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DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

DEC 27 2004

MEMORANDUM

TO: Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control (OEQC)
Department of Health

FROM: Ernest Y. W. Lau 
Public Works Administrator

SUBJECT: Finding of No Significant Impact (FONSI) for
Ocean Pointe Elementary School
TMK: 9-1-012:040
Ewa Beach, Oahu, Hawaii

The Department of Accounting and General Services has reviewed the comments received during the 30-day public comment period which began on November 8, 2004. We have determined that this project will not have significant environmental effects and will issue a FONSI. Please publish this notice in the January 8, 2005, OEQC Environmental Notice.

We have enclosed a completed OEQC Publication Form and four (4) copies of the Final Environmental Assessment.

If you have any questions, please have your staff call Ms. Gaylyn Nakatsuka of the Planning Branch at 586-0487.

GN:jp
Enclosures

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OFC. OF ENVIRONMENTAL
QUALITY CONTROL

2005-01-08 FONSI
OCEAN POINTE ELEMENTARY SCHOOL

JAN 8 2005

*Final Environmental Assessment/
Finding of No Significant Impact*

OCEAN POINTE ELEMENTARY SCHOOL

'EWA DISTRICT, O'AHU, HAWAI'I

PREPARED FOR:
**Department of Accounting and General Services
State of Hawai'i**

PREPARED BY:
 **PLANNING
SOLUTIONS**

DECEMBER 2004

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Department of Accounting and General Services
State of Hawai‘i**

**PREPARED BY:
 **PLANNING
SOLUTIONS****

DECEMBER 2004

PROJECT SUMMARY

| | |
|--|--|
| Project: | Ocean Pointe Elementary School |
| Applicant/Approving Agency | Department of Accounting and General Services Public Works Division Planning Branch State of Hawai'i P.O. Box 119 Honolulu, HI 96810-0119 Contact: Gaylyn Nakatsuka (808) 586-0487 |
| Location | 'Ewa District, Island of O'ahu |
| Tax Map Keys | 9-1-012:040 |
| Parcel Area | 79.091 acres |
| Project Site Area | 11.72 acres |
| State Land Use District | Urban |
| County Zoning | R-5 Residential |
| Proposed Action | Construction of an elementary school |
| Associated Actions Requiring Environmental Assessment | Use of State land and funds |
| Required Permits | <ul style="list-style-type: none">• Trenching, grading, and building permits• Construction NPDES Permit |
| Determination | Finding of No Significant Impact |
| Consultant | Planning Solutions, Inc. 210 Ward Ave, Suite 330 Honolulu, HI 96814 Contact: Perry White (808) 550-4483 |

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1.0 NEED FOR THE PROPOSED ACTION

1.1 INTRODUCTION

The State of Hawai'i Department of Accounting and General Services (DAGS) is proposing to construct a new elementary school to service the fast-growing 'Ewa Plain. The school would be located on a parcel of land near the northeastern corner of the Ocean Pointe development, approximately one block west of Fort Weaver Road (Figure 1-1). Ocean Pointe Elementary School would become part of the Campbell Complex, which comprises all public elementary and intermediate schools within the service area of James Campbell High School and the high school itself (see Figure 1-2). The proposed site is currently owned in fee by HASEKO (Ewa), Inc.; ownership of the property is planned to be transferred to the State of Hawai'i Department of Land and Natural Resources upon completing construction.¹ The State Department of Education (DOE) will control the property once the land transfer is executed.

1.1.1 OBJECTIVES OF THE PROPOSED ACTION

The overall goals of the proposed action are to:

- Accommodate the increase in elementary school students anticipated due to the completion of Ocean Pointe and other new developments in the area.
- Provide an elementary school facility within a short distance of residential developments to encourage walking and biking and reduce traffic congestion on major roads and school premises.

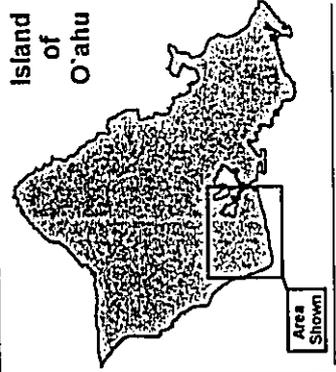
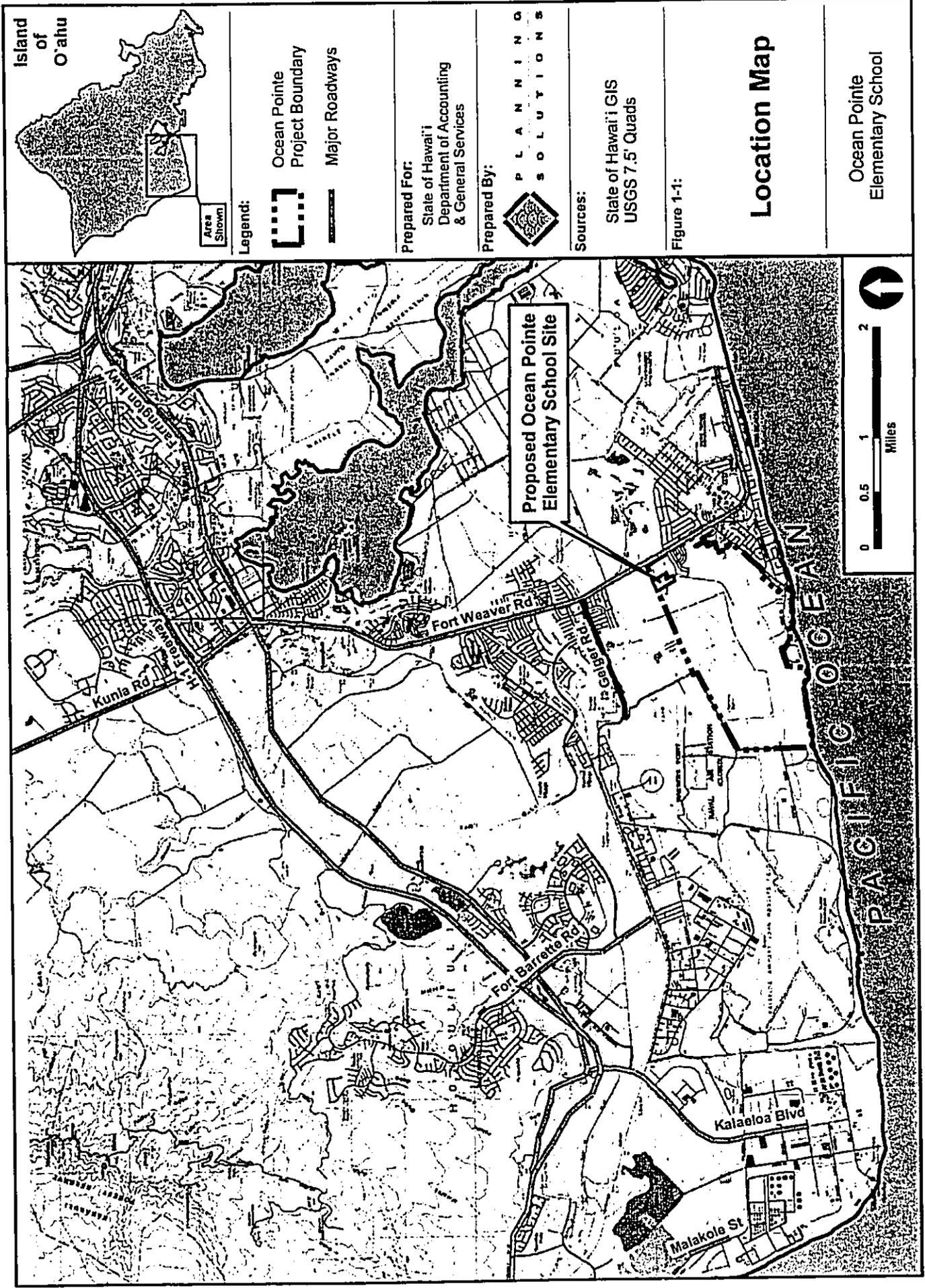
While not an explicit DOE objective for the project, the proposed school is supportive of the Ocean Pointe development's expressed vision as a community where residents live, work, and play, and where basic infrastructure needs are met. It will also allow other area schools to remain at or below their projected enrollment capacities, thus eliminating future pressure upon Campbell Complex schools resulting from the rapid population growth.

In addition to these general objectives, the planners, architects, area residents, and school personnel involved in the Ocean Pointe Elementary school design identified the following more specific objectives to guide the design and operation of the proposed facility:

- Incorporate the philosophy and priorities contained in the Educational Plan developed by the Ocean Pointe Elementary School Steering Committee.
- Incorporate input from all participants, including educators, parents, students, resource specialists, and design professionals, to address the issues affecting the safe and efficient operation of the school.
- Develop a design that is responsive to the specific site, including surrounding areas and environmental factors unique to the location.²
- Develop a design that is consistent with the appropriated budget.
- Conform to all pertinent regulations, such as the Facilities Assessment and Development Schedule (FADS) guidelines developed by the DOE Facilities Branch and the Americans with Disabilities Act (ADA) Accessibility Guidelines.

¹ Ordinance No. 93-94 obligates HASEKO (Ewa), Inc. to dedicate a site within Ocean Pointe to the State for public school facilities.

² The school's design conforms to the Ocean Pointe Urban Design Plan (HASEKO (Ewa), Inc. 2003) as established by the Ocean Pointe Design Review Committee (DRC). The site plan will be formally approved by the DRC prior to submitting it to the City and County Department of Planning and Permitting.



Area Shown

Legend:

-  Ocean Pointe Project Boundary
-  Major Roadways

Prepared For:
State of Hawai'i
Department of Accounting
& General Services

Prepared By:
**P L A N N I N G
S O L U T I O N S**

Sources:
State of Hawai'i GIS
USGS 7.5' Quads

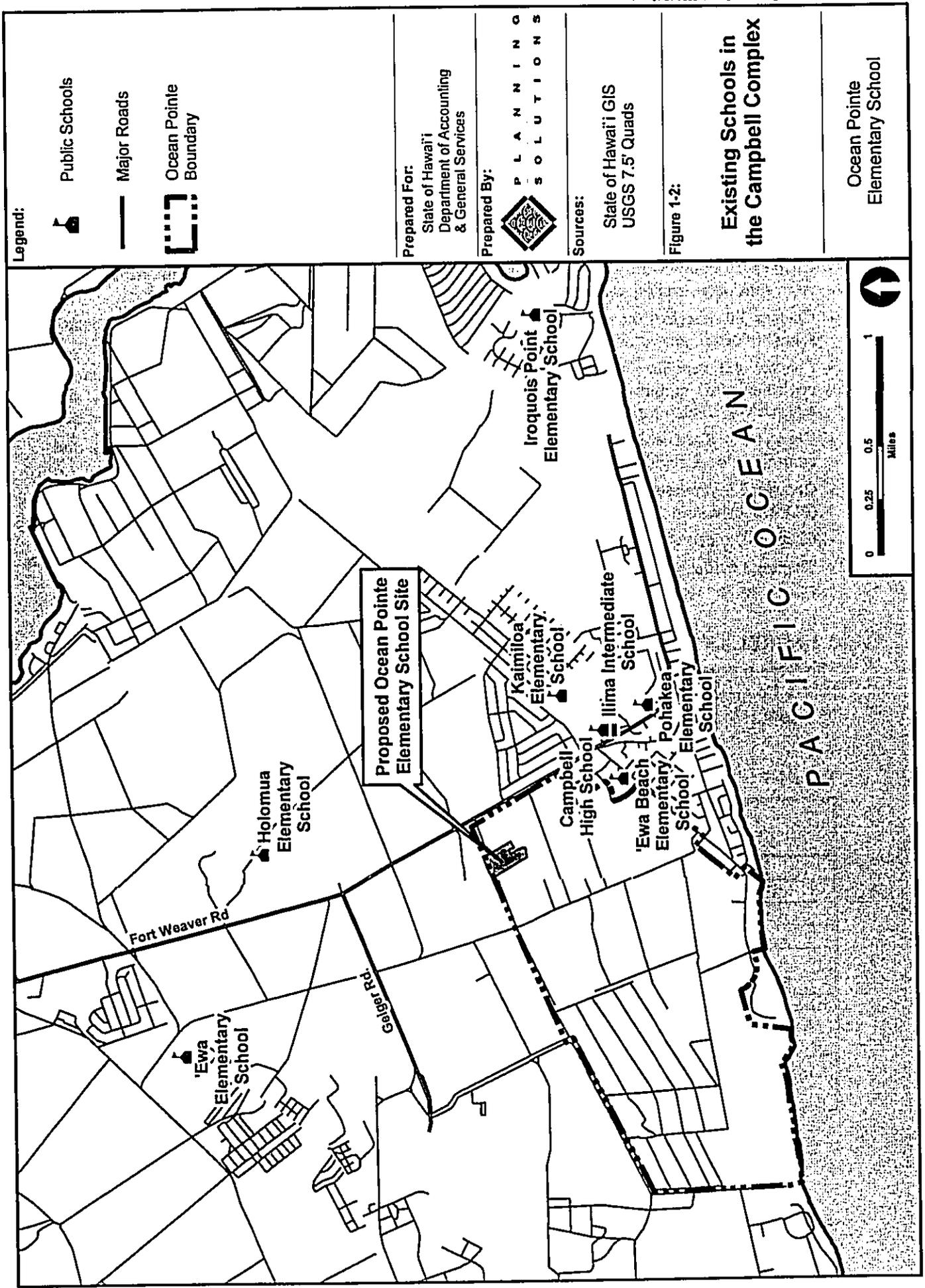
Figure 1-1:

Location Map

Ocean Pointe
Elementary School



Figure 1-1: Location Map 2004-12-27.mxd



Legend:

-  Public Schools
-  Major Roads
-  Ocean Pointe Boundary

Prepared For:
State of Hawai'i
Department of Accounting
& General Services

Prepared By:
 PLANNING
SOLUTIONS

Sources:
State of Hawai'i GIS
USGS 7.5' Quads

Figure 1-2:
**Existing Schools in
the Campbell Complex**

Ocean Pointe
Elementary School

Figure 1-2 Locations of Existing Elementary Schools 2004-12-15.mxd

1.1.2 ORGANIZATION OF THE REPORT

This EA is divided into the following parts:

- The remainder of Chapter 1.0 elaborates on the need for the proposed school. Discussion of the enrollments and capacities of public elementary school facilities in the region and the forecast increase in the number of elementary school-age children confirms the need for additional elementary school facilities.
- Chapter 2.0 outlines the alternatives analyzed in this EA, as well as several other alternatives that were considered and rejected by DAGS during earlier planning phases.
- Chapter 3.0 describes the proposed action of constructing and operating Ocean Pointe Elementary school in detail, providing specifications for its location, design, and organization.
- Chapter 4.0 describes the existing environment and analyzes the potential for impacts on environmental, cultural, and socioeconomic resources caused by the proposed project and alternatives. It also outlines strategies for minimizing and mitigating unavoidable adverse effects.
- Chapter 5.0 discusses the consistency of the proposed school with relevant plans, policies, and controls at local, regional, state, and federal levels.
- Chapter 6.0 provides justification for the determination of a Finding of No Significant Impact (FONSI) by considering each individual significance criterion with respect to the proposed school.
- Chapters 7.0 lists the references cited during preparation of this EA.
- Chapter 8.0 documents the consultation that occurred during the EA process and includes copies of comments and responses submitted on the *Draft EA* during the public comment period.

1.2 FORECAST NEED FOR NEW PUBLIC ELEMENTARY SCHOOL FACILITIES

The Department of Education presently operates six elementary schools within the Campbell High School Complex. Table 1-1 lists selected characteristics of these schools; their locations are depicted on Figure 1-2.

Table 1-1 Selected Characteristics of Campbell Complex Elementary Schools

| <i>School</i> | <i>Year Est.</i> | <i>Class Rooms</i> | <i>2003 Capacity¹</i> | <i>2003 Enrollment</i> |
|----------------------------------|------------------|--------------------|----------------------------------|------------------------|
| Pōhākea Elementary School | 1963 | 35 | 635 | 563 |
| ‘Ewa Beach Elementary School | 1959 | 30 | 590 | 594 |
| Kaimiloa Elementary School | 1972 | 40 | 740 | 691 |
| ‘Ewa Elementary School | 1882 | 39 | 659 | 850 |
| Holomua Elementary School | 1996 | 45 | 1,184 | 1,344 |
| Iroquois Point Elementary School | 1960 | 55 | 878 | 455 |

Note 1: School capacities are calculated annually by individual schools and do not necessarily reflect the number of students that can be physically accommodated. Also, it is possible for actual enrollment to exceed the capacity shown.

Source: Hawai‘i School Accountability System (2002 a-h) & Department of Education (Heidi Meeker, personal communication, June 8, 2004)

The need for additional elementary school facilities in the region is a function of several factors. The most important include:

- The extent to which existing facilities are reaching the age and condition that require their replacement.
- The expected rate of change in the number of elementary school age children residing in the region and the ability of existing schools to accommodate them.
- The location of the elementary school age children relative to existing and/or planned facilities.

These factors are discussed in the subsections that follow.

1.2.1 NEED FOR REPLACEMENT FACILITIES

Most of the elementary schools in the region are relatively new or have been recently renovated, and *their facilities are in good condition. Assuming the DOE receives the funding needed to continue its ongoing school maintenance activities, none of the existing facilities will require replacement within the next ten years.*

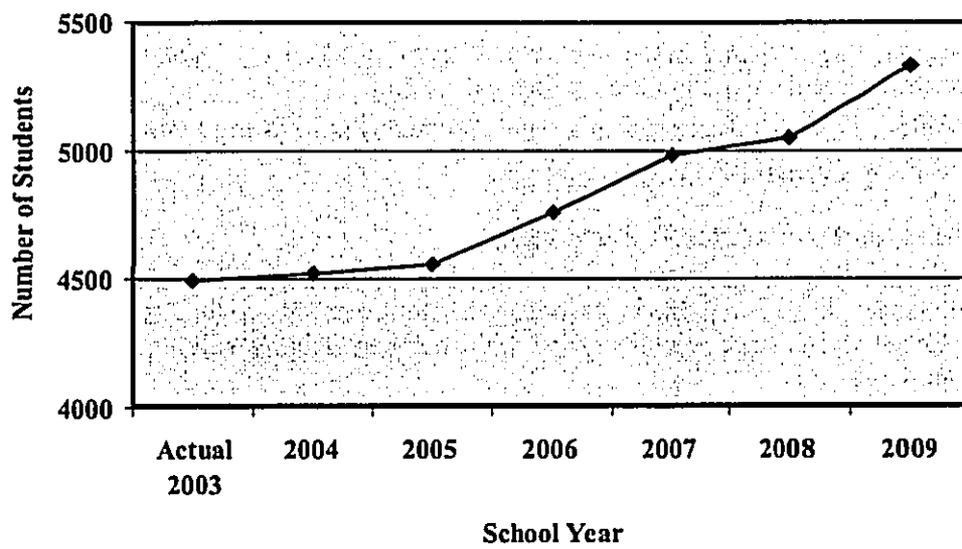
1.2.2 FORECAST ELEMENTARY SCHOOL-AGE CHILDREN IN THE REGION

DOE's projection of elementary school enrollment for the Campbell Complex is shown in Figure 1-3a. It indicates that total elementary school enrollment will increase by approximately 23% over the next six years, from roughly 4,500 in the 2003-2004 academic year to 5,300 students in the 2009-2010 academic year. As Figure 1-3b demonstrates, construction and operation of the Ocean Pointe Elementary School will make it possible for the enrollments of most of the existing Campbell Complex elementary schools to remain stable or increase only slightly over the next few years.

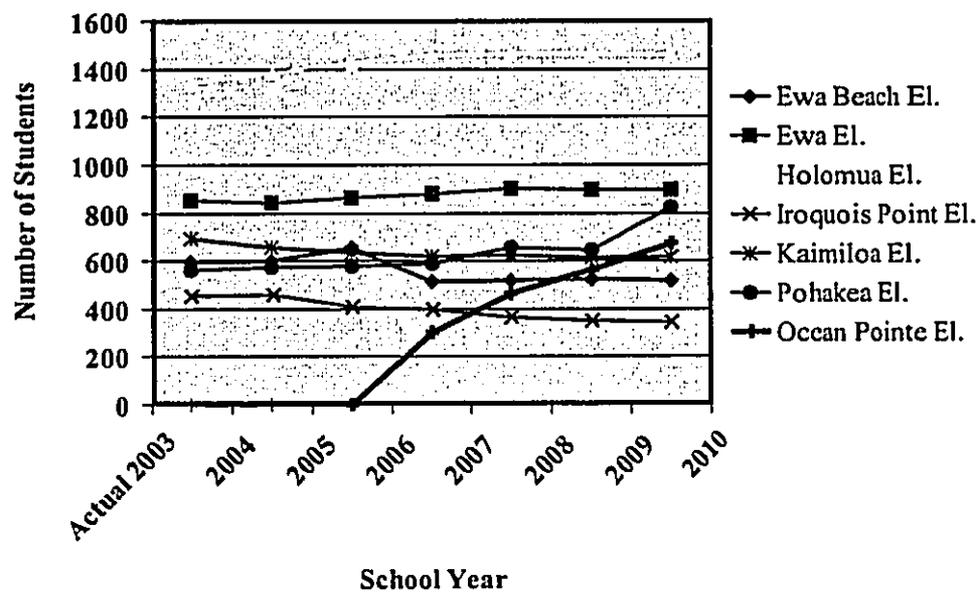
1.2.3 LOCATIONS OF EXPECTED GROWTH IN RELATION TO SCHOOLS

Ocean Pointe and other new developments ('Ewa by Gentry, 'Ewa Villages, and others) will add thousands of new housing units to the Campbell Complex over the next decade, accounting for the majority of expected growth in the area. The proposed elementary school site is situated to serve the homes in Ocean Pointe and those in the immediately adjoining developments.

a) Combined Projected Enrollment for Campbell Complex Elementary Schools 2003-2010



b) Actual and Projected Enrollment for Campbell Complex Elementary Schools 2003-2010



Prepared For:
State of Hawai'i Department of
Accounting & General Services

Prepared By:


Source:
State of Hawai'i
Dept. of Education (DOE)

Figure 1-3:

**Enrollment at
Campbell Complex
Elementary Schools
(2003-2010)**

Ocean Pointe
Elementary School

2.0 ALTERNATIVES CONSIDERED

2.1 FRAMEWORK FOR CONSIDERATION OF ALTERNATIVES

Title 11, Chapter 200 of the Hawai'i Administrative Rules (HAR §11-200) contains the Department of Health's Environmental Impact Statement Rules. HAR §11-200-5 deals with "agency actions" such as the one that DAGS is proposing. It requires that, for all agency actions that are not exempt as defined in HAR §11-200-8, the agency shall consider environmental factors and available alternatives and disclose these in an environmental assessment or environmental impact statement. HAR §11-200-9 requires the proposing agency to analyze alternatives, in addition to the proposed action in the environmental assessment. HAR §11-200-10 establishes the required contents of environmental assessments. Among the requirements listed, HAR §11-200-10 (6) calls for an identification and summary of impacts and alternatives considered (emphasis added).

In accordance with these requirements, DAGS considered a range of alternatives to the proposed construction of Ocean Pointe Elementary School. These included (i) no action; (ii) phasing construction of the project; (iii) action of a significantly different nature which could provide similar benefits with different environmental impacts; (iv) the proposed action with changes in designs or details to produce different environmental impacts; (v) delay of the proposed action; and (vi) carrying out the proposed action in an alternate location. DAGS concluded that only three of these alternatives, merit consideration in the impact analysis portion of this EA. They are "No Action" (as required by Chapter 343), the proposed action of constructing Ocean Pointe Elementary school in one phase as currently designed, and phased construction of the proposed design if the construction bids that are received exceed the amount that the Legislature has appropriated. The other alternatives failed to achieve the project objectives outlined in Section 1.1 above. The following two subsections describe the alternatives considered in preparation of this EA and the criteria DOE used to decide whether to include them in the impact analysis presented in Chapter 4.0.

2.2 ALTERNATIVES ADDRESSED IN DETAIL IN THE EA

2.2.1 PROPOSED ACTION: CONSTRUCTION OF OCEAN POINTE ELEMENTARY SCHOOL

DOE, the City and County of Honolulu, and HASEKO (Ewa), Inc. recognized the need for a new elementary school to serve Ocean Pointe and other nearby developments many years ago. Working in concert, these parties identified the proposed school site and have planned the supporting infrastructure accordingly. Specifically:

- The Department of Education determined the need for a new elementary school in the Campbell Complex area by 2010, which they have identified as Ocean Pointe Elementary School. DOE and the State Legislature have provided funding for the project, and DOE has made the necessary arrangements with HASEKO (Ewa), Inc., to transfer ownership of the land to the State prior to beginning operation.
- The City and County of Honolulu's 'Ewa Development Plan specifies that a future elementary school be built within the Ocean Pointe Development (then called 'Ewa Marina).
- HASEKO (Ewa), Inc. set aside the site and evaluated the potential overall effects of an elementary school at the proposed location when it prepared the approved *Ocean Pointe Master Plan EA/FONSI*. The company also incorporated the school's needs into its approved plans for grading, utility infrastructure, and roadways.
- Finally, DOE established an Ocean Pointe Elementary School Steering Committee that helped define the objectives identified in Section 1.1. The Steering Committee consisted of Campbell Complex teachers, staff and students, as well as various community representatives. The Committee organized a design charette process to develop the site plan for the school. Charette

ALTERNATIVES CONSIDERED

participants included representatives from DAGS, HASEKO (Ewa), Inc., the Department of Parks and Recreation, and Gentry Homes, Ltd. The site plan resulting from the process, with the circulation pattern modified slightly to reflect feedback obtained during preparation of this EA, is tailored to the objectives identified in Section 1.1, and is the preferred alternative.

2.2.2 PHASING CONSTRUCTION OF THE SCHOOL

The State Legislature has appropriated \$22 million for construction of the proposed school. Preliminary cost estimates of the proposed design indicate that the present high level of construction activity in the local economy may make it difficult to complete all of the desired work within this limit. Consequently, DOE will seek construction bids in such a way as to allow it to contract for one of the single-story classroom buildings (Building "G") separately from the other buildings; if the construction bid exceeds the amount already appropriated, DOE will seek the additional funds needed to complete Building "G" from the 2005 Legislature and would sign the construction contract after the Legislature acts. In this event, Building G would not be ready for occupancy until January 2007, several months after the remainder of the school opens. This would not affect the school's projected enrollment, as it is not expected to reach full capacity until its second year of service. However, it could allow construction activities to occur immediately adjacent to ongoing school activity. Even with a delayed start, DOE expects that exterior construction on Building G would be completed by the time school begins in July 2006, limiting ongoing construction work to the building's interior. The implications of this are discussed in the portions of Chapter 4 where they are relevant.

2.2.3 NO ACTION ALTERNATIVE

"No Action" means not constructing Ocean Pointe Elementary School. Instead, HASEKO (Ewa), Inc., would retain ownership of the parcel and would use it for other purposes. The No Action Alternative would not provide the additional elementary school classroom capacity that DOE forecasts have identified as needed for the Campbell Complex, and thus it would not meet the objectives of the proposed action. It is included in this EA primarily to fulfill the legal requirements of Chapter 343 and HAR §11-200. It also provides a baseline against which to measure the environmental and social impacts of the proposed action.

2.3 ALTERNATIVES ELIMINATED FROM DETAILED ANALYSIS

DAGS considered several other alternatives regarding the timing, siting, and design of the school. Because the Department's analysis found they would not meet the objectives of the proposed action, they are not addressed in this Final EA. These alternatives and the reasons they were rejected are outlined below.

2.3.1 CONSTRUCTION OF THE SCHOOL AT AN ALTERNATIVE SITE

The proposed school is intended primarily to serve residents of Ocean Pointe and the immediately adjacent neighborhoods within Gentry 'Ewa Makai West.³ Constructing it off the proposed Ocean Pointe site would make it less accessible to these primary users of the facility. Moreover, the proposed site within Ocean Pointe has been reserved for an elementary school for many years. Development infrastructure (roads, water lines, wastewater collection, etc.) have all been designed and constructed to accommodate the school. HASEKO (Ewa), Inc., has made design choices, has constructed infrastructure, and has obtained land use approvals and permits which make it impractical to construct a school elsewhere on its property.

³ Gentry 'Ewa Makai represents the seaward phase of the 'Ewa by Gentry residential project. Gentry 'Ewa Makai is divided into two portions located east and west of Fort Weaver Road. For the purposes of this document we will refer to the area west of Fort Weaver Road and bordering the school site to the north as Gentry 'Ewa Makai West, and will call the remainder of the Gentry properties in the area 'Ewa by Gentry.

Given these factors it would not be possible to establish an alternate site and still meet the July 2006 opening date that DOE has set for the school. Such a change would add several years to the school development process, delaying the availability of additional classroom capacity. In view of these serious drawbacks, use of an alternate site is not a practical means of achieving the objectives of the proposed action.

2.3.2 CONSTRUCTION OF THE SCHOOL WITH DESIGN MODIFICATIONS

Various alternatives exist with respect to the design and layout of the school. For example, designs that would create less impervious cover while retaining the same total floor space might include increased use of two-story structures rather than separate, one-story buildings; traffic or noise considerations could lead to changes in the design of the traffic flow and access points. While the proposed design could be changed, DAGS and DOE believe that the existing site plan, which is a product of extensive multi-party collaboration and the consideration of many design alternatives, represents a well thought-out balance among the economic, environmental, aesthetic, and technical aspects of the project and as such is the preferred blueprint for the facility. Consequently, DAGS and DOE are no longer considering alternative designs.

2.3.3 DELAYING CONSTRUCTION OF THE SCHOOL

The timing of the school's opening is a significant concern. Originally, Ocean Pointe Elementary School was originally slated to open in 2003 ('Ewa Development Plan, 1997). The current proposal anticipates the opening in 2006. Further delay would leave the immediate needs of the community unsatisfied, and thus is contrary to the objectives of the project.

2.3.4 ACTIONS OF A DIFFERENT NATURE PROVIDING SIMILAR BENEFITS

There are no actions of a different nature that would provide the same benefits as a new public elementary school. For example, providing vouchers to private schools would not increase the available classroom space, and private schools do not currently have suitable excess space that could be used. Similarly, existing Campbell Complex school sites are already fully developed. Currently all schools in the area, with the exception of Iroquois Point, are considered at, close to, or exceeding facility capacity levels. Their enrollments also exceed the levels encouraged by current Board of Education guidelines. Thus, increasing the enrollment at existing Campbell Complex schools is not considered a desirable option.

3.0 DESCRIPTION OF THE PROPOSED PROJECT

3.1 PROJECT SETTING

The proposed school site has already been graded, and the off-site sewer, water, and storm drains have already been constructed in accordance with the *Ocean Pointe Master Plan* (Oshima, Chun, Fong & Chung LLP 2001) and *Ocean Pointe Drainage Master Plan* (R.M. Towill Corporation February 2004). The land uses delineated in the Ocean Pointe Master Plan are depicted on Figure 3-1. These improvements were covered in a previously accepted Environmental Assessment. Thus, the proposed action supported by this EA is the construction of an elementary school on an already improved site.

3.2 EXISTING USE OF THE PROPOSED SITE AND ADJACENT PROPERTY

As noted above, HASEKO (Ewa), Inc. has already rough-graded the proposed school site and installed the off-site roadways and infrastructure needed to support it as part of its overall development of its Ocean Pointe project. However, it has not constructed any on-site infrastructure improvements, and the land that would be occupied by the proposed school is presently vacant.

A future City and County of Honolulu District Park site borders the Ocean Pointe Elementary School site on the east; access to the park will be via Kaileole'a Drive, the same roadway that provides primary access to the school. The southeast corner of the school site abuts Kaileole'a Drive and faces a future Verizon substation and future fire station located on the eastern side of that street. Beyond the fire station and next to the park is a future preschool site, which is served by the park access road. The northern edge of the school site abuts a proposed residential area within the Gentry 'Ewa Makai West development, which represents the newest phase of the 'Ewa by Gentry project. All these parcels are currently vacant, as shown by the photographs in Figure 3-2.

The school site shares its western boundary with Spinnaker Place, a residential area of Ocean Pointe. Townhomes are currently under construction within the portion of Spinnaker Place abutting the school site and are likely to be occupied while the school is being constructed. Keone'ula Boulevard abuts the southern side of the site; homes have already been constructed on the southern (*makai*) side of that roadway.

3.3 DESIGN OF THE PROPOSED FACILITIES

As shown in Figure 3-3, the main school facilities include three classroom buildings, a cafeteria, an administration building, a student services center, a library, several outdoor congregation and play areas with playground equipment, and two parking areas with associated driveways and turnarounds. All buildings except the cafeteria will be air-conditioned. Section 3.3.1 provides additional detail concerning the buildings and Section 3.3.2 discusses the other design features and infrastructure. Finally, Section 3.3.3 discusses the number of students and staff expected to occupy the school.

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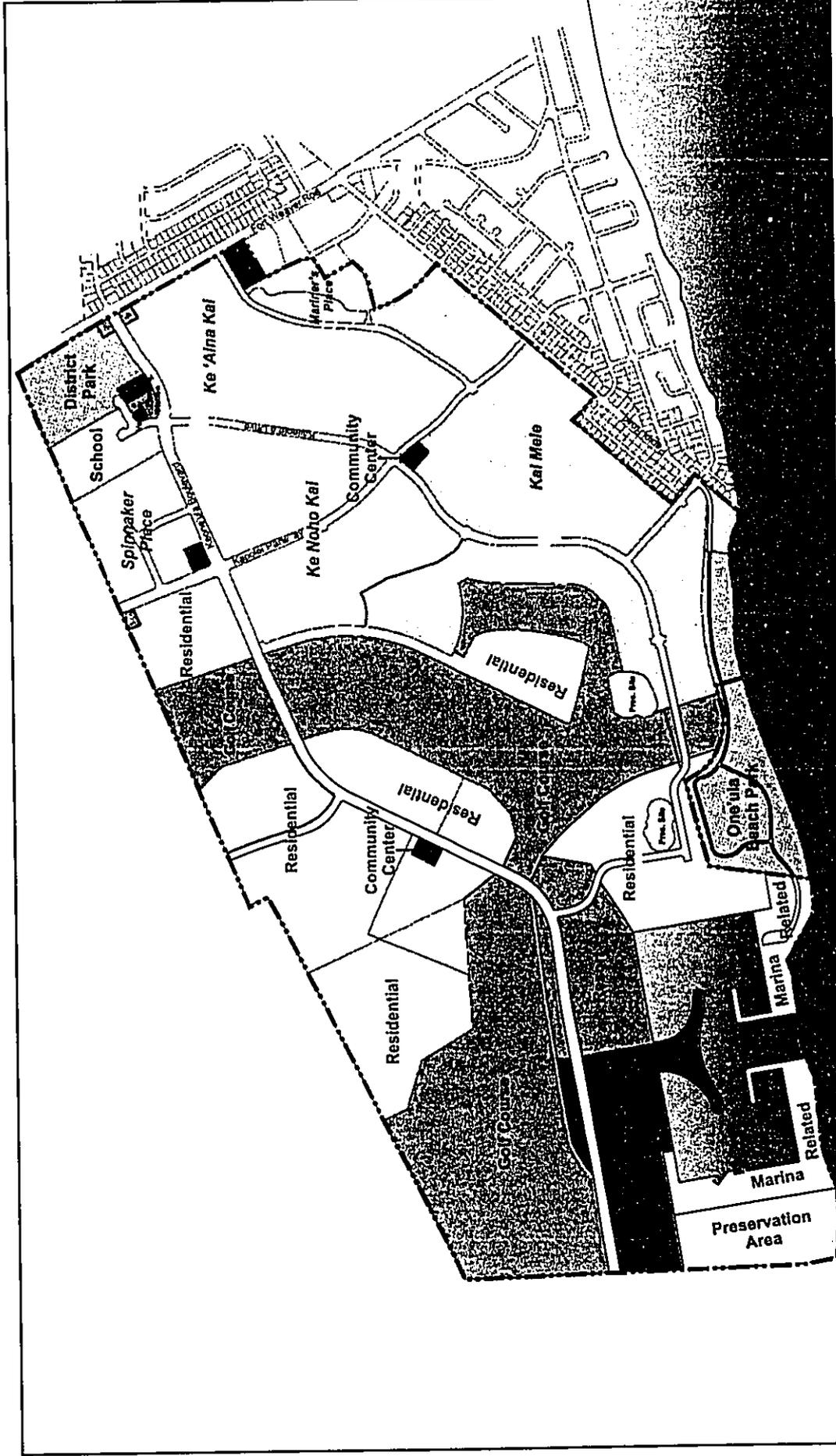
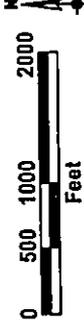


Figure 3-1 Ocean Pointe Proposed Master Plan 2004-10-15.cdr

Figure 3-1:

Ocean Pointe Master Plan

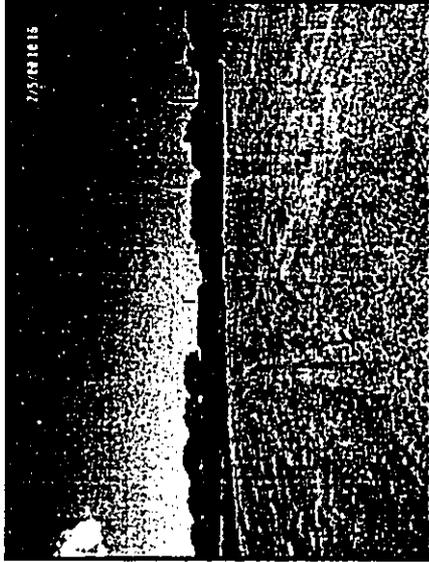
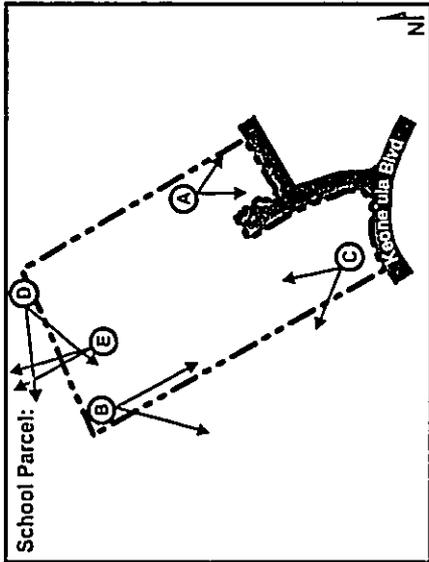


Ocean Pointe Elementary School

Prepared For:
State of Hawai'i Department of
Accounting & General Services

Prepared By:
 PLANNING
SOLUTIONS

Source:
HASEKO (Ewa), Inc.



A. View looking south from southeastern portion of school site toward future Verizon & Fire Stations and Keone'ula Boulevard.



B. View looking south from the northwest corner of school site towards Spinnaker Place (under construction); fill in foreground.



C. View from southwestern corner of school site looking toward Spinnaker Place.



D. View looking west along Ocean Pointe property line from the northeastern corner of the site.



E. View looking due north at the future site of 'Ewa Makai West from the northern portion of the school site.

Prepared For:

State of Hawaii Department of Accounting & General Services

Prepared By:



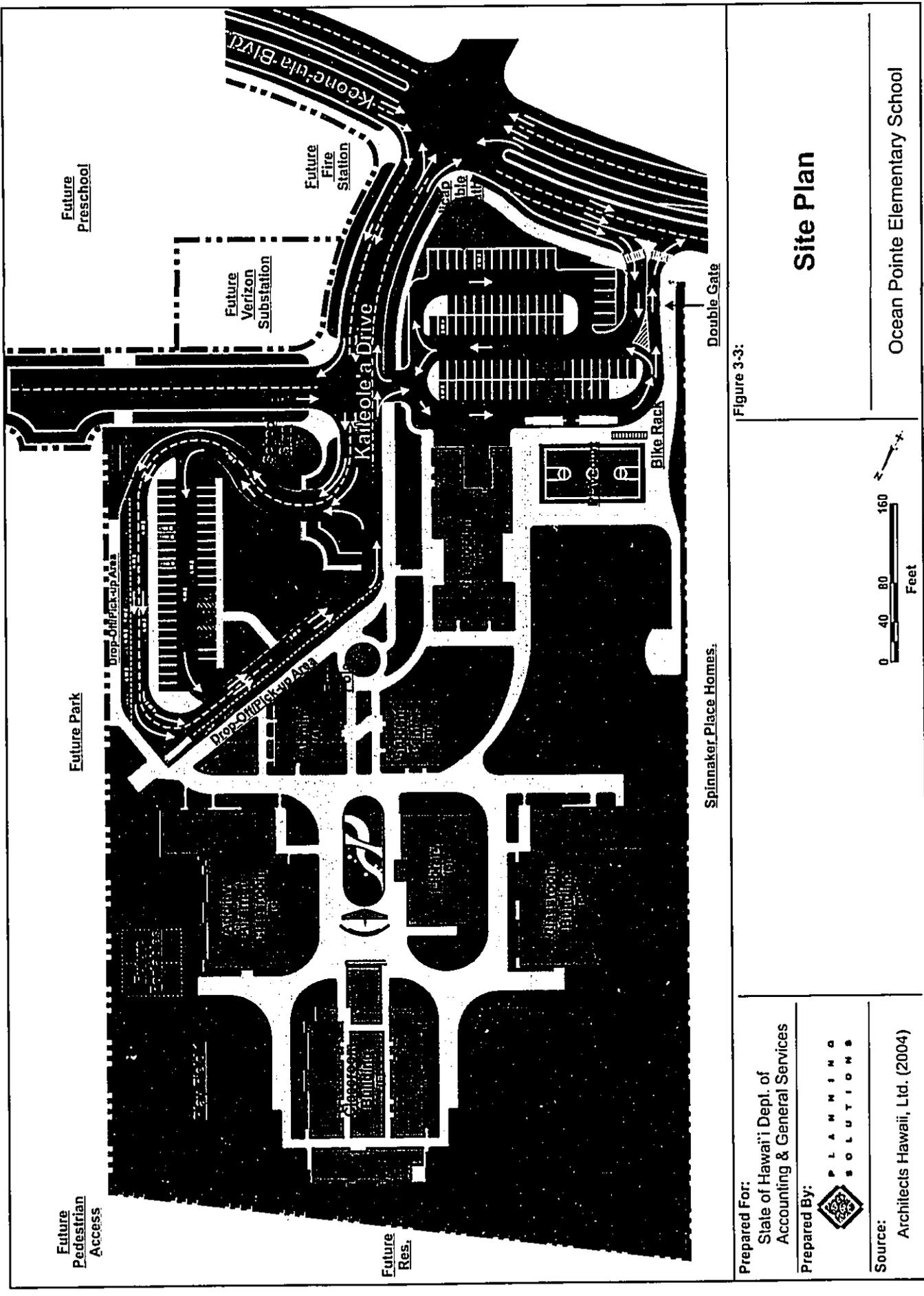
Source:

Planning Solutions, Inc. (2004)

Figure 3-2:

Views of the Existing Site & Neighboring Parcels

Ocean Pointe Elementary School



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State of Hawai'i Dept. of
Accounting & General Services

Prepared By:
 PLANNING
SOLUTIONS

Source:
Architects Hawaii, Ltd. (2004)

Figure 3-3:

Site Plan

Ocean Pointe Elementary School

3.3.1 CLASSROOM AND SUPPORT BUILDINGS**3.3.1.1 Classroom Buildings**

The classrooms will be housed in two one-story buildings and one two-story building; these are situated toward the northern end of the site. Figure 3-4 depicts the three classroom buildings as they may appear when seen looking north from the Administration Building. Table 3-1 provides floor areas. The two-story building is designed around a central courtyard (approximately 50' x 100'), while both one-story buildings are designed with enclosed, naturally-ventilated corridors. The primary teaching spaces will consist of four roughly equal "pods" (two in the two-story building and one each in the one-story buildings). Each of the pods includes seven (or in one case, eight) general classrooms, one supplemental classroom, a fully self-contained special education classroom, a resource service room, and a faculty center. A common "breakout room" containing 12 computers will be placed between each pair of classrooms.

Table 3-1 Total Areas of Design Elements Proposed for Ocean Pointe Elementary School

| <i>Proposed Design Element</i> | <i>Area (Gross ft²)</i> |
|---|------------------------------------|
| Classroom Buildings | 55,500 |
| Cafetorium | 11,700 |
| Administration Building | 4,200 |
| Library | 7,900 |
| Student Center | 4,000 |
| Total Enclosed Area = | 83,300 |
| Parking Areas | 74,600 |
| Paved Walkway | 89,300 |
| Play Court | 6,800 |
| Open Spaces (grass and landscaping) | 256,800 |
| Total Open Area = | 427,500 |
| Note: The footprints of the classroom buildings total about 42,700 square feet. | |
| Source: Architects Hawai'i Ltd. (2004) | |

3.3.1.2 Cafetorium

The cafetorium is situated toward the southern end of the site. The kitchen and service facilities (i.e., custodial room, mechanical/electrical facilities) will be placed at the southern end of the building nearest to the service entry. A portable stage and related facilities will be at the northern end of the cafetorium, with the large dining area in the middle. A smaller dining room for staff is situated adjacent to the kitchen. A kiln room that will be used for art projects is positioned adjacent to the kitchen and is accessible only from the exterior of the building. Finally, an air-conditioned Parent Community Networking Center is planned in the cafetorium; it has a separate entrance to provide for after-hours accessibility.

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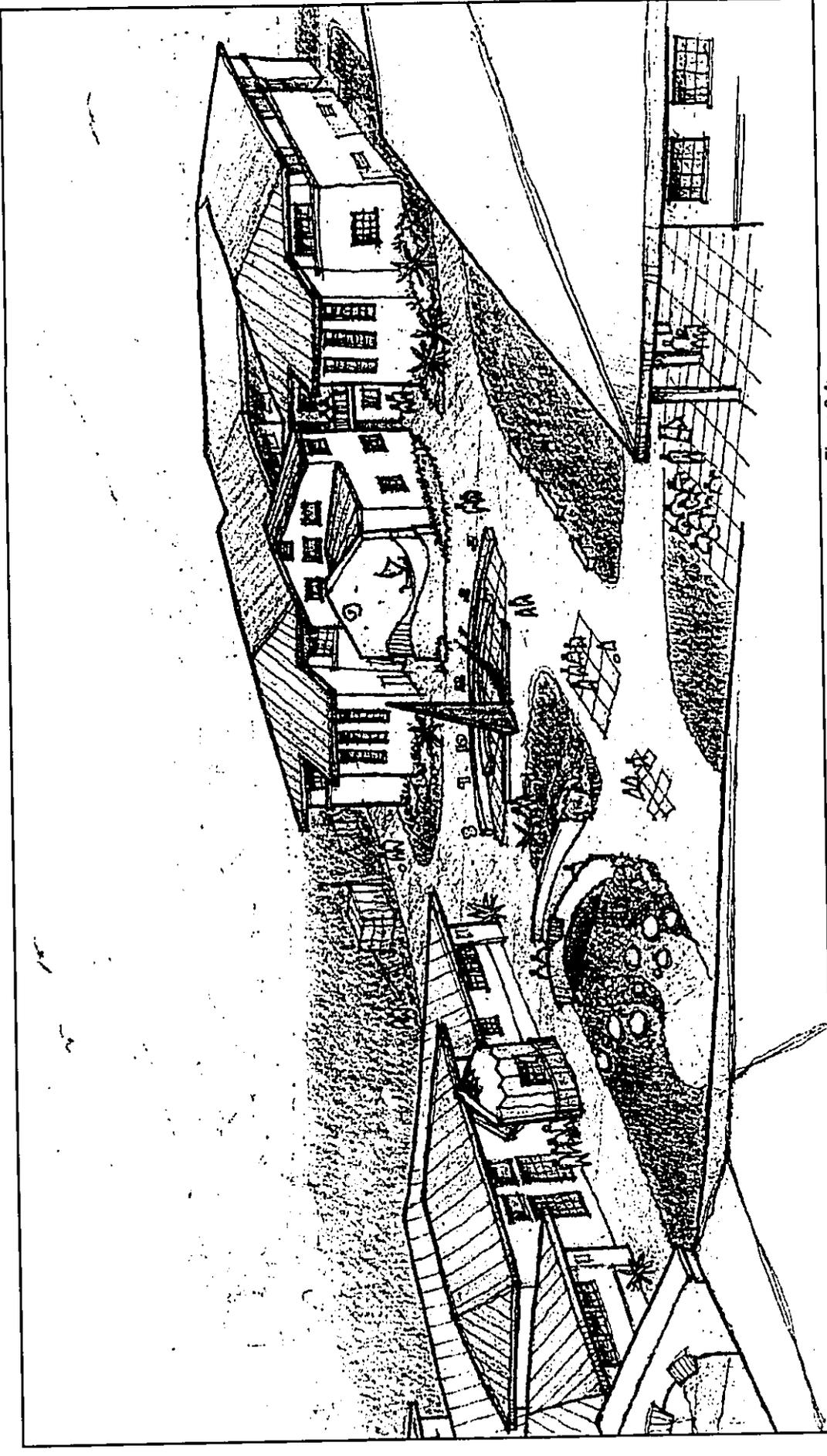


Figure 3-4 Rendering of Proposed School 2004-12-15.cdr

Figure 3-4:

Prepared For:
 State of Hawai'i Department of
 Accounting & General Services

Prepared By:
 PLANNING SOLUTIONS

Source:
 Architects Hawai'i, Ltd.

**Rendering of
 Preliminary Concept
 Proposed School**

Ocean Pointe Elementary School

3.3.1.3 Administration Building

The administration building will house the offices of the Principal, Vice-Principal, and Safety Officer (a new position). It will also have a waiting area for students separate from the main lobby. The health room, copy room, and main administrative office will also be located there.

3.3.1.4 Library

The library is centrally located between the classroom buildings and the student services center. In addition to housing books and reference materials, it will also have a computer resource room, a video production room, and a student conference room.

3.3.1.5 Student Services Center

The student services center will include a 500-600 square-foot student activities meeting room and offices for the Student Activities Coordinator, Counselors, Comprehensive Student Support Services, and the Student Services Coordinator. The entrance to the building will have a work production space (housing a copier, printer, phone, and other office supplies), a reception counter, and a lobby for students waiting to see counselors. A student store may also be incorporated into the student activities room.

3.3.2 OTHER DESIGN FEATURES AND INFRASTRUCTURE**3.3.2.1 Outdoor Assembly and Play Areas**

The proposed design provides a large outdoor assembly on the southwest side of the site, adjacent to the cafeteria; a play court is situated south of the assembly lawn, next to the *makai* parking area. The proposed layout includes another lawn and gathering area between the classrooms and library ("the central mall") and space for playground equipment adjacent to each one-story classroom. Finally, the proposed site plan contains two large play fields, one on either side of the two-story classroom at the northern end of the site.

3.3.2.2 Vehicle Access, Parking, and Traffic Flow

The site plan provides two parking areas and two main vehicle access routes.

- The two parking areas are referred to as the *mauka* and *makai* lots because of their location on the school site.
- The first main vehicle access way is via a driveway off Kaileole'a Drive, a four-lane road that connects the school's main entry at the hammerhead cul-de-sac with Keone'ula Boulevard, the main east-west arterial in Ocean Pointe (see Figure 3-3). The school has separate ingress and egress driveways off of the cul-de-sac to direct traffic counterclockwise around the school's *mauka* parking area. It provides drop-off/pick up areas for parents and TheHandi-Van.
- The second main vehicle access way is directly from Keone'ula Boulevard. The proposed plan, arrived at in conjunction with traffic engineers at the City and County of Honolulu Department of Planning and Permitting, provides access from Keone'ula Boulevard to the *makai* parking area via a deceleration lane and driveway; the latter is situated approximately 200 feet to the west of the Keone'ula Boulevard/Kaileole'a Drive intersection. The driveway would provide right-turn only access into and out of the school's *makai* parking area.

At the request of the City and County Department of Planning and Permitting Traffic Review Branch, the plan provides a second, smaller driveway connecting Kaileole'a Drive with the *makai* parking lot. This driveway is located approximately 180 feet south of the hammerhead cul-de-sac entrance. Use of this driveway may be restricted to certain hours or days to minimize vehicle-pedestrian conflicts.

The site plan for the school provides 149 parking spaces. This number exceeds both DOE's and the City and County of Honolulu's parking requirements for schools, which are discussed in Section 4.6.2.4 below. With the exception of the secondary driveway connecting the *makai* parking area with

DESCRIPTION OF THE PROPOSED PROJECT

Kaileole'a Drive (which may have restricted hours), pedestrian and bicycle access routes avoid conflicts with vehicular traffic. Four gated pedestrian entrance points are planned for the school site to provide access from Spinnaker Place to the west, Keone'ula Boulevard to the south, the District Park to the east, and Gentry 'Ewa Makai West to the north. In addition, handicapped-accessible sidewalks will be provided along Kaileole'a Drive.

The *mauka* parking area includes a drop off and pick up area with eighteen parallel parking spaces for autos, a drop off and pick up area for TheHandi-Van and 44 additional parking spaces for parents, visitors, and part-time staff. It is accessible from Kaileole'a Drive. Additional parking for special events is provided for on the adjacent lawn. The turnaround is a hammerhead-configuration cul-de-sac, which was designed by HASEKO (Ewa), Inc. in accordance with City and County of Honolulu standards. The cul-de-sac will be installed and dedicated to the city by the time the school opens.

The *makai* parking area contains 87 parking spaces for full-time staff use; it will also be used for deliveries, school bus drop-off and pick-up, trash pick-up, and special event parking. The main access to this parking area will be from the Keone'ula Boulevard right-turn only ingress and secondary access is provided from the driveway off Kaileole'a Drive.

3.3.3 OCCUPANCY

The school is planned with a design enrollment of 725 students. If it is used as a multi-track, year-round (i.e., four-track schedule) school, it will have a facility capacity of 966 students, but no more than 725 would be present at any one time. Enrollment during the school's first year of operation (school year 2006-2007) is expected to be less than half that, increasing to the full design enrollment by the end of the decade.

The DOE estimates that Ocean Pointe Elementary will require 43 faculty and 25 other staff members for an enrollment of 725 students. The site plan provides for the possible future addition of up to six portable classrooms (Figure 3-3); if that were to occur the design capacity could increase by approximately 150 students, requiring six additional teachers.

3.4 CONSTRUCTION BUDGET AND SCHEDULE

DOE has budgeted approximately \$22 million for the project. DAGS, as the official expending and contracting State agency for the project, is overseeing its design and construction. Construction staging will most likely take place on site. DAGS sought permission to stage construction on the sites of the future fire station and district park, however both sites were unavailable. Copies of DAGS' correspondence with the Fire and Parks Departments regarding staging are included as Appendix B. As discussed in Section 2.2.2, DAGS will construct the school in one phase if bids fall within the allocated budget, otherwise the construction of classroom Building G will be postponed until additional funds (estimated at \$4 million) are appropriated. The approximate construction schedule with and without phasing is outlined below:

- Construction bids open – December 2004
- DAGS issues notice-to-proceed to construction contractor for entire project or project minus additive alternate - February 2005
- School enters service – July 2006

If a supplemental appropriation is required for Building G, DOE anticipates work would proceed as follows:

- Funding becomes available - July 2005
- Exterior construction completed – July 2006
- Building G enters service – January 2007

4.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT, PROJECT IMPACTS, AND MITIGATION MEASURES

4.1 GEOLOGY, TOPOGRAPHY, AND SOILS

4.1.1 EXISTING ENVIRONMENT

The 'Ewa Plain is formed from emerged coral reefs and alluvial deposits that developed along the southern side of the island. The coralline reef deposits include carbonate sinkholes and solution channels; the surface expressions of these karst-like structures have been mostly filled by subsequent sedimentation. The topography of the project site is nearly level, with a slight (1 to 2 percent) slope from north to south toward Keone'ula Boulevard.

The natural soil type found at the project site is Māmala stony silty clay loam, and it is classified as "Other" on the Agricultural Lands of Importance in the State of Hawai'i (ALISH) map. While once used for sugarcane cultivation, the native soil was shallow and stony and did not have a high productivity rating. As the photographs in Figure 3-2 show, HASEKO (Ewa), Inc. has recently placed several feet of fill on the school site and graded it in accordance with Ocean Pointe's approved master grading plan.⁴ The fill consists of clean carbonate limestone rock and marl excavated from the Ocean Pointe marina basin.

4.1.2 PROBABLE IMPACTS

Only minor site-preparation work and trenching within the recently placed fill will be necessary for construction of the school and its associated access roads and grounds. These do not have the potential to impact the area's native soils and will not substantially change the topography of the site. Furthermore, Best Management Practices (BMPs) as provided for in the NPDES Construction Permit that DAGS will obtain from the State of Hawai'i Department of Health will be used to minimize runoff and erosion from the work area.

4.2 HYDROLOGY

4.2.1 SURFACE WATER

4.2.1.1 Existing Environment

The proposed school site is not located within a designated Special Flood Hazard Area or within a Tsunami Evacuation Area (Figure 4-1). The Flood Insurance Rate Map (FIRM)⁵ classifies the area as Flood Zone D (an area of undetermined but possible flood hazards). The fill that was recently placed on the site as part of the overall Ocean Pointe project mass grading plan has further reduced the potential for flooding to the point where it may be classified as Zone X (area determined to be outside the flood plain).

Stormwater runoff from the school site flows toward Keone'ula Boulevard. Storm drains beneath that roadway carry it toward Kalo'i Gulch, where it joins runoff from the large upstream tributary area (see Figure 4-1). Because of the pervious nature of the fill and underlying soil and limestone, runoff volumes and flow rates are not large, even during major storm events.

⁴The major grading work will be completed in compliance with the *Ocean Pointe Development, Northeast Corner Parcel Improvements, Mass Grading Plan* (July 2, 2003) that has been approved by the City & County of Honolulu and is currently being implemented by HASEKO ('Ewa), Inc.

⁵FIRM Flood Sheet 0310.

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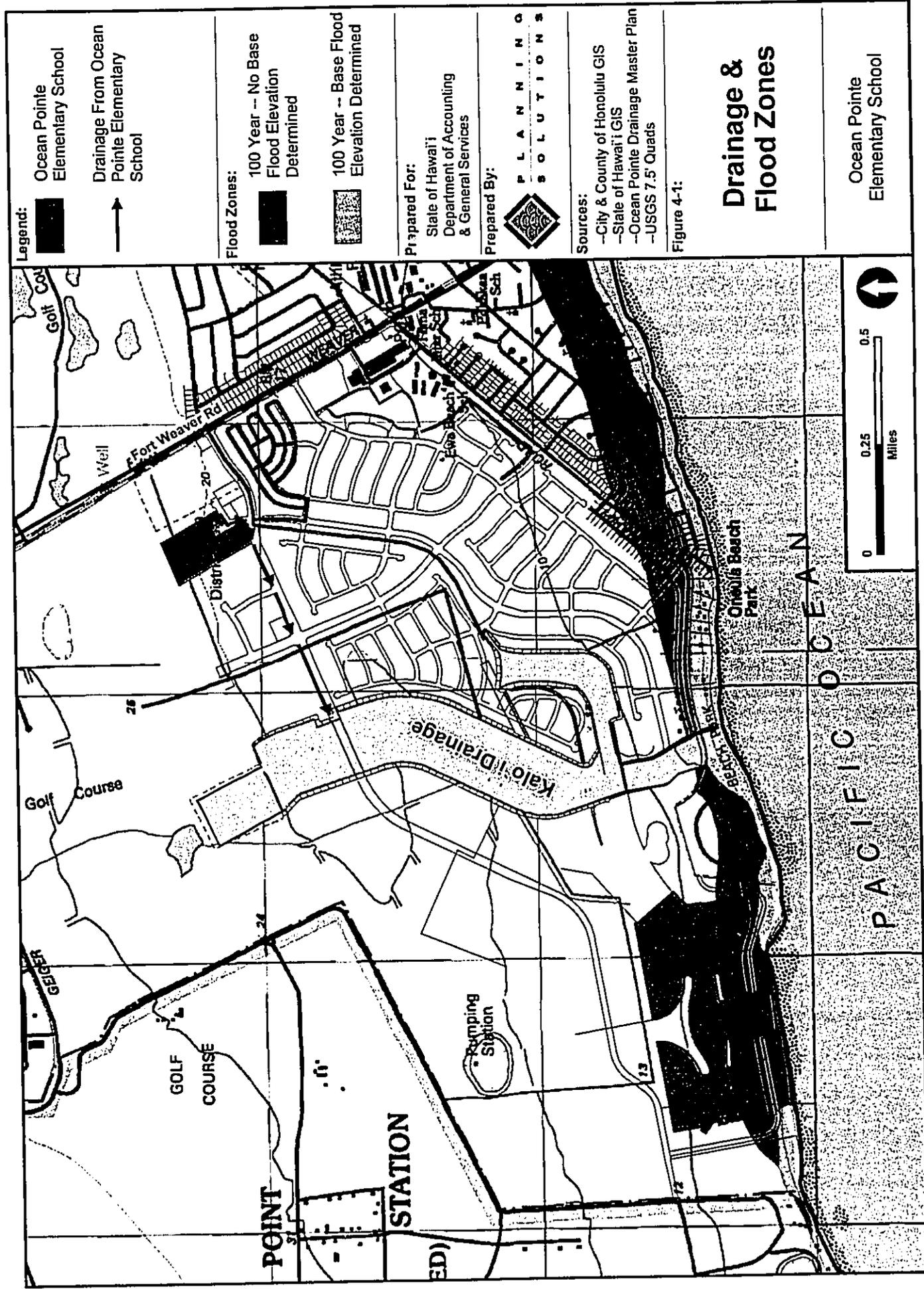


Figure 4-1 Drainage & Flood Zones 2004-12-15.mxd

4.2.1.2 Probable Impacts

Construction of the school will transform approximately half of the lot area into impervious surfaces such as pavement, sidewalks, and roofs. This will increase the surface runoff from the site. The project engineer has used the rational method ($Q = CIAF$) to estimate that peak runoff from the site would be approximately 34 cubic feet per second for a storm event with a recurrence interval of 50 years. This assumed rainfall intensity (I) of 2.2 inches per hour, a runoff coefficient (C) of 0.7, a time of concentration (T_c) of 16 minutes, an area (A) of 11.72 acres, and a 1.90 correction factor (F). This runoff will enter the Ocean Pointe stormwater drainage system at the intersection of Keone'ula Boulevard and Kaileole'a Drive and flow to the west into Kalo'i Gulch. The Ocean Pointe storm drainage system has been designed to accommodate runoff from the school site and other areas. Hence, no flooding is anticipated.

4.2.2 GROUNDWATER

4.2.2.1 Existing Environment

The Ocean Pointe Elementary School site is situated within the Pu'uloa Sector of the 'Ewa (Limestone) Caprock Aquifer. The 'Ewa Caprock aquifer consists of permeable limestone atop a relatively impervious layer of fossil coral reef interspersed with silt and clay of marine and terrestrial origin. This aquifer is recharged through local rainfall and infiltration from surface water drainage. It is not potable and is used primarily as a source of irrigation water. It is within a designated groundwater management area regulated by the State Commission on Water Resource Management.

4.2.2.2 Probable Impacts

The proposed school improvements will intercept some of the rainfall that recharges the caprock aquifer. The change will be very small, and a portion of it will be partially offset by minor infiltration of irrigation return water from the school. More importantly, because surface runoff from the site will flow into stormwater retention basins within Kalo'i Gulch, where it will infiltrate into the ground and recharge the caprock aquifer, the net effect on recharge will be negligible. Thus, the impact of the project on groundwater will consist of a minor displacement of the recharge from the areas where it presently occurs to the areas occupied by retention structures. Overall, the project will not substantially affect aquifer recharge.

4.3 CLIMATE AND AIR QUALITY

4.3.1 EXISTING ENVIRONMENT

The Hawaiian Island chain is situated south of the large Eastern Pacific semi-permanent high-pressure cell, the dominant feature affecting air circulation in the region. Over the Hawaiian Islands, this high-pressure cell produces very persistent winds called the northeast trade winds. During the winter months, cold fronts sweep across the north central Pacific Ocean, bringing rain to the island chain and intermittently modifying the trade wind regime. Thunderstorms, which are rare but most frequent in the mountains, also contribute to annual precipitation.

Due to the tempering influence of the Pacific Ocean and their low-latitude location, the Hawaiian Islands experience extremely small diurnal and seasonal variations in ambient temperature. Average temperatures in the coolest and warmest months at Honolulu International Airport are 72.9° (January) and 81.4° (July), respectively. These temperature variations are quite modest compared to those that occur at inland continental locations. Temperature data from Honolulu International Airport are summarized in Table 4-1.

Table 4-1 Average Temperature, Rainfall, and Humidity, by Month

| Month | Ambient Temperature, °Fahrenheit | | | Average Relative Humidity (%) |
|-----------|----------------------------------|---------|-----------------------------------|-------------------------------|
| | Minimum | Maximum | Average Monthly Rainfall (inches) | |
| January | 66 | 80 | 3.3 | 77.2 |
| February | 66 | 80 | 2.4 | 74.5 |
| March | 67 | 81 | 2.7 | 69.0 |
| April | 69 | 82 | 1.3 | 67.8 |
| May | 70 | 84 | 1.0 | 66.0 |
| June | 72 | 86 | 0.4 | 64.8 |
| July | 74 | 87 | 0.6 | 65.0 |
| August | 74 | 88 | 0.6 | 66.0 |
| September | 74 | 88 | 0.7 | 65.5 |
| October | 73 | 86 | 2.0 | 67.0 |
| November | 70 | 84 | 2.8 | 71.0 |
| December | 67 | 81 | 3.4 | 73.5 |

Source: National Weather Service, Honolulu International Airport Station.

As noted above, the northeast trade winds predominate in the project area. Data from the Honolulu International Airport show that they are strongest and most persistent in the summer. During July, for example, winds from the northeast through east are present over 85 percent of the time and winds average just below 13 miles per hour. The trade winds become weaker and less persistent in the winter. During January, for example, winds from the northeast through east are present only 35 percent of the time and their average speed drops to 10.5 miles per hour. The island is also influenced by occasional *kona* storms, which are intense low-pressure centers that pass near the island, bringing moderate to strong southerly winds and rain. When the trade winds or storms do not dominate the wind flows, the winds are typified by land/sea breezes and *kona* winds.

The terrain on O'ahu is influential in determining the amount of rainfall. While rainfall near the top of the Ko'olau Range on the windward side of O'ahu averages nearly 250 inches per year, rainfall at the project site averages only about 20 inches, an order-of-magnitude less. Most of the rainfall on the 'Ewa Plain occurs between December and April; from May through September it averages 1 inch per month or less. Although the project area is on the leeward side of the island, the humidity is still moderately high, ranging from the mid-60s to the mid-70s.

Air quality in the vicinity of the proposed school is believed to be generally excellent. According to the Kapolei Air Quality Monitoring Station, regional levels of air pollution constituents are consistently below State and Federal limits. Localized sources of air pollution near the site are primarily vehicle exhaust and fugitive dust from the extensive construction activities taking place within Ocean Pointe and throughout the 'Ewa Plain.

4.3.2 PROBABLE IMPACTS

The planned structures, paved areas, and irrigated landscaping included in the school's site plan will affect the microclimate of the site by influencing ground-level wind patterns, temperature, and humidity. However, the effect will be small and localized. The large areas of irrigated landscaping and open space planned for the property, as well as its position next to landscaped and irrigated fields within the adjacent park will tend to moderate temperatures slightly on the school site.

The minor earth-moving needed to achieve the final grades on the school site, trenching for on-site utility installations, and excavation for foundation footings will cause some short-term impacts to air quality. However, because the mass grading of the site has already been completed and work would be limited to a period of several months, construction effects will be slight. Fugitive dust generated

by the operation of vehicles, heavy equipment, and generators at the project site will be minimized through dust control measures implemented in accordance with Hawai'i Administrative Rules Title 11, Chapters 59 and 60. Pollutant emissions from the construction equipment that will be used do not have the potential to affect the local or regional air quality substantially. Even if the construction of Building G is postponed, DOE expects the site improvements and building exterior to be completed by the time the school opens in July 2006. Thus, there will be no potential for construction dust to be troublesome to students or staff.

The only air pollutant emissions from normal operation of the school facilities will be from the kitchen in the school cafeteria and from the air-conditioning system. The nearest sensitive receptors downwind from the site under prevailing trade wind conditions are the new residences in the extreme southeast corner of Spinnaker Place. The closest of these will be more than 200 feet from the school kitchen. Cooking smells and other odors will generally dissipate well before reaching that distance.

The most significant source of air pollutants associated with operation of the proposed school is from the vehicles that transport students, teachers, and other staff to and from the school pick-up/drop-off and parking areas. These areas, as well as the on-site driveways that they will use, are well removed from classrooms and other school facilities where people tend to congregate. Most of the vehicle activity would also be well away from existing and planned residences. Moreover, by designing the access to facilitate good traffic flow and minimal waiting and idling time, the proposed design minimizes vehicle emissions that have the potential to affect air quality on the site. Past experience with similar traffic situations indicates that school-related vehicle emissions would not cause a violation in ambient air quality standards.

The electricity used at the school will require additional power generation (and, therefore, fuel consumption and gaseous emissions) by Hawaiian Electric Company, Inc. This power use was included in the overall power needs of Ocean Pointe described within the Ocean Pointe Master Plan, and adequate electrical distribution capacity has been provided on the Ocean Pointe site. Hawaiian Electric Company, Inc. has considered ongoing development of the 'Ewa Plain in its long-range planning and has indicated that its system has adequate generation and transmission capacity to accommodate the proposed school.

The air-conditioning that is being provided as part of the proposed design is the largest single consumer of electrical power. Natural ventilation of the classrooms was considered during the design process but was rejected because of the adverse effect that the resulting relatively high temperatures in the classroom would have on learning. The cafeteria and the hallways outside the classrooms, where this is not an issue, are naturally ventilated. High R-value insulation is being provided in all roof and wall spaces to minimize the heat loading on the spaces and the need for cooling.

4.4 FLORA AND FAUNA

4.4.1 EXISTING ENVIRONMENT

As previously described, the school site has recently been mass graded to its approximate finished elevation. This involved covering it with a 3 to 4-foot thick layer of coralline rock and marl excavated from the marina basin at the western end of Ocean Pointe. Consequently, no substantial vegetative cover, other than rapidly growing opportunistic grasses and weeds, are present.

The State Department of Land and Natural Resources' Division of Forestry and Wildlife has documented three endangered plants in the 'Ewa plains area: 1) *Achyranthes splendens* spp *rotundata*, 2) *Chamaesyce skottsbergii* ('akoko) and 3) *Abutilon menziesii* (ko'oloa'ula). None of these plant species were detected on or near the site before it was graded during vegetation surveys conducted for the Ocean Pointe development (Char & Assoc. 1989).

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Similarly, animals found on the site are limited to highly mobile species such as foraging birds and rodents. No rare or endangered animals are present. A survey for the Ocean Pointe development documented five indigenous bird species, none of which are threatened or endangered. These include the golden plover, wandering tattler, ruddy turnstone, and sanderling, all of which are migratory and winter in Hawai'i (Bruner 1990). In addition to these, numerous exotic bird species common throughout the 'Ewa Plain are also present. No habitats to support aquatic flora or fauna exist on or near the project site according to the Hawai'i Stream Assessment (State of Hawai'i, Commission on Water Resource Management and the National Park Service, Rivers and Trails Conservation Assistance Program 1990).

4.4.2 PROBABLE IMPACTS

Because of the already altered nature of the existing site, constructing the school will not adversely affect terrestrial flora and fauna. In fact, the addition of shade, grass and landscaping on the property will increase its suitability as habitat vis-à-vis present conditions.

4.5 NOISE

4.5.1 EXISTING ENVIRONMENT

4.5.1.1 Existing Noise Sources

The dominant ambient noise sources at the school site are aircraft landing and taking off at Honolulu International Airport, construction noise from the ongoing development activities in Ocean Pointe, and noise from vehicles on Keone'ula Boulevard. Noise from aircraft from Kalaeloa Airport, located 2.6 miles west of the site, is less apparent as few fly over the site. According to the 1998 *Kalaeloa Airport Master Plan*, the school site is well outside the 55 dB noise contour projected for the year 2020. The same report shows the school site as falling between the 55 dB and 60 dB daytime noise contours for Honolulu International Airport, both at the time of the report and as projected for the year 2020.⁶

Measurements of the noise levels currently occurring at the site were collected on July 15, 2004.⁷ The data are reported in Table 4-2. During the measurement intervals, the primary sources of sound included in these measurements included traffic noise from Fort Weaver Boulevard and Keone'ula Boulevard, occasional overflights by commercial jets landing at Honolulu International Airport, and construction noise from the adjacent Spinnaker Place development.

4.5.1.2 Applicable Noise Limits

At the present time, the school site is in the State Urban District, and zoned R-5 for residential uses. The adjacent areas to the north, west, east, and across Keone'ula Blvd. to the south are zoned, respectively, Ag-2, A-1, P-2, and R-5. The Ag-2 zoned area immediately to the north is slated to become an A-1 apartment area, for which re-zoning was approved on April 7, 2004 (Ordinance No. 0408).⁸ DOH requirements for all of these zones require that persistent noise levels from the school remain below 45 dBA (nighttime) and 55 dBA (daytime).

⁶ Recent noise data from Honolulu International Airport is currently unavailable, as they are currently in the process of updating their Master Plan (Steve Takashima, Airport Planning Division, personal communication July 6, 2004).

⁷ The instrument used for the data collection, a Brüel & Kjær Integrating meter, Type 2239A, was set to collect data for 5-minute intervals and to integrate the data within this interval every second.

⁸ Timothy Hata of The City and County of Honolulu Department of Planning and Permitting confirmed the re-zoning information in a personal communication on June 30, 2004.

Table 4-2 Ambient Noise Levels at Project Site Boundaries

| <i>Location</i> | <i>L_{eq}</i> | <i>L_{Min}</i> | <i>L_{Max}</i> |
|-----------------------------|-----------------------|------------------------|------------------------|
| Keone'ula Blvd | 67.7 | 47.3 | 81.7 |
| District Park Site | 54.5 | 44.8 | 70.2 |
| Gentry 'Ewa Makai West Site | 51.8 | 42.5 | 76.9 |

Note: These variables are defined as follows:

- **Equivalent Sound Level (Leq).** This variable is the root-mean square (RMS) average of the time-varying sound energy measured during the 5-minute measurement interval. Leq correlates reasonably well with the effects of noise on people, even for wide variations in environmental sound levels and time patterns.
- **Maximum Sound Level (Lmax).** This is the maximum sound level (1-second integrated value) recorded during the measurement interval.
- **Minimum Sound Level (Lmin).** This is the minimum sound level (1-second integrated value) recorded during the measurement interval.
- **Maximum Peak Level (MaxP).** This is the instantaneous maximum sound level measured during the measurement interval.

Source: Planning Solutions, Inc. Measurements made between 3:00 p.m. and 4:00 p.m. on July 6, 2004.

4.5.2 PROBABLE IMPACTS

Short-term increases in noise will occur as a result of construction vehicles and equipment. All construction activity will comply with Hawai'i Administrative Rules Title 11, Chapter 46 (Community Noise Control). The construction noise impacts will most directly affect the small number of residents living within the Spinnaker Place residential area immediately to the west of the site. Other noise-sensitive receptors, such as the homes on the *makai* side of Keone'ula Boulevard, are farther away from the main school construction activity. If Building G's construction is delayed as described in Section 2.2.2, it will be completed in January 2007, several months after the school starts operations. However, the exterior work would be finished by the time classes begin so that construction noise will be limited to that associated with interior renovations. As such, the noise is not expected to significantly affect the school's operations.

Ambient noise levels expected on the school site once it is in operation are not expected to affect school operations for three reasons. First, all noise-sensitive areas (i.e., the classrooms, library, and administrative spaces) will be air-conditioned. Second, noise-sensitive buildings are set back from roadways sufficiently so that vehicular traffic (which is the only substantial ground level source of noise) will not cause excessive interior noise levels. Third, aircraft noise at the school site (Day-Night Average Sound Level of 55 to 60 dB), will be at a level which the Airports Division of the State Department of Transportation noise compatibility guidelines indicate is compatible with the proposed school use.

Construction noise from the lands to the north of the site (Gentry 'Ewa Makai West) will become more significant for a time as that adjacent area is developed. However, the noise associated with the type of construction activity planned for those areas is of sufficiently short duration and intensity to make it unlikely that it would disrupt activities within the enclosed learning environment of the school.

The air-conditioning and other mechanical equipment at the school will generate noise. The equipment and enclosures are being selected and designed to moderate noise emissions from these sources. Moreover, the equipment would be operated only during daytime hours. State Department

of Health (DOH) regulations will ensure that noise from stationary mechanical equipment will be muffled as necessary if it exceeds allowable limits along the school boundary.

Vehicular traffic (discussed further in Section 4.6 below) represents another noise source associated with the proposed project. This is normally limited to school hours and concentrated principally in the morning and afternoon peak pick-up and drop-off hours. The main access road to the site (Kaileole'a Drive) is well away from noise sensitive uses. The residences within Spinnaker Place are closest to the school site and therefore most likely to be affected by school-related traffic noise. This will be slightly mitigated by the approximately 6-foot concrete masonry wall that HASEKO (Ewa), Inc. has constructed along the property boundary between Spinnaker Place and the proposed school. Noise from vehicles entering and leaving the lot will be modest compared to the noise generated by through-traffic on Keone'ula Boulevard, and that, together with the fact that the noise will occur outside noise-sensitive periods, means that the effect of the school will not be significant.

Finally, noise from outdoor student activities and play may occasionally carry over into the District Park to the east and to the existing and planned residential areas to the north and west. The two playground equipment areas planned for the northeast and northwest playfields and the southwest playcourt may become regular sources of noise from children playing during recess hours. Periodic activities on the outdoor assembly lawn are also likely to be heard within neighboring residential areas. Noise levels associated with these activities are typically modest, and they are limited to mid-day time periods when playground noise is least disruptive and other noise is also present. Moreover, the housing units closest to the school's active play areas are in Spinnaker Place, which are separated from the school property by the six-foot concrete masonry wall.

4.6 ROADWAYS, PARKING, AND TRAFFIC

4.6.1 EXISTING CONDITIONS

Fort Weaver Road presently serves as the main north-south artery for the 'Ewa Beach area. The school is connected to it via Keone'ula Boulevard, which intersects Fort Weaver Road approximately 1,000 feet to the east of the school site. Keone'ula Boulevard is the main east-west thoroughfare within the Ocean Pointe community and will transect it (Figure 3-1). As shown on Figure 1-1 and Figure 3-3, portions of the proposed school site front Keone'ula Boulevard and Kaileole'a Drive. The latter road currently culminates at its intersection with Keone'ula south of the site, and it is being extended by HASEKO (Ewa), Inc. to provide access to the school and the district park.

Belt Collins Hawai'i, Ltd. (BCH June 2003) measured traffic volumes at the intersection of Keone'ula Boulevard and Fort Weaver Road in 2003. At that time, morning peak-hour (7:00 AM to 8:00 AM) volume at the intersection totaled 72 inbound trips and 228 outbound trips, for a total of 300 vehicle-trips. The afternoon peak-hour volume, which occurred between 5:30 and 6:30 PM, was 177 inbound trips and 113 outbound trips, for a total of 290 vehicle-trips. Since no other roadways intersect Keone'ula Boulevard between Fort Weaver Road and Keone'ula's intersection with Kaileole'a Drive, where the school site is located, these same volumes were present at the entrance to the proposed school. Traffic volumes have presumably increased somewhat since that time as a result of ongoing development within Ocean Pointe, but no more recent traffic counts are available.

4.6.2 PROBABLE IMPACTS

The traffic impact assessment for the proposed school (Belt Collins Hawai'i, October 2004) is included as Appendix A. Its conclusions are summarized in the following subsections.

4.6.2.1 Trip Generation

Belt Collins Hawai'i, Ltd. (October 2004) estimated the number of peak hour trips that would be generated by the school at full occupancy. Those estimates are given in Table 4-3 and shown on Figure 4-2. For the purpose of the analysis it made the conservative assumption (i.e., the assumption

that would result in the greatest apparent impact) that the school would be fully operational and would have 725 students in 2006. A delay in the completion of Building G until January 2007 would not substantially alter the conclusions.

Table 4-3 Peak-Hour Vehicle-Trip Generation: Keone'ula Drive and Kaileole'a Drive

| <i>Direction</i> | <i>Morning Peak-Hour</i> | <i>Afternoon Peak Hour</i> |
|--|--------------------------|----------------------------|
| In-Bound to School: | | |
| From Keone'ula Blvd. Westbound | 27 | 38 |
| From Kaileole'a Drive Northbound | 40 | 12 |
| From Keone'ula Blvd. Eastbound | 78 | 58 |
| Total | 145 | 108 |
| Outbound From School: | | |
| Onto Keone'ula Blvd. Eastbound | 45 | 41 |
| Kaileole'a Drive Southbound | 8 | 14 |
| Right Onto Keone'ula Blvd. | 72 | 69 |
| Total | 125 | 124 |
| Note: Trip generation estimates were based on traffic counts conducted at Holomua Elementary School and 'Ewa Beach Elementary School. Estimates ignore the reduction in traffic that would occur at this intersection as a result of the direct driveway connection between the <i>makai</i> parking area and Keone'ula Blvd. that the final site plan provides. | | |
| Source: Belt Collins Hawaii, Ltd. October 2004 | | |

4.6.2.2 Adequacy of Roadways

Most vehicles would access the proposed school via the hammerhead turnaround at the *mauka* end of Kaileole'a Drive; a smaller number would enter via the driveway off Keone'ula Boulevard. Some vehicles may also use the smaller driveway off Kaileole'a Drive. The access points are shown in Figure 3-3. In accordance with recommendations contained in the traffic study, the plan provides a deceleration lane on Keone'ula Boulevard to accommodate vehicles turning in and out of the school's *makai* parking lot.⁹ It also provides a driveway connection between Kaileole'a Drive and the *makai* parking area as requested by the City and County of Honolulu's Traffic Review Branch.

The analysis that Belt Collins Hawaii, Ltd. conducted for the overall road network at Ocean Pointe concluded that the peak-hour level of service (LOS) at the Keone'ula Boulevard/Kaileole'a Drive intersection at full build-out of the Ocean Pointe project would be satisfactory (LOS "C" or higher) on all approaches to the intersection. Because the Ocean Pointe project would not be fully developed at the time the school opens, the LOS at that time would be even better.¹⁰

4.6.2.3 Year 2006 Traffic Signal Warrant Assessment

The LOS estimates cited above assume the presence of a traffic signal at the Keone'ula Boulevard/Kaileole'a Drive intersection. However, the Ocean Pointe Traffic Technical Memorandum (BCH July 2004) does not call for the signal to be installed until 2009. As part of the Traffic Assessment it prepared for the school, Belt Collins Hawaii, Ltd. conducted a traffic light

⁹ Keone'ula Boulevard is an access-managed roadway, meaning that it is designed to limit vehicular traffic in order to facilitate pedestrian and bicycle use. As such, driveway access is normally not allowed.

¹⁰ Note that the LOS estimates were made assuming that all school-related traffic would enter and leave via Kaileole'a Drive. Because the final design for the school allows some vehicles to enter and leave the *makai* parking area via a direct driveway connection with Keone'ula Boulevard, the LOS would actually be somewhat better than was earlier calculated.

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warrant assessment to determine whether the school would increase vehicular and/or pedestrian volumes at that intersection sufficiently to warrant installation of a traffic light in time for the planned school opening in the fall of 2006. Its conclusions with regard to vehicle-driven warrants and pedestrian-driven warrants can be summarized as follows:

- Estimation of the 2006 morning and afternoon peak hour vehicular traffic volumes at the intersection are shown on Figure 4-2. These volumes are not sufficient to warrant a traffic light at the intersection in 2006, according to the criteria outlined in the *Manual of Uniform Traffic Control Devices* (FHA 2003).
- Pedestrian volumes expected in 2006 were estimated by measuring pedestrian volumes at nearby elementary schools (Holomua and 'Ewa Beach Elementary). Taking into account the relative enrollment, layout, and location of Ocean Pointe Elementary School, the traffic assessment estimated that 54 pedestrians would cross Keone'ula Boulevard during the morning peak hour and 86 pedestrians would cross during the afternoon peak hour; both of those numbers are at full enrollment. These volumes exceed the pedestrian volume portion of the warrant criteria. However the full warrant requires that they be considered in combination with measured gap times between vehicles.¹¹ Because the traffic volumes at the intersection are changing rapidly as Ocean Pointe is developed, valid measurements of the gaps cannot be obtained until the school opens.

DOE favors installation of a traffic light at the intersection at the earliest possible date. DOE has asked the Traffic Review Branch of the City and County of Honolulu Department of Planning and Permitting to conduct a study of vehicle gap times shortly after the school opens and, if signalization is warranted, to install a traffic signal as soon thereafter as possible. If the warrant criteria is still not met at that time DOE will implement appropriate safety measures to prevent vehicle-pedestrian conflicts, such as deploying adult crossing guards at the intersection during peak morning and afternoon hours. DOE will prepare a Traffic Management Plan to ensure that school users are informed of traffic and safety procedures during peak hours.

4.6.2.4 Adequacy of On-Site Parking

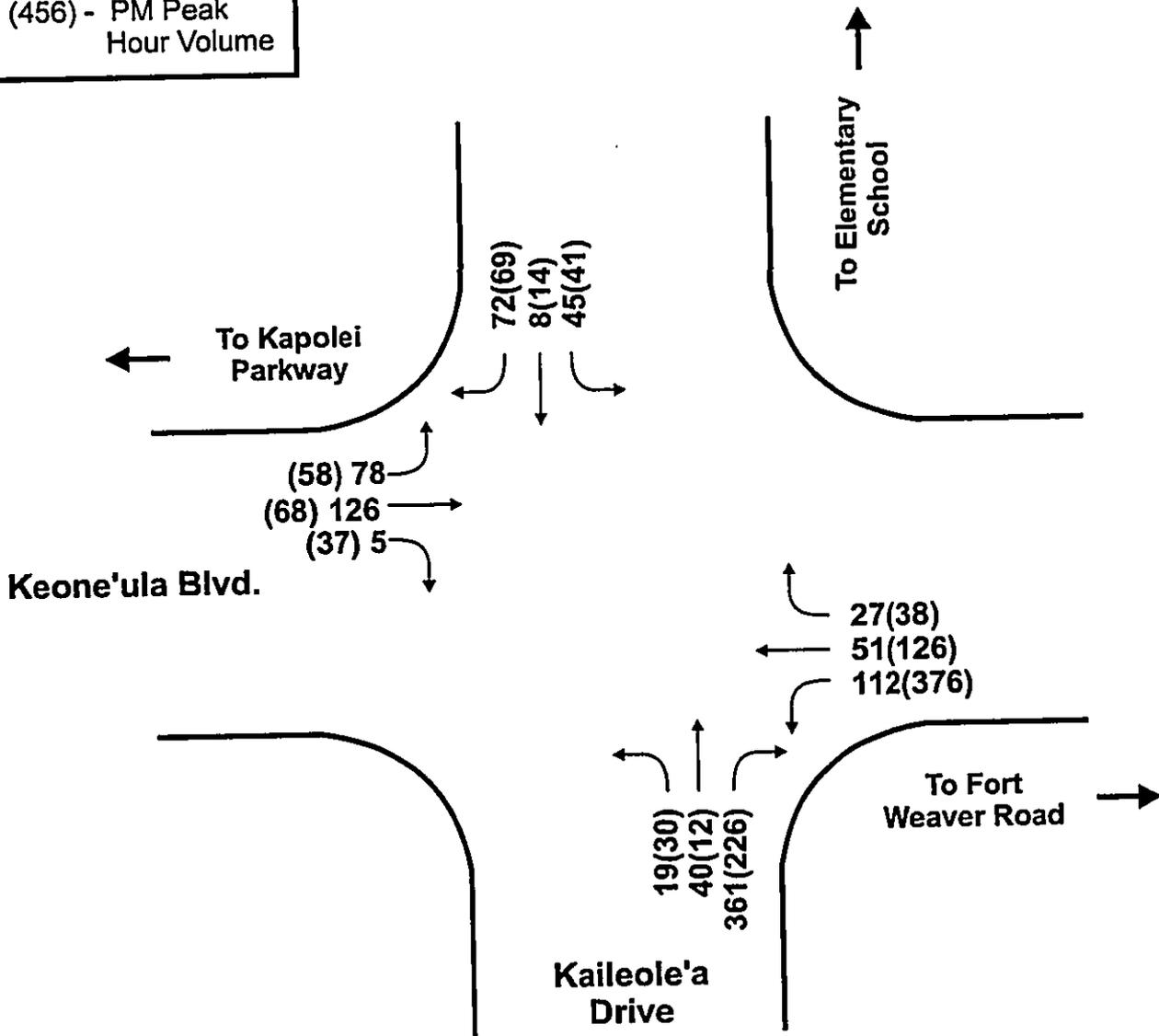
As discussed in Section 3.3.2.2 above, 149 parking spaces are planned for the school site, constituting one space for approximately every five students. The City and County of Honolulu Land Use Ordinance requires 110 stalls.

Belt Collins Hawaii, Ltd.'s study of existing parking utilization at the nearby Holomua Elementary School and Ewa Beach Elementary School ranged from one stall for every 7.3 students to one stall for every 11.5 students. Based on that, it recommended that the plan for the school provide one stall for every 8 students, plus 10 parking stalls for visitors, amounting to 101 stalls. The 149 stalls that the proposed plan provides exceeds the recommendation by 48 stalls. These stalls provide space for parents to park while they walk their children into school. Finally, the plan provides the ability to accommodate occasional overflow parking on the lawn areas adjacent to the *mauka* parking area. Thus, the proposed plan provides sufficient parking to assure that operation of the school does not adversely affect the surrounding neighborhood.

¹¹ "Gap time" refers to the amount of time between successive vehicles. If the time between vehicles is small (i.e., they are always close together), then it is difficult for pedestrians to find a way to cross without a traffic signal.

Key:

123 - AM Peak
Hour Volume
(456) - PM Peak
Hour Volume



Prepared For:
State of Hawai'i Department
of Accounting & General Services

Prepared By:


Source:
Belt Collins Hawaii (Oct. 2004)

Figure 4-2:
**2006 Peak Traffic
Volumes at Keone'ula
Blvd./Kaileole'a Drive
Intersection**

Ocean Pointe
Elementary School

Figure 4-2 Peak Traffic Volumes 2004-12-10.cdr

4.7 RECREATION

4.7.1 EXISTING CONDITIONS

Currently, a small Neighborhood Park is located across Keone'ula Blvd. from the school site. The City and County of Honolulu has not yet started construction of the District Park that is planned for the 20-acre parcel immediately east of the proposed Ocean Pointe Elementary School.

4.7.2 PROBABLE IMPACTS

The playfields and play court that are part of the proposed school are intended to accommodate all of the recreational needs of its students during school sessions and supervised extracurricular activities. Consequently, the presence of the school will not increase the level of activity at nearby recreational facilities. The Neighborhood Park across Keone'ula Boulevard from the new school does not have any recreational or sanitary facilities, so it is unlikely to become a focus of activity for school children. The proposed school is located too far from One'ula Beach Park to affect its level of use except on the rare occasions when classes from the school avail themselves of the shoreline resources during planned outings (e.g., science field trips).

The northeast portion of the school site bordering the planned District Park is planned as an open play field and will not generate noise inconsistent with the use of the park. As discussed above, noise from traffic during peak school pick-up and drop-off hours will be audible within the park, but will be too low to adversely affect its use. Special events conducted a few times each year draw parents to the school. Some of these (e.g., open house) occur at night; others, such as Lei Day celebrations, occur during normal school hours. The nighttime events occur when the school's staff is largely absent, leaving parking stalls that they would otherwise use available for guests. This is not true for daytime events, when the school staff is present and only the guest stalls are generally available. During such events parents attending the functions will look for off-site parking. Some of them may leave their vehicles in the adjoining District Park. Such overflow would occur on weekdays at times when park utilization is typically low. Consequently, the infrequent overflow that may occur would not substantially affect park users.

4.8 UTILITIES AND PUBLIC SERVICES

4.8.1 EXISTING CONDITIONS

The off-site water, electrical, telecommunications, sewer, and storm drain infrastructure that serves the school site is already approved and most of it is already in place. The remainder of the needed offsite infrastructure will be complete prior to the start of school construction.

4.8.2 PROBABLE IMPACTS

4.8.2.1 Potable Water Use

Based on the Board of Water Supply's estimated water use of 60 gallons per person per day and a maximum of 950 persons on site¹², average daily water use is expected to be 57,000 gallons per day. This amount of water has been reserved for the school site under the 'Ewa Plain Water Development Corporation's Potable Water Master Plan.

The water lines servicing the facility will be copper pipe and fittings, with silver soldered joints. The off-site water lines are already in place; on-site water lines, hydrants, and meters will be installed during the school's construction. The on-site water system will connect to the 8-inch water main at

¹² This is an upper bound that includes peak enrollment plus staff and faculty.

the northern end of Kaileole'a Drive. A number of water conservation features are incorporated into the plumbing chosen for the school.¹³

Initially the school's irrigation system will utilize potable water. As non-potable water becomes available, it will be used instead to irrigate the play areas and landscape plantings. A single-point supply connection will be used to facilitate future conversion to a non-potable source. All irrigation system materials and construction methods will comply with Board of Water Supply standards for non-potable irrigation systems. Lines, valves, valve box covers and heads will have purple coloration to signify non-potable components once the transition to a non-potable source has occurred. Additionally, "non-potable" tags will be placed on all valves. The irrigation controller is designed with several water conservation features, including a rain switch feature to override the system during rainy weather and multiple programming capabilities to recognize micro-climatic variations (e.g., shaded vs. exposed areas) and to allow for seasonal weather variations. Moreover, the plant species used for landscaping will all be drought-tolerant species selected from the Department of Education's approved plant list.

4.8.2.2 Solid Waste

Solid waste disposal needs for the school were calculated based on a design enrollment of 725 students. Four trash bins will be located in the Cafetorium Building, adjacent to the delivery area in the *makai* parking area, and will be picked up daily by a contractor working for the DOE (currently Horizon Waste).

4.8.2.3 Wastewater Collection and Treatment

The school is expected to generate approximately 34,000 gallons of sanitary sewage a day.¹⁴ This will be collected in a system of on-site pipes serving all of the buildings and delivered to an 8-inch underground gravity-flow sewer line beneath Kaileole'a Drive; that line will carry it on to the existing sewer main beneath Keone'ula Boulevard. That line part is part of a regional system that delivers wastewater to the City and County of Honolulu's Honouliuli Wastewater Treatment Plant. The system has sufficient spare capacity to accommodate the anticipated flows, and the City and County of Honolulu has already approved the sewer connection for the school site.

4.8.2.4 Electricity

Electricity for the school will be delivered by underground power lines serving all the buildings. The estimated connected load for the school is approximately 840 kW, and the energy demand is projected to be in the range of 500 to 600 kW. The electrical infrastructure serving the school site is already in place and has sufficient capacity to accommodate the anticipated loads.

4.9 POLICE, FIRE, HEALTHCARE, & EMERGENCY MEDICAL SERVICES

4.9.1 EXISTING CONDITIONS

4.9.1.1 Police

The proposed school site is located within the Honolulu Police Department's Leeward O'ahu District (District 8). The regional headquarters, known as the 'Ewa Plains Regional Police Station, is located

¹³ For example, interior and exterior water supply faucets at the school will be fitted with flow restrictors to limit flow to 2.5 gallons per minute. Toilets and urinals will have volume limiting devices to restrict flush volumes to 1.6 and 1.0 gallons per flush, respectively. Lavatories will be equipped with cold water only, and selected sinks will have insta-hot water heaters that are activated only when the faucet is turned on. Finally, hose bibs will have loose key type handles limiting their use to authorized personnel.

¹⁴ The school's average sewage flow allocation is based on an assumed 25 gallons per person, per day for up to 950 persons, plus 1,250 gallons per day for wet weather infiltration/inflow.

in Kapolei. A satellite office also exists at 91-1669 Fort Weaver Road. No additional substations are currently planned for the area.

4.9.1.2 Fire

The school site and surrounding area are currently served by 'Ewa Beach Fire Station #24, located approximately one mile east of Ocean Pointe at 91-832 Pōhakupuna Road. This station is scheduled to be relocated to Ocean Pointe, across the street from the proposed school site, by 2007.

4.9.1.3 Health Care & Emergency Medical Services

St. Francis Medical Center – West, located on Fort Weaver Road near the H-1 Freeway, is the closest hospital. It opened in 1990 and added a Clinical Service Center and 24-bed Hospice in 1997. Kahi Mohala Hospital, which is located a short distance from St. Francis West, is a private, 88-bed hospital providing only psychiatric services. Emergency medical service (EMS) is provided by ambulances from St. Francis West and the Waipahu Fire Station, each staffed with two paramedics. There is also a single Rapid Response Unit based at Kalaeloa and staffed by a single paramedic; it does not provide patient transportation. If needed, additional EMS vehicles can respond from Wai'anae and 'Aiea.

4.9.2 PROBABLE IMPACTS

The school will be constructed in conformance with the latest fire safety codes. The existing 'Ewa Beach Fire Station is only one mile from the site of the proposed school. It will be even closer when the City completes construction of the new fire station that is planned for a site immediately across the street from the proposed Ocean Pointe Elementary School site. As a result, the response time in the event of an emergency will be extremely fast.

The police satellite office at 91-1669 Fort Weaver Road is close to the proposed school site. So long as police staffing continues to increase in accordance with population growth, adequate police service will be available for the school. Moreover, the school will provide in-house security (overseen by the Security Officer), which will partially mitigate any increase in the demand for police service caused by the school.

Existing medical facilities (e.g., hospitals, clinics, etc.) have sufficient capacity to accommodate the needs of the school population. Similarly, EMS has been planned with regional population growth in mind, and the school is not expected to place any unanticipated demands upon this service.

4.10 ARCHAEOLOGICAL, HISTORIC AND CULTURAL FEATURES

4.10.1 EXISTING ENVIRONMENT

The project site was historically used for sugar cultivation, which was completely phased out of the 'Ewa area by 1994. The proposed school site was surveyed for archaeological, historic, and cultural resources several times, most recently in 1991 by Paul H. Rosendahl Incorporated (PHRI) as part of a survey of the entire Ocean Pointe property. The surveys confirmed that there were no archaeological, historic, or cultural features or values associated with the proposed school site.

The State of Hawai'i Historic Preservation Office, the National Advisory Council on Historic Preservation, and the Office of Hawaiian Affairs entered into a memorandum of agreement (MOA) with HASEKO (Ewa), Inc. documenting archaeological resources within Ocean Pointe and agreeing to measures for their protection. None of the archaeological resources documented in the MOA were located on or near the proposed school parcel.

The Board of Land and Natural Resources and Commission on Water Resource Management considered the Ocean Pointe project's cumulative impacts on Native Hawaiian traditional cultural practices as part of their permitting review. The CWRM's Findings of Fact, Conclusions of Law, and Decision and Order concluded that traditional cultural practices in the area are limited to the gathering

of marine resources (e.g., limu, fish, lobster, and shellfish) along the shoreline, and that the development of Ocean Pointe would not curtail those practices. This conclusion is particularly applicable to the proposed Ocean Pointe Elementary School, which is far away from the shoreline and the marine resources of concern.

4.10.2 PROBABLE IMPACTS

Because no archaeological, historic, or cultural resources of importance are believed to be present on or near the proposed school site, construction of the proposed project does not have the potential to adversely affect these resources. Likewise, no cultural practices or uses will be adversely affected. The fill placed on the proposed school site during HASEKO's rough grading of the property is sufficiently deep such that trenching required for the placement of underground utilities and most foundation footings will generally not intrude into previously undisturbed areas. Hence, there is little potential for inadvertent discoveries. In its response to the pre-consultation letter that was sent out during preparation of this environmental assessment, the SHPD confirmed that "This project has already gone through the historic preservation review process" and concluded that "no historic properties will be affected by the undertaking."

The DAGS construction contract for work on the parcel will stipulate that should any artifact or burial site be encountered during construction, all activities would halt and SHPD would be notified. It will provide that work may be resumed only after consultation with the SHPD is completed and a monitoring program is in place.

4.11 SCENIC AND AESTHETIC RESOURCES

4.11.1 EXISTING CONDITIONS

A key element of the 'Ewa Development Plan's vision is the protection of visual landmarks and significant vistas, including:

- Distant vistas of the shoreline from the H-1 Freeway above the 'Ewa Plain,
- Views of the ocean from Farrington Highway between Kahe Point and the boundary of the Wai'anae Development Plan Area,
- Views of the Wai'anae Range from H-1 Freeway between Kunia Road and Kalo'i Gulch and from Kunia Road,
- Views of *napu'u* at Kapolei, Pālailai, and Makakilo,
- *Mauka* and *makai* views, and
- Views of central Honolulu and Diamond Head.

Of these views of concern, the only one potentially affected by the school is *mauka/makai* views.

4.11.2 PROBABLE IMPACTS

The homes that were constructed along the *makai* side of Keone'ula Boulevard initially enjoyed relatively unobstructed *mauka* views of the Wai'anae Mountains. However, because of the area's nearly flat topography, virtually any structure placed on the *mauka* side of that roadway would interfere with these mountain views. Consequently, the existing homes were designed with the expectation that these views would gradually diminish as buildings are erected on previously undeveloped parcels, including the proposed school buildings. This is already occurring with the construction of Spinnaker Place to the west of the Ocean Pointe Elementary School site, and that change will continue as the other properties *mauka* of Keone'ula Boulevard are developed.

The surrounding community at full build-out will be characterized by two-story apartments, medium-density residential housing, and open spaces such as the district park to the east and the small

community park located across Keone'ula Boulevard. The only exceptions to this will be the Verizon substation, the preschool, and the relocated 'Ewa Beach Fire Station scheduled for construction near the school site. The school design was reviewed by the Ocean Pointe Design Review Committee as provided for in the Ocean Pointe Urban Design Plan, HASEKO (Ewa), Inc., (April 2003).

The proposed school design provides extensive open space (comprising about half of the site's area), and most of this borders neighboring properties. By concentrating the buildings in the center portion of the site, the design affords large setbacks from roads and surrounding residences. The school will be visible from the future district park, but the overall effect can be managed through the use of appropriate landscaping along the park boundary. Thus, the proposed elementary school is not expected to detract from neighboring properties' views.

Figure 3-4 presents a rendering of the preliminary conceptual design of the proposed classroom buildings as they would appear looking toward the north from a point above slightly above the approximate location of the Administration building. As shown on the sketch, a large area of green space buffers neighborhoods to the west from the planned classrooms. The drawing also illustrates the open air mall area between the classrooms that is designed to accommodate many outdoor activities associated with the school's operation. The sloping roof design of the classroom buildings emulates typical residential roof patterns rather than imposing an institutional aesthetic on the neighborhood. The rendering also shows several artistic and park-like features that the architects envision incorporating into the school mall to add to its attractiveness.

4.12 SOCIOECONOMIC AND CULTURAL ENVIRONMENT

The Campbell Complex and proposed school site are located within 'Ewa Neighborhood Board Area No. 23 (NB #23), which consists of Census Tracts 84.03, 83.01, 83.02, 84.01, 84.02, 86.05, and 84.04. The census tracts and 'Ewa Neighborhood Board boundaries are depicted on Figure 4-3. The following description of demographic, cultural, and economic characteristics are derived from the 2000 Census data for the census tracts comprising the Campbell Complex.

4.12.1 EXISTING CONDITIONS

The Campbell Complex is located within the 'Ewa District, which includes the communities of 'Ewa Beach and Kapolei. Kapolei was designated O'ahu's Secondary Urban Center by the City and County of Honolulu's 1992 O'ahu General Plan, and the nearby Campbell Complex area was designated as urban fringe. The General Plan estimates that by 2025 the 'Ewa District will comprise thirteen percent of the island's total population. A significant portion of the growth in 'Ewa is attributable to the large residential developments being constructed within the Campbell Complex area. These include Ocean Pointe, 'Ewa Villages, Gentry 'Ewa Makai West and other phases of the 'Ewa by Gentry project. These projects, along with in-fill development in 'Ewa Beach, are expected to add many thousands of new housing units to the Campbell Complex area within the next ten years.

Communities within the area served by the Campbell Complex are generally characterized by young families with above-average incomes. The median age in 2000 was 30.8 years, compared to O'ahu's median age of 35.7 years. Similarly, at \$58,000 per year the area's median annual household income was about 10% higher than the \$52,000 per year median for the entire island. Income and educational attainment were somewhat unevenly distributed within the area, with the wealthiest and most educated residents being concentrated in Census Tracts 84.01, 84.03, and 84.04 (where Ocean Pointe and Gentry 'Ewa Makai West are located).

Overall, these census tracts exhibited fewer residents with a Bachelor's degree or higher (21%) than the average for O'ahu (28%), but a slightly higher employment rate than the island wide average. In 2000, 58% of working age residents were employed civilians and 9% were military. The remaining working age residents were unemployed civilians (3%) or not in the labor force (30%).

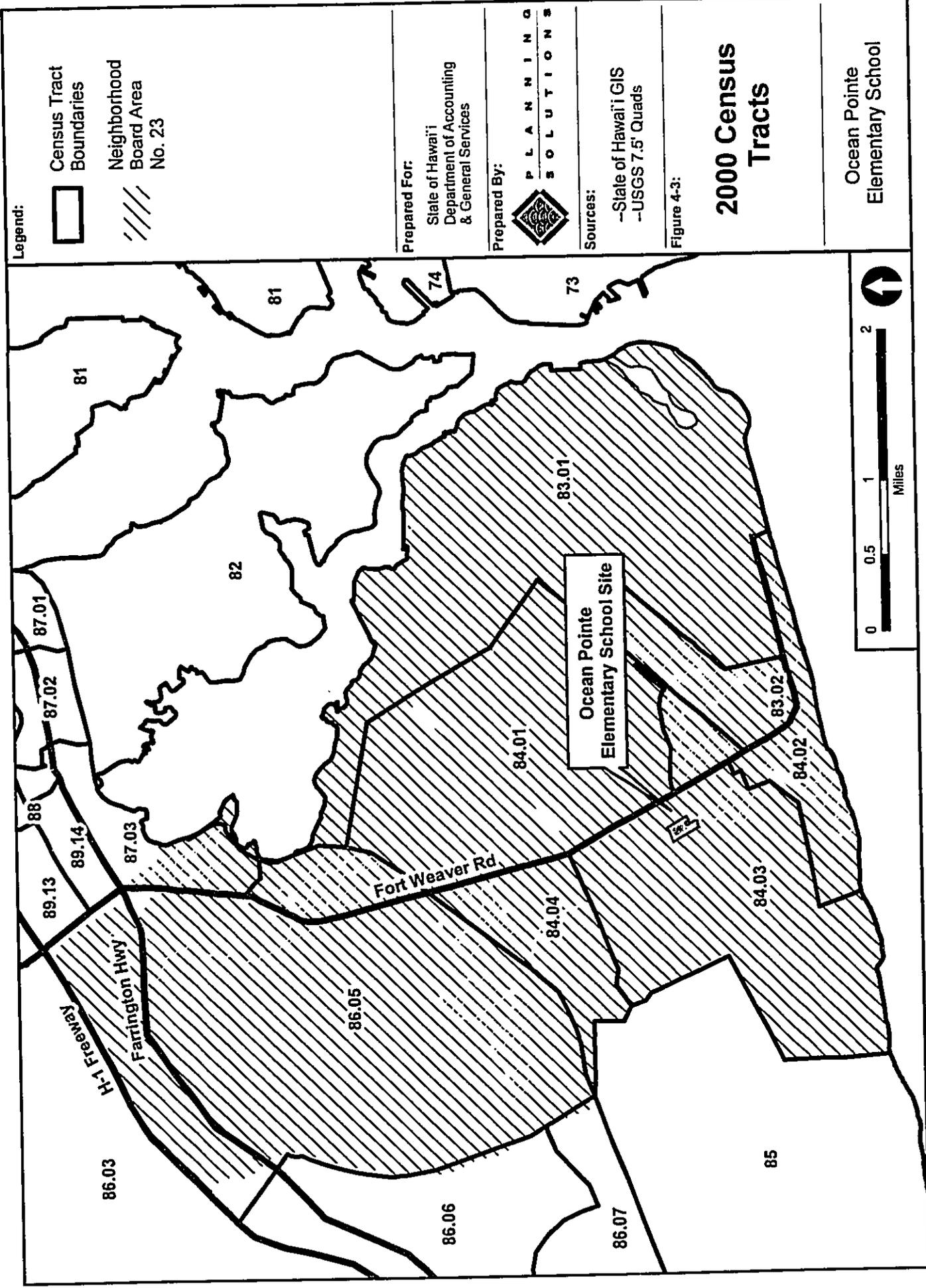


Figure 4-3 Census Tracts 2004-12-15.mxd

4.12.2 PROBABLE IMPACTS

The proposed school is intended to accommodate the children of families who choose to live in the school's service area for reasons unrelated to the educational system. While the goal is to make the school as good as it can be, neither DAGS nor the DOE expects that it will differ sufficiently from the other public schools in its system to attract a disproportionate number of children from other areas. Consequently, it will not impact population growth in the area. Neither will it have a significant impact on the local community's demographic and economic profile.

Construction and operation of the school will generate some employment. However, the construction jobs will be temporary and not substantial when compared with the extensive construction activities ongoing within the Campbell Complex area. Operation and maintenance of the school will create 70 new jobs for faculty and staff, too few to affect employment levels or economic activity in the local community in a substantial way. This is particularly true as the school is part of a statewide system that draws its workers from across the island.

4.13 LAND USES ON AND AROUND THE SITE

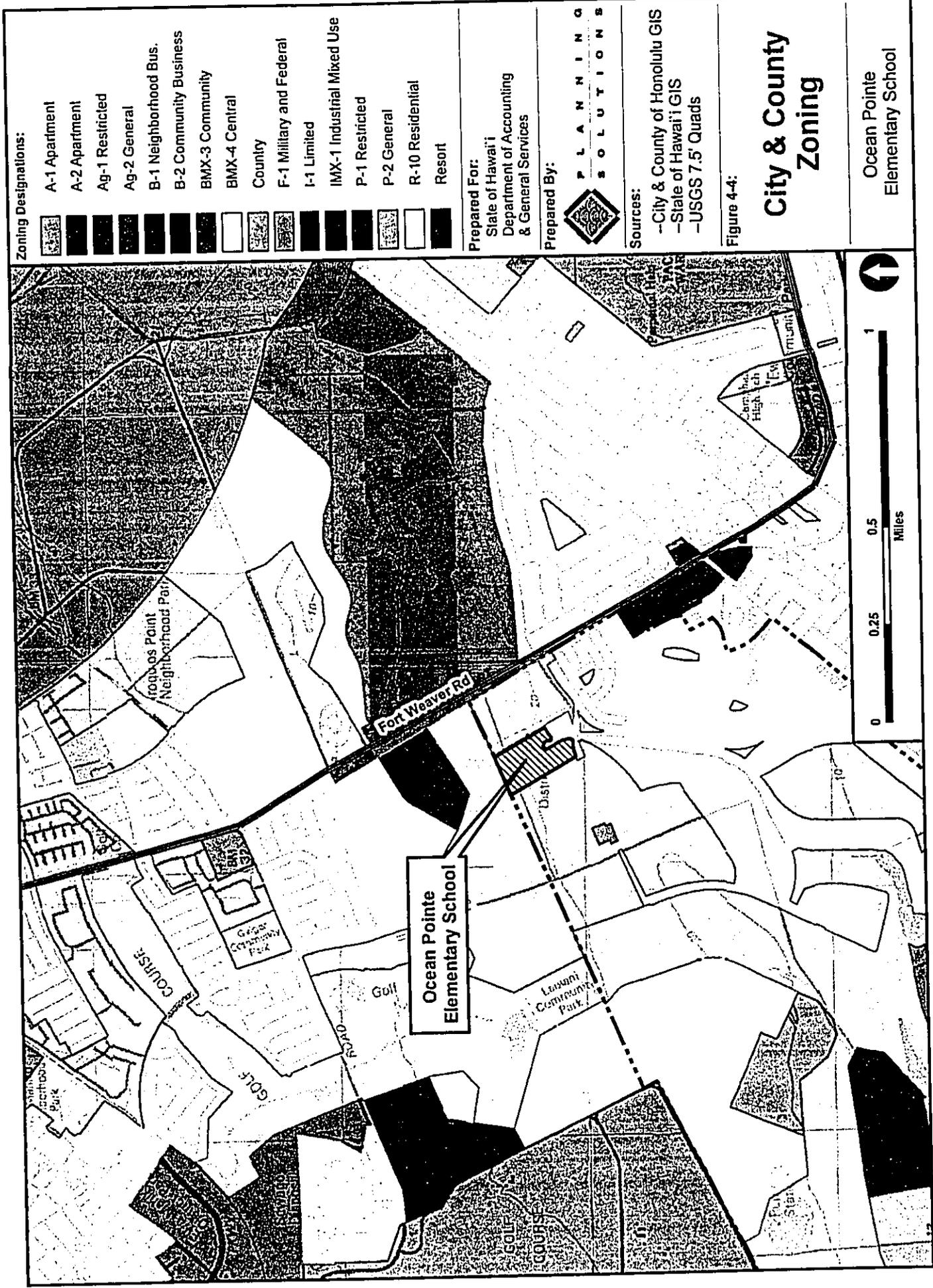
4.13.1 EXISTING CONDITIONS

The project site is presently cleared and vacant. The adjacent properties to the north and east are also vacant. The parcels immediately south of the site (i.e., along the opposite side of Keone'ula Boulevard) are in multi-family residential use. Spinnaker Place, the low-density apartment project west of the site is currently under construction; the finished housing units will be two-story, multi-family apartments. As indicated in Figure 4-4, the vacant land will gradually disappear as a result of ongoing development in accordance with the approved zoning for these adjoining areas. Those uses planned for the areas directly bordering the proposed school site are summarized below:

- The City and County of Honolulu Department of Planning and Permitting approved the re-zoning of the parcel to the north of the school site from A-2 (agriculture) to A-1 (low-density apartment) (Ordinance No. 0408, April 7, 2004). Residences are likely to be constructed there within the foreseeable future.
- The City and County of Honolulu is developing a District Park on the parcel to the east of the site. The design and layout of the park has not yet been finalized.
- A Verizon substation and a fire station are slated for construction on the vacant land opposite the southeastern corner of the site. A preschool is planned to border these two properties on the east along Keone'ula Blvd. The area is currently zoned R-5 residential, and all of these are permitted uses within that zone.

4.13.2 PROBABLE IMPACTS

Public elementary schools are a permitted use within R-5 Residential District (see Section 5.1.3 below). Because the design provides generous setbacks from neighboring properties to act as a visual and sound buffer and ample open space and other features to enhance its aesthetic appeal (see Section 4.11), operation of the school is unlikely to negatively affect or curtail uses of the surrounding areas. As discussed in Sections 4.5, 4.7, and 4.11, the proposed school is not expected to detract from the proposed District Park's recreational value. In fact, the 'Ewa Development Plan, as discussed in Section 5.1.2.5 below, encourages the co-location of schools and district parks. Therefore, the school represents a land use consistent with and complimentary to the surrounding area.



5.0 RELATIONSHIPS TO RELEVANT PLANS, POLICIES & CONTROLS

This chapter discusses the compliance and consistency of the proposed school with pertinent plans, policies, and regulations at county, state, and federal levels.

5.1 CITY AND COUNTY OF HONOLULU

The City and County of Honolulu guides and directs land use and growth through a three-tier system of objectives, policies, planning principles, guidelines and regulations.

- The *O'ahu General Plan* forms the first tier of this system. First adopted by resolution in 1977, the *O'ahu General Plan* is a relatively brief document, consisting primarily of one-sentence statements of objectives and policies. It has been amended several times since its adoption, but the basic objectives and policies set forth in the original document remain intact. The proposed school's consistency with the objectives and policies of the *O'ahu General Plan* are discussed in Section 5.1.1.
- The second tier of the system is formed by the Development Plans and Sustainable Community Plans, which are adopted and revised by ordinance. These plans address eight geographic regions of the island, including 'Ewa, in which the proposed school is located. The proposed school's consistency with the objectives and policies of the *'Ewa Development Plan* are discussed in Section 5.1.2.
- The third tier of the system is composed of the implementing ordinances and regulations, including the Land Use Ordinance (Honolulu's zoning code) and the City's Capital Improvement Program. Mandated by the City Charter, these ordinances constitute the principal means for implementing the City's plans. These ordinances are required to be consistent with the General Plan, the Development Plans (or Sustainable Communities Plans), and each other. The proposed school's consistency with these is discussed in Section 5.1.3 below and elsewhere throughout this document as appropriate.

5.1.1 O'AHU GENERAL PLAN

Mandated by the City Charter, the General Plan for the City and County of Honolulu (the *O'ahu General Plan*) is a comprehensive statement of objectives and policies which sets forth the long-range aspirations of Oahu's residents and the strategies of actions to achieve them. Last revised in 1992, it is the focal point of a comprehensive planning process that addresses physical, social, economic and environmental concerns affecting the City and County of Honolulu. The *O'ahu General Plan* lays out the long-range social, economic, environmental, and design objectives for island and establishes broad policies intended to facilitate attainment of those objectives. The Plan offers guidance in eleven areas of concern: population; economic activity; the natural environment; housing, transportation and utilities; physical development and urban design; public safety; health and education; culture and recreation; and government operations and fiscal management. The proposed school's consistency with the objectives and policies is summarized below.

5.1.1.1 Population

Objectives and Policies: The population objectives and policies of the *O'ahu General Plan* call for: (i) controlling population growth to avoid social, economic, and environmental disruptions; (ii) planning for anticipated future population growth; and maintaining a pattern of population distribution that will allow people to live and work in harmony.

Consistency Evaluation: The proposed school is intended to serve development occurring on the 'Ewa Plain as a result of the *O'ahu General Plan's* directed growth policy. It is the result of planning for population growth, not a generator of it. Finally, it provides improved educational facilities closer

to the homes and neighborhoods of the families that it will serve. Thus, it is consistent with the objectives and policies related to population.

5.1.1.2 Economic Activity

Objectives and Policies: The *O'ahu General Plan's* economic objectives and policies are to intended to promote employment opportunities that will allow the people of O'ahu to maintain a decent standard of living. It calls for promoting the continuing viability of major industries and contributing to the diversification of the economic base. Towards that end it makes it public policy to encourage the training of present residents for current and future jobs. As part of its growth management policy, it calls for directing major economic activity and government services to the primary urban center and the secondary urban center at Kapolei.

Consistency Evaluation: The proposed school is part of an educational system that is intended, in part, to prepare the people of the island to assume the kinds of jobs that will be available in the future. Without a well-educated citizenry, O'ahu residents would be unable to compete with other areas, the economy would stagnate, and the standard of living would decline. Thus, while the proposed school is not intended principally as an employment center, it is consistent with the objectives and policies related to economic activity.

5.1.1.3 Natural Environment

Objectives and Policies: The City's policies seek to protect and enhance the natural environment by preventing incompatible development, especially the shoreline, valleys, and ridges, restoring environmentally damaged areas and natural resources, and retaining the Island's streams as scenic, aquatic, and recreation resources. They further require development projects to give due consideration to natural features such as slope, flood and erosion hazards, water-recharge areas, distinctive land forms, and existing vegetation. Other policies call for protecting the natural environment from damaging levels of air, water, and noise pollution; protecting plants, birds, and other animals that are unique to the State and island; preserving mature trees on public and private lands and encouraging their integration into new developments; preserving and enhancing natural monuments and scenic views; preserving the Island's mountains, craters, forests and watershed areas, marshes, rivers and streams, shoreline, fishponds, and bays.

Consistency Evaluation: The proposed school site has already been cleared of vegetation and rough-graded and does not support any important flora or fauna. It does not contain any of the natural features which these objectives and policies seek to protect. The site is free of slope, flood, and erosion hazards. The proposed use would not produce damaging levels of air, water, or noise pollution. Construction of the low-rise facilities that are proposed will not interfere with existing scenic views.

5.1.1.4 Housing

Objectives and Policies: The *O'ahu General Plan* objectives and policies for housing seek to promote a choice of living environments, affordable housing, and a reduction of inflationary speculation. They call for providing decent housing for all the people of O'ahu at affordable prices. The objectives and policies further call for the housing to include a choice of living environments which are reasonably close to employment, recreation, and commercial centers and which are adequately served by public utilities.

Consistency Evaluation: While the proposed school is not directly related to housing, it is intended to provide educational facilities that are well situated with respect to the large-scale residential development that is occurring on the 'Ewa Plain. Consequently, it is indirectly supportive of these objectives and policies.

5.1.1.5 Transportation and Utilities

Objectives and Policies: The *O'ahu General Plan* notes that an efficient transportation system is essential to the life and economic productivity of a community. It establishes transportation objectives and policies intended to address the need for a balanced system for the pedestrians, bicycles, public transportation, and automobiles. It also contains policies intended to guide the way that increased demands for water, sewerage, and solid waste disposal services provided by government, as well as the communication, electricity, and gas systems provided by the private sector, are provided in response to population growth. It specifically names 'Ewa as one of the areas to be planned with the idea of mass transit service, and calls for promoting the use of public transportation as a means of moving people quickly and efficiently, conserving energy, and guiding urban development. Finally, it calls for guiding development into areas which have adequate utility service and using underground utility lines wherever feasible.

Consistency Evaluation: Roadway and pedestrian access to the proposed school is designed to avoid congestion and encourage students to walk to and from school. Bus drop-off and pick-up areas are provided. The layout seeks to separate pedestrian and vehicular circulation, minimizing the conflicts between the two and enhancing safety for the school's students. The proposed school site is already adequately served by off-site and regional utility infrastructure. It has been designed to use non-potable water for irrigation.

5.1.1.6 Energy

Objectives and Policies: The *O'ahu General Plan* recognizes the importance of maintaining an adequate, dependable, and economical supply of energy for Oahu residents. It makes it public policy to conserve energy through the more efficient management of its use. Measures the Plan notes include the following: making energy efficiency a primary factor in land use decisions; encouraging energy-efficient siting and design of new developments; using commercially available solar energy systems in public institutions.

Consistency Evaluation: Providing schools close to homes is a key factor in reducing automobile travel and its attendant consumption of energy. The proposed school is located close to the households that it would serve, making it possible for many students to walk to and from school. Situated at the entrance to the Ocean Pointe development, it will be close to the route that parents who must drop their children off at school on the way to and from work, minimizing the distance they must travel and the energy their vehicles would use. The provision of bus loading and unloading facilities will encourage parents of children who live further from the school to allow them to use bus transportation rather than making special, single-purpose trips in their cars.

5.1.1.7 Physical Development and Urban Design

Objectives and Policies: The objectives and policies related to physical development deal with the coordination of public facilities and land development, compatibility of land uses, and specification of certain land uses at particular locations. The objectives related to urban design are intended to promote the creation and maintenance of attractive, meaningful, and stimulating environments. They call for coordinating changes in the physical environment to ensure that all new developments are timely, well designed, and appropriate for the areas in which they will be located.

Consistency Evaluation: Construction of the proposed school is part of the State's effort to encourage and support the City's policy of directing growth toward the secondary urban center at Kapolei. The school's location and timing have been coordinated with the installation of adequate water supply, sewage treatment, drainage, transportation, and public safety facilities. The school, one of the most important community facilities in the area, is conveniently located relative to the people it is intended to serve. Moreover, it is a key component of the 'Ewa Marina Community, which the *O'ahu General Plan* specifically calls out as a desired plan component. The school's design has been reviewed and approved by the urban design process the City and developer have established.

5.1.1.8 Public Safety

Objectives and Policies: The *O'ahu General Plan* contains numerous objectives and policies relating to public safety. The prevention and control of crime and maintenance of public order are one aspect of public safety. It also addresses the protection of people and property from natural disasters and other emergencies, traffic and fire hazards, and other unsafe conditions.

Consistency Evaluation: The proposed school site is free of natural hazards, such as flooding or frequent brush fires, that could cause it to burden protective services. As discussed in Section 4.9, it is located in an area that is well served by existing fire and police services. The pedestrian and vehicular access has been designed to minimize points of potential conflict between cars and pedestrians, whether students, staff, or parents. The nearest fire station will be located directly across the street from the proposed school. The school layout and other design features are designed with safety in mind and with an ability to be secured and patrolled during non-school hours.

5.1.1.9 Health and Education

Objectives and Policies: The *O'ahu General Plan's* objectives and policies relating to health relate principally to ensuring the accessibility of health facilities through planning and land use controls, and on the protection of environmental health through health codes and other regulations that mitigate against disease and pollution. Its objectives and policies for education call for a wide range of educational opportunities, development of employable skills, efficient use of facilities, appropriate location, and the promotion of Honolulu as a center for higher education in the Pacific.

Consistency Evaluation: The proposed school is close to existing and proposed sources of emergency services, insuring that it has ready access to ambulance and first-aid services. The proposed school is directly related to the educational objectives of the *O'ahu General Plan*. It will provide a home for the rigorous public educational program on which most higher education is based. The modern school facilities that are proposed are designed for flexibility and high levels of use, including appropriate after-hours uses.

5.1.1.10 Culture and Recreation

Objectives and Policies: The *O'ahu General Plan* contains several objectives and policies relating to the preservation of culture and the provision of recreational opportunities. Preservation-related items are directed toward the maintenance and enhancement of resources (cultural, historic and archaeological sites, buildings, and artifacts) related to Hawai'i's multi-ethnic culture. Other objectives and policies relate to the use of leisure time. These include encouraging visual and performing arts and the provision of a wide range of recreational facilities and services.

Consistency Evaluation: The curriculum taught in Hawai'i's public school system places a high value on encouraging the preservation and enhancement of Hawai'i's diverse cultures and on making students aware of and appreciating the contributions that all ethnic groups have made to the island's cultural heritage. The mix of peoples for which Hawai'i's schools are justly famous encourages thoughtful, sensitive interaction among people with different ethnic, social, and cultural backgrounds. As discussed in Section 4.10, construction of the proposed school will not adversely affect O'ahu's cultural, historic, architectural, or archaeological resources. The master plan for the area on which the proposed school would be constructed and all of the surrounding area has been coordinated with State and Federal agencies responsible for preserving social, cultural, historic, architectural, and archaeological resources, and the proposed project is acceptable to those agencies. The educational program that would be implemented in the school is intended in part to foster the visual and performing arts, to encourage creative expression and access to the arts by all segments of the population, and to provide displays of children's art that make it clear that they are an important part of our society.

In this regard it is worth noting that one percent of the budget has been set aside as a Works of Art assessment for contribution into the Hawai'i State Foundation on Culture and the Arts (SFCA)

statewide program. Although those funds are not specifically earmarked for Ocean Pointe Elementary School, the school can apply for artist-in-the-school type programs through the SFCA. Finally, the proposed school includes facilities and programs designed to provide recreational opportunities and training to its student body.

5.1.1.11 Government Operations and Fiscal Management

Objectives and Policies: The *O'ahu General Plan* recognizes that the objectives and policies in the above ten areas of concern represent an ambitious agenda and that achieving these objectives will require great efficiency, effectiveness, responsiveness, and fiscal integrity.

Consistency Evaluation: The proposed school is not directly related to this component of the *O'ahu General Plan*. However, the system through which the overall Ocean Pointe development was reviewed and approved insured that its development would support, rather than hamper government operations and would not place an undue burden on public resources. Individual citizens and citizens' groups participated freely in reviewing plans for the overall project and the school at every stage in their evolution.

5.1.2 'EWA DEVELOPMENT PLAN

The current 'Ewa Development Plan outlines goals and priorities for the long-term development of the 'Ewa region. Key elements of the 'Ewa Development Plan's vision which relate to the proposed Ocean Pointe Elementary School include:

- Providing adequate infrastructure for new residential developments.
- Protecting prime agricultural lands.
- Designing communities to reduce automobile usage and encourage walking and biking.
- Conserving natural resources and preserving historic and cultural sites.

The following sections discuss the consistency of the proposed Ocean Pointe Elementary School with the guidelines and goals set forth in the 'Ewa Development Plan.

5.1.2.1 Providing Adequate Infrastructure for Development

A key element of the 'Ewa Development Plan's vision is the need to ensure that adequate infrastructure exists to meet the needs of new and existing development. According to the Plan:

Public agencies and private developers will work together to create adequate infrastructure to meet the needs of the residential and working population of the area. Current deficiencies in roads, schools [emphasis added], and parks will be addressed, and new developments will not be approved until availability of key infrastructure can be guaranteed.

The proposed Ocean Pointe Elementary School exemplifies the collaborative approach called for in the 'Ewa Development Plan. The developer of Ocean Pointe, HASEKO (Ewa), Inc., prepared the site for the school's construction and agreed to transfer ownership of the property to the State. The parties agreed that the school is necessary, not only to meet the educational needs of the future residents of Ocean Pointe, but also to serve residents of the neighboring developments.

5.1.2.2 Protecting Prime Agricultural Lands

The 'Ewa Development Plan protects the highest value prime agricultural lands in 'Ewa from urban development. These high value lands are located in two areas: lands *mauka* of H-1 Freeway and on the Wai'anae side of Kunia Road, and lands in the Blast Zone of the West Loch Naval Magazine. State agencies indicated that these prime agricultural lands should have the highest priority for retention of all the prime agricultural lands in 'Ewa, and thus established an urban growth boundary to discourage future urban development in those areas. The site of the proposed school is designated

as "Other" on the ALISH map that was prepared before any development occurred on the property and when sugarcane was still cultivated on the island. The soils on which that rating was based were subsequently covered over with infertile material obtained during excavation of the Ocean Pointe marina. Consequently, the soils on the proposed school site are no longer suitable for agricultural use.

5.1.2.3 Communities Designed to Reduce Automobile Usage

'Ewa will be developed with a transportation system which provides easy access to transit, uses traffic calming design, and encourages people to walk and bike, reducing the need for use of the automobile.

An important means of reducing automobile usage is the placement of schools and other important services close to the communities they serve. The Ocean Pointe Elementary School will be within walking or biking distance of thousands of homes in the 'Ewa Beach community and the Ocean Pointe and Gentry 'Ewa Makai West developments, thus contributing to this goal. The School is also planned with pedestrian and bicycle access, as shown on the site plan (Figure 3-3).

5.1.2.4 Conservation of Natural, Cultural, and Historic Resources

The 'Ewa Development Plan prioritizes the conservation of specific types of natural, historic, and cultural resources, including:

- Potable water, coastal water quality, wetlands, and other wildlife habitat
- Significant historic features from the plantation era and earlier periods
- Native Hawaiian cultural and archaeological sites
- Visual landmarks and significant vistas (*mauka* and *makai* views)

As discussed above in Chapter 4.0, the proposed school will have no negative impacts on water sources, biological resources, historic features, or cultural resources. Neither will the school obstruct or impact any visual landmarks or viewplanes identified as significant in the 'Ewa Development Plan.

5.1.2.5 School Facilities

The 1997 'Ewa Development Plan acknowledged the need for the DOE to construct a number of new elementary schools to keep pace with the anticipated population growth in 'Ewa, one of them within Ocean Pointe. The 'Ewa Development Plan includes several guidelines for ensuring that future schools are designed to be compatible with the Plan's vision. The remainder of this subsection lists these and discusses the proposed Ocean Pointe Elementary School's consistency with them.

Guideline: The minimum site size for elementary schools is eight acres.

Consistency Assessment: In accordance with the agreement that DOE reached with HASEKO, the site of the proposed Ocean Pointe Elementary school is approximately 12 acres. This exceeds the 8-acre minimum stipulated in the Development Plan.

Guideline: Developers should pay their fair share of all costs needed to insure provision of adequate school facilities for the children living in their developments.

Consistency Assessment: As stated above, HASEKO (Ewa), Inc. is funding most of the site preparation, including grading and installation of water, sewer, and storm drains to the property line. It is contributing the site to the State of Hawai'i, pursuant to Ordinance 93-94.

Guideline: The State DOE should design school facilities to facilitate community use during non-school hours and weekends.

Consistency Assessment: As discussed in Section 3.3.1.2, the cafetorium will incorporate a Parent Community Networking Center (PCNC) room with a separate entrance for after-hours accessibility. The PCNC room can be used for community meetings and events, as well as for planning extracurricular uses of the campus by the community.

Guideline: Elementary and intermediate schools should be co-located with neighborhood or community parks, and designs of facilities should be coordinated by the State DOE and the Department of Parks and Recreation when needless duplication of parking and of athletic, recreation, and meeting facilities can be avoided.

Consistency Assessment: The proposed Ocean Pointe Elementary school will be located next to a City District Park and across the street from a neighborhood park, as shown on Figure 3-1. Sharing of parking and recreational facilities with the District Park is being considered, but safety and security considerations may limit this. Moreover, DOE no longer accepts neighborhood parks as meeting recreational needs because the parks are often not constructed for use when the schools need them and are not available for exclusive use by the schools during school hours.

Guideline: The Department of Parks and Recreation should coordinate the development and use of athletic facilities such as swimming pools and gymnasiums with the DOE where such facilities would maximize use and reduce duplication of function.

Consistency Assessment: The school is not planned with a pool or gymnasium. Any athletic facilities at the school (i.e., the play court and play fields) will be closed and gated after hours for security reasons. However, the school may occasionally use the park's facilities for certain supervised activities sanctioned by the school administration.

5.1.3 CITY AND COUNTY LAND USE ORDINANCE¹⁵

The parcel where the school would be located is zoned R-5 Residential. §21-10.1 of the Revised Ordinances of Honolulu (ROH) defines public elementary schools as "public uses and structures". As such they are permitted in the R-5 district. Thus, no zoning changes are necessary.

The design standards for elementary schools located in residential zoning districts are contained in Section 21-5.590 of the City and County of Honolulu Land Use Ordinance (LUO). The proposed school's consistency with these design standards is discussed below.

- (a) *All structures shall be set back a minimum of 20 feet from all adjoining lots in country, residential, apartment or apartment mixed use districts. This requirement may be waived by the director if topography or landscaping makes such a buffer unnecessary.*

Discussion: All of the proposed structures are set back more than 20 feet from the parcel boundary.

- (b) *The minimum lot size shall be 20,000 square feet.*

Discussion: The 500,000+ square-foot school parcel exceeds the minimum by more than 480,000 square feet.

- (c) *Schools with a design capacity in excess of 25 students shall provide an off-street drop-off area, with a minimum capacity equivalent to four standard-sized parking spaces. This number may be increased by the director as the design capacity of the school increases.*

¹⁵ Chapter 21 of the Revised Ordinances of the City and County of Honolulu 1990.

Discussion: The proposed plan for Ocean Pointe Elementary School provides a drop-off area equivalent to 18 full-size parking stalls. This is more than four times the number required by the LUO.

- (d) *Schools with a design capacity in excess of 50 students shall provide at least one bus bay. This number may be increased by the director as the design capacity of the school increases.*

Discussion: The proposed plan for Ocean Pointe Elementary School provides space in the *makai* parking lot for bus loading and unloading. This meets the minimum requirement stated in the LUO, and the DOE believes that it will be more than adequate to accommodate the anticipated number of school buses.

- (e) *All schools shall be located with access to a street or right-of-way of minimum access width as determined by the appropriate agencies.*

Discussion: The proposed design provides access to Kaileole'a Drive and Keone'ula Boulevard. The Keone'ula Boulevard access width for the *makai* parking area and the Kaileole'a Drive access width for the *mauka* parking area meet all applicable requirements, including those established by the Fire Department and the City and County of Honolulu Department of Transportation Services (DTS). Additionally, the Kaileole'a Drive access is responsive to DTS' request.

Additionally, the LUO specifies that the maximum building height for residential districts is 25-30 feet, and that the building area may cover no more than 50% of the zoning lot. The proposed school complies with both of these requirements, as detailed in the site plan (Figure 3-3) and Table 3-1.

5.1.4 OCEAN POINTE URBAN DESIGN PLAN

The Ocean Pointe Urban Design Plan (OPUDP) was developed by HASEKO (Ewa), Inc. in April 2003. The City required HASEKO (Ewa), Inc. to develop the plan as a condition of the land use approvals it has granted, and the OPUDP is approved by the Director of the City and County of Honolulu Department of Planning and Permitting (DPP). The DPP reviews plans for construction projects within Ocean Pointe to determine their compliance with the OPUDP. Owners, developers, and tenants of individual parcels within Ocean Pointe are bound by the OPUDP through deed restriction and/or covenants established for individual parcels. The plans are first reviewed by the Ocean Pointe Design Review Committee, which was established by HASEKO (Ewa), Inc. The OPUDP describes the review criteria as follows:

In reviewing such plans, the Design Review Committee will be concerned with the overall design concept as well as the details of such design and will include consideration of whether the proposed project i) implements the themes and concepts contained in this Urban Design Plan, ii) conforms to applicable governmental rules and regulations, iii) is compatible with approved structures and improvements within the surrounding area, and iv) will constitute an acceptable development of the parcel in question. Once the DRC has approved such plans, written approval will be transmitted to DPP along with plan submittal (Ocean Pointe UDP, p. 62)

DAGS has been working closely with the Ocean Pointe Design Review Committee to ensure that the design of the proposed school is consistent with the OPUDP. The proposed school's compliance with relevant OPUDP guidelines is discussed below.

Guideline: *Generous landscaped open spaces will be provided for individual buildings and building complexes to create a unifying, tropical setting and to soften transitions between buildings and use areas all in accordance with the requirements of the LUO.*

Consistency Assessment: As discussed in Sections 4.5.2, 4.11.2, and 4.13.2 and shown on Figure 3-3, the school's design incorporates large amounts of open space, particularly bordering neighboring properties. These open, grassy areas will serve to soften the transitions between the school and neighboring residential areas.

Guideline: *Roof shapes and planes should be varied to encourage visual interest and variety in the 'Ewa Marina skyline and to generally enhance views. Flat roof areas should be minimized, used in combination with sloped surfaces, and finished with materials of an appropriate texture and color to enhance roofscape appearance and blend with the building's architectural design.*

Consistency Assessment: The rendering in Figure 3-4 shows that the proposed school conforms to this guideline by using sloped roof designs for the classrooms and other school buildings. As discussed in Section 4.11.2, this roof design is in accordance with the neighborhood's residential character.

Guideline: *All building-mounted mechanical and electrical equipment, including satellite dishes, must be screened from public view. Screening elements should be of a material and design which is compatible with the overall building. Noise from mechanical equipment shall be attenuated through facility design to meet all allowable noise levels as defined in State and County regulations. All flashing, sheet metal, vents and pipes shall be finished to match or complement adjacent building surfaces.*

Consistency Assessment: The proposed school will comply with this guideline by appropriately screening and muffling noise from mechanical and electrical equipment, as discussed in Section 4.5.2.

5.2 STATE OF HAWAI'I LAWS AND REGULATIONS

5.2.1 HAWAII STATE PLAN

The Hawai'i State Plan (Chapter 226, Hawaii Revised Statutes, as amended) outlines themes, goals, guidelines, and policies for statewide education planning. Two of these are particularly relevant to the proposed school.

§226-21 Socio-cultural Advancement - Education

(b)(2) Ensure the provision of adequate and accessible educational services and facilities that are designed to meet individual and community needs.

§226-104 Population Growth and Land Resources Priority Guidelines

(a)(3) Ensure that adequate support services and facilities are provided to accommodate the desired distribution of future growth throughout the State.

The proposed Ocean Pointe Elementary school project supports and is consistent with those provisions of the Hawai'i State Plan.

5.2.2 STATE LAND USE LAWS

The site is located in the State Urban Land Use District. Hawai'i Administrative Rule §15-15-18 characterizes the Urban district as exhibiting "city-like" concentrations of people, structures, streets, urban level of services and other related land uses. It also stresses the importance of ensuring availability of basic services in urban areas, including schools. The proposed school is consistent with the land uses envisioned for the State Urban District and with the goal of providing basic services to a highly developed, rapidly growing area.

5.3 FEDERAL ACTS AND LEGISLATION

5.3.1 ARCHEOLOGICAL AND HISTORIC PRESERVATION ACTS

As documented in Section 4.10, HASEKO (Ewa), Inc. has complied fully with the provisions of the Archeological and Historic Preservation Act (16 U.S.C. § 469a-1) and the National Historic Preservation Act (16 U.S.C. § 470(f)) (Rosendahl 1991b). The State Historic Preservation Officer has determined that development of the area on which the proposed school would be constructed would have no significant effect on properties protected by federal and state preservation laws. Construction of the school upon the prepared site is not likely to reveal any previously undiscovered cultural features, as substantial amounts of fill now cover the existing site.

5.3.2 CLEAN AIR ACT (42 U.S.C. § 7506(C))

As discussed in Section 4.3, most of the grading and excavation needed to prepare the site of the proposed school have already been completed as HASEKO (Ewa), Inc. implements its Ocean Pointe Master Plan. Only minor amounts of grading will be required for the final site preparation, and no demolition of existing structures will be involved. Thus, any emissions of fugitive dust related to grading and construction are expected to be temporary and relatively minor. The contractors will employ Best Management Practices (BMPs) to control fugitive dust emissions during the construction phase. Normal operation of the proposed school will not produce substantial on-site air emissions, will not significantly alter air flow in the vicinity, and will have no other measurable effect on the area's micro-climate.

5.3.3 CLEAN WATER ACT SECTION 402 (33 U.S.C. § 1342)

Section 402 of the Clean Water Act establishes the National Pollutant Discharge Elimination System (NPDES) program. Under NPDES, all facilities which discharge pollutants from any point source into waters of the United States are required to obtain a permit. Construction will require an NPDES construction permit, as the site is larger than one acre. DAGS will minimize and treat runoff from the construction site by employing several Best Management Practices (BMPs), as described in the *Best Management Practices Manual for Construction Sites in the City and County of Honolulu* (1999). As discussed in Section 4.2.1, the project will not cause substantial impacts to water quality.

5.3.4 COASTAL ZONE MANAGEMENT ACT (16 U.S.C. § 1456(C) (1))

Enacted as Chapter 205A, HRS, the Hawai'i Coastal Zone Management (CZM) Program was promulgated in 1977 in response to the Federal Coastal Zone Management Act of 1972. The CZM area encompasses the entire state, including all marine waters seaward to the extent of the state's police power and management authority, as well as the 12-mile U.S. territorial sea and all archipelagic waters.

The Hawai'i Coastal Zone Management Program focuses on ten policy objectives:

- Recreational Resources. To provide coastal recreational opportunities accessible to the public and protect coastal resources uniquely suited for recreational activities that cannot be provided elsewhere.
- Historic Resources. To 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.
- Scenic and Open Space Resources. To protect, preserve, and where desirable, restore or improve the quality of coastal scenic and open space resources.
- Coastal Ecosystems. To protect valuable coastal ecosystems, including reefs, from disruption and to minimize adverse impacts on all coastal ecosystems.

- **Economic Uses.** To provide public or private facilities and improvements important to the state's economy in suitable locations; and ensure that coastal dependent development such as harbors and ports, energy facilities, and visitor facilities, are located, designed, and constructed to minimize adverse impacts in the coastal zone area.
- **Coastal Hazards.** To reduce hazard to life and property from tsunamis, storm waves, stream flooding, erosion, subsidence, and pollution.
- **Managing Development.** To improve the development review process, communication, and public participation in the management of coastal resources and hazards.
- **Public Participation.** To stimulate public awareness, education, and participation in coastal management; and maintain a public advisory body to identify coastal management problems and provide policy advice and assistance to the CZM program.
- **Beach Protection.** To protect beaches for public use and recreation; locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion.
- **Marine Resources.** To implement the state's ocean resources management plan.

The proposed Ocean Pointe Elementary school project is located approximately one mile from the coastline. It does not involve the placement, erection, or removal of materials near the shore. The type and scale of the activities that it involves typically do not have the potential to significantly affect coastal resources. Finally, it is consistent with the CZM objectives that are relevant to a project of this sort. A copy of this *Final EA* is being sent to the Office of Coastal Zone Management at the State of Hawai'i Department of Business, Economic Development, and Tourism. The Department's response is expected to confirm the consistency of the project with the CZM policies.

5.3.5 ENDANGERED SPECIES ACT (16 U.S.C. 1536(A)(2) AND (4))

The Endangered Species Act (16 U.S.C. §§ 1531-1544, December 28, 1973, as amended 1976-1982, 1984 and 1988) provides broad protection for species of fish, wildlife, and plants that are listed as threatened or endangered in the U.S. or elsewhere. The Act mandates that federal agencies seek to conserve endangered and threatened species and use their authorities in furtherance of the Act's purposes. It provides for listing species, as well as for recovery plans and the designation of critical habitat for listed species. The Act outlines procedures for federal agencies to follow when taking actions that may jeopardize listed species, and contains exceptions and exemptions.

Existing biota on and near the project site are discussed in Section 4.4 of this EA. The discussion documents the fact that there are no known rare or endangered species on or immediately adjacent to the recently graded project site. Copies of this *Final EA* are being provided to the U.S. Fish and Wildlife Service and to the State Department of Land and Natural Resources.

5.3.6 FLOODPLAIN MANAGEMENT (42 U.S.C. § 4321)

Based on the latest available (December 2001) Flood Insurance Rate Map for the area, the project site lies outside a defined floodplain (Figure 4-1). The project does not involve property acquisition, management, or construction within a 100-year flood plain (Zones A or V), and it does not involve a "critical action" within a 500-year flood plain. Consequently, it is consistent with applicable regulations and guidance relating to floodplain management.

6.0 DETERMINATION

6.1 SIGNIFICANCE CRITERIA

Hawai'i Administrative Rules §11-200-11.2 establishes procedures for determining if an environmental impact statement (EIS) should be prepared or if a Finding of No Significant Impact (FONSI) is warranted. §11-200-11.2 (1) provides that proposing agencies should issue an environmental impact statement preparation notice (EISPN) for actions that it determines may have a significant effect on the environment. Hawai'i Administrative Rules §11-200-12 lists the following criteria to be used in making that determination:

In most instances, an action shall be determined to have a significant effect on the environment if it:

- 1. Involves an irrevocable commitment to loss or destruction of any natural or cultural resource;*
- 2. Curtails the range of beneficial uses of the environment;*
- 3. Conflicts with the State's long-term environmental policies or goals as expressed in Chapter 344, HRS, and any revisions thereof and amendments thereto, court decisions, or executive orders;*
- 4. Substantially affects the economic or social welfare of the community or State;*
- 5. Substantially affects public health;*
- 6. Involves substantial secondary impacts, such as population changes or effects on public facilities;*
- 7. Involves a substantial degradation of environmental quality;*
- 8. Is individually limited but cumulatively has considerable effect on the environment or involves a commitment for larger actions;*
- 9. Substantially affects a rare, threatened, or endangered species, or its habitat;*
- 10. Detrimentally affects air or water quality or ambient noise levels;*
- 11. Affects or is likely to suffer damage by being located in an environmentally sensitive area such as a flood plain, tsunami zone, beach, erosion-prone area, geologically hazardous land, estuary, fresh water, or coastal waters;*
- 12. Substantially affects scenic vistas and view planes identified in county or state plans or studies; or,*
- 13. Requires substantial energy consumption.*

6.2 FINDINGS

The Department of Accounting and General Services (DAGS) has evaluated the potential effects of the proposed Ocean Pointe Elementary School project described in this document using these significance criteria. The findings with respect to each criterion are summarized below:

6.2.1 IRREVOCABLE LOSS OR DESTRUCTION OF VALUABLE RESOURCE

The proposed project would be constructed on land that has already been filled and graded. No valuable cultural or natural resources were found on the site prior to the grading. Consequently, there is no potential for the school's construction to result in loss or destruction of valuable resources.

DETERMINATION

6.2.2 CURTAILS BENEFICIAL USES

The site was for many years used for sugarcane cultivation, but has lain fallow since before 1994. As discussed in Section 4.13, the project is consistent with the planned land use for the area. Thus, construction and operation of the will enhance the beneficial uses of the site.

6.2.3 CONFLICTS WITH LONG-TERM ENVIRONMENTAL POLICIES OR GOALS

As discussed in Sections 5.1.2 and 5.2.1, the proposed project is consistent with the 'Ewa Development Plan and the Hawai'i State Plan. The school is intended to fulfill an already identified need for elementary education resulting from the realization of the 'Ewa District's development and urbanization goals. The analyses conducted during preparation of this document indicate that it would not produce adverse effects that are inconsistent with long-term environmental policies or goals.

6.2.4 SUBSTANTIALLY AFFECTS ECONOMIC OR SOCIAL WELFARE

As discussed in Section 4.12, construction and operation of the proposed school will not substantially affect economic or social welfare on either a short-term or a long-term basis. While the school will provide some jobs and increase the ease of access to elementary education for many families, those jobs are not expected to affect the economic status or social welfare of the 'Ewa area in any substantial way.

6.2.5 PUBLIC HEALTH EFFECTS

The proposed project will not adversely affect air or water quality (see Sections 4.2 and 4.3). Neither will it generate sufficient solid waste or other emissions to have a significant adverse effect on public health. Construction noise has the potential to exceed noise standards at the property line, but the potential adverse effects of this will be mitigated by the noise abatement and attenuation measures that DAGS will require of the construction contractor.

6.2.6 PRODUCE SUBSTANTIAL SECONDARY IMPACTS

The proposed project will not produce substantial secondary impacts. It is not designed to foster population growth or to promote economic development (see Section 4.12). Instead, it will only support development already authorized by the 'Ewa Development Plan.

6.2.7 SUBSTANTIALLY DEGRADE ENVIRONMENTAL QUALITY

As discussed in Chapter 4, the proposed project will not have substantial long-term environmental effects. Noise and fugitive dust from construction activities are the only impacts of note, and they will be of limited duration. So long as adequate measures are taken to control the timing and intensity of the construction noise and reduce the amount of airborne dust, effects on nearby residents can be managed.

6.2.8 CUMULATIVE EFFECTS OR COMMITMENT TO A LARGER ACTION

Development of the proposed school is not a commitment to a larger action and will not promote substantial population growth. Instead, it is intended to partially fulfill anticipated demands for elementary education in an area already slated for growth.

6.2.9 EFFECTS ON RARE, THREATENED, OR ENDANGERED SPECIES

The proposed project will be constructed on an already developed site. It will not utilize a resource needed for the protection of rare, threatened, or endangered species (see Section 4.4).

6.2.10 AFFECTS AIR OR WATER QUALITY OR AMBIENT NOISE LEVELS

Construction and operation of the proposed school will not have a measurable long-term effect on air or water quality (see Sections 4.2 and 4.3). Neither will it have a long-term effect on noise levels (see Section 4.5). The project does have the potential to increase noise levels during the construction phase. Adequate mitigation measures will be taken to limit these to reasonable levels.

6.2.11 ENVIRONMENTALLY SENSITIVE AREAS

There are no environmentally sensitive areas or resources in the vicinity of the proposed project.

6.2.12 AFFECTS SCENIC VISTAS AND VIEWPLANES

The proposed school is not part of a designated scenic area. It will not significantly alter the visual character of the site or change views across it (see Section 4.11).

6.2.13 REQUIRES SUBSTANTIAL ENERGY CONSUMPTION

Operation of the new school will require some increase in energy consumption. The increase is relatively small, however, and the facilities will be designed to maximize energy efficiency (see Section 4.8). Natural ventilation is used in the cafeteria and hallways where elevated temperatures will not degrade the teaching environment.

6.3 DETERMINATION

In view of the foregoing, DAGS concludes that the proposed project will not have a significant adverse impact on the environment. Consequently, it is issuing a Finding of No Significant Impact for the proposed action.

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8.0 CONSULTATION & DISTRIBUTION

8.1 DRAFT EA PRE-CONSULTATION

A pre-consultation letter (see Figure 8-1) was sent to relevant agencies and organizations to elicit their feedback on issues to be addressed in the DEA. Table 8-1 lists the organizations that received the pre-consultation letter. The written responses we received to the pre-consultation letter and the form letter sent responding to them are reproduced at the end of this section. A copy of the minutes from a pre-consultation meeting between DAGS, DOE, and the City and County of Honolulu's Traffic Review Branch are also included.

Table 8-1 Organizations Contacted in Preparation of the EA

| Federal & State Agencies | |
|---|--|
| Fish & Wildlife Service, Pacific Islands Eco-Region | Office of Environmental Quality Control* |
| Department of Land & Natural Resources, Historic Preservation Division* | Land Use Commission, Department of Business, Economic Development, and Tourism |
| Department of Hawaiian Homelands | Environmental Planning Office, Department of Health |
| Department of Land and Natural Resources, Chair* | Office of Hawaiian Affairs |
| Department of Transportation* | Representative, 43 rd District, 21 st State Legislature |
| Hawai'i State Senator, 20 th Senatorial District | |
| City & County of Honolulu | |
| Department of Planning & Permitting | Department of Parks and Recreation* |
| Honolulu Fire Department* | Department of Environmental Services |
| 'Ewa Neighborhood Board No. 23 | Department of Transportation Services* |
| Board of Water Supply* | Honolulu Police Department* |
| City Council Chair | City Council Representative District 1 |
| Other Organizations | |
| Haseko (Ewa), Inc.* | Ocean Pointe Design Review Committee |
| Gentry Homes, Ltd. | Verizon Hawai'i |
| Hawaiian Electric Company, Inc. | |
| * = Written response received. | |
| Source: Compiled by Planning Solutions, Inc. | |

Figure 8-1 Pre-consultation Letter

July 12, 2004

<Recipient Address>

**Subject: Ocean Pointe Elementary School:
Pre-Consultation for Draft Environmental Assessment**

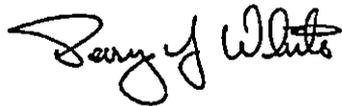
The State of Hawai'i Department of Accounting and General Services (DAGS) is preparing an Environmental Assessment for a new elementary school that it is proposing to construct to service the fast-growing 'Ewa Plain. This letter is intended to notify you of the EA preparation and to provide your agency an opportunity to offer comments, concerns, and regulatory guidance. As shown in Attachment 1, the school would be located on a 12-acre parcel of land abutting Keone'ula Boulevard near the northeastern corner of the Ocean Pointe project. The proposed school site was included in the *Final Supplemental Environmental Assessment for the Ocean Pointe Master Plan (Revised)* dated June 2001 for which the Department of Planning and Permitting has issued a Finding of No Significant Impact (FONSI). The land has already been cleared and graded according to the Master Plan, and is currently vacant (see Attachment 2). HASEKO ('Ewa), Inc. has agreed to install the electrical power, water, sewer, and storm drain infrastructure needed to serve the school site.

The Ocean Pointe Elementary School site is bordered on the north by a future residential area within the Gentry 'Ewa Makai West development, and on the west by the Spinnaker Place residential complex of Ocean Pointe. The City and County of Honolulu plans to construct a District Park immediately to the east of the school site. Residences have already been constructed on the *makai* side of Keone'ula Boulevard opposite the school site, and homes are now being constructed within Spinnaker Place. The remaining land around the site is currently vacant (see Attachment 2). The site is owned in fee by HASEKO (Ewa), Inc., and ownership of the school is planned to be transferred to the State of Hawai'i prior to commencing construction.

The proposed Ocean Pointe Elementary School is intended to accommodate the additional elementary school students anticipated due to the completion of the nearly 5,000 homes that are planned as part of the Ocean Pointe project and homes in other new residential developments in the area. Preliminary plans for the school call for it to have approximately 67,000 net square feet of floor area and accommodate three classroom buildings, a cafeteria, an administration building, a student services center, a library, several outdoor congregation and play areas with playground equipment, and two parking areas with associated driveways and turnarounds. All buildings except the cafeteria will be air-conditioned. Attachment 3 contains a schematic site plan for the proposed school.

Based on the consultation that occurred during the processing of the *Final Supplemental Environmental Assessment for the Ocean Pointe Master Plan (Revised)*, it is our understanding that your organization's concerns have been taken into consideration in the planning for the proposed school. If you have any questions, would like further information concerning the proposed project, or want special topics covered in the EA, please call Ms. Melissa May or me at 550-4483.

Sincerely,

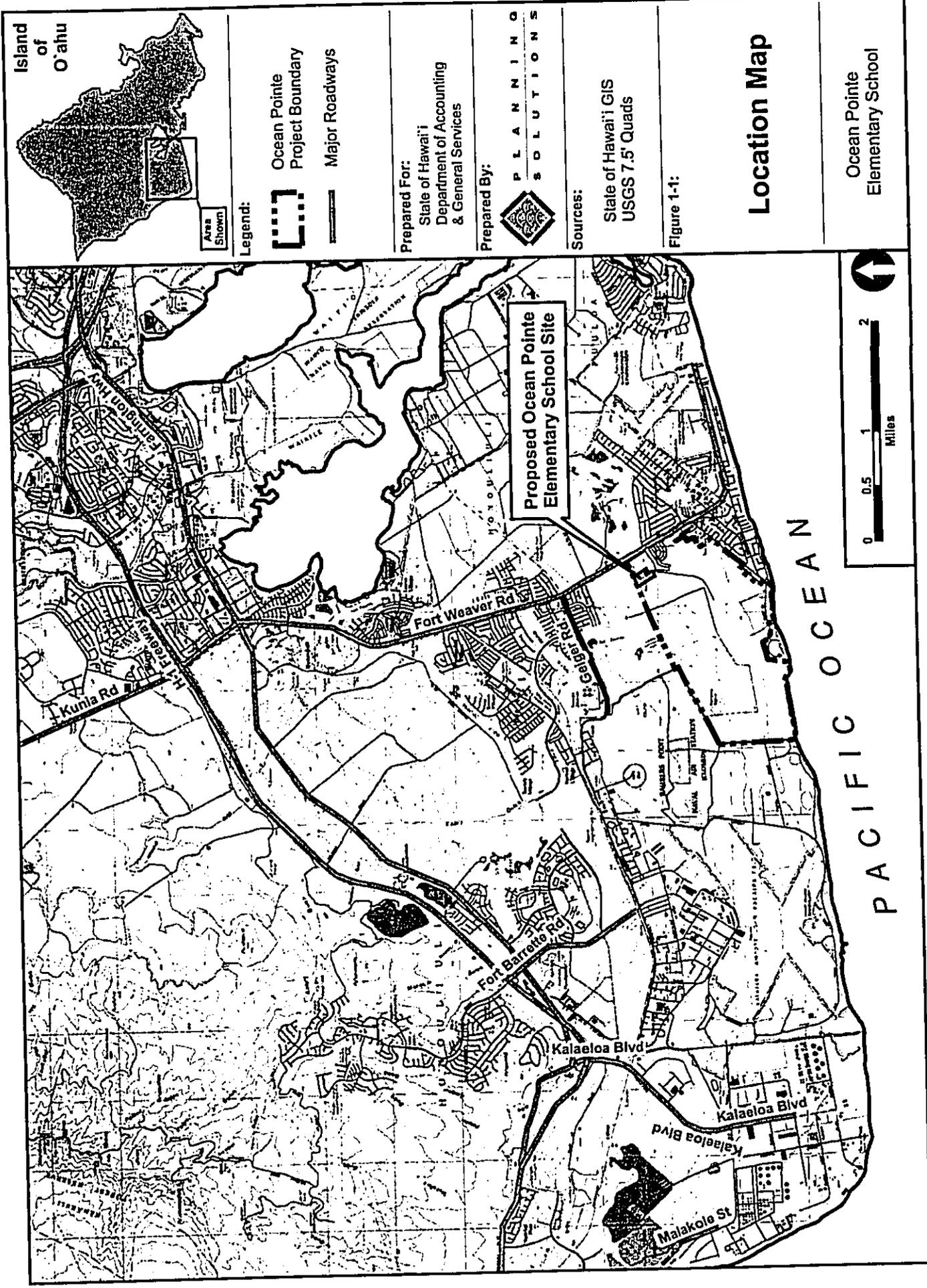


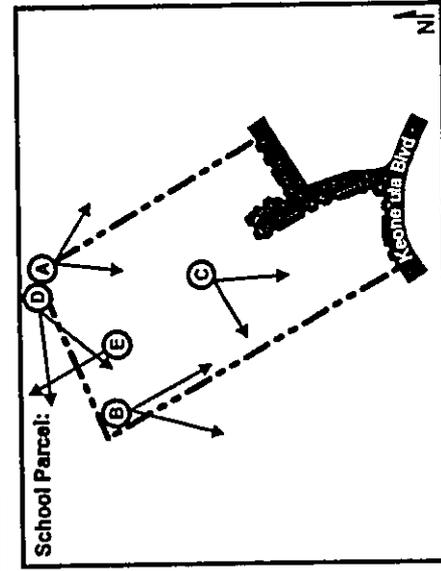
Perry J. White

Attachments:

- (1) Location Map
- (2) Photographs of School Site and Adjacent Parcels
- (3) School Site Plan

cc: Mr. Walter K. Kobayashi, DAGS-PWD, Project Management Branch
Ms. Gaylyn Nakatsuka, DAGS-PWD, Planning Branch
Mr. Terry McFarland, Architects Hawai'i Ltd.





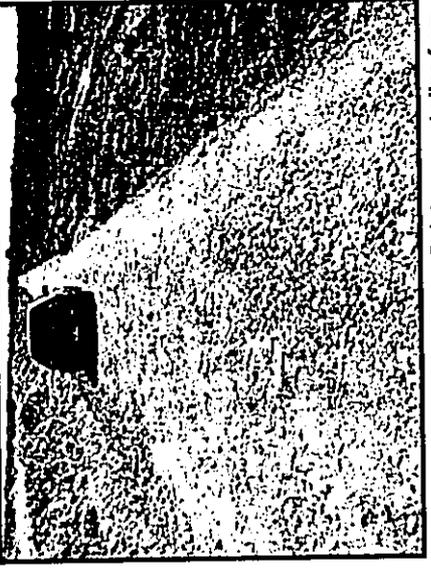
A. View of District Park property boundary along Keone'ua Blvd. from northeast corner of the site.



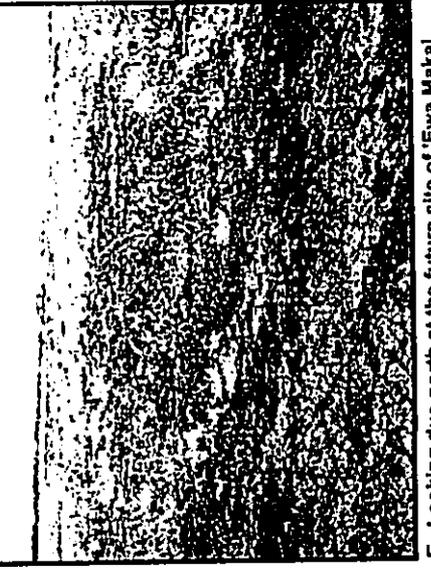
B. Looking south from the northwest corner of the site towards Spinnaker Place (under construction); fill in foreground.



C. View from middle of site south towards Spinnaker Place.



D. Looking west along Ocean Pointe property line from the northeast corner of the site.



E. Looking due north at the future site of 'Ewa Makai West.

Figure 3-3:

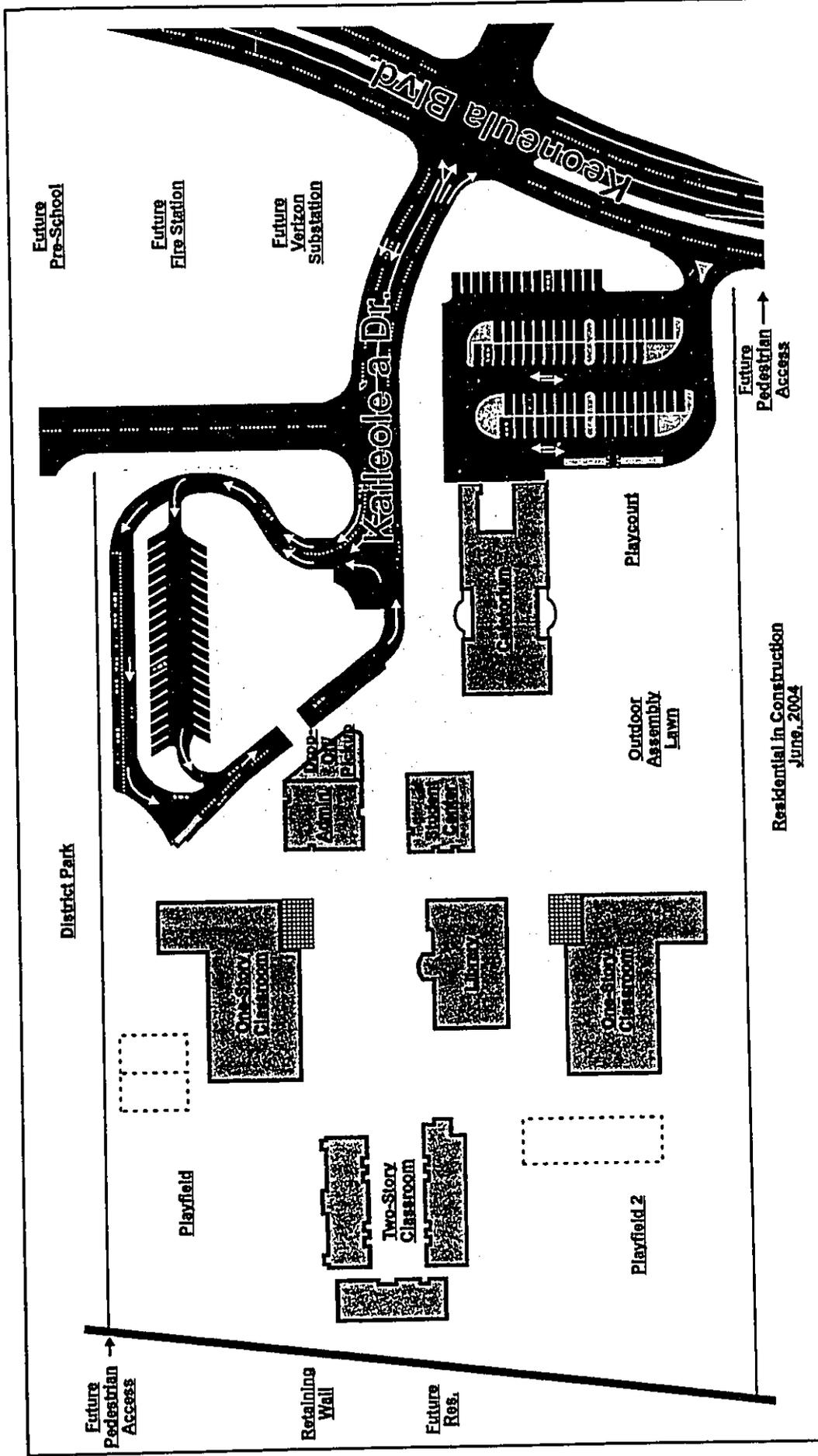
Views of the Existing Site & Neighboring Parcels

Ocean Pointe Elementary School

Prepared For:
State of Hawaii Department of
Accounting & General Services

Prepared By:
 PLANNING SOLUTIONS

Source:
Photos by Planning Solutions, Inc.
(2004)



NOTE: (One Inch = 80 ft.)

Prepared For:
State of Hawai'i Dept. of
Accounting & General Services

Prepared By:



PLANNING
SOLUTIONS

Source:

Architects Hawaii, Ltd. (2004)

Figure 3-2:

Site Plan

Ocean Pointe Elementary School



Figure 3-2 Site Plan 2004-06-20-04

LEOLA LANGE
COMMISSIONER



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

225 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813
PHONE: 808-551-1100
FACSIMILE: 808-551-1100
E-MAIL: oeq@hawaii.gov

GENEVIEVE SALMONSON
DIRECTOR

July 19, 2004

Mr. Perry J. White
Planning Solutions
210 Ward Avenue Suite 330
Honolulu, HI 96814-4012

Subject: Ocean Pointe Elementary School Pre-Consultation

Dear Mr. White,

We have received the description of the subject project by your letter dated July 12, 2004. We support the project dedication of land and infrastructure to the Department of Accounting and General Services for an elementary school.

We have no further comments to offer at this time, but will receive further comments when the documents are submitted. Thank you for the opportunity to review your request and should you have any questions, please feel free to call our office at 586-4185.

Sincerely,

Genevieve Salmonson
Genevieve Salmonson
Director

POLICE DEPARTMENT
CITY AND COUNTY OF HONOLULU

383 SOUTH BERETANIA STREET
HONOLULU, HAWAII 96813 . AREA CODE (808) 528-3111
http://www.honolulu.gov
www.cc.honolulu.hi.us



PAUL B. SUTHERS
ACTING CHIEF
POLICE DEPARTMENT

CS-KP

July 22, 2004

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 330
210 Ward Avenue
Honolulu, Hawaii 96814-4012

Dear Mr. White:

Thank you for the opportunity to review and comment on the Pre-Consultation for Draft Environmental Assessment for the Ocean Pointe Elementary School.

This project is in District 8, which is headquartered in Kapiolani. It will impact police services by adding additional areas to be patrolled in order to maintain the safety and security of the students as well as the facility.

If there are any questions, please call Captain Gregory Leifcourt of District 8 at 692-4253 or Ms. Carol Soderstrom of the Support Services Bureau at 529-3658.

Sincerely,

GLEN R. KAJIYAMA
Acting Chief of Police

By *Karl Godsey*
KARL GODSEY
Assistant Chief of Police
Support Services Bureau

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
1000 JAGGERS STREET, SUITE 201, HONOLULU, HAWAII 96813
TELEPHONE: 808-525-5651 FAX: 808-525-5131 INTERNET: www.honolulu.gov



WILLIAM D. BALFOUR, JR.
DIRECTOR

July 26, 2004

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 330
220 Ward Avenue
Honolulu, Hawaii 96814

Dear Mr. White:

Subject: Ocean Point Elementary School
Pre-Consultation for Draft Environmental Assessment

Thank you for the opportunity to review and comment on the Pre-Consultation Draft Environmental Assessment relating to the Ocean Point Elementary School.

The Department of Parks and Recreation has no comment on the Ocean Point Elementary School project.

Should you have any questions, please contact Mr. John Reid, Planner, at 692-5454.

Sincerely,

WILLIAM D. BALFOUR, JR.
Director

WDB:mk
(4/19/04)

BOARD OF WATER SUPPLY
CITY AND COUNTY OF HONOLULU
600 SOUTH BERETANIA STREET
HONOLULU, HI 96843



July 28, 2004

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 330
Honolulu, Hawaii 96814-4012

Dear Mr. White:

Subject: Your Letter Dated July 12, 2004 Regarding a Pre-Consultation for Draft Environmental Assessment for Ocean Point Elementary School. JMK: 9-1-01Z: 040 Keonatala Boulevard.

Thank you for the opportunity to comment on the proposed Ocean Point Elementary School in Ewa.

We have the following comments:

1. The existing water system is presently adequate to serve the proposed elementary school.
2. A water allocation for source is required from Haseko, Inc.
3. The availability of water will be confirmed when the building permit is approved.
4. The proposed project is subject to Board of Water Supply's Cross-Connection Control and Backflow Prevention requirements prior to the issuance of the Building Permit.

If you have any questions, please contact Joseph Kaakua at 748-5442.

Very truly yours,

CLIFFORD S. JAMILE
Manager and Chief Engineer

JERRY HARRIS, Mayor
EDGE FURUELL, Jr., Chairman
MARGARET S. KAGAWA, SR.
DANIEL W. H. LI, CEO

ROBERT K. WAKAHA, Executive Director
LARRY J. LEONARD, Executive Director
CLIFFORD S. JAMILE, Manager and Chief Engineer
DONNA JAYE, Interim Chief Engineer
Deputy Manager and Chief Engineer

DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU
 410 KUALAIAE BLVD (Hwy 1) #321, 2ND FLOOR - HONOLULU, HAWAII 96813
 TELEPHONE: (808) 525-5255 FAX: (808) 525-5250 TDD: (808) 525-5250



CELESTIAL BODY
 DIVISION
 2004-11-01 10:00 AM
 11/01/2004
 TP7704-48963R

August 4, 2004

Mr. Perry J. White
 Planning Solutions
 Ward Plaza, Suite 330
 210 Ward Avenue
 Honolulu, Hawaii 96814-4012

Dear Mr. White:

Subject: Ocean Pointe Elementary School

In response to your July 12, 2004 letter, we have reviewed the information provided and offer the following comments for your consideration as you prepare the draft environmental assessment (EA) for the subject project:

1. A traffic impact study should be prepared for this project. This study should also discuss pedestrian (student) crossing concerns and mitigation measures for the intersection of Keolu Boulevard and Kailohe's Drive. The signalization of this intersection should be considered.
2. An access onto Kailohe's Drive from the lower parking lot, which is shown to be accessible from Keolu Boulevard, should be considered to improve traffic circulation in the area.
3. The drop-off and pick-up accommodations being proposed should be evaluated by a traffic engineering consultant to ensure that such operations do not adversely affect City streets.

We look forward to reviewing the draft EA. Should you have any questions regarding these comments, please contact Faith Miyamoto of the Transportation Planning Division at 527-6976.

Sincerely,

 CHERYL DUGAN
 Director

PETER S. YOUNG
 BOARD OF LAND AND NATURAL RESOURCES
 CHAIRMAN
 1001 KAPIKULANI BOULEVARD
 SUITE 1000
 HONOLULU, HAWAII 96813
 PHONE: (808) 525-5255
 FAX: (808) 525-5250



STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 HISTORIC PRESERVATION DIVISION
 KAOIHERA BUILDING, ROOM 555
 801 KAMOHOLA BOULEVARD
 HONOLULU, HAWAII 96813

HAWAII HISTORIC PRESERVATION
 DIVISION REVIEW

Log #: 2004.2339
 Doc #: 0407E300
 Date Received: July 14, 2004

Applicant/Agency: Perry J. White
 Planning Solutions
 210 Ward Avenue, Suite 330
 Honolulu, Hawaii 96814-4012

Address: 210 Ward Avenue, Suite 330
 Honolulu, Hawaii 96814-4012

SUBJECT: Chapter 6E-42 Historic Preservation Review Pre EA Consultation for the Ocean Pointe Elementary School

Alupaia: Ewa, Oahu
 District: Ewa, Oahu
 TRAC: (1) 9-1-012040

1. This project has gone through the historic preservation review process. Please submit documentation.
 - a. This project has already gone through the historic preservation review process.
 - b. This project has been completed.
 - c. This project has been identified during archaeological investigations for the State of Hawaii.
 - d. This project has been identified during archaeological investigations for the State of Hawaii.
 - e. This project has been identified during archaeological investigations for the State of Hawaii.
2. We have not been consulted on this undertaking, however we believe there are no historic properties present, because:
 - a) intensive cultivation has altered the land
 - b) residential development/urbanization has altered the land
 - c) previous grubbing/grading has altered the land
 - d) an acceptable archaeological assessment or inventory survey found no historic properties
 - e) other: _____

Thus, we believe that "no historic properties will be affected" by this undertaking.

Abela,

 P. Holly McElbowney, Administrator
 State Historic Preservation Division

PLEASE RETURN TO:
DIRECTOR, LAND AND NATURAL RESOURCES
DEPARTMENT OF LAND AND NATURAL RESOURCES
1505 KALANIANA'OLANI AVENUE
HONOLULU, HAWAII 96813
PHONE: (808) 587-0166 FAX: (808) 587-0160



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 671
HONOLULU, HAWAII 96808
August 3, 2004



OCEANPOINTSLESDHAGS.RCH
LD-NRV
Planning Solutions
Perry J. White
210 West Avenue, Suite 330
210 West Avenue
Honolulu, Hawaii 96814

Dear Mr. White:

SUBJECT: Pre-assessment Consultation for Preparation of a Draft Environmental Assessment for the Ocean Pointe Elementary School (DNRS/DOE) Ewa, Island of Oahu, Hawaii

Thank you for the opportunity to review and comment on the subject matter.

A copy of your letter dated July 12, 2004 pertaining to the proposed project was transmitted or made available to the following Department of Land and Natural Resources' Divisions for their review and comment.

- Division of Forestry & Wildlife
- Division of State Parks
- Engineering Division
- Commission on Water Resource Management
- Office of Conservation and Coastal Lands
- Land-Oahu District Land Office
- Land-Planning and Development
- Land-Oahu District Land Office

Enclosed please find a copy of the Division of Forestry & Wildlife and Engineering Division comment.

Based on the attached responses, the Department of Land and Natural Resources has no other comment to offer on the subject matter at this time.

Should you have any questions, please contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 587-0384.

Very truly yours,

DIERDRE S. MAMIYA
Administrator

C: ODLO

Division of Forestry & Wildlife

1151 Punchbowl Street, Rm. 313 • Honolulu, HI 96813 • (808) 587-0166 • Fax: (808) 587-0160

July 21, 2004

MEMORANDUM

TO: Nick Vaccaro, Land Agent
Land Division

THRU: Dierdre S. Mamiya, Administrator
Land Division

FROM: Paul J. Conry, Administrator
Division of Forestry and Wildlife

SUBJECT: Pre-assessment Consultation for Draft EA of Ocean Pointe Elementary School, Ewa, Oahu by DAGS for Department of Education.

DOFAW has remained consistent in its review of projects in the Kapolei-Kalaheo-Ewa plains area. We know of three endangered plants: 1) *Alchyananthes splendens* spp. *rotundifolia*, 2) *Chamaesyce stotzbergii* and 3) *Abrutia menziesii* that are present in this area. Please mitigate these plants by doing an on-site survey prior to the construction of the school. Additional information can be obtained by calling Ms. Vickie Caraway, State Botanist at 587-0165 if you have questions regarding the endangered plants in this area. DOFAW will do a complete review of this project when the draft survey of plants in the area are identified. We appreciate the opportunity to comment on the pre-assessment consultation of Ocean Pointe Elementary School proposed in Ewa, Oahu.

C: Vickie Caraway, DOFAW

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 STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 LAND DIVISION
 POST OFFICE BOX 521
 HONOLULU, HAWAII 96809
 July 19, 2004

LD/NAV
 OCEANPOINTELESCHDAGS.CHT
 L-201
 Suspension Date: 7/28/04

MEMORANDUM:
 TO: XXX Division of Forestry & Wildlife
 XXX Division of State Parks
 XXX Engineering Division
 XXX Commission on Water Resource Management
 XXX Office of Conservation and Coastal Lands
 XXX Land-Oahu District Land Office
 XXX Land-Planning and Development
 XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
 Land Division

SUBJECT: Pre-Assessment Consultation for Draft Environmental Assessment for Ocean Pointe Elementary School
 Location: Ewa, Island of Oahu, Hawaii
 Applicant: DMGS for State Department of Education
 Consultant: Planning Solutions (Ferry White)

Please review the attached letter dated July 12, 2004 and exhibits pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments. Comments attached.

Signed: *[Signature]* Date: July 21, 2004

Name: Robert M. Long Division: Land

RECEIVED LAND DIVISION
 JUL 22 A 08 08
 STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 LAND DIVISION
 POST OFFICE BOX 521
 HONOLULU, HAWAII 96809
 July 19, 2004

LD/NAV
 OCEANPOINTELESCHDAGS.CHT
 L-201
 Suspension Date: 7/28/04

MEMORANDUM:
 TO: XXX Division of Forestry & Wildlife
 XXX Division of State Parks
 XXX Engineering Division
 XXX Commission on Water Resource Management
 XXX Office of Conservation and Coastal Lands
 XXX Land-Oahu District Land Office
 XXX Land-Planning and Development
 XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
 Land Division

SUBJECT: Pre-Assessment Consultation for Draft Environmental Assessment for Ocean Pointe Elementary School
 Location: Ewa, Island of Oahu, Hawaii
 Applicant: DMGS for State Department of Education
 Consultant: Planning Solutions (Ferry White)

Please review the attached letter dated July 12, 2004 and exhibits pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments. Comments attached.

Signed: *[Signature]* Date: 7/21/04

Name: Daniel S. Quinn Division: State Parks

PERMITTING
DIVISION
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
HONOLULU, HAWAII 96813



04 JUL 20 10:00
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 671
HONOLULU, HAWAII 96809
July 19, 2004

LD/NAV
OCEANPOINTEELESCHDAGS.CHT
I-201
Suspense Date: 7/28/04

MEMORANDUM

TO: XXX Division of Forestry & Wildlife
XXX Division of State Parks
XXX Engineering Division
XXX Commission on Water Resource Management
XXX Office of Conservation and Coastal Lands
XXX Land-Oahu District Land Office
XXX Land-Planning and Development
XXX Land-Project Development

FROM: Dierdre S. Mamiya, Administrator
Land Division

SUBJECT: Pre-Assessment Consultation for Draft Environmental Assessment for Ocean Pointe Elementary School
Location: Ewa, Island of Oahu, Hawaii
Applicant: DAGS for State Department of Education
Consultant: Planning Solutions (Perry White)

Please review the attached letter dated July 12, 2004 and exhibits pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

() We have no comments. (X) Comments attached.
Signed: Nick Vaccaro Date: 7/19/04
Name: Nick Vaccaro Division: LD/NAV

PERMITTING
DIVISION
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
HONOLULU, HAWAII 96813



04 JUL 20 10:00
STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
COMMISSION ON WATER RESOURCE MANAGEMENT
HONOLULU, HAWAII 96813
July 28, 2004

Re: Ocean Pointe Elementary School

TO: Ms. Deda Mamiya, Administrator
Land Division
FROM: Yvonne Y. Izu, Deputy Director
Commission on Water Resource Management (CWRM)
SUBJECT: Pre-Assessment Consultation for Draft Environmental Assessment for Ocean Pointe Elementary School

Thank you for the opportunity to review the subject document. Our comments related to water resources are marked below.

In general, the CWRM strongly promotes the efficient use of our water resources through conservation measures and use of alternative non-potable water resources whenever available, feasible, and there are no harmful effects to the ecosystem. Also, the CWRM encourages the protection of water recharge areas, which are important for the maintenance of streams and the replenishment of aquifers.

- (X) We recommend coordination with the county government to incorporate the project into the county's Water Use and Development Plan.
- (X) We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate the project into the State Water Projects Plan.
- () We are concerned about the potential for ground water depletion/contamination and recommend that approvals for this project be conditioned upon a review by the State Department of Health and the developer's acceptance of any resulting requirements related to water quality.
- () A Well Construction Permit under a Pump Installation Permit from the Commission would be required before ground water is developed as a source of supply for the project.
- () The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit from the Commission would be required prior to use of the source.
- () Groundwater withdrawals from this project may affect streamflow, which may require an instream flow standard amendment.
- () We are concerned about the potential for degradation of streamflow from development on highly erodible slopes adjacent to streams and wetlands. We recommend that approvals for this project be conditioned upon a review by the Department of Health, the Department of Planning, and the developer's acceptance of any resulting requirements related to erosion control.
- () If the proposed project includes construction of a stream diversion, the project may require a stream diversion work permit and amend the instream flow standard for the affected stream(s).
- () If the proposed project alters the bed and banks of a stream channel, the project may require a stream channel alteration permit.
- (X) OTHER
We recommend that the Environmental Assessment provide estimates of the potable and non-potable water demands and identify the proposed water source to meet the demands.

If there are any questions, please contact Lenora Y. Nakama at 587-0218.

FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

3275 KANANI'OLE DRIVE, HALE, HONOLULU, HAWAII 96813-1843
TELEPHONE: (808) 521-3151 FAX: (808) 521-3150 INTERNET: WWW.HONOLULU.FI.HAWAII.GOV



ATTILIO K. LEONARDI
Fire Chief



August 4, 2004

Mr. Perry J. White, President
Planning Solutions Inc.
Ward Plaza
210 Ward Avenue, Suite 330
Honolulu, Hawaii 96814-4012

Dear Mr. White:

Subject: Pre-Consultation for Draft Environmental Assessment (DEA)
Ocean Pointe Elementary School
Ewa, Oahu, Hawaii

We received your letter dated July 12, 2004, requesting our comments on the above-mentioned DEA.

The Honolulu Fire Department (HFD) requires that the following be complied with:

1. Provide a private water system where all appurtenances, hydrant spacing, and fire flow requirements meet Board of Water Supply standards.
2. Provide a fire department access road within 150 feet of the first floor of the most remote structure. Such access shall have a minimum vertical clearance of 13 feet 6 inches, be constructed of an all-weather driving surface complying with Department of Transportation Services (DTS) standards, capable of supporting the minimum 60,000-pound weight of our fire apparatus, and with a gradient not to exceed 20%. The unobstructed width of the fire apparatus access road shall meet the requirements of the appropriate county jurisdiction. All dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved turnaround having a radius complying with DTS standards.

Mr. Perry J. White, President
Page 2
August 4, 2004

3. Submit construction plans to the HFD and Department of Planning and Permitting.

Should you have any questions, please call Battalion Chief Lloyd Rogers of our Fire Prevention Bureau at 831-7778.

Sincerely,

ATTILIO K. LEONARDI
Fire Chief

AKL/SK:bb



STATE OF HAWAII
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM
LAND USE COMMISSION
P.O. Box 2209
Honolulu, Hawaii 96814-2209
Telephone: 808-547-5400
Fax: 808-547-2877

August 11, 2004

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 300
210 Ward Avenue
Honolulu, Hawaii 96814-4012

Dear Mr. White:

Subject: Ocean Pointe Elementary School
Pre-Consultation for Draft Environmental Assessment (DEA)

We are in receipt of your letter dated July 12, 2004, requesting comments on the preparation of the DEA.

Based on the representation of the proposed elementary school site on the Location Map, the site is within the boundary of the State Land Use Urban District. According to our records, the site was urbanized pursuant to LUC Docket No. A89-683/Haaleka (Hawaii), Inc., which involved the reclassification of approximately 403,000 acres of land from the Agricultural District to the Urban District for commercial, hotel, park, golf course, and other recreational uses.

We suggest that the DEA include a map showing the site in relation to the State land use districts. We have no further comments to offer at this time. Thank you for the opportunity to provide comments during the pre-consultation phase of the subject DEA.

Please feel free to contact Bert Saruwatiri of my office at 587-3822, should you require clarification or any further assistance.

Sincerely,

Anthony J. H. Jacob
ANTHONY J. H. JACOB
Executive Officer

c Office of Environmental Quality Control

PETER T. VACCARO
 CHIEF OF LAND AND NATURAL RESOURCES
 COMMISSION ON WATER RESOURCE MANAGEMENT
 1000 KALANANʻOHE AVENUE
 SUITE 2000
 HONOLULU, HAWAII 96813
 TEL: 521-2300
 FAX: 521-2301

STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 LAND DIVISION
 POST OFFICE BOX 611
 HONOLULU, HAWAII 96809
 July 19, 2004

LD/NAV
 OCEANPOINTELESCHDAGS.CHT
 L-201
 Suspension Date: 7/28/04

MEMORANDUM
 TO: XXX Division of Forestry & Wildlife
 XXX Division of State Parks
 XXX Engineering Division
 XXX Commission on Water Resource Management
 XXX Office of Conservation and Coastal Lands
 XXX Land-Oahu District Land Office
 XXX Land-Planning and Development
 XXX Land-Project Development

FROM: Diardre S. Mamiya, Administrator
 Land Division

SUBJECT: Pre-Assessment Consultation for Draft Environmental Assessment for Ocean Pointe Elementary School
 Location: Ewa, Island of Oahu, Hawaii
 Applicant: DAGS for State Department of Education
 Consultant: Planning Solutions (Perry White)

Please review the attached letter dated July 12, 2004 and exhibits pertaining to the subject matter and submit your comment (if any) on division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

() We have no comments. (X) Comments attached.
 Signed: *Cecilia T. Quinn* Date: 8/3/04
 Name: DIARDRE S. MAMIYA, CHIEF ENGINEER Division: Engineering

PETER T. VACCARO
 CHIEF OF LAND AND NATURAL RESOURCES
 COMMISSION ON WATER RESOURCE MANAGEMENT
 1000 KALANANʻOHE AVENUE
 SUITE 2000
 HONOLULU, HAWAII 96813
 TEL: 521-2300
 FAX: 521-2301

STATE OF HAWAII
 DEPARTMENT OF LAND AND NATURAL RESOURCES
 LAND DIVISION
 POST OFFICE BOX 611
 HONOLULU, HAWAII 96809
 August 17, 2004

LD-NAV
 OCEANPOINTELESCHDAGS.RCHZ

Planning Solutions
 Perry J. White
 Ward Plaza, Suite 330
 210 Ward Avenue
 Honolulu, Hawaii 96814

Dear Mr. White:

SUBJECT: Pre-Assessment Consultation for Preparation of a Draft Environmental Assessment for the Ocean Pointe Elementary School (DAGS/DOE) Ewa, Island of Oahu, Hawaii

This is a follow-up to our letter to you dated August 3, 2004, pertaining to the subject matter.

Enclosed please find a copy of the Engineering Division comment. The Department of Land and Natural Resources has no other comment to offer on the subject matter at this time. Should you have any questions, please contact Nicholas A. Vaccaro of the Land Division Support Services Branch at 587-0384.

Very truly yours,
Diardre S. Mamiya
 DIARDRE S. MAMIYA
 Administrator

C: 0010



August 30, 2004

Ms. Melissa May
Planning Solutions
210 Ward Plaza, Suite 310
Honolulu, HI 96814

RE: Ocean Pointe Elementary School
Pre-Consultation for Draft Environmental Assessment

Dear Melissa:

I was sent a copy of the above referenced letter by the Ocean Pointe Design Review Committee and felt that Haseko would be in a better position to respond to the issues addressed in that letter.

I would like to thank you for providing us the opportunity to comment on the proposed Ocean Pointe Elementary School. Haseko is in full support of the timely development of the school project. Haseko will dedicate the land to the State of Hawaii for the purpose of developing the elementary school. The infrastructure, noted in your letter, refers to improvements as outlined in the dedication agreement between the Department of Education (DOE) and Haseko. These improvements will be completed in accordance with the dedication agreement.

In April of this year the Department of Accounting and General Services (DAGS) and DOE presented a preliminary site and facility master plan to the Ocean Pointe Design Review Committee (DRC). The DRC approved the master plan subject to a preliminary approval letter that was issued on April 27, 2004. A copy of this letter has been enclosed for your convenience.

Provided that the April 27, 2004 DRC comments are incorporated into the final design, Haseko has no objections to the subject proposal.

Sincerely,


Toru Nagayama
President

Enclosure: Ocean Pointe Elementary School DRC Comments, April 27, 2004

cc: Ocean Pointe Design Review Committee

91-1001 Kamehale Street, Suite 205 • Ewa Beach, Hawaii 96706-5005
Telephone (808) 689-7772 • Fax (808) 689-5757

Ocean Pointe Design Review Committee

91-1001 Kamehale Street, Suite 205 • Ewa Beach, Hawaii 96706-5005
Telephone (808) 689-7772 • Fax (808) 689-5757

April 27, 2004

Department of Education
Facilities and Support Services Branch
809 8th Avenue, Building J, Room 15
Honolulu, Hawaii, 96818

Attention: Mr. Reynard Minant

Re: Preliminary Review
Presentation by DAGS/DOE/Architects Hawaii
April 18, 2004

Based on the presentation of the site plan by Architects Hawaii the Design Review Committee (DRC) finds the Master Plan generally acceptable subject to the following comments and recommendations:

- 1) Provide a fence master plan to determine visual impact and screening requirements to assist the Master Developer in assessing the type of fencing to construct on Haseko's property alongside the school, and to determine visual impacts to residents entering the Ocean Pointe neighborhood.
- 2) Provide additional details on landscaping; it may be necessary to increase building setbacks to accommodate adequate landscape buffering of the proposed townhome project along the western boundary of school site.
- 3) Provide details of landscaping and screening of parking lot fronting Keoneula Boulevard. This may include measures such as slight adjustments to building footprint locations and landscaping buffering at main entrance where standard subdivision landscaping will be provided.
- 4) Minimize impact of portable building location at northwest location of site plan. The DRC is very supportive of moving 2 of the portable buildings to the eastern portion of the property, with the remaining 4 to stay within the western portion, in order to allow for a greater setback from the townhomes.
- 5) Minimize impact of southwest playground if it cannot be relocated. Confirm whether playground is to be covered or uncovered due to budget requirements or other constraints. If the playground is to be covered, whether now or in the future, please provide plans, including details for minimizing visual impacts, for approval prior to construction.

CONFERENCE MEMORANDUM

Date: October 13, 2004 **Project No:** 5398

Project: Ocean Pointe Elementary School

Conference: Traffic Coordination Meeting

Meeting Date: 9/22/04

Attendees: See Attached "Sign-In Sheet"



ARCHITECTS HAWAII

HONOLULU
American Savings Bank Tower
1001 Bishop Street, Suite 300
Honolulu, Hawaii 96813
Telephone (808) 523-9636
FAX (808) 521-3280

Summary:

The purpose of this meeting was to review and discuss the findings and recommendations of the Draft Traffic Assessment prepared by Belt Collins, dated September 2004.

1. Susan Uejo (Belt Collins) presented a summary of the draft assessment in order that all present had an understanding of the report scope, findings and recommendations.
2. Discussion of Traffic Signal Installation at the intersection of Keonelua Blvd. and Kaileolea Drive.
 - A. The projected traffic volume when the school is completed and ready to begin operation will not be high enough to warrant a traffic signal at this intersection.
 - B. Mel Hirayama (DPP, TRB) noted that it will take approximately 9 months to design and install traffic signal. This lag time should be anticipated in the scheduling of a signal for this intersection.
 - C. DAGS/DOE requested a signal be installed based on pedestrian demand if vehicle volume was not high enough. Mel responded that a signal can be required by pedestrian demand. However this demand cannot be determined until actual field observation can be made. Pedestrian count and gap time (time between vehicles) are critical factors in determining the need for a signal.
 - D. DAGS/DOE accepted no signal at the time the school opens but requested a study be undertaken immediately thereafter to determine if a signal can be installed based either on traffic volume or pedestrian demand.
3. There were three major site assessments.
 - A. Option of either a "hammerhead" or "cul-de-sac" at the end of Kaileolea Drive. The approved subdivision map indicates a hammerhead condition. The DOE indicated the "hammerhead" configuration functions better for school use. The draft traffic assessment recommends the cul-de-sac. DAGS/DOE does not want to amend the approved subdivision map.
 - B. Draft traffic assessment recommends a two way access drive from Kaileolea Drive into the makai (cafetorium side) parking lot. DOE, DAGS and the Architect objected to this access point as it will increase congestion on Kaileolea Drive and all adjacent roads. In addition it creates a conflict point between pedestrians (school children) and vehicles. Mel Hirayama agreed but stated that access directly from Keoneula Blvd. without a deceleration lane was more dangerous and would promote added congestion on Keoneulea.
 1. Mel Hirayama suggested the access drive from Kaileolea Drive be divided by a pedestrian island to reduce the risk to pedestrians at this driveway.

COPIES TO: Stanley T. Yasumoto, AIA

BY: Terry McFarland, AIA
TITLE: Senior Associate

2. R.M. Towill will study the required driveway width and impacts of school bus and fire truck access via this driveway.
- C. Deceleration lane required for access from Keonelula Blvd. Since this will have a significant cost impact on this project DAGS/DOE requested that a deceleration lane be installed when conditions warrant such a lane. Per Susan Uejo, conditions will warrant this lane immediately upon completion of the school. Mel Hirayama stated that DPP will not approve access into the site from Keonelula without the deceleration lane. He stated that it may be possible to obtain an out only (right turn only). However, R.M. Towill should verify that the City will process a separate subdivision map for that driveway. If DOE believes this deceleration lane is not necessary with an entry drive off Keonelula, the City will request DOE provide them a letter whereby DOE will assume liability for the driveway.
4. Review of proposed parking provided on site indicated less than parking required by the draft traffic assessment but exceeds both DOE and LUO requirements.
5. Pedestrian access from Spinnaker Place was discussed. Mel indicated that access at the rear of the site was not acceptable. He recommended it be placed approximately midway between Keonelula Blvd. and the rear property line. DOE should coordinate this location with Haseko and the City.

Ocean Pointe Elementary School
 Coordination Meeting with DPP/TREB

9/22/04hr

Attendance:

| <u>Name</u> | <u>Organization</u> | <u>Telephone Number</u> |
|---------------------------|---------------------|-------------------------|
| Ralph Mori ta | DASS-Planning | 586-0500 |
| Gaylyn Nakatsuta | " " | 586-0487 |
| Joseph Earing | " " | 586-0486 |
| Cheng-Hsin Chang | DOE FB | 735-6290 |
| TEPP McFRELSON | ARCHITECTS Hawaii | 523-9630 |
| Susan Uejo | Belt Collins Hawaii | 521-5361 |
| Mae Hicayama | DPP-TOR | 528-4119 |

Ocean Pointe Design Review Committee

91-1001 Kaimalie Street, Suite 205 • Ewa Beach, Hawaii 96708-5085
Telephone (808) 689-7772 • Fax (808) 689-5757

RECEIVED - DAGS
DIVISION OF PUBLIC WORKS
2004 NOV 17 A 8:19

COPY

November 15, 2004

Theron Nichols
State of Hawaii
Department of Education
P.O. Box 2360
Honolulu, HI 96804

Re: Ocean Pointe Elementary School
Design Development Review
Presentation by DAGS/DOE/Architects Hawaii
October 22, 2004

Thank you for presenting the Ocean Pointe Elementary School project to the Ocean Pointe DRC. The DRC has completed the review of your submission and approves the submittal subject to the following:

- Submittal, for review and approval, of a revised fence/entrance design and landscape buffer along Keone'ula Boulevard suitable to the DRC.
- Development and construction is to be in accordance with the documents provided to the DRC at the meeting with the exceptions noted.

Provided other governing agencies do not have objections to the height of the library, cafetorium and two-story classroom, the DRC hereby approves the requested height variance as follows:

- A height variance not to exceed 30 feet for the library, cafetorium, and two-story classroom is granted as indicated on the plans. The height variance is necessary due to the special requirements of the two-story building structure and the common area facilities. In addition, the applicant has provided greater setbacks for the subject buildings.

If you have any questions, please feel free to contact Mr. Paul Jordan at 599-8499 or via email at pjordan@dpshawaii.com.

Sincerely,



Richard Dunn
Chair, Design Review Committee

cc: Mr. Ralph Morita, Department of Accounting and General Services
Mr. Walter K. Kobayashi, Department of Accounting and General Services
Mr. Terry McFarland, Architects Hawaii, Ltd.
Mr. Alvin D. Capili, Architects Hawaii, Ltd.
Mr. Nelson Lee, Haseko Homes, Inc.
Mr. Paul Jordan

8.2 DRAFT EA DISTRIBUTION

Copies of the Draft EA were distributed to the individuals and organizations listed in Table 8-2. The distribution letter sent with the Draft EA is reproduced in Figure 8-2 below.

Table 8-2 Preliminary Draft EA Distribution List

| Federal Agencies | |
|--|--|
| National Marine Fisheries Service | U.S. Army Engineer District, Honolulu |
| Environmental Protection Agency, Pacific Islands Contact Office | U.S. Fish & Wildlife Service, Pacific Island Eco-Region |
| U.S. Department of Agriculture, Natural Resources Conservation Service | U.S. Geological Survey |
| Fourteenth Coast Guard District, U.S. Coast Guard | Federal Highways Division, U.S. Department of Transportation |
| Naval Facilities Engineering Command, Pacific | U.S. Army Garrison Hawai'i, Environmental Management Office |
| State Agencies | |
| Office of Environmental Quality Control (4 copies) | Office of Planning, Department of Business, Economic Development, & Tourism (5 copies) |
| Department of Defense | Department of Health (3 copies) |
| Department of Hawaiian Home Lands | DLNR Historic Preservation Division |
| Office of Hawaiian Affairs | Department of Land and Natural Resources (DLNR) (5 copies) |
| Department of Transportation | O'ahu Island Burial Council |
| Department of Agriculture | Environmental Center, University of Hawai'i |
| Senator Willie Espero, 20 th Senatorial District | Water Resources Center, University of Hawai'i |
| Representative Romy Mindo, 43 rd District | |
| City & County of Honolulu | |
| Department of Planning & Permitting (5 copies) | Honolulu Fire Department |
| Department of Parks and Recreation | Department of Design & Construction |
| Department of Environmental Services | Department of Transportation Services |
| Department of Facility Maintenance | Board of Water Supply |
| Department of Community Services | Housing Finance and Development Corporation |
| Honolulu Police Department | City Council Representative Mike Gabbard |
| Chair, Ewa Neighborhood Board No. 23 | |
| Other Organizations | |
| Verizon Hawaii | Hawaiian Electric Company, Inc. |
| HASEKO (Ewa), Inc. | Gentry Homes, Ltd. |
| Libraries and Depositories | |
| Hawai'i State Library Hawai'i Documents Center | Legislative Reference Bureau Library |
| University of Hawai'i at Mānoa, Hamilton Library | Pearl City Regional Library |
| City Hall Annex Library Records Management & Book Store | 'Ewa Beach Public and School Library |
| DBEDT Library | Kapolei Public Library |
| Source: Compiled by Planning Solutions, Inc. | |



P L A N N I N G
S O L U T I O N S

November 8, 2004

<Recipient Address>

**Subject: Ocean Pointe Elementary School
Draft Environmental Assessment/Anticipated Finding of No Significant Impact**

A copy of the Draft Environmental Assessment (DEA) for the proposed Ocean Pointe Elementary School project is enclosed. An announcement of its availability was published in the November 8, 2004 edition of *The Environmental Notice* published by the State Office of Environmental Quality Control (OEQC).

The State of Hawai'i Department of Accounting and General Services (DAGS) is proposing to construct the new elementary school on a 12-acre parcel of land abutting Keone'ula Boulevard near the northeastern corner of the Ocean Pointe project. HASEKO (Ewa), Inc. has already cleared and graded the site in accordance with its master grading plan, and the property is currently vacant. The off-site electrical power, water, sewer, and storm drain infrastructure needed to serve the school is already in place.

The proposed Ocean Pointe Elementary School is intended to accommodate students from homes in the Ocean Pointe development and surrounding areas. Plans for the school call for it to have approximately 70,000 net square feet of floor area in three classroom buildings, a cafetorium, an administration building, a student services center, and a library.

As indicated in the DEA, DAGS has concluded that construction and operation of the school would not have significant adverse effects on the environment. The DEA describes measures that will be taken to mitigate any short term construction impacts, as well as impacts to traffic and neighboring properties during operation. Consequently, DAGS anticipates a Finding of No Significant Impact for the project.

The Final Environmental Assessment (FEA) for the project will be distributed on a compact disc. If you would like to request a printed copy of the FEA, please contact Gaylyn Nakatsuka at (808) 586-0487. If you have any questions concerning the DEA or would like additional information before reaching a conclusion, please call Ms. Melissa May or me at (808) 550-4483.

Sincerely,

Perry J. White

Enclosure: *Draft Environmental Assessment, Ocean Pointe Elementary School*

cc: Office of Environmental Quality Control (w/o Attachment)
Ms. Gaylyn Nakatsuka, DAGS-PWD, Planning Branch (w/o Attachment)
Mr. Terry McFarland, Architects Hawai'i Ltd. (w/o Attachment)

Figure 8-2 Draft EA Distribution Letter

Ward Plaza, Suite 330 • 210 Ward Avenue • Honolulu, Hawaii 96814-4012
Phone: 808 550-4483 • Fax: 808 550-4549 • www.psi-hi.com

8.3 WRITTEN COMMENTS & RESPONSES ON THE DRAFT EA**Table 8-3 Written Comments Received**

| <i>No.</i> | <i>Name & Title of Commenter</i> | <i>Organization</i> |
|------------|---|---|
| 1 | Genevieve Salmonson, Director | Office of Environmental Quality Control, State Dept. of Health |
| 2 | Senator Will C. Espero | Hawai'i State Legislature |
| 3 | William D. Balfour, Jr., Director | Dept. of Parks and Recreation, City and County of Honolulu |
| 4 | Melanie A. Chinen, Administrator | Historic Preservation Division, Dept. of Land and Natural Resources, State of Hawai'i |
| 5 | Larry Leopardi, P.E., Director & Chief Engineer | Dept. of Facility Maintenance, City and County of Honolulu |
| 6 | George P. Young, P.E., Chief | Regulatory Branch, Department of the Army |
| 7 | Dierdre S. Mamiya, Administrator | Land Division, State Dept. of Land and Natural Resources |
| 8 | Melvin N. Kaku, Director | Environmental Planning Division, Dept. of the Navy |
| 9 | Eric G. Crispin, Director | Department of Planning and Permitting, City & County of Honolulu |

LINDA LIMBLE
COMPTROLLER



STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

1505 KALANANĀʻOHU DRIVE
HONOLULU, HAWAII 96813
TEL: 808-551-2000
FAX: 808-551-2001
WWW.DNR.HAWAII.GOV

GENEVIÈVE SALMONSON
DIRECTOR

ROSS K. SAITO
COMPTROLLER



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES

P.O. BOX 119, HONOLULU, HAWAII 96810

01/17/04

DEC 27 2004

MEMORANDUM

TO: Ms. Genevieve Salmonson, Director
Office of Environmental Quality Control
Department of Health

FROM: Ernest Y. W. Lau *EYWL*
Public Works Administrator

SUBJECT: Ocean Pointe Elementary School
Ewa Beach, Oahu, Hawaii
Draft Environmental Assessment

Thank you for your November 12, 2004, letter commenting on the Department of Accounting and General Services' Draft Environmental Assessment (EA) for the proposed new elementary school at Ocean Pointe in Ewa Beach. We appreciate the time you and your staff spent reviewing the document and providing written comments. Item-by-item responses to your comments (reproduced for your convenience in italics before each response) are provided below.

Comments:

"Act 30 was passed by the Legislature in April of 2000. This mandates an assessment of impacts to local cultural practices by the proposed project. In the Final EA include such an assessment."

Response:

We have expanded the discussion of cultural impacts in the Final EA to better explain the reasons why construction and operation of the proposed school would not adversely affect cultural practices. The following paragraph has been added to Section 4.10.1:

November 12, 2004

Ernest Lau, Public Works Administrator
Department of Accounting and General Services
P.O. Box 119
Honolulu, Hawaii 96810

Attention: Gayjya Nakanda

Dear Mr. Lau:

Subject: Draft Environmental Assessment (EA), Ocean Pointe Elementary School

We have the following comments to offer:

Cultural Impacts Assessment
Act 30 was passed by the Legislature in April of 2000. This mandates an assessment of impacts to local cultural practices by the proposed project. In the final EA include such an assessment. If the subject area is in a developed urban setting, cultural impacts must still be assessed. Many incorrectly assume that the presence of urban infrastructure effectively precludes consideration of cultural factors. For example, persons are known to gather around "dism," "hahana," and on the grassy slopes and meadows of I-1 freeway and some state highways on the neighbors' islands. Cultural landmarks and physical features are used by Hawaiians as vantage points for sailing, and the bases of light towers landmarks to the coast by fishermen to locate reefs and fishing spots. Blotting these features by the construction of buildings or tanks may constitute an adverse cultural impact.

For assistance in the preparation refer to our *Guidelines for Assessing Cultural Impacts*. Go to our homepage at http://www.dnr.hawaii.gov/ehp/assessing_cultural_impacts.html or contact our office for a paper copy. You will also find the text of Act 30 linked to this section of our website.

Sustainable building techniques: Please consider applying sustainable building techniques presented in the "Guidelines for Sustainable Building Design in Hawaii" in the final EA include a description of any of the techniques you will implement. Contact our office for a paper copy of the guidelines or go to our website at http://www.dnr.hawaii.gov/ehp/sustainable_building_design_in_hawaii.html

If you have any questions, call Nancy Heinrich at 346-4183.

Sincerely,
Genevieve Salmonson
GENEVIÈVE SALMONSON
Director

cc: Perry White

Ms. Genevieve Salmonson
(P)1397.4
Page 2

The Board of Land and Natural Resources (BLNR) and Commission on Water Resource Management (CWRM) considered the Ocean Pointe project's cumulative impacts on Native Hawaiian traditional cultural practices as part of their permitting review. The CWRM's Findings of Fact, Conclusions of Law, and Decision and Order concluded that traditional cultural practices in the area are limited to the gathering of marine resources (e.g., limu, fish, lobsters, and shellfish) along the shoreline, and that the development of Ocean Pointe would not curtail those practices. This conclusion is particularly applicable to the proposed Ocean Pointe Elementary School, which is far away from the shoreline and the marine resources of concern.

The findings of the BLNR and CWRM are based on extensive testimony from officials, Native Hawaiians, and other individuals interested in the Ocean Pointe project area. These findings were included in the approved Final Supplemental EA for the Ocean Pointe Master Plan (2011), which includes the proposed school site. Copies of the relevant pages from the CWRM's Findings of Fact are enclosed. We believe that these satisfy Act 50, and demonstrate that there will be no significant impacts to cultural resources and practices resulting from construction and operation of the school.

Comment 2:

"Please consider applying sustainable building techniques presented in the 'Guidelines for Sustainable Building Design in Hawaii.' In the final EA, include a description of any of the techniques you will implement."

Response:

The design for the proposed school was developed with the *Guidelines for Sustainable Building Design in Hawaii* in mind, but sustainability was only one of several priorities. The following are examples of the kinds of sustainability features incorporated in the final design.

- The two one-story classroom buildings have skylights that provide natural lighting in the corridors, which are also naturally ventilated.
- The cafeteria is oriented so that it takes advantage of the trade winds.
- The student dining area has clerestory windows so that the heated air can escape.
- The design includes broad roof overhangs that provide shade and reduce cooling loads on the air-conditioning system.

Ms. Genevieve Salmonson
(P)1397.4
Page 3

- All of the carpeting has recycled content.
- The school uses low-flow plumbing fixtures.
- The air-conditioning system is on a timer that ensures that it will be shut off during off hours.
- Indirect lighting, which provides a higher quality of light using less energy, has been used where practical.
- The irrigation system is designed to use non-potable water when that becomes available.

Thank you again for your comments. If you have any further questions, please have your staff call Ms. Gaylyn Nakatsuka of the Planning Branch at 586-0487.

GN:jp
Enclosure

cc: ✓ Mr. Jerry McFarland, Architects Hawaii Ltd.
✓ Mr. Perry White, Plumbing Solutions, Inc.

State Historic Preservation Officer, and the Office of Hawaiian Affairs, six of these sites will be preserved and an interpretive program will be developed for these sites. A-7-1 (Lee) at 10; Ex. A-13. (HASEKO FOF194)

144. Subsistence [1] includes the customary and traditional uses of wild and cultivated renewable resources for direct personal or family consumption as food, shelter, fuel, clothing, tools, transportation, culture, religion, and medicine for bare necessities for personal or family consumption and for customary trade. D-7-3 (McGregor) at 3. (HASEKO FOF195)

145. OHA's expert witness Daviana McGregor described what distinguishes Hawaiian custom and practice as follows: "[I]t is the honor and respect of its practitioners for traditional Hawaiian cultural values and customs which guides them in their subsistence harvesting of natural resources. Such values and customs include, but are not limited to, the following: 1) take only what is needed; 2) do not waste natural resources; 3) gather according to the life cycle of the resources, allow other resources to reproduce, and not fish during spawning season; 4) alternate areas within which to gather, fish, and hunt, do not keep returning to the same place, and allow the source to replenish itself; 5) if an area has a declining resource, observe a kapa on harvesting until it comes back, replant if appropriate; 6) resources are always abundant and accessible to those who possess the knowledge about their location and have the skill to obtain them, there is no need to overuse a more inner-generationally, do not carelessly give it away to outsiders; 7) respect each other's areas; 8) throughout the expedition keep focused on the purpose and goal of the fishing, hunting or gathering; 9) be aware of and stay alert to the natural elements; 10) share what is gathered with family and neighbors; 11) take care of the kupauna who passed on their knowledge and experience and are now too old to go out by themselves; 12) do not talk openly about plans for subsistence hunting, gathering or fishing; 13) respect the resources and the spirits of the land, forest, ocean, and refrain from being boisterous; and 14) respect family 'aumakua by refraining from gathering resources sacred to them." D-7-3 (McGregor) at 3-4. (HASEKO FOF196)

146. Hawaiian custom and practice encompasses the full range of traditional, cultural, religious and subsistence activities engaged in by native Hawaiians including the customary and traditional uses of wild and cultivated renewable resources for family consumption. Witness Statement of Daviana Pemaha'i McGregor, p. 2, ll. 24-25, p. 3, ll. 1-4. (SEBO FOF91)

147. Traditional Hawaiian cultural values and customs which guide the subsistence harvesting of natural resources include taking only what is needed, not wasting any natural resources, allowing a source to replenish itself, sharing what is gathered with family and neighbors, and respecting the resources and the spirits of the land and sea. Witness Statement of Daviana Pemaha'i McGregor, p. 3, ll. 21-26, p. 4, ll. 1-2. (SEBO FOF92)

times. The faster travel times provide an economic benefit to commuters. Marua will also provide job opportunities for students who want to work after school, who now have to travel outside of their communities for employment. A-7-1 (Lee) at 16; A-7-10 (Guzik) at 3-4; A-7-11 (Pusch) at 6-7; Tr. 10/8/96 at 43; FOF113)

137. Full build out of the Ewa Marina project will take about 12-15 years, during which time an average of 230 construction jobs will be generated by the project. An additional 220 indirect jobs generated by the purchasing of goods and services by construction companies and workers will also be generated by the project. A-7-1 (Lee) at 16; A-7-11 (Pusch) at 4; Exhibit A-26; Tr. 10/9/96 at 98-99 (Pusch). (HASEKO FOF117)

138. Although Hawaii has the potential for generating additional revenues by increasing the number of sailing events held by Hawaii or spreading those events that it currently hosts, this cannot be done because of the current lack of marina facilities in Hawaii. A-7-3 (Morrison) at 9; Tr. 10/21/96 at 12-13, 23-31, 38 (Morrison). (HASEKO FOF123)

139. Hawaii has the potential for attracting winter-time racing events, which maintained locations are unable to do. Tr. 10/21/96 at 41-42 (Morrison). (HASEKO FOF124)

140. Hawaii has the potential to be a year-round training area for top competitive teams in kayaking and canoeing from around the world if support facilities such as are planned for Ewa Marina are available. Tr. 10/9/96 at 11-12 (Guzik). (HASEKO FOF126)

141. Marinas, and privately operated marinas in particular, require far less public services, such as municipal water and sewage systems, public streets, and police and fire services, if compared to other land uses. Hence, normally the cost of providing these public services is far outweighed by the benefits a marina brings to a community. A-7-14 (Lundquist) at 11. (HASEKO FOF130)

142. Haseko believes that the presence of the marina in the proposed Ewa Marina Project will add 20 to 30 million dollars in value to the local site improvements. Nelson Lee, 10/8/96, p. 14, ll. 8-12; p. 145, ll. 4-9. (SEBO FOF1)

G. NATIVE HAWAIIAN TRADITIONAL AND CUSTOMARY PRACTICES - The proposed use will not abridge or deny traditional and customary rights of native Hawaiians.

143. Professional archaeologists identified 53 archaeological sites on the Ewa Marina property. Pursuant to a Memorandum of Agreement among HASEKO, the Corps of Engineers, the National Advisory Council for Historic Preservation, the

144. The evidence presented to support claims of abridgement of traditional and customary Hawaiian rights included hearsay testimony that one individual collected enough limu to feed 1,000 people at a time in Niihau. That limu was collected, not offshore of where the proposed marina entrance channel will be located, but from the eastern end of the Ewa Marina property towards Tropicana Point. Tr. 10/11/96 at 76-77 (Myer); Tr. 10/14/96 at 109-110 (Farr). (HASEKO FOF157)

149. Hawaiians have fished all along the Ewa coastline as long as anyone can remember. Mary Serrao, 10/9/96, p. 32, ll. 23-25; p. 1-3. (SEBO FOF60)

150. The limu and fish have decreased in the Ewa Beach area generally over the years due mainly to increased population. More people fishing and harvesting limu results in overharvesting of the resource. Tr. 10/14/96 at 97 (Sheehan), Tr. 10/14/96 at 122-123 (Farr).

151. Based on the evidence presented, very little traditional and customary practices of native Hawaiians are specifically experienced in the project area. D-T-2 (Sheehan), D-T-8 (Oliveira), A-T-12 (Serrao).

152. The Ewa Marina project would not impact the practices of traditional and native Hawaiian customary rights in the project area. Tr. 10/9/96 at 24 (Serrao).

153. Although there was testimony of some subsistence fishing and gathering from the ocean along the Ewa coast, no credible evidence was presented of activities by native Hawaiians, which could be described as a Hawaiian custom and practice in accord with Dr. McGregor's description, which would be affected by the construction of the Ewa Marina into the Ewa upper limestone terrace. D-T-4 (Sheehan), D-T-3 (Wofford), D-T-6 (Sheehan), D-T-7 (Marini). (HASEKO FOF199)

H. LAND USE PLANNING AND POLICIES - The proposed use is consistent with state and county general plans, land use designatory plans and policies.

154. The State Land Use Commission makes broad classifications of lands into urban, agriculture, rural, and conservation. This is one of the ways in which the State carries out goals, objectives, policies, and priorities as set forth in the State Planning Act. Tr. 10/9/96 at 62 (Clegg). (HASEKO FOF31)

155. The land on which the Ewa Marina project will be developed is classified as Urban on State Land Use maps, which is the proper classification for this development. A-T-1 (Lee) at 6; A-T-3 (Clegg) at 5; Tr. 10/9/96 at 62 (Clegg); EY A-11. (HASEKO FOF32)

156. At the City level, the General Plan (GP) and Development Plans (DP) represent the hierarchy of comprehensive long range plans and together comprise the City's land use policy. A-T-2 (Clegg) at 3; Tr. 11/5/95 at 62 (Clegg). (HASEKO FOF33)



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96813

December 1, 2004

The Honorable Willie C. Espero
Senator, 20th District
Twenty-Second State Legislature
State Capitol, Room 228
Honolulu, Hawaii 96813

Subject: Ocean Pointe Elementary School - Draft Environmental Assessment
Ewa Beach, Oahu, Hawaii, TMK: (1)9-1-012-040

Dear Senator Espero:

This is in response to your November 15, 2004 letter, commenting on the Department of Accounting and General Services' Draft Environmental Assessment for the proposed new elementary school at Ocean Pointe in Ewa Beach. We greatly appreciate the support you have shown for the project over the years, and are also pleased that you agree that the school would not adversely affect the community and deserves a Finding of No Significant Impact. We share your belief that the school will improve the educational experience for students in the burgeoning Ewa District.

At this time, the school is expected to open on schedule in July 2006. We will send you a copy of the Final Environmental Assessment on compact disk when it is available.

If you have any questions, please call me at 586-0400 or have your staff call Ms. Gaylyn Nakausaka of the Public Works Division at 586-0487.

Sincerely,

Russ K. Saito
RUSS K. SAITO

GN:mo Governor Linda Lingle
cc: Patricia Hamamoto, DOE Superintendent
Mr. Perry White, Planning Solutions, Inc.
Mr. Terry McFarland, Architects Hawaii, Ltd.



Willie C. Espero
State of Hawaii
STATE CAPITOL
HONOLULU, HAWAII 96813

November 15, 2004

State of Hawaii Department of Accounting and General Services
Public Works Division
Attn: Comptroller, Mr. Russ K. Saito
P.O. Box 119
Honolulu, Hawaii 96810-0119

Dear Mr. Saito,

This letter is in support of the Draft Environmental Assessment prepared by Planning Solutions for the Department of Accounting and General Services (DAGS), State of Hawaii regarding the 11.72 acre site located within the Ewa District, Island of Oahu identified by Tax Map Key 9-1-012-040, for the purpose of constructing Ocean Pointe Elementary School.

A Finding of No Significant Impact (FONSI) anticipated by DAGS is in accord with the years of planning and foresight undertaken by land owners and community members that have led to bringing the proposed school to fruition. Upon review of the assessment, I find that Ocean Pointe Elementary School's construction and operation would have no adverse effect on the community or result in the loss or destruction of valuable resources. Rather, Campbell Complex would be gaining a positive learning environment of over 70,000 square feet to serve a burgeoning student population and resolve overcrowding currently plaguing Ewa Beach Elementary.

Your favorable consideration towards ensuring that Ocean Pointe Elementary School be open for learning by the fall of 2006 is greatly appreciated. Please notify me of any delays that may be foreseen. If I can be of any assistance, please contact me at 586-6360.

Respectfully,

Will C. Espero
Will C. Espero
State Senator

CC: Governor Linda Lingle
Superintendent, Mr. Patricia Hamamoto
Planning Solutions, Mr. Perry White

DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU

1525 KALANIANA'OLEHI AVE., SUITE 200, HONOLULU, HAWAII 96813
TEL: (808) 525-1111 FAX: (808) 525-1111



WILLIAM D. BALFOUR, JR.
DIRECTOR
NOV 17 2004

LINDA LARSEN
COMMISSIONER



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 118, HONOLULU, HAWAII 96810

DEC 27 2004

RUSSELL SAITO
COMPTROLLER
MATTHEW H. THOMAS
DEPUTY COMPTROLLER

071994

November 17, 2004

Mr. Perry White
Planning Solutions
Ward Plaza, Suite 330
210 Ward Ave
Honolulu, Hawaii 96814

Dear Mr. White:

Subject: Ocean Pointe Elementary School - Draft Environmental
Assessment/Anticipated Finding of No Significant Impact

Thank you for the opportunity to review and comment on the Draft Environment
Assessment relating to the Ocean Pointe Elementary School.

The Department of Parks and Recreation has no comment on this project as it will not
impact the programs or facilities of this department.

Should you have any questions, please contact Mr. John Reid, Planner, at 692-5454.

Sincerely,

William D. Balfour, Jr.
WILLIAM D. BALFOUR, JR.
Director

WDB:mk
(2/19)

Mr. William D. Balfour, Jr., Director
Department of Parks and Recreation
City and County of Honolulu
1000 Uloia Street, Suite 309
Kapolei, HI 96707

Dear Mr. Balfour:

Subject: Ocean Pointe Elementary School
Draft Environmental Assessment (DEA)
Ewa Beach, Oahu, Hawaii

Thank you for your November 17, 2004, letter commenting on the Department of Accounting
and General Services' Draft Environmental Assessment for the proposed new elementary
school at Ocean Pointe in Ewa Beach. We are pleased that the project will not affect the
programs or operations of your department and understand that you have no further comments
at this time.

Should you have any additional questions, please have your staff call Ms. Gaylyn Nakatouka
of the Planning Branch at 586-0487.

Sincerely,

Ernest Y. W. Lau
ERNEST Y. W. LAU
Public Works Administrator

GN:mo

Enclosure:

c: Mr. Terry McFarland, Architects Hawai'i Ltd.
Mr. Perry White, Planning Solutions, Inc.
Office of Environmental Quality Control

RUS K. SANTO
COMPTROLLER
KATHERINE N. THOMASON
DEPUTY COMPTROLLER

6/14034



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

DEC 27 2004

LUNA LUCAS
COMPTROLLER

PERRY J. WHITE
PLANNING SOLUTIONS
WARD PLAZA, SUITE 300
210 WARD AVENUE
HONOLULU, HAWAII 96814-4012

#4



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
HISTORIC PRESERVATION DIVISION
HAWAII HISTORIC PRESERVATION
DIVISION REVIEW



Log # 2004-1385
Doc #0411EJ19
Date Received: November 10, 2004

November 17, 2004

Applicant/Agency: Perry J. White
Planning Solutions
Ward Plaza, Suite 300
210 Ward Avenue
Honolulu, Hawaii 96814-4012

SUBJECT: Chapter 6E-12 Historic Preservation Review - Draft Environmental Assessment for the Ocean Pointe Elementary School
Neighborhood: Honolulu
District, Island: Ewa, Oahu
TWC: (1)9-1012040

- This project has not gone through the historic preservation review process. Please submit documentation.
- This project has already gone through the historic preservation review process.
 - a mitigation has been completed
 - other. Our staff comments are included in the DEAFED Log 2004-2332
- We have not been consulted on this undertaking, however we believe there are no historic properties present because:
 - historic notification has alerted the land
 - historical development/rehabilitation has altered the land
 - previous geotechnical engineering has altered the land
 - an acceptable archaeological assessment or inventory survey found no historic properties
 - other:

Thus, we believe that no historic properties will be affected by this undertaking.

Asha
Asha
Katherine A. Chinen, Administrator
State Historic Preservation Division

EJ/jm
Eric Christoph, Director, Dept of Design & Construction, 650 South King St, Honolulu, HI 96813

MEMORANDUM

TO: Ms. Melanie A. Chinen, Administrator
State Historic Preservation Division
Department of Land and Natural Resources

FROM: Ernest Y. W. Lau *Eywl*
Public Works Administrator

SUBJECT: Ocean Pointe Elementary School
Draft Environmental Assessment (DEA)
Ewa Beach, Oahu, Hawaii

Thank you for your November 17, 2004, letter commenting on the Department of Accounting and General Services' Draft Environmental Assessment for the proposed new elementary school at Ocean Pointe, in Ewa Beach. We appreciate your confirmation that the project has already gone through the Historic Preservation Review Process and that "no historic properties will be affected" by the proposed school.

Should you have any additional questions, please have your staff call Ms. Gaylyn Nakasuka of the Planning Branch at 586-0487.

GN:mo
Enclosures:

c: Mr. Terry McFarland, Architects Hawaii Ltd.
Mr. Perry White, Planning Solutions, Inc.
Office of Environmental Quality Control

DEPARTMENT OF FACILITY MAINTENANCE
CITY AND COUNTY OF HONOLULU
1000 ULUKOHA STREET, SUITE 215, MAPOLEI, HAWAII 96707
TELEPHONE: (808) 585-7581 FAX: (808) 585-7582



LARRY J. LEOPARDI, P.E.
DIRECTOR AND CHIEF ENGINEER
ZOOON MAOULANI
ENVIRONMENTAL
IN GREATLY BETTER TO
DOE IN 1992

November 18, 2004

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 330
210 Ward Avenue
Honolulu, HI 96814

Dear Mr. White:

Subject: Ocean Pointe Elementary School Draft Environmental Assessment

Thank you for the opportunity to comment on the proposed Ocean Pointe Elementary School.
We have comments at this time, but keep me informed as your project progresses.
Should you have any questions, please contact the undersigned at 692-5054.

Sincerely,

LARRY LEOPARDI, P.E.
Director and Chief Engineer



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 118, HONOLULU, HAWAII 96810

DEC 27 2004

RUSS K. SAITO
COMPTROLLER
MATTHEW K. THOMASSON
DEPUTY COMPTROLLER

0718114

Mr. Larry J. Leopardi, P.E., Director & Chief Engineer
Department of Facility Maintenance
City and County of Honolulu
1000 Ulukoua Street, Suite 215
Kapolei, HI 96707

Dear Mr. Leopardi:

Subject: Ocean Pointe Elementary School
Draft Environmental Assessment (DEA)
Ewa Beach, Oahu, Hawaii

Thank you for your November 18, 2004, letter commenting on the Department of Accounting and General Services' Draft Environmental Assessment for the proposed new elementary school at Ocean Pointe, in Ewa Beach. We appreciate your returning your copy of the document to our consultants and understand, per clarification by your staff, that you have no comments to offer on the project at this time.

Should you have any additional questions, please have your staff call Ms. Graylyn Nakatsuka of the Planning Branch at 586-0487.

Sincerely,

ERNEST Y. W. LAU
Public Works Administrator

GN:mo

Enclosures:
c: Mr. Terry McFarland, Architects Hawaii Ltd.
Mr. Perry White, Planning Solutions, Inc.
Office of Environmental Quality Control



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, HONOLULU
FT. SHAFTER, HAWAII 96814-4012

#6

November 22, 2004

ATTENTION OF

Regulatory Branch

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 330
210 Ward Avenue
Honolulu, Hawaii 96814-4012

Dear Mr. White:

This is in reply to your request received November 17, 2004, for comments to be incorporated into the Final Environmental Assessment (FEA) for the proposed Ocean Pointe Elementary School Project, located at Ewa (TRAC 9-1-012; portion 40), Oahu Island. Based on the information provided, I have determined that the entire parcel area of 79.1 acres are uplands which contain no waters of the U.S. subject to our jurisdiction. Therefore a DA permit is not required for the project.

File Number PD01-2004-1082 has been assigned to this project. Please feel free to contact Mr. Faufy Watanabe of my staff at 438-7701, if you have additional questions.

Sincerely,

George P. Young, P.E.
Chief, Regulatory Branch



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 118, HONOLULU, HAWAII 96810
DEC 27 2004

JUSTICE K. KATO
COMPTROLLER
KATHLEEN H. THOMAS
DEPUTY COMPTROLLER

(7)11964

LEILA LANGE
DIRECTOR

Mr. George P. Young, P.E., Chief
Regulatory Branch
Department of the Army
U.S. Army Engineer District, Honolulu
Ft. Shafter, HI 96814-4012

Dear Mr. Young:

Subject: Ocean Pointe Elementary School
Draft Environmental Assessment (DEA)
Ewa Beach, Oahu, Hawaii

Thank you for your November 22, 2004, letter commenting on the Department of Accounting and General Services' Draft Environmental Assessment for the proposed new elementary school at Ocean Pointe in Ewa Beach. We appreciate the time that you and your staff spent reviewing the document and confirming that the school site does not contain any waters of the U.S. subject to the Department of the Army jurisdiction, and thereby the project does not require a Department of the Army permit.

Should you have any additional questions, please have your staff call Ms. Gaylyn Nakatsuka of the Planning Branch at 586-0487.

Sincerely,

ERNEST Y. W. LAU
Public Works Administrator

GN:mo

Enclosures:

c: Mr. Terry McFarland, Architects Hawaii Ltd.
Mr. Perry White, Planning Solutions, Inc.
Office of Environmental Quality Control

LETTER TO YOU
FROM THE LAND AND NATURAL RESOURCES
DIVISION OF THE DEPARTMENT OF LAND AND
NATURAL RESOURCES
HONOLULU, HAWAII 96809



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 121
HONOLULU, HAWAII 96809

November 30, 2004

OCEANPOINTELESCHDAGS.RCH3
LD-NAV

Planning Solutions
Perry J. White
Ward Plaza, Suite 330
210 Ward Avenue
Honolulu, Hawaii 96814

Dear Mr. White:

SUBJECT: Draft Environmental Assessment for the Ocean Pointe
Elementary School (DAGS/DOE) Ewa, Island of Oahu, Hawaii

Thank you for the opportunity to review and comment on the subject
matter.

A copy of the document pertaining to the proposed project was
transmitted or made available to the following Department of Land and
Natural Resources' Divisions for their review and comment.

- Engineering Division
- Commission on Water Resource Management
- Office of Conservation and Coastal Lands
- Land-Oahu District Land Office

Enclosed please find a copy of the Commission on Water Resource
Management and Engineering Division comments and Oahu District Land
Office response.

The Department of Land and Natural Resources has no other comment
to offer on the subject matter at this time.

Should you have any questions, please contact Nicholas A. Vaccaro
of the Land Division Support Services Branch at 587-0364.

Very truly yours,
Nicholas A. Vaccaro
NICHOLAS A. VACCARO
Administrator

C: 0010

LETTER TO YOU
FROM THE LAND AND NATURAL RESOURCES
DIVISION OF THE DEPARTMENT OF LAND AND
NATURAL RESOURCES
HONOLULU, HAWAII 96809



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
LAND DIVISION
POST OFFICE BOX 121
HONOLULU, HAWAII 96809

November 9, 2004

LD/NAV
OCEANPOINTELESCHDAGS.CMT2

Suspense Date: 11/24/04

MEMORANDUM:

TO: XXX Engineering Division
XXX Commission on Water Resource Management
XXX Office of Conservation and Coastal Lands
✓XXX Land-Oahu District Land Office

FROM: Dierdre S. Mamiya, Administrator
Dierdre S. Mamiya
Land Division

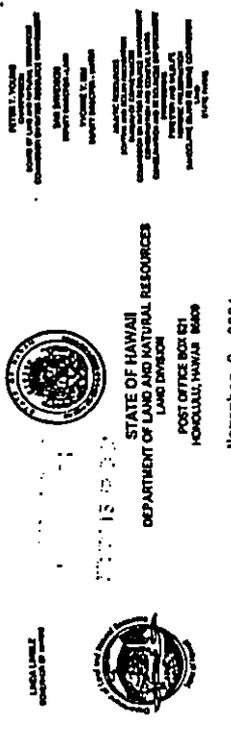
SUBJECT: Draft Environmental Assessment
Project: for Ocean Pointe Elementary School
Location: Ewa, Island of Oahu, Hawaii
Applicant: DAGS for State Department of Education
Consultant: Planning Solutions (Perry White)

Please review the attached document pertaining to the subject
matter and submit your comment (if any) on Division letterhead
signed and dated by the suspense date.

Should you need more time to review the subject matter, please
contact Nick Vaccaro at ext.: 7-0384. If this office does not
receive your comments by the suspense date, we will assume there
are no comments.

(✓) We have no comments. () Comments attached.
Signed: *Cecilia Santos* Date: 11/15/04

Name: *Cecilia Santos* Division: LAND



LD/NAV
OCEANPOINTELESCHDAGS.CMT2
MEMORANDUM:
November 9, 2004
L-1755
Suspense Date: 11/24/04

TO: XXX Engineering Division
XXX Commission on Water Resource Management
XXX Office of Conservation and Coastal Lands
XXX Land-Oahu District Land Office

FROM: Dierdre S. Manly, Administrator
Land Division

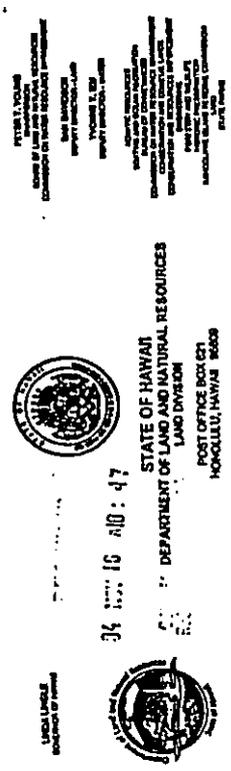
SUBJECT: Draft Environmental Assessment
Project: for Ocean Pointe Elementary School
Location: Ewa, Island of Oahu, Hawaii
Applicant: DAGS for State Department of Education
Consultant: Planning Solutions (Perry White)

Please review the attached document pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

Additional comments by Perry White
Signed: *[Signature]* Date: 11/15/04

Name: ENKI HIRANO, ONE ENGINEER Division: Engineering



LD/NAV
OCEANPOINTELESCHDAGS.CMT2
MEMORANDUM:
November 9, 2004
L-1755
Suspense Date: 11/24/04

TO: XXX Engineering Division
XXX Commission on Water Resource Management
XXX Office of Conservation and Coastal Lands
XXX Land-Oahu District Land Office

FROM: Dierdre S. Manly, Administrator
Land Division

SUBJECT: Draft Environmental Assessment
Project: for Ocean Pointe Elementary School
Location: Ewa, Island of Oahu, Hawaii
Applicant: DAGS for State Department of Education
Consultant: Planning Solutions (Perry White)

Please review the attached document pertaining to the subject matter and submit your comment (if any) on Division letterhead signed and dated by the suspense date.

Should you need more time to review the subject matter, please contact Nick Vaccaro at ext.: 7-0384. If this office does not receive your comments by the suspense date, we will assume there are no comments.

We have no comments. Comments attached.
Signed: *[Signature]* Date: 11-17-04

Name: KUPAHI MARIKAVA Division: L.A.R.R.A.

LEWIS L. LUKATEL
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
COMMISSION ON WATER RESOURCE MANAGEMENT
P.O. BOX 119, HONOLULU, HAWAII 96819

November 18, 2004

Ref: Ocean Pointe Elementary DEA de

TO: Ms. Dielde Mamiya, Administrator
Land Division

FROM: Yvonne Y. Ichi, Deputy Director
Commission on Water Resource Management (CWVRM)

SUBJECT: Draft Environmental Assessment, Ocean Pointe Elementary School

Thank you for the opportunity to review the subject document. Our comments related to water resources are included below.

In general, the CWVRM strongly promotes the efficient use of our water resources through conservation measures and use of alternative non-potable water resources whenever available, feasible, and there are no harmful effects to the ecosystem. Also, the CWVRM encourages the protection of water recharge areas, which are important for the maintenance of streams and the replenishment of aquifers.

- (1) We recommend coordination with the county government to incorporate the project into the county's Water Use and Development Plan.
- (1) We recommend coordination with the Engineering Division of the State Department of Land and Natural Resources to incorporate the project into the State Water Projects Plan.
- (1) We are concerned about the potential for ground water table degradation and recommend that approval for the project be contingent upon the State Department of Health and the developer's compliance with any remedial requirements related to water quality.
- (1) A Well Construction Permit under a Pump Installation Permit from the Commission would be required before ground water is developed as a source of supply for the project.
- (1) The proposed water supply source for the project is located in a designated water management area, and a Water Use Permit from the Commission would be required prior to use of the source.
- (1) Considerable setbacks from the project may affect streambanks, which may require an upstream flow standard amendment.
- (1) We are concerned about the potential for degradation of streambanks from development on highly erodible slopes adjacent to streams within county flood management areas. We recommend that the project be contingent upon a remedial plan for streambank stabilization, approved by the State Department of Health and the developer's acceptance of any remedial requirements related to stream bank.
- (1) If the proposed project includes construction of a stream diversion, the project may require a stream diversion work permit and amend the stream flow standard for the affected stream(s).
- (1) OTHER

If there are any questions, please contact Lenora Y. Nakama at 507-0218.

LEWIS LUKATEL
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96819

DEC 27 2004

MEMORANDUM

TO: Ms. Dielde Mamiya, Administrator
Land Division
Department of Land and Natural Resources

FROM: Ernest Y. W. Lau
Public Works Administrator

SUBJECT: Ocean Pointe Elementary School
Draft Environmental Assessment (DEA)
Ewa Beach, Oahu, Hawaii

Thank you for your December 6, 2004, letter commenting on the Department of Accounting and General Services' Draft Environmental Assessment for the proposed new elementary school at Ocean Pointe in Ewa Beach. We appreciate the time you and your staff spent reviewing the document and providing written comments. Item-by-item responses to your comments (reproduced for your convenience in italics before each response) are provided below.

CWVRM Comment 1:

"We recommend coordination with the county government to incorporate this project into the county's Water Use and Development Plan."

CWVRM Comment 2:

"We recommend coordination with the Engineering Division of the Department of Land and Natural Resources to incorporate this project into the State Water Projects Plan."

Response:

As discussed in Section 4.8.2.1 of the DEA, the water that would be used at the school has been provided for as part of HASEKO (Ewa), Inc.'s, overall infrastructure planning for its property. HASEKO (Ewa), Inc., has coordinated extensively with State and County agencies

ERNEST Y. LAU
COMPTROLLER
KATHLEEN H. THOMASON
DEPUTY COMPTROLLER

(P. 02)



DEPARTMENT OF THE NAVY
NAVAL FACILITIES ENGINEERING COMMAND, PACIFIC
PEARL HARBOR, HAWAII 96814

5090P.1F08 011111
Ser EV31/ 01 DEC 2004

Mr. Terry J. White
Planning Solutions
210 Ward Avenue, Suite 330
Honolulu, HI 96814-4012

Dear Mr. White:

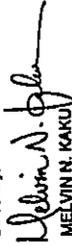
Subj: DRAFT ENVIRONMENTAL ASSESSMENT (EA) FOR OCEAN POINTE
ELEMENTARY SCHOOL, EWA DISTRICT, OAHU, HAWAII

Thank you for the opportunity to comment on the draft EA for Ocean Pointe Elementary School. The Navy has no comments on the subject document at this time.

Request that you provide us with a compact disk copy of the final subject EA when it is available.

If you have any questions, please contact Ms. Anne Okamura of our Environmental Planning Division via telephone at 472-1388 or via E-Mail at "anne.okamura@navy.mil."

Sincerely,


MELVIN N. KAKU
Director
Environmental Planning Division



LOCAL GOVERNMENT

RUSSE K. SAITO
COMPTROLLER
KATHERINE K. THOMAS
DEPUTY COMPTROLLER

STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 119, HONOLULU, HAWAII 96810

DEC 27 2004

Mr. Melvin Kaku, Director
Environmental Planning Division
Naval Facilities Engineering Command, Pacific
258 Makalapa Drive, Suite 100
Pearl Harbor, Hawaii 96860-3134

Dear Mr. Kaku:

Subject: Ocean Pointe Elementary School
Ewa Beach, Oahu, Hawaii
Draft Environmental Assessment

Thank you for your November 17, 2004, letter commending on the Department of Accounting and General Services' Draft Environmental Assessment for the proposed new elementary school at Ocean Pointe in Ewa Beach. We understand that you have no further comments at this time.

If you have any further questions, please have your staff call Ms. Gaylyn Nakatsuka of the Planning Branch at 586-0487.

Sincerely,


ERNEST Y.W. LAU
Public Works Administrator

GN:jp
c: Mr. Terry McFarland, Architects Hawaii Ltd.
✓ Mr. Terry White, Planning Solutions, Inc.

DEPARTMENT OF PLANNING AND PERMITTING
CITY AND COUNTY OF HONOLULU
100 SOUTH KING STREET, FLOOR 5, HONOLULU, HAWAII 96813
PHONE: 808-525-3417 • FAX: 808-527-8122
WWW.CITYANDCOUNTYOFHONOLULU.HI • CITY AND COUNTY OF HONOLULU



ONE S. CHERRY, 4th
FLOOR
HONOLULU, HI 96813
PERMIT NUMBER

2004/ELOG-2585(DT)

December 6, 2004

Mr. Perry J. White
Planning Solutions
Ward Plaza, Suite 330
210 Ward Avenue
Honolulu, Hawaii 96814-4012

Dear Mr. White:

Draft Environmental Assessment (EA)
Ocean Pointe Elementary School
Tax Map Key 9-3-12: 40

This is in response to your letter dated November 8, 2004, requesting comments on the Draft EA for a new elementary school at the above site. Thank you for the opportunity to review the Draft EA. We have the following comments:

Zoning Regulations and Permits Branch

1. The project is not within the Special Management Area. Please contact Dana Teramoto of our staff at 523-4648 if you have any questions regarding the above comments.

Traffic Review Branch

1. Construction plans for all work within or affecting existing and proposed City streets should be submitted for review and comment. Traffic control plans during construction should be submitted for review and approval, as required.

Mr. Perry J. White
Page 2
December 6, 2004

2. Adequate vehicular sight distances to pedestrians and other vehicles should be provided and maintained at all driveways. All vehicular access locations should be constructed as standard city dropped driveways, with the exception of the access on Keoneula Boulevard, which should be constructed as a modified dropped driveway.

3. We recommend that the vehicular aisle way adjacent to the cafeteria in the vicinity of the driveway on Kailoalua Drive be designed to align directly with the ingress and egressing vehicular movement to minimize the potential for confusion to motorists.

4. The gate between the school and Spinnaker Place should be located in the vicinity of the school bus drop off and pick-up adjacent to the play court, where a monitor will be stationed during the morning and afternoon school hours.

Please contact Mel Hirayana at 523-4119, should you have any questions regarding the above comments.

Civil Engineering Branch (CEB)

1. **Project Summary:** The project will require trenching and grading permits from our department.
2. **Section 3.1:** The last sentence is misleading. Construction and grading plans for the school were submitted to our department on October 26, 2004 for review and approval (Ref. 2004/CP-302).

3. **Section 4.8 (Utilities and Public Services):** Include a discussion regarding drainage related impacts to this section.

Please contact Don Fujii at 527-7320, should you have any questions regarding the CEB comments.

ENCLOSURE
OPTIONAL



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 118, HONOLULU, HAWAII 96810

MUSKIE SAITO
COMPTROLLER
KATHERINE A. THOMASCH
DEPUTY COMPTROLLER
(PH) 421-4

Mr. Perry J. White
Page 3
December 6, 2004

Policy Planning Branch (PPB)

1. Figure 4.2 needs to be revised to show the rezoning of approximately 283 acres of land that represents Gentry Ewa Makai north of Ocean Pointe. The rezoning for Gentry Ewa Makai was approved via Ordinance 04-08 in April 2004.
2. Section 5.0 "Relationship to Relevant Plans, Policies & Controls" should also discuss the project's relationship to the relevant objectives and policies in the city's General Plan.
3. As a condition of approval for Gentry Investment Properties' zone change for its Gentry Ewa Makai project, Gentry Investment Properties is required to provide a pedestrian, bicycle and vehicular access from its project to Ocean Pointe. Condition 5.d. of the Unilateral Agreement for Ordinance 04-08 states, "provide pedestrian, bicycle and vehicular access from Gentry Ewa Makai to Ocean Pointe in the vicinity of the district park and elementary school planned for Ocean Pointe." The access should be identified on the applicant's revised Roadway Master Plan that should be submitted to our department prior to approval for any subdivision or grading permit for the Ewa Makai West area."

You may want to contact Gentry Investment Properties to determine what its plans are to meet this condition. The EA should discuss any impacts on the school site and how plans of the development of the school will address access for students from Gentry Ewa Makai.

Please contact Timothy Hata at 527-6070, should you have any questions regarding the PPB comments.

Sincerely yours,


ERIC G. CRISPIN, AIA
Director of Planning
and Permitting

ECC: CS
C:\LandUse\Development\Legislative\2004\EA Comment\12004121511.doc

DEC 27 2004

Mr. Eric Crispin, Director
Department of Planning and Permitting
City and County of Honolulu
650 South King Street, 7th Floor
Honolulu, Hawaii 96813

Dear Mr. Crispin:

Subject: Ocean Pointe Elementary School
Ewa Beach, Oahu, Hawaii
Draft Environmental Assessment

Thank you for your December 6, 2004, letter commenting on the Department of Accounting and General Services' (DAGS) *Draft Environmental Assessment (DEA)* for the proposed new elementary school at Ocean Pointe in Ewa Beach. We appreciate the time you and your staff spent reviewing the document and providing written comments. Item-by-item responses to your comments (reproduced for your convenience in italics before each response) are provided below.

Zoning Regulations and Permits Branch Comment 1:

"The project is not within the Special Management Area."

Response:

Thank you for confirming that the project is not within the Special Management Area.

Traffic Review Branch (TRB) Comment 1:

"Construction plans for all work within or affecting existing and proposed City streets should be submitted for review and comment. Traffic control plans during construction should be submitted for review and approval, as required."

Mr. Eric Crispin
(P)1403.4
Page 2

Response:

As noted in Civil Engineering Branch (CEB) Comment No. 2, below, the construction plans were submitted to the Subdivision Branch of DPP for review and approval on October 28, 2004. It is our understanding that one set was routed to the Traffic Review Branch. This plan set included plans for controlling traffic during construction.

TRB Comment 2:

"Adequate vehicular sight distances to pedestrians and other vehicles should be provided and maintained at all driveways. All vehicular access locations should be constructed as standard city dropped driveways, with the exception of the access on Kconcula Boulevard, which should be constructed as a modified dropped driveway."

Response:

We believe that the design portrayed in the plan set that was submitted to the Department of Planning and Permitting on October 28, 2004, provides adequate sight distance for all driveways. As depicted on Figure 3-3 in the DEA, the proposed design uses a deceleration lane instead of a driveway, for the connection with Kconcula Boulevard. It is our understanding that the engineer for the project has confirmed that this satisfies the Department's requirements in this regard.

TRB Comment 2:

"We recommend that the vehicular aisle way adjacent to the cafeteria in the vicinity of the driveway on Kaitooka Drive be designed to align directly with the ingress and egressing vehicular movement to minimize the potential for confusion to motorists."

Response:

Thank you for your recommendation. As you may know, the exact location of the driveway was the subject of extensive discussions between the City and the project's architect and engineer, and the design team seriously considered the alignment you suggested. Our final site plan incorporates most of the recommendations that the TRB provided during our consultation. The ingress lane (which had to align with the park access roadway opposite it) is offset toward the cafeteria. We believe this, together with the markings that will be provided, minimizes the likelihood that motorists entering the parking area will be confused as to which way to go.

Mr. Eric Crispin
(P)1403.4
Page 3

TRB Comment 4:

"The gate between the school and Spinnaker Place should be located in the vicinity of the school bus drop off and pick-up adjacent to the play court, where a monitor will be stationed during the morning and afternoon school hours."

Response:

The gate that HASEKO has provided in the wall between its Spinnaker Place development and the school is located at the northern end of the shared property line, and the Department of Education agreed to the location during consultation earlier this year. Moving the gate to the location you have suggested would require tearing down portions of the wall and renegotiating the agreement with HASEKO. The wall has already been constructed by HASEKO, suggesting that the gate location has been approved by the city through the permit process.

CEB Comment 1:

"The project will require trenching and grading permits from our department."

Response:

Thank you for noting this requirement. The Summary Table at the beginning of the Final Environmental Assessment (FEA) includes the need for trenching and grading permits.

CEB Comment 2:

"Section 3.1: The last sentence is misleading. Construction and grading plans for the school were submitted to our department on October 28, 2004 for review and approval (Ref. 2004/CF-302)."

Response:

Thank you for calling attention to this. The sentence you referred to was intended to convey the idea that the site had already been rough-graded and was served by off-site infrastructure. It did not do that well. In the FEA, the sentence has been revised to read: "Thus, the proposed action evaluated in this EA is the construction of an elementary school on a site that has already been rough-graded and provided with off-site infrastructure."

Mr. Eric Crispin
(P) 1403.4
Page 4

CEB Comment 3:

"Section 4.8 (Utilities and Public Services): Include a discussion regarding drainage related impacts to this section."

Response:

Section 4.2 of the DEA discusses drainage-related issues. In particular, Section 4.2.1.2 discusses the effect that the proposed school would have on drainage patterns and runoff volumes. It makes it clear that the storm drainage system is capable of accommodating the increased runoff that development of the proposed project would create.

Zoning Planning Branch (PPB) Comment 1:

"Figure 4.2 needs to be revised to show the rezoning of approximately 283 acres of land that represents Genyry Ewa Makai north of Ocean Pointe. The rezoning for Genyry Ewa Makai was approved via Ordinance 04-08 in April 2004."

Response:

Thank you for pointing out the recent re-zoning. While Ordinance 04-08 was approved in April 2004, the City GIS layer that was used in preparing the map contained in the DEA was not updated until sometime later. We have subsequently obtained the updated information and have incorporated it into Figure 4.2.

PPB Comment 2:

"Section 5.0 'Relationship to Relevant Plans, Policies & Controls' should also discuss the project's relationship to the relevant objectives and policies in the city's General Plan."

Response:

In response to your request, the Final Environmental Assessment contains an extensive discussion of the proposed project's relationship to the *Oahu General Plan* (see Section 5.1.1).

Mr. Eric Crispin
(P) 1403.4
Page 5

PPB Comment 3:

"As a condition of approval for Genyry Investment Properties' zone change for its Genyry Ewa Makai project, Genyry Investment Properties is required to provide a pedestrian, bicycle and vehicular access from its project to Ocean Pointe. Condition 6.4.d. of the Unilateral Agreement for Ordinance 04-08 states, 'Provide pedestrian, bicycle and vehicular access from Genyry Ewa Makai to Ocean Pointe in the vicinity of the district park and elementary school planned for Ocean Pointe.' The access should be identified on the applicant's revised Roadway Master Plan that should be submitted to our department prior to approval for any subdivision or grading permit for the Ewa Makai West area."

"You may want to contact Genyry Investment Properties to determine what its plans are to meet this condition. The EA should discuss any impacts on the school site and how plans of the development of the school will address access for students from Genyry Ewa Makai."

Response:

Based on discussions with the Department of Parks and Recreation during planning for the proposed school, it is our understanding that the pedestrian access that Ordinance 04-08 requires Genyry Investment Properties to provide from Genyry Ewa Makai to Ocean Pointe will be via the District Park immediately adjacent to the site of the proposed Ocean Pointe Elementary School. Once into the park, pedestrians would proceed southward through park property using a walkway that is planned as part of the park development. Access from the park into the school site will be via a gate site adjacent to the school's drop-off and pick-up zone. This will give the school proper supervision and control of this student access point. It is our understanding that Genyry Investment Properties will provide the improvements needed to allow pedestrian access to the corner of the park site where it intersects with the school property.

Thank you again for your comments. If you have any further questions, please have your staff call Ms. Gaylyn Nakatsuka of the Planning Branch at 586-0487.

Sincerely,


ERNEST Y. LAU
Public Works Administrator

GN:jp
c:

Mr. Terry McFarland, Architects Hawaii Ltd.
Mr. Perry White, Planning Solutions, Inc.

APPENDIX A TRAFFIC ASSESSMENT

TRAFFIC ASSESSMENT

PROPOSED ELEMENTARY SCHOOL

OCEAN POINTE DEVELOPMENT

EWA BEACH, OAHU, HAWAII

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October 2004

Prepared For:
STATE OF HAWAII DEPARTMENT OF EDUCATION
P.O. Box 2360
Honolulu, Hawaii 96804

Prepared By:
BELT COLLINS HAWAII LTD.
2153 North King Street, Suite 200
Honolulu, Hawaii 96819

**TRAFFIC ASSESSMENT
PROPOSED ELEMENTARY SCHOOL
OCEAN POINTE DEVELOPMENT**

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(continued)**

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INTRODUCTION

The State Department of Education (DOE) and the State Department of Accounting and General Services (DAGS) are proposing to construct a new elementary school within the Ocean Pointe development located in Ewa Beach, Oahu. This report identifies the potential on-site and off-site traffic impacts and possible mitigation measures of the proposed layout for the Ocean Pointe elementary school. In addition, an analysis of Year 2006 vehicular peak hour and pedestrian warrants are included in this assessment.

The Ocean Pointe site plan is shown in Figure 1. The elementary school site is situated in the northeast portion of the project between the District Park and the Spinnaker Place residential area. Access to the school site is via the intersection of Kooneula Boulevard and Kaloolea Drive. The mauka extension of Kaloolea Drive would also serve as access to the district park, day care center, a public utility facility and a fire station.

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The proposed elementary school in the Ocean Pointe development is being planned for a design enrollment of 725 students with the capability to accommodate multi-track scheduling. The Ocean Pointe Elementary School is planned to be completed and opened by Fall 2006. First year enrollment is expected to be 301 students with increases to 725 students by Year 2010.

TRAFFIC MASTER PLAN BASELINE CONDITIONS

In June 2003, Belt Collins Hawaii Ltd. (BCH) prepared the Ocean Pointe Traffic Master Plan Update (TMPU) study for Haseko (Ewa), Inc. Subsequently, BCH completed a Traffic Technical Memorandum in July 2004 due to land use and circulatory roadway changes in the marina-resort area of the Ocean Pointe development. For both of these studies, all school traffic was assumed to enter and exit at the mauka extension of Kaloolea Drive, but the number and location of the school driveways were undefined.

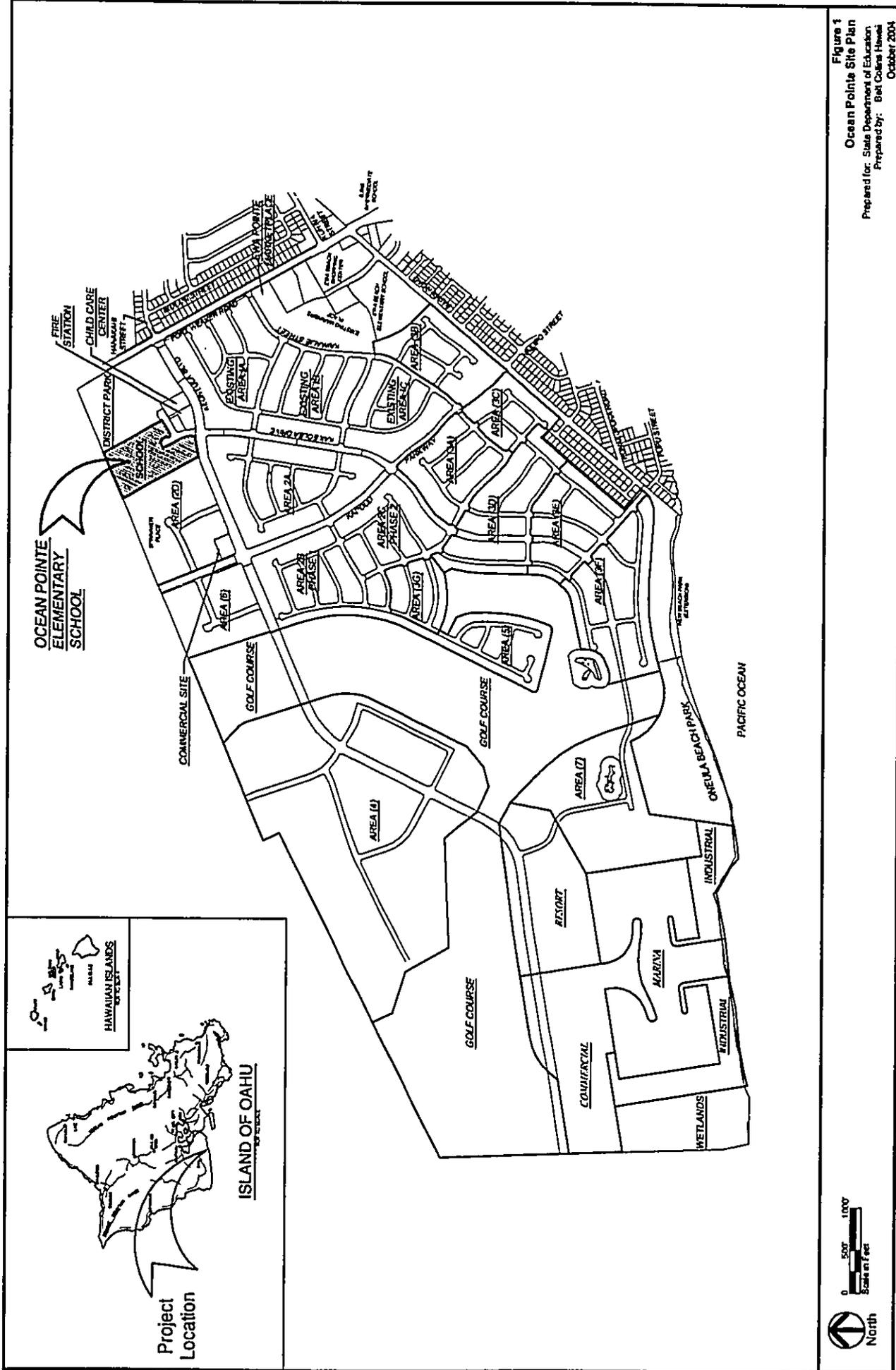
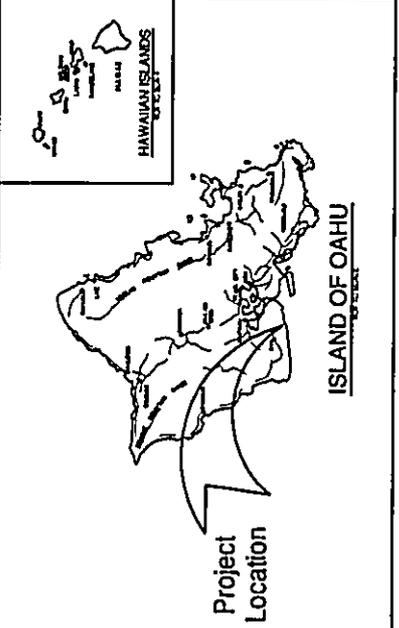


Figure 1
 Ocean Pointe Site Plan
 Prepared for: State Department of Education
 Prepared by: Bett Collins Hawaii
 October 2004



Keoneua Boulevard is the primary arterial/collector roadway within the Ocean Pointe development. Keoneua Boulevard has been designed as an access managed roadway. The purpose of access management is to limit vehicular access in order to give preference to smooth linkages for pedestrians and bicycles. Wherever possible, vehicular access is permitted at intersections, instead of individual property driveways. Further, Keoneua Boulevard contains a median to separate the opposing traffic lanes to further minimize conflicts among vehicles and pedestrians.

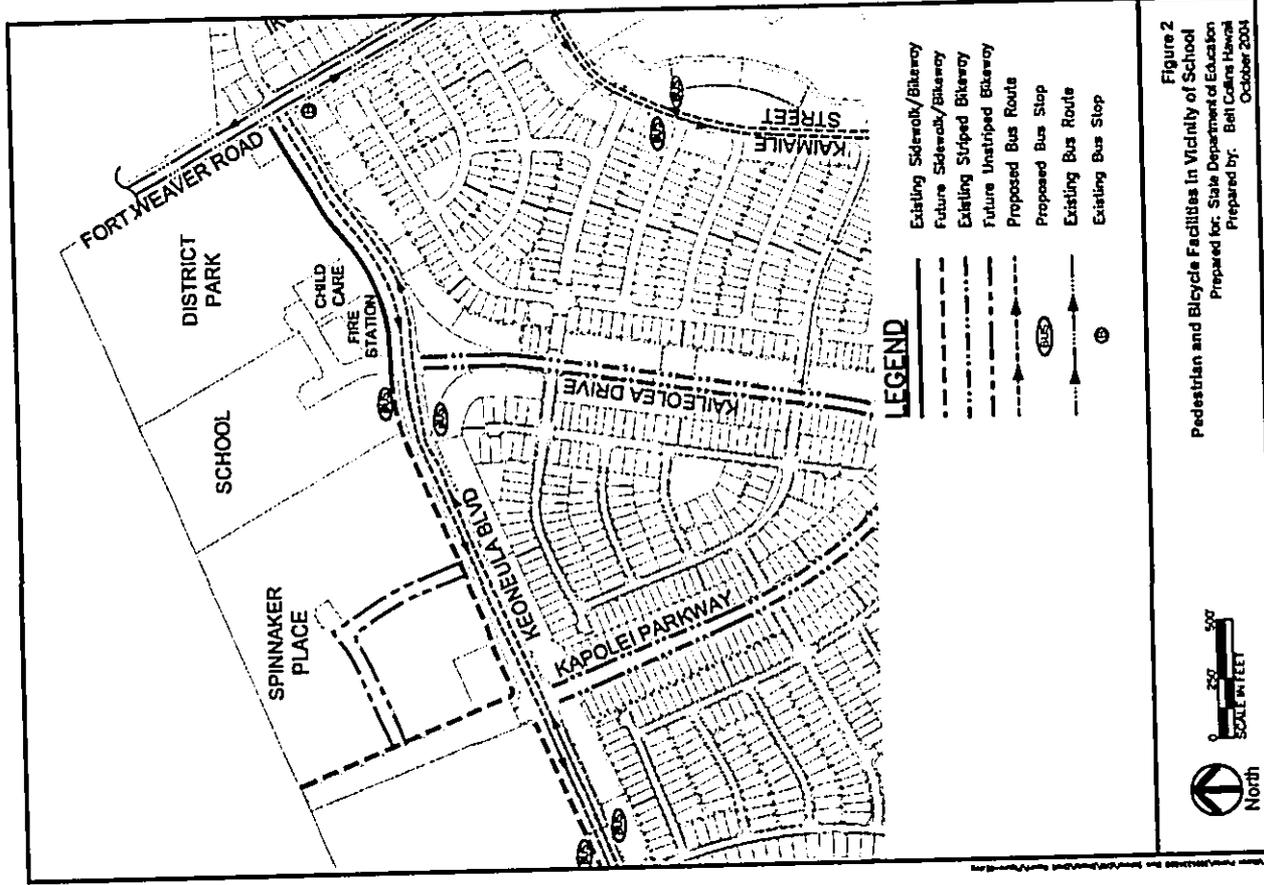
Keoneua Boulevard has four travel lanes, two lanes in each direction and separate turn lanes at selected intersections. Kalleolea Drive has four travel lanes and turn lanes at certain intersections. In the vicinity of the elementary school site, no parking is permitted on Keoneua Boulevard or on Kalleolea Drive. In addition, a 12-foot wide bicycle-pedestrian path is situated along the mauka side of Keoneua Boulevard as identified in Figure 2. A bus stop along the school frontage is proposed between Kalleolea Drive and the neighboring Spinnaker Place property.

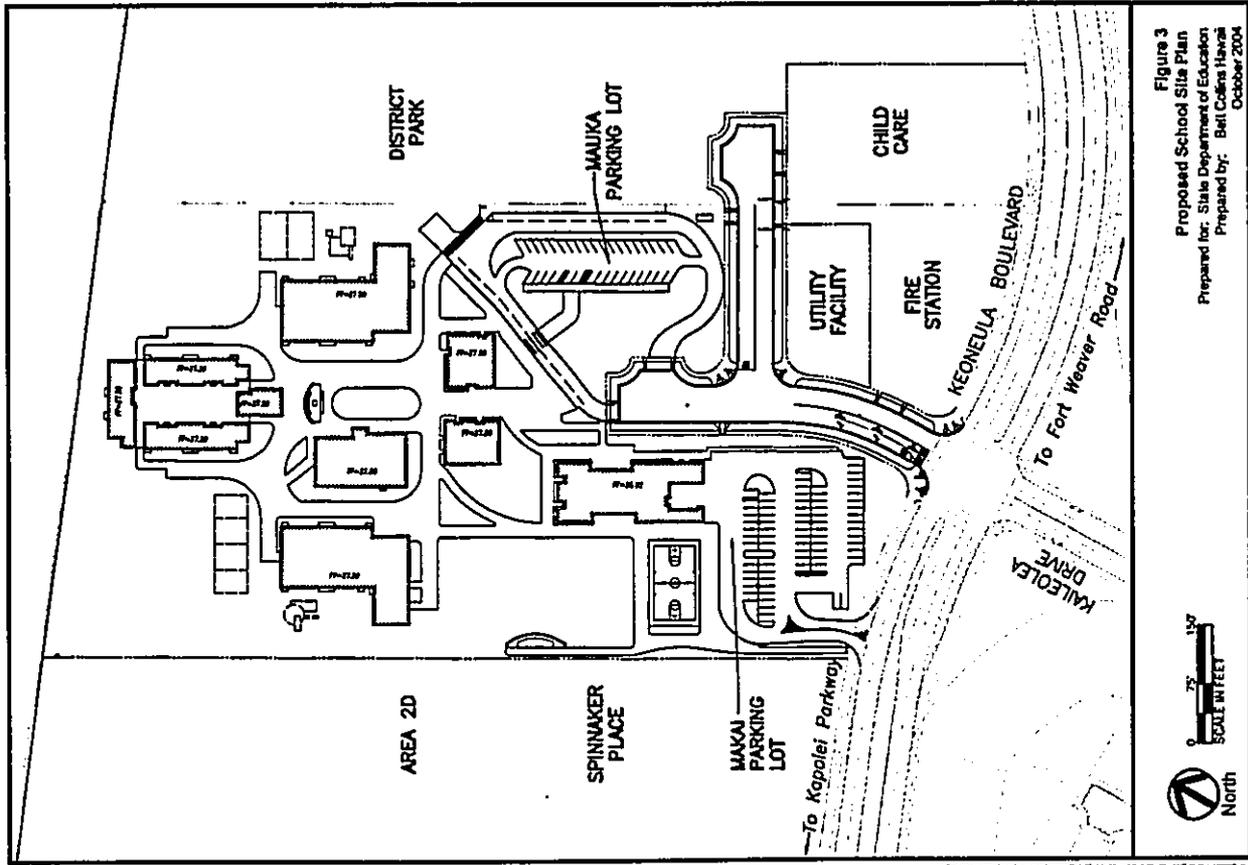
PROPOSED SCHOOL BASELINE CONDITIONS AND ACCESS ALTERNATIVES

The proposed elementary school site plan is provided in Figure 3. There are two separate parking lots, referred herein as the Mauka and Makai Parking Lots in this study. The Mauka Parking Lot has two driveways via the hammerhead cul-de-sac; one driveway is for ingress movements and the other driveway is for egress movements. The Makai parking lot has a single driveway on Keoneua Boulevard limited to right turn movements into and right turns out of the parking lot.

The Makai Parking Lot contains 72 parking stalls for staff, 2 accessible parking stalls and will also be utilized for bus loading activities. In addition, it is expected that parents with children attending the Before School or After School A+ programs would park in the Makai lot.

The Mauka Parking lot is intended to serve as the primary drop-off/pick-up area for parents and other caregivers. About 31 parking stalls and 4 accessible stalls are included for staff and visitor usage. The public bus stop fronting the school proposed in the July 2004 Ocean Pointe Technical Traffic Memorandum would need to be relocated for this proposed school layout.





Three access alternatives for the Makal Parking Lot are considered in this study. Alternative 1 represents the proposed school site baseline plan where right turns are allowed into and out of a Keoneula Boulevard driveway.

For Alternative 2, a driveway to the Makal Parking Lot is added on Kaleolea Drive and a deceleration lane/queueing lane is included at the Keoneula Boulevard driveway. The proposed public bus stop would be relocated for this alternative.

For Alternative 3, the Keoneula Boulevard driveway for the Makal Parking Lot is omitted and the parking is accessed via a driveway on Kaleolea Drive. A summary of these access alternatives is contained in Table 1 and shown in Figure 4.

Table 1
SUMMARY OF MAKAL PARKING LOT ACCESS ALTERNATIVES

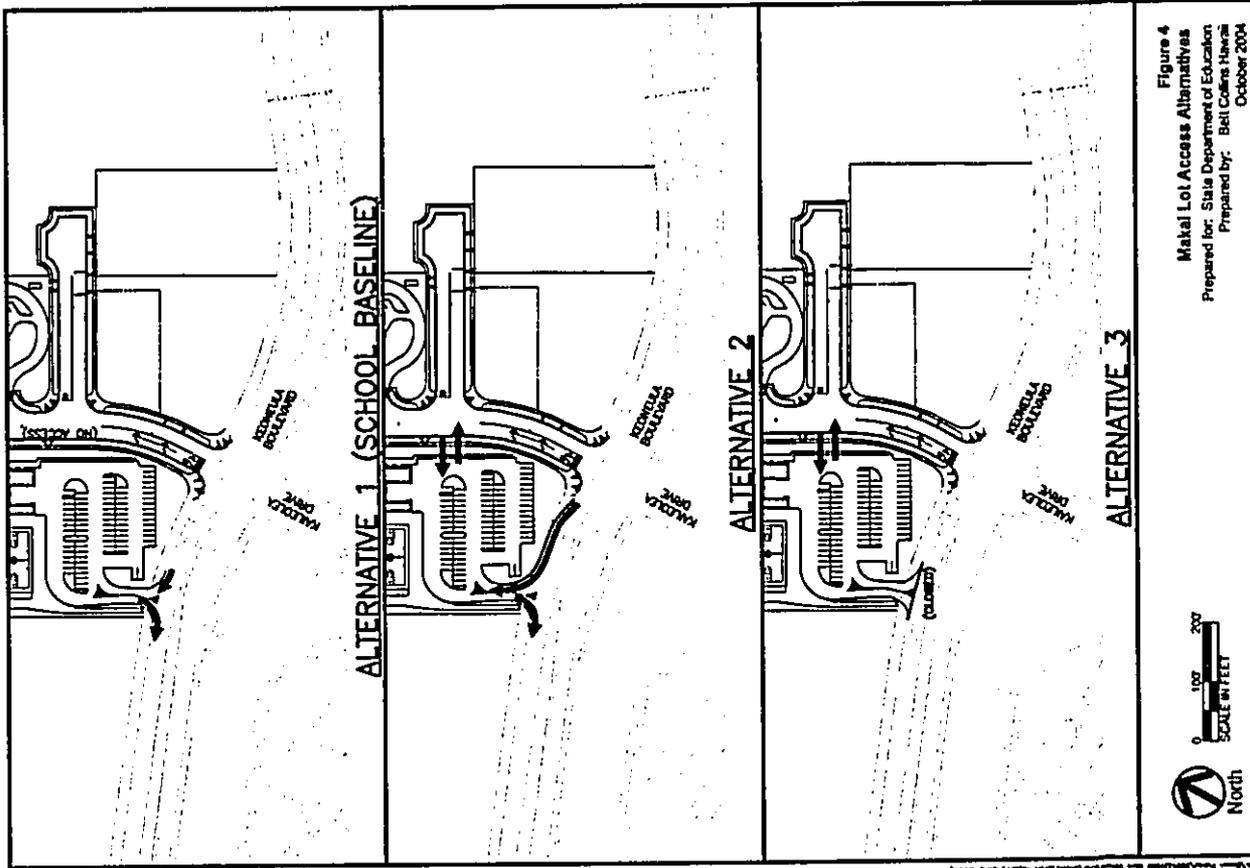
| Access Alternative | Makal Parking Lot |
|--------------------|--|
| Alternative 1 | Keoneula Boulevard Driveway only (right turn movements at ingress and egress) |
| Alternative 2 | Keoneula Boulevard Driveway with deceleration lane (right turn movements at ingress and egress) and additional Kaleolea Drive Driveway (all turning movements permitted) |
| Alternative 3 | Kaleolea Drive Driveway only (all turning movements permitted) |

SCHOOL SITE ASSESSMENT

This section discusses the traffic related components of the school site layout and identifies mitigation measures, where needed.

Parking Lots

Separate parking areas for staff, school bus, visitor and student drop-offs/pick-ups are supported by most school planning references, such as Planning and Designing Schools. This guideline recognizes that most staff drive to/from school so there may be a need to have a one-



to-one ratio relationship between staff size and staff parking stalls. Furthermore, the parents or caretakers of younger children are more likely to park and walk their children to or from the classroom so additional parking stalls are recommended for parent parking.

For the Ocean Pointe elementary school site, the majority of staff is assigned to park in the Makal Parking Lot while the student drop-off and pick-ups are designated to occur in the Mauka Parking Lot. However, there is an insufficient number of parking stalls designated for parents that want to park and walk to drop-off or pick-up their child at the classroom. At this time, the DOE is assuming that there would be one or two school buses for students that live beyond 1 mile from the elementary school. Bus loading and unloading activity is designated to occur in the Makal Parking Lot in the area fronting the playcourt, situated west of the cafeteria building.

The estimated school staff size for Ocean Pointe elementary school is 75. The estimation of parking stalls should consider the parking needs for an entire school day, including full-time staff, part-time teaching assistants and Before School/Breakfast and After School A+ programs. Further discussion about parking lot usage and student pick-up and drop-off activity is contained in the Section about the collection of vehicle and pedestrian data at Holoanua Elementary School and Ewa Beach Elementary School.

Turnaround Area

The purpose of the hammerhead cul-de-sac is to permit motorists to reverse and turn their vehicle around in a low-volume area. The two driveways for the Mauka Parking Lot connecting at the hammerhead cul-de-sac creates conflicting movements with the original purpose of the cul-de-sac as the two driveways change the cul-de-sac area into a travelway with higher volumes.

In contrast, a traffic circle or circular cul-de-sac would allow the motorist to turnaround without requiring a reverse movement. The school traffic entering or exiting at the two school driveways would rotate in the same circular movement as the motorist seeking a simple turnaround area. No reverse movement and accompanying delays would be required for the circular turnaround movement. This mitigation measure is applicable for Alternatives 1, 2, and 3.

A traffic circle would serve as a better traffic calming measure than the hammerhead cul-de-sac. The deflection of a vehicle as the motorist moves around the traffic circle would result in a

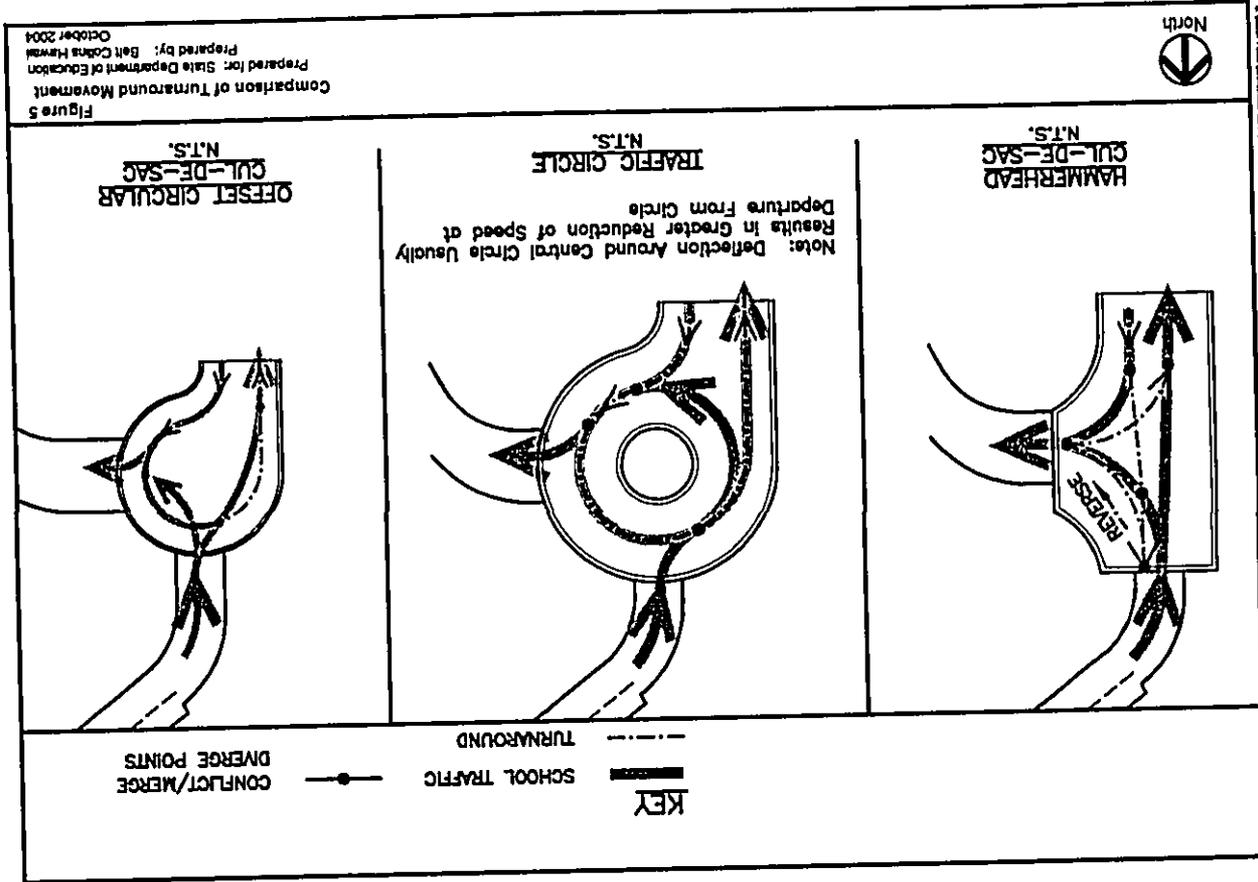
reduction of travel speeds, as indicated in The Traffic Safety Toolbox. An article entitled, "Neighborhood Traffic Management: Process and Results," indicates that travel speeds at traffic circles are reduced between 8 to 12 miles per hour and the greatest speed reduction usually occurs at the departure point from the traffic circle. Landscaping could be placed in the middle of the circle to define this area for the motorist and to discourage students from gathering at the traffic circle.

At this time, it is recognized that a traffic circle is nonconforming feature for a public roadway under current City and County of Honolulu Department of Planning and Permitting (DPP) subdivision guidelines. However, a circular cut-de-sac is an acceptable substitution for a traffic circle until design guidelines are adopted by DPP for traffic circles and other traffic calming measures. A circular cut-de-sac is approved under current DPP subdivision guidelines. The diagram in Figure 5 shows the potential points of conflict between school traffic and a motorist executing a reverse turnaround movement in the hammerhead cut-de-sac, a traffic circle and a circular cut-de-sac.

Parking is not permitted in a circular cut-de-sac as its circular design is meant to facilitate moving traffic. If student pick-ups or drop-offs occur in the circular cut-de-sac, then it may be an indication that parents are uninformed about the location of the student loading zones or there is an insufficient number of stalls for such loading activities in the Mauka or Makai Parking Lots.

Potential Internal School Trip Impact on External Roadway System

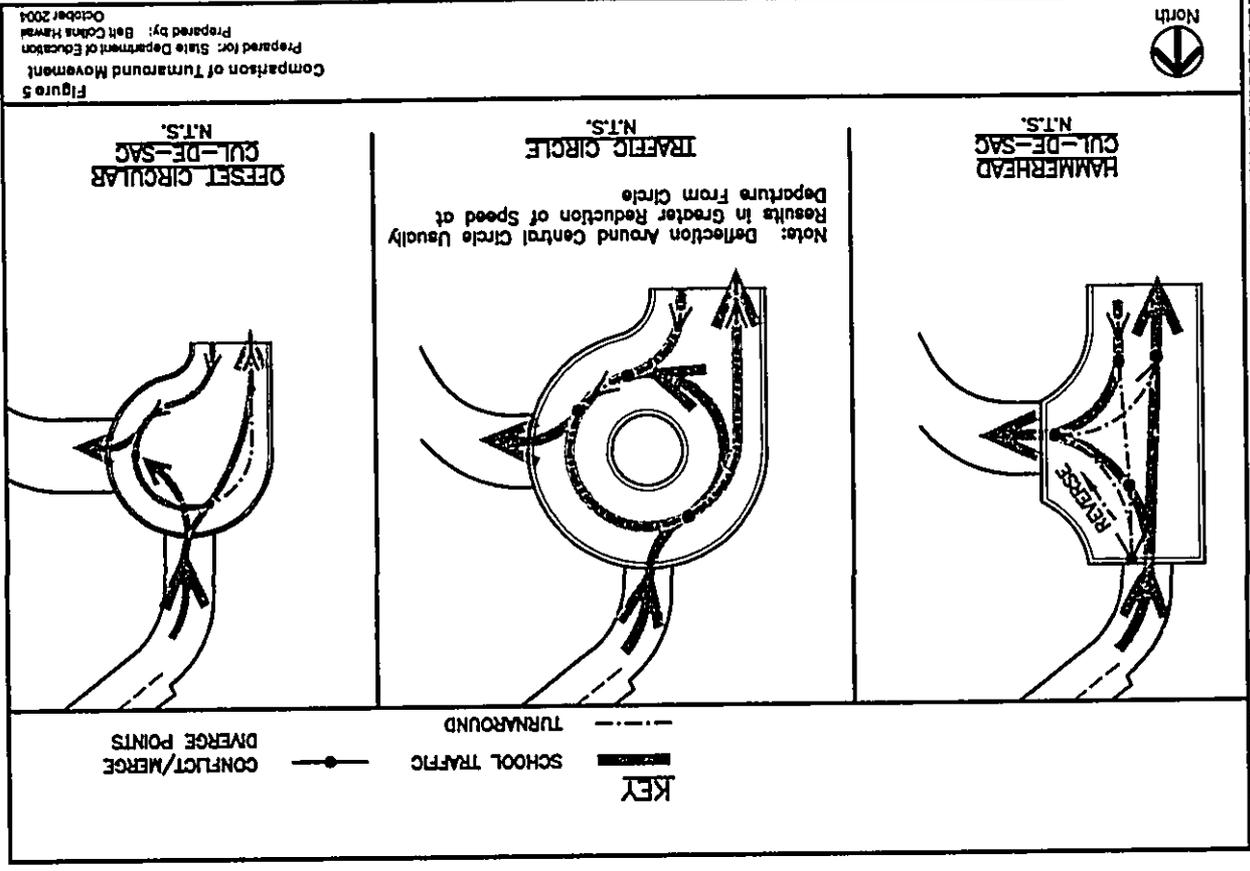
With the proposed school site plan in Alternative 1, no driveways are designated along the Kailoolea Drive for the Makai Parking Lot, this driveway restriction is meant to minimize the conflict between vehicles and students walking between Koonoua Boulevard and the cafeteria area. A comparison of the vehicle-pedestrian conflicts in Figure 6 without the Makai Parking Lot (Alternative 1) and with the Makai Parking Lot driveway (Alternative 2) on Kailoolea Drive indicates there would be increase from seven to nine points of conflicts. However, the omission of a driveway on the mauka extension of Kailoolea Drive for the Makai Parking Lot results in longer circuitous trips or internal school trips being required to travel unnecessarily onto external Koonoua Boulevard, the primary collector road within the Ocean Points development. If the Kailoolea Drive driveway serves as the only access to the Makai Parking Lot (Alternative 3), then there would be seven points of conflict between pedestrians and vehicles.



CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

RECEIVED AS FOLLOWS

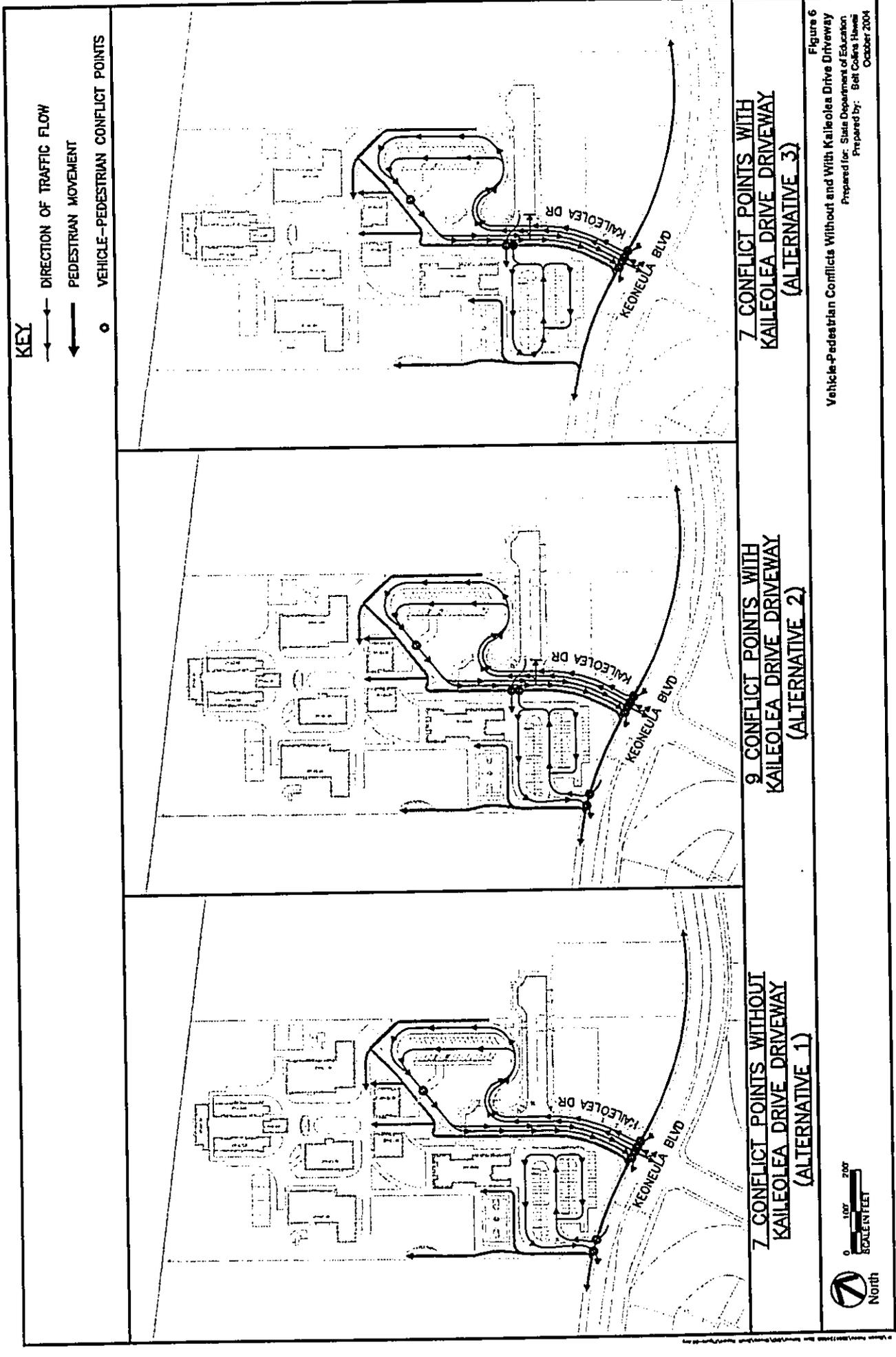


reduction of travel speeds, as indicated in The Traffic Safety Toolbox. An article entitled, "Neighborhood Traffic Management: Process and Results," indicates that travel speeds at traffic circles are reduced between 8 to 12 miles per hour and the greatest speed reduction usually occurs at the departure point from the traffic circle. Landscaping could be placed in the middle of the circle to define this area for the motorist and to discourage students from gathering at the traffic circle.

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Potential Internal School Trip Impact on External Roadway System
 With the proposed school site plan in Alternative 1, no driveways are designated along the Kailoolea Drive for the Makai Parking Lot, this driveway restriction is meant to minimize the conflict between vehicles and students walking between Keoneua Boulevard and the cafeteria area. A comparison of the vehicle-pedestrian conflicts in Figure 6 without the Makai Parking Lot (Alternative 1) and with the Makai Parking Lot driveway (Alternative 2) on Kailoolea Drive indicates there would be increase from seven to nine points of conflicts. However, the omission of a driveway on the mauka extension of Kailoolea Drive for the Makai Parking Lot results in longer circuitous trips or internal school trips being required to travel unnecessarily onto external Keoneua Boulevard, the primary collector road within the Ocean Pointe development. If the Kailoolea Drive driveway serves as the only access to the Makai Parking Lot (Alternative 3), then there would be seven points of conflict between pedestrians and vehicles.



As an example of longer trips with Alternative 1, motorists that originally desired to travel southbound or eastbound upon exiting the parking lot, must turn right at the parking lot driveway, then move to the left lane at Keoneua Boulevard and travel to the Kepoel Parkway intersection to execute a U-turn and return to the Kalleolea Drive intersection to reach their originally desired travel path, as shown in Figure 7. Also, if queuing for the Keoneua Boulevard ingress extends back to Kalleolea Drive intersection, then the eastbound U-turn and northbound left turn movements that want to join the queue may block the southbound movements on Kalleolea Drive.

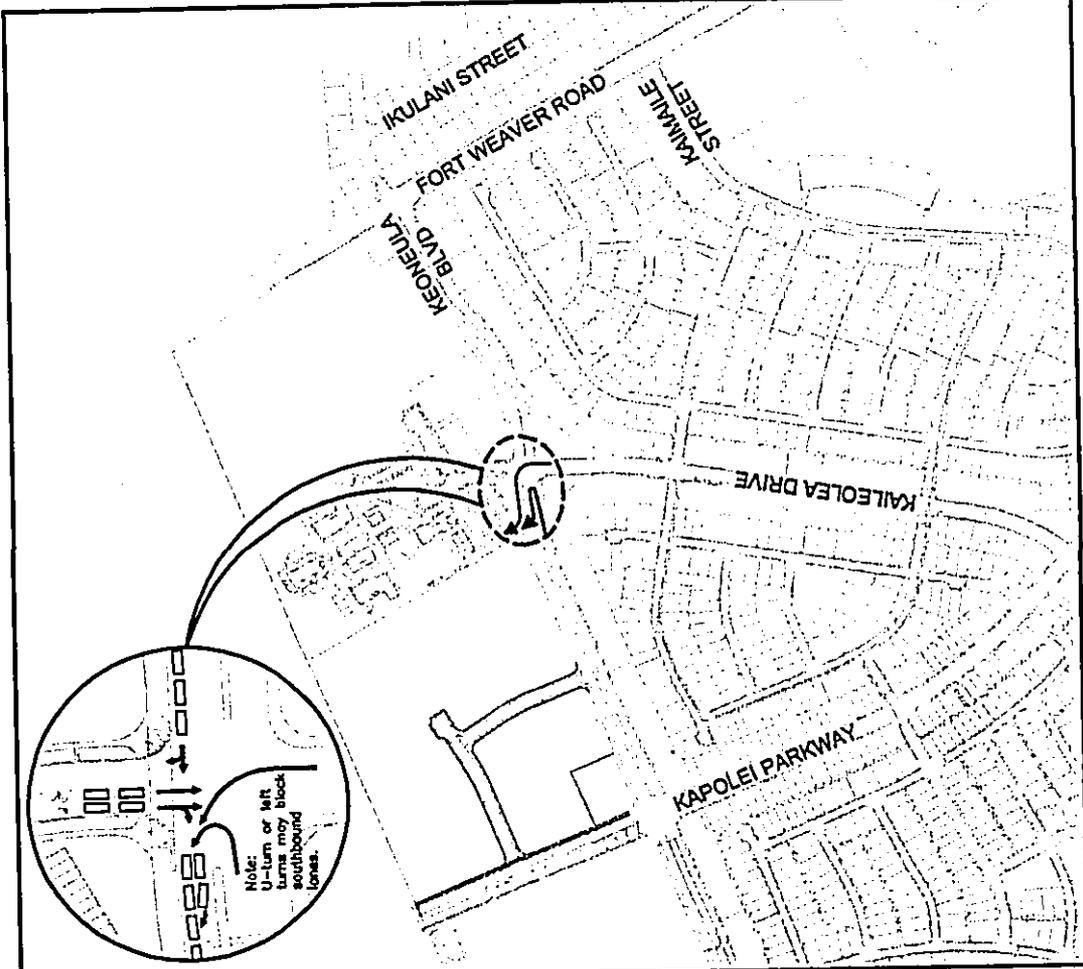
Furthermore, if motorists wanted to travel between the two school parking lots, they would have to travel onto Keoneua Boulevard if there was no driveway on Kalleolea Drive for the Makai Parking Lot. The routing of trips between the two parking lots without and with the Kalleolea Drive driveway is presented in Figure 8.

These circuitous routings are examples of undesired trips because they would increase traffic volumes and potential congestion on the neighboring Keoneua Boulevard intersections at Spinnaker Place and at Kepoel Parkway. The longer, circuitous trips would also consume additional fuel and travel time for motorists and introduce higher potential conflicts with pedestrians crossing at neighboring intersections along Keoneua Boulevard.

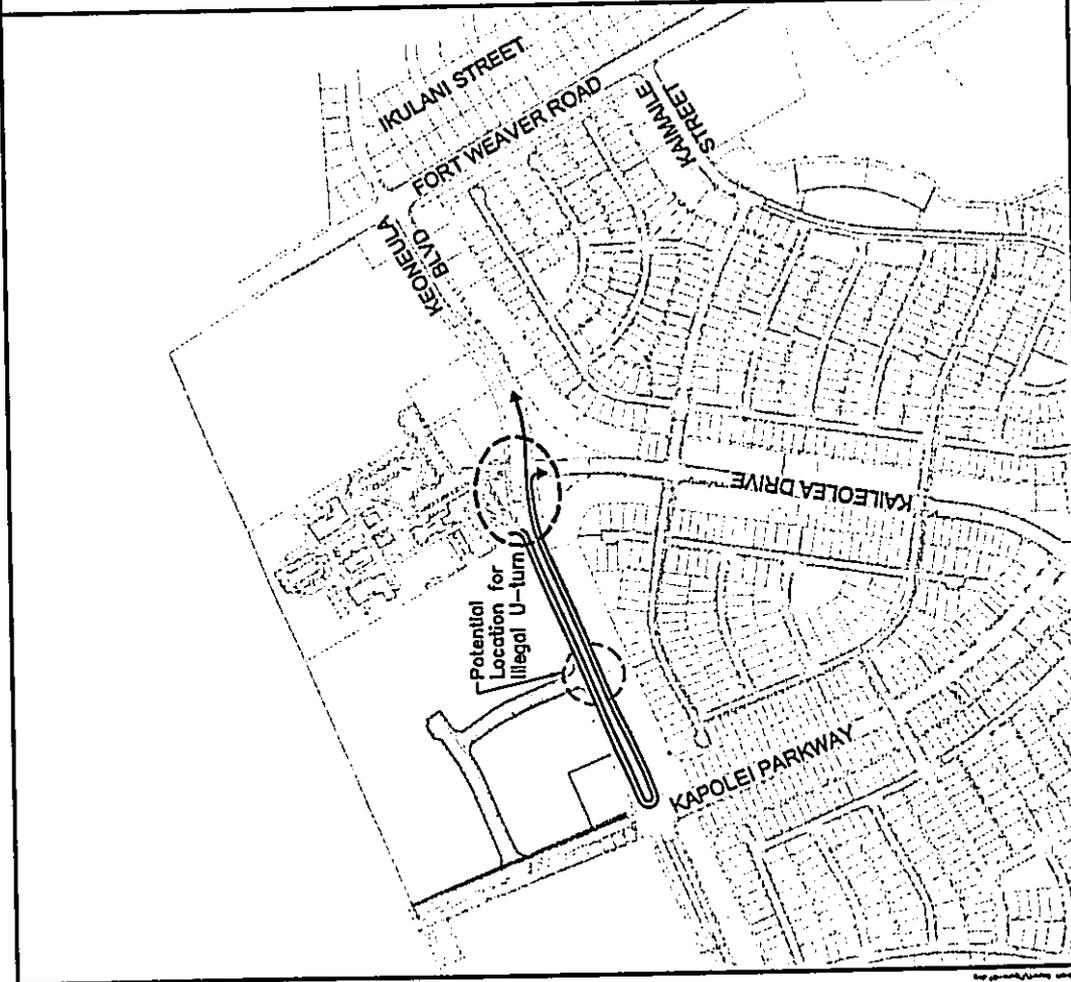
Driveway Throat Width and Length

The driveway throat length is the distance between the public street and the parking aisles within a parking lot. The lack of an adequate throat length would cause vehicles to block the entry lane and interfere with movements on the public street. The ITE publication, Transportation and Land Development, provides minimum width and throat lengths according to roadway classification.

For a principal or major arterial, such as Keoneua Boulevard, the total minimum throat width is 26 feet. The minimum throat length is 50 feet, which allows two automobiles to queue while waiting for on-site vehicles to clear access into a parking aisle or maneuvers into and out of parking stalls. For high traffic generators, a minimum throat length of 75 feet is preferred. For the elementary school, a throat length of 50 feet would be acceptable; however, the 50 feet should be measured from the property boundary so automobiles do not intrude into the bicycle-pedestrian path on Keoneua Boulevard. In addition, a deceleration/queuing lane is



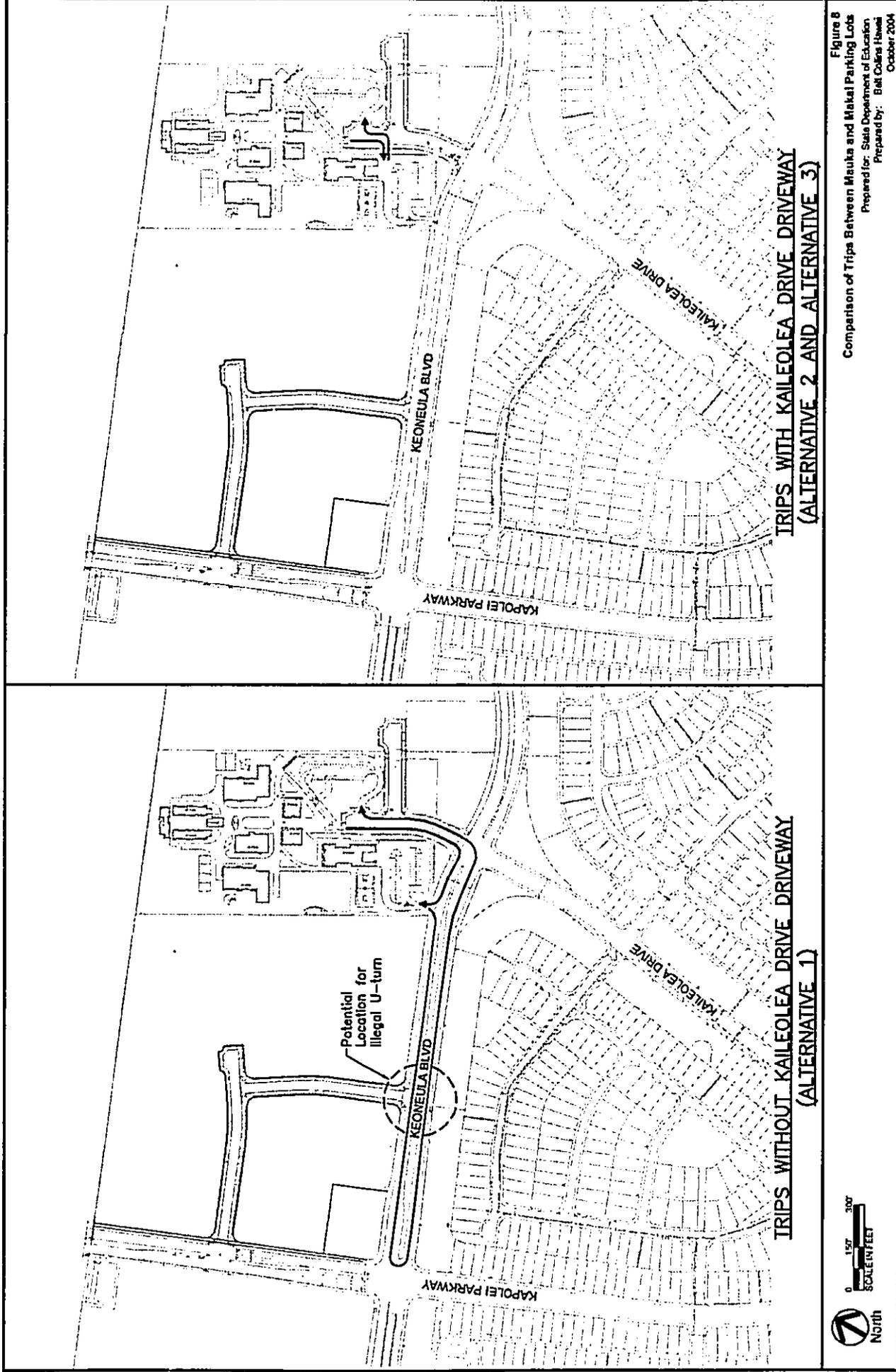
**INGRESS
(ALTERNATIVE 1)**



**EGRESS
(ALTERNATIVE 1)**



Figure 7
Comparison of Makai Parking Maneuvers Without Left Turn Egress and Ingress
Prepared for: State Department of Education
Prepared by: Brett Collins/Hawaii
October 2005



0 150' 300'
SCALE IN FEET

Figure 8
Comparison of Trips Between Mauka and Makai Parking Lots
Prepared for: State Department of Education
Prepared by: Balf Collins Hawaii
October 2004

recommended to minimize interference of school traffic on the Keoneula Boulevard travel lanes, as discussed in the next section.

For a minor collector roadway, such as Kalleolea Drive, the minimum throat width is 26 feet and the minimum throat length is 25 feet. The minimum throat length should be measured from the edge of the sidewalk closest to the school property so vehicles do not block the public sidewalk. Further, the internal school sidewalk on the east side of the cafeteria should be relocated in the west direction so there is at least 25 feet between the Kalleolea Drive sidewalk and the internal school pedestrian walkway (see Figure 9). A pedestrian crossing should be considered on the west side of the cafeteria to provide a centralized location for pedestrians to cross and encourage motorists to maintain a slow speed on the parking lot circulation road. In addition, an optional treatment is to raise the height of the internal pedestrian crossings within the Mauka and Makai Parking Lots to emphasize the pedestrian right-of-way for motorists.

Table 2
THROAT DIMENSIONS

| Roadway | Total Throat Width | Minimum Total Throat Length |
|--------------------|--------------------|-----------------------------|
| Keoneula Boulevard | 26 feet* | 50 feet |
| Kalleolea Drive | 26 feet* | 25 feet |

*Note: Entry lane is 14 feet and exit lane is 12 feet.

Makai Parking Lot Queuing

The primary function of local roads is to provide access to the land uses along the roadway. According to Transportation and Land Development, driveways for parking lots should be located on lower volume local roads instead of higher volume arterial or collector streets. Local roads are more likely to have reservoir space to hold the entering queues that may form at the parking lot driveway during peak parking lot usage.

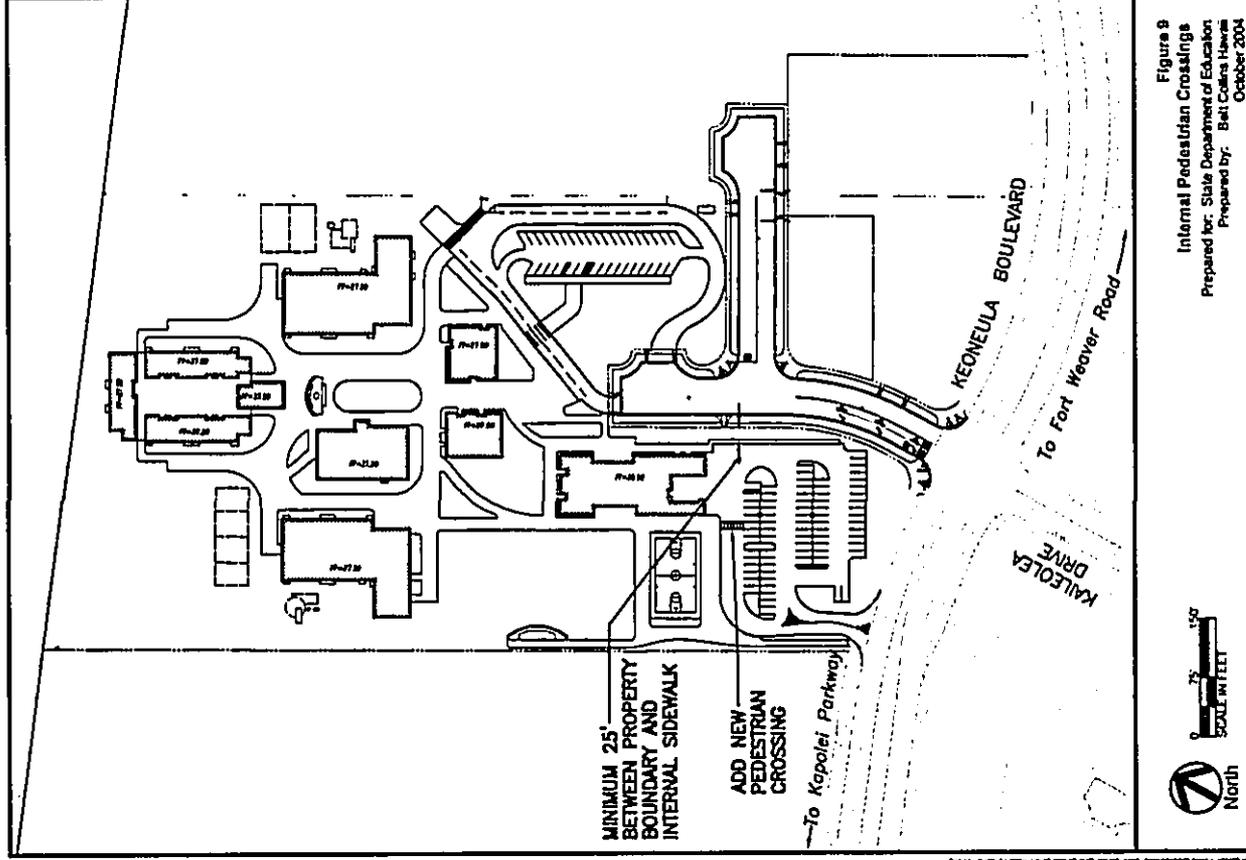


Figure 9
Internal Pedestrian Crossings
Prepared for: State Department of Education
Prepared by: Bert Collins Harris
October 2004

With Alternative 1, there is potential for two westbound queues to form in the Keoneula Boulevard mauka lane by motorists that want to turn right at Kailelea Drive and at the Makai Parking Lot. Further, some motorists that desire to turn right into the Makai Parking Lot may attempt to bypass the Kailelea Drive queue by using the mauka westbound travel lane, then try to enter the Makai Parking Lot queue after passing through the Kailelea Drive intersection. If there is no opening in the Makai Parking Lot queue, then the motorist would wait in the mauka lane, effectively blocking both westbound travel lanes on Keoneula Boulevard. The diagram in Figure 10 shows the potential queuing in the Keoneula Boulevard right lane and blockage of the two westbound travel lanes.

Two proposed mitigation measures are suggested to help remedy the queuing that could extend back onto Keoneula Boulevard. First of all, Transportation and Land Development recommends that the parking lot entry lane (or throat) be restricted so that no parking stalls are accessed within the first 50 feet of entry, as discussed in the previous section. Secondly, a deceleration/queuing lane should be installed onto Keoneula Boulevard so the motorists waiting for a parking stall do not extend into the travel lane; Alternative 2 is the only alternative which incorporates the deceleration/queuing lane. The bicycle-pedestrian path would need to be relocated closer to the school to provide adequate width for the deceleration lane. In addition, the public bus stop fronting the school would need to be moved westward to the neighboring multi-family residential area. If a Keoneula Boulevard deceleration/queuing lane is difficult to implement, then entry lane should be omitted and the Keoneula Boulevard driveway should be restricted to right turn exit only movements.

Mauka Parking Lot Student Loading Zone

The Mauka Parking Lot includes an extended curb lane along the eastern border of the school property and the northern portion that fronts the Administration building. This curb lane is meant to be used as an active loading zone for student drop-offs and pick-ups. Students should be restricted to departing or entering from the right side of the vehicle. In addition, the student loading zone should be marked by striping and signage of its intended loading function, otherwise it is likely to be used by staff and visitors as regular parking.

Site visits to nearby public elementary schools in the Ewa area found that curb lanes were being used by school staff for long-term parking or that parents are not allowed to enter the staff parking lot to use the curb lanes. Inefficient usage of the curb lane was also noted in the field

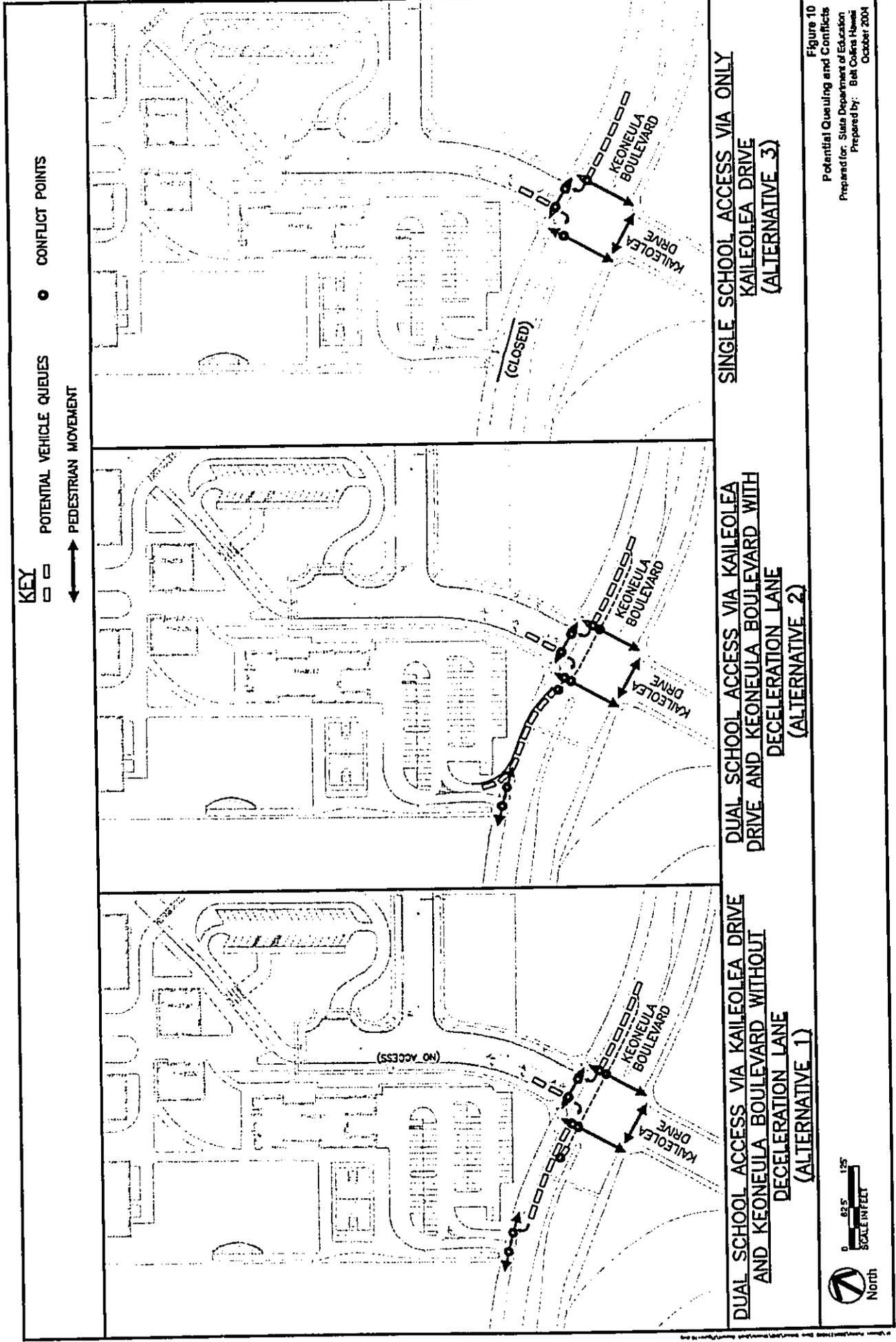


Figure 10
 Potential Queuing and Conflicts
 Prepared for: State Department of Education
 Prepared by: Bak Collins Hawaii
 October 2004

observations as only two or three vehicles were allowed to pick-up or drop-off students at the covered walkway at the front of the school, despite the existence of a long queue of vehicles that extended out of the school driveway. Hence, the provision of the long curb lane in the Mauka Parking Lot for student loading zone is encouraging, however, the Ocean Pointe school administration and staff need to be instructed on the proper usage and operations of the student loading zones. A Traffic Management Plan is a suggested mitigation measure to document the recommended parking usage and traffic operations of Ocean Pointe school parking lots and to assist the school Principal in establishing the appropriate parking lot policies for staff and parents.

YEAR 2006 TRAFFIC SIGNAL WARRANT ASSESSMENT

Current plans for the elementary school indicates the school would open in Fall 2006 from Grades Kindergarten through Grade 6. The July 2004 Ocean Pointe Traffic Technical Memorandum indicates that a traffic signal at the intersection of Keoneula Boulevard and Kaloolea Drive would not be needed until Year 2009. A vehicular warrant assessment and a pedestrian warrant assessment has been undertaken for this study to determine if there would be sufficient vehicular volumes or pedestrian volumes for a traffic signal to become operational on the first day of school in Year 2006. The following vehicle and pedestrian assessment presents estimated forecasted data; however, it should be recognized that it is a normal practice for the State or City transportation agencies to conduct a warrant study of actual field conditions to verify if technical criteria are satisfied before they allow a traffic signal to become operational. The technical criteria for peak hour vehicle warrant and the school pedestrian crossing are provided in Appendix A.

At this time, the dwelling units in Areas 1A, 1B, 1C and Mariners Place are already completed and occupied (see Figure 1). The following land uses that would be constructed by Year 2006 are listed in order of expected completion: Area 1; Mariners Place; Areas 2A, 2B, 2C, 3A; Day Care Center; Area 2D, 3B, 3C, 3D, Elementary School and Commercial Lot in Area 2D. In addition, it is expected that Kapolei Parkway would be completed between Keoneula Boulevard and Geiger Road by Year 2004. The segment of Kapolei Parkway within the Ewa Gentry and Ewa Gentry Makai project would be completed within one or two years.

Peak Hour Vehicle Warrant Analysis

Estimation of Year 2006 morning and afternoon peak hour volumes at the intersection were based on the July 2004 Ocean Pointe Traffic Technical Memorandum, which contains future traffic forecasts at Year 2015 project completion as well as a development schedule for the project. The Year 2006 vehicular forecasts for the morning and afternoon peak hour periods are presented in Figure 11 and assumes all school traffic would enter and exit via Kaloolea Drive (Alternative 3). These forecasted traffic volumes are insufficient and the peak hour vehicle warrant criteria is not satisfied with the Year 2006 traffic volumes at Keoneula Boulevard and Kaloolea Drive intersection. Alternatives 1 and 2 would have less volumes at the intersection of Keoneula Boulevard and Kaloolea Drive than Alternative 3 and would also not meet the vehicular peak hour warrant criteria.

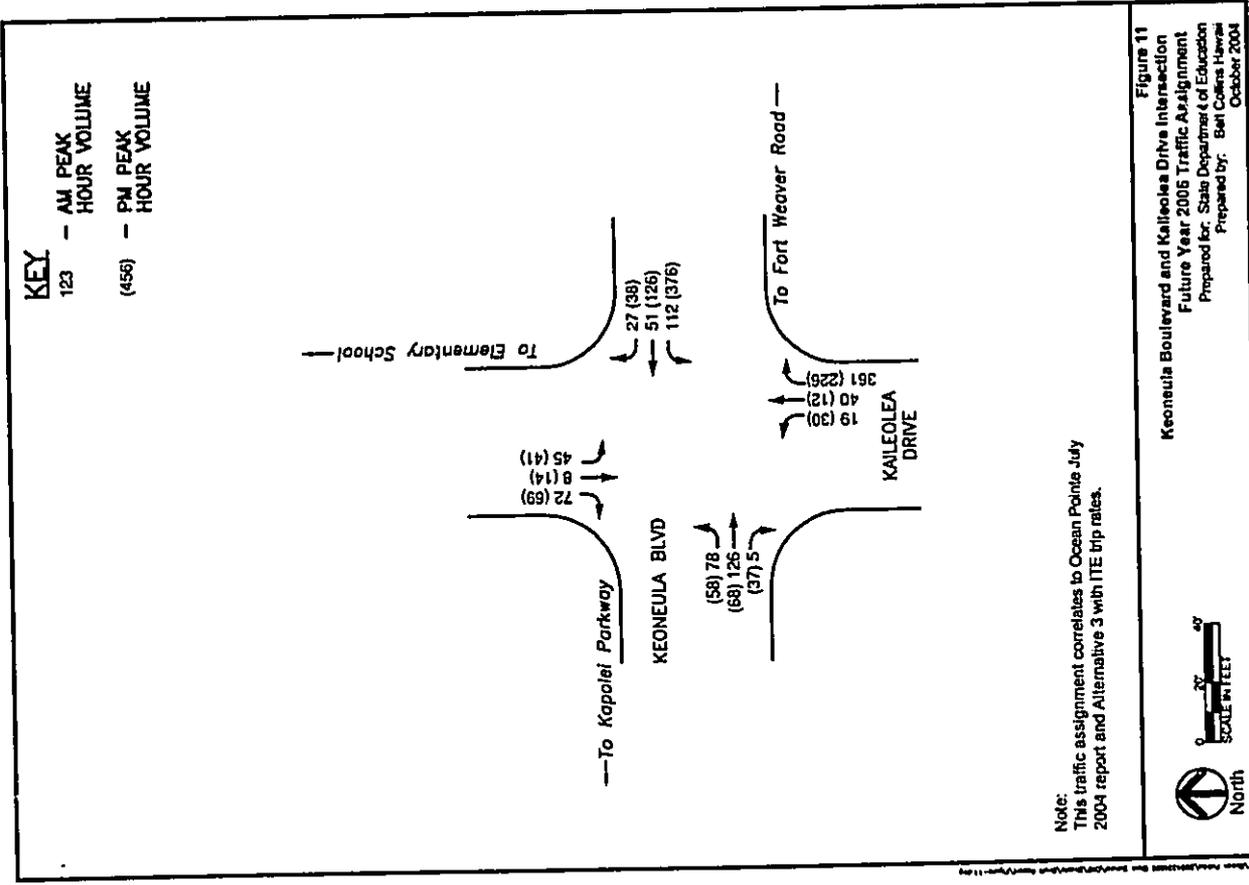
Table 3
TRAFFIC SIGNAL PEAK HOUR WARRANT
YEAR 2006 VEHICULAR PEAK HOUR VOLUMES

| Intersection | AM Peak Hour | PM Peak Hour |
|---------------------------------------|---------------|---------------|
| Keoneula Boulevard and Kaloolea Drive | Not Warranted | Not Warranted |

School Pedestrian Warrant Analysis

For the school pedestrian warrant analysis, a two-part criteria needs to be fulfilled: at least 20 school pedestrians would cross the street and there is an insufficient number of gaps in the flow of vehicles to allow the pedestrians to cross.

Pedestrian trip rates are unavailable so special traffic volume counts of student pedestrian and vehicles trips were conducted at the existing Holomua Elementary School and the Ewa Beach Elementary School to derive pedestrian trip rates for this study. Holomua Elementary School was selected for the special data collection as it is the nearest multi-track school. The Ewa Beach Elementary School was also selected for the special data collection as existing Ocean Pointe children currently attend Ewa Beach Elementary School and many of them would be expected to relocate to the Ocean Pointe elementary school when it opens. The pedestrian trip data is contained in Appendix B and the school vehicle trip data is given in Appendix C. The



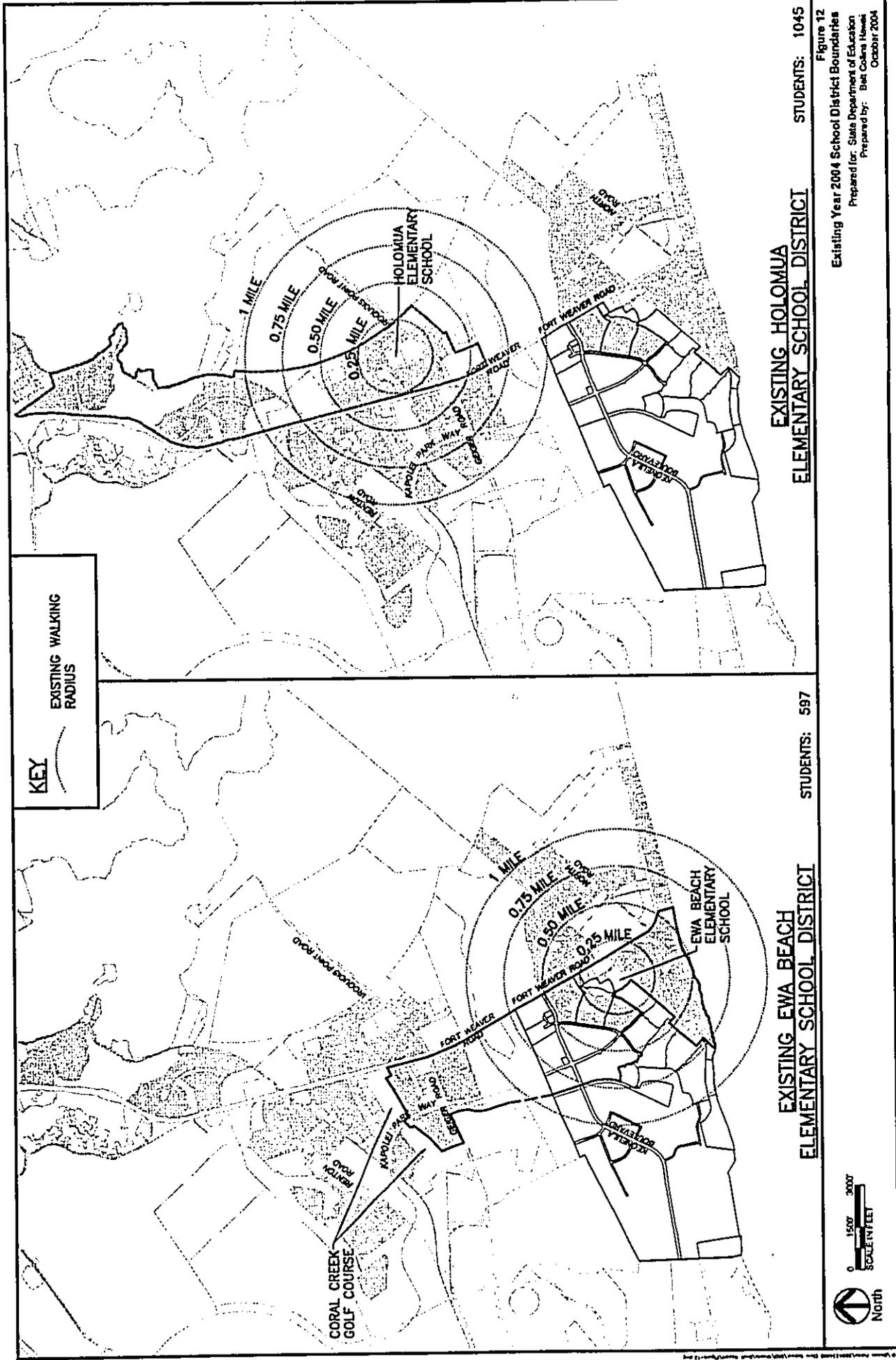
existing school boundaries for Ewa Beach Elementary School and Holomua Elementary School are depicted in Figure 12.

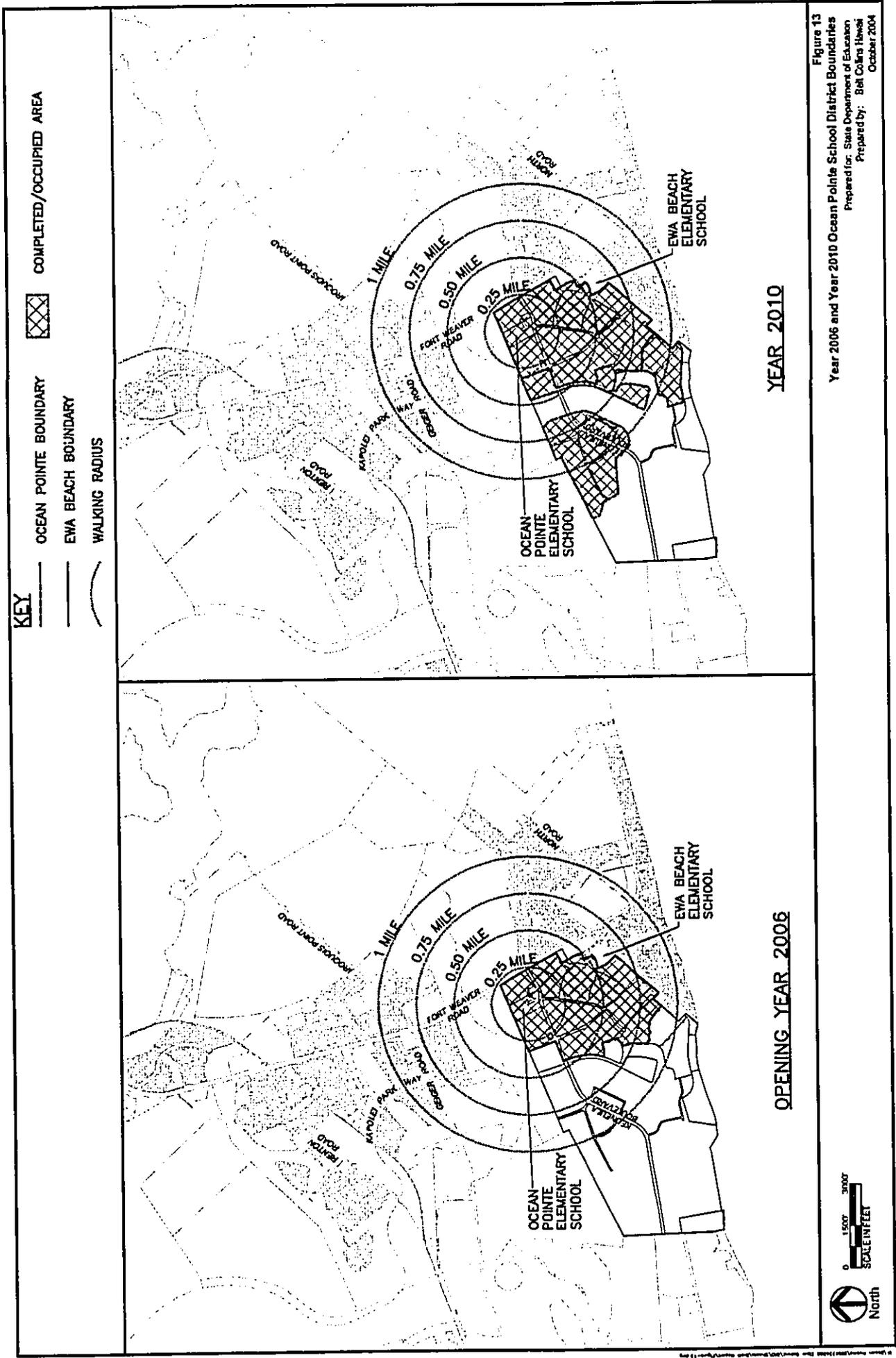
Gap data cannot be obtained at this time and the collection of this data must be deferred until the intersection of Keoneula Boulevard and Kaileolea Drive is fully constructed and open to use by motorists and pedestrians.

The number of school pedestrians at the intersection of Keoneula Boulevard and Kaileolea Drive is dependent upon the school district boundary as well as the distance between school sites and location of students' residences. The school boundary for the proposed Ocean Pointe elementary school is still being evaluated; therefore, preliminary school boundaries for Year 2006 and Year 2010 were developed for this study. It was assumed that Ewa Elementary School located on Ranton Road in Ewa Villages would remain unaffected and that the existing Ewa Gentry students that reside mauka of the Coral Creek Golf Course would continue to attend Ewa Elementary School. In addition, it was also assumed that the Holomua Elementary School would continue to serve students in West Loch and Ewa by Gentry development that lie east of Fort Weaver Road. The preliminary Year 2006 and Year 2010 Ocean Pointe school boundaries are shown in Figure 13.

Preliminary information from the State Department of Education indicates that the Ocean Pointe elementary school would primarily serve Ocean Pointe students. Students living outside of the 1-mile radius in Area 3, Area 4 and Area 7 of the Ocean Pointe development would be eligible for school bus transportation. In Year 2006, none of the Ewa Gentry Makai residential units would be completed so none of the school pedestrian trips were assigned to this development. Also, it is assumed that existing Ewa by Gentry students living maikai of the Coral Creek Golf Course would continue to attend Ewa Beach Elementary School on Pelepi Road. Traffic volumes on Fort Weaver Road and Kapolei Parkway may be affected as Ewa by Gentry and Ewa Gentry Makai families may prefer to drop-off and pick-up their students due to the long walking distances. The school is expected to reach its design enrollment by Year 2010. However, the Ocean Pointe Area 7 is not expected to be completed until Year 2011 indicating the school may need to implement multi-track schedules beyond Year 2010.

The travel modes of Holomua Elementary School and Ewa Beach Elementary School students are listed in Table 4. During the morning peak hour, 22% of the Holomua students and 25% of





the Ewa Beach students walked, rode a bicycle or scooter to school. During the afternoon peak hour, 35% of the Holomua students and 39% of the Ewa Beach students walked, bicycled or used their scooter to travel to school. If the average percentages are applied to Ocean Pointe elementary school with 301 students estimated in Year 2006, then 24% or about 72 students would be expected to walk, bicycle or use a scooter in the morning peak hour. Similarly, 37% or about 111 students would travel by foot, bicycle or scooter during the afternoon peak hour.

It is estimated that about three-fourths of these students would cross Kōoneūa Boulevard; this results in approximately 54 pedestrians in the morning peak hour and 84 pedestrians in the afternoon peak hour, as summarized in Table 5. Hence, the minimum volume criteria of 20 pedestrians for the school warrant criteria would be satisfied, but the lack of gap data results in insufficient data to complete this school warrant assessment at this time.

Table 4
STUDENT TRAVEL MODES

| Travel Mode | Holomua Elementary School | | Ewa Beach Elementary School | |
|------------------------------------|---------------------------|---------------------|-----------------------------|---------------------|
| | AM Peak Hour Volume | PM Peak Hour Volume | AM Peak Hour Volume | PM Peak Hour Volume |
| Walking | 218 | 323 | 123 | 211 |
| Riding a Bicycle | 15 | 30 | 23 | 24 |
| Riding a Scooter | 4 | 7 | 2 | 0 |
| School Bus | 129 | 166 | 24 | 52 |
| Public Bus | 0 | 1 | 0 | 0 |
| Automobile (Estimated) | 670 | 500 | 400 | 310 |
| Automobile Adjustment* (Estimated) | 9 | 18 | 25 | 0 |
| Total Students | 1045 | 1045 | 597 | 597 |

| Travel Mode | Average Percentages | |
|-------------------------------------|-------------------------|-------------------------|
| | AM Peak Hour Percentage | PM Peak Hour Percentage |
| Walking | 21% | 31% |
| Riding a Bicycle | 1% | 3% |
| Riding a Scooter | 0% | 1% |
| School Bus | 12% | 16% |
| Public Bus | 0% | 0% |
| Automobile (Estimated) | 64% | 48% |
| Automobile Adjustment** (Estimated) | 1% | 2% |
| Total Percentage | 100% | 100% |

| Travel Mode | Average Percentages | |
|-------------------------------------|-------------------------|-------------------------|
| | AM Peak Hour Percentage | PM Peak Hour Percentage |
| Walking | 21% | 35% |
| Riding a Bicycle | 3% | 4% |
| Riding a Scooter | 0% | 0% |
| School Bus | 8% | 9% |
| Public Bus | 0% | 0% |
| Automobile (Estimated) | 66% | 52% |
| Automobile Adjustment** (Estimated) | 2% | 0% |
| Total Percentage | 100% | 100% |

* Missed observations.

** Some students arrived on campus prior to start of morning traffic counts.

Table 5
TRAFFIC SIGNAL SCHOOL CROSSING WARRANT
YEAR 2006 PEDESTRIAN AND GAP TIME

| Intersection | AM Peak Hour | PM Peak Hour |
|---------------------------------------|-------------------|-------------------|
| Kooneula Boulevard and Kaloolea Drive | | |
| Estimated Pedestrian Volumes | 54 | 84 |
| Number of Gaps and Time Duration | Insufficient Data | Insufficient Data |

Since it is unlikely that the traffic signals will be operational at the intersection of Kooneula Boulevard and Kaloolea Drive when the elementary school opens in Year 2006, the Manual of Uniform Traffic Control Devices suggests that adult crossings guards may be needed to assist students crossing at the intersection. Further, if conflicts between motorists and pedestrians remain a concern with the community, the report entitled School Trip Safety Program Guidelines indicates that the installation of traffic signals may not entirely eliminate the need for adult crossing guards at the intersection. The students that attend Ocean Pointe elementary school should be taught to be aware of moving vehicles and not to depend entirely upon the traffic signal when deciding to cross the street. The need for other possible mitigation measures, such as warning signs, flashing beacons or school speed zones, will be dependent upon actual traffic conditions and cannot be evaluated until after the elementary school is opened.

ESTIMATION OF PARKING STALLS

A comparison of field data of staff attendance and parking stall usage at Holomua Elementary School and Ewa Beach Elementary School is provided in Table 6. When Holomua Elementary School was in the planning stage, the DOE design parking stall ratio was 1 stall to 15 students (or 57 stalls) with 10 additional stalls for guest parking. This comparison suggests that a parking ratio of 1 stall to 7 students or 1 stall to 8 students may be more appropriate and would help to compensate if the original design enrollment of 725 students is low.

For the Ocean Pointe elementary school, the current DOE design parking stall ratio has been changed to 1 to 8 students with 10 additional guest stalls; this new design ratio results in approximately 100 stalls for staff and guests and should limit the number of staff that park

Table 6
COMPARISON OF STAFF AND PARKING STALLS

| | Holomua (Field Data) | Ewa Beach (Field Data) | Ocean Pointe (DOE Estimate) |
|---|-------------------------|---------------------------|--------------------------------|
| Current Student Attendance | 1,045 | 597 | - |
| Original Design Enrollment | 850 | Unknown | 725 |
| Staff | | | |
| A) Full-Time | 82 | 81 | 75 |
| B) Part Time | 10 | 12 | 10 |
| C) AM Before School Care Staff | 2 | 0 | 2 |
| D) PM After School Care Staff | 17 | 5 | 5 |
| AM Staff (A + B + C) | 94 | 93 | 87 |
| PM STAFF (A + D) | 99 | 86 | 80 |
| Actual Parking Stall Utilization (On- and Off-Site) | | | |
| AM (At end of AM count period) | 97 | 81 | - |
| PM (Prior to PM count period) | 91 | 70 | - |
| Estimated AM Parking Ratio per Student | 10.8 | 7.3 | - |
| Estimated PM Parking Ratio per Student | 11.5 | 8.5 | - |
| Accessible Stalls | 4 | 4 | 6 |
| DOE Design Ratio (Stall to Students) | 1:15 | Not Available | 1:8 |
| DOE Guest Parking Stalls | 10 | 10 | 10 |
| Estimated Parking* | | | |
| Based upon Student Enrollment | 850 | 597 | 725 |
| Ratio: 1 Stall per 15 Students | 57 | 40 | 49 |
| Ratio: 1 Stall per 10 Students | 85 | 60 | 73 |
| Ratio: 1 Stall per 8 Students | 106 | 75 | 91 |
| Ratio: 1 Stall per 7 Students | 121 | 86 | 104 |
| Number of Marked Stalls within Campus | 67 | 55 | 103 |

* Note: Further study is needed to establish new parking ratios for multi-track and single-track schools.

on-site in student loading zone areas or along the neighboring streets. Further study is needed to determine if multi-track and single-track schools should designate different parking design ratios and to account for a larger capacity enrollment if portable classrooms are to be used on the school campus.

Student Loading Zones and Parent Parking Needs

For the large number of students that arrive or depart in passenger vehicles, the field data and observations suggest that designated parent parking areas for 80 to 100 vehicles should be provided in addition to the marked staff stalls. Also, it should be recognized that parents of younger students prefer to walk their child to and from the classroom and parking stalls should be allocated for this type of activity. Furthermore, the After School Care programs require adults to sign out the children so parents must leave their parked vehicle when picking up their child in the afternoon. The parent parking areas would include the curb lane of the student loading zones as well as non-staff marked stalls. Efficient usage of the student loading zones should be encouraged by allowing parents to pick-up or drop-off their children anywhere along the loading zone curb lanes. For instance, current practices at Holomua Elementary School limit the student loading activity in the main parking lot to a location where JPOs assist only 2 or 3 vehicles near the school's administration building. Also, access restrictions at Ewa Beach Elementary School do not allow parents to use the curb lane in the east staff parking lot for student pick-up or drop-off activities.

Overflow Parking

For special school events, such as Christmas programs, May Day programs, or Award Ceremonies, overflow parking areas on the Ocean Pointe school campus should be identified for large event parking. Further, arrangements should be made with the neighboring district park for shared use of the Park's parking lot for large school events or to allow the district park to use the school parking lots when there are large recreational events at the district park. No parking is allowed on Keoneula Boulevard and Kailioleka Drive so it would be advantageous to develop such shared parking usage agreements in advance of the actual need so parents' vehicles are not ticketed or towed away while attending their child's school event.

VEHICLE COUNTS AND ITE TRIP RATE COMPARISON

Vehicle arrival and departure data was collected as a part of the special traffic counts at Holomua Elementary School and Ewa Beach Elementary School. A comparison of vehicle trips estimated with the Institute of Transportation Engineers (ITE) vehicle trip rates and the vehicle field count data is supplied in Appendix D. This comparison shows that the Holomua Elementary School vehicle counts are higher than ITE public school trip volumes, ranging between 121% and 169% of ITE public school trip volumes. Similarly, the Ewa Beach Elementary School vehicle field count data exceeded the ITE public school trip volumes and range between 187% and 222%.

The large differences between the ITE rates and the trip rates developed from the field data are attributable to several factors, including a generational change, especially with both parents in the work force. In the 1960s, most children walked or rode their bicycles to school. Today, the statistics indicate that 70% to 80% of students are driven to and from school by their parents or ride in a school bus. Nationally, this results in a lack of ability and awareness to learn how to navigate as a pedestrian within their own neighborhood streets. Appendix D also contains a comparison of the vehicle field count data against trip volumes estimated with ITE private school (K-8) trip rates. Holomua Elementary School and Ewa Beach Elementary School vehicle count data are between 58% and 107% of the ITE private school trip volumes. Hence, the traffic volumes at these Ewa schools are more compatible to commuter trips to private schools, rather than neighborhood public schools. Further vehicle data collection are encouraged for the study of vehicle trip rates at other Ewa schools.

An August 2002 Modality and Modality Weekly Report (MMWR) provides the following statistics in Table 7 about barriers to children walking or bicycling to school. Multiple responses were allowed in this survey so percentages do not total to 100%. In the same study, if there were no barriers cited, then 64% of the students walked and 21% bicycled to school at least once a week; this difference represents a six-fold increase over students that had one or more barriers to walking or bicycling to school.

Table 7
BARRIERS TO WALKING OR BICYCLING TO SCHOOL

| Barriers | Percentage Reported | Confidence Interval at 95% |
|----------------------------|---------------------|----------------------------|
| Long Distances | 55% | ± 4% |
| Traffic Danger | 40% | ± 4% |
| Adverse Weather Conditions | 24% | ± 3% |
| Crime Danger | 18% | ± 3% |
| Opposing School Policy | 7% | ± 2% |
| Other Reasons | 26% | ± 3% |
| No Barrier | 16% | ± 3% |

Other factors that contribute to higher trip rates include higher school enrollment than the original design enrollment and large school district boundaries that discourage walking or bicycling to school. The neighboring Ewa Gentry Makai development should be encouraged to provide a vehicular drop-off/pick-up area for residents that live mauka of the Ocean Pointe project.

For future schools, it is recommended that school site selection studies be conducted prior to selection of a specific school site. The school site selection studies should include traffic assessments of the school district boundary and size within the residential area as well as site configuration, pedestrian and vehicle access to the site. Further, the school enrollment forecasting methodology should be improved so the traffic study and parking requirements consider the upper range of student enrollment forecasts, including the possible use of portable classrooms.

Student walking programs, such as the International Walk to School Day, or Walking Bus programs, should also be considered if the Ocean Pointe school community has sufficient interest to implement these type of programs. The walking programs could decrease the number of children that are driven to school and increase students' pedestrian skills and awareness. In addition, many collector streets within the Ocean Pointe development have

designated bicycle paths and student bicyclists should be directed to use them when traveling to and from school.

A Traffic Management Manual should be prepared for the future administration of the Ocean Pointe elementary school to explain how the Mauka and Makai Parking Lots should be managed. The Manual should also support a mutual agreement to share use of parking lots with the district park.

INTEGRATION WITH OCEAN POINTE TRAFFIC MASTER PLAN

Several tasks need to be undertaken before the results of this traffic assessment can be integrated into the Ocean Pointe Traffic Master Plan. The following items need to be discussed by City and State transportation agencies as they affect the traffic study methodology:

- The discrepancy between the field counts and the school trips calculated with ITE public school and private school trip rates.
- The differences between school design enrollment and changes to school capacity after the school is constructed.
- The traffic impact of school district boundaries that differ from assumptions in previous traffic studies for Ewa Gentry, Ewa Gentry Makai and Ocean Pointe developments and may increase school trips on Fort Weaver Road and Kapolei Parkway.
- Conduct research study of vehicle trips at other schools to examine effects of school district size, distance to school and commuting travel patterns on school vehicle and pedestrian trip rates.

SUMMARY

This traffic assessment examined the proposed elementary school site layout, reviewed traffic signal warrants for school opening Year 2006, estimated demand for parking stalls, and collected pedestrian and vehicle data at nearby Ewa schools.

For the site layout, the following changes are recommended:

- a) For the turnaround area, a circular cul-de-sac would facilitate smoother traffic operations. The circular cul-de-sac is an approved configuration in the City DPP subdivision guidelines.
- b) The installation of a driveway on Kaileolea Drive for the Makai Parking Lot shall be implemented to accommodate left turn movements into and out of this parking lot and reduce school queues extending onto Keoneua Boulevard.
- c) Modification of driveway throat width and length for Makai Parking Lot to reduce conflict with parking maneuvers at the driveway entrances.
- d) If a right turn ingress is desired on Keoneua Boulevard, it shall include a deceleration/queuing lane on Keoneua Boulevard as a mitigation measure to minimize conflicts with vehicles in the travel lanes.
- e) The Makai Parking Lot should be reserved for full-time staff. The Mauka Parking Lot should serve as the primary student drop-off and pick-up area and parking for part-time staff. The student loading zones along the Mauka Parking Lot curb lane should be striped and signed appropriately for active loading activities; staff should be discouraged from parking in the student loading zones. Furthermore, when students are dropped off or picked up, they should enter or exit from the right side of a vehicle onto the sidewalk along the curb lane.
- f) A Traffic Management Manual should be prepared for the future administration of Ocean Pointe elementary school so that the faculty and parents can be trained on correct use of the parking lots and student loading zones from the first day of school. The Traffic Management Manual should be prepared by a professional traffic engineer who can also advise the school administration about liability concerns raised by City traffic staff.
- g) Walk-to-school programs should be encouraged to increase the number of students that walk to school and improve student ability to navigate as pedestrians within their own neighborhoods.

A summary of the findings for the traffic signal warrant assessment is given below:

- a) Year 2006 vehicle forecasts do not satisfy the peak hour vehicle warrant.
- b) Year 2006 pedestrian forecasts satisfy the minimum pedestrian volume criteria for the school crossing warrant, but the measurement of the number and duration of vehicle gap times cannot not be done at this time.
- c) Adult crossing guards may be needed when the school opens in Year 2006. Other mitigation measures, such as warning signs, flashing beacons or school speed zones are dependent upon actual traffic conditions and cannot be evaluated until after the elementary school is opened.

For the estimation of parking demand:

- a) The existing staff parking conditions at Holomua Elementary School and Ewa Beach Elementary School suggest a parking ratio of 1 stall per 7 or 8 students with 10 additional guest stalls would be adequate for the Ocean Pointe elementary school. Allowance for increases in student and staff size as well as part-time staff, Before Care staff and After School Care staff should be factored into the staff parking requirements. In addition, about 80 to 100 parking spaces should be allowed for parent pick-up and drop-off activity. The allotment of parking spaces should consider the number of vehicles that may utilize the curb lane loading zones as well as marked parking stalls.
- c) Mutual arrangements/agreements for the shared use of the neighboring district park parking lots should be completed prior to the actual need for parking. The district park should also be allowed to use the school parking lot for large recreational events at the district park.
- d) Overflow parking on the school campus should be identified for large school events, such as Christmas programs, May Day programs and Award Ceremonies.
- e) Further study of staff parking demands should be undertaken to establish parking design ratios for multi-track and single-track schools.

The assessment of the collected vehicle and pedestrian field data at Holomua Elementary School and Ewa Beach Elementary School requires discussion about the following items with State and City transportation agencies to identify modifications to the traffic study methodology for the Ocean Pointe Master Plan Traffic Study:

- a) The differences between the vehicle field count data and the estimated school trips with ITE public school trip rates and ITE private school trip rates. The length of turn lanes at

- intersections may be affected if the higher school trip rates developed from the field data are utilized.
- b) The school design enrollment and possible modification to school capacity after it is opened.
 - c) School district boundary, size and traffic impact on the Ocean Pointe, Ewa Gentry and Ewa Gentry Makai projects as well as the regional roadways, such as Fort Weaver Road and Kapolei Parkway.
 - d) Coordination with the Ewa Gentry Makai project should be undertaken so that students may be dropped off or picked up on the north side of school when overflow parking is needed or if the school boundary is modified to include the Ewa Gentry Makai project.
 - e) Highway Capacity Manual analyses are insufficient to assess school traffic impact due to queuing at the school driveways. Further research and data collection should be conducted to identify how school site location impacts traffic conditions in other areas on Oahu or in the State of Hawaii.

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APPENDIX A

TRAFFIC CONTROL SIGNAL WARRANTS

A traffic signal warrant study requires different types of data, including vehicular traffic volume data for specified time durations, pedestrian volumes at crossing locations as well as the number and duration of gaps in traffic flow. The guidelines for a traffic signal warrant study are identified in the Manual of Uniform Traffic Control Devices.

The technical criteria for the two warrants applicable to the Ocean Pointe elementary school traffic assessment are contained in this appendix.

- Peak Hour Warrant
(Intersection Vehicular Traffic Volumes during a Peak One-Hour Period)
- School Crossing Warrant
(Volume of Students at a Crossing and Adequacy of Measured Gap Times)

The peak hour warrant requires vehicular traffic volumes at an intersection for a one-hour peak period; the traffic volumes may be obtained from existing traffic counts or forecasts of future peak hour traffic volumes.

The school crossing warrant requires estimates of pedestrians; however, gap times are not measurable until there are actual traffic flows of vehicles at an intersection. Since the intersection of Koneuea Boulevard and Kalleolea Drive is not fully constructed, gap times at the intersection will not be measurable until it is opened for school traffic.

As a normal practice, transportation agencies conduct traffic warrant studies upon actual traffic and pedestrian volumes to verify that technical criteria have been satisfied prior to the installation of traffic signals at an intersection.

TRAFFIC CONTROL SIGNAL WARRANTS

Peak Hour Vehicle Warrant

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

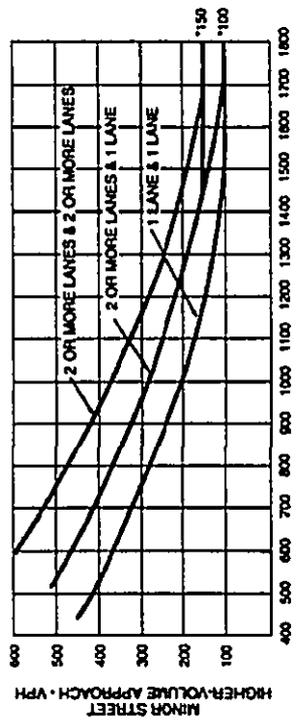
Standard

This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach; or 5 vehicle-hours for a two-lane approach, and
 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Figure 4C-3. Warrant 3, Peak Hour



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

School Crossing Warrant

The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

Standard

The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of school children at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when children are using the crossing is less than the number of minutes in the same period and there are a minimum of 20 students during the highest crossing hour.

Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.

The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 meter (300 feet), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

APPENDIX B

SCHOOL PEDESTRIAN TRIP DATA

School: Hobomas Elementary
 Date: Thursday, May 27, 2004
 Time: PM Peak Period
 Court Type: Pedestrian Count (Walk Trips to/from School)
 Weather: Partly Breezy

| Time Period | Enter | Exit | Hour | Enter | Hour | Exit | Bicycles | Enter | Exit |
|----------------|-------|------|------|-------|------|------|----------|-------|------|
| 5:45 - 6:00 am | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 6:00 - 6:15 | 3 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 6:15 - 6:30 | 4 | 1 | | 0 | | 0 | 0 | 0 | 0 |
| 6:30 - 6:45 | 24 | 2 | | 0 | | 0 | 0 | 0 | 0 |
| 6:45 - 7:00 | 53 | 3 | 31 | 0 | | 0 | 0 | 0 | 0 |
| 7:00 - 7:15 | 59 | 4 | 104 | 0 | | 0 | 0 | 0 | 0 |
| 7:15 - 7:30 | 120 | 12 | 253 | 0 | | 0 | 0 | 0 | 0 |
| 7:30 - 7:45 | 9 | 26 | 244 | 0 | | 0 | 0 | 0 | 0 |
| 7:45 - 8:00 | 4 | 2 | 195 | 0 | | 0 | 0 | 0 | 0 |
| 8:00 - 8:15 | 0 | 3 | 136 | 0 | | 0 | 0 | 0 | 0 |
| 8:15 - 8:30 am | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| TOTAL | 302 | 57 | | 0 | | 0 | 15 | 0 | 0 |
| 7:00 - 8:00 am | 244 | 46 | | 0 | | 0 | 11 | 0 | 0 |

| Time Period | Enter | Exit |
|----------------|-------|------|
| 5:45 - 6:00 am | 0 | 0 |
| 6:00 - 6:15 | 0 | 0 |
| 6:15 - 6:30 | 0 | 0 |
| 6:30 - 6:45 | 0 | 0 |
| 6:45 - 7:00 | 1 | 0 |
| 7:00 - 7:15 | 0 | 0 |
| 7:15 - 7:30 | 0 | 0 |
| 7:30 - 7:45 | 3 | 1 |
| 7:45 - 8:00 | 0 | 0 |
| 8:00 - 8:15 | 0 | 0 |
| 8:15 - 8:30 am | 0 | 0 |
| TOTAL | 5 | 1 |
| 7:00 - 8:00 am | 4 | 1 |
| | | 0 |

School: Hobomas Elementary
 Date: Thursday, May 27, 2004
 Time: PM Peak Period
 Court Type: Pedestrian Count (Walk Trips to/from School)
 Weather: Sunny

| Time Period | Enter | Exit | Hour | Enter | Hour | Exit | Bicycles | Enter | Exit |
|-----------------|-------|------|------|-------|------|------|----------|-------|------|
| 12:45 - 1:00 pm | 2 | 4 | | 0 | | 0 | 0 | 0 | 0 |
| 1:00 - 1:15 | 6 | 1 | | 0 | | 0 | 0 | 0 | 0 |
| 1:15 - 1:30 | 3 | 1 | | 0 | | 0 | 0 | 0 | 0 |
| 1:30 - 1:45 | 6 | 0 | 17 | 0 | | 6 | 0 | 0 | 0 |
| 1:45 - 2:00 | 61 | 8 | 68 | 0 | | 41 | 0 | 0 | 0 |
| 2:00 - 2:15 | 41 | 38 | 111 | 0 | | 34 | 0 | 0 | 0 |
| 2:15 - 2:30 | 41 | 42 | 115 | 0 | | 40 | 0 | 0 | 0 |
| 2:30 - 2:45 | 11 | 18 | 123 | 0 | | 41 | 0 | 0 | 0 |
| 2:45 - 3:00 | 8 | 13 | 81 | 0 | | 41 | 0 | 0 | 0 |
| 3:00 - 3:15 | 8 | 4 | 45 | 0 | | 36 | 0 | 0 | 0 |
| 3:15 - 3:30 | 3 | 8 | 26 | 0 | | 41 | 0 | 0 | 0 |
| 3:30 - 3:45 | 1 | 16 | 16 | 0 | | 41 | 0 | 0 | 0 |
| 3:45 - 4:00 | 0 | 18 | 8 | 0 | | 44 | 0 | 0 | 0 |
| 4:00 - 4:15 | 0 | 14 | 8 | 0 | | 54 | 0 | 0 | 0 |
| 4:15 - 4:30 | 3 | 10 | 6 | 0 | | 56 | 0 | 0 | 0 |
| 4:30 - 4:45 | 12 | 7 | 17 | 0 | | 47 | 0 | 0 | 0 |
| 4:45 - 5:00 | 4 | 8 | 21 | 0 | | 36 | 0 | 0 | 0 |
| 5:00 - 5:15 | 6 | 16 | 27 | 0 | | 43 | 0 | 0 | 0 |
| 5:15 - 5:30 | 11 | 14 | 36 | 0 | | 47 | 0 | 0 | 0 |
| 5:30 - 5:45 | 2 | 9 | 25 | 0 | | 49 | 0 | 0 | 0 |
| 5:45 - 6:00 pm | 3 | 2 | 24 | 0 | | 43 | 0 | 0 | 0 |
| TOTAL | 203 | 562 | | 0 | | 20 | 50 | 0 | 0 |
| 1:45 - 2:45 pm | 120 | 417 | | 0 | | 6 | 23 | 0 | 0 |
| 3:30 - 4:30 pm | 6 | 56 | | 0 | | 6 | 6 | 0 | 0 |

| Time Period | Enter | Exit | Hour | Enter | Hour | Exit | Stateboards | Enter | Exit |
|-----------------|-------|------|------|-------|------|------|-------------|-------|------|
| 12:45 - 1:00 pm | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 1:00 - 1:15 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 1:15 - 1:30 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 1:30 - 1:45 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 1:45 - 2:00 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 2:00 - 2:15 | 3 | 6 | | 0 | | 1 | 0 | 0 | 0 |
| 2:15 - 2:30 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 2:30 - 2:45 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 2:45 - 3:00 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 3:00 - 3:15 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 3:15 - 3:30 | 1 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 3:30 - 3:45 | 0 | 1 | | 0 | | 0 | 0 | 0 | 0 |
| 3:45 - 4:00 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 4:00 - 4:15 | 1 | 1 | | 0 | | 1 | 0 | 0 | 0 |
| 4:15 - 4:30 | 0 | 1 | | 0 | | 0 | 0 | 0 | 0 |
| 4:30 - 4:45 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 4:45 - 5:00 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 5:00 - 5:15 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 5:15 - 5:30 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 5:30 - 5:45 | 0 | 0 | | 0 | | 0 | 0 | 0 | 0 |
| 5:45 - 6:00 pm | 2 | 2 | | 0 | | 0 | 0 | 0 | 0 |
| TOTAL | 7 | 14 | | 0 | | 4 | 2 | 0 | 0 |
| 1:45 - 2:45 pm | 3 | 8 | | 0 | | 1 | 1 | 0 | 0 |
| 3:30 - 4:30 pm | 1 | 3 | | 0 | | 1 | 1 | 0 | 0 |

*Note: For an estimate of missed observations, 18 entering and 27 exiting pedestrians should be subtracted from the above summary.

School: Ewa Beach Elementary
 Date: Thursday, June 3, 2004
 Time: AM Peak Period
 Count Type: Pedestrian Count (Walk Trips to/from School)
 Weather: Sunny, light winds

| Time Period | Enter | Exit | Hour | Enter | Hour | Exit | Bicycles | Enter | Exit |
|--------------|-------|------|------|-------|------|------|----------|-------|------|
| 6:45-7:00 am | 20 | 0 | 0 | 4 | 1 | 0 | | 0 | 0 |
| 7:00-7:15 | 33 | 4 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 7:15-7:30 | 31 | 12 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 7:30-7:45 | 62 | 10 | 148 | 11 | 0 | 0 | | 0 | 0 |
| 7:45-8:00 | 5 | 4 | 131 | 9 | 24 | 21 | 2 | 0 | 22 |
| 8:00-8:15 | 3 | 0 | 101 | 13 | 19 | 34 | 21 | 0 | 2 |
| 8:15-8:30 am | 0 | 0 | 70 | 2 | 1 | 26 | 22 | 0 | 0 |
| TOTAL | 154 | 30 | | 0 | 2 | 15 | 26 | 0 | 0 |
| 7:00-8:00 am | 131 | 30 | | 1 | 0 | 3 | 6 | 0 | 0 |
| 8:00-8:15 | 3 | 0 | | 0 | 1 | 1 | 6 | 0 | 0 |
| 8:15-8:30 am | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | 0 |
| TOTAL | 134 | 30 | | 0 | 0 | 0 | 16 | 0 | 0 |

School: Ewa Beach Elementary
 Date: Thursday, June 3, 2004
 Time: PM Peak Period
 Count Type: Pedestrian Count (Walk Trips to/from School)
 Weather: Sunny, light winds

| Time Period | Enter | Exit | Hour | Enter | Hour | Exit | Bicycles | Enter | Exit |
|---------------|-------|------|------|-------|------|------|----------|-------|------|
| 12:45-1:00 pm | 4 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 1:00-1:15 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 1:15-1:30 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 1:30-1:45 | 1 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 1:45-2:00 | 11 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 2:00-2:15 | 9 | 24 | 21 | 22 | 21 | 22 | 2 | 0 | 22 |
| 2:15-2:30 | 13 | 19 | 34 | 21 | 34 | 21 | 2 | 0 | 2 |
| 2:30-2:45 | 2 | 1 | 26 | 2 | 1 | 26 | 2 | 0 | 0 |
| 2:45-3:00 | 0 | 0 | 2 | 15 | 26 | 26 | 2 | 0 | 0 |
| 3:00-3:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15-3:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30-3:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45-4:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00-4:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15-4:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30-4:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45-5:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00-5:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15-5:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30-5:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45-6:00 pm | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 41 | 24 | | 41 | 24 | 4 | 1 | 0 | 24 |
| 1:30-2:30 pm | 34 | 24 | | 34 | 24 | 4 | 0 | 0 | 24 |
| 3:30-4:30 pm | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |

School: Ewa Beach Elementary
 Date: Thursday, June 3, 2004
 Time: AM Peak Period
 Count Type: Pedestrian Count (Walk Trips to/from School)
 Weather: Sunny, light winds

| Time Period | Enter | Exit | Hour | Enter | Hour | Exit | Bicycles | Enter | Exit |
|--------------|-------|------|------|-------|------|------|----------|-------|------|
| 6:45-7:00 am | 20 | 0 | 0 | 4 | 1 | 0 | | 0 | 0 |
| 7:00-7:15 | 33 | 4 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 7:15-7:30 | 31 | 12 | 0 | 0 | 0 | 0 | | 0 | 0 |
| 7:30-7:45 | 62 | 10 | 148 | 11 | 0 | 0 | | 0 | 0 |
| 7:45-8:00 | 5 | 4 | 131 | 9 | 24 | 21 | 2 | 0 | 22 |
| 8:00-8:15 | 3 | 0 | 101 | 13 | 19 | 34 | 21 | 0 | 2 |
| 8:15-8:30 am | 0 | 0 | 70 | 2 | 1 | 26 | 22 | 0 | 0 |
| TOTAL | 154 | 30 | | 0 | 2 | 15 | 26 | 0 | 0 |
| 7:00-8:00 am | 131 | 30 | | 1 | 0 | 3 | 6 | 0 | 0 |
| 8:00-8:15 | 3 | 0 | | 0 | 1 | 1 | 6 | 0 | 0 |
| 8:15-8:30 am | 0 | 0 | | 0 | 0 | 0 | 4 | 0 | 0 |
| TOTAL | 134 | 30 | | 0 | 0 | 0 | 16 | 0 | 0 |

School: East Beach Elementary
 Date: Thursday, May 27, 2004
 Time: Full Peak Period
 Court Type: Vehicular Court
 Weather: Sunny

| Time Period | On-Site Enter | On-Site Exit | Off-Site Enter | Off-Site Exit |
|-----------------|---------------|--------------|----------------|---------------|
| 12:45 - 1:00 pm | 8 | 7 | 0 | 0 |
| 1:00 - 1:15 | 9 | 7 | 1 | 0 |
| 1:15 - 1:30 | 10 | 5 | 1 | 0 |
| 1:30 - 1:45 | 10 | 3 | 13 | 0 |
| 1:45 - 2:00 | 32 | 11 | 22 | 1 |
| 2:00 - 2:15 | 53 | 64 | 13 | 39 |
| 2:15 - 2:30 | 28 | 44 | 4 | 6 |
| 2:30 - 2:45 | 28 | 30 | 0 | 0 |
| 2:45 - 3:00 | 17 | 24 | 0 | 0 |
| 3:00 - 3:15 | 14 | 20 | 0 | 0 |
| 3:15 - 3:30 | 21 | 20 | 0 | 2 |
| 3:30 - 3:45 | 36 | 44 | 1 | 1 |
| 3:45 - 4:00 | 20 | 23 | 0 | 1 |
| 4:00 - 4:15 | 19 | 26 | 0 | 0 |
| 4:15 - 4:30 | 12 | 28 | 0 | 0 |
| 4:30 - 4:45 | 17 | 13 | 0 | 1 |
| 4:45 - 5:00 | 18 | 22 | 0 | 1 |
| 5:00 - 5:15 | 19 | 23 | 0 | 0 |
| 5:15 - 5:30 | 4 | 13 | 0 | 0 |
| 5:30 - 5:45 | 0 | 6 | 0 | 0 |
| 5:45 - 6:00 pm | 0 | 6 | 0 | 0 |
| TOTAL | 399 | 464 | 55 | 53 |

| Time Period | Enter | Exit |
|----------------|-------|------|
| 1:45 - 2:45 pm | 140 | 149 |
| 3:30 - 4:30 pm | 96 | 128 |

Approach and Departure

| Time Period | Enter | Exit | Net Hour Enter | Hour Exit |
|-----------------|-------|------|----------------|-----------|
| 12:45 - 1:00 pm | 10 | 7 | 3 | 20 |
| 1:00 - 1:15 | 11 | 5 | 6 | 27 |
| 1:15 - 1:30 | 11 | 3 | 8 | 123 |
| 1:30 - 1:45 | 32 | 3 | 29 | 168 |
| 1:45 - 2:00 | 54 | 12 | 42 | 185 |
| 2:00 - 2:15 | 66 | 103 | -37 | 207 |
| 2:15 - 2:30 | 30 | 60 | -30 | 124 |
| 2:30 - 2:45 | 29 | 30 | -1 | 81 |
| 2:45 - 3:00 | 17 | 24 | -7 | 111 |
| 3:00 - 3:15 | 14 | 20 | -6 | 125 |
| 3:15 - 3:30 | 21 | 22 | -1 | 112 |
| 3:30 - 3:45 | 37 | 45 | -8 | 88 |
| 3:45 - 4:00 | 20 | 24 | -4 | 74 |
| 4:00 - 4:15 | 23 | 34 | -11 | 66 |
| 4:15 - 4:30 | 19 | 26 | -7 | 58 |
| 4:30 - 4:45 | 12 | 28 | -16 | 54 |
| 4:45 - 5:00 | 17 | 14 | 3 | 41 |
| 5:00 - 5:15 | 18 | 23 | -5 | 36 |
| 5:15 - 5:30 | 19 | 23 | -4 | 28 |
| 5:30 - 5:45 | 4 | 13 | -9 | 18 |
| 5:45 - 6:00 pm | 0 | 6 | -6 | 6 |
| TOTAL | 454 | 517 | -63 | 105 |

| Time Period | Enter | Exit |
|----------------|-------|------|
| 1:45 - 2:45 pm | 179 | 195 |
| 3:30 - 4:30 pm | 96 | 128 |

*Note: For an estimate of missed observations, 11 entering and 11 exiting vehicles should be added to the above summary.

School: East Beach Elementary
 Date: Thursday, June 3, 2004
 Time: Full Peak Period
 Court Type: Vehicular Court
 Weather: Sunny, light wind

| Time Period | On-Site Enter | On-Site Exit | Off-Site Enter | Off-Site Exit |
|----------------|---------------|--------------|----------------|---------------|
| 6:45 - 7:00 am | 31 | 23 | 2 | 2 |
| 7:00 - 7:15 | 62 | 45 | 7 | 2 |
| 7:15 - 7:30 | 86 | 66 | 16 | 13 |
| 7:30 - 7:45 | 109 | 83 | 52 | 53 |
| 7:45 - 8:00 | 29 | 29 | 6 | 14 |
| 8:00 - 8:15 | 13 | 4 | 0 | 0 |
| 8:15 - 8:30 am | 11 | 3 | 0 | 0 |
| TOTAL | 341 | 256 | 78 | 82 |

| Time Period | Enter | Exit |
|----------------|-------|------|
| 7:00 - 8:00 am | 268 | 228 |

Total Vehicles

| Time Period | Enter | Exit | Hour Enter | Hour Exit |
|----------------|-------|------|------------|-----------|
| 6:45 - 7:00 am | 32 | 23 | | |
| 7:00 - 7:15 | 64 | 47 | | |
| 7:15 - 7:30 | 104 | 82 | | |
| 7:30 - 7:45 | 181 | 136 | 361 | 268 |
| 7:45 - 8:00 | 36 | 43 | 364 | 308 |
| 8:00 - 8:15 | 13 | 4 | 313 | 265 |
| 8:15 - 8:30 am | 11 | 3 | 220 | 186 |
| TOTAL | 420 | 336 | | |

| Time Period | Enter | Exit |
|----------------|-------|------|
| 7:00 - 8:00 am | 364 | 308 |

School: Ewel Beach Elementary
 Date: Thursday, June 3, 2004
 Time: Full Peak Period
 Count Type: Vehicle Count
 Weather: Sunny, light winds

| Time Period | On-site Enter | Off-site Enter | Off-site Exit |
|---------------|---------------|----------------|---------------|
| 12:45-1:00 pm | 1 | 1 | 1 |
| 1:00-1:15 | 1 | 1 | 0 |
| 1:15-1:30 | 6 | 2 | 2 |
| 1:30-1:45 | 20 | 7 | 0 |
| 1:45-2:00 | 38 | 36 | 0 |
| 2:00-2:15 | 35 | 26 | 0 |
| 2:15-2:30 | 19 | 0 | 0 |
| 2:30-2:45 | 4 | 0 | 0 |
| 2:45-3:00 | 5 | 0 | 1 |
| 3:00-3:15 | 7 | 0 | 0 |
| 3:15-3:30 | 7 | 0 | 0 |
| 3:30-3:45 | 5 | 0 | 0 |
| 3:45-4:00 | 5 | 0 | 0 |
| 4:00-4:15 | 4 | 0 | 0 |
| 4:15-4:30 | 3 | 0 | 0 |
| 4:30-4:45 | 5 | 0 | 0 |
| 4:45-5:00 | 11 | 1 | 1 |
| 5:00-5:15 | 4 | 0 | 0 |
| 5:15-5:30 | 5 | 0 | 0 |
| 5:30-5:45 | 2 | 0 | 0 |
| 5:45-6:00 pm | 0 | 0 | 0 |
| TOTAL | 170 | 75 | 76 |

| Time Period | Enter | Hour | Enter | Hour | Exit |
|--------------|-------|------|-------|------|------|
| 1:30-2:30 pm | 93 | 101 | 69 | 71 | 0 |
| 3:30-4:30 pm | 17 | 41 | 0 | 0 | 0 |

| Time Period | Enter | Hour | Enter | Hour | Exit |
|---------------|------------|------------|------------|------------|-----------|
| 12:45-1:00 pm | 2 | 1 | 1 | 1 | 0 |
| 1:00-1:15 | 2 | 7 | 7 | 7 | 0 |
| 1:15-1:30 | 10 | 4 | 4 | 4 | 13 |
| 1:30-1:45 | 27 | 4 | 41 | 4 | 13 |
| 1:45-2:00 | 65 | 9 | 15 | 21 | 21 |
| 2:00-2:15 | 61 | 16 | 125 | 172 | 172 |
| 2:15-2:30 | 18 | 43 | 162 | 172 | 172 |
| 2:30-2:45 | 6 | 11 | 140 | 181 | 181 |
| 2:45-3:00 | 5 | 6 | 50 | 50 | 50 |
| 3:00-3:15 | 7 | 8 | 30 | 30 | 30 |
| 3:15-3:30 | 7 | 16 | 24 | 24 | 24 |
| 3:30-3:45 | 5 | 16 | 24 | 24 | 24 |
| 3:45-4:00 | 5 | 9 | 21 | 21 | 21 |
| 4:00-4:15 | 4 | 8 | 17 | 17 | 17 |
| 4:15-4:30 | 3 | 8 | 17 | 17 | 17 |
| 4:30-4:45 | 5 | 8 | 17 | 17 | 17 |
| 4:45-5:00 | 12 | 13 | 24 | 24 | 24 |
| 5:00-5:15 | 4 | 13 | 24 | 24 | 24 |
| 5:15-5:30 | 5 | 8 | 26 | 26 | 26 |
| 5:30-5:45 | 2 | 8 | 23 | 23 | 23 |
| 5:45-6:00 pm | 0 | 2 | 11 | 11 | 11 |
| TOTAL | 245 | 320 | 182 | 172 | 41 |

APPENDIX D

COMPARISON OF SCHOOL TRIPS WITH ITE TRIP RATES AND COLLECTED VEHICLE FIELD DATA



APPENDIX D

COMPARISON OF SCHOOL TRIPS WITH ITE TRIP RATES
AND COLLECTED VEHICLE FIELD DATA

Traffic counts for Holomua Elementary School were collected on Thursday, May 27, 2004. The regular school day begins at 7:45 a.m. and terminates at 2:00 p.m., except on Wednesday which ends at 1:15 p.m. There is an A+ Before School Care program which starts at 6:00 a.m. and a breakfast program between 7:00 a.m. and 7:30 a.m. The A+ After School Care ends at 5:30 p.m.; parents are lined for every minute they are late in pick-up their child. The morning traffic count volumes were collected between 5:45 and 8:30 a.m. In the afternoon the traffic counts were collected between 12:45 p.m. and 6:00 p.m.; the extended afternoon counts were collected to examine the school peak vehicle and pedestrian trip rates when the school day ends as well as the peak period for the A+ after school care program.

Traffic counts for Ewa Beach Elementary School were collected on Thursday, June 3, 2004. The school day begins at 7:45 a.m. and ends at 2:00 p.m., except on Wednesday which concludes at 1:10 p.m. There is no A+ Before School Care program, but there is a 7:00 a.m. to 7:30 a.m. breakfast program. There is also an A+ After School program. The morning traffic count period was 6:45 to 8:45 a.m. and the afternoon traffic count period was from 12:45 p.m. to 6:00 p.m.

The student attendance and staff employed at Holomua Elementary School and Ewa Beach Elementary School on the day of their respective data collection days are given in Table D-1.

The Institute of Transportation Engineers (ITE) trip rates for public elementary schools are presented in Table D-2. The comparison of Holomua Elementary School trips estimated with the ITE public school trip rates and actual field counts is provided in Table D-2A; a similar comparison for Ewa Beach Elementary School is given in Table D-2B.

The Holomua Elementary School vehicle field counts are between 128% and 180% of the ITE trip volumes. The Ewa Beach Elementary School field counts are between 187% and 222% of the ITE trip volumes. The large differences between the estimated ITE trip volumes and the field counts are probably due to several factors, including the large school districts that discourage walking, a higher proportion of students are dropped off and picked up by vehicle than in previous generations and student enrollment is higher than original design capacity. For instance, the Holomua Elementary School was initially designed for an enrollment of 850 students, but current student enrollment at this multi-track school is 1,344 students with approximately four-fifths of these students on campus during a regular school day. Year 2004 capacity has been increased to 1,184 students through the installation of portable classrooms at the school.

For informational purposes, the ITE private school rates for grades K-8 are listed in Table D-3. A comparison of the Holomua Elementary School trips with field counts is provided in Table D-3A while a similar comparison is given in Table D-3B. Holomua Elementary School field counts are between 61% and 86% of the ITE private school trip volumes and Ewa Beach Elementary School are between 89% and 107% of the ITE private school trip volumes. These comparisons indicate that Holomua Elementary School and Ewa Beach Elementary School tend to be more like commutator schools, rather than a neighborhood school. The atypical field counts also contribute to increased traffic congestion and queuing at the start and end of the school day.

Table D-1
STUDENT AND STAFF ATTENDANCE

| | Holomua Elementary School | Ewa Beach Elementary School |
|------------------------------------|------------------------------|--------------------------------|
| Data of Data Collection | May 27, 2004 | June 3, 2004 |
| Student Attendance (day of count) | 1,045 students | 587 students |
| Current Enrollment | 1,344 multi-track students | 597 single-track students |
| Full-Time Staff | 82 persons | 81 persons |
| Part-Time Staff (7:30 am to 12:00) | 9 persons | — |
| Part Time Staff (Time Unknown) | 1 person | 12 persons |
| AM Before School Care Staff | 2 persons | — |
| AM Before School Care Students | 25 students | — |
| PM After School Care Staff | 17 persons | 5 persons |
| PM After School Care Students | 239 students | 85 students |
| Initial Design Enrollment | 850 students | Unknown |
| Year 2004 Design Capacity | 1184 students | 590 students |

Table D-2
ITE PUBLIC ELEMENTARY SCHOOL TRIP RATES

| Land Use Code (20) | ITE Trip Rates |
|---|----------------|
| Public Elem. Schools | |
| AM Peak Hour (Start of School Day) | |
| Enter | 0.23 |
| Exit | 0.19 |
| Total | 0.42 |
| PM Peak Hour of Generator (End of School Day) | |
| Enter | 0.13 |
| Exit | 0.15 |
| Total | 0.28 |

Table D-3
ITE PRIVATE SCHOOL (K-6) TRIP RATES

| Land Use Code (20) | ITE Trip Rates |
|---|----------------|
| Private Elem. Schools | |
| AM Peak Hour (Start of School Day) | |
| Enter | 0.30 |
| Exit | 0.40 |
| Total | 0.80 |
| PM Peak Hour of Generator (End of School Day) | |
| Enter | 0.29 |
| Exit | 0.32 |
| Total | 0.61 |

Table D-3A
HOLOMAN ELEMENTARY SCHOOL TRIP COMPARISON
WITH ITE PUBLIC SCHOOL TRIP VOLUMES

| Number of Students | Estimated ITE Volumes with ITE Trip Rates | Vehicle Exit Counts | Percentage Exceeds ITE Volume |
|---|--|------------------------|----------------------------------|
| AM Peak Hour (Start of School Day) | | | |
| Enter | 241 | 430 | 178% |
| Exit | 198 | 369 | 186% |
| Total | 439 | 799 | 182% |
| PM Peak Hour of Generator (End of School Day) | | | |
| Enter | 132 | 160 | 121% |
| Exit | 181 | 200 | 111% |
| Total | 313 | 360 | 115% |
| PM Peak Hour | | | |
| Enter | Not Available | 89 | - |
| Exit | Not Available | 129 | - |
| Total | Not Available | 218 | - |

Table D-3B
EWA BEACH ELEMENTARY SCHOOL TRIP COMPARISON
WITH ITE PRIVATE SCHOOL TRIP VOLUMES

| Number of Students | Estimated ITE Volumes with ITE Trip Rates | Vehicle Exit Counts | Percentage Exceeds ITE Volume |
|---|--|------------------------|----------------------------------|
| AM Peak Hour (Start of School Day) | | | |
| Enter | 517 | 430 | 83% |
| Exit | 412 | 369 | 89% |
| Total | 929 | 799 | 86% |
| PM Peak Hour of Generator (End of School Day) | | | |
| Enter | 300 | 160 | 53% |
| Exit | 338 | 200 | 60% |
| Total | 638 | 360 | 56% |
| PM Peak Hour | | | |
| Enter | Not Available | 89 | - |
| Exit | Not Available | 129 | - |
| Total | Not Available | 218 | - |

Table D-3C
EWA BEACH ELEMENTARY SCHOOL TRIP COMPARISON
WITH ITE PUBLIC SCHOOL TRIP VOLUMES

| Number of Students | Estimated ITE Volumes with ITE Trip Rates | Vehicle Exit Counts | Percentage Exceeds ITE Volume |
|---|--|------------------------|----------------------------------|
| AM Peak Hour (Start of School Day) | | | |
| Enter | 128 | 260 | 203% |
| Exit | 113 | 211 | 187% |
| Total | 241 | 471 | 196% |
| PM Peak Hour of Generator (End of School Day) | | | |
| Enter | 75 | 142 | 189% |
| Exit | 82 | 172 | 209% |
| Total | 157 | 314 | 199% |
| PM Peak Hour | | | |
| Enter | Not Available | 17 | - |
| Exit | Not Available | 11 | - |
| Total | Not Available | 28 | - |

Table D-3D
EWA BEACH ELEMENTARY SCHOOL TRIP COMPARISON
WITH ITE PRIVATE SCHOOL TRIP VOLUMES

| Number of Students | Estimated ITE Volumes with ITE Trip Rates | Vehicle Exit Counts | Percentage Exceeds ITE Volume |
|---|--|------------------------|----------------------------------|
| AM Peak Hour (Start of School Day) | | | |
| Enter | 295 | 290 | 98% |
| Exit | 235 | 251 | 107% |
| Total | 530 | 541 | 102% |
| PM Peak Hour of Generator (End of School Day) | | | |
| Enter | 171 | 162 | 95% |
| Exit | 150 | 172 | 115% |
| Total | 321 | 334 | 104% |
| PM Peak Hour | | | |
| Enter | Not Available | 17 | - |
| Exit | Not Available | 41 | - |
| Total | Not Available | 58 | - |

APPENDIX B CONSTRUCTION STAGING CORRESPONDENCE



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 118, HONOLULU, HAWAII 96810

ERNEST Y. W. LAU
COMMISSIONER
PUBLIC WORKS
07/27/04

Fire Chief Attilio Leonard
(P)1274.4
Page 2

Thank you for your consideration in this matter. Your prompt response would be appreciated. If there are any questions, please have your staff call Ms. Gaylyn Nakatsuta of the Planning Branch at 586-0487.

AUG 10 2004

Sincerely,

ERNEST Y. W. LAU
Public Works Administrator

Mr. Attilio Leonard, Fire Chief
Honolulu Fire Department
City and County of Honolulu
3375 Koopaka Street, #H425
Honolulu, Hawaii 96819

GN:jp
Attachments
c: Mr. Raymond Minami, DOE-FSSB
✓Mr. Walter Kobayashi, DAGS-PWD, PMB

Dear Mr. Leonard:

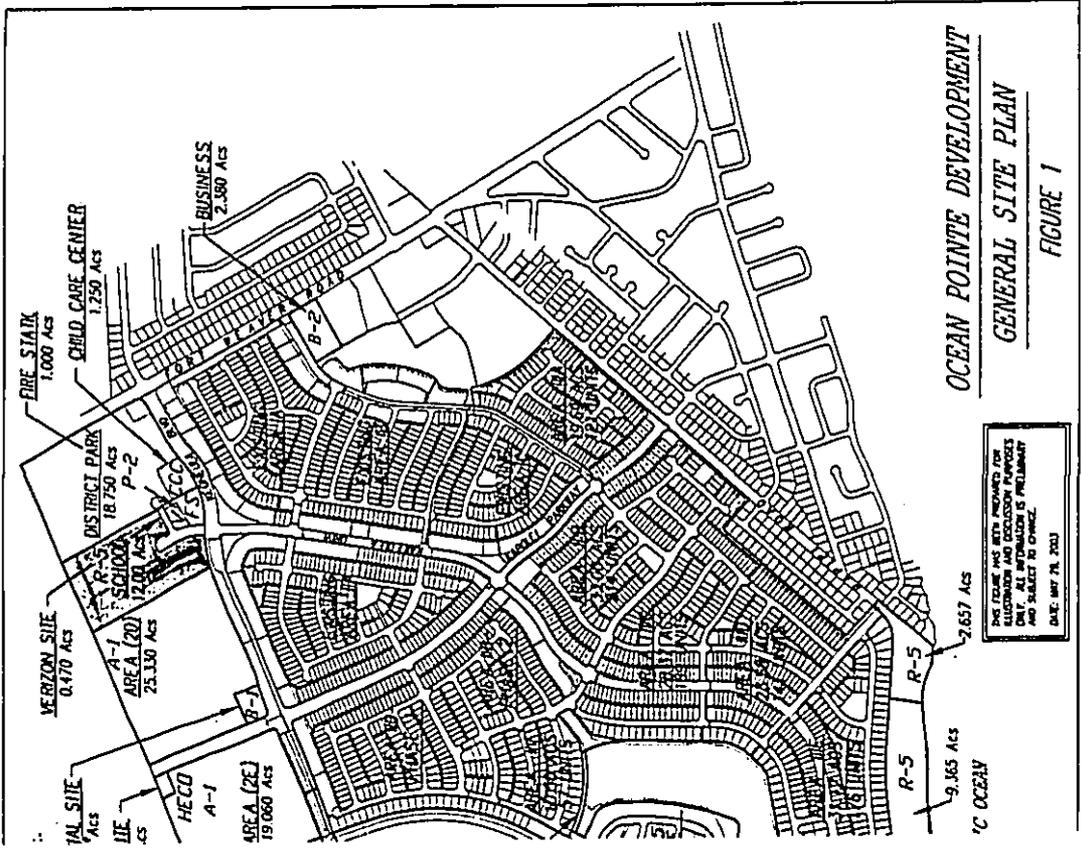
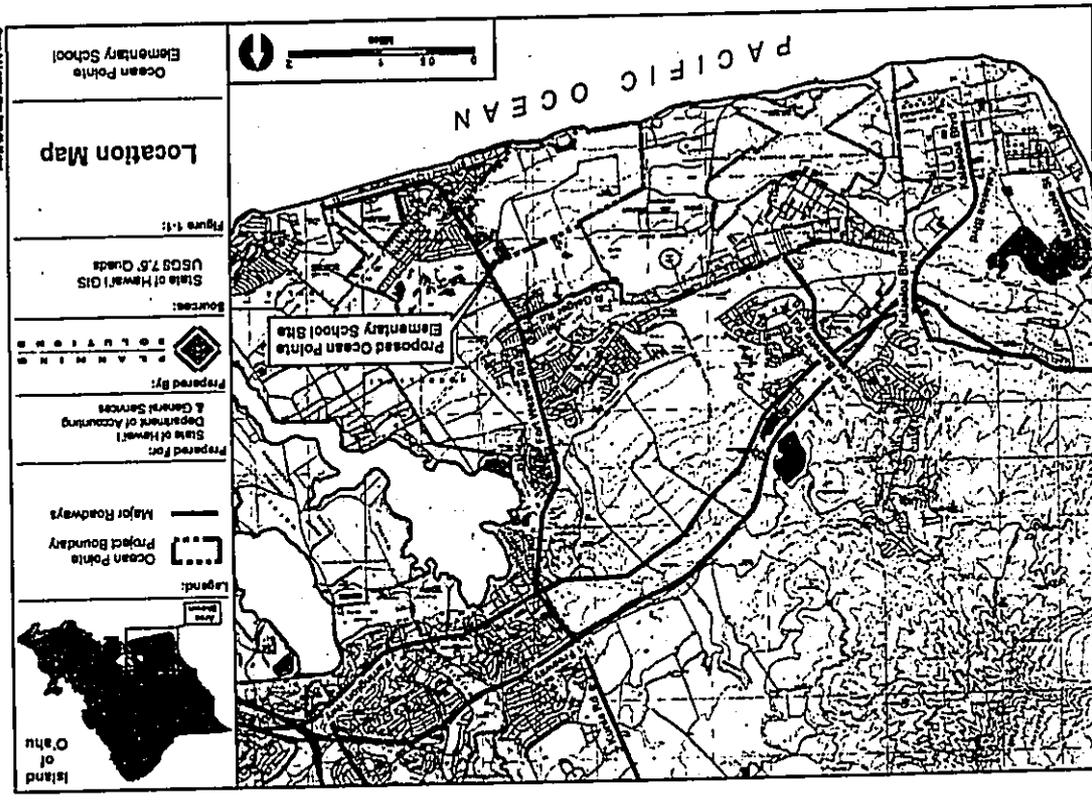
Subject: Ocean Pointe Elementary School
Right-of-Entry for Construction Staging Site

We would appreciate your consideration to grant permission to the State of Hawaii for the Right-of-Entry and use of the lot designated for the Ocean Pointe fire station as a staging site for the construction of the Ocean Pointe Elementary School at the Ocean Pointe development by Haseko (Ewa), Inc. The following are provided for your information:

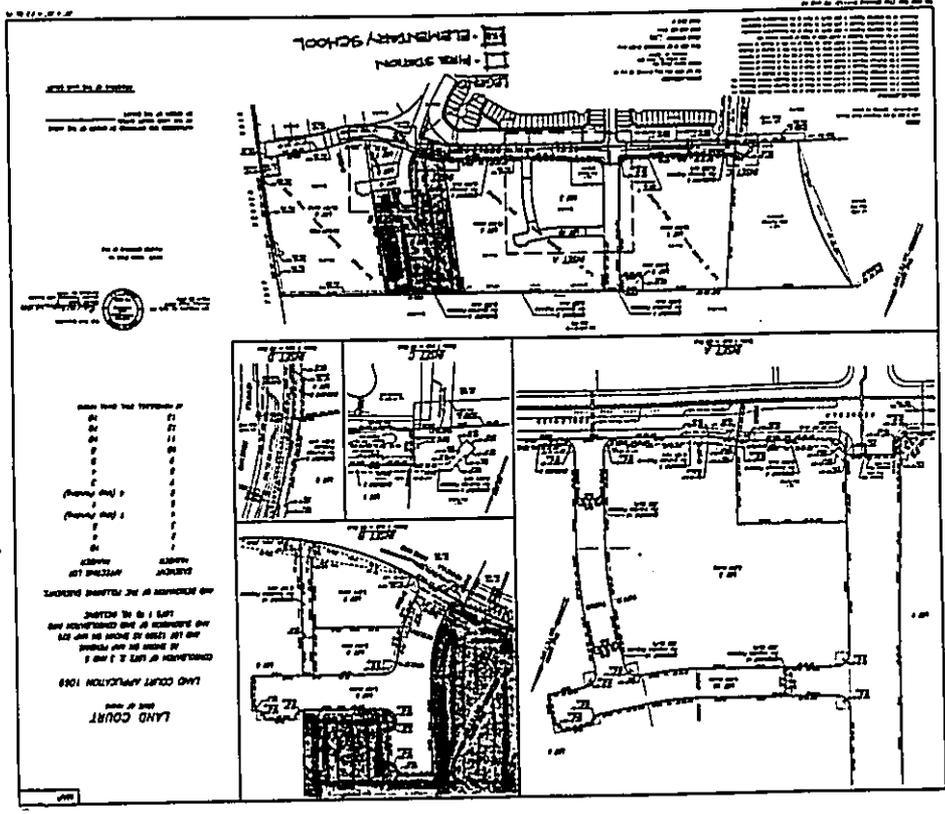
1. Ocean Pointe Elementary School anticipates starting construction in February 2006. The first phase will be completed for classes starting in July 2006. An additional classroom building is anticipated for completion the following year. The State would like permission to use the Fire Department site for construction staging purposes until December 2007.
2. Attached is a site plan showing the school site and the fire station site.

If you agree in concept to allowing us temporary use of your Ocean Pointe property, we will prepare and send a draft Right-of-Entry document to the Fire Department for your review and approval.

[REDACTED]



RECEIVED AS FOLLOWS



FIRE DEPARTMENT
CITY AND COUNTY OF HONOLULU

1505 KALANIANA'OLE AVENUE, SUITE 1000, HONOLULU, HAWAII 96813-1505
 HONOLULU PUBLIC UTILITIES DEPARTMENT

SEP -2 A 11:25



ATTILIO K. LEONARDI
 FIRE CHIEF
 HONOLULU FIRE DEPARTMENT

August 31, 2004

Mr. Ernest Y. W. Lau
 Public Works Administrator
 State of Hawaii
 Department of Accounting and
 General Services
 P.O. Box 119
 Honolulu, Hawaii 96810

Dear Mr. Lau:

**Subject: Ocean Pointe Elementary School
 Right-of-Entry for Construction Staging Site**

In response to your letter dated August 10, 2004, requesting right-of-entry and use of the property designated for the Ocean Pointe fire station, please be advised that the above property is currently under the jurisdiction of Haseko (Ewa), Inc.

As such, by copy of this letter, we are referring your request to Mr. Robert McGraw of Haseko (Ewa), Inc. He can be contacted at 888-7772, extension 243.

Should you have any questions, please call Battalion Chief Thomas Perkins of our Administrative Services Bureau at 831-7735.

Sincerely,

ATTILIO K. LEONARDI
 Fire Chief

AKL/TKP:cn

cc: Robert McGraw, Haseko (Ewa), Inc.
 Jaynor Miramit, Department of Education
 Walter Kobayashi, Department of Accounting
 and General Services



HASEKO (Hwa), Inc.

Gaylyn Nakatsuka, State DAGS
September 15, 2004
Page 2 of 2

required by all parties in that area of Ocean Pointe, the various projects can be completed in a timely and economic manner.

Sincerely,

Robert J. Mc Graw
Project Manager

RJM:ada

Cc: Nelson W.G. Lee, Haseko
Angela Fong, Oshima Chun Fong & Chung

September 15, 2004

State of Hawaii
Department of Accounting and General Services
Division of Public Works
P.O. Box 119
Honolulu, Hawaii, 96810

Attention: Gaylyn Nakatsuka

Dear Ms. Nakatsuka:

Proposed Fire Station Site Construction Staging Area

We understand the Fire Department has indicated they have no objection to the use of the future fire station site as a staging area for the construction of the DOE elementary school. While it has been and remains our intention to cooperate as much as we possibly can to complete the school in a timely manner, we unfortunately will not be able to comply with your request to allow usage of the future fire station site.

The proposed staging area is at the heart of a number of projects that will be under construction simultaneously. In addition to the school, we will be completing site and utility work for the access road and fire station site. Additionally, a daycare facility will also be under construction immediately adjacent to the fire station site.

Until the completion of the access road from Keenaula Boulevard, the only access to the park site and the day care facility will be through the future fire station site.

I have been advised that pending the completion of various site and utility related construction, as well as the required inspections and acceptance by the City, we will be unable to consider use of the site as a staging area until after approval and acceptance by the City, in late Spring or Summer of 2005.

Possibly your contractor could balance the building of the school utilizing the planned playground areas as staging areas. Again, it is unfortunate that we will not be able to comply with your request at this time, but we are confident that with close coordination and cooperation

RECEIVED - DAGS
DIVISION OF PUBLIC WORKS
SEP 15 A 8:31
SEP 15 2004

LINDA LINDSE
COMPTROLLER



STATE OF HAWAII
DEPARTMENT OF ACCOUNTING AND GENERAL SERVICES
P.O. BOX 118, HONOLULU, HAWAII 96810

RUSSELL BAYTO
COMPTROLLER
MATTHEW N. THOMASON
DEPUTY COMPTROLLER

071322.4

OCT - 4 2004

Mr. William D. Balfour, Jr., Director
Parks and Recreation Department
City and County of Honolulu
1000 Uluohia Street, Suite 309
Kapolei, Hawaii 96707

Dear Mr. Balfour, Jr.:

Subject: Ocean Pointe Elementary School
Permission for Temporary Construction Staging Site

We would appreciate your consideration to grant permission to the State of Hawaii for temporary use of a portion of the lot designated for the Ocean Pointe future district park as a staging site for the construction of the Ocean Pointe Elementary School at the Ocean Pointe development by Haseko (Ewa), Inc. This request is based on our understanding that the above referenced property is currently under the jurisdiction of Haseko (Ewa), Inc. and will eventually be dedicated to the Parks and Recreation Department. The following are provided for your information and consideration:

1. Ocean Pointe Elementary School anticipates starting construction in February 2005. It is intended that the first phase will be completed for classes starting in July 2006. An additional classroom building is anticipated for completion within the following year. The State would like permission to use between one and two acres of the future district park site directly adjacent to the elementary school site for construction staging purposes until July 2007. Due to the elementary school's tight construction schedule, the requested temporary staging area will greatly assist the State by relieving on-site congestion, especially because of concurrent construction activities anticipated at surrounding properties. Accordingly, the requested temporary staging area will also help reduce our construction costs given that available construction funding is limited.
2. The State will be responsible for restoring any existing grading and irrigation sprinkler heads and lines displaced and/or damaged due to staging activities. Ideally, the State requests the use of the district park fund nearest the park access roadway and the school.

Mr. William D. Balfour, Jr.
(P)1322.4
Page 2

3. Attached is a site plan showing the elementary school site and the future district park site.

If you agree in concept to allowing us temporary use of the Ocean Pointe future district park property, we will prepare and send a draft Right-of-Entry document to the Parks and Recreation Department for your review prior to sending on to Haseko (Ewa), Inc. for their approval.

Thank you for your consideration in this matter. Your prompt response would be appreciated. If there are any questions, please have your staff call Ms. Gaylyn Nakasuka of the Planning Branch at 586-0487.

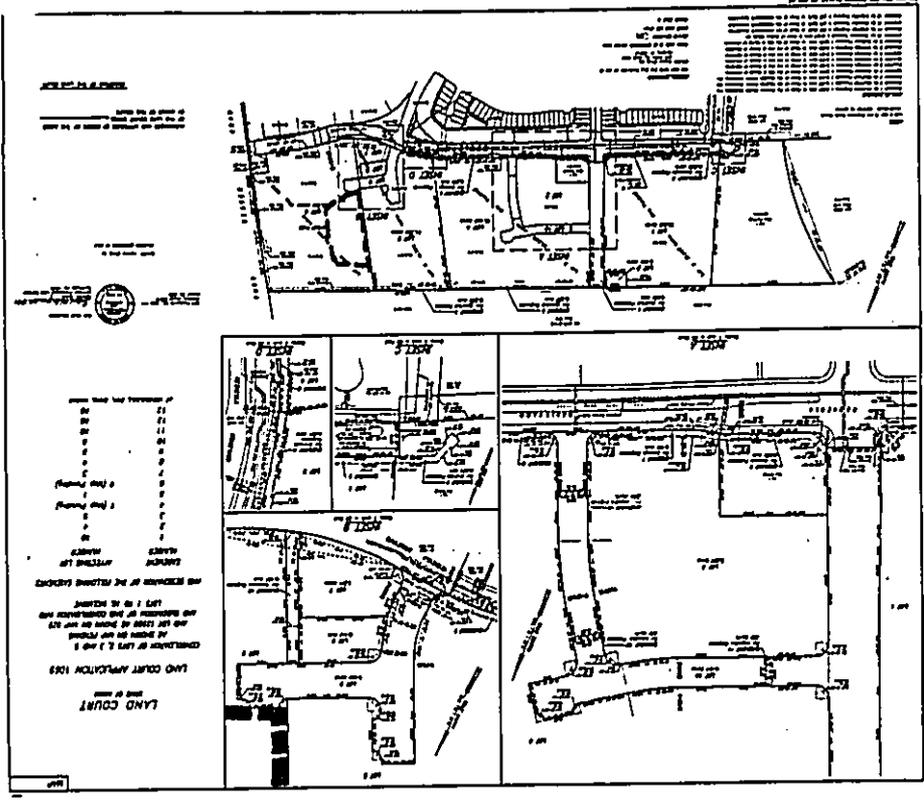
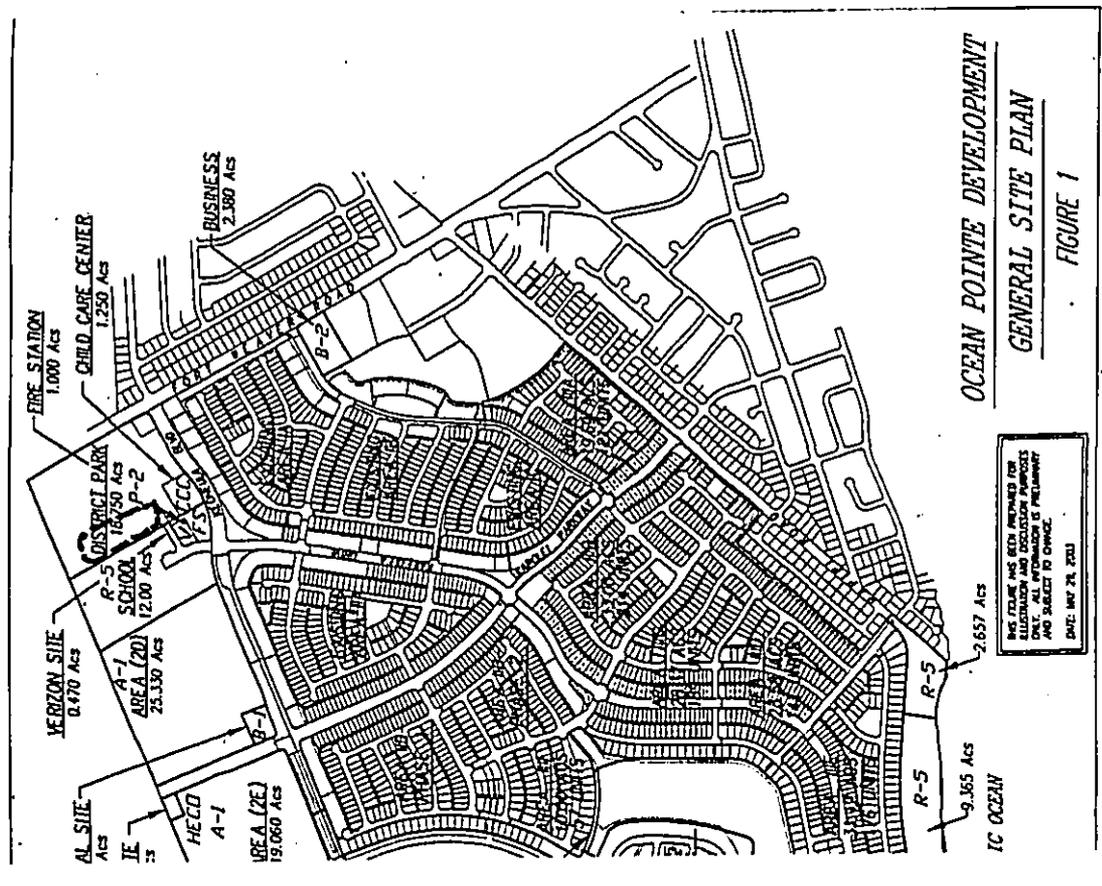
Sincerely,


ERNEST Y. W. LAU
Public Works Administrator

GN:jp
Attachments

cc: Mr. Raynor Minami, DOE-FSSB
Mr. Walter Kobayashi, DAGS-PWD, PMB
Mr. Clyde Kumabe, DAGS-PWD, IB
Mr. Robert McGraw, Haseko (Ewa), Inc.
Mr. Terry McFarland, Architects Hawaii Ltd.

RECEIVED AS FOLLOWS



DEPARTMENT OF PARKS AND RECREATION
CITY AND COUNTY OF HONOLULU
 RECEIVED
 DIV. OF PUBLIC WORKS



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4 PM OCT 21 2004

WILLIAM D. BALFOUR, JR.
 DIRECTOR
 DIVISION OF PUBLIC WORKS

October 21, 2004

DIVISION OF PUBLIC WORKS
 TO: PW ADM ✓ APPROVAL
 PW DES ✓ DESIGN
 PW ENG ✓ ENGINEERING
 PW ENV ✓ ENVIRONMENTAL
 PW FIN ✓ FINANCE
 PW GEN ✓ GENERAL SERVICES
 PW INF ✓ INFORMATION TECHNOLOGY
 PW LEG ✓ LEGAL COUNSEL
 PW MGT ✓ MANAGEMENT
 PW SAF ✓ SAFETY
 PW TRN ✓ TRANSPORTATION

Mr. Ernest Y. W. Lau
 Public Works Administrator
 Department of Accounting and General Services
 State of Hawaii
 Post Office Box 119
 Honolulu, Hawaii 96810

Dear Mr. Lau:

Thank you for your letter of October 4, 2004, requesting permission to use the future Ocean Pointe district park site as a staging area for the construction of the Ocean Pointe Elementary School.

We are unable to accommodate your request. Please make other arrangements for your staging area.

Should you have any questions, please contact Mr. Dexter Liu, Leeward Oahu District Manager, at 675-6030.

Sincerely,

W. D. Balfour, Jr.
 WILLIAM D. BALFOUR, JR.
 Director

WDB:k
 (2/2)

