Letter - High Core Storefront School Early
Consultation (912035).docx"



10806-01
January 23, 2024

Mr. J. Roger Morton
Board of Water Supply
City and County of Honolulu
711 Kapiolani Blvd, Suite 1600
Honolulu, HI, 96813

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O‘ahu, Hawai‘i

Dear Mr. Morton:

Thank you for your letter dated November 22, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai‘i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D. We offer the following in response to your comments:

Comment 1: *Rectangular Rapid-Flashing Beacon (RRFB). The applicant shall install RRFBs, or other appropriate countermeasure, at the crosswalk fronting the Project site; which will improve safe crossing for students and staff and mitigate the project’s impact.*

Response 1: Your comments are acknowledged. Please note that Section 3.11 discussion recommendations based on the Traffic Impact Report (TIR) as it relates to pedestrian facilities, including the mid-block crossing your letter refers to.

Comment 2: *Sidewalks. The Applicant shall modify the sidewalk on the Project’s California Avenue frontage to be consistent with the proposed walkway project (Project ID #1-3 in the 2022 Oahu Pedestrian Plan). All internal Project sidewalks/pedestrian paths and those fronting the Project site shall have a minimum of 5-foot, 8-foot preferred, pedestrian clear zone separate from the furniture and utility zone. Sidewalks shall incorporate the standards of the Honolulu Complete Streets Design Manual, including the placement of street furniture such as landscaping, signage, and lighting, which is intended to provide added protection for pedestrians. New sidewalks, curb ramps, curbs, and gutters must meet current Americans with Disabilities Act standards.*

Response 2: Your comments are acknowledged. These comments have been passed along to the design team.

Comment 3: *Installation of lighting; pedestrian-oriented green infrastructure, trees, or other greening landscape consistent with the Complete Streets furniture zone; and trash receptacles per the Honolulu Complete Streets Design Manual, Oahu Pedestrian Plan, and any applicable streetscape plan.*

Response 3: Your comments are acknowledged. Please note that your comments have been passed along to the design team.

Comment 4: *The project applicant shall adopt (i.e., be responsible for litter removal, cleaning and maintenance of bus stop shelter, benches and floor area) the bus stops fronting the Project site at no cost to the City and County of Honolulu (City).*

Response 4: Noted. Your comments have been pass along to the Department of Education.

Comment 5: *California Avenue fronting the project site is classified as an “Avenue” planned to have sidewalks, a bike lane, two travel lanes, bus service mixed with general purpose travel, and un-metered on-street parking. The typical future street cross section will resemble in concept the second design on Page 77 of the Honolulu Complete Streets Design Manual.*

Response 5: Your comments are acknowledged. Please note that the TIR has made note of this and is included in Section 3.11 of the EA.

Comment 6: *A Priority 1 Bike Lane proposed project (Project ID 1-1 in the 2019 Oahu Bike Plan) is located on California Avenue fronting the project site. Any driveways or improvements shall be designed to minimize the number and size of potential conflict areas between bicyclists and turning vehicles.*

Response 6: Your comments are acknowledged. Please note that the TIR has made note of this and is included in Section 3.11 of the EA.

Comment 7: *Street Usage Permit. A street usage permit from the DTS should be obtained for any construction-related work that may require the temporary closure of any traffic lane, sidewalk, bicycle lane, or pedestrian mall on a City street.*

Response 7: Please note that this has been added to Section 4.3 of the EA.

Comment 8: *Neighborhood Impacts. The area representatives, neighborhood board, as well as the area guests, businesses, emergency personnel (fire, ambulance, and police), Oahu Transit Services, Inc. (TheBus and TheHandi-Van), etc., should be kept apprised of the details and status throughout the project and the impacts that the project may have on the adjoining local street area network.*

Response 8: Your comments are acknowledged. Please note that Chapter 7 includes a list of those that have been consulted with thus far in the EA process.

10806-01
Letter to Mr. J. Roger Morton
Page 2
January 23, 2024

Comment 9: *Bus Stops. The project site is in the immediate vicinity of bus stops. Please coordinate roadway improvements with DTS – Transportation Mobility Division (TMD). Contact DTS-TMD at TheBusStop@honolulu.gov*

Response 9: Your comments are acknowledged. Please note that the Department of Education will continue to coordinate with the DTS throughout the process of the Proposed Project at applicable stages.

Comment 10: *Disability and Communication Access Board (DCAB). Project plans (vehicular and pedestrian circulation, sidewalks, parking and pedestrian pathways, vehicular ingress/egress, etc.) should be reviewed and approved by DCAB to ensure full compliance with Americans with Disabilities Act requirements.*

Response 10: Your comments are acknowledged. This has been passed along to the design team. They will ensure that the Proposed Project plans are reviewed and approved by DCAB to ensure full compliance with the Americans with Disabilities Act requirements.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice. We appreciate your participation in the EA review process.

Sincerely,



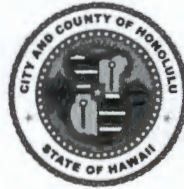
Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

**HONOLULU FIRE DEPARTMENT
KA 'OIHANA KINAI AHI O HONOLULU
CITY AND COUNTY OF HONOLULU**

636 SOUTH STREET • HONOLULU, HAWAII 96813
PHONE: (808) 723-7139 • FAX: (808) 723-7111 • WEBSITE: honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA

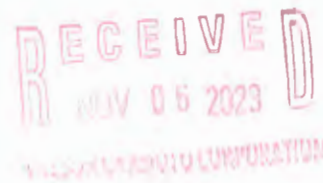


SHELDON K. HAO
FIRE CHIEF
LUNA NUI KINAI AHI

JASON SAMALA
DEPUTY FIRE CHIEF
HOPE LUNA NUI KINAI AHI

October 31, 2023

Mr. Keola Cheng
Director-Planning
Wilson Okamoto Corporation
1907 Beretania Street, Suite 400
Honolulu, Hawai'i 96826



Dear Mr. Cheng:

Subject: Environmental Assessment Early Consultation
Department of Education High Core/Storefront School
Tax Map Keys: 7-4-017: 002, 7-4-022: 049 and 50
Wahiawā, O'ahu, Hawai'i

In response to your letter received on October 25, 2023, regarding the abovementioned subject, the Honolulu Fire Department (HFD) reviewed the submitted information and requires the following be complied with:

1. Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 feet (46 meters) from fire department access roads as measured by an approved route around the exterior of the building or facility. (National Fire Protection Association [NFPA] 1; 2018 Edition, Sections 18.2.3.2.2 and 18.2.3.2.2.1, as amended.)

A fire department access road shall extend to within 50 feet (15 meters) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building. (NFPA 1; 2018 Edition, Section 18.2.3.2.1.)

2. Fire department access roads shall be in accordance with NFPA 1; 2018 Edition, Section 18.2.3.

Keola Cheng
Page 2
October 31, 2023

3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to all premises upon which facilities, buildings, or portions of buildings are hereafter constructed or moved into the jurisdiction. The approved water supply shall be in accordance with NFPA 1; 2018 Edition, Sections 18.3 and 18.4.
4. Submit civil drawings to the City and County of Honolulu's Department of Planning and Permitting (DPP). They will be routed to the Honolulu Fire Department as needed by the DPP.

The abovementioned provisions are required by the HFD. This project may necessitate that additional requirements be met as determined by other agencies.

Should you have questions, please contact Battalion Chief Jean-Claude Bisch of our Fire Prevention Bureau at 808-723-7151 or jbisch@honolulu.gov.

Sincerely,



CRAIG UCHIMURA
Assistant Chief

CU/MD:bh



10806-01
January 23, 2024

Mr. Craig Uchimura
Honolulu Fire Department
City and County of Honolulu
636 South Street
Honolulu, HI, 96813

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Uchimura:

Thank you for your letter dated October 31, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D. We offer the following in response to the points raised:

- We acknowledge that the Honolulu Fire Department (HFD) access roads will be provided in the Proposed Project as appropriate.
- We acknowledge that a water supply, approved by the City and County, is capable of supplying the water required water flow for fire protection shall be provided for the Proposed Project.
- Civil drawings will be submitted to the HFD for review and approval as noted in Section 4.3 of the EA.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

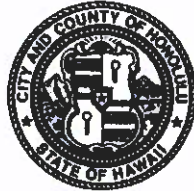
Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

POLICE DEPARTMENT
KA 'OIHANA MĀKA'I O HONOLULU
CITY AND COUNTY OF HONOLULU
801 SOUTH BERETANIA STREET • HONOLULU, HAWAII 96813
TELEPHONE: (808) 529-3111 • WEBSITE: www.honolulu-pd.org

RICK BLANGIARDI
MAYOR
MEIA



ARTHUR J. LOGAN
CHIEF
KAHU MĀKA'I

KEITH K. HORIKAWA
RADE K. VANIC
DEPUTY CHIEFS
HOPE LUNA NUI MĀKA'I

OUR REFERENCE **EO-SH**

November 2, 2023

SENT VIA EMAIL

Mr. Keola Cheng
publiccomment@wilsonokamoto.com

Dear Mr. Cheng:

This is in response to your letter dated October 23, 2023, requesting input for the Environmental Assessment Early Consultation for the proposed State of Hawai'i, Department of Education High Core/Storefront School located at 1136 California Avenue in Wahiawā.

The Honolulu Police Department (HPD) has reviewed the information provided and has some concerns. The HPD recommends that all necessary signs, lights, barricades, and other safety equipment be installed and maintained by the contractor during the construction phase of the project.

If there are any questions, please call Major Gregory Osbun of District 2 (Wahiawā) at (808) 723-8700.

Sincerely,

A handwritten signature in black ink, appearing to read "Glenn Hayashi".

GLENN HAYASHI
Assistant Chief of Police
Support Services Bureau



10806-01
January 23, 2024

Mr. Glenn Hayashi
Honolulu Police Department
City and County of Honolulu
801 South Beretania Street
Honolulu, HI, 96813

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O‘ahu, Hawai‘i

Dear Mr. Hayashi:

Thank you for your letter dated November 2, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai‘i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge your comments regarding the installation of safety equipment during the construction phase. As discussed in Section 3.11 of the Draft EA that a Construction Management Plan has been recommended to mitigate short-term impacts related to construction work. The Applicant will ensure that this information is conveyed to the contractor for construction.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai‘i’s Environmental Review Program’s (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.
Sincerely,

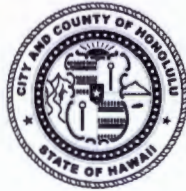
Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

DEPARTMENT OF COMMUNITY SERVICES
KA 'OIHANA LAWELAWE KAIĀULU
CITY AND COUNTY OF HONOLULU

925 DILLINGHAM BOULEVARD, SUITE 200 • HONOLULU, HAWAII 96817
PHONE: (808) 768-7762 • FAX: (808) 768-7792 • WEB: www.honolulu.gov

RICK BLANGIARDI
MAYOR
MEIA



ANTON C. KRUCKY
DIRECTOR
PO'O

AEDWARD LOS BANOS
DEPUTY DIRECTOR
HOPE PO'O

October 27, 2023

Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826
Attn: Keola Cheng, Planning Director



Dear Mr. Cheng:

SUBJECT: Pre-Consultation: DRAFT Environmental Assessment
Department of Education High Core/Storefront School
1136 California Avenue, Wahiawā, Hawaii 96786
TMKs: (1) 7-4-017:002 and 7-4-022:049 & 050

Thank you for notifying us that Wilson Okamoto Corporation is preparing an Environmental Assessment (EA) for the above-named project on behalf of the State Department of Education (DOE).

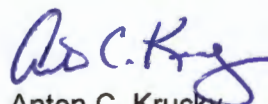
Our review indicates that the project area is located less than a mile from three properties managed by the Department of Community Services (DCS). One of those properties, located at 360 California Avenue, is currently vacant but will soon be leased out to a service provider working with low-income and/or special needs populations. The two other properties, located at 149 Kuahiwi Avenue and 140 A&B Kuahiwi Avenue, are leased by DCS to The Arc in Hawaii (Arc) for the provision of services and special needs housing to people with intellectual and developmental disabilities.

The City supported the acquisition and/or construction of said properties using public funds and continues to monitor them for compliance with applicable use restriction agreements. As such, we ask that this project take into consideration the health, safety, accessibility, and long-term wellbeing of Arc residents and others living nearby and/or involved with activities in the surrounding neighborhood.

We further ask Wilson Okamoto Corporation to ensure that comments for this EA are solicited directly from Arc.

Thank you for providing us the opportunity to comment on this matter.

Sincerely,


Anton C. Krucky
Director



10806-01
January 23, 2023

Mr. Anton Krucky
Department of Community Services
City and County of Honolulu
925 Dillingham Blvd, Suite 200
Honolulu, HI, 96813

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Krucky:

Thank you for your letter dated October 27, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D. We offer the following in response to the points raised:

We acknowledge that the Project Site is located less than a mile from three properties managed by the Department of Community Services. Please note that Chapter 3 of the Draft EA discusses the potential impacts that may occur as a result of the Proposed Project and mitigation measures to be applied to ensure the health and safety of residents within the vicinity of the Project Site.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



KEITH A. REGAN
COMPTROLLER
KA LUNA HO'OMALU HANA LAULĀ

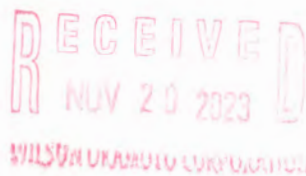
MEOH-LENG SILLIMAN
DEPUTY COMPTROLLER
KA HOPE LUNA HO'OMALU HANA LAULĀ

STATE OF HAWAII | KA MOKU'ĀINA O HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES | KA 'OIHANA LOIHELU A LAWELAWÉ LAULĀ
P.O. BOX 119, HONOLULU, HAWAII 96810-0119

(P)23.195

NOV 16 2023

Keola Cheng, Director - Planning
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826



Dear Keola Cheng:

Subject: Environmental Assessment (EA) Early Consultation for
Department of Education High Core / Storefront School
Tax Map Keys (TMK): [1] 7-4-017:002, [1] 7-4-022:049 and 050
Wahiawa, Oahu, Hawaii

Thank you for the opportunity to provide comments for the subject project. We have no comments to offer at this time, as the subject project does not appear to impact directly any properties or facilities that are managed by the Department of Accounting and General Services. However, we do intend to monitor this project as it develops, given the relative proximity of the Wahiawa Civic Center site which we are redeveloping, with its construction presently underway.

If you have any questions or require further information, please call Dennis Chen of the Planning Branch at (808) 586-0491, or e-mail him at dennis.yk.chen@hawaii.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Christine L. Kinimaka".

CHRISTINE L. KINIMAKA
Public Works Administrator

DE:mc

c: Arthur G. Watrous, Architects Hawaii Limited
William George, Department of Education



10806-01
January 23, 2024

Ms. Christine L. Kinimaka
Department of Accounting and General Services
State of Hawai'i
P.O. Box 119
Honolulu, HI, 96810-0119

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Ms. Kinimaka:

Thank you for your letter dated November 16, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge that the Department of Accounting and General Services does not have any comments at this time and have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

November 30, 2023

LD 0318

Attention: Keola Cheng, Planning Director
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Via email: publiccomment@wilsonokamoto.com

Dear Sir:

SUBJECT: Environmental Assessment (EA) Early Consultation for Department of Education High Core/Storefront School, 1136 California Avenue, Tax Map Keys: (1) 7-4-017:002, (1) 7-4-022:049 and 050.

Thank you for the opportunity to review and comment on the subject project. In addition to previous comments sent to you from the Department of Land and Natural Resources (DLNR), enclosed are also comments received from the Division of Forestry and Wildlife.

Should you have any questions, please feel free to contact Timothy Chee at timothy.chee@hawaii.gov. Thank you.

Sincerely,

Russell Tsuji

Russell Y. Tsuji
Land Administrator

Attachments
cc: Central Files

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

October 26, 2023

LD 0318

MEMORANDUM

FROM: **DLNR Agencies:**
X Div. of Aquatic Resources (via email: kendall.l.tucker@hawaii.gov)
X Div. of Boating & Ocean Recreation (Richard.t.howard@hawaii.gov)
X Engineering Division (via email: DLNR.Engr@hawaii.gov)
X Div. of Forestry & Wildlife (via email: Rubyrosa.T.Terrago@hawaii.gov)
X Div. of State Parks (curt.a.cottrell@hawaii.gov)
X Commission on Water Resource Management (via email: DLNR.CWRM@hawaii.gov)
X Office of Conservation & Coastal Lands (via email: sharleen.k.kuba@hawaii.gov)
X Land Division – Oahu District (via email: barry.w.cheung@hawaii.gov)
X Aha Moku (via email: leimana.k.damate@hawaii.gov)

TO: Russell Y. Tsuji, Land Administrator *Russell Tsuji*

SUBJECT: **Environmental Assessment (EA) Early Consultation for Department of Education High Core/Storefront School**

LOCATION: Wahiawa, Island of Oahu, Hawaii
 TMK: (1) 7-4-017:002, (1) 7-4-022:049 and 050.

APPLICANT: Wilson Okamoto Corporation

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments to timothy.chee@hawaii.gov at the Land Division by the internal deadline of November 20, 2023. If no response is received by this date, we will assume your agency has no comments. If you have any questions, please contact Timothy Chee at the above email address. Thank you.

BRIEF COMMENTS:

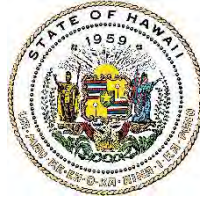
Attachments
Cc: Central Files

- () We have no objections.
- () We have no comments.
- () We have no additional comments.
-) Comments are included/attached.

Signed: *JDO*
 Print Name: JASON D. OMICK, Acting Wildlife Prog. Mgr
 Division: Forestry and Wildlife
 Date: Nov 30, 2023

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA

DIVISION OF FORESTRY AND WILDLIFE
1151 PUNCHBOWL STREET, ROOM 325
HONOLULU, HAWAII 96813

DAWN N.S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

LAURA H.E. KAAKUA
FIRST DEPUTY

M. KALEO MANUEL
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES
ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

November 28, 2023

Log no. 4300

MEMORANDUM

TO: RUSSELL Y. TSUJI, Administrator
Land Division

FROM: JASON D. OMICK, Acting Wildlife Program Manager
Division of Forestry and Wildlife

SUBJECT: Request for Comments on the Environmental Assessment Early
Consultation for the Department of Education High Core/Storefront
School, O'ahu

The Department of Land and Natural Resources, Division of Forestry and Wildlife (DOFAW) has received your request for comments on the proposed Environmental Assessment (EA) early consultation request for the Department of Education (DOE) High Core/Storefront School located at 1136 California Avenue, in Wahiawa, on the island of O'ahu; TMK: (1) 7-4-017:002, (1) 7-4-022:049 and 050. The proposed site will encompass 0.85 acres and will be surrounded by the Wahiawa Botanical Garden. The proposed project will involve the demolition of the existing DOE High Core/ Storefront School. The project will consist of an approximately 5,669 square foot facility, 160 square foot lanai, 141 square foot mechanical yard, an at-grade surface parking lot with three (3) stalls, as well as a drop off and pick up zone which will include (1) ADA stall. The proposed project will provide a permanent home to the existing DOE High Core/Storefront School. The work is anticipated to begin in October of 2024 and will be completed by January 2026.

DOFAW provides the following recommendations to be considered in the EA.

The State listed 'ōpe'ape'a or Hawaiian Hoary Bat (*Lasiurus cinereus semotus*) could potentially occur at or in the vicinity of the project and may roost in nearby trees. Any required site clearing should be timed to avoid disturbance to bats during their birthing and pup rearing season (June 1 through September 15). During this period woody plants greater than 15 feet (4.6 meters) tall should not be disturbed, removed, or

trimmed. Barbed wire should also be avoided for any construction because bats can become ensnared and killed by such fencing material during flight.

Artificial lighting can adversely impact seabirds that may pass through the area at night by causing them to become disoriented. This disorientation can result in their collision with manmade structures or the grounding of birds. For nighttime work that might be required, DOFAW recommends that all lights used be fully shielded to minimize the attraction of seabirds. Nighttime work that requires outdoor lighting should be avoided during the seabird fledging season, from September 15 through December 15, when young seabirds make their maiden voyage to sea.

If nighttime construction is required during the seabird fledging season (September 15 to December 15), we recommend that a qualified biologist be present at the project site to monitor and assess the risk of seabirds being attracted or grounded due to the lighting. If seabirds are seen circling around the area, lights should then be turned off. If a downed seabird is detected, please follow DOFAW's recommended response protocol by visiting <https://dlnr.hawaii.gov/wildlife/seabird-fallout-season/#response>.

Permanent lighting also poses a risk of seabird attraction, and as such should be minimized or eliminated to protect seabird flyways and preserve the night sky. For illustrations and guidance related to seabird-friendly light styles that also protect seabirds and the dark starry skies of Hawai'i please visit <https://dlnr.hawaii.gov/wildlife/files/2016/03/DOC439.pdf>.

State-listed waterbirds such as koloa maoli or Hawaiian Duck (*Anas wyvilliana*), the ae'ō or Hawaiian stilt (*Himantopus mexicanus knudseni*), 'alae ke'oke'o or Hawaiian coot (*Fulica alai*), and 'alae 'ula or Hawaiian gallinule (*Gallinula chloropus sandvicensis*), could potentially occur at or in the vicinity of the proposed project site. It is against State law to harm or harass these species. If any of these species are present during construction, all activities within 100 feet (30 meters) should cease and the bird or birds should not be approached. Work may continue after the bird or birds leave the area of their own accord. If a nest is discovered at any point, please contact the O'ahu Branch DOFAW Office at (808) 973-9778 and establish a buffer zone around the nest

The State endangered pueo or Hawaiian Short-eared owl (*Asio flammeus sandwichensis*) could potentially occur in the project vicinity. Pueo are most active during dawn and dusk twilights. Remove and exclude non-native mammals such as mongoose, cats, dogs, and ungulates from the nesting area. Minimize habitat alterations and disturbance during pueo breeding season. Before any potentially disturbing activity like clearing vegetation, especially ground-based disturbance, DOFAW recommends a qualified biologist conduct surveys during crepuscular hours and walk line transects through the area to detect any active pueo nests. If a pueo nest is discovered, notify DOFAW staff, minimize time spent at the nest, and establish a minimum buffer distance of 100 meters from the nest until chicks are capable of flight.

DOFAW recommends using native plant species for landscaping that are appropriate for the area; i.e., plants for which climate conditions are suitable for them to thrive, plants that historically occurred there, etc. Please do not plant invasive species. DOFAW also recommends referring to www.plantpono.org for guidance on the selection and evaluation of landscaping plants and to determine the potential invasiveness of plants proposed for use in the project.

DOFAW recommends minimizing the movement of plant or soil material between worksites. Soil and plant material may contain detrimental fungal pathogens (e.g., Rapid 'Ōhi'a Death), vertebrate and invertebrate pests (e.g., Little Fire Ants, Coconut Rhinoceros Beetles, etc.), or invasive plant parts (e.g., Miconia, Pampas Grass, etc.) that could harm our native species and ecosystems. We recommend consulting the O'ahu Invasive Species Committee (OISC) at (808) 266-7994 to help plan, design, and construct the project, learn of any high-risk invasive species in the area, and ways to mitigate their spread. All equipment, materials, and personnel should be cleaned of excess soil and debris to minimize the risk of spreading invasive species.

The invasive Coconut Rhinoceros Beetle (CRB) or *Oryctes rhinoceros* is known to occur on the island of O'ahu. On July 1, 2022, the Hawai'i Department of Agriculture (HDOA) approved Plant Quarantine Interim Rule 22-1. This rule restricts the movement of CRB-host material within or to and from the island of O'ahu, which is defined as the Quarantine Area. Regulated material (host material or host plants) is considered a risk for potential CRB infestation. Host material for the beetle specifically includes a) entire dead trees, b) mulch, compost, trimmings, fruit and vegetative scraps, and c) decaying stumps. CRB host plants include the live palm plants in the following genera: *Washingtonia*, *Livistona*, and *Pritchardia* (all commonly known as fan palms), *Cocos* (coconut palms), *Phoenix* (date palms), and *Roystonea* (royal palms). When such material or these specific plants are moved there is a risk of spreading CRB because they may contain CRB in any life stage. For more information regarding CRB, please visit <https://dlnr.hawaii.gov/hisc/info/invasive-species-profiles/coconut-rhinoceros-beetle/>.

DOFAW is concerned about impacts to vulnerable birds from nonnative predators such as cats, rodents, and mongooses. We recommend taking action to minimize predator presence; remove cats, place bait stations for rodents and mongoose, and provide covered trash receptacles.

Due to the arid climate and risks of wildfire to listed species, we recommend coordinating with the Hawai'i Wildfire Management Organization at (808) 850-0900 or admin@hawaiiwildfire.org, on how wildfire prevention can be addressed in the project area. When engaging in activities that have a high risk of starting a wildfire (i.e., welding in grass), it is recommended that you:

- Wet down the area before starting your task.
- continuously wet down the area as needed.
- have a fire extinguisher on hand.

- In the event that your vision is impaired, (i.e. welding goggles) have a spotter to watch for fire starts.

We appreciate your efforts to work with our office for the conservation of our native species. These comments are general guidelines and should not be considered comprehensive for this site or project. It is the responsibility of the applicant to do their own due diligence to avoid any negative environmental impacts. Should the scope of the project change significantly, or should it become apparent that threatened or endangered species may be impacted, please contact our staff as soon as possible. If you have any questions, please contact Myrna N. Giraldo Pérez, Protected Species Habitat Conservation Planning Coordinator at (808) 265-3276 or myrna.giraldo-perez@hawaii.gov.

Sincerely,



JASON D. OMICK
Acting Wildlife Program Manager



10806-01
January 23, 2024

Mr. Jason D. Omick
Division of Forestry and Wildlife
Department of Land and Natural Resources
State of Hawai'i
P.O. Box 621
Honolulu, HI, 96809

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Omick:

Thank you for your letter dated October 30, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. Your comments have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge that that special status species may traverse the area and there are avoidance and minimization efforts that can be undertaken to mitigate impacts. Please note that this has been incorporated into Section 3.5 of the EA.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAI'I | KA MOKU'ĀINA 'O HAWAI'I
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

November 21, 2023

LD 0318

Attention: Keola Chang, Planning Director
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Via email: publiccomment@wilsonokamoto.com

Dear Sir:

SUBJECT: Environmental Assessment (EA) Early Consultation for Department of Education High Core/Storefront School, 1136 California Avenue, Tax Map Keys: (1) 7-4-017:002, (1) 7-4-022:049 and 050.

Thank you for the opportunity to review and comment on the subject project. The Land Division of the Department of Land and Natural Resources (DLNR) distributed copies of your request to DLNR's various divisions for their review and comment.

Enclosed are comments received from our Division of Aquatic Resources. Should you have any questions, please feel free to contact Timothy Chee via email at timothy.chee@hawaii.gov. Thank you.

Sincerely,

Russell Tsuji

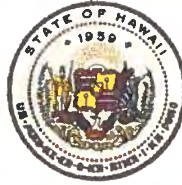
Russell Y. Tsuji
Land Administrator

Attachments

cc: Central Files

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII'
DEPARTMENT OF LAND AND NATURAL RESOURCES
KA 'OIHANA KUMUWAIWAI 'ĀINA
LAND DIVISION

P.O. BOX 621
HONOLULU, HAWAII 96809

October 26, 2023

LD 0318

MEMORANDUM

TO:

DLNR Agencies:

- Div. of Aquatic Resources (via email: kendall.l.tucker@hawaii.gov)
- Div. of Boating & Ocean Recreation (Richard.t.howard@hawaii.gov)
- Engineering Division (via email: DLNR.Engr@hawaii.gov)
- Div. of Forestry & Wildlife (via email: Rubyrosa.T.Terrago@hawaii.gov)
- Div. of State Parks (curt.a.cottrell@hawaii.gov)
- Commission on Water Resource Management (via email: DLNR.CWRM@hawaii.gov)
- Office of Conservation & Coastal Lands (via email: sharleen.k.kuba@hawaii.gov)
- Land Division – Oahu District (via email: barry.w.cheung@hawaii.gov)
- Aha Moku (via email: leimana.k.damate@hawaii.gov)

FROM:

Russell Y. Tsuji, Land Administrator *Russell Tsuji*

SUBJECT:

Environmental Assessment (EA) Early Consultation for Department of Education High Core/Storefront School

LOCATION:

Wahiawa, Island of Oahu, Hawaii

APPLICANT:

TMK: (1) 7-4-017:002, (1) 7-4-022:049 and 050.
Wilson Okamoto Corporation

Transmitted for your review and comment is information on the above-referenced project. Please submit any comments to timothy.chee@hawaii.gov at the Land Division by the internal deadline of November 20, 2023. If no response is received by this date, we will assume your agency has no comments. If you have any questions, please contact Timothy Chee at the above email address. Thank you.

BRIEF COMMENTS:

[Empty box for brief comments]

- We have no objections.
- We have no comments.
- We have no additional comments.
- Comments are included/attached. *[Signature]*

Signed:

Print Name: Brian Neilson

Division: State of Hawaii

Date: Nov 20, 2023

Attachments

Cc: Central Files

JOSH GREEN, M.D.
GOVERNOR | KE KIA'ĀINA

SYLVIA LUKE
LIEUTENANT GOVERNOR | KA HOPE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
DEPARTMENT OF LAND AND NATURAL
RESOURCES DIVISION OF AQUATIC RESOURCES
1151 PUNCHBOWL STREET, ROOM 330
HONOLULU, HAWAII 96813

Date: 11/20/2023

DAR # AR6499

DAWN N. S. CHANG
CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE
MANAGEMENT

FIRST DEPUTY

M. KALEO MANUEL
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
BUREAU OF CONVEYANCES
COMMISSION ON WATER RESOURCE
MANAGEMENT
CONSERVATION AND COASTAL LANDS
CONSERVATION AND RESOURCES
ENFORCEMENT
ENGINEERING
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
KAHOOLAWE ISLAND RESERVE COMMISSION
LAND
STATE PARKS

MEMORANDUM

TO: Brian J. Neilson
DAR Administrator

FROM: Bryan Ishida ^{BI}, Aquatic Biologist

SUBJECT: Environmental Assessment (EA) Early Consultation for Department of
Education High Core/Storefront School

Request Submitted by: Russell Y. Tsuji, Land Administrator
Wahiawā, Island of O'ahu, Hawaii

Location of Project: TMK: (1) 7-4-017:002, (1) 7-4-022:049 and 050

Brief Description of Project:

The proposed project would occur on State-owned lands at 1136 California Avenue, Wahiawā, O'ahu. Total project area is approximately 0.85 acres. The project are is bounded to the North by the Wahiawā Botanical Garden. The current project site is occupied by the DOE Central District Office including an existing structure of approximately 5,710 square feet.

The proposed project would include the demolition of the DOE Central District Office to make way for rebuilding of the DOE High Core / Storefront School, which is currently located along California Avenue. The DOE High Core / Storefront School currently operates out of portable structures

Comments:

No Comments Comments Attached

Thank you for providing DAR the opportunity to review and comment on the proposed project. Should there be any changes to the project plan, DAR requests the opportunity to review and comment on those changes.

Comments Approved: _____


Brian J. Neilson
DAR Administrator

Date: Nov 20, 2023

DAR# AR6499

Brief Description of Project

inadequate for student needs. New construction will include a 5,669 sf facility, 160 sf lanai, 141 sf mechanical yard, a three-stall at-grade parking lot, and a drop-off and pick-up zone.

DAR# AR6499

Comments

DAR records indicate that there are no bodies of water containing aquatic resources within the proposed project area. Construction as proposed would therefore pose no immediate threat to aquatic resources. DAR does suggest that all Best Management Practices be included in future plans to contain sediment, silt, building materials, chemical, and all other byproducts of demolition and construction within the project area.

Mahalo for the opportunity to provide comment



10806-01
January 23, 2024

Mr. Brian Neilson
Division of Aquatic Resources
Department of Land and Natural Resources
State of Hawai'i
P.O. Box 621
Honolulu, HI, 96809

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Neilson:

Thank you for your letter dated October 30, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge that the Division of Aquatic Resource does not have any comments at this time and have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge that there are no bodies of water containing aquatic resources within the vicinity of the Project Site. However, please note that Best Management Practices will be included in future plans to contain sediment, silt, building materials, chemicals, and all other byproducts of demolition and construction within the Project Site. Section 3.3 of the Draft EA discusses various mitigation measures to ensure that construction activities will not significantly impact surface and coastal waters.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

JOSH GREEN, M.D.
GOVERNOR
KE KIA'AINA

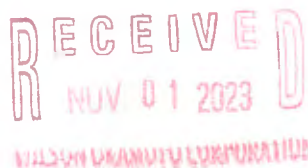


KENNETH S. HARA
MAJOR GENERAL
ADJUTANT GENERAL
KA 'AKUKANA KENELALA

STEPHEN F. LOGAN
BRIGADIER GENERAL
DEPUTY ADJUTANT GENERAL
KA HOPE 'AKUKANA KENELALA

STATE OF HAWAI'I
KA MOKU'AINA O HAWAI'I
DEPARTMENT OF DEFENSE
KA 'OIHANA PILI KAUA
OFFICE OF THE ADJUTANT GENERAL
3949 DIAMOND HEAD ROAD
HONOLULU, HAWAI'I 96816-4495

October 27, 2023



Mr. Keola Cheng
Director - Planning
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

SUBJECT: Early Consultation Environmental Assessment – Department of Education High Core /
Storefront School, Wahiawa, Oahu, Hawaii
TMK (1) 7-4-017:002, (1) 7-4-022:049 and 050

Dear Mr. Cheng:

Thank you for the opportunity to comment on the above project. The State of Hawaii Department of Defense has no comments to offer relative to the project at this time.

Should there be any questions, please contact Mr. Tad T. Nakayama at 808-369-3490 or tad.t.nakayama@hawaii.gov.

Sincerely,

Shao Yu L. Lee, R.A.
Captain, Hawaii National Guard
Chief Engineering Officer



10806-01
January 23, 2024

Mr. Shao Yu L. Lee
Department of Defense
State of Hawai'i
3943 Diamond Head Rd
Honolulu, HI, 96816-4495

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Lee:

Thank you for your letter dated October 27, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge that the Department of Defense does not have any comments at this time and have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

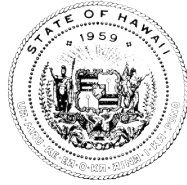
We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

JOSH GREEN, M.D.
GOVERNOR OF HAWAII
KE KIA'AINA O KA MOKU'AINA 'O HAWAII'



KENNETH S. FINK, MD, MGA, MPH
DIRECTOR OF HEALTH
KA LUNA HO'OKELE

STATE OF HAWAII
DEPARTMENT OF HEALTH
KA 'OIHANA OLAKINO
P. O. BOX 3378
HONOLULU, HI 96801-3378#

In reply, please refer to:
File:

6653 – 1 7 4 017 002 etc
EA Early Cons DOE High Core

November 29, 2023

Mr. Keola Cheng
Director of Planning
Wilson Okamoto Corporation
1907 South Beretania Street Suite 400
Honolulu, Hawaii 96826
Email: publiccomment@wilsonokamoto.com

Dear Mr. Cheng:

Subject: Environmental Assessment (EA) Early Consultation for
Department of Education High Core / Storefront School
(1136 California Avenue, Wahiawa, Oahu, 96786)
TMK (1) 7-4-017: 002 and 7-4-022: 040 and 050

Thank you for allowing us the opportunity to provide comments for the subject project.

It is our understanding that the subject project will connect to the City and County of Honolulu's sewer system. Based on this information, our office has no comments to offer.

All wastewater plans must conform to applicable provisions of the Hawaii Administrative Rules, Chapter 11-62, "Wastewater Systems."

Should you have any questions, please call Mr. Mark Tomomitsu of my staff at (808) 586-4294.

Sincerely,

SINA PRUDER, P.E., CHIEF
Wastewater Branch

LM/MST:ct



10806-01
January 23, 2024

Ms. Sina Pruder
Wastewater Branch
Department of Health
State of Hawai'i
P.O. Box 3378
Honolulu, Hawai'i, 96801-3378

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Ms. Pruder:

Thank you for your letter dated November 29, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We have considered your comments in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules (HAR), Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

It is acknowledged that the Proposed Project will connect to the City and County of Honolulu's municipal sewer system for the area. It is anticipated that the Proposed Project will comply with all applicable provisions of HAR, Chapter 11-62.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

JOSH GREEN, M.D.
GOVERNOR
KE KIA'ĀINA



STATE OF HAWAII | KA MOKU'ĀINA 'O HAWAII
DEPARTMENT OF TRANSPORTATION | KA 'OIHANA ALAKAU
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

EDWIN H. SNIFFEN
DIRECTOR
KA LUNA HO'OKELE

Deputy Directors
Nā Hope Luna Ho'okele
DREANALEE K. KALILI
TAMMY L. LEE
ROBIN K. SHISHIDO

IN REPLY REFER TO:

DIR 0787
STP 8.3680

November 21, 2023

VIA EMAIL: publiccomment@wilsonokamoto.com

Mr. Keola Cheng, Planning Director
Wilson Okamoto Corporation
1907 South Beretania Street, Suite 400
Honolulu, Hawaii 96826

Dear Mr. Cheng:

Subject: Early Consultation for Environmental Assessment
Department of Education High Core / Storefront School
Wahiawa, Oahu, Hawaii
Tax Map Keys: (1) 7-4-017: 002, 7-4-022: 049 and 50

Thank you for your letter, dated October 23, 2023, requesting the Hawaii Department of Transportation's (HDOT) review and comments on the subject project. HDOT understands the Hawaii State Department of Education (DOE) is proposing to relocate the DOE High Core / Storefront School to a permanent facility at 1136 California Avenue in Wahiawa, Oahu. The project involves the demolition of the existing DOE Central District Office to allow for the construction of the new complex of approximately 5,669 square feet.

Based on the project description and location, HDOT does not anticipate a significant impact to the State highway system directly or indirectly, therefore, we have no comments to provide.

Please submit any subsequent land use entitlement-related requests for review or correspondence to the HDOT Land Use Intake email address at DOT.LandUse@hawaii.gov.

If there are any questions, please contact Mr. Blayne Nikaido, Planner, Land Use Section of the HDOT Statewide Transportation Planning Office at (808) 831-7979 or via email at blayne.h.nikaido@hawaii.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Edwin H. Sniffen".

EDWIN H. SNIFFEN
Director of Transportation



10806-01
January 23, 2024

Mr. Edwin H. Sniffen
Department of Transportation
State of Hawai'i
1907 South Beretania Street, Suite 400
Honolulu, Hawai'i, 96826

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Sniffen:

Thank you for your letter dated November 21, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge that the Department of Transportation does not have any comments at this time and they been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge that the Proposed Project is not anticipated to have any significant impacts to the State Highway System. Please note that a Traffic Impact Report was conducted in support of this EA and is summarized in Section 3.11 of the EA.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

Harlee Meyers

From: Thirugnanam, Jeyan <jeyan.thirugnanam@hawaii.gov>
Sent: Tuesday, November 7, 2023 8:24 AM
To: Public Comment
Subject: DOE High Core/Storefront School Wahiawa Early Consultation

Hi Keola,

Please analyze traffic impacts.

Best,
Jeyan



10806-01
January 23, 2024

Ms. Jeyan Thirugnanam
Highways Division
Department of Transportation
State of Hawai'i
jeyan.thirugnanam@hawaii.gov

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Ms. Thirugnanam:

Thank you for your email dated November 7, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge your comments regarding traffic impacts. Traffic impacts related to the Proposed Project are discussed in Section 3.11 of the EA. Discussions of the Proposed Project's relationship to bicycle facilities, pedestrian facilities, and transit facilities are also offered within the EA as well.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education

From: Yonezawa, Dean <Dean.Yonezawa@charter.com>
Sent: Monday, October 30, 2023 10:04 AM
To: Public Comment
Subject: ENVIRONMENTAL ASSESSMENT FOR DEPT OF EDUCATION HIGH CORE / STOREFRONT SCHOOL, WAHIAWA, HI
Attachments: XMITAL E-49760.pdf; LOCATION.pdf

Dear Keola,

Pls find attached transmittal and picture for your inquiry.

Thank you,

Dean Yonezawa | Construction Coordinator | 808.625-8456
200 Akamainui Street | Mililani, Hawaii 96789

Charter
Spectrum

Transmittal



200 Akamainui St. Mililani, HI 96789
(808) 625 - 2100

Date: 10/30/2023

RE: PROJECT LOCATION/WORK ORDER

To: Wilson Okamoto
1907 South Beratania St, Suite 400
Honolulu, HI 96826
Office: 808-946-2277

Environmental Assessment
Department of Education
High Core / Stoerfront School
Wahiawa, Oahu, HI

Attention: Mr. Kola Cheng

We are sending you the following:

- | | |
|---|---|
| <input type="checkbox"/> Pole / Conduit Application | <input type="checkbox"/> Preliminary / Final Drawings |
| <input type="checkbox"/> Permit Applications | <input type="checkbox"/> Return Prints |
| <input type="checkbox"/> Copy of Letter | <input checked="" type="checkbox"/> Other Xmittal |

Copies	Sht / Appl. #	Description
1		Google photo of exist site

The Above is transmitted:

- | | |
|---|--|
| <input type="checkbox"/> For Your Approval | <input checked="" type="checkbox"/> As Requested |
| <input type="checkbox"/> For Review and Comment | <input type="checkbox"/> As Approved |
| <input type="checkbox"/> For Your Use / Records | <input type="checkbox"/> Other _____ |

Comments / Remarks: Spectrum currently feeds the exist site with an aerial drop from Pole 71 California Av. Otherwise the location is clear of a CATV system. It would be best to refeed the proposed building from Pole 71.
If any questions, please mention ref# E-49760.

Thank you,

cc: E-49760

Signed: Dean Yonezawa

Printed Engr/Title: Construction Coordinator

EXIST BLDG AT 1136 CALIFORNIA AV
IS FED AERIAL FROM POLE 71.





10806-01
January 23, 2024

Mr. Dean Yonezawa
Construction Coordinator
Spectrum
dean.yonezawa@charter.com

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O'ahu, Hawai'i

Dear Mr. Hayashi:

Thank you for your letter dated October 30, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai'i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

Thank you for providing notice and information regarding existing Spectrum facilities within the vicinity of the Project Site. The design team will coordinate with your office on resolving / avoiding potential design and construction conflicts as the Proposed Project progresses.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai'i's Environmental Review Program's (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Pacific Islands Fish and Wildlife Office
300 Ala Moana Boulevard, Room 3-122
Honolulu, Hawai'i 96850

In Reply Refer To:
2024-0009457-S7-001

November 6, 2023

Mr. Keola Cheng
Planning Director
Wilson Okamoto Corporation
1907 S. Beretania St., Suite 400
Honolulu, Hawai'i 96826

Subject: Technical Assistance for the Proposed Department of Education High
Core/Storefront School Project, O'ahu

Dear Mr. Cheng:

Thank you for your October 23, 2023 letter, requesting technical assistance for the proposed Department of Education (DOE) High Core/Storefront School project located at 1136 California Avenue in Wahiawā, on the island of O'ahu [TMKs: (1) 7-4-017:002, 7-4-022:049 and 50]. The proposed project involves the relocation of the existing DOE High Core/Storefront School to a new permanent facility. All improvements will take place on TMK (1) 7-4-017:002, the location of the DOE Central District Office. No improvements will take place on TMK parcels (1) 7-4-022:049 and 50 which consist of a parking lot. The project site encompasses approximately 0.85 acres or 37,004 square feet.

The proposed project will involve the demolition of the existing DOE Central District Office to allow for the construction of a new, right-sized complex that will provide new classrooms and administrative space for the current DOE High Core/Storefront School. The proposed project is anticipated to consist of an approximately 5,669 square feet (sf) facility, 160 sf lanai, 141 sf mechanical yard, an at-grade surface parking lot with three stalls as well as a drop-off and pick-up zone which will include one Americans with Disabilities Act stall.

Our letter has been prepared under the authority of and in accordance with provisions of the Endangered Species Act of 1973 (16 U.S.C. 1531 *et seq.*), as amended (ESA). We have reviewed the information you provided and pertinent information in our files, as it pertains to federally

PACIFIC REGION 1

IDAHO, OREGON*, WASHINGTON,
AMERICAN SAMOA, GUAM, HAWAI'I, NORTHERN MARIANA ISLANDS

*PARTIAL

listed species in accordance with section 7 of the ESA. Our data indicate the following species may occur or transit through the vicinity of the proposed project area: endangered 'ua'u (Hawaiian petrel, *Pterodroma sandwichensis*), endangered Hawai'i distinct population segment (DPS) of the 'akē'akē (band-rumped storm-petrel, *Hydrobates castro*), and threatened 'a'o (Newell's shearwater, *Puffinus newelli*) (hereafter collectively referred to as Hawaiian seabirds); and the endangered 'ōpe'ape'a (Hawaiian hoary bat, *Lasiurus cinereus semotus*). We provide the following to assist you in preparation of your proposed project.

Hawaiian Seabirds

Hawaiian seabirds may traverse the project area at night during the breeding, nesting, and fledging seasons, March 1 through December 15. Outdoor lighting could result in seabird disorientation, fallout, and injury or mortality. Seabirds are attracted to lights and after circling the lights they may become exhausted and collide with nearby wires, buildings, or other structures or they may land on the ground. Downed seabirds are subject to increased mortality due to collision with automobiles, starvation, and predation by dogs, cats, and other predators. Young birds (fledglings) traversing the project area between September 15 and December 15, in their first flights from their mountain nests to the sea, are particularly vulnerable to light attraction.

To avoid and minimize potential project impacts to Hawaiian seabirds we recommend you incorporate the following measures into your project design:

- Fully shielded all outdoor lights so the bulb can only be seen from below.
- Install automatic motion sensor switches and controls on all outdoor lights or turned off lights when human activity is not occurring in the lighted area.
- Avoid nighttime construction during the seabird fledging period, September 15 through December 15.

'Ōpe'ape'a

'Ōpe'ape'a roosts in woody vegetation across all islands and will leave their young unattended in trees and shrubs when they forage. If trees or shrubs 15 feet or taller are cleared during the pupping season, June 1 through September 15, there is a risk that young bats could inadvertently be harmed or killed, since they are too young to fly or move away from disturbance. 'Ōpe'ape'a forage for insects from as low as 3 feet to higher than 500 feet above the ground and can become entangled in barbed wire used for fencing.

To avoid and minimize potential project impacts to the endangered 'ōpe'ape'a, we recommend you incorporate the following applicable measures into your project design:

- Do not disturb, remove, or trim woody plants greater than 15 feet tall during the birthing and pup rearing season for 'ōpe'ape'a, June 1 through September 15.
- Do not use barbed wire for fencing.

We appreciate your efforts to conserve protected species. If you have questions regarding this response, please contact Charmian Dang, Fish and Wildlife Biologist (phone 808-792-9400, email: Charmian_Dang@fws.gov). When referring to this project please include this reference number: 2024-0009457-S7-001.

Sincerely,

Island Team Manager
O‘ahu, Kaua‘i, Northwest Hawaiian Islands and
American Samoa



10806-01
January 23, 2024

Jiny Kim
Pacific Island Fish and Wildlife Service
Fish and Wildlife Service
United States Department of the Interior
300 Ala Moana Blvd., Room 3-122
Honolulu, HI 96850

Subject: Environmental Assessment Early Consultation Package for the
Department of Education High Core / Storefront School
Wahiawā, O‘ahu, Hawai‘i

Dear Jiny Kim:

Thank you for your letter dated November 6, 2023, regarding the subject Early Consultation Package for the Department of Education High Core / Storefront School. We acknowledge your comments and they have been considered in the preparation of the Draft EA with regard to meeting content requirements prescribed in Hawai‘i Administrative Rules, Title 11, Chapter 200.1, Section 18. A record of your comments, along with this response, have been produced and are appended to the Draft EA in Appendix D.

We acknowledge that that special status species may traverse the area and there are avoidance and minimization efforts that can be undertaken to mitigate impacts. Please note that this has been incorporated into Section 3.5 of the EA.

Please note that the Draft EA has been published and made available for review and comment in the current issue of the State of Hawai‘i’s Environmental Review Program’s (ERP) The Environmental Notice.

We appreciate your participation in the EA review process.

Sincerely,

Keola Cheng
Director – Planning

cc: Mr. Arthur G. Watrous, AHL
Mr. William George, Department of Education



Draft Environmental Assessment
The State Department of Education
High Core / Storefront School
Wahiawa, O'ahu, Hawai'i
JANUARY 2024