

COUNTY OF HAWAI‘I PLANNING DEPARTMENT
BACKGROUND REPORT

KRISTIN FROST ALBRECHT (FORMERLY MATSUNO ENTERPRISES, LTD.)
AMENDMENT TO CHANGE OF ZONE ORDINANCE NO. 06 28
(PL-REZ-2024-000064/ AMEND REZ 2005-000019)

KRISTIN FROST ALBRECHT has submitted an application for a 10-year time extension to Condition D (complete construction) of Change of Zone Ordinance No. 06 28, which rezoned an 8-acre portion of a larger 24.495-acre parcel of land from Agricultural-1 acre (A-1a) to Neighborhood Commercial-20,000 square feet (CN-20). The subject property is located on the south side of Ponahawai Street, approximately 1,300 feet east of its intersection with Komohana Street, Ponahawai, South Hilo, Hawai‘i, TMK: (3) 2-3-036:018(por.).

Applicant’s Request

1. **Applicant’s Request:** The applicant is requesting the following amendment to Change of Zone Ordinance No. 06 28:

- A 10-year time extension to Condition D (complete construction) from the effective date of this amendment.

The applicant requested the following specific language for the amendment request (material to be deleted is bracketed/struck through, material to be added is underscored):

Amend Condition D:

Construction of the proposed improvements shall be completed within [~~five (5)~~]ten (10) years from the effective date of this amended ordinance. This time period shall include securing Final Plan Approval from the Planning Director in accordance with the Zoning Code. Plans shall identify proposed structure(s), fire protection measures, access roadway, driveway and parking stalls. Landscaping shall be indicated on the plans for the purpose of mitigating any potential adverse noise or visual impacts to adjoining parcels. Landscaping shall be provided in accordance with the requirements of Planning Department’s Rule No. 17 (Landscaping Requirements).

2. **Applicant’s Reasons for the Request:** The Food Basket, Inc. (TFB), acquired the subject property in April 2022, with the intention of constructing the Hawai‘i Island Agricultural Innovation Park and Food Systems Campus (AIPFSC) on the 24.495-acre parcel, to serve community partner organizations and the economy of Hawai‘i Island.

Some objectives of the proposed project, which TFB estimates will employ up to 50 staff members and serve 120 clients per day, include meeting increased food needs and providing food security for Hawai'i Island residents, increasing value-added agricultural processing capacity, exploring new models and opportunities for small farms, increasing support and efficiency of food relief transportation and distribution and increasing collaboration among all stakeholders in the system. Given the change in project scope from the previous change of zone application and the lack of progress on construction of improvements, TFB is requesting a longer, 10-year time frame to comply with Condition D, in order to complete the full scope of planned projects and update the permitted use plan for the property. TFB proposes two phases to establish the AIPFSC, with Phase A consisting of design and construction of the following:

- A 43,000-square foot facility to house the Hawai'i Island Community Food Center and Food Bank, located on the CN-20-zoned area, to be used for emergency food distribution, community supported agricultural distribution, food pantry and marketplace, drive-thru for delivery trucks to satellite food banks, and offices for operational staff.
- A 30,300-square foot Agricultural Innovation Center facility, located on the A-1a-zoned area, which will be a production-focused facility with equipment for food manufacturing, processing and co-packing, with multiple kitchens and a food-science laboratory.
- 16.4 acres of agricultural lands and associated 12,100-square foot shade house, located on the A-1a-zoned area, with agricultural land for row crops, incubator crops and a shade house, intended to be a place of learning and gathering.
- Completion of waterline, electrical and communication infrastructure improvements.

Phase B is intended to provide collaborative business spaces and facilities for community interaction and education, with all structures located on the CN-20-zoned area, including venues for retreats, conferences, fairs, festivals and weekly markets.

Phase B will consist of design and construction of the following:

- A 19,000-square foot Agricultural Support Office Center, to provide spaces for coworking, conference and technology support.

- A 38,900-square foot Community Center, to provide spaces for educational, cultural and culinary experiences.
 - A 7,400-square foot Farmer’s Market Pavilion, to accomodate 50 farmer stalls, intended to operate in the evenings and on weekends.
3. **Construction Timetable and Cost:** Development will begin in 2024, with the final phase of infrastructure development projected for completion in 2029 and costs estimated at \$134,038,716.
 4. **Landowner:** The Food Basket, Inc.
 5. **Supportive Information:** The applicant has submitted the attached in support of the request. (**Planning Department Exhibit 1 – Change of Zone Amendment Request dated July 10, 2024**).

BACKGROUND INFORMATION

6. **February 24, 2006** – Effective date of Ordinance No. 06 28, approved by County Council to change the zoning of an 8-acre portion of the subject property from an Agricultural 1-acre (A-1a) to a Neighborhood Commercial-20,000 square feet (CN-20) zoned district. (**Planning Department Exhibit 2 - Zoning Code Requirements for Agricultural Districts and Planning Department Exhibit 3 – Zoning Code Requirements for Neighborhood Commercial Districts**) The applicant at the time proposed to develop a commercial and office shopping center on an 8-acre portion of the 24.495-acre parcel.
7. **November 29, 2006** – Tentative Approval granted for Subdivision No. 2006-000346.
8. **September 6, 2011** – The Planning Director granted a 5-year administrative time extension to comply with Condition D (complete construction) of Ordinance No. 06 28, until **February 24, 2016**.

STATE AND COUNTY PLANS

9. **State Land Use Designation:** Urban.
10. **County Zoning:** An 8-acre portion of the property is zoned Neighborhood Commercial-20,000 square feet (CN-20), the remainder is zoned Agricultural – 1 acre (A-1a).
11. **General Plan LUPAG Map:** The property is designated Medium Density Urban (mdu) which allows for village and neighborhood commercial and single family and multiple family residential and related functions (multiple family residential -- up to 35 units per

acre).

12. **Hilo Community Development Plan (CDP):** The Hilo CDP, adopted by Resolution No. 1 on May 21, 1975, identified the area as targeted for residential expansion, in the categories of RS, RM and PUD.
13. **Special Management Area (SMA):** The Special Management Area is a part of the Coastal Zone Management Program and regulated by the County. The site is located approximately 0.6 miles from the nearest shoreline and is not situated within the SMA.

DESCRIPTION OF SUBJECT PROPERTIES AND SURROUNDING AREA

14. **Subject Property:** The subject, rectangular-shaped rezone area is located in the northeast corner of the subject property, fronting Ponahawai Street. The subject property, vacant of structures and overgrown with foliage, is bounded by Ponahawai Street to the north and Alenaio Stream to the south.
15. **Surrounding Zoning/Land Uses:** Lands to the north of the subject property are a mixture of agricultural and open zoning (A-1a and O), lands to the east and south are zoned residential (RS-7.5), with properties to the west a mixture of agricultural, multiple-family and commercial zoning (A-1a, RM-4, RM-5.5 and CN-20). Surrounding land uses are a mix of residential, agricultural, medical and commercial, including a cemetery located to the east of the property. Additionally, two church facilities are located across Ponahawai Street from the subject property, both with existing Use Permits.
16. **Agricultural Lands of Importance to the State of Hawai‘i (ALISH):** The subject property is unclassified.
17. **Land Study Bureau’s Detailed Land Classification Systems:** The subject property is unclassified by the Land Study Bureau.
18. **U.S.D.A. Soil Survey:** Soils on the subject property are classified as Hilo hydrous silty clay loam, 0 to 10 percent slopes.
19. **FEMA FIRM MAP:** The rezone area is in an area designated as Zone “X” on the Flood Insurance Rate Map (FIRM) by the Federal Emergency Management Agency, an area determined to be outside the 500-year flood plain.
20. **Floral/Faunal Resources:** There were no professional surveys conducted of the floral or faunal resources of the subject property and as the land has been cleared for previous sugar cane cultivation, rare or endangered flora or faunal resources are unlikely to be

found within the subject property. According to the applicant, mice, mongoose, cats and dogs in addition to bird species such as the spotted dove, common myna, house finch and white-eye are common on the subject property. The subject property is currently overgrown with weeds and introduced plant species such as California and Wainaku grass, gunpowder tree, African tulip tree and guava, none of which are rare or endangered.

21. **Archaeological/Historic/Cultural Resources:** The applicant notes they have engaged ASM Affiliates to conduct an Archeological Inventory Survey (AIS) to comply with NEPA/Environmental Assessment requirements for federal funding awarded for the project. As part of the original rezone application, the State Department of Land and Natural Resources, State Historic Preservation Division (SHPD), by letter dated September 9, 2008, determined that no historic properties will be affected since the land has been altered by intensive cultivation. Additionally, the applicant is not aware of the subject property or immediate surrounding area being used for gathering of plants by Native Hawaiians.
22. **Public Access:** There is no record of a designated public access to the shoreline or mountain areas that traverses the subject property.

PUBLIC UTILITIES AND SERVICES

23. **Access:** Access to the subject property is from Ponahawai Street, a County-owned and maintained, 24-foot-wide paved roadway with 4-foot-wide grass shoulders, within a 60-foot-wide right-of-way. At the time of the original rezone application, the Department of Public Works (DPW) recommended that the applicant provide full improvements to the project's frontage along Ponahawai Street consisting of, but not limited to, pavement widening with concrete curb, gutter and sidewalk, drainage improvements, and any required utility relocation meeting with the approval of the DPW. This requirement is consistent with nearby rezones to the west that have recently built concrete curb, gutter and sidewalk improvements along the south side of Ponahawai Street. Additionally, DPW recommended that the access be limited to one location along Ponahawai Street and that the access road be constructed to dedicable standards with concrete curb, gutters, and sidewalks within a minimum 60-foot-wide right-of-way. According to DPW, they have no objection to the current amendment request. In addition, at the time of the

original rezone application, Hawai'i County Civil Defense stated that the proposed project should have a second exit onto Ponahawai Street to serve as an emergency exit should the other become blocked, however, the applicant is currently proposing one access point, situated at the northwest, or mauka, corner of the rezone area.

24. **Traffic:** A Traffic Impact Analysis Report (TIAR) dated October 17, 2022, included as part of the amendment application, analyzes traffic impacts of the commercial portion of the proposed AIPFSC. The TIAR scope includes recent available traffic count data from the State Department of Transportation (DOT), in addition to turning movement traffic count surveys during AM and PM peak periods of weekday traffic on Ponahawai Street, along with its intersections at Komohana Street and Kapiolani Street. The TIAR analyzed the data collected and estimated future traffic conditions for the 5-year, 10-year and 20-year planning horizons, both with and without the proposed project, including other relevant developments and traffic improvements in the vicinity. The analysis of existing traffic conditions found that the studied intersections operated at an acceptable Level of Service (LOS) between LOS "A" and LOS "C". Assuming full build out and occupancy of the project by 2028, the TIAR finds that the 5-year and 10-year projected LOS at the studied intersections is not expected to degrade below satisfactory levels of service, with most operating between LOS "B" or LOS "C" and the lowest levels at LOS "D". Although the 20-year analysis shows degradation at left turn movements from Komohana Street onto Ponahawai Street, as well as on westbound Ponahawai Street and northbound Kapiolani Street, as low as LOS "F", the LOS projection is the same both with and without the proposed project. Based on the findings, the TIAR recommends the following traffic improvements to mitigate impacts from the project: 1) Widen Ponahawai Street at the middle driveway to provide an exclusive left-turn lane in the westbound direction; 2) Widen Ponahawai Street at the middle driveway to provide a 100-foot long median refuge lane in the westbound direction; 3) County of Hawai'i should consider lowering the posted speed on Ponahawai Street in the vicinity of the project site to provide a speed transition between the 40 mph posted speed to the west and 25 mph posted speed to the east. The applicant proposes to construct a dedicated left turn lane into the site from Ponahawai Street at the single proposed access point, in addition to constructing curb, gutter and sidewalk improvements to the rezone area's street frontage.

25. **Water:** County water is available from an existing 8-inch waterline fronting the property along Ponahawai Street, as well as from an existing 12-inch line along Komohana Street. The applicant estimates the average daily demand for the commercially zoned portion of the property at 24,000 gallons per day (gpd) and the required fire flow as 2,000 gallons per minute (gpm), with a fire hydrant spacing of 300 feet along the roadway. DWS water system standards do not give a factor for estimating agriculturally zoned properties, therefore the project assumes 1,000 gpd per acre for the remaining portion of the property, for a total of 16,495 gpd. By letter dated June 4, 2024 (**Planning Department Exhibit 4 – June 4, 2024 letter**), DWS granted a water commitment time extension for the proposed development in the amount of 23,600 gpd, or 59 additional units of water at an average of 400 gpd, until May 31, 2025, with conditions requiring construction of water system improvements, including, but not limited to, the extension of approximately 400 lineal feet of an 8-inch waterline from the existing 12-inch waterline situated within Komohana Street along the Hāmākua side of Ponahawai Street to the crossover point of the existing 8-inch waterline and connect at this point; then extend minimum distance of approximately 1,130 lineal feet of 8-inch waterline from the end of the existing 6-inch waterline located on the Puna side of the Ponahawai Street waterline running parallel to the existing 8-inch waterline; and connect to the end of the existing 8-inch waterline at the point fronting the approximate westerly boundary of the project site so water can be delivered at adequate pressure and volume under peak-flow and fire-flow conditions. Additionally, DWS will require the applicant to install a service lateral or service line to accommodate an appropriately sized meter or meters so domestic flow and fire flow can be effectuated. Finally, DWS will require remittance of the prevailing facilities charge balance, due and payable upon completion of the installation of the required water system improvements and prior to final subdivision approval being granted. The applicant proposes installation of a water meter and backflow preventer to provide domestic water to the site, as well as a 785-foot-long fire line with a detector check meter and two fire hydrants, to provide water for fire protection purposes. In addition, the applicant notes that they intend to develop alternative sources for non-potable, agricultural water needs, such as rainwater catchment systems and an agricultural well, to decrease the project's demand on the county water supply.

26. **Wastewater:** At the time of the original rezone application, the original applicant intended to connect to the County sewer line from an 8-inch line from Punahele Street, south along Komohana Street, to access the property. However, the current applicant notes that although sewer connection is preferable, distance and cost factors led to the conclusion that a sewer connection is unfeasible. The nearest sewer line is at the intersection of Ponahawai Street and Kapiolani Street, approximately 1,200 feet away, however the size of the sewer line is inadequate to handle the increase of wastewater. Alternately, a 24-inch sewer main capable of handling the extra wastewater is located 2,400 feet from the project area, however the cost of that length of sewer line is estimated at \$840,000. Therefore, the applicant is proposing the use of multiple individual wastewater systems (IWS), meeting with the approval of the Department of Health (DOH). Specifically, the application estimates there will be five septic tanks to service various project areas, ranging in size from 1,500 gallons to 2,500 gallons, with distribution boxes and leach fields as necessary.
27. **Solid Waste:** There is no municipal waste collection service in the County. Solid waste will be disposed of at an authorized landfill by commercial haulers.
28. **Essential Utilities and Services:** All essential utilities and services are available to the project site. The area is served by police, fire stations and emergency medical services available in Hilo.

AGENCIES' AND ORGANIZATIONS' COMMENTS

29. **State Department of Health (Planning Department Exhibit 5 – July 30, 2024 Memo)**
30. **State Department of Land and Natural Resources - Engineering Division (Planning Department Exhibit 6 – August 6, 2024 Memo)**

AGENCIES - NO COMMENTS OR OBJECTIONS

31. State Department of Land and Natural Resources – Land Division; Department of Public Works – Engineering Division; Police Department.

AGENCIES - NO RESPONSES

32. Department of Public Works – Traffic Division; Department of Environmental Management; Fire Department; Department of Agriculture.

PUBLIC COMMENTS

33. No public comments have been received as of the date of the writing of this report.

CHANGE OF ZONE APPLICATION

COUNTY OF HAWAII PLANNING COMMISSION (Type or legibly print the requested information)

APPLICANT(S): Kristin Frost-Albrecht

APPLICANT'S SIGNATURE:  DATE: 7/10/2024

ADDRESS: The Food Basket
40 Holomua Street
Hilo, HI 96720

LIST APPLICANT'S INTEREST (if not owner): Authorized Agent

PHONE: (Bus.) (808) 933-6030 (Res.) (808) 430-2554 (Email) kristin@hawaiifoodbasket.org

REQUEST: CN-20 TO Amend Bill No.199 / Ordinance No.06 28
(Existing Zoning) (Proposed Zoning)

TAX MAP KEY(S): (3) 2-3-36:018

SIZE OF PROPERTY OR AFFECTED AREA(S) TO BE REZONED: 8 acres

LANDOWNER(S): The Food Basket, Inc.

FEE SIMPLE LANDOWNER(S) WRITTEN AUTHORIZATION

(may be provided by letter with the below statement included):

Please see attached Landowner Authorization DATE: 12-18-2023

DATE: _____

AGENT: Justin Clayton

AGENT ADDRESS: The Food Basket
40 Holomua Street
Hilo, HI 96720

PHONE: (Bus.) (808) 796-0222 (Res.) (808) 796-0222 (Email) justin@hawaiifoodbasket.org

Please indicate to whom original correspondence and copies should be sent.

ORIGINAL: Kristin Frost-Albrecht COPIES: Justin Clayton

Planning Dept.
Exhibit 1

BACKGROUND AND COUNTY ENVIRONMENTAL REPORT
AMENDMENT TO ZONING ORDINANCE (TIME EXTENSION REQUEST)
THE FOOD BASKET, INC.
505 PONAHAHAWAI STREET, SOUTH HILO, HAWAII
TAX MAP KEY: (3) 2-3-036: POR 018

A. SUBJECT REQUEST

1. Details of Proposed Use/Development:

a. Reasons for the request: The applicant, The Food Basket, Inc. (TFB), is requesting an amendment to the 8-acre commercial zoned (CN-20) portion of subject property due to a lapse of the zoning ordinance. More specifically, the applicant is requesting a 10-year extension to complete the full scope of planned projects and to update the permitted use plan for the property.

On September 15, 2005, a Change of Zone Application for an 8-acre portion of the subject property was submitted and received County of Hawaii approval via Bill No. 199/Ordinance No. 06 28 (Reference: Comm. 616), the effective date of February 24, 2006, changing the zoning from A-1a to CN-20.

Approval of the 8-acre rezoned property required for construction to start within five years; however, the owners did not move forward with their project. Consequently, the entire parcel remained undeveloped until April 2022, when TFB purchased the 24.495-acre site from the prior owners.

b. Project description: In response to the negative economic and social impacts of the COVID-19 pandemic, and recent natural disasters including the Kilauea Eruption and Earthquakes and Hurricane Lane, TFB has proposed to construct the Hawai'i Island Agricultural Innovation Park and Food Systems Campus (AIPFSC) that will serve

community partner organizations and the economy of Hawai'i Island. The mixed Commercial/Agriculture zoning of the subject property is compatible with the agricultural and community-focused commercial operations proposed for the AIPFSC development.

TFB proposes an initial three-part project consisting of the design and construction of (1) a 43,400 square foot facility to house the Hawai'i Island Community Food Center and Food Bank, (2) a 30,300 square foot Agricultural Innovation Center facility, and (3) 16.4 acres of agricultural lands and associated 12,100 square foot shade house.

A second phase of the AIPFSC will consist of the construction and design of (1) a 19,100 square foot Agricultural Support Office Center, (2) a 38,900 square foot Community Center, and (3) a 7,400 square foot Farmer's Market Pavilion.

c. Statement of objective: The Hawai'i Island AIPFSC will advance the following economic cluster objectives:

- Increase the organization's capacity to meet increased food needs for Hawai'i Island residents and dramatically improve food access for low-income residents, increase resilience and disaster preparedness and provide food security for Hawai'i Island.
- Increase value-added agricultural processing capacity on Hawaii Island, supporting a network of certified kitchens and food hubs and establishing a centralized facility for aggregated production and shared high-volume processing equipment.
- Explore and support new models of aggregation, processing and distribution, particularly from small farms, regularly using current data and establishing partnerships around food standards.
- Increase support and efficiency of food relief transportation and distribution, identifying strategic opportunities for shared for-profit and non-profit use of equipment and facilities.
- Increase incentives and mechanisms for cooperation to lower costs and increase opportunities for small farms.
- Increase collaboration among all stakeholders in the system.

d. Number of acres/square feet: The AIPFSC will consist of six (6) components: two (2) facilities, totaling 43,400 square feet of gross floor area (SFGFA), will be located on the 16.4-acre agricultural portion of the campus and four (4) facilities, totaling 108,800 SFGFA, will be located on the 8-acre commercial portion of the campus. **See Figure 1: AIPFSC – Facility Size & Permitted Use**

Figure 1: AIPFSC – Facility Size & Permitted Use

PHASE	ZONING	SPACE	SO.FT./ACRES	SECTION	PERMITTED USE
HAWAI'I ISLAND COMMUNITY FOOD CENTER & FOOD BANK					
		FOOD BANK - OFFICE SPACE	12,000 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
		FOOD BANK - RETAIL MARKET	15,000 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
		DRY STORAGE	2,000 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
		COLD STORAGE	3,000 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
		FROZEN STORAGE	3,000 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
		DRIVE-THRU	1,500 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
		STAFF WELFARE	6,900 SF	25-5-102:(a)33	RETAIL ESTABLISHMENT
A-1	CN-20	TOTAL	43,400 SF		
AGRICULTURAL SUPPORT OFFICE CENTER					
B-1	CN-20	TOTAL	19,100 SF	25-5-102:(a)27	OFFICES
COMMUNITY CENTER					
B-2	CN-20	TOTAL	38,900 SF	25-5-102:(a)23	MEETING FACILITIES
FARMER'S MARKET PAVILION					
B-3	CN-20	TOTAL	7,400 SF	25-5-102:(a)18	FARMERS MARKETS
AGRICULTURAL INNOVATION CENTER					
		FOOD SCIENCE LABORATORY	5,000 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		INCUBATION ROOM	800 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		TRAINING ROOM	800 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		COMMISSARY	800 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		PRIVATE PRODUCTION SPACE	5,000 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		FOOD MANUFACTURING SPACE	4,000 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		AG PROCESSING	13,000 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
		STAFF WELFARE	900 SF	25-5-72:(a)2	AGRICULTURAL PRODUCTS PROCESSING
A-2	A-1a	TOTAL	30,300 SF		
SHADE HOUSE					
		PROPAGATION SPACE	10,000 SF	25-5-72:(a)9	CROP PRODUCTION
		OUTDOOR CLASSROOM	400 SF	25-5-72:(a)9	CROP PRODUCTION
		STORAGE SHEDS	400 SF	25-5-72:(a)9	CROP PRODUCTION
		AG STAFF WELFARE	1300 SF	25-5-72:(a)9	CROP PRODUCTION
A-3	A-1a	TOTAL	12,100 SF		
AGRICULTURAL LANDS					
A-3	A-1a	TOTAL	16.5 AC	25-5-72:(a)9	CROP PRODUCTION

e. Proposed units/lots/floor area of proposed building envelope: The proposed project will be phased into two parts. Phase A will consist of the Hawai'i Island Community Food Center & Food Bank, the Agricultural Innovation Center, and the

Agricultural Lands. Phase B, which predesign has not yet begun, will complete the remaining scope of the project which consists of the Agricultural Support Office Center, the Community Center, and the Farmers Market Pavilion (**see Figure 2: Conceptual Site Plan – Phases A & B**). Completion of waterline, electrical, and communication infrastructure improvements from Phase A are required prior to the development of Phase B.

I. Phase A: The first phase of AIPFSC will provide a state-of-the-art facility for the campus' anchor tenant, The Food Basket, Inc., the food bank which provides services for low-income and ethnic minority populations across the island. This facility will allow The Food Basket (TFB) to expand their ongoing efforts to promote the purchase and consumption of locally grown foods from a strategic location on a collaborative campus which brings together key partners, resources, and functions on Hawai'i Island.

A. Food Center & Food Bank (43,400 SF): This building will become TFB's flagship location supporting their most fundamental services: emergency food distribution, community supported agriculture distribution, food pantry and marketplace, drive-thru food access, and offices for operational staff. **See Figure 3: Conceptual Floor Plan – Food Center & Food Bank**

B. Agricultural Innovation Center (30,300 SF): This innovative, production-focused facility will provide spaces and mechanisms to bring island products to market with equipment for food manufacturing, processing, and co-packing. Multiple kitchens (commissary, commercial shared use, and teaching) will facilitate high volume production, value-add/business incubation, and workforce training. Users will have access to food storage (dry, cold, and frozen) and support spaces (warehousing and welfare). A food-science laboratory will provide cooperative extension space for agricultural or product development to support the collective work of island growers and producers. **See Figure 4: Conceptual Floor Plan – Agriculture Innovation Center & Shade House**

C. Shade House & Agricultural Lands (12,100 SF / 16.4 AC): The Agricultural Innovation Center will be directly adjacent to productive agricultural land for row crops, incubator crops, and a shade house to support the programs of TFB and the larger community. In addition to propagation and production, this will become a place of learning and a place of gathering with community gardens, children's areas, and outdoor classrooms for farmer training. **See Figure 4: Conceptual Floor Plan – Agriculture Innovation Center & Shade House**

Figure 2: Conceptual Site Plan – Phases A & B

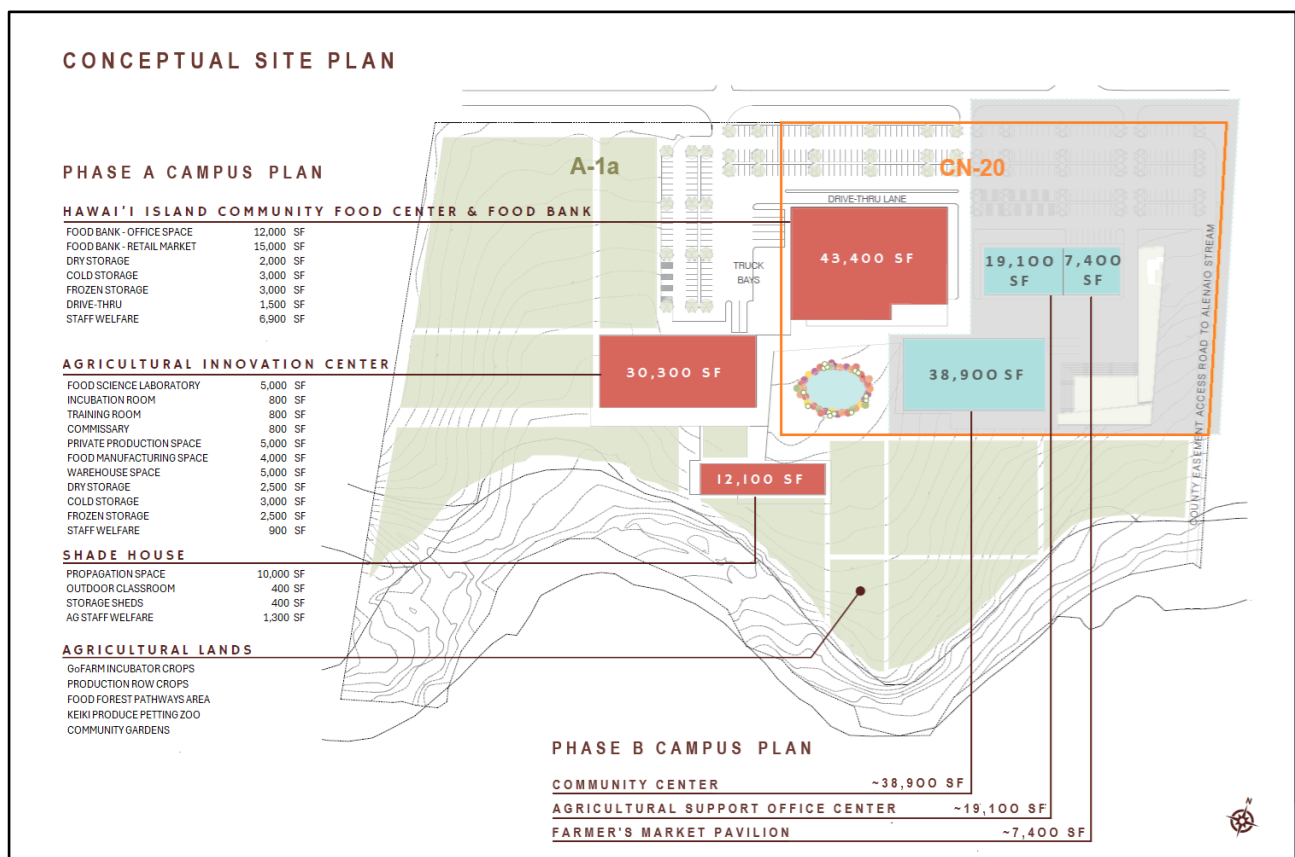


Figure 3: Conceptual Floor Plan – Food Center & Food Bank

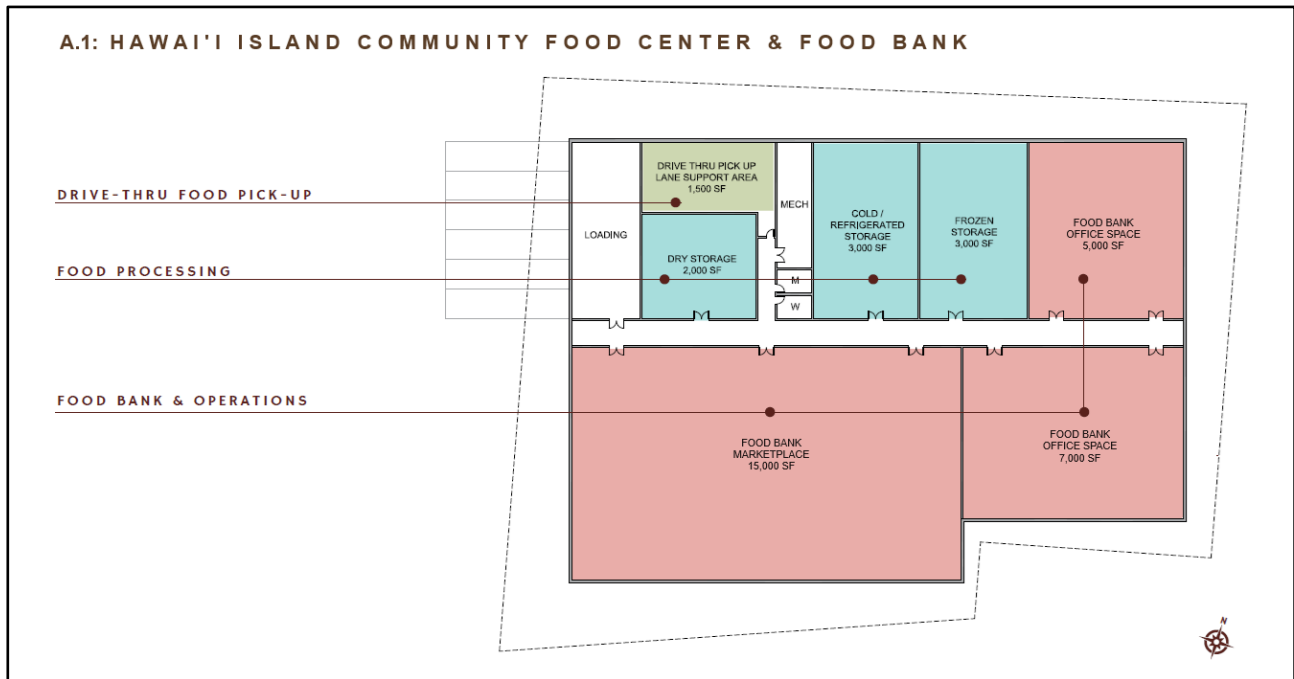
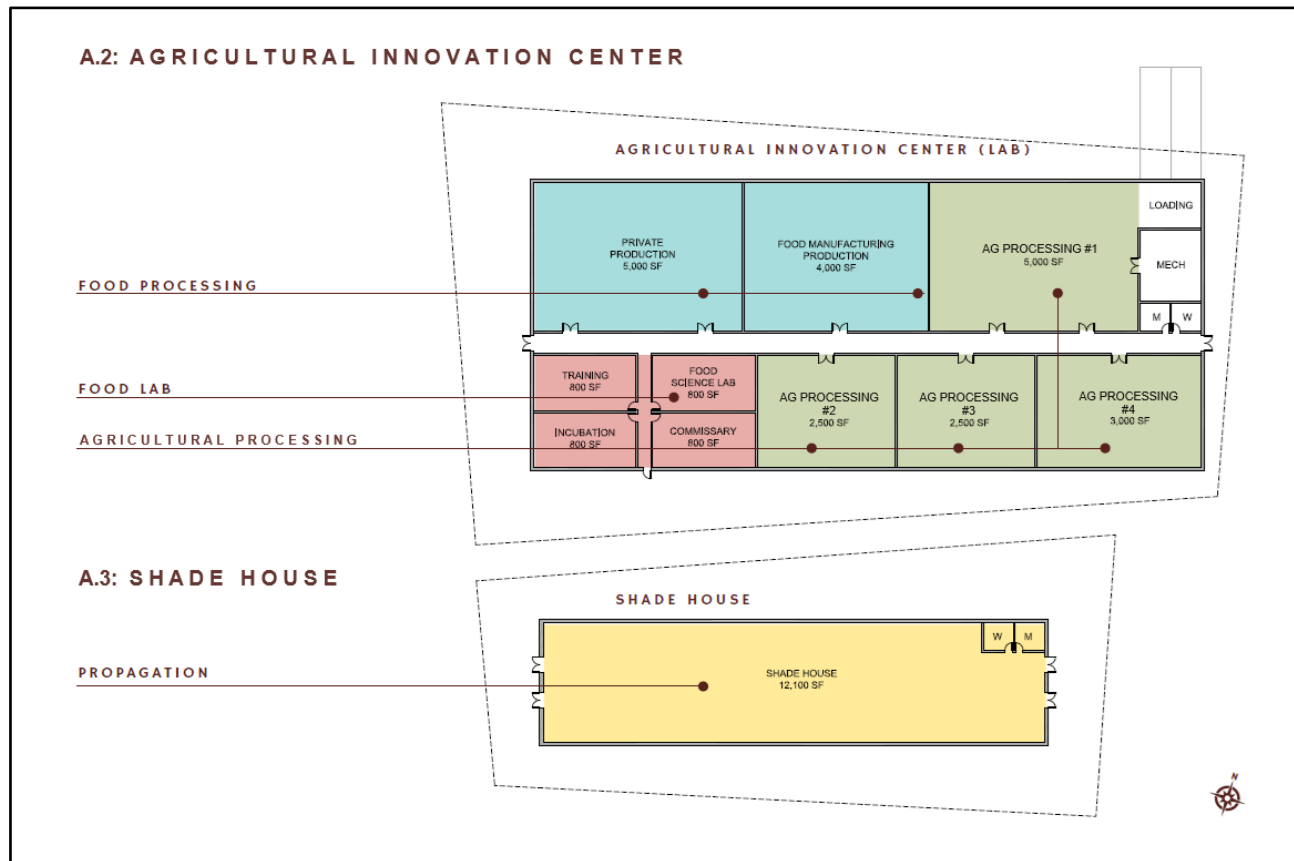


Figure 4: Conceptual Floor Plan – Agriculture Innovation Center & Shade House



II. Phase B: The second phase of the AIPFSC will provide collaborative business support spaces for island growers and producers, facilities for community interaction, and education. Buildings will provide a venue for bringing locals and tourists together for retreats, conferences, fairs, festivals, and weekly markets to celebrate the diversity of food and culture on the island.

A. Agricultural Support Office Center (19,100 SF): This multi-use office and meeting facility will provide coworking, conference and technology support spaces for growers, producers, and members of the local community.

B. Community Center (38,900 SF): This final campus building is the bridge between the Hawai'i Island community it exists to serve, with spaces designed provide educational, cultural, and culinary experiences across all ages and people groups. The center will accommodate workforce training and wellness events, accessory amenities in compliance with County code.

C. Farmer's Market Pavilion (7,400 SF): The campus' most iconic element and purpose is the Farmer's Market Pavilion. The pavilion will accommodate up to 50 farmer stalls, with support spaces for crop washing, restrooms, and power.

f. Development timeframe and cost: The development of the 24.5-acre site will occur over two phases, beginning in 2024 and concluding with the final phase of infrastructure development, projected for completion in 2029, as shown in **Figure 5: Preliminary Construction Timeline.**

The preliminary development cost model estimates the total project cost for Phase A, including all projected facilities and land uses, at \$134,038,716. This figure encompasses all design, advisory, and soft costs.

PHASE	COMPONENT	2024				2025				2026				2027				2028				2029				2030											
		J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
A	FOOD BANK (A1)																																				
	AG LANDS & SHADE HOUSE (A3)																																				
	AG INNOVATION CENTER (A2)																																				
B	COMMUNITY BUILDING(B1)																																				
	FARMER'S MARKET & OFFICE (B2)																																				

PRE-DESIGN & FEASILITY

SCHEMATIC DESIGN

DESIGN DEVELOPMENT

CONSTRUCTION DOCS/PERMITTING/BIDDING

PERMIT CORRECTIONS & FINAL CDs

CONSTRUCTION

PUNCH LIST & MOVE-IN

PERMITTING CONTINGENCY

- Food access recipients
- Community members, including students, children, seniors, and veterans
- Education partners, including food scientists or food lab staff
- Culinary community members (chefs)
- Farmers/growers
- Organizations and businesses (all sizes) along the value chain, including small businesses, entrepreneurs, food manufacturers, buyers, distributors, and retail vendors (all sizes)
- Public/government officials
- Tourists and tourism organizations

According to Hawai'i County Code Section 25-4-51, commercial use buildings, including retail and office uses in Commercial Neighborhood districts, require one parking stall for every 300 square feet of gross floor area. With the total size of all

buildings proposed for the 8-acre subject property zoned CN-20 being approximately 101,400 square feet of gross floor area, a minimum of 338 parking stalls will be required. The final plan design will also conform to County requirements for parking for electric vehicles and persons with disabilities.

The final calculation of off-street loading space will be conducted in accordance with Section 25-4-56 of the County Code. Preliminary design, considering multiple use categories, would require a minimum of six loading spaces.

i. Traffic impacts (assessment of existing traffic conditions, anticipated increase in traffic and traffic impacts from proposed use). Please note, a Traffic Impact Analysis Report (TIAR) may be required pursuant to HCC Chapter 25-2-46): The project site fronts Ponahawai Street, a two-lane county road which serves as one of several mauka/makai roads (connecting roads at higher elevations to ocean front roadways) in and out of Hilo. It has a right-of way of 60 feet with a 24-foot wide pavement and 4+ foot wide grassed shoulders.

The County of Hawai'i requires full improvements to the project's frontage along Ponahawai Street which consists of pavement widening, concrete curb, gutter, and sidewalk, dedicated left turn lane into the project site, and drainage improvements. The storage length of the new left-hand turn lane is 100 feet along with a 180-foot-long taper. The addition of a left turn lane will require widening of the existing roadway and associated lane striping.

AASHTO's 2018 The Green Book, 7th Edition states that the required sight distance with a design speed of 30 miles per hour (mph) for making a left turn from the project site onto Ponahawai Street is 335 feet and 290 feet for making a right turn. The available left turn sight distance is 970 feet and 1,250 feet from making a right turn from the project site on to Ponahawai.

Temporary traffic control will be required when there is construction activity within the County Right-of-Way. Temporary traffic control consists of cones, barriers, signs, and flagmen or policemen.

No new traffic patterns are expected to arise from the proposed project. The property is not adjacent to any schools, recreational areas, hospitals, or residences,

and existing transportation facilities should not be exceeded by this project's development.

A TIAR has been completed for the proposed project and will be provided as a supplement to this amendment.

j. Proposed on-site and off-site infrastructure:

Road and Traffic: The subject site fronts Ponahawai Street. This 2-lane County Road serves as one of several mauka/makai roads in and out of Hilo. It has a right-of-way of 60 feet with a 24-foot-wide pavement and 4+ foot wide grassed shoulders.

To minimize potential traffic movement conflicts along Ponahawai Street, the applicant proposes only one access for the entire 24+ acre parcel. The proposed access would be situated in the middle of the site at the mauka end of the subject commercial development. This access would also service future development of the 16+ acres balance of the site.

At this entrance, the applicant proposes to construct a dedicated left turn lane into the site from Ponahawai Street. In so doing, mauka bound traffic would not be impeded. The entire frontage of the proposed development area would also be improved with a curb, gutter, and sidewalk section.

At the proposed entrance, the sight distance is good, as there are no curves along this section of Ponahawai Street. **See Figure 6: On-site and Off-site Infrastructure.**

Water: According to the conditions of the Water Commitment Time Extension Letter (See attached letter) dated June 4, 2024 from DWS, there are 59 water units or 23,600 gpd of water available for this project. The developer is also required to install a new waterline that is parallel to the existing waterline along Ponahawai Street. An 8-inch waterline will connect to the existing 12-inch waterline along Komohana, extend approximately 400 linear feet down Ponahawai Street where it will connect to the existing 8-inch waterline. From there, an 8-inch waterline will extend from the existing 6-inch waterline towards the project site for approximately 2,055 feet where it will reconnect to the

existing parallel line. This concept creates a loop system within the water system to provide adequate flow and pressure during peak-flow and fire-flow conditions.

The Water System Standards also state that the required fire hydrant spacing shall be no more than 300 feet apart. Currently there is one fire hydrant at the north-west corner of the property, therefore 2 additional fire hydrants will be required.

However, if the Department of Water Supply faces challenges related to capacity or pressure, which might compromise their ability to meet water suppression requirements, The Food Basket is keen on exploring alternative measures. These alternative solutions would serve as interim measures to fulfill the necessary requirements. This approach is not just about immediate needs, but also about forward-thinking infrastructure development. By investing in these alternatives, TFB is laying the groundwork for not only serving its parcel but for supporting future area growth. This vision aligns with the aspirations set out in the Hawaii County General Plan, ensuring as the community grows, it does so sustainably, and with the right infrastructure in place.

In addition to seeking alternative measures, there is an opportunity to shift and manage water needs strategically. Recognizing the importance of water preservation and the potential strain on the county's water infrastructure, TFB is considering integrating rain catchment systems. By doing so, this addresses non-potable water needs - such as landscape irrigation, certain agricultural tasks, and facility cleaning without drawing from the county's primary potable water sources. Utilizing rain catchment not only promotes sustainability but also showcases TFB's commitment to ecological responsibility. Additionally, TFB is investigating the feasibility of installing an agricultural well on the property. By decreasing dependence on the County's water network for non-potable needs, TFB is taking proactive steps to alleviate potential pressures on the system. This ensures that the infrastructure remains robust and capable of serving both current and future community demands.

See Figure 6.

Wastewater: The nearest county owned sewer line is at the intersection of Ponahawai Street and Kapiolani Street, approximately 1,200 feet away. However, the size of the existing sewer line is inadequate to handle the increase in wastewater. Approximately 2,400 feet away from the project site is a 24-inch sewer main that would be able to accept the additional generated wastewater. However, the distance required to connect to the existing sewer system will be expensive. The estimated cost for the new sewer line is \$840,000 at \$350 per foot and 2,400 feet long. Approximately 635 feet in additional pipe at \$200 per foot is required for onsite wastewater collection improvements to connect to the county wastewater system.

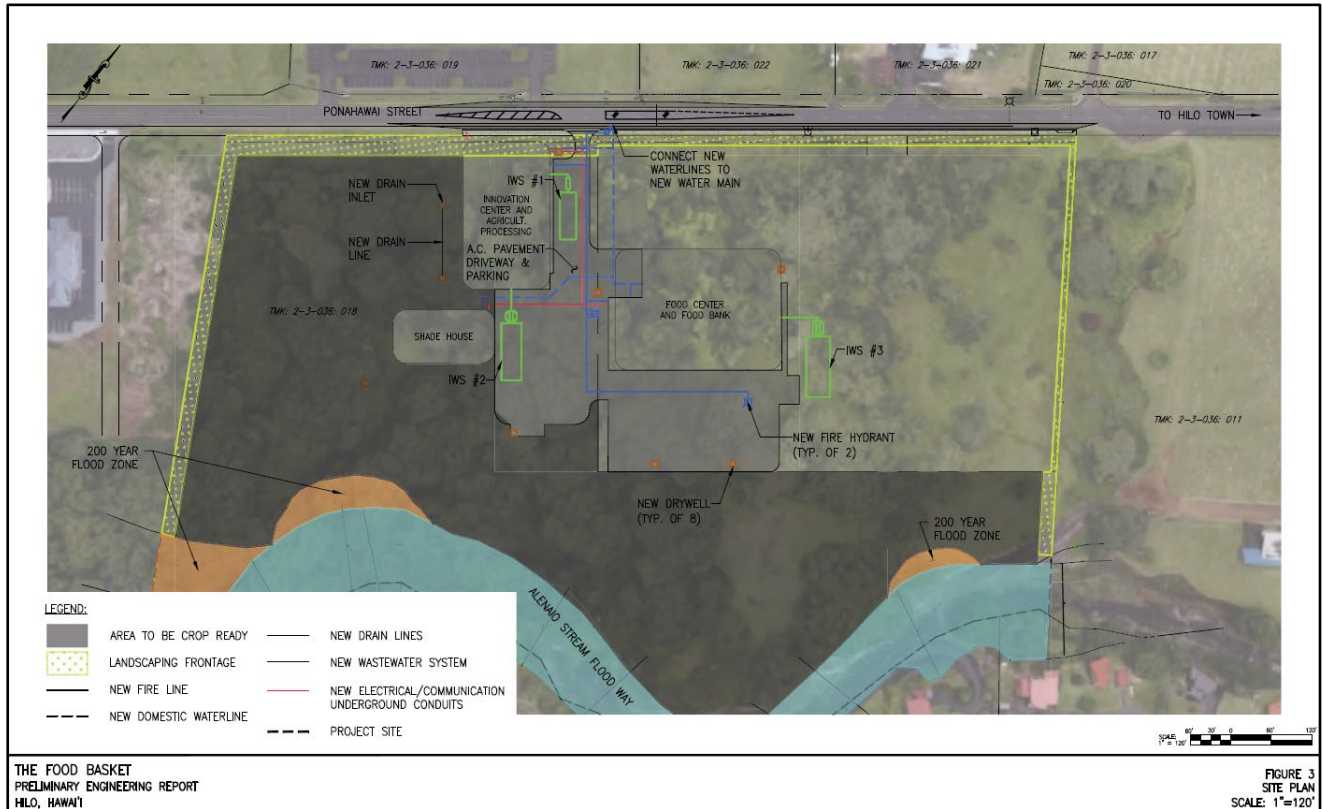
The graywater effluent from processing and manufacturing of the Innovation Center must be separated to not obstruct the operation of the other parts of the wastewater system, per Hawaii Administrative Rules (HAR) 11-62. Dependent on the type of food to be processed, either a grease trap interceptor and/or sand separator tanks will be used prior to entering the leach field. The graywater flow is estimated based on a similar project in the area as the type of processing has not been determined. Assuming 5 manufacturing lines, it is estimated that the processing of the Innovation Center will generate approximately 400 gpd per manufacturing line or 2,000 gpd in total. Assuming an absorption rate of 10min/inch, the leach field size required is 1,650 square feet. The Individual Wastewater System (IWS) for the processing portion of the Innovation Center will consist of (1) 2,500-gallon interceptor tank, (1) distribution box, and a leach field size of 24-feet by 70-feet. The remainder of the Innovation Center's wastewater will be on a separate IWS. Peak usage of approximately 148 people per day will generate 20 gpd per person, or 2,960 gpd in total. Assuming an absorption rate of 10 min/inch, the leach field size required is 2,442 square feet. The IWS for the processing portion of the Innovation Center will consist of (2) 1,500-gallon septic tanks, (2) distribution boxes, and a leach field size of 30-feet by 85-feet.

The Food Center will also have a separate IWS. Peak usage of approximately 194 people per day will generate 20 gpd per person, or 3,880 gpd in total. Assuming an absorption rate of 10 min/inch, the leach field size

required is 3,201 square feet. The IWS for the processing portion of the Innovation Center will consist of (2) 2,000-gallon septic tanks, (2) distribution boxes, and a leach field size of 36-feet by 90-feet.

Until such time as a sewer line is feasibly planned and funded, use of onsite systems will continue. **See Figure 6.**

Figure 6: On-site and Off-site Infrastructure



B. CONFORMANCE WITH STATE/COUNTY PLANS

2. State Land Use designation: Urban. The State Land Use Commission relegates uses permitted within the Urban district to those activities or uses defined by the County's Zoning Code.

3. County Zoning:

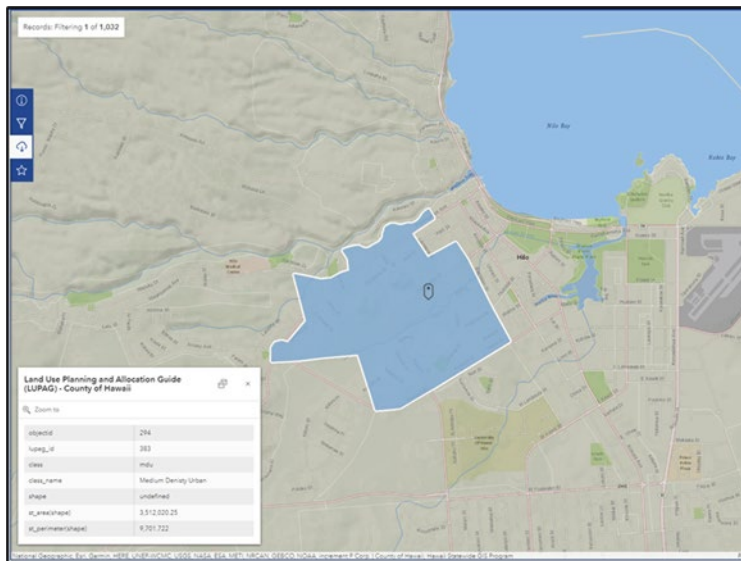
Zone	Name	Site Specification	Acres
A-1a	Agricultural District	Minimum building site of 1 acre.	16.495
CN-20	Neighborhood Commercial District	Minimum land area of 10,000 square feet required for building site.	8.00

4. General Plan designation (LUPAG Map): The County General Plan Land Use Pattern Allocation Guide (LUPAG) map designates the site Medium Density (**Figure 7: LUPAG Map**). As such, a General Plan amendment to the LUPAG map would not be required.

Relative to the Medium Density designation, the General Plan allows consideration for “Village and neighborhood commercial and residential and related functions (3-story commercial; residential - up to 35 units per acre.” The requested zoning and planned uses would be consistent with the uses envisioned within the Medium Density area.

Figure 7: LUPAG Map

<https://geoportal.hawaii.gov/datasets/HiStateGIS::hawaii-county-lupag/explore?location=19.716280%2C-155.096082%2C14.60>



5. Applicable goals/policies and objectives of the General Plan: In the Natural Beauty element of the General Plan, there are sites or areas listed as scenic resources. The subject site is not listed as a scenic site. However, there were a few examples cited in the Hilo area. The most notable is the backdrop of Mauna Kea and Hilo Bay.

The proposed development would not have any visual impact on Mauna Kea or Hilo Bay. The view of Mauna Kea in this area is somewhat visible from Komohana Street. Inasmuch as the subject site is located makai of Komohana Street, this view would not be impeded from this public road.

The view of Hilo Bay is possible from Komohana Street and Ponahawai Street. However, because there are intervening sites between the subject property and Komohana Street, this view should not be adversely impacted. Then, too, because the land slopes in a makai direction, it would make the tallest (30 feet) structure appear even less tall. From Ponahawai Street, the site is located to the south, whereas the view is more northeast.

Thus, with the planned height of the structures, the location of the site in relation to the views of the significant landmarks, and the sloping topography, the visual impact should not be overly pronounced.

6. Consistency with Applicable Community Development Plan: The Community Development Plan (CDP) attempts to further define the General Plan and serves as a guide for decision-makers. It was adopted by the Planning Commission in 1975, over 45 years ago. Although reviewed by the County Council, the CDP was never adopted.

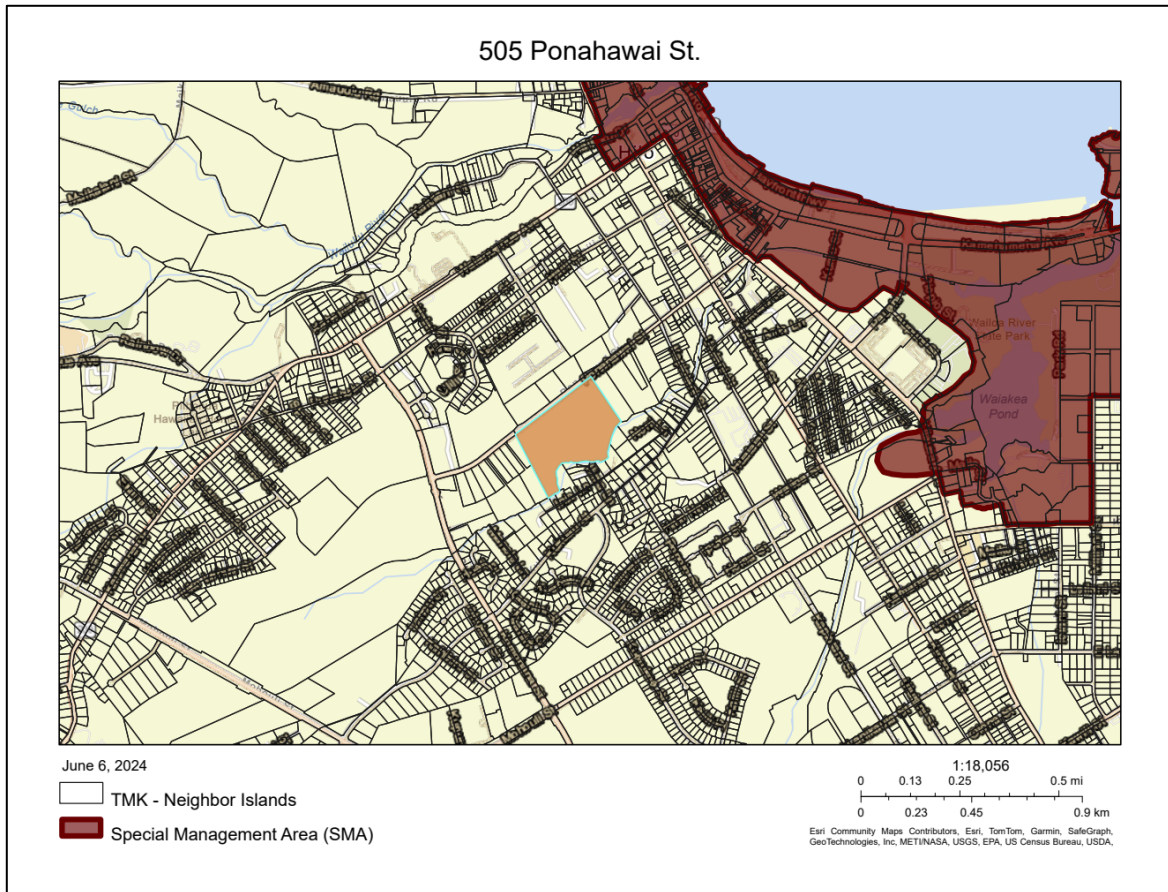
The CDP's Land Use Concept map identifies a RS/RM PUD designation for this area. Having some residential uses on the balance of the property with the proposed commercial uses would be somewhat consistent with the concept of a residential PUD. Notwithstanding the technical inconsistency, however, it is acknowledged that the growth of Hilo and its outlying areas like Puna and Hamakua, have made some of the planning assumptions of the CDP obsolete. An updated CDP would be timely.

Despite the availability of a relevant intermediary planning document, one must rely only on the General Plan LUPAG map and policies. In the end, the General Plan is more critical, as the County Charter requires all zone changes to be consistent with it.

7. Special Management Area: Hawai'i's Special Management Area Locator map (**See Figure 8**) indicates that the project area is outside of the County's Special Management Area.

Figure 8: Special Management Area Map

<https://histategis.maps.arcgis.com/apps/Viewer/index.html?appid=f30604a60fe64945af7442c7c08174f9>



8. Discussion on how the proposed use is consistent with Chapter 205A, Coastal Zone Management (existing public access, scenic or open space resources, coastal view planes, and coastal ecosystems): Area pursuant to Hawai'i Revised Statutes (HRS) 205A-12.

The site is located over a mile from the coastline. No shorelines, beaches, dunes, or estuaries are within or adjacent to the proposed project site. Coastal impacts resulting from any discharge or drainage from the site should not be significant.

All necessary permits, including a National Pollutant Discharge Elimination System Permit from the State of Hawai'i Department of Health Clean Water Branch will be obtained prior to construction.

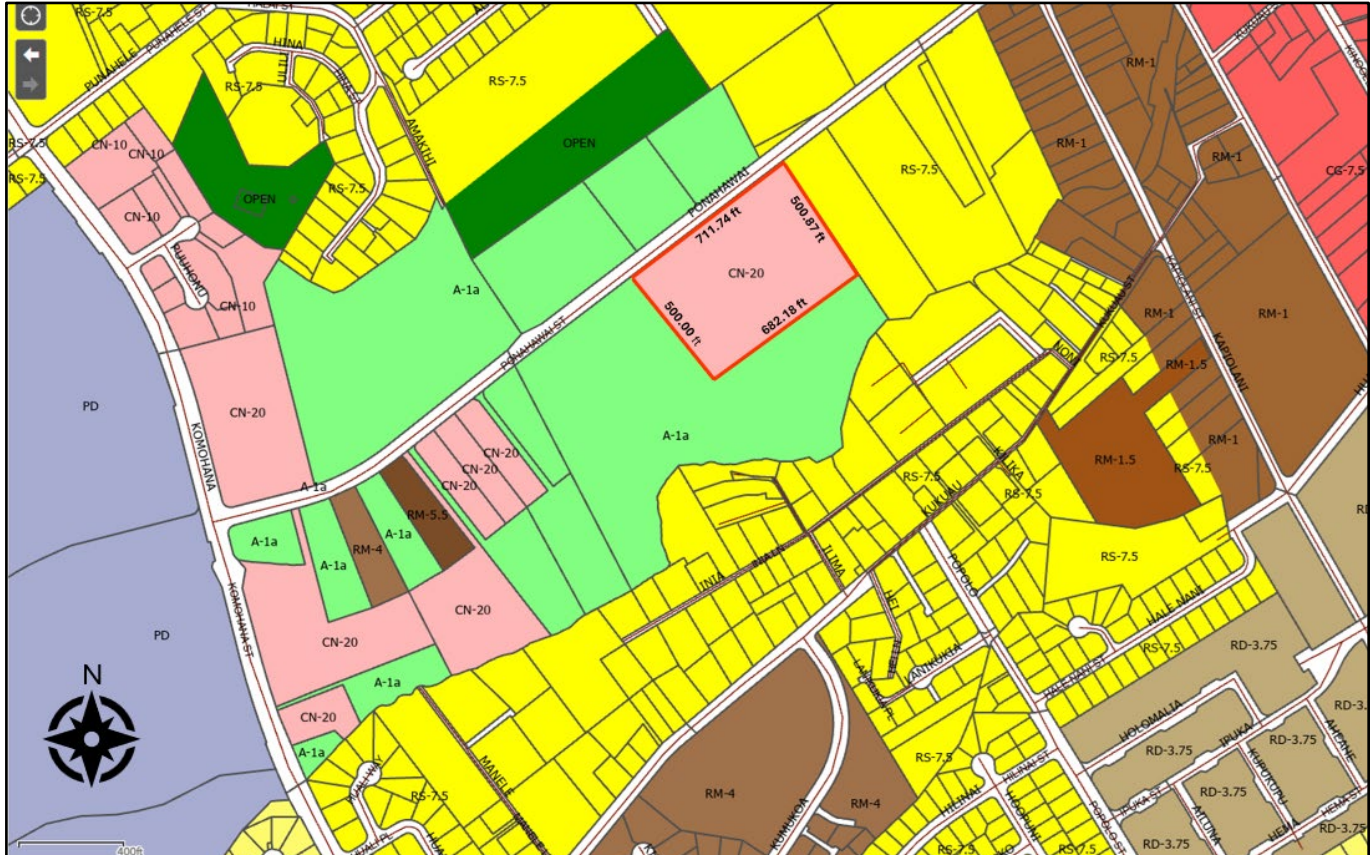
C. PHYSICAL CHARACTERISTICS AND ENVIRONMENTAL SETTING OF THE PROPERTY AND SURROUNDING AREA

Physical Characteristics/Environmental Setting:

9. Description of subject property, location , climate , topography, slope, soils (including size, shape, existing structures):

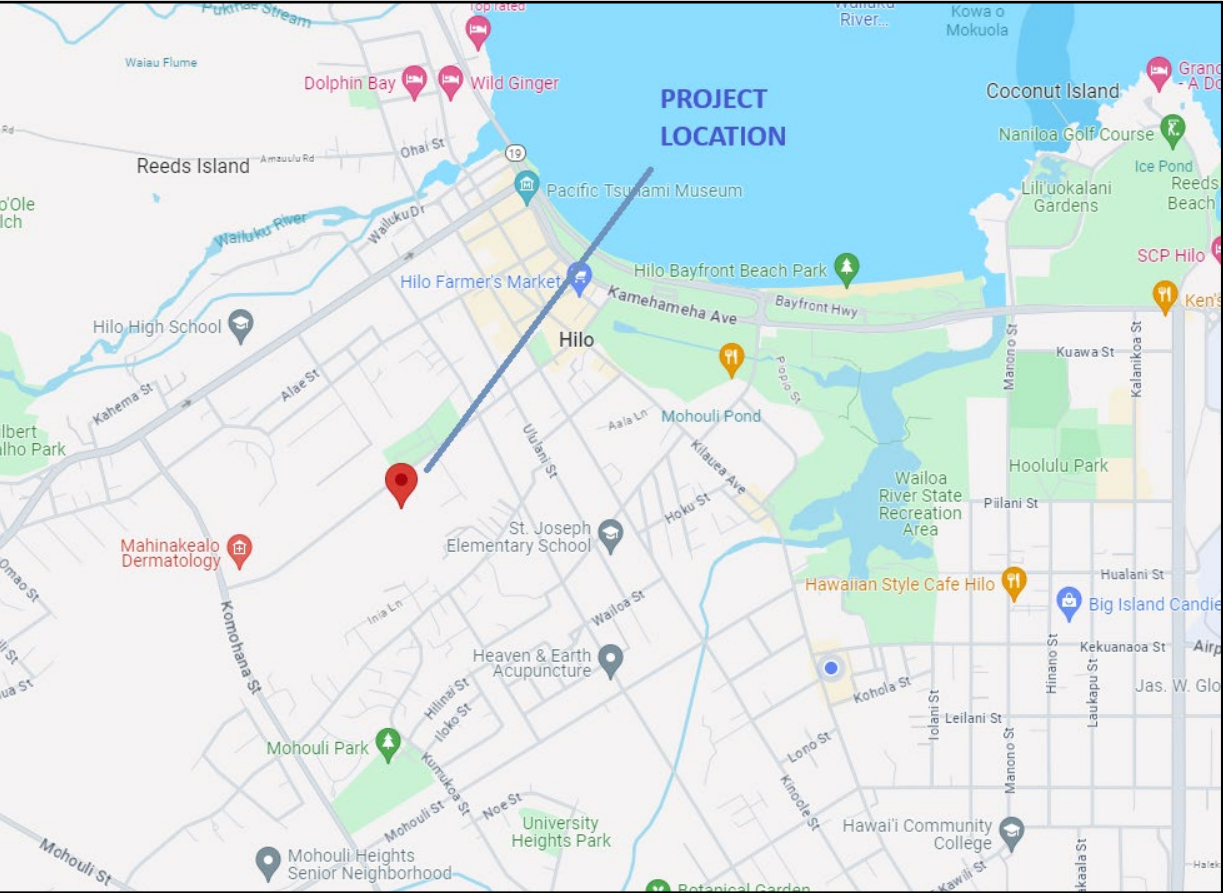
DESCRIPTION OF SUBJECT PROPERTY: The 8-acre site is rectangular in shape and located within the northern corner of the 24.5 acre parcel. The site's frontage along Ponahawai Street is approximately 712 feet and its depth is 500 feet (**See Figure 9**). The Alenaio Stream forms the rear boundary of the subject parcel, but not the subject site. The stream is located more than 200 feet from the closest boundary of the subject site. The subject property was formerly planted in sugar cane. It is presently overgrown with weed and other introduced plant species. There are no structures on the subject site.

Figure 9: Subject Property Map



LOCATION: The 8-acre CN20 zoned subject property is located along the south side of Ponahawai Street, South Hilo, approximately 1,800ft of its intersection with Komohana Street and 1,140 feet west of its intersection with Kapiolani Street. (**See Figure 10: Project Location**)

Figure 10: Project Location



CLIMATE: According to UH Rainfall Atlas of Hawaii, the rainfall data notes the annual median rainfall in 2011 for the area was 149.38 inches (**See Figure 11**). The wetter months occur between October through April. The average daily temperature ranges from a minimum of 64 degrees to a maximum of 84 degrees Fahrenheit (**See Figure 12**). Wind patterns are generally trade winds (easterly) during the day and westerly or mountain winds in the evenings.

Figure 11: 2011 Mean Annual Rainfall for station closest to the site

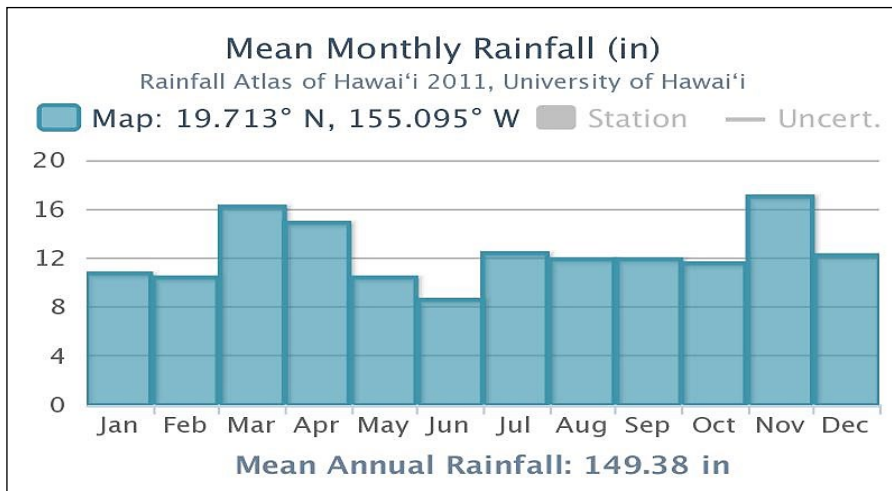
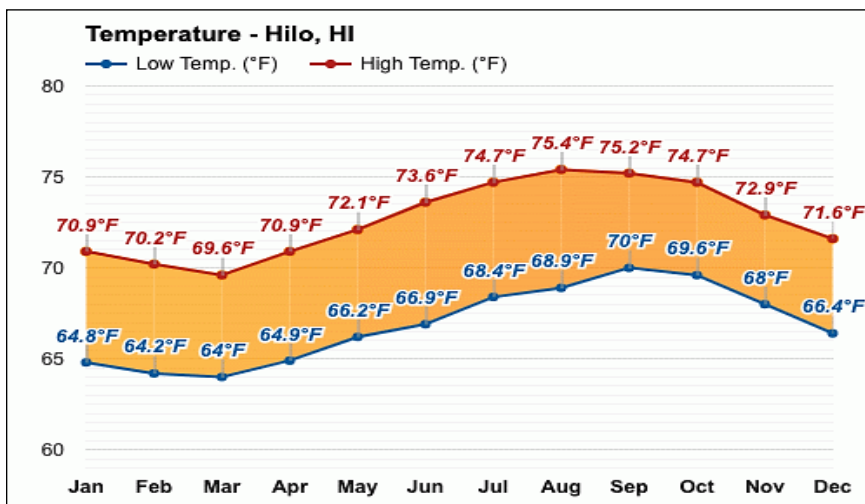


Figure 12: Average Monthly Temperatures – Hilo, Hawaii 1985-2015



TOPOGRAPHY / SLOPE: The property's elevation is approximately 200 feet. There is a less than 10% slope towards the makai (toward the ocean) end of the property, due in part to the nearby Alenaio Stream. There are no perceptible topographic or geologic constraints on the area of the proposed development.

SOILS: The U.S. Department of Agriculture Soil Conservation Service (now known as the Natural Resource Conservation Service) Land Study Bureau Overall Master Productivity Rating designates this site HoC, Hilo silty clay loam (0 to 10% slope). This soil represents the Hilo series of well-drained soils formed in volcanic ash layers.

10. Lava Hazard Zone: The United States Geological Survey (USGS) classifies the subject site as Lava Flow Hazard Zone 3, on a scale of ascending risk, 9 to 1. This designation applies to all of Hilo.

There is very little that can be done to protect structures and improvements on the site from lava flows. Relative to protection of life, however, this would be achieved through the evacuation routes and warning systems provided by the County Civil Defense agency. Such notices will be prominently placed within the office building.

11. Distance from coastline: The site is more than 2/3rds of a mile (Approximately 3,700 ft) from the shoreline, and thus there would be no coastal hazard or beach erosion or marine resource impacts.

12. Agricultural Lands of importance in the State of Hawai'i (ALISH) designation: The subject property is not classified as Agricultural Lands of Importance to the State of Hawaii, due to its location within an area designated for urban types of uses and development.

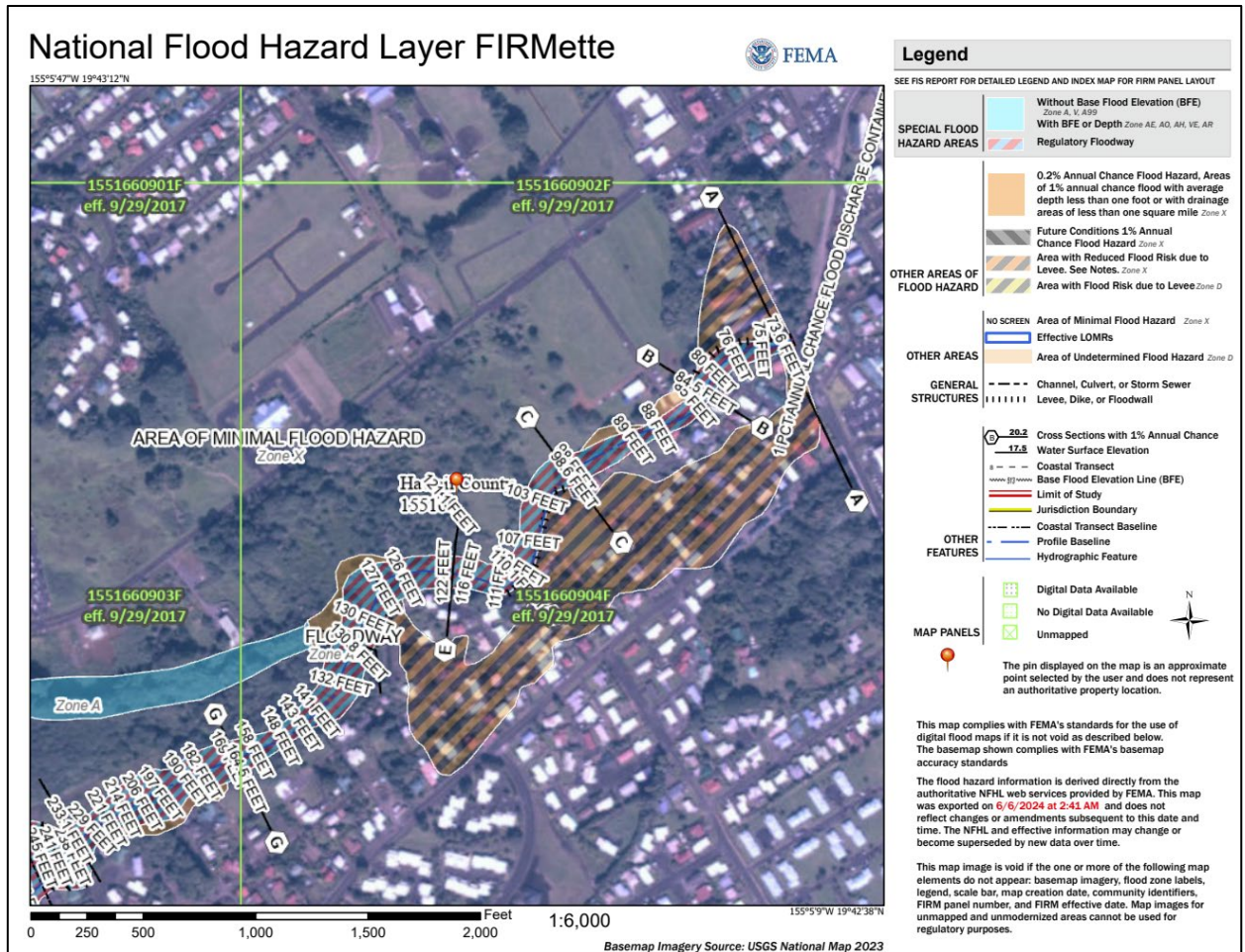
13. U.S.D.A. Natural Resources Conservation Services Soil Service Report soil type: The U.S.D.A. Natural Resource Conservation Service designates this site HoC, Hilo silty clay loam (0 to 10% slope). This soil represents the Hilo series of well-drained soils formed in volcanic ash layers.

14. Land Study Bureau soil rating : The soil is classified as "C" (C-42) or Fair by the University of Hawai'i's Land Study Bureau Overall Master Productivity Rating map. This soil is of the Hilo and Wailea series which are characterized by soils that are deep, with moderately fine texture, non-stony and well drained.

15. Flood Insurance Rate Map (FIRM) designation: (Contact Department of Public Works - Engineering Division): The project is not located within a mapped 100- or 500-year floodplain and falls with Zone X an area of minimal flood hazard. A FIRMette of Map is attached (**Figure 13: Flood Insurance Rate Map**).

Figure 13: Flood Insurance Rate Map

<https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>



16. Existing drainage ways or improvements: The agriculture zoned portion of the property borders Alenaio stream. Opposite the Alenaio stream is a concrete floodwall that was constructed as part of the Alenaio Stream Flood Control project. The Alenaio Stream Flood Control project was completed by the U.S. Army Corps of Engineers, Honolulu District in 1997 in partnership with the County of Hawai'i Department of Public Works to protect the Hilo community from periodic flooding of the Alenaio stream.

A pre-engineering report (PER) was conducted which indicated the need for additional drainage improvements. Frontage improvements would consist of a 20-foot deep drywell and catch basin. Additional site improvements would include eight 20-foot-deep drywells along with associated drain inlets and 12-inch drain lines.

17. Air/noise/water quality:

Air Quality: The proposed project is not expected to produce any air emissions or odors. The proposed project site is not located within an area classified as a “non-attainment” for any criteria pollutants.

Air quality in Hawai‘i is generally characterized as relatively clean and low in pollution. Northeast trade winds that are predominant throughout the year typically carry emissions and other air pollutants from inland areas out toward the ocean.

There is some potential for fugitive dust emissions during grading and construction.

Short-term direct and indirect impacts on air quality could occur during construction, principally through fugitive dust from vehicle movement and soil excavation, and exhaust emissions from onsite construction equipment. The State of Hawai‘i Air Pollution Control Regulations (Chapter 11-60, HAR) prohibit visible emissions of fugitive dust from construction activities beyond the property line. The grading notes on the construction plans will direct the contractor to keep the area free of dust nuisances and to conduct all work in conformance with Chapter HAR 11-60.1, “Fugitive Dust.” To avoid air quality impacts from slow-moving construction vehicles traveling to and from the site on major roadways, heavy construction equipment will be moved on-site during periods of low traffic volume.

Noise: Operation of the planned facilities will likely increase local ambient noise levels from increased vehicle traffic. The increase is not expected to be significant.

The project will install trees, shrubs, and screening hedges per Rule 1712 of the Planning Department’s Rules of Practice and Procedure to mitigate noise and visual

intrusions. Rule 17 will be applied to protect the health and welfare of the community by moderating visual impacts and promoting ecological values.

Noise impacts would occur during grading, turf establishment, building construction, and other actions. In cases where construction noise is expected to exceed the Department of Health's (DOH) "maximum permissible" property-line noise levels, contractors are required to obtain a permit per Title 11, Chapter 46, HAR (Community Noise Control) prior to construction. DOH would review the proposed activity, location, equipment, project purpose, and timetable in order to decide upon conditions and mitigation measures, such as restriction of equipment type, maintenance requirements, restricted hours, and portable noise barriers.

Water Quality: The proposed development will not have an adverse effect on nearby water quality. A preliminary wastewater system design was prepared by a qualified civil engineer in strict accordance with Department of Health regulations. This design ensures that all wastewater management practices meet or exceed the required standards, safeguarding the integrity of nearby water sources. As mentioned above, drainage will be controlled by the installation of multiple drywells. Furthermore, TFB is working in collaboration with the Waiakea Soil and Water Conservation District and the NRCS to develop a soil erosion and runoff management plan for the property adjacent to the Alenaio Stream. A comprehensive environmental assessment is currently being conducted to confirm that all activities adhere to stringent water quality standards and regulations.

Archaeological and Historic Resources:

18. Describe and show on the plot plan any known historic and archaeological resources on the property. (Examples include human skeletal remains, structural remains, sand deposits, midden deposits, and lava tubes. The application may be provided to the State Department of Land and Natural Resources Historic Preservation Division (SHPD) for a determination of whether the project will affect archaeological/historic resources. Please be aware that a hearing before the Planning Commission may not be held until SHPD and the Planning Department determine resources on the property are adequately identified, recorded, mitigated and/or preserved.): The Food Basket, Inc. has engaged ASM Affiliates to

conduct an Archaeological Inventory Survey (AIS) and prepare the application for submission to the State Historic Preservation Division (SHPD). Since the site was previously cleared and used for sugar cane cultivation, no prior archaeological survey has been conducted. This previous clearing reduces the likelihood of discovering archaeological features. However, if any unexpected archaeological features or sites are uncovered during site improvement, work will cease immediately, and the applicant will promptly notify the Planning Department.

Valued Cultural Resources:

19. Identify any traditional and customary native Hawaiian rights that are exercised in the area; the extent in which the proposed development will affect these rights; and feasible action to be taken to protect native Hawaiian rights if they exist. Examples include areas of traditional collection of terrestrial resources (kī leaf, aho chord, thatch, medicinal plants, and ferns) or marine or riparian resources (limu, 'ōpae, 'o'opu, hihīwai) used for subsistence, cultural and religious purposes. Traditional and customary rights may also include rights of access to the archaeological and historical resources of the property.:

In this situation, the subject site is not adjacent and/or proximate to the shoreline. As such, gathering of marine life and coastal access is not an issue.

It is not known whether the subject or immediate surrounding area was used in the recent past for the gathering of plants by native Hawaiians. However, as the site has been used for sugar cane, it would appear unlikely that the site would serve such a purpose today.

In the unlikely event that legitimate gathering claims are made by native Hawaiians, the applicant intends to respect and honor such claims and provide the needed access within the site.

Based on the above, it does not appear that the project would have any potential adverse impact relative to the cultural and historical resources of the area.

Public Access:

20. Existing public access to and along the shoreline or to mountain areas and knowledge of public access being used: There is no record of a designated public access to the shoreline or mountain areas that traverse the subject property.

Natural Resources:

21. Existing floral /faunal resources (any native or exotic plants; any listed or candidate for endangered species): As the site is within an urban area and previously planted in sugar cane, no professional survey conducted of the faunal resources of the site, the applicant does not believe that rare or endangered faunal resources are likely to be found within or proximate to the subject site. This is due to the already developed state of the subject area and its immediate surrounding area.

Nonetheless, due to the semi-developed state of this area, the faunal resources should be somewhat typical of other developed areas. One may thus find bird species such as the Spotted Dove, Japanese White-eye, House Finch, Common Myna, and the like. Domestic animals such as cats and dogs, and other animals like rats and mongoose are also common.

None of these are endangered animals. As such, it is unlikely that the development of this property would cause any adverse faunal impacts.

As with the description of the site's faunal resources, no professional botanical survey was done of the subject area.

In historical times, the site was used for sugar cane cultivation, and remnants of sugar cane growth are evident.

The area is presently overgrown with California (Brachiaria mutica) and Wainaku (Panicum repens) grass. Other plant/trees on the site include the gunpower tree (Trema orientalis), African tulip tree (Spathodea campanulata) guava (Psidium guajava). None of these are considered rare, threatened or endangered plant species.

These plants can be found in the general area and other midland, disturbed habitats in Hawaii, including the area on the mauka side of Komohana Street. In conjunction with the application for the University Terrace project, the botanical study found similar types of plant species and concluded that that development would not have any adverse floral impacts. The same conclusion can be drawn for this site.

22. Scenic or coastal resources:

Scenic Resources: In the Natural Beauty element of the General Plan, there are sites or areas listed as scenic resources. The subject site is not listed as a scenic site. However, there were a few examples cited in the Hilo area. The most notable is the backdrop of Mauna Kea and Hilo Bay.

The proposed development would not have any visual impact on Mauna Kea or Hilo Bay. The view of Mauna Kea in this area is somewhat visible from Komohana Street. Inasmuch as the subject site is located makai of Komohana Street, this view would not be impeded from this public road.

The view of Hilo Bay is possible from Komohana Street and Ponahawai Street. However, because there are intervening sites between the subject property and Komohana Street, this view should not be adversely impacted. Then, too, because the land slopes in a makai direction, it would make the tallest (30 feet) structure appear even less tall. From Ponahawai Street, the site is located to the south, whereas the view is more northeast.

Thus, with the planned height of the structures, the location of the site in relation to the views of the significant landmarks, and the sloping topography, the visual impact should not be overly pronounced.

Coastal Resources: The subject site is located over 2/3rds of a mile from the coastline. As such, coastal impacts resulting from discharge of drainage systems from the site should not be significant. Being a non-coastal property, no coastal access will be affected.

The proposed development is expected to develop its own private wastewater system or hook up to the County's system. In the event the latter option is taken, the line would be extended from Waianuenue Drive, along Komohana Street, and to the subject site. Thus, this should further reduce potential adverse groundwater or nearshore water impacts resulting from this project.

Further as noted earlier, prior to the installation or use of any drywells on the site to address on-site drainage concerns, the appropriate UIC permit from the State will be taken. At that time, impacts to water and coastal resources will be carefully examined.

Social-Economic Characteristics:

23. Social settlement pattern for the area: The surrounding land uses in this area are a mixture of low to moderately dense residential, semi-agricultural, and commercial uses. There are residential subdivisions generally located makai (Kapiolani Street) and south (Kukuau Street) of the subject site. There are also other residential subdivisions within 1,000 feet of the subject site.

The only quasi-agricultural use is a nursery directly across from the subject site and a cemetery less than 300 feet makai from the subject site. However, properties immediately adjacent to the subject site are vacant.

There are several commercial uses within 1,000 feet of the site. These include medical office buildings at the corner of Ponahawai Street and Komohana Street, as well as Kapiolani Street and Ponahawai Street. Added efforts to minimize effects on nearby residents and commercial establishments would include additional lighting, landscaping, and monitored access, would be provided.

The requested re-zoning would correspond with the area's evolving commercial and residential land use patterns.

24. Economic resources of the area: The availability of short or longer-term employment during the design, planning, and construction of the project will immediately affect the local economy.

The phases of construction, beginning with the Community Food Center & Food Bank (A-1) and followed by the Agricultural Innovation Center (A-2) will add additional jobs and expand opportunities for bringing Hawaii Island products to market with facilities for food manufacturing, processing, co-packing, and access to food storage.

The Agricultural Innovation Park would act as a model for establishing home gardens or community farms, therefore reducing reliance on imported foods and associated costs; and availability of Hawaii's staples such as kalo, sweet potato, banana, etc. Converting available land to grow local produce will also reduce the high cost of transporting approximately 80% of Hawaii's food supply at an annual cost of over \$3 billion.

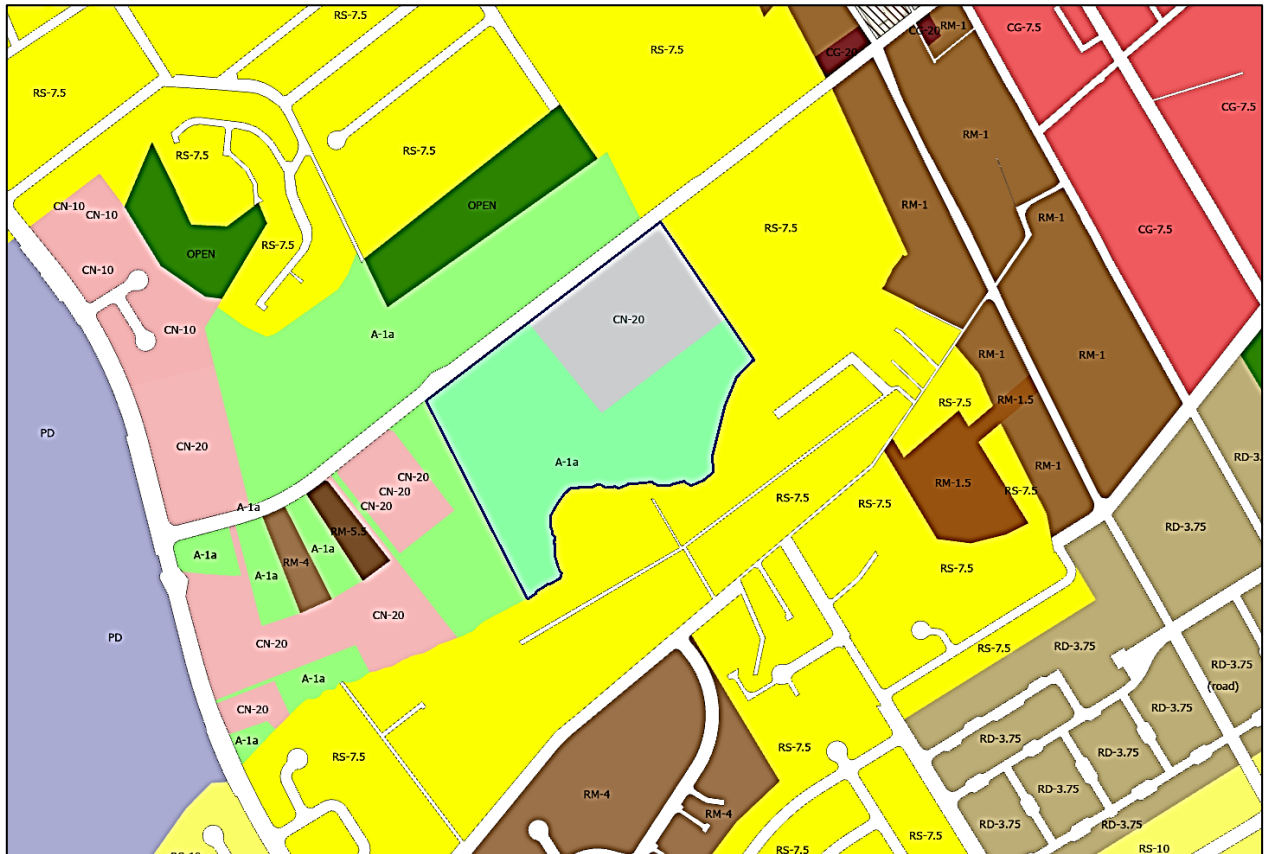
25. Land values: The proposed development is not anticipated to materially impact nearby land values. The development aligns with the land use trends and community growth patterns observed on surrounding properties. Additionally, the project incorporates measures to enhance local infrastructure and amenities, which are expected to support and potentially increase property values in the area.

Surrounding Properties:

26. Zoning: Adjacent properties to the north and east of the subject property are zoned RS-7.5, while those to the north and west are zoned A-1a. (see **Figure 14: Hawaii County GIS - Surrounding Property Zoning**)

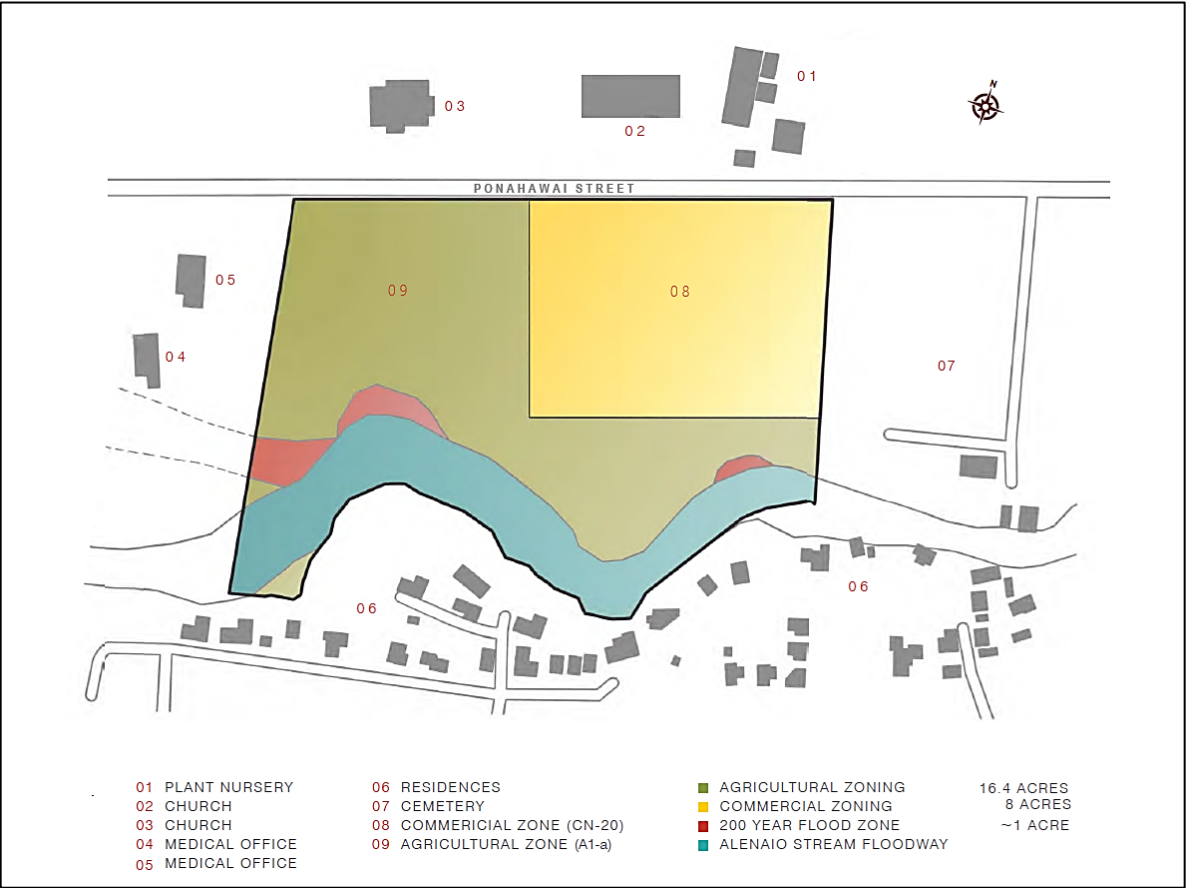
Figure 14: Hawaii County GIS - Surrounding Property Zoning

<https://gis.hawaiicounty.gov/arcgisportal/apps/webappviewer/index.html?id=9b151ed79941489a8d360f79660c29ac>



27. Land use(s): The surrounding land uses in this area are a mixture of low to moderately dense residential, semi-agricultural, and commercial uses (**See Figure 15**). The residential subdivisions are located generally on Kapiolani Street, and south on Kukuau Street. There is a cemetery less than 300 feet from the property, while the properties immediately adjacent to the site are vacant. There are several commercial uses within 1,000 feet of the site. These include primarily medical office buildings at the corner of Ponahawai Street and Komohana Street, churches on Ponahawai Street, and office buildings at the corner of Kapiolani Street and Ponahawai Street. The requested re-zoning would correspond with the area's evolving commercial and residential land use patterns.

Figure 15: Surrounding Property Land Uses



D. PUBLIC FACILITIES AND SERVICES

28. Description of access: (paved or unpaved ; private or county, right-of-way and pavement width. If private roadway, submit evidence of legal access rights): Access to the subject property will be provided directly from Ponahawai Street, which is a two-lane, County-maintained roadway having a pavement width of approximately 24 feet within a 60-foot-wide right-of-way and 4+ foot wide grassed shoulders.

29. Availability of water: Water service to the project site is from the Hawai'i County Department of Water Supply (DWS) Pi'i Honua well source. There is a 12-inch line along Komohana Street and an 8-inch County water line fronting the subject site along Ponahawai Street.

The DWS Water System Standards conservatively estimates the average daily demand by property size (acres) and use type. The estimated average daily demand for the commercially zoned portion of the property is 24,000 gallons per day (gpd). The required fire flow, based on the land use, is 2,000 gallons per minute (gpm) with a fire hydrant spacing of 300 feet along the roadway. The DWS Water System Standards does not give a factor for estimating agriculture zoned properties therefore this project assumes 1,000 gpd per acre for the remaining portion of the property which equates to 16,495 gpd.

Required Off-Site Improvements: There are 59 water units or 23,600 gpd of water available for this project. The Food Basket will be required to install a new waterline that is parallel to the existing waterline along Ponahawai Street. An 8-inch waterline will connect to the existing 12-inch waterline along Komohana, extending approximately 400 linear feet down Ponahawai street where it will connect to the existing 8-inch waterline. From there, an 8-inch waterline will extend from the existing 6-inch waterline towards the project site for approximately 2,055 feet where it will reconnect to the existing parallel line. This loop system within the water system will provide adequate flow and pressure during peak-flow and fire-flow conditions.

Required Site Improvements: A water service lateral connection, water meter, and backflow preventer will be required to provide water to the site for domestic purposes. A fire line approximately 785 linear feet in total with a detector check meter and two fire hydrants will provide water to the site for fire protection purposes. The on-site domestic water system will consist of 525 linear feet of various pipe sizes and will be situated throughout the site to deliver water when required. Chapter 5 of the Hawai'i County Code states that new installations shall follow the Uniform Plumbing Code, 2012 Edition.¹⁰

30. Sewage disposal: Connection with the County sewer line would be preferable, but unfeasible for this project. The nearest county owned sewer line is at the intersection of Ponahawai Street and Kapiolani Street, approximately 1,200 feet away, however the size of the existing sewer line is inadequate to handle the increase in wastewater. Approximately 2,400 feet away from the project site is a 24-inch sewer main that would be able to accept the additional generated wastewater, however the distance required to connect to the existing sewer system will be exceedingly expensive. The estimated cost for the new sewer line is \$840,000 at \$350 per foot and 2,400 long. Therefore, multiple IWS are recommended.

There are two proposed structures on the project site that will generate wastewater. Due to the presence of graywater produced from the processing center, it will require a separate wastewater system. The wastewater flow generated is estimated based on the occupancy load of the proposed buildings and the average generated flow per person per Hawai'i Administrative Rule 11-62.11 The IWS septic tank size is determined by the generated wastewater flow in a day and the leach field is determined by the percolation rate of the ground.

Recommended Wastewater System: The graywater effluent from processing and manufacturing of the Innovation Center must be separated to not obstruct the operation of the other parts of the wastewater system, per Hawai'i Administrative Rules 11-62. Depending on the type of food to be processed, either a grease trap interceptor and/or sand separator tanks will be used prior to entering the leach field. The graywater flow is estimated based on a similar project in the area as the type of processing has not been determined. Assuming five manufacturing lines, it is estimated that the

processing activities of the Innovation Center will generate approximately 400 gpd per manufacturing line or 2,000 gpd in total. Assuming an absorption rate of 10 min/inch, the leach field size required is 1,650 square feet. The IWS for the processing portion of the Innovation Center will consist of one 2,500-gallon interceptor tank, one distribution box, and leach field size of 24-feet by 70-feet.

The remainder of the Innovation Center's wastewater will be on a separate IWS. Approximately 148 people will generate 20 gpd per person, or 2,960 gpd in total. Assuming an absorption rate of 10 min/inch, the leach field size required is 2,442 square feet. The IWS for the processing portion of the Innovation Center will consist of two 1,500-gallon septic tanks, two distribution boxes, and a leach field size of 30-feet by 85 feet.

The Food Center will also have a separate IWS. Approximately 194 people will generate 20 gpd per person, or 3,880 gpd in total. Assuming an absorption rate of 10 min/inch, the leach field size required is 3,201 square feet. The IWS for the processing portion of the Innovation Center will consist of two 2,000-gallon septic tanks, two distribution boxes, and a leach field size of 36-feet by 90-feet.

31. Solid waste: Solid waste will be handled by commercial haulers who will dispose of the refuse at the County landfill at Pu'uana'hulu in West Hawai'i. During construction, existing material that can be reused will be retained on site to minimize disposal impacts. One of the goals of this project is to promote zero waste and closed-loop system business development. The proposed project is expected to use as much of its waste as feasible for agricultural inputs and other products.

32. Police & fire protection: The nearest police department and fire department are located less than 1 mile from the subject property. The Hilo Hospital is located approximately 2 miles from the site and is managed by the State. This facility is one of 5 licensed hospitals on the island.

32. Schools: Several public-school buildings are located within a one-mile radius of the subject property, the nearest being Hilo Union Elementary School, approximately half a mile away. These schools are situated on Waianuenue Avenue, which runs parallel to Ponahawai

Street. Consequently, it is not anticipated that the project will cause traffic disruptions to the nearby schools.

33. Parks: Several public parks are located within a one-mile radius of the subject property. The closest being Lincoln Park, approximately ,1800 ft away. The TIAR does not indicate material disruptions to traffic.

34. Other utilities and services (telephone/electricity): Other utilities, such as electrical, telephone and internet services, are available to the subject property to support the proposed activities.

Fronting the project site are existing HECO overhead power lines and Hawaiian Telcom communication lines. The existing location of utility poles are adequate after frontage improvements; therefore, relocations are not required. On-site electrical work will include lighting for the parking areas and for electric vehicle chargers. The building electrical systems will include provisions for photo-voltaic (PV) systems with roof mounted PV modules.

Chapter 5D of the Hawaii County Code states that all electrical installations shall follow the National Electrical Code, 2017 Edition.

E. ENVIRONMENTAL ASSESSMENT AND ANALYSIS

35. Relationship between local short-term uses of environment and maintenance and enhancement of long-term productivity: The agricultural lands would be prepared for crop production as soon as the environmental assessment is complete and the appropriate grubbing permits are obtained. Other short-term use of the site would be the same as the current use, which is open space. This will continue until the full improvements are made - projected for 2028.

This project should not result in any significantly adverse short or long-term impacts that cannot be properly mitigated. There will be direct and indirect economic benefits resulting from the construction and implementation of this project. In the short-term, there will be approximately 70 full-time equivalent (FTE) construction jobs and 4 FTE Community Food Service jobs created. TFB estimates 400 farm production jobs, 25 FTE Community Services, 4 FTE construction and 4 FTE engineering jobs will be created or retained following the project's

completion. Relatedly, the project will generate increased tax revenues that can supplement the State and County's fiscal resources.

Because of its location, this project will provide a service that can be made reasonably accessible to the immediate neighborhoods. The required infrastructure - if needed - will be implemented by the applicant to mitigate potential impacts of this project.

36. Mitigative measures proposed to avoid, minimize , rectify, or reduce impact: The applicant intends to provide any required off and on-site infrastructure in conjunction with the Development of this project. These will include on-site drainage system, landscaping, road, water, and wastewater improvements. All of these will be done in conjunction with the permitting and permit implementation phases of this project. Offsite traffic-related improvements at Ponahawai Street fronting the property will also be provided. These will consist of a mauka bound left-turn lane, construction of a curb, gutter, and sidewalk section fronting the property, and possibly the construction of a sewer transmission line to the project from Punahale Street.

If any inadvertent discoveries are made during any phase of this project, the Planning Department will be notified, and appropriate mitigation will be taken before work is resumed.

Landscaping will also be incorporated within the project site, as well as along its boundaries. The landscaping would be consistent with the Planning Department's landscaping rules.

37. Alternatives to the proposed development:

a. No Project: Under the status quo alternative, the site would remain in its present vacant—cleared use. Under this scenario, the site would not be utilized to its highest and best use, as envisioned by the General Plan and the commercial and residential growth of the general area.

b. Development Based on Existing A-1a: Under this alternative, the area of the requested zoning may still not be utilized agriculturally, given its current condition. The site would probably be subdivided into 1 acre or 7,500+ square foot sized lots, depending on the zoning of the property. Residential uses, however, may not be too desirable, due to noise associated with the traffic along Ponahawai Street.

c. Residential Rezoning: Another option could be to utilize this site for a denser residential project. While that would still be consistent with the General LUPAG's map Medium Density designation, it may not be too feasible, given the need for offsite infrastructure improvements, such as road and wastewater.

d. Evaluation of Alternatives: Leaving the property in its current State would not maximize the use of the land. The land could be subdivided, but its agricultural uses (if subdivided into 1-acre lots) would be minimal. There would also be diminished tax revenues and less services to the public.

While alternative residential densities are possible, those uses may not be desirable, given its proximity to the Highway and the cost to provide the required offsite infrastructure improvements.

Neither of the above alternatives could deliver needed offsite infrastructure improvements as would the requested commercial project. The proposed project would make improvements at its intersection with Ponahawai Street.

In that regard, the project in totality would be consistent with the land use objectives sought to be accomplished by the County General Plan LUPAG map.

In view of the aforementioned, it would appear none of the alternatives would be more prudent and beneficial than the requested CN-20 zoning alternative.

38. Irreversible and irretrievable commitments of natural resources that would be involved if proposed action implemented: The area of the requested rezoning has already been extensively disturbed. As such, the commitment of natural or other resources (such as botanical and avifaunal) would not appear to be significant.

F. AGENCIES - COMMENTS

39. You may consult with the following agencies and include discussion in your report or attach their written comments regarding your proposal:

- a. **Department of Public Works**: We are in regular contact with Public Works as the plan progresses. This ongoing partnership ensures that our efforts align with local infrastructure standards and community needs.
- b. **Department of Water Supply**: According to the conditions of the Water Commitment Time Extension Letter (See attached letter) dated June 4, 2024 from DWS, there are 59 water units or 23,600 gpd of water available for this project.
- c. **Department of Finance - Real Property Tax Division**: TFB is a registered non-profit organization and filed for a property tax exemption on April 25th, 2024. The property tax exemption is currently pending approval.
- d. **State of Hawai'i Department of Health**: The Department of Health (DOH) has been consulted on various aspects of the AIPFSC project, including the design of the Individual Wastewater System, soil screening, and agricultural well installation. TFB will continue to collaborate with the DOH to ensure that all elements meet the minimum health and safety requirements.
- e. **Community groups/individuals**: The initial concept for the Hawai'i Island AIPFSC was developed as part of the County of Hawai'i Building Back Better Regional Challenge (BBBRC) application in 2021. Led by the County of Hawai'i's Department of Research and Development, the County of Hawai'i BBBRC Coalition was formed to address the growing hunger and economic challenges in Hawai'i. The Coalition was comprised of 9 community groups and partner agencies (**See Figure 16**). It was the goal of the coalition to expand the agricultural economy by supporting cross-sector connections that include transportation, warehousing, value-added processing and manufacturing, scientific research and education, environmental services, and product wholesale, retail, and marketing.

Figure 16: County of Hawai'i BBBRC Coalition Members

	Project Name	Coalition Member	Overview
Value Chain Development	Community Food Center/Agricultural Innovation Park	The Food Basket	Plan, design and construct the Hawai'i Island Community Food Center/Food Bank and the Food and Agriculture Innovation Center inclusive of extensive agricultural processing facilities, agricultural production and farm incubator crop spaces, and agricultural support structures on 24.4 acres in Hilo.
	Community-based Food System Support	The Kohala Center	Design, implement, and assess for learning three place-based, collaborative initiatives: technical assistance hui/partnerships, nā waihona (canoe crop nurseries), and regional food preservation hubs.
	Miko Meats Facility / East Hawai'i Development Corp	Big Island RC&D & East Hawai'i Development Corp.	Revitalize a previous USDA Meat processing facility in Hilo. Engage stakeholders to identify best use and operating model. Complete capacity modeling, facility design, and conceptual renderings of shared-use facilities.
	The Ulu Co-op	Big Island RC&D & HDOA	Upgrade the East and West Hawai'i 'ulu processing facilities to increase receiving and production capacity, and grow potentials, incentives, and capacity for native crop production and processing.
	Commercial Organic Waste Division	Big Island RC&D & Mā'ona	Grow the circular economy through investment in decentralized waste collection and processing infrastructure and equipment, commercialization of composting prototypes, and workforce development.
	Enhance waste reduction and diversion initiatives	COH Department of Environmental Management	Establish a Resource Network Coordinator and develop a robust data system to enable data-informed decisions, develop island-wide reporting systems of materials diverted from landfilling.
	Restoring Critical Floriculture Infrastructure	SHAC	The Synergistic Hawaii Agriculture Council (SHAC) and the Puna Flower Power (PFP) cooperative will construct a greenhouse facility, processing house, and training center to relocate and rebuild what they lost during the 2018 Kilauea Eruption.
Market Development	Market System Development Program	Hāmākua Institute	Strengthen and develop the market system in agriculture and food by conducting value chain analysis for eight key commodities.
Research, Extension, & Workforce Development	Education, Applied Research, and Workforce Development Program	HCC/UH/CTAHR/ UH/PACRC Aquaculture Workforce/Research and Innovation	Develop an integrated education and training program to enhance agricultural sustainability, create improved ways for providing farmer technical assistance, create invasive species training curriculum, and support the aquaculture industry through expanded R&D and industry technical assistance.

Then in February 2022, The Food Basket staff conducted a question survey with 118 residents attending area food pantries (see list below) in the east, north and south sides of Hawai'i Island. Those surveyed came from diverse socio-economic backgrounds and reside in various locations. Results of the survey among low-income residents reveal strong support for the project.

- Salvation Army Pantry in Hilo
- HPP Neighborhood Watch Pantry in Hawaiian Paradise Park/Kea'au
- Cooper Center Pantry in Volcano
- Orchidland Neighbors Pantry in Orchidland/Kea'au
- Kanaka Ha'aheo Pantry in Pāhoa
- Living Waters Church Pantry in Hilo
- Ola'a First Hawaiian Church Pantry in Kurtistown
- Hilo Korean Christian Church Pantry in Kurtistown

- f. **Office of Housing and Community Development:** TFB has coordinated with the Office of Housing and Community Development, which will oversee the administration of compliance for the ongoing Environmental Assessment. This partnership ensures

that all project activities adhere to the highest environmental standards and regulations.

- g. **State of Hawai'i Department of Human Services:** TFB partners with DHS in administering the Supplemental Nutrition Assistance Program (SNAP) to individuals throughout Hawai'i County. The AIPFSC development offers additional opportunities to expand DHS-supported programs in healthcare, financial assistance, employment, and training services.



ORDINANCE NO. **06 28** BILL NO. 199

AN ORDINANCE AMENDING SECTION 25-8-33 (CITY OF HILO ZONE MAP), ARTICLE 8, CHAPTER 25 (ZONING CODE) OF THE HAWAII COUNTY CODE 1983 (2005 EDITION), BY CHANGING THE DISTRICT CLASSIFICATION FROM AGRICULTURAL (A-1a) TO NEIGHBORHOOD COMMERCIAL (CN-20) AT PONAHAHAWAI, SOUTH HILO, HAWAII, COVERED BY TAX MAP KEY 2-3-36:18.

BE IT ORDAINED BY THE COUNCIL OF THE COUNTY OF HAWAII:

SECTION 1. Section 25-8-33, Article 8, Chapter 25 (Zoning Code) of the Hawaii County Code 1983 (2005 Edition), is amended to change the district classification of property described hereinafter as follows:

The district classification of the following area situated at Ponahawai, South Hilo, Hawaii, shall be Neighborhood Commercial (CN-20):

Beginning at the northeast corner of this parcel and along the southeasterly side of Ponahawai Street, the coordinates of said point of beginning referred to Government Survey Triangulation Station "HALAI", being 186.37 feet North and 1,972.96 feet East, thence running by azimuths measured clockwise from true South:

- | | | | |
|----|----------|--------|--|
| 1. | 325° 53' | 500.87 | feet along the remainder of Grant 252 to B. Pitman; |
| 2. | 52° 30' | 682.18 | feet along the remainder of Grant 252 to B. Pitman (remainder of Lot 2); |
| 3. | 142° 30' | 500.00 | feet along same |
| 4. | 232° 30' | 711.74 | feet along Ponahawai Street to the point of beginning and containing an area of 8.000 Acres. |

All as shown on the map attached hereto, marked Exhibit "A" and by reference made a part hereof.

SECTION 2. In accordance with Section 25-2-44, Hawai'i County Code 1983 (2005 Edition), the County Council finds the following conditions are:

- (1) Necessary to prevent circumstances which may be adverse to the public health, safety and welfare; or
 - (2) Reasonably conceived to fulfill needs directly emanating from the land use proposed with respect to:
 - (A) Protection of the public from the potentially deleterious effects of the proposed use, or
 - (B) Fulfillment of the need for public service demands created by the proposed use.
- A. The applicant, successors or assigns shall be responsible for complying with all of the stated conditions of approval.
- B. Prior to the issuance of a water commitment by the Department of Water Supply, the applicant shall submit the anticipated maximum daily water usage calculations as recommended by a registered engineer, and a water commitment deposit in accordance with the "Water Commitment Guidelines Policy" to the Department of Water Supply within 90 days from the effective date of this ordinance.
- C. In accordance with the Department of Water Supply's *2002 Water System Standards*, the existing 8-inch waterline in Ponahawai Street shall be upgraded to obtain the 2,000-gallons per minute fire-flow requirement for the proposed uses.
- D. Construction of the proposed improvements shall be completed within five (5) years from the effective date of this ordinance. This time period shall include securing Final Plan Approval from the Planning Director in accordance with the

Zoning Code. Plans shall identify proposed structure(s), fire protection measures, access roadway, driveway and parking stalls. Landscaping shall be indicated on the plans for the purpose of mitigating any potential adverse noise or visual impacts to adjoining parcels. Landscaping shall be provided in accordance with the requirements of Planning Department's Rule No. 17 (Landscaping Requirements).

- E. The applicant shall provide full improvements to the project's frontage along Ponahawai Street consisting of, but not limited to, pavement widening with concrete curb, gutter and sidewalk, drainage improvements, and any required utility relocation, meeting with the approval of the Department of Public Works.
- F. Access to the property shall be limited to a single location along Ponahawai Street. The access connection to Ponahawai Street shall conform to Chapter 22 (Streets) of the Hawai'i County Code. A dedicated left turn lane into the property from Ponahawai Street shall be provided prior to the issuance of an occupancy permit.
- G. The access road(s) within the project site shall be constructed to dedicable standards with concrete curb, gutters, and sidewalks within a minimum 60-foot right-of-way.
- H. Install street lights and traffic control devices as required by the Traffic Division, Department of Public Works.
- I. All development-generated runoff shall be disposed of on-site and shall not be directed toward any adjacent properties. A drainage study shall be prepared and the recommended drainage system shall be constructed, meeting the approval of the Department of Public Works.

- J. A Solid Waste Management Plan shall be submitted to the Department of Environmental Management for review and approval prior to the issuance of a Certificate of Occupancy.
- K. All earthwork activity shall conform to Chapter 10, Erosion and Sedimentation Control, of the Hawai'i County Code.
- L. Should any remains of historic sites, such as rock walls, terraces, platforms, marine shell concentrations or human burials be encountered, work in the immediate area shall cease and the Department of Land and Natural Resources -- State Historic Preservation Division (DLNR-SHPD) shall be immediately notified. Subsequent work shall proceed upon an archaeological clearance from the DLNR-SHPD when it finds that sufficient mitigation measures have been taken.
- M. Should the Council adopt an Unified Impact Fees Ordinance setting forth criteria for imposition of exactions or the assessment of impact fees, conditions included herein shall be credited towards the requirements of the Unified Impact Fees Ordinance.
- N. To ensure that the Goals and Policies of the Housing Element of the General Plan are implemented, the applicant shall comply with the requirements of Chapter 11, Article 1, Hawai'i County Code relating to Affordable Housing Policy. This requirement shall be approved by the Administrator of the Office of Housing and Community Development prior to final plan approval or final subdivision approval for any new residential structures.

O. If the applicant, successors, or assigns develop residential units on the subject property, the applicant shall make its fair share contribution to mitigate the potential regional impacts of the property with respect to parks and recreation, fire, police, solid waste disposal facilities and roads. The fair share contribution shall become due and payable prior to receipt of Final Plan Approval. The fair share contribution for each lot shall be based on the actual number of residential units developed. The fair share contribution in a form of cash, land, facilities or any combination thereof shall be determined by the County Council. The fair share contribution may be adjusted annually beginning three years after the effective date of this ordinance, based on the percentage change in the Honolulu Consumer Price Index (HCPI). The fair share contribution shall have a maximum combined value of **\$6,411.25** per multiple family residential unit (**\$9,991.20** per single family residential unit). The total amount shall be determined with the actual number of units according to the calculation and payment provisions set forth in this condition. The fair share contribution per multiple family residential unit (single family residential units) shall be allocated as follows:

1. **\$3,162.49** per multiple family residential unit (**\$4,817.93** per single family residential unit) to the County to support park and recreational improvements and facilities;
2. **\$99.95** per multiple family residential unit (**\$232.42** per single family residential unit) to the County to support police facilities;
3. **\$307.46** per multiple family residential unit (**\$459.06** per single family residential unit) to the County to support fire facilities;
4. **\$137.04** per multiple family residential unit (**\$200.98** per single family residential unit) to the County to support solid waste facilities; and

5. **\$2,704.31** per multiple family residential unit (**\$4,280.82** per single family residential unit) to the County to support road and traffic improvements.

In lieu of paying the fair share contribution, the applicant may contribute land and/or construct improvements/facilities related to parks and recreation, fire, police, solid waste disposal facilities and roads within the region impacted by the proposed development, subject to the review and recommendation of the Planning Director, upon consultation with the appropriate agencies and approval of the County Council.

- P. The applicant shall comply with all applicable County, State and Federal laws, rules, regulations and requirements.
- Q. An annual progress report shall be submitted to the Planning Director prior to the anniversary date of enactment of the ordinance. The report shall include, but not be limited to, the status of the development and the extent to which the conditions of approval have been satisfied. This condition shall remain in effect until all of the conditions of approval have been satisfied and the Planning Director acknowledges that further reports are not required.

R. An initial extension of time for the performance of conditions within the ordinance may be granted by the Planning Director upon the following circumstances:

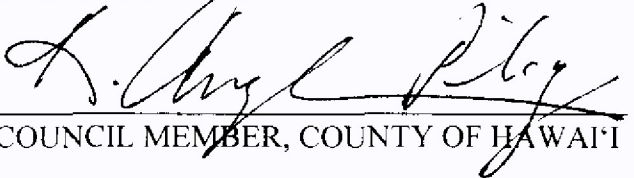
1. The non-performance is the result of conditions that could not have been foreseen or are beyond the control of the applicant, successors or assigns, and that are not the result of their fault or negligence.
2. Granting of the time extension would not be contrary to the General Plan or Zoning Code.
3. Granting of the time extension would not be contrary to the original reasons for the granting of the change of zone.
4. The time extension granted shall be for a period not to exceed the period originally granted for performance (i.e., a condition to be performed within one year may be extended for up to one additional year).
5. If the applicant should require an additional extension of time, the Planning Director shall submit the applicant's request to the County Council for appropriate action.

Should any of the conditions not be met or substantially complied with in a timely fashion, the Planning Director may initiate rezoning of the subject area to its original or more appropriate designation.

SECTION 3. In the event that any portion of this ordinance is declared invalid, such invalidity shall not affect the other parts of this ordinance.

SECTION 4. This ordinance shall take effect upon its approval.

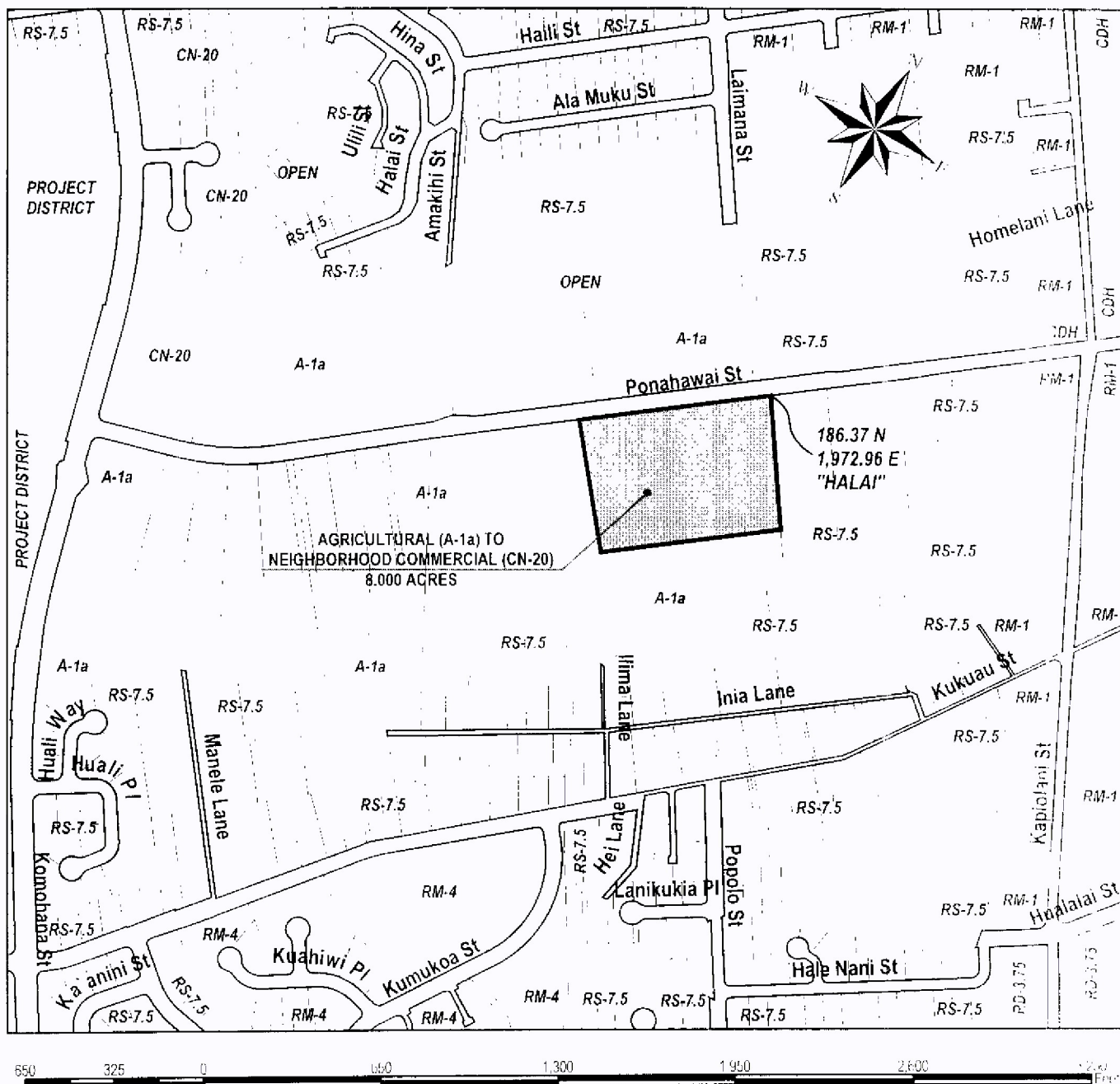
INTRODUCED BY:


COUNCIL MEMBER, COUNTY OF HAWAII

Hilo, Hawaii

Date of Introduction: February 1, 2006
Date of 1st Reading: February 1, 2006
Date of 2nd Reading: February 15, 2006
Effective Date: February 24, 2006

REFERENCE: Comm. 616



AMENDMENT TO THE ZONING CODE

AMENDING SECTION 25-8-33 (CITY OF HILO ZONE MAP)
 ARTICLE 8, CHAPTER 25 (ZONING CODE) OF THE HAWAII COUNTY CODE
 1983 (2005 EDITION), BY CHANGING THE DISTRICT CLASSIFICATION
 FROM AGRICULTURAL (A-1a)
 TO NEIGHBORHOOD COMMERCIAL (CN-20)
 AT PONAHAWAI, SOUTH HILO, HAWAII

PREPARED BY: PLANNING DEPARTMENT
 COUNTY OF HAWAII

OFFICE OF THE COUNTY CLERK
County of Hawai'i
Hilo, Hawai'i

Introduced By: K. Angel Pilago
Date Introduced: February 1, 2006
First Reading: February 1, 2006
Published: February 12, 2006

REMARKS: _____

Second Reading: February 15, 2006

To Mayor: February 17, 2006

Returned: February 24, 2006

Effective: February 24, 2006

Published: March 4, 2006

REMARKS: _____

ROLL CALL VOTE				
	AYES	NOES	ABS	EX
Arakaki	X			
Higa	X			
Hoffmann	X			
Holschuh	X			
Ikeda	X			
Isbell	X			
Jacobson	X			
Pilago			X	
Safarik	X			
	8	0	1	0

ROLL CALL VOTE				
	AYES	NOES	ABS	EX
Arakaki			X	
Higa	X			
Hoffmann	X			
Holschuh	X			
Ikeda	X			
Isbell	X			
Jacobson	X			
Pilago	X			
Safarik	X			
	8	0	1	0

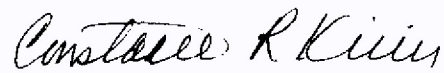
I DO HEREBY CERTIFY that the foregoing BILL was adopted by the County Council published as indicated above.

APPROVED AS TO
FORM AND LEGALITY:

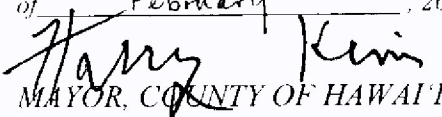

DEPUTY CORPORATION COUNSEL
COUNTY OF HAWAII

Date FEB 22 2006


COUNCIL CHAIRMAN


COUNTY CLERK

Approved/Disapproved this 24th day

of February, 2006

MAYOR, COUNTY OF HAWAII

Bill No.: 199
Reference: C-616/PC-52
Ord No.: 06 28



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAI'I

345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAI'I 96720
TELEPHONE (808) 961-8050 • FAX (808) 961-8657

June 4, 2024



Ms. Kristin Frost Albrecht
The Food Basket
40 Holomua Street
Hilo, HI 96720

By: _____

Dear Ms. Albrecht:

**Subject: Water Commitment Time Extension for Subdivision Application No. SUB-06-000346
Change of Zone Application (REZ 05-019)
Change of Zone Ordinance No. 06-25
Tax Map Key 2-3-036:Portion of 018**

This is to acknowledge receipt of the required \$8,850.00 water commitment deposit for the subject application. We are enclosing Receipt No. 5533841 for your files.

Pursuant to Rule 5 of the Department's Rules and Regulations, a water commitment time extension for the proposed development in the amount of 23,600 gallons per day, or 59 additional units of water at an average of 400 gallons per day, per unit, is hereby granted until May 31, 2025, with the following conditions:

1. Construct necessary water system improvements, which shall include, but not be limited to:
 - a. extension of approximately 400 lineal feet of 8-inch waterline from the existing 12-inch waterline situated within Komohana Street along the Hāmākua side of Ponahawai Street to the crossover point of the existing 8-inch waterline and connect at this point; then extend minimum distance of approximately 1,130 lineal feet of 8-inch waterline from the end of the existing 6-inch waterline located on the Puna side of the Ponahawai Street waterline running parallel to the existing 8-inch waterline; and connect to the end of the existing 8-inch waterline at the point fronting the approximate westerly boundary of the project site so water can be delivered at adequate pressure and volume under peak-flow and fire-flow conditions, and
 - b. a service lateral or service line that will accommodate an appropriately-sized meter or meters so domestic flow and fire flow can be effected.

Submit installation plans prepared by a professional engineer, registered in the State of Hawai'i, for review and approval.

2. Remit the prevailing facilities charge balance, which is subject to change, as shown below:

... Water, Our Most Precious Resource ... Ka Wai A Kāne ...

The Department of Water Supply is an Equal Opportunity provider and employer.

Ms. Kristin Frost Albrecht
Page 2
June 4, 2024

FACILITIES CHARGE (FC):

1st unit @ \$1,319.00/unit	\$1,319.00
<u>59 additional units @ \$6,095.00/unit</u>	<u>\$359,605.00</u>
Total FC	\$360,924.00

WATER COMMITMENT DEPOSIT CREDIT (WCD):

<u>59 additional units @ \$150.00/unit, x 17 payments</u>	<u>(\$150,450.00)</u>
Facilities Charge Balance	\$210,474.00

These are due and payable upon completion of the installation of the required water system improvements and prior to final subdivision approval being granted.

For your information, water commitment deposits are credited towards the final facilities requirement for the development. Note that the amount of water commitment deposit may exceed the prevailing facilities charge amount; for example, when requests for time extensions continue and are approved. Until the development is finally completed, these are separate and unrelated items. In the event that water commitment deposits exceed the facilities charge, no refunds are applicable.

3. Submit the appropriate documents, properly prepared and executed, to convey the water system improvements and necessary easements to the Water Board of the County of Hawai'i prior to final subdivision approval being granted. A registered land surveyor shall stamp and certify the metes and bounds description within the conveyance documents. However, prior to water meter services being granted to the development, or any lots within, the conveyance documents shall be accepted by the Water Board.
4. Comply with all other applicable policies and requirements of the Department's Rules and Regulations. Noncompliance may be cause for voiding this water commitment, at which time availability will be subject to change in accordance with prevailing water system conditions, policies, and Rules and Regulations.

Should there be any questions, please contact Mr. Ryan Quitariano of our Water Resources and Planning Branch at (808) 961-8070, extension 256.

Sincerely yours,



Keith K. Okamoto, P.E.
Manager-Chief Engineer

RS/RQ:dfg

Enc.

copy – Planning Department
Matsuno Enterprises, Limited

NOV 2019 (7)
06 134,0412

DEPT OF WATER SUPPLY
COUNTY OF HAWAII

JK05-30

05-30-2024 14:10

Receipt: 5533841

2-3-036-018; SUB; MATSUNO ENTERPRIS
ES LTD

NEW CHARGES

WATER COMMITMENT DEF 8850.00

TOTAL: 8850.00
=====

PAYMENTS

CHECK

8850.00

14204

TOTAL: 8850.00
=====

TENDERED:

8850.00

APPLIED:

8850.00

CHANGE DUE:

0.00

BALANCE

0.00

THANK YOU!
RETAIN THIS RECEIPT

DRAFT TRAFFIC IMPACT ANALYSIS REPORT
FOR THE PROPOSED
AGRICULTURAL INNOVATION PARK
AND FOOD SYSTEMS CAMPUS
SOUTH HILO, HAWAII ISLAND
TAX MAP KEY: 2-3-036: PORTION OF 2

I. Introduction

A. Project Description

The Food Basket, Inc. is proposing to develop the Agricultural Innovation Park and Food Systems Campus (AIPFSC) in South Hilo, Hawaii Island. The project site is identified as Tax Map Key: 2-3-036:002. The 24.493-acre property is located on the south side of Ponahawai Street, between Komohana Street and Kapiolani Street. Figure 1 depicts the project location and study area. The Agricultural Innovation Park and Food Systems Campus is expected to be fully built-out and operational by the Year 2028.

The AIPFSC will consist of six (6) components: two (2) facilities, totaling 43,400 square feet of gross floor area (SFGFA), will be located on the agricultural portion of the campus and four (4) facilities, totaling 108,800 SFGFA, will be located on the commercial portion of the campus.

The Food Basket, Inc. will be submitting a change of zone to the County of Hawaii for a 16.4-acre portion of the property from agricultural to commercial zone. The commercial portion of the Agricultural Innovation Park and Food Systems Campus is the subject of this Traffic Impact Analysis Report. The commercial portion of the AIPFSC will include a 43,400 SFGFA Food Center and Food Bank (A1) for emergency food distribution and storage. Drive-through access will accommodate delivery trucks to satellite food banks and is not intended for food distribution to individual households.

The commercial portion of the AIPFSC also will include a 19,100 SFGFA office center (B3), a 38,900 SFGFA community center (B4), and a 7,400 SFGFA farmer's market (B4.5). The office center will provide office space and conference rooms. The community center will provide education and special event venues between the food growers and producers and the community. The proposed farmer's market is expected to operate in the evenings and on weekends and is not included in the traffic impact analysis.

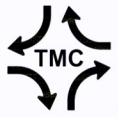
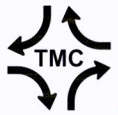


Figure 1. Project Location and Study Area



The agricultural portion of the AIPFSC will include a 30,300 SFGFA Agricultural Innovation Center (A2), which will provide production facilities for the manufacturing, processing, and packing of island food products, and kitchens and a food-science laboratory for workforce training and business incubation. The agricultural portion of the AIPFSC also will include 16.4 acres of agricultural land and a 12,100 SFGFA shade house (A2.5) for incubator crops, community gardens, and farmer training. A staff of 20 persons is estimated for the agricultural land and shade house. Table 1 summarizes the AIPFSC development plan.

Table 1. The Agricultural Innovation Park and Food Systems Campus		
Zone	Component	Units
Agriculture	Agriculture Innovation Center (A2)	30,300 SFGFA
	Agricultural Land & Shade House (A2.5)	12,100 SFGFA
		16.4 Acres
Commercial	Food Center and Food Bank (A1)	43,400 SFGFA
	Agricultural Support Office Center (B3)	19,100 SFGFA
	Community Center (B4)	38,900 SFGFA
	Farmer's Market (B4.5)	7,400 SFGFA

Access to the Agricultural Innovation Park and Food Systems Campus (AIPFSC) will be provided by three (3) driveways on the south side of Ponahawai Street: the West Driveway will provide access to the agricultural portion of the campus of the site and the Middle and East Driveways will provide access to the commercial portion of the campus. The proposed site plan is depicted on Figure 2.

B. Purpose and Scope of the Study

The purpose of this study is to analyze the traffic impacts of the commercial portion of the proposed Agricultural Innovation Park and Food Systems Campus. This Traffic Impact Analysis Report (TIAR) is prepared in accordance with the Hawaii County Code Chapter 25 Section 25-2-46 (Concurrency Requirements). The scope of the TIAR for the proposed project includes the following:

1. Obtain the most recent available traffic count data and pre-pandemic (2019) traffic count data from the State Department of Transportation (DOT), and from relevant traffic studies prepared for other developments in the vicinity of the project.
2. Conduct turning movement traffic count surveys during the AM and PM peak periods of weekday traffic on Ponahawai Street, between Komohana Street and Kapiolani Street.
3. Analyze the data collected in Item Nos. 1 and 2 to establish the existing conditions.
4. Estimate future traffic conditions for the 5-year, 10-year, and 20-year planning horizons, including other developments and traffic improvements in the vicinity, which have been approved or committed to within the time frame of this traffic study.

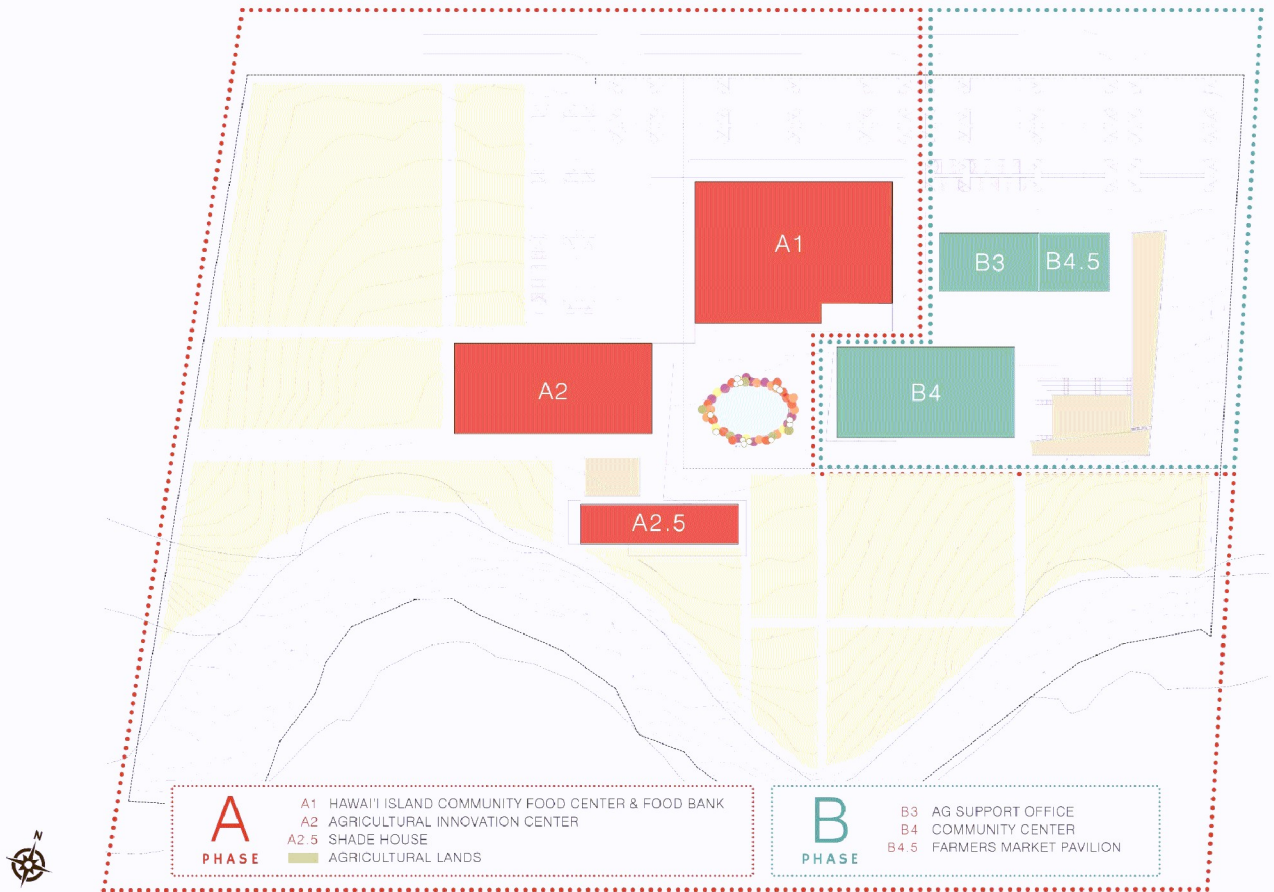
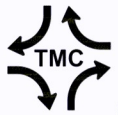


Figure 2. Agricultural Innovation Park and Food Systems Campus Site Plan



5. Analyze the 5-year, 10-year, and 20-year planning horizons traffic conditions without the proposed project, during the AM, midday, and PM peak hours of weekday traffic, in order to establish the baseline conditions from which to measure the traffic impacts of the proposed project.
6. Develop weekday AM midday, and PM peak hour trip generation characteristics for the proposed project, using generally accepted techniques developed by the Institute of Transportation Engineers.
7. Analyze the AM, midday, and PM peak hour site-generated traffic impacts for the 5-year, 10-year, and 20-year planning horizons.
8. Recommend traffic improvements that would mitigate the traffic impacts identified in this traffic study.

C. Methodologies

1. Capacity Analysis

The highway capacity analysis, performed in this study, is based upon procedures presented in the Highway Capacity Manual, 6th Edition (HCM), published by the Transportation Research Board. HCM defines the Level of Service (LOS) as “a quantitative stratification of a performance measure or measures representing quality of service.” HCM defines the six (6) Levels of Service from the traveler’s perspective, ranging from the best LOS “A” to the worst LOS “F”. LOS translates the complex mathematical results of the highway capacity analysis into an A through F grading system for the purpose of simplifying the roadway performance for decision-makers.

Synchro is a traffic analysis software that was developed by Trafficware. Synchro is an intersection analysis program that is based upon the HCM 6th Edition methodology. Synchro is used to calculate the Levels of Service for the intersections in the study area. Worksheets for the capacity analysis, performed throughout this report, are compiled in the Appendix.

LOS’s “A”, “B”, and “C” are generally considered to be satisfactory Levels of Service. The Hawaii County Code Chapter 25, Section 25-2-46 “Concurrency Requirements” defines LOS “D” as the minimum acceptable Level of Service. LOS’s “E” and “F” are defined as worse than acceptable Levels of Service. The intersection LOS is primarily based upon average delay (d) in seconds per vehicle (sec/veh). The delays at unsignalized intersections, which include stop-controlled intersections and roundabouts, are generally shorter than signalized intersections, due to the drivers’ expectation and acceptance of longer delays at higher-volume signalized intersections. Table 2 summarizes the HCM LOS criteria.

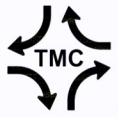


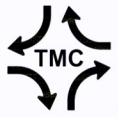
Table 2. Intersection Level of Service Criteria (HCM)			
LOS	Signalized Control	Unsignalized Control	Description
	Delay d (sec/veh)		
A	d≤10	d≤10	Control delay is minimal.
B	10<d ≤20	10<d≤15	Control delay is not significant.
C	20<d≤35	15<d≤25	Stable operation. Queuing begins to occur.
D	35<d≤55	25<d≤35	Less stable condition. Increase in delays, decrease in travel speeds.
E	55<d≤80	35<d≤50	Unstable operation, significant delays.
F	d>80	d>50	High delays, extensive queuing.

2. Trip Generation

The trip generation methodology is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE) and published in the Trip Generation Manual, 11th Edition. The ITE trip rates were developed by correlating the total vehicle trip generation data with various land use activities/characteristics, such as the vehicle trips per hour (vph) per 1,000 square feet of gross floor area (SFGFA).

3. Left-Turn Lane Warrant

The left-turn lane analysis on a two-lane roadway was based upon A Policy on Geometric Design of Highways and Streets, 2011, published by the American Association of State Highway and Transportation Officials (AASHTO). The AASHTO guide analyzes the combination of the left-turn volume (minimum 5 percent of the advancing volume), the advancing volume (left-turn, through and right-turn volume totals), the opposing volume (left-turn, through and right-turn volume totals), and operating speed (minimum 40 miles per hour). The AASHTO guide was based upon the "Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections", Highway Research Record 211, Highway Research Board, 1967, by M. D. Harmelink. The Harmelink left-turn volume warrant analyzed the probability of the arrival of an advancing vehicle slowing and/or stopping behind a stopped vehicle, turning left from the through traffic lane.



II. Existing Conditions

A. Roadways

Ponahawai Street is a two-way, two-lane collector roadway between Kamehameha Avenue and Komohana Street. The posted speed on Ponahawai Street is 40 miles per hour (mph). East of the project site, the posted speed on Ponahawai Street is reduced to 25 mph. Westbound Ponahawai Street provides separate left-turn and right-turn lanes at its signalized Tee-intersection with Komohana Street. To the east, Ponahawai Street provides a shared left-turn/through/right-turn lane in both directions at its signalized intersection with Kapiolani Street.

Komohana Street is a two-way, two-lane collector roadway between Waianuenue Avenue and Ainaola Drive in South Hilo. North of Ponahawai Street, the posted speed limit on Komohana Street is 35 mph. South of Ponahawai Street, the posted speed limit on Komohana Street increases to 45 mph. Komohana Street provides exclusive left-turn and right-turn lanes at its signalized Tee-intersection with Ponahawai Street.

Kapiolani Street is a two-way, two-lane local roadway between Waianuenue Avenue and Mohouli Street. Kapiolani Street provides a shared left-turn/through/right-turn lane in both directions at its signalized intersection with Ponahawai Street. The posted speed on Kapiolani Street is 25 mph.

B. Existing Peak Hour Traffic Volumes and Operating Conditions

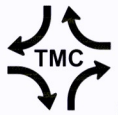
1. Field Investigation and Data Collection

A traffic count survey was conducted on Ponahawai Street at the project site frontage on August 24-25, 2022 and on August 30-31, 2022 from 6:30 AM to 8:30 AM and from 1:00 PM to 5:00 PM. The peak hour traffic on Ponahawai Street were used to determine the peak periods of traffic for the traffic count surveys at the adjacent intersections. Turning movement traffic count surveys were conducted from 3:30 PM to 5:30 PM on August 24, 2022, and from 7:00 AM to 9:00 AM and from 1:30 PM to 3:30 PM on August 30, 2022 at the following intersections:

- Ponahawai Street and Komohana Street
- Ponahawai Street and Kapiolani Street

2. Existing AM Peak Hour Traffic

The existing AM peak hour of traffic in the study area occurred from 7:15 AM to 8:15 AM. Ponahawai Street carried about 850 vehicles per hour (vph), total for both directions, during the existing AM peak hour of traffic. Komohana Street carried over 1,100 vph, total for both directions, while Kapiolani Street carried about 600 vph.



During the existing AM peak hour of traffic, the intersection of Komohana Street and Ponahawai Street operated at an overall LOS “B”. The traffic movements at the intersection operated at satisfactory Levels of Service, i.e., LOS “C” or better, during the existing AM peak hour of traffic.

The intersection of Kapiolani Street and Ponahawai Street also operated at an overall LOS “B”. The traffic movements at the intersection operated at satisfactory Levels of Service, during the existing AM peak hour of traffic. Figure 3 depicts the existing AM peak hour traffic volumes.

3. Existing Midday Peak Hour Traffic

The existing midday peak hour of traffic in the study area occurred from 2:00 PM to 3:00 PM. Ponahawai Street carried about 600 vph, total for both directions, during the existing midday peak hour of traffic. Komohana Street carried over 1,000 vph and Kapiolani Street carried about 550 vph, total for both directions.

The Ponahawai Street intersections at Komohana Street and Kapiolani Street, operated at satisfactory Levels of Service, during the existing midday peak hour of traffic. The existing midday peak hour traffic volumes are depicted on Figure 4.

4. Existing PM Peak Hour Traffic

The existing PM peak hour of traffic in the study area occurred from 4:00 PM to 5:00 PM. Komohana Street carried over 600 vph, total for both directions during the existing PM peak hour of traffic. Ponahawai Street carried about 650 vph, total for both directions, while Kapiolani Street carried about 450 vph.

The Ponahawai Street intersections at Komohana Street and Kapiolani Street, continued to operate at satisfactory Levels of Service, during the existing PM peak hour of traffic. Figure 5 depicts the existing PM peak hour traffic volumes.

C. Pre-Pandemic Traffic Conditions

In 2020 and during the first half of 2021, the traffic volumes throughout the State of Hawaii declined dramatically, due the Coronavirus 2019 (COVID-19) travel restrictions and the Statewide shutdown order. Historic traffic count data collected on Ponahawai Street were obtained from the DOT. DOT collected traffic count data on Ponahawai Street, west of Kapiolani Street, in September 2019. The 2019 DOT traffic count data were compared with the 2022 traffic count data, collected for this traffic study.

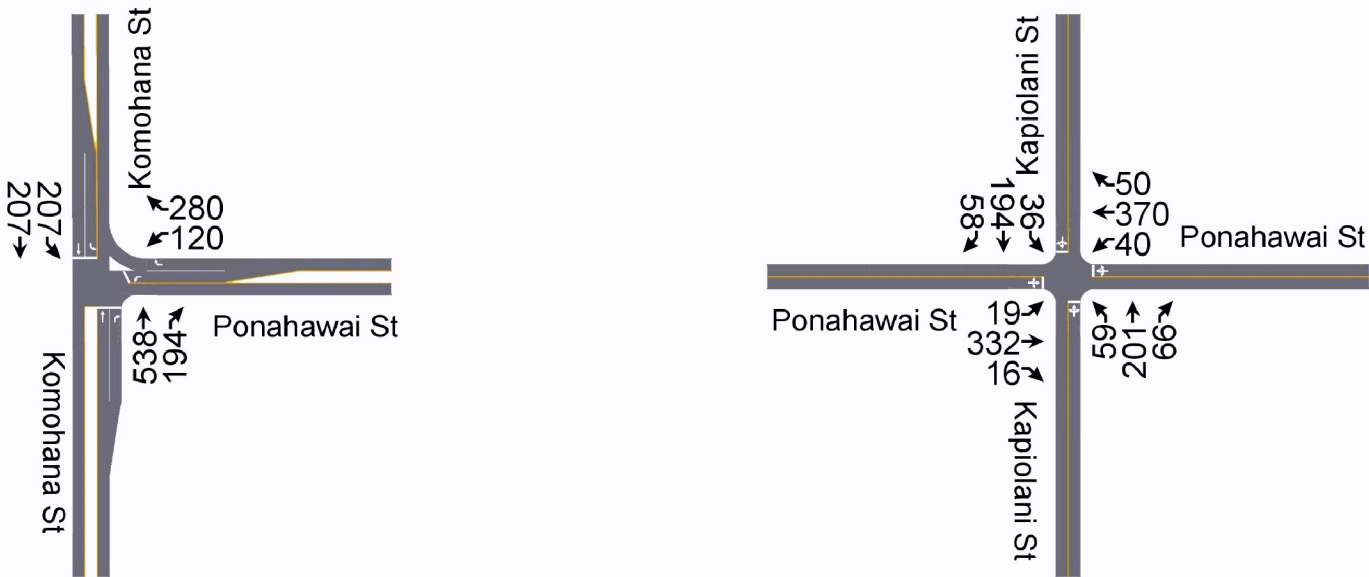


Figure 3. Existing AM Peak Hour Traffic

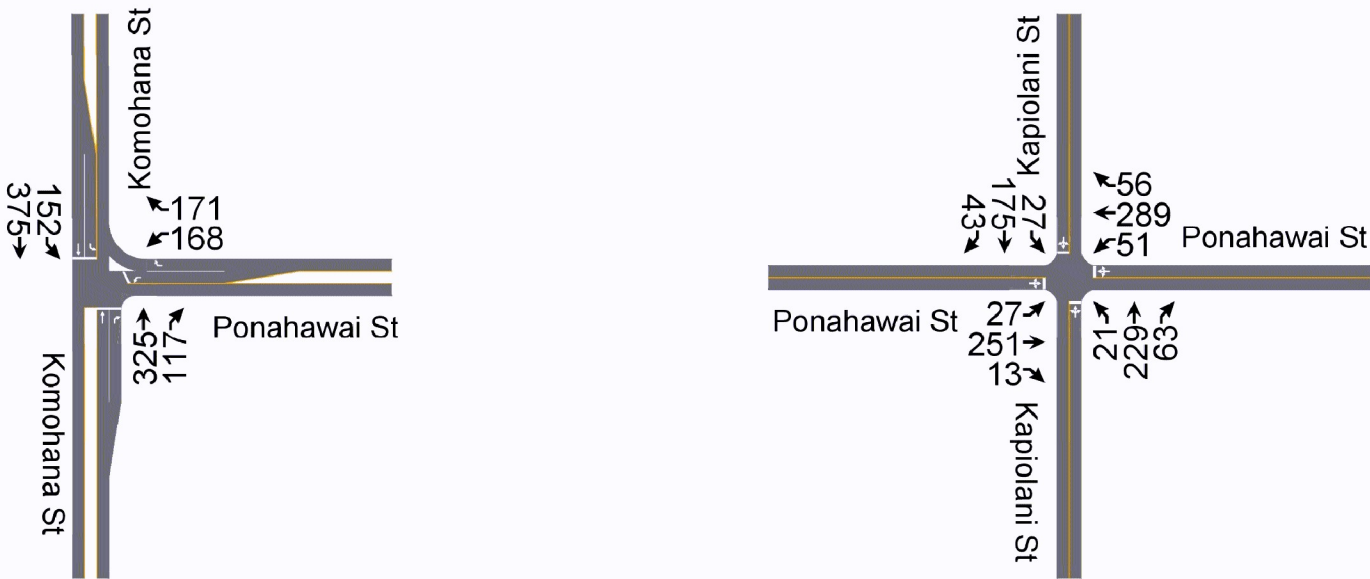


Figure 4. Existing Midday Peak Hour Traffic

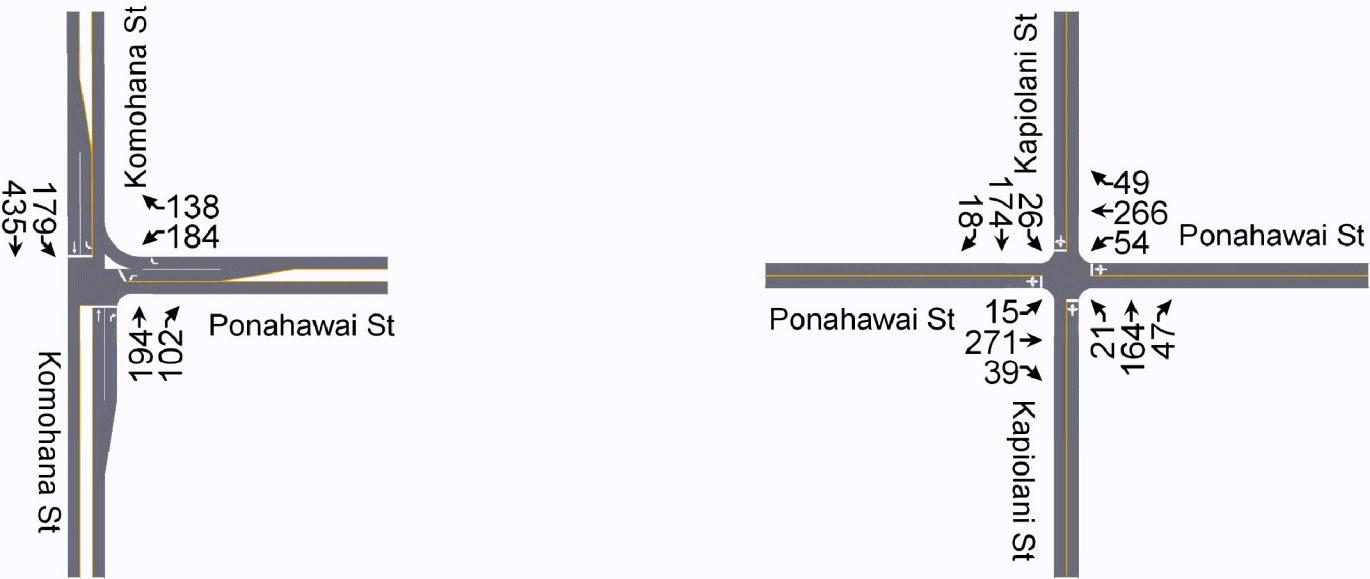
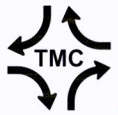


Figure 5. Existing PM Peak Hour Traffic



The current AM and midday peak hour traffic count data on Ponahawai Street were about 9 percent and 10 percent higher than the DOT 2019 pre-pandemic AM and midday peak hour traffic count data. The existing PM peak hour traffic count volume on Ponahawai Street was about the same as the DOT 2019 PM peak hour traffic volume. The existing (2022) AM and midday traffic count data have returned to non-pandemic conditions, while the existing PM peak hour has returned to pre-pandemic conditions. Table 3 compares the average 2019 DOT traffic count data with the existing (2022) traffic count data on Ponahawai Street west of Kapiolani Street.

Table 3. Ponahawai Street Traffic Comparison			
Period	2019	2022	Change 2021 to 2019
AM Peak Hour	784	854	+8.9%
Midday Peak Hour	585	644	+10.2%
PM Peak Hour	631	630	-0.2%

D. Crash Analysis

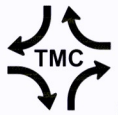
The most recent available crash data along Ponahawai Street, between Komohana Street and Kapiolani Street, were requested from the Hawaii State Department of Transportation (DOT). In its letter dated September 19, 2022 (HWY-TS 22-2.0197), DOT found two (2) major traffic crashes along Ponahawai Street between the Years 2019 and 2021. One (1) crash involved rear-end collisions between three (3) vehicles headed westbound on Ponahawai Street at Komohana Street. The second crash occurred between a vehicle turning left from Kapiolani Street and a pedestrian crossing Ponahawai Street. No crashes were reported along the project site frontage on Ponahawai Street. No bicycle accidents were reported by DOT. The DOT data were collected under the Highway Safety Improvement Program of Title 23, United States Code (U.S.C.), Section 148, and are protected under Title 23, U.S.C., Section 407.

III. Future Traffic Conditions

A. Background Growth in Traffic

The Federal-Aid Highways 2035 Transportation Plan for the District of Hawaii (TPDH) was prepared for the State of Hawaii Department of Transportation (DOT), in cooperation with the County of Hawaii Department of Public Works and Planning Department. The TPDH developed long-range travel forecasts for Hawaii Island based upon future socio-economic conditions. The 2035 TPDH projected an annual growth rate of about 1.14 percent in vehicle trips in South Hilo.

For the purpose of this traffic study, the TPDH-projected 1.14 percent annual growth rate in traffic was uniformly applied to existing AM and midday peak hour traffic and the pre-pandemic PM peak hour of traffic to estimate the Year 2028 traffic demands in the study area.



B. AICFSC Agricultural Trip Generation

The ITE trip generation characteristics for Manufacturing (ITE Land Use Code 140) were used to estimate the Agricultural Innovation Center (A2) peak hour trips. ITE has not published peak hour trip generation rates for agricultural activities. Because of the labor-intensive characteristics of agricultural activities, the number of workers is expected to be the best indicator for the trips generated by the agricultural activities. A trip generation study was prepared by The Traffic Management Consultant (TMC) for the Traffic Access Analysis Update for the Proposed Monsanto Kunia Master Plan in Kunia, Oahu, Hawaii, dated January 24, 2011. The trip generation rates for the Monsanto operations in Kunia were used to estimate the trip generation characteristics of the Agriculture Land and Shade House (A2.5). The trip generation characteristics of the agricultural portion of the Agricultural Innovation Park and Food Systems Campus is summarized in Table 4.

Table 4. Agricultural Trip Generation Characteristics				
Peak Hour		Agricultural Trips (vph)		
		A2	A2.5	Total
AM Peak Hour	Enter	21	13	34
	Exit	7	1	8
	Total	28	14	42
Midday Peak Hour	Enter	17	5	22
	Exit	24	13	37
	Total	41	18	59
PM Peak Hour	Enter	7	1	8
	Exit	15	13	28
	Total	22	14	38

C. 2028 Peak Hour Traffic Analysis Without Project

The left-turn movement from Ponahawai Street onto Komohana Street is expected to operate at LOS “D”. The other traffic movements at the Ponahawai Street intersections at Komohana Street and at Kapiolani Street are expected to operate at satisfactory Levels of Service, during the 2028 AM, midday, and PM peak hours of traffic without the proposed project. The West Driveway is expected to operate at LOS “C” at Ponahawai Street, during the AM, midday, and PM peak hours of traffic. Figures 6, 7, and 8 depict the projected 2028 AM, midday, and PM peak hour traffic without the proposed project, respectively.

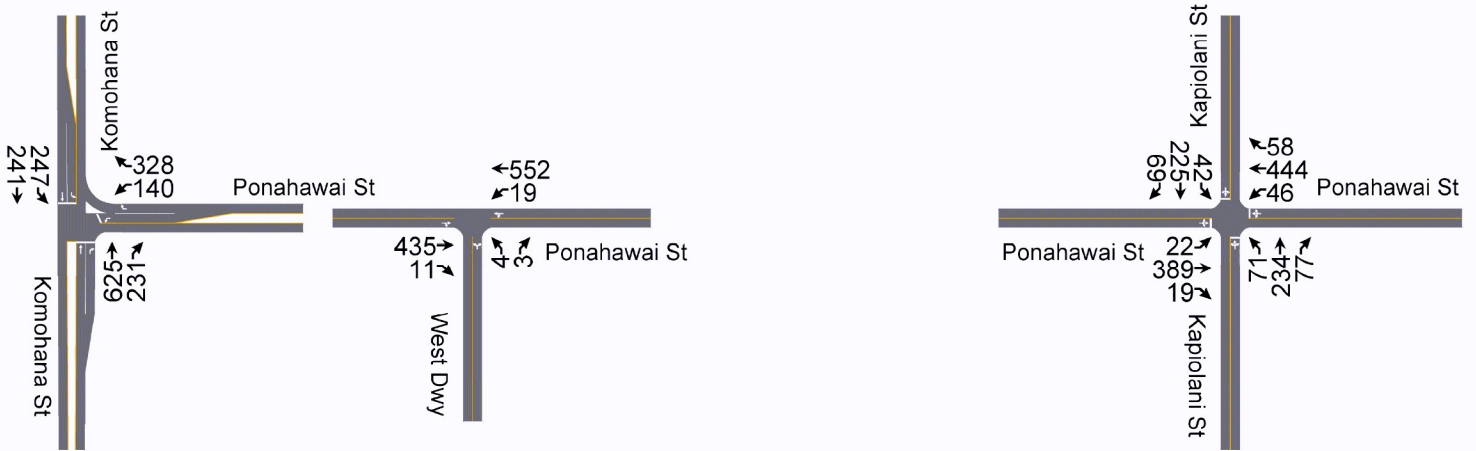


Figure 6. Year 2028 AM Peak Hour Traffic Without Project

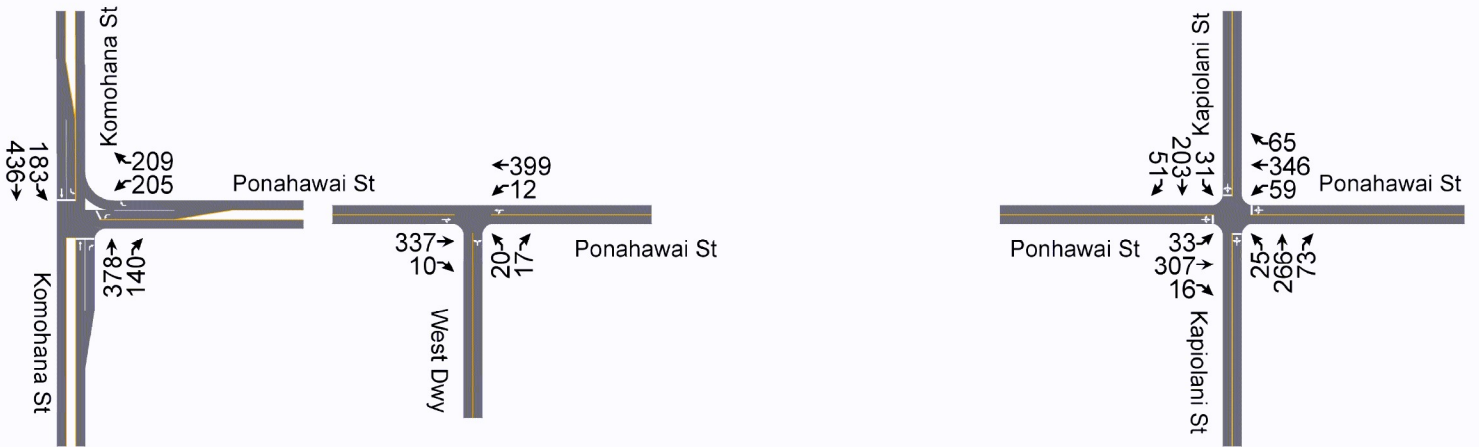


Figure 7. Year 2028 Midday Peak Hour Traffic Without Project

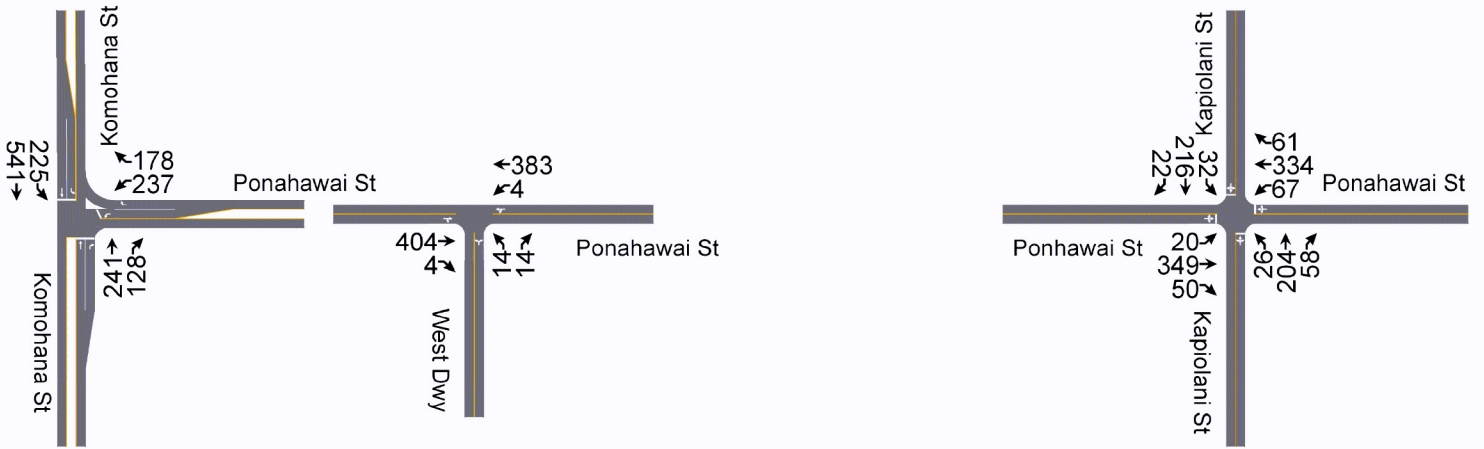
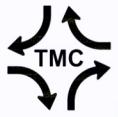


Figure 8. Year 2028 PM Peak Hour Traffic Without Project



IV. Traffic Impact Analysis

A. Commercial Trip Generation Characteristics

The 43,400 SFGFA Food Center and Food Bank (A1) is expected to provide for emergency food storage and distribution. Drive-through access will accommodate delivery trucks to/from satellite food banks. The ITE trip generation rates for Warehousing (ITE Land Use Code 150) were used to estimate the trip generation from the Food Center and Food Bank.

The commercial portion of the Agricultural Innovation Park and Food Systems Campus also will include 19,100 SFGFA Office Center (B3), 38,900 SFGFA Community Center (B4), and a 7,400 SFGFA Farmer's Market (B4.5). The ITE trip generation rates for General Office (ITE Land Use Code 710) were used to estimate the trip generation for the Office Center. The ITE trip generation rates for a Recreational Community Center (ITE Land Use Code 495) were used to estimate the trip generation for the Community Center. The proposed Farmer's Market is expected to operate in the evenings and on weekends and is not included in the traffic impact analysis. Table 5 summarizes the trip generation characteristics of the commercial portion of the Agricultural Innovation Park and Food Systems Campus.

Table 5. Commercial Trip Generation Characteristics					
Peak Hour		Commercial Trips (vph)			
		A1	B3	B4.5	Total
AM Peak Hour	Enter	22	36	49	85
	Exit	7	5	25	30
	Total	29	41	74	115
Midday Peak Hour	Enter	6	12	90	102
	Exit	21	9	101	110
	Total	27	21	191	212
PM Peak Hour	Enter	9	7	64	71
	Exit	23	35	72	107
	Total	32	42	136	178

B. Traffic Assignment

The peak hour site traffic assignments were based upon the existing traffic circulation patterns. The AM, midday, and PM peak hour site traffic assignments are depicted on Figures 9, 10, and 11, respectively.

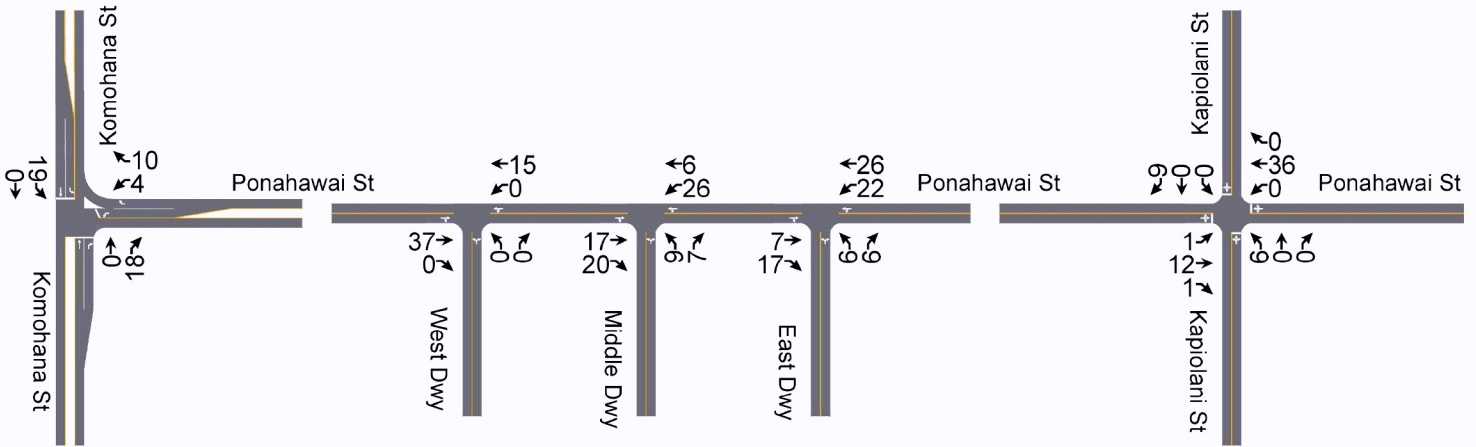


Figure 9. AM Peak Hour Site Traffic Assignment

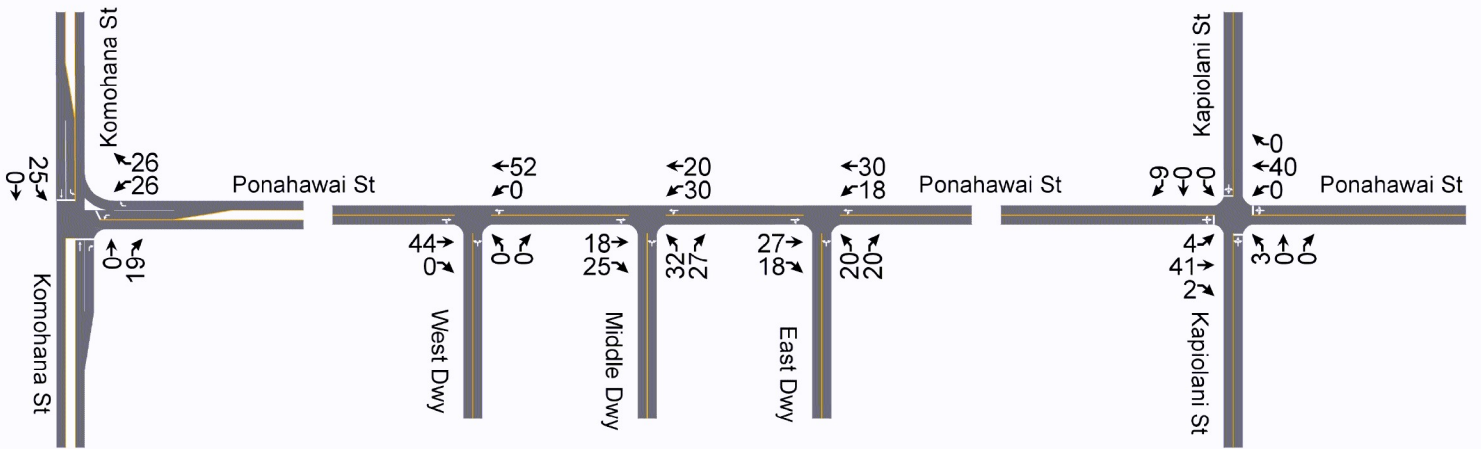


Figure 10. Midday Peak Hour Site Traffic Assignment

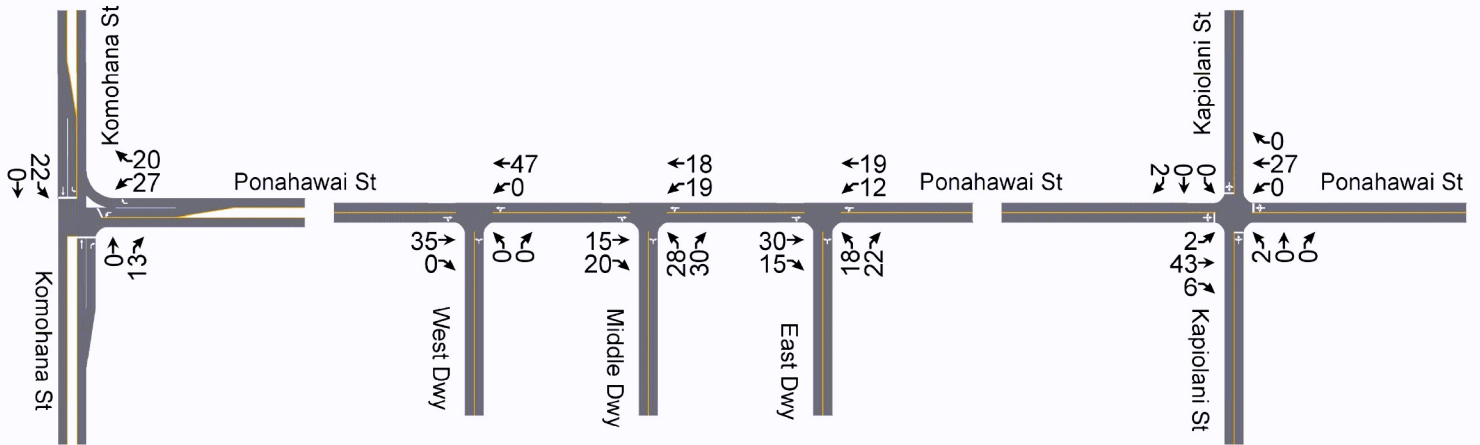
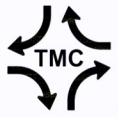


Figure 11. PM Peak Hour Site Traffic Assignment



C. Year 2028 AM Peak Hour Traffic Impact Analysis

The Ponahawai Street intersection at Komohana Street is expected to operate at an overall LOS “B”, during the Year 2028 AM peak hour of traffic with the proposed project. The left-turn movement from Ponahawai Street onto Komohana Street is expected to continue to operate at LOS “D”. The other traffic movements at the Komohana Street intersection are expected to operate at satisfactory Levels of Service.

The intersection of Ponahawai Street and Kapiolani Street is expected to operate at an overall LOS “C”, during the Year 2028 AM peak hour of traffic with the proposed project. The traffic movements at the Kapiolani Street intersection are expected to operate at satisfactory Levels of Service. The West, Middle, and East Driveways are expected to operate at LOS “C” at Ponahawai Street. The Year 2028 AM peak hour traffic volumes with the proposed project are depicted on Figure 12.

D. Year 2028 Midday Peak Hour Traffic Impact Analysis

During the Year 2028 midday peak hour of traffic with the proposed project, the Ponahawai Street intersections at Komohana Street and Kapiolani Street are expected to operate at LOS “B”. The traffic movements at both intersections are expected to operate at satisfactory Levels of Service. The West, Middle, and East Driveways are expected to continue to operate at LOS “C” at Ponahawai Street. The AASHTO guide for the installation of an exclusive left-turn lane is expected to be met on westbound Ponahawai Street at the Middle Driveway. Figure 13 depicts the Year 2028 midday peak hour traffic with the proposed project.

E. Year 2028 PM Peak Hour Traffic Impact Analysis

The Ponahawai Street intersections at Komohana Street and Kapiolani Street are expected to operate at LOS “B”, during the Year 2028 PM peak hour of traffic with the proposed project. The traffic movements at the signalized intersections are expected to operate at satisfactory Levels of Service. The West, Middle, and East Driveways are expected to continue to operate at LOS “C” at Ponahawai Street. The Year 2028 PM peak hour traffic with the proposed project is depicted on Figure 14.

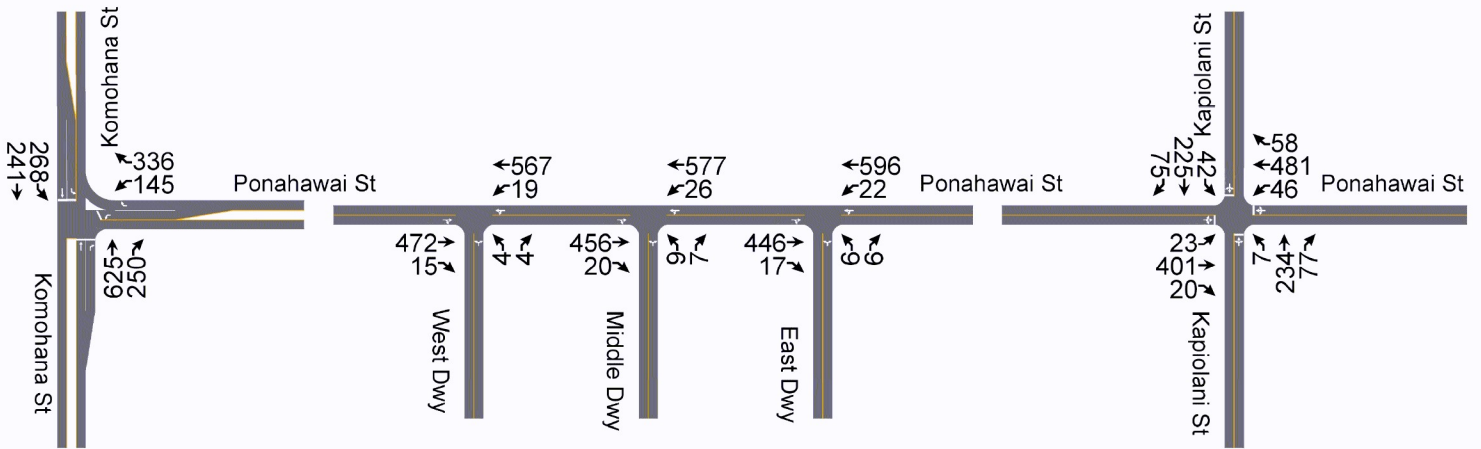


Figure 12. Year 2028 AM Peak Hour Traffic With Project

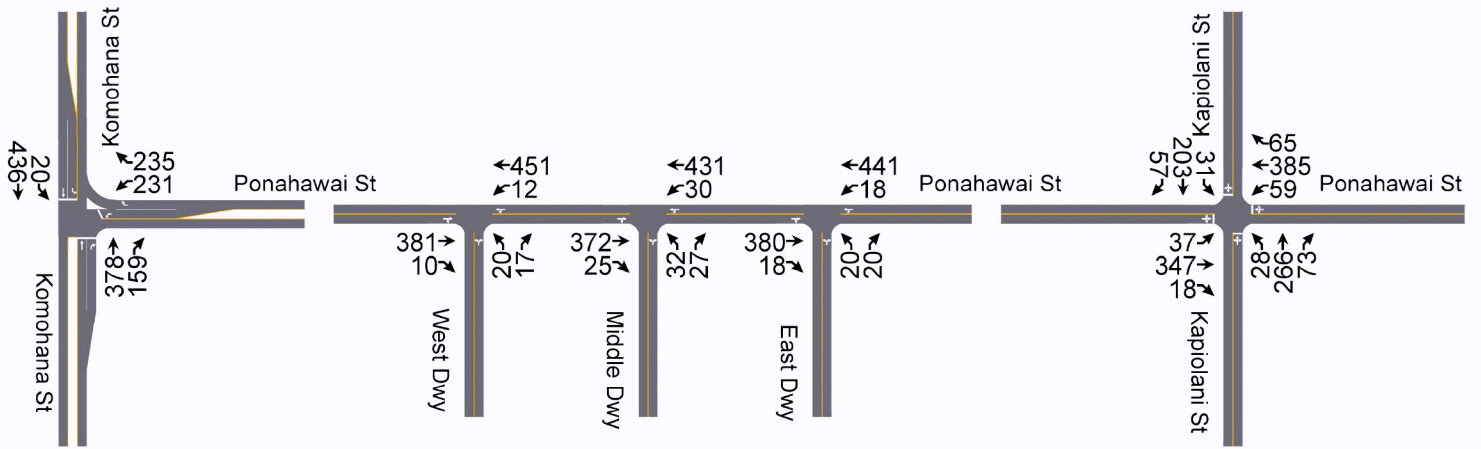


Figure 13. Year 2028 Midday Peak Hour Traffic With Project

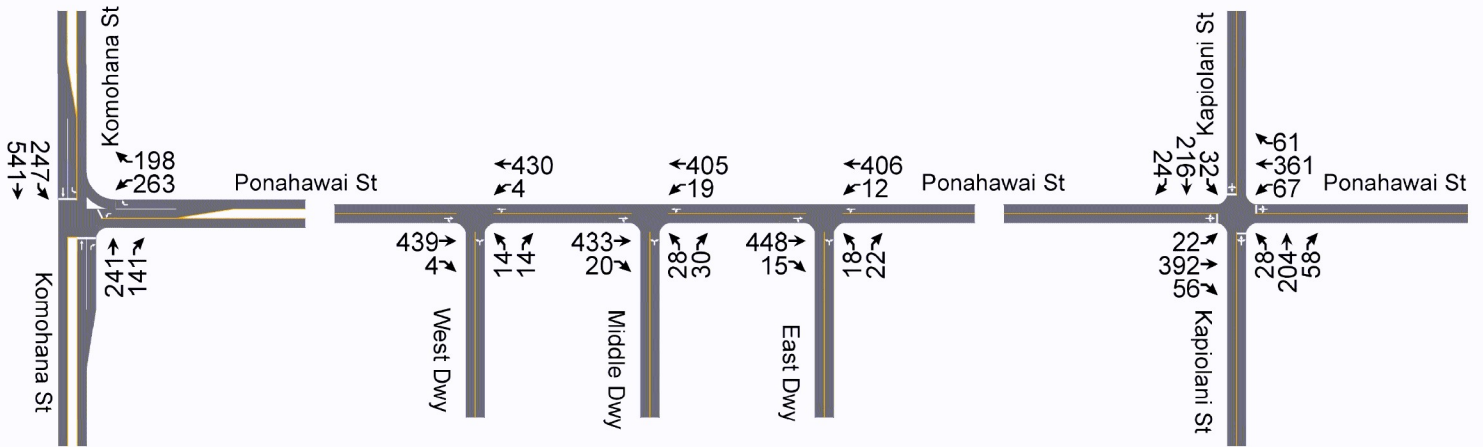
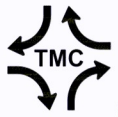


Figure 14. Year 2028 PM Peak Hour Traffic With Project



V. Long-Range Traffic Analysis

A. Future Growth in Traffic

The proposed project is expected to be fully built out and operational by the Year 2028. The trip generation for the proposed project is assumed to remain constant beyond the Year 2028. However, the Hawaii County Concurrency Requirements include the analysis of ten-year (2033) and twenty-year (2043) traffic projections for future growth in the project area, which are beyond the development time frame of the proposed project. The TPDH average annual growth rate of 1.14 percent vehicle trips generated in the South Hilo region was extrapolated to estimate the Years 2033 and 2043 AM, midday, and PM peak hour traffic without the proposed project.

B. Year 2033 Peak Hour Traffic Analysis

1. 2033 Peak Hour Traffic Analysis Without Project

The intersection of Komohana Street and Ponahawai Street is expected to operate at an overall LOS “C”, during the Year 2033 AM peak hour of traffic without the proposed project. The left-turn movements from Ponahawai Street onto Komohana Street and from Komohana Street onto Ponahawai Street are expected to operate at LOS “D”. The other traffic movements at the intersection are expected to operate at satisfactory Levels of Service.

While the overall intersection of Kapiolani Street and Ponahawai Street is expected to operate at LOS “C”, westbound Ponahawai Street and northbound Kapiolani Street are expected to operate at LOS “D”. The West Driveway is expected to continue to operate at LOS “C”, during the Year 2033 AM peak hour of traffic without the proposed project.

During the Year 2033 midday and PM peak hours of traffic without the proposed project, the Ponahawai Street intersections in the study area are expected to operate at satisfactory Levels of Service. Figures 15, 16, and 17 depict the Year 2033 AM, midday, and PM peak hour traffic without the proposed project, respectively.

2. 2033 Peak Hour Traffic Analysis With Project

The southbound left-turn movement from Komohana Street onto Ponahawai Street is expected to operate at LOS “D”, during the Year 2033 AM peak hour of traffic with the proposed project. The other traffic movements at the intersection of Komohana Street and Ponahawai Street are expected to operate at satisfactory Levels of Service.

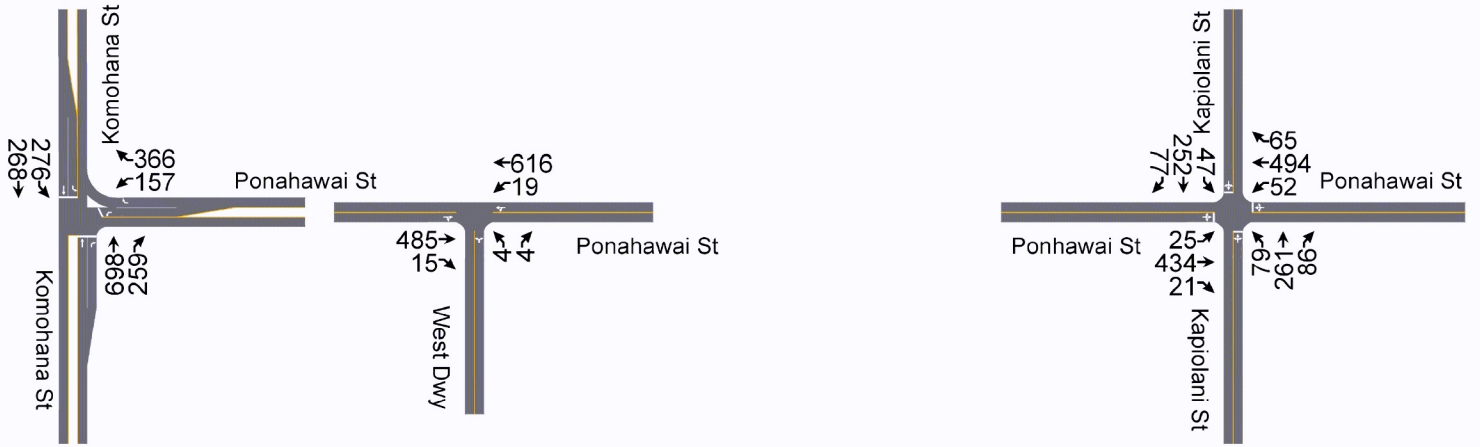


Figure 15. Year 2033 AM Peak Hour Traffic Without Project

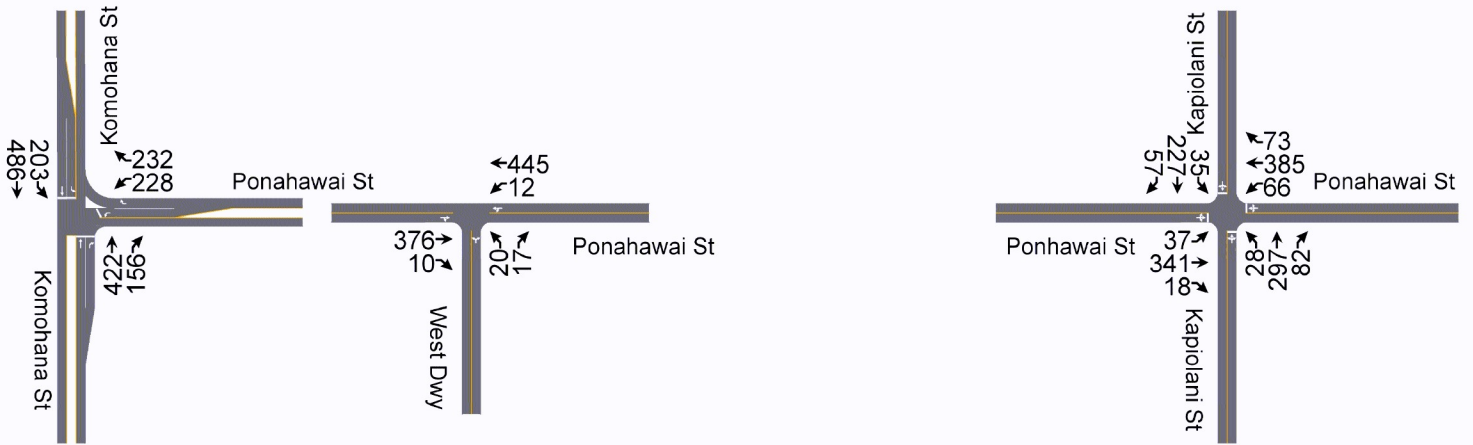


Figure 16. Year 2033 Midday Peak Hour Traffic Without Project

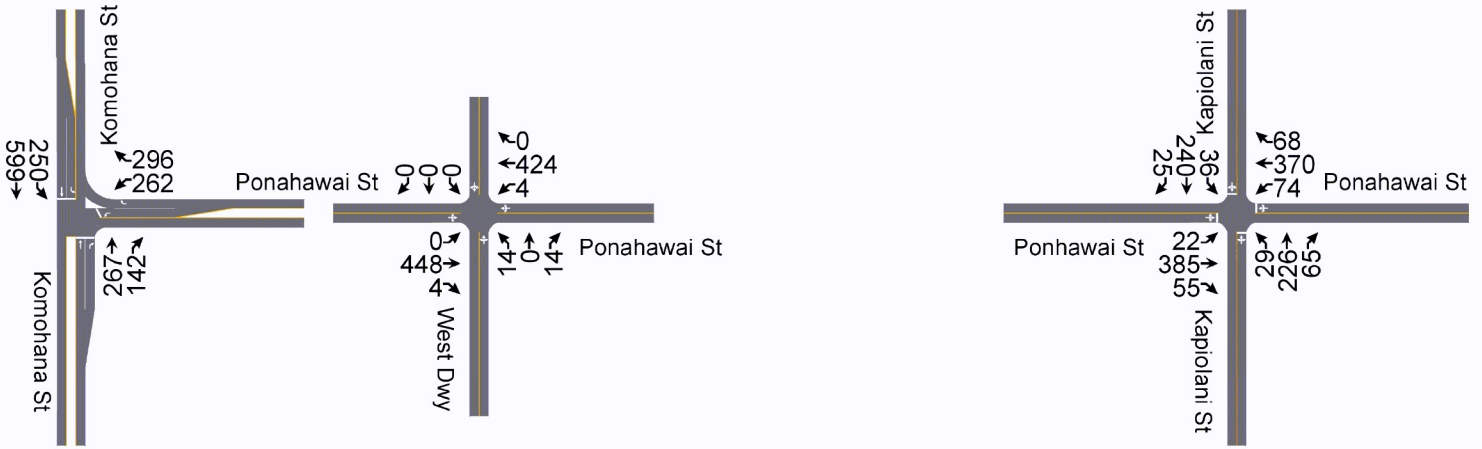
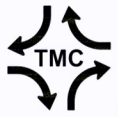


Figure 17. Year 2033 PM Peak Hour Traffic Without Project



Westbound Ponahawai Street and northbound Kapiolani Street are expected to continue to operate at LOS “D”, during the Year 2033 AM peak hour of traffic with the proposed project. The Middle Driveway is expected to operate at LOS “D” at Ponahawai Street. The East and West Driveways are expected to continue to operate at LOS “C”, during the Year 2033 AM peak hour of traffic with the proposed project.

During the Year 2033 midday and PM peak hours of traffic with the proposed project, the Ponahawai Street intersections in the study area are expected to operate at satisfactory Levels of Service. The Year 2033 AM, midday, and PM peak hour traffic with the proposed project are depicted on Figures 18, 19, and 20, respectively.

C. Year 2043 Peak Hour Traffic Analysis

1. 2043 Peak Hour Traffic Analysis Without Project

The intersection of Komohana Street and Ponahawai Street is expected to operate at an overall LOS “D”, during the Year 2043 AM peak hour of traffic without the proposed project. The left-turn movement from Komohana Street onto Ponahawai Street is expected to operate at LOS “F”. The left-turn and right-turn movements from Ponahawai Street onto Komohana Street are expected to operate at LOS “D”. The northbound through movement on Komohana Street also is expected to operate at LOS “D”.

During the 2043 AM peak hour traffic without the proposed project, the intersection of Kapiolani Street and Ponahawai Street is expected to operate at an overall LOS “E”. Westbound Ponahawai Street and northbound Kapiolani Street are expected to operate at LOS “F”. Southbound Kapiolani Street is expected to operate at LOS “D”. The West Driveway is expected to continue to operate at LOS “D”, during the Year 2043 AM peak hour of traffic without the proposed project.

The Ponahawai Street intersections in the study area are expected to operate at satisfactory Levels of Service, during the Year 2043 midday and PM peak hours of traffic without the proposed project. Figures 21, 22, and 23 depict the Year 2043 AM, midday, and PM peak hour traffic without the proposed project, respectively.

2. 2043 Peak Hour Traffic Analysis With Project

The intersection of Komohana Street and Ponahawai Street is expected to continue to operate at an overall LOS “D”, during the Year 2043 AM peak hour of traffic with the proposed project. The left-turn movement from Komohana Street onto Ponahawai Street is expected to operate at LOS “F”. The left-turn movement from Ponahawai Street onto Komohana Street and the northbound through movement on Komohana Street are expected to operate at LOS “D”.

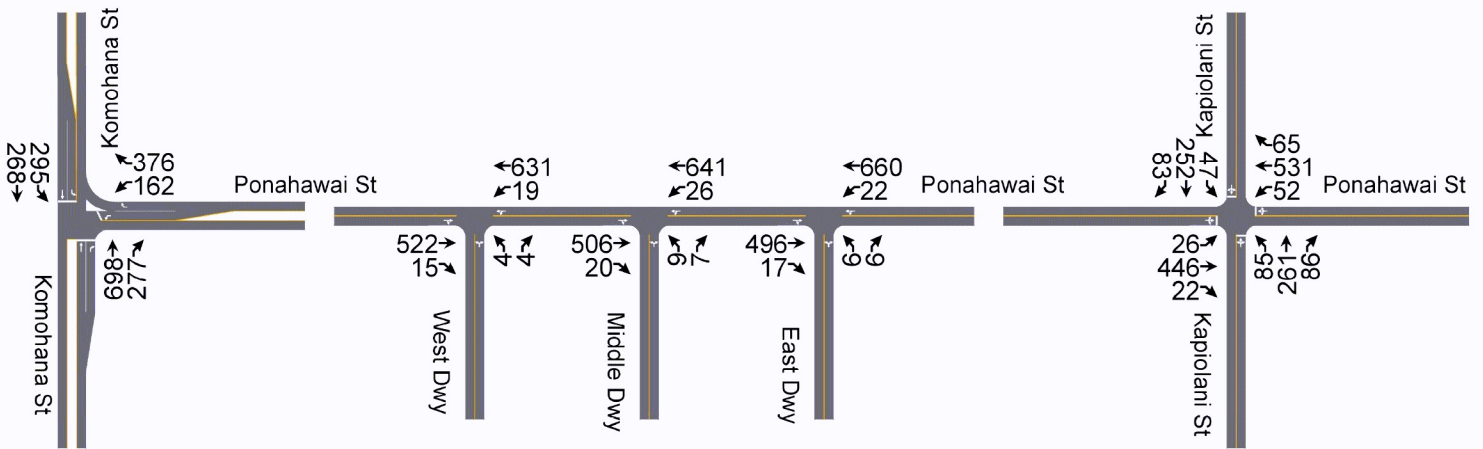


Figure 18. Year 2033 AM Peak Hour Traffic With Project

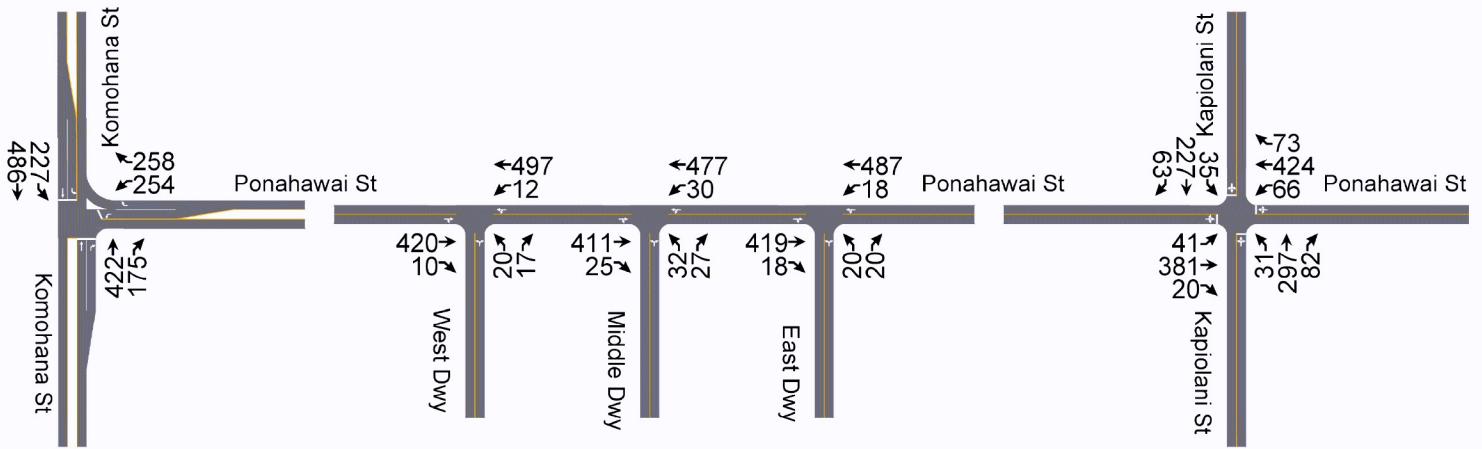


Figure 19. Year 2033 Midday Peak Hour Traffic With Project

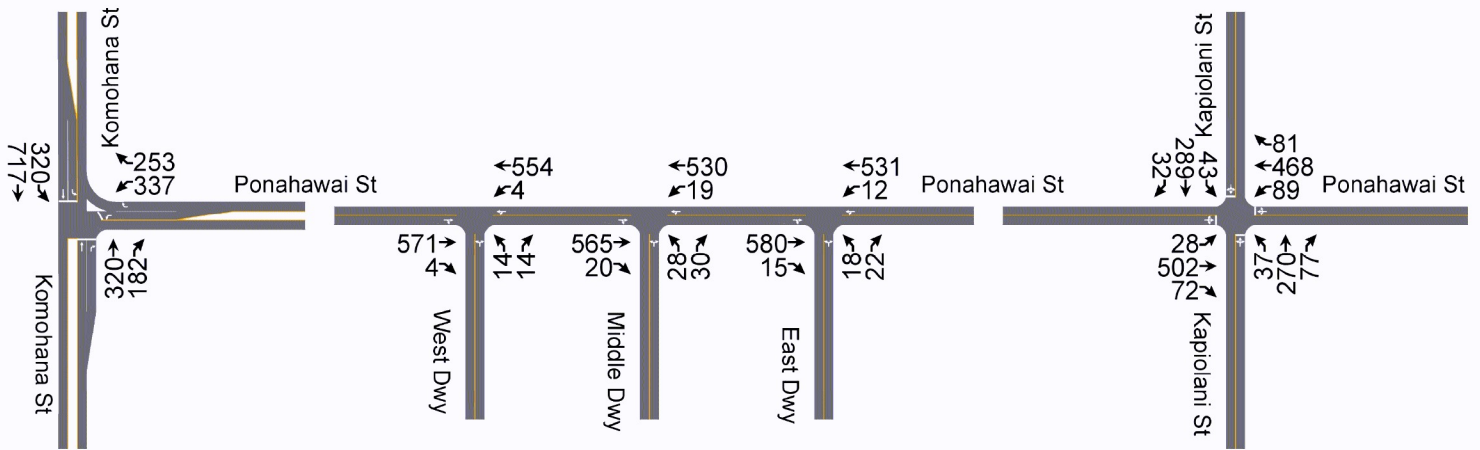


Figure 20. Year 2033 PM Peak Hour Traffic With Project

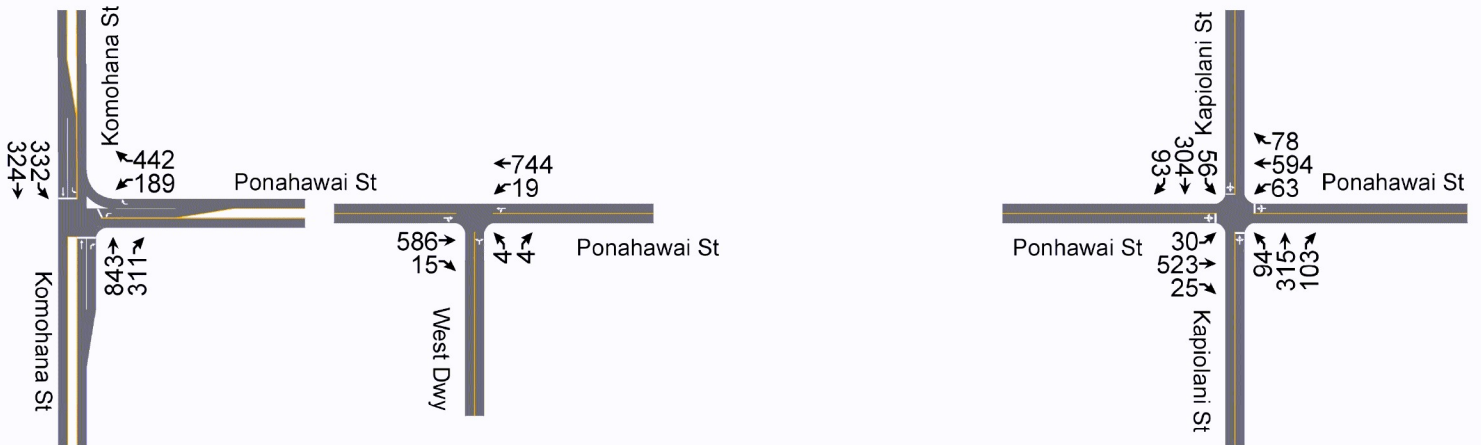


Figure 21. Year 2043 AM Peak Hour Traffic Without Project

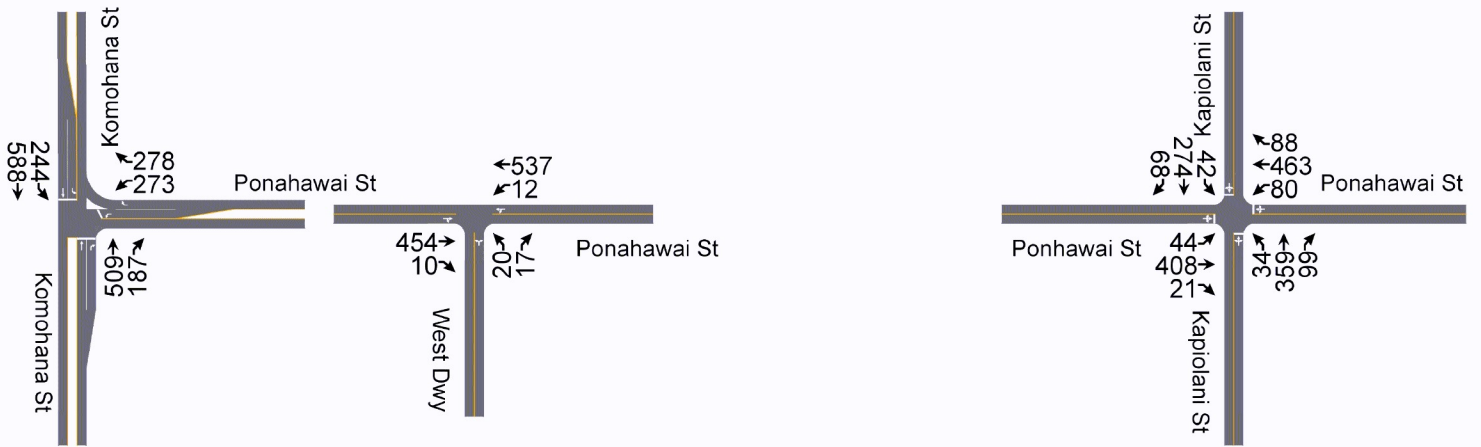


Figure 22. Year 2043 Midday Peak Hour Traffic Without Project

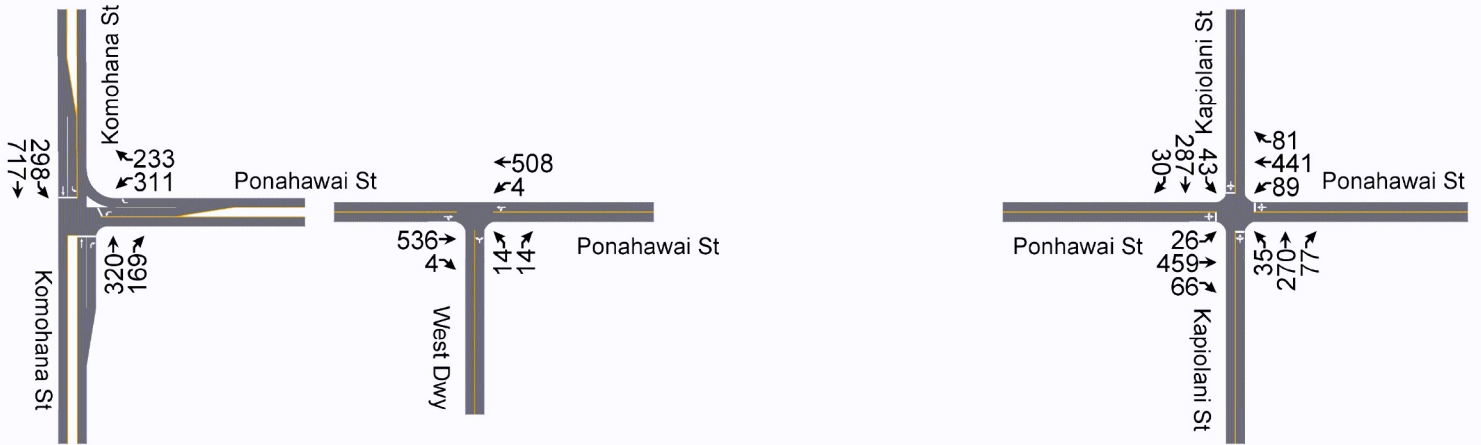
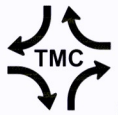


Figure 23. Year 2043 PM Peak Hour Traffic Without Project



The intersection of Kapiolani Street and Ponahawai Street is expected to operate at an overall LOS “F”, during the 2043 AM peak hour traffic with the proposed project. Westbound Ponahawai Street and northbound Kapiolani Street are expected to continue to operate at LOS “F”. Southbound Kapiolani Street is expected to operate at LOS “D”. The Middle Driveway is expected to operate at LOS “E”, while the East and West Driveways are expected to operate at LOS “D”, during the Year 2043 AM peak hour of traffic with the proposed project.

The Ponahawai Street intersection with Komohana Street is expected to operate at satisfactory Levels of Service, during the Year 2043 midday hour of traffic with the proposed project. Westbound Ponahawai Street at Kapiolani Street is expected to operate at LOS “D”. The Middle Driveway is expected to operate at LOS “D” at Ponahawai Street.

During the Year 2043 PM peak hour of traffic with the proposed project, the left-turn movement from Ponahawai Street is expected to operate at LOS “D”. The Middle Driveway also is expected to operate at LOS “D” at Ponahawai Street. The other intersections in the study area are expected to operate at satisfactory Levels of Service. The Year 2043 AM, midday, and PM peak hour traffic with the proposed project are depicted on Figures 24, 25, and 26, respectively.

VI. Recommendations and Conclusions

A. Recommended Traffic Improvements With Project

1. Ponahawai Street should be widened at the Middle Driveway to provide an exclusive left-turn lane in the westbound direction. The left-turn lane should provide the appropriate design speed deceleration length
2. Ponahawai Street should be widened at the Middle Driveway to provide a 100 foot-long median refuge lane in the westbound direction.
3. The County of Hawaii should consider lowering the posted speed on Ponahawai Street in the vicinity of the project site to provide a speed transition between the 40 mph posted speed to the west and 25 mph posted speed to the east.

B. Conclusions

The intersections in the study area operated at satisfactory Levels of Service during the existing peak hours of traffic. The study area intersections are expected to continue to operate at acceptable Levels of Service, through the Year 2033 peak hours of traffic with the proposed project. By the Year 2043, worse than acceptable Levels of Service are expected at the Ponahawai Street intersections at Komohana Street and at Kapiolani Street, during the AM peak hour of traffic without the proposed project.

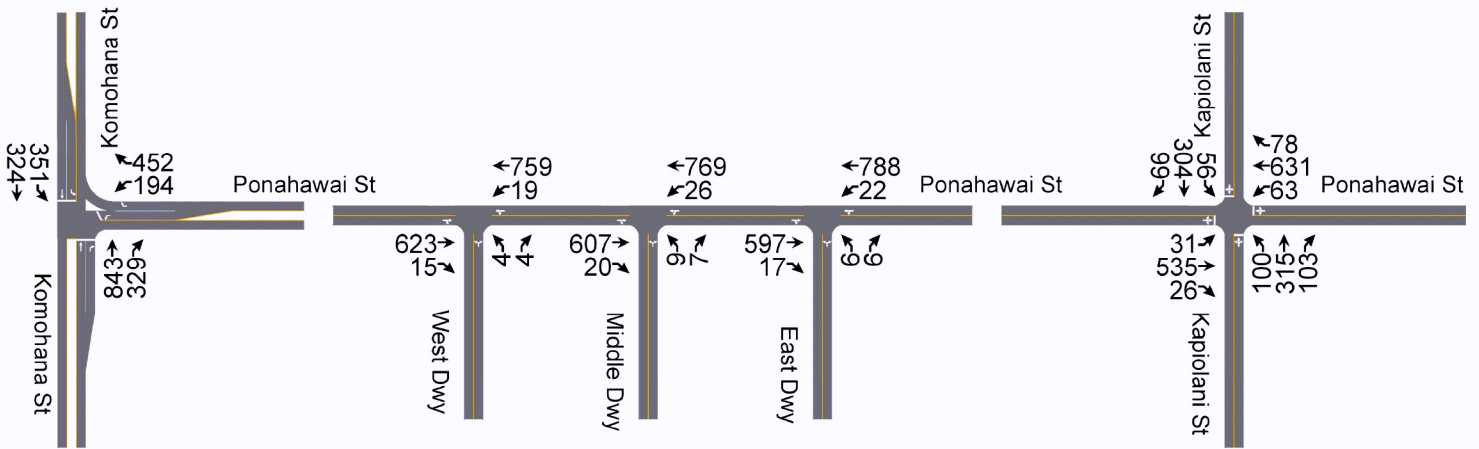


Figure 24. Year 2043 AM Peak Hour Traffic With Project

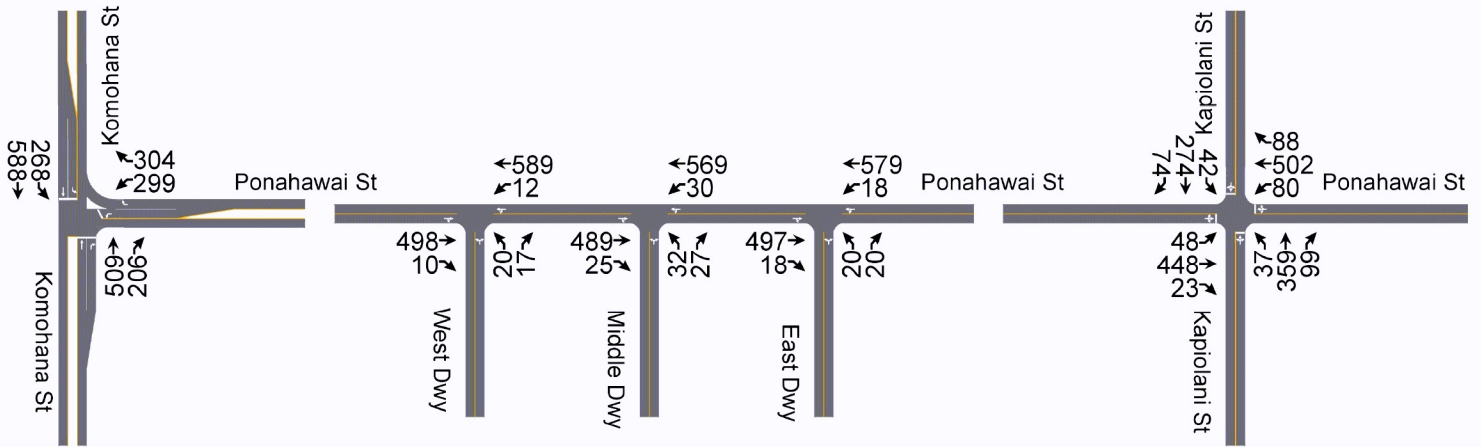


Figure 25. Year 2043 Midday Peak Hour Traffic With Project

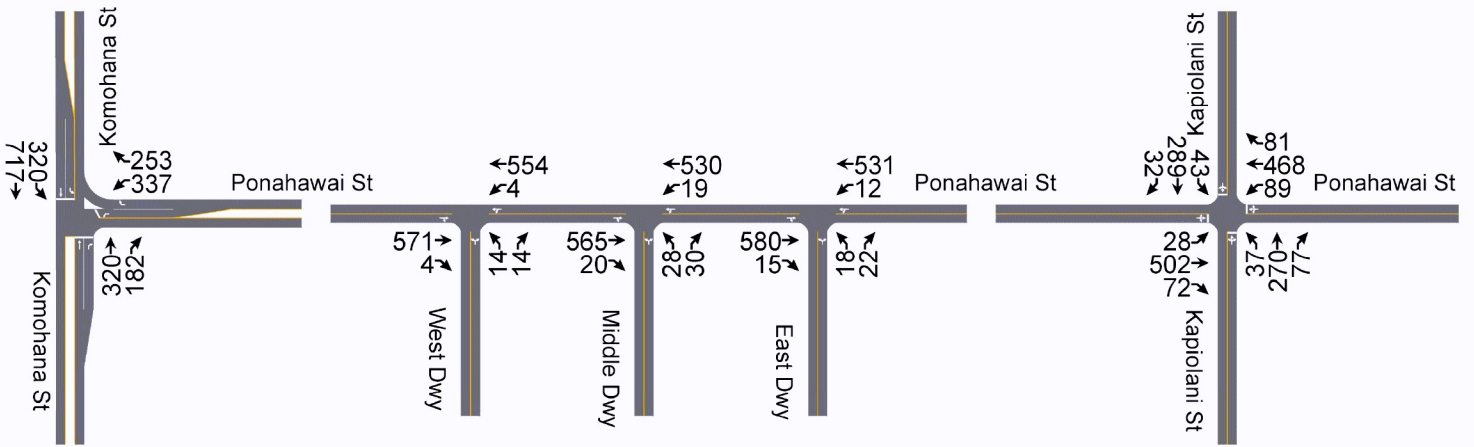
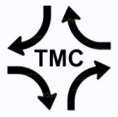


Figure 26. Year 2043 PM Peak Hour Traffic With Project



The Ponahawai Street intersections at the West, Middle, and East Driveways are not expected to meet the AASHTO guide for the installation of exclusive left-turn lanes. However, the Middle Driveway is expected to operate at LOS “E” conditions, during the Year 2043 AM peak hour of traffic. The recommended traffic improvements at the Middle Driveway on Ponahawai Street are expected to improve egress to LOS “C” conditions. The development of the proposed Agricultural Innovation Park and Food Systems Campus in South Hilo, Hawaii Island is not expected to significantly impact traffic operations on Ponahawai Street. Table 6 summarizes the traffic impact analysis for this study.

Table 4. Summary of Capacity Analysis															
Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
Existing AM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	29.6	N/A	9.8	N/A	14.5	3.6	7.6	4.4	N/A	11.2
		v/c	N/A	N/A	N/A	0.47	N/A	0.62	N/A	0.61	0.24	0.50	0.18	N/A	Max. 0.62
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	0	B
		Delay	N/A	15.3	N/A	N/A	20.5	N/A	N/A	18.4	N/A	N/A	16.2	N/A	17.9
		v/c	N/A	0.61	N/A	N/A	0.77	N/A	N/A	0.59	N/A	N/A	0.51	N/A	Max. 0.77
Existing Midday Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	0	B
		Delay	N/A	N/A	N/A	31.1	N/A	7.3	N/A	11.5	2.7	5.1	6.0	N/A	10.3
		v/c	N/A	N/A	N/A	0.56	N/A	0.41	N/A	0.36	0.14	0.24	0.32	N/A	Max. 0.56
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	B	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	14.4	N/A	N/A	19.2	N/A	N/A	12.5	N/A	N/A	11.6	N/A	14.9
		v/c	N/A	0.51	N/A	N/A	0.71	N/A	N/A	0.44	N/A	N/A	0.36	N/A	Max. 0.71
Existing PM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	31.6	N/A	6.9	N/A	10.8	2.9	5.6	7.0	N/A	10.7
		v/c	N/A	N/A	N/A	0.60	N/A	0.36	N/A	0.23	0.14	0.27	0.39	N/A	Max. 0.60
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	A	N/A	N/A	A	N/A	B
		Delay	N/A	17.5	N/A	N/A	21.5	N/A	N/A	9.6	N/A	N/A	1N/A	N/A	15.8
		v/c	N/A	0.58	N/A	N/A	0.70	N/A	N/A	0.28	N/A	N/A	0.27	N/A	Max. 0.70
2028 AM Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	D	N/A	B	N/A	C	A	B	A	N/A	B
		Delay	N/A	N/A	N/A	35.9	N/A	13.1	N/A	20.1	5.6	12.4	4.8	N/A	15.1
		v/c	N/A	N/A	N/A	0.54	N/A	0.70	N/A	0.72	0.29	0.63	0.20	N/A	Max. 0.72
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	C	N/A	N/A	B	N/A	C
		Delay	N/A	17.6	N/A	N/A	28.6	N/A	N/A	24.6	N/A	N/A	19.0	N/A	23.0
		v/c	N/A	0.67	N/A	N/A	0.87	N/A	N/A	0.74	N/A	N/A	0.61	N/A	Max. 0.87
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.4	0.0	-	-	19.6	-	-	0.0	-	0.3
		v/c	-	-	-	0.02	-	-	-	0.03	-	-	-	-	N/A
Legend		MOE – Measure of Effectiveness LOS – Level of Service Delay – Average Delay (seconds/vehicle) v/c – Volume-to-Capacity Ratio EBL – Eastbound Left-Turn Movement EBT – Eastbound Through Movement EBR – Eastbound Right-Turn Movement WBL – Westbound Left-Turn Movement WBT – Westbound Through Movement WBR – Westbound Right-Turn Movement NBL – Northbound Left-Turn Movement NBT – Northbound Through Movement NBR – Northbound Right-Turn Movement SBL – Southbound Left-Turn Movement SBT – Southbound Through Movement SBR – Southbound Right-Turn Movement													

Table 4. Summary of Capacity Analysis

Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2028 Midday Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	32.0	N/A	6.7	N/A	13.1	2.8	6.4	7.2	N/A	11.3
		v/c	N/A	N/A	N/A	0.61	N/A	0.45	N/A	0.42	0.17	0.32	0.38	N/A	Max. 0.61
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	15.1	N/A	N/A	21.7	N/A	N/A	15.4	N/A	N/A	13.9	N/A	17.0
		v/c	N/A	0.58	N/A	N/A	0.78	N/A	N/A	0.55	N/A	N/A	0.45	N/A	Max. 0.78
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.1	0.0	-		15.3			0.0		0.8
		v/c	-	-	-	0.01	-	-		0.10			-		N/A
2028 PM Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	32.4	N/A	5.9	N/A	12.8	3.0	7.7	9.6	N/A	12.4
		v/c	N/A	N/A	N/A	0.66	N/A	0.39	N/A	0.30	0.17	0.37	0.51	N/A	Max. 0.66
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	16.6	N/A	N/A	22.6	N/A	N/A	11.7	N/A	N/A	12.2	N/A	16.7
		v/c	N/A	0.65	N/A	N/A	0.78	N/A	N/A	0.40	N/A	N/A	0.38	N/A	Max. 0.78
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.2	0.0	-		15.4			0.0		0.6
		v/c	-	-	-	0.00	-	-		0.08			-		N/A
2028 AM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	D	N/A	B	N/A	C	A	B	A	N/A	B
		Delay	N/A	N/A	N/A	36.3	N/A	12.5	N/A	21.8	6.2	15.5	4.9	N/A	16.1
		v/c	N/A	N/A	N/A	0.55	N/A	0.69	N/A	0.74	0.32	0.67	0.20	N/A	Max. 0.74
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	C	N/A	C
		Delay	N/A	15.2	N/A	N/A	26.8	N/A	N/A	18.3	N/A	N/A	22.6	N/A	21.3
		v/c	N/A	0.66	N/A	N/A	0.88	N/A	N/A	0.59	N/A	N/A	0.69	N/A	Max. 0.88
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.5	0.0	-		19.8			0.0		0.3
		v/c	-	-	-	0.02	-	-		0.04			-		N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.5	0.0	-		21.7			0.0		0.5
		v/c	-	-	-	0.03	-	-		0.04			-		N/A
	East Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			B		A
		Delay	0.0	-	-	8.5	0.0	-		20.3			12.7		0.4
		v/c	-	-	-	0.02	-	-		0.04			0.00		N/A

Table 4. Summary of Capacity Analysis															
Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2028 Midday Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	A	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	32.2	N/A	6.3	N/A	9.9	2.4	5.6	7.9	N/A	11.4
		v/c	N/A	N/A	N/A	0.64	N/A	0.46	N/A	0.35	0.16	N/A	0.39	N/A	Max. 0.64
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	15.4	N/A	N/A	22.1	N/A	N/A	17.0	N/A	N/A	15.2	N/A	17.9
		v/c	N/A	0.62	N/A	N/A	0.80	N/A	N/A	0.59	N/A	N/A	0.49	N/A	Max. 0.80
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.2	0.0	-	-	17.1	-	-	0.0	-	0.8
		v/c	-	-	-	0.01	-	-	-	0.12	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.3	0.0	-	-	18.7	-	-	0.0	-	1.5
		v/c	-	-	-	0.03	-	-	-	0.12	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	A	-	A	A	-	-	C	-	-	A	-	A
		Delay	8.3	0.0	-	8.3	0.0	-	-	16.9	-	-	0.0	-	0.9
		v/c	0.00	-	-	0.02	-	-	-	0.12	-	-	-	-	N/A
2028 PM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	B	N/A	B
		Delay	N/A	N/A	N/A	33.0	N/A	5.6	N/A	13.6	3.1	8.8	10.5	N/A	13.1
		v/c	N/A	N/A	N/A	0.69	N/A	0.41	N/A	0.31	0.19	0.42	0.52	N/A	Max. 0.69
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	18.3	N/A	N/A	24.7	N/A	N/A	12.1	N/A	N/A	12.5	N/A	18.1
		v/c	N/A	0.71	N/A	N/A	0.81	N/A	N/A	0.41	N/A	N/A	0.39	N/A	Max. 0.81
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.3	0.0	-	-	16.7	-	-	0.0	-	0.6
		v/c	-	-	-	0.00	-	-	-	-	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.4	0.0	-	-	18.2	-	-	0.0	-	1.3
		v/c	-	-	-	0.02	-	-	-	0.09	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.4	0.0	-	-	16.9	-	-	0.0	-	0.8
		v/c	-	-	-	0.01	-	-	-	0.09	-	-	-	-	N/A

Table 4. Summary of Capacity Analysis

Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2033 AM Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	D	N/A	B	N/A	C	A	D	A	N/A	C
		Delay	N/A	N/A	N/A	35.3	N/A	17.2	N/A	28.3	7.4	35.3	5.6	N/A	22.1
		v/c	N/A	N/A	N/A	0.56	N/A	0.76	N/A	0.84	0.34	0.83	0.23	N/A	Max. 0.84
	Kapiolani St & Ponahawai St	LOS	N/A	C	N/A	N/A	D	N/A	N/A	D	N/A	N/A	C	N/A	C
		Delay	N/A	20.6	N/A	N/A	38.9	N/A	N/A	35.1	N/A	N/A	24.0	N/A	30.5
		v/c	N/A	0.71	N/A	N/A	0.94	N/A	N/A	0.85	N/A	N/A	0.70	N/A	Max. 0.94
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.6	0.0	-		21.3			0.0		0.3
		v/c	-	-	-	0.02	-	-		0.04			-		N/A
2033 Midday Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	32.1	N/A	6.3	N/A	14.7	2.9	7.7	8.3	N/A	12.2
		v/c	N/A	N/A	N/A	0.64	N/A	0.46	N/A	0.48	0.19	0.39	0.43	N/A	Max. 0.64
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	14.8	N/A	N/A	22.8	N/A	N/A	19.9	N/A	N/A	16.5	N/A	18.9
		v/c	N/A	0.60	N/A	N/A	0.81	N/A	N/A	0.66	N/A	N/A	0.54	N/A	Max. 0.81
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.2	0.0	-		16.8			0.0		0.8
		v/c	-	-	-	0.01	-	-		0.12			-		N/A
2033 PM Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	B	N/A	B
		Delay	N/A	N/A	N/A	32.6	N/A	5.9	N/A	14.0	3.1	9.2	11.5	N/A	13.0
		v/c	N/A	N/A	N/A	0.68	N/A	0.52	N/A	0.34	0.19	0.44	0.57	N/A	Max. 0.68
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	17.4	N/A	N/A	27.0	N/A	N/A	12.9	N/A	N/A	13.4	N/A	18.8
		v/c	N/A	0.69	N/A	N/A	0.84	N/A	N/A	0.46	N/A	N/A	0.45	N/A	Max. 0.84
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A	A	A
		Delay	0.0	-	-	8.4	0.0	-		16.8			0.0	0.0	0.6
		v/c	-	-	-	0.00	-	-		0.09			-	-	N/A

Table 4. Summary of Capacity Analysis

Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2033 AM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	B	N/A	C	A	D	A	N/A	C
		Delay	N/A	N/A	N/A	34.8	N/A	17.8	N/A	29.4	7.7	47.8	5.9	N/A	24.4
		v/c	N/A	N/A	N/A	0.55	N/A	0.77	N/A	0.85	0.36	0.91	0.23	N/A	Max. 0.91
	Kapiolani St & Ponahawai St	LOS	N/A	C	N/A	N/A	D	N/A	N/A	D	N/A	N/A	C	N/A	C
		Delay	N/A	20.4	N/A	N/A	43.1	N/A	N/A	46.0	N/A	N/A	26.1	N/A	34.7
		v/c	N/A	0.72	N/A	N/A	0.96	N/A	N/A	0.92	N/A	N/A	0.73	N/A	Max. 0.96
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.7	0.0	-	-	22.6	-	-	0.0	-	0.3
		v/c	-	-	-	0.02	-	-	-	0.04	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	D	-	-	A	-	A
		Delay	0.0	-	-	8.7	0.0	-	-	25.4	-	-	0.0	-	0.5
		v/c	-	-	-	0.03	-	-	-	0.04	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	B	-	A
		Delay	0.0	-	-	8.6	0.0	-	-	23.2	-	-	13.4	-	0.4
		v/c	-	-	-	0.02	-	-	-	0.04	-	-	0.00	-	N/A
2033 Midday Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	A	A	N/A	B
		Delay	N/A	N/A	N/A	32.7	N/A	6.0	N/A	15.4	2.9	9.0	8.9	N/A	12.8
		v/c	N/A	N/A	N/A	0.67	N/A	0.48	N/A	0.49	0.21	0.45	0.44	N/A	Max. 0.67
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	C	N/A	N/A	B	N/A	C
		Delay	N/A	15.9	N/A	N/A	25.4	N/A	N/A	21.2	N/A	N/A	17.4	N/A	20.5
		v/c	N/A	0.65	N/A	N/A	0.85	N/A	N/A	0.69	N/A	N/A	0.56	N/A	Max. 0.85
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.3	0.0	-	-	19.0	-	-	0.0	-	0.8
		v/c	-	-	-	0.01	-	-	-	0.14	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.4	0.0	-	-	21.0	-	-	0.0	-	1.5
		v/c	-	-	-	0.03	-	-	-	0.14	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	A	-	A	A	-	-	C	-	-	A	-	A
		Delay	8.5	0.0	-	8.4	0.0	-	-	18.7	-	-	0.0	-	0.9
		v/c	0.00	-	-	0.02	-	-	-	0.14	-	-	-	-	N/A



Table 4. Summary of Capacity Analysis															
Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2033 PM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	B	B	N/A	B
		Delay	N/A	N/A	N/A	33.5	N/A	5.3	N/A	14.7	3.2	10.6	12.2	N/A	14.2
		v/c	N/A	N/A	N/A	0.72	N/A	0.42	N/A	0.35	0.21	0.49	0.58	N/A	Max. 0.72
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	B	N/A	N/A	B	N/A	B
		Delay	N/A	16.7	N/A	N/A	22.1	N/A	N/A	15.9	N/A	N/A	16.3	N/A	18.2
		v/c	N/A	0.71	N/A	N/A	0.81	N/A	N/A	0.51	N/A	N/A	0.49	N/A	Max. 0.81
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.5	0.0	-	-	18.4	-	-	0.0	-	0.6
		v/c	-	-	-	0.00	-	-	-	-	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.6	0.0	-	-	20.2	-	-	0.0	-	1.3
		v/c	-	-	-	0.02	-	-	-	0.10	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.6	0.0	-	-	18.7	-	-	0.0	-	0.8
		v/c	-	-	-	0.01	-	-	-	0.10	-	-	-	-	N/A
2043 AM Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	D	N/A	D	N/A	D	B	F	A	N/A	D
		Delay	N/A	N/A	N/A	53.4	N/A	35.1	N/A	45.7	11.6	92.4	6.2	N/A	41.1
		v/c	N/A	N/A	N/A	0.66	N/A	0.90	N/A	0.95	0.39	1.04	0.26	N/A	Max. 1.04
	Kapiolani St & Ponahawai St	LOS	N/A	C	N/A	N/A	F	N/A	N/A	F	N/A	N/A	D	N/A	E
		Delay	N/A	30.4	N/A	N/A	102.6	N/A	N/A	99.6	N/A	N/A	39.0	N/A	71.0
		v/c	N/A	0.85	N/A	N/A	1.14	N/A	N/A	1.12	N/A	N/A	0.87	N/A	Max. 1.14
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	D	-	-	A	-	A
		Delay	0.0	-	-	8.9	0.0	-	-	28.5	-	-	0.0	-	0.3
		v/c	-	-	-	0.02	-	-	-	0.05	-	-	-	-	N/A
2043 Midday Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	B	B	N/A	B
		Delay	N/A	N/A	N/A	33.1	N/A	5.8	N/A	18.0	4.1	12.7	10.7	N/A	14.4
		v/c	N/A	N/A	N/A	0.69	N/A	0.49	N/A	0.60	0.23	0.58	0.54	N/A	Max. 0.69
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	C	N/A	N/A	C	N/A	C
		Delay	N/A	17.2	N/A	N/A	33.8	N/A	N/A	31.0	N/A	N/A	24.4	N/A	27.3
		v/c	N/A	0.66	N/A	N/A	0.91	N/A	N/A	0.82	N/A	N/A	0.69	N/A	Max. 0.91
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.4	0.0	-	-	20.9	-	-	0.0	-	0.8
		v/c	-	-	-	0.01	-	-	-	0.15	-	-	-	-	N/A

Table . Summary of Capacity Analysis

Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2043 PM Peak Hour Traffic Without Project	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	B	B	N/A	B
		Delay	N/A	N/A	N/A	34.0	N/A	5.1	N/A	16.2	3.2	13.9	16.1	N/A	16.2
		v/c	N/A	N/A	N/A	0.74	N/A	0.43	N/A	0.42	0.23	0.60	0.71	N/A	Max. 0.74
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	C	N/A	N/A	C	N/A	C
		Delay	N/A	15.9	N/A	N/A	25.7	N/A	N/A	21.5	N/A	N/A	21.4	N/A	21.2
		v/c	N/A	0.69	N/A	N/A	0.86	N/A	N/A	0.63	N/A	N/A	0.61	N/A	Max. 0.86
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		C			A		A
		Delay	0.0	-	-	8.7	0.0	-		20.5			0.0		0.6
		v/c	-	-	-	0.00	-	-		0.12			-		N/A
2043 AM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	D	N/A	C	N/A	D	B	F	A	N/A	D
		Delay	N/A	N/A	N/A	54.0	N/A	32.4	N/A	54.3	13.0	83.7	6.3	N/A	42.7
		v/c	N/A	N/A	N/A	0.67	N/A	0.89	N/A	0.98	0.43	1.01	0.26	N/A	Max. 1.01
	Kapiolani St & Ponahawai St	LOS	N/A	C	N/A	N/A	F	N/A	N/A	F	N/A	N/A	D	N/A	F
		Delay	N/A	31.8	N/A	N/A	114.2	N/A	N/A	128.0	N/A	N/A	44.0	N/A	82.7
		v/c	N/A	44.00	N/A	N/A	44.00	N/A	N/A	36.00	N/A	N/A	36.00	N/A	Max. 1.18
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-		D			A		A
		Delay	0.0	-	-	9.1	0.0	-		30.8			0.0		0.3
		v/c	-	-	-	0.02	-	-		0.06			-		N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-		E			A		A
		Delay	0.0	-	-	9.1	0.0	-		35.6			0.0		0.6
		v/c	-	-	-	0.03	-	-		0.06			-		N/A
	East Driveway & Ponahawai St	LOS	A	-	-	A	A	-		D			C		A
		Delay	0.0	-	-	9.0	0.0	-		31.9			15.1		0.4
		v/c	-	-	-	0.03	-	-		0.06			0.00		N/A

Table . Summary of Capacity Analysis

Scenario	Intersection	MOE	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Intersection
2043 Midday Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	C	N/A	A	N/A	B	A	B	B	N/A	B
		Delay	N/A	N/A	N/A	33.2	N/A	5.5	N/A	19.2	4.3	17.3	11.7	N/A	15.6
		v/c	N/A	N/A	N/A	0.71	N/A	0.50	N/A	0.61	0.26	0.66	0.55	N/A	Max. 0.71
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	D	N/A	N/A	C	N/A	N/A	C	N/A	C
		Delay	N/A	19.1	N/A	N/A	38.5	N/A	N/A	34.4	N/A	N/A	27.1	N/A	30.5
		v/c	N/A	0.70	N/A	N/A	0.94	N/A	N/A	0.84	N/A	N/A	0.72	N/A	Max. 0.94
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.6	0.0	-	-	23.6	-	-	0.0	-	0.9
		v/c	-	-	-	0.01	-	-	-	0.17	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	D	-	-	A	-	A
		Delay	0.0	-	-	8.7	0.0	-	-	27.8	-	-	0.0	-	1.6
		v/c	-	-	-	0.03	-	-	-	0.17	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	A	-	A	A	-	-	C	-	-	A	-	A
		Delay	8.8	0.0	-	8.6	0.0	-	-	23.6	-	-	0.0	-	1.0
		v/c	0.00	-	-	0.02	-	-	-	0.17	-	-	-	-	N/A
2043 PM Peak Hour Traffic	Komohana St & Ponahawai St	LOS	N/A	N/A	N/A	D	N/A	A	N/A	B	A	B	B	N/A	B
		Delay	N/A	N/A	N/A	35.3	N/A	5.0	N/A	16.8	3.3	16.7	16.9	N/A	17.2
		v/c	N/A	N/A	N/A	0.77	N/A	0.44	N/A	0.43	0.25	0.66	0.72	N/A	Max. 0.77
	Kapiolani St & Ponahawai St	LOS	N/A	B	N/A	N/A	C	N/A	N/A	C	N/A	N/A	C	N/A	C
		Delay	N/A	17.3	N/A	N/A	28.0	N/A	N/A	22.7	N/A	N/A	22.7	N/A	22.8
		v/c	N/A	0.74	N/A	N/A	0.88	N/A	N/A	0.66	N/A	N/A	0.64	N/A	Max. 0.88
	West Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.8	0.0	-	-	22.8	-	-	0.0	-	0.6
		v/c	-	-	-	0.01	-	-	-	-	-	-	-	-	N/A
	Middle Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	D	-	-	A	-	A
		Delay	0.0	-	-	8.9	0.0	-	-	26.5	-	-	0.0	-	1.4
		v/c	-	-	-	0.02	-	-	-	0.13	-	-	-	-	N/A
	East Driveway & Ponahawai St	LOS	A	-	-	A	A	-	-	C	-	-	A	-	A
		Delay	0.0	-	-	8.9	0.0	-	-	23.2	-	-	0.0	-	0.9
		v/c	-	-	-	0.01	-	-	-	0.13	-	-	-	-	N/A

- (e) Exceptions to the regulations for the FA district regarding heights, building site areas, building site average widths and yards, may be approved by the commission within a planned unit development.
 - (f) Plan approval shall be required prior to the construction or installation of any new structure or development, or of any addition to an existing structure or development which is used for minor agricultural products processing.
- (1996, ord 96-160, sec 2; ratified April 6, 1999; am 2015, ord 15-33, sec 4.)

Division 7. A, Agricultural Districts.

Section 25-5-70. Purpose and applicability.

The A (agricultural) district provides for agricultural and very low density agriculturally-based residential use, encompassing rural areas of good to marginal agricultural and grazing land, forest land, game habitats, and areas where urbanization is not found to be appropriate.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-71. Designation of A districts.

Each A (agricultural) district shall be designated on the zoning map by the symbol "A" followed by a number together with the lower case letter "a" which indicates the required or minimum number of acres for each building site. For example, A-10a means an agricultural district with a minimum building site area of ten acres.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-72. Permitted uses.

- (a) The following uses shall be permitted in the A district:
 - (1) Agricultural parks.
 - (2) Agricultural products processing, major and minor.
 - (3) Agricultural tourism as permitted under section 25-4-15.
 - (4) Animal hospitals.
 - (5) Aquaculture.
 - (6) Botanical gardens, nurseries and greenhouses, seed farms, plant experimental stations, arboretums, floriculture, and similar uses dealing with the growing of plants.
 - (7) Campgrounds, parks, playgrounds, tennis courts, swimming pools, and other similar open area recreational facilities, where none of the recreational features are entirely enclosed in a building.
 - (8) Cemeteries and mausoleums, as permitted under chapter 6, article 1 of this Code.
 - (9) Crop production.
 - (10) Dwelling, single-family, as permitted under chapter 205, Hawai'i Revised Statutes and as permitted under section 25-5-77(b).
 - (11) Farm dwellings, as permitted under section 25-5-77(b) and (c).

- (12) Fertilizer yards utilizing only manure and soil, for commercial use.
 - (13) Forestry.
 - (14) Game and fish propagation.
 - (15) Group living facilities.
 - (16) Kennels.
 - (17) Livestock production, provided that piggeries, apiaries, and pen feeding of livestock shall only be located on sites approved by the State department of health and the director, and must be located no closer than one thousand feet away from any major public street or from any other zoning district.
 - (18) Public uses and structures which are necessary for agricultural practices.
 - (19) Retention, restoration, rehabilitation, or improvement of building or sites of historic or scenic interest.
 - (20) Riding academies, and rental or boarding stables.
 - (21) Roadside stands for the sale of agricultural products grown on the premises.
 - (22) Utility substations, as permitted under section 25-4-11.
 - (23) Vehicle and equipment storage areas that are directly accessory to aquaculture, crop production, game and fish propagation, livestock grazing and livestock production.
 - (24) Veterinary establishments.
 - (25) Wind energy facilities.
- (b) The following uses may be permitted in the A district, provided that a use permit is issued for each use:
- (1) Golf courses and related golf course uses, including golf course driving ranges, golf maintenance buildings and golf club houses, provided that the property is within the state land use urban or rural district. Golf courses and golf driving ranges shall not be permitted within the state land use agricultural district unless approved by the County before July 1, 2005.
 - (2) Telecommunication antennas and towers.
- (c) The following uses may be permitted in the A district, provided that a special permit is obtained for such use if the building site is located within the State land use agricultural district:
- (1) Adult day care homes.
 - (2) Airfields, heliports, and private landing strips.
 - (3) Bed and breakfast establishments, as permitted under section 25-4-7.
 - (4) Community buildings, as permitted under section 25-4-11.
 - (5) Excavation or removal of natural building material or minerals, for commercial use.
 - (6) Family child care homes.
 - (7) Guest ranches.
 - (8) Home occupations, as permitted under section 25-4-13.
 - (9) Lodges.
 - (10) Meeting facilities.
 - (11) Model homes, as permitted under section 25-4-8.
 - (12) Public dumps.

- (13) Public uses and structures, other than those necessary for agricultural practices, as provided under section 25-4-11.
 - (14) Temporary real estate offices, as permitted under section 25-4-8.
 - (15) Trailer parks with density of three thousand five hundred square feet of land area per trailer, provided that plan approval is secured prior to commencing such use.
 - (16) Uses, other than those specifically listed in this section, which meet the standards for a special permit under chapter 205, Hawai'i Revised Statutes.
 - (d) The following uses may be permitted in the A district, provided that either a use permit is issued for each use if the building site is outside of the State land use agricultural district or a special permit is issued for each use if the building site is within the State land use agricultural district:
 - (1) Bed and breakfast establishments, as permitted under section 25-4-7.
 - (2) Crematoriums, funeral homes, funeral services, and mortuaries.
 - (3) Churches, temples and synagogues.
 - (4) Day care centers.
 - (5) Hospitals, sanitariums, old age, convalescent, nursing and rest homes.
 - (6) Major outdoor amusement and recreation facilities.
 - (7) Medical clinics.
 - (8) Schools.
 - (e) Buildings and uses accessory to the uses permitted in this section shall also be permitted in the A district.
 - (f) No building site shall be established after December 1, 1996 which shall in any way restrict or limit aquaculture, horticulture, production of crops, keeping of livestock, game and fish propagation, or the processing, sale or other commercial use of the products of such uses.
- (1996, ord 96-160, sec 2; ratified April 6, 1999; am 2008, ord 08-155, sec 13; am 2010, ord 10-17, sec 6; am 2012, ord 12-28, sec 9; ord 12-124, sec 8; am 2014, ord 14-86, sec 9; am 2021, ord 21-26, sec 10.)

Section 25-5-73. Height limit.

The height limit in the A district shall be thirty-five feet for any residential structure, including any single-family dwelling, or farm dwelling, and forty-five feet for all other structures. The director may, however, permit by plan approval, any nonresidential agricultural structures to be constructed to a height of one hundred feet, if the director determines that the additional height above the forty-five foot height limit is necessary.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-74. Minimum building site area.

The minimum building site area in the A district shall be five acres.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-75. Minimum building site average width.

Each building site in the A district shall have a minimum average width of two hundred feet for the first five acres of required area plus twenty feet for each additional acre of required area. Provided that no building site shall be required to have an average width greater than one thousand feet.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-76. Minimum yards.

- (a) Except as otherwise provided in this section, the minimum yards in the A district shall be thirty feet for front and rear yards, and twenty feet for side yards.
- (b) For accessory uses such as shade cloth structures used in controlling the amount of sunlight in the raising of plants and flowers, rear, side and front yards in the A district shall be at least ten feet, except where the A district shares common boundaries with urban zones and main government roads.
- (c) For accessory uses such as plastic roofed and shade cloth wooden or metal framed structures used in controlling the amount of sunlight, rainfall, wind and other elements of nature in the raising of fruits, vegetables and similar agricultural products, rear, side and front yards shall be at least ten feet except where:
 - (1) Exterior walls of any type other than shade cloth are added to the wooden or metal framed structure;
 - (2) The specific use allowed is abandoned; and
 - (3) The A district shares common boundaries with urban zones and main government roads.

(1996, ord 96-160, sec 2; ratified April 6, 1999; am 1999, ord 99-110, sec 1.)

Section 25-5-77. Other regulations.

- (a) If any legal building site in the A district has an area of less than five acres, then the yard, minimum building site average width and height requirements for the building site shall be the same as the yard and height requirements in the FA district.
- (b) One single-family dwelling or one farm dwelling shall be permitted on any building site in the A district. A farm dwelling is a single-family dwelling that is located on or used in connection with a farm or if the agricultural activity provides income to the family occupying the dwelling.
- (c) Additional farm dwellings may be permitted in the A district only upon the following conditions:
 - (1) A farm dwelling agreement for each additional farm dwelling, on a form prepared by the director, shall be executed between the owner of the building site, any lessee having a lease on the building site with a term exceeding one year from the date of the farm dwelling agreement, and the County. The agreement shall require the dwelling to be used for farm-related purposes.

- (2) The applicant shall submit an agricultural development and use program, farm plan or other evidence of the applicant's continual agricultural productivity or farming operation within the County to the director. Such plan shall also show how the farm dwelling will be utilized for farm-related purposes.
 - (d) An ohana dwelling may be located on any building site in the A district, as permitted under article 6, division 3 of this chapter.
 - (e) Exceptions to the regulations for the A district regarding heights, building site areas, building site average widths and yards, may be approved by the commission within a planned unit development.
- (1996, ord 96-160, sec 2; ratified April 6, 1999; am 2015, ord 15-33, sec 4.)

Division 8. IA, Intensive Agricultural Districts.

Section 25-5-80. Purpose and applicability.

The IA (intensive agricultural) district provides for the preservation of important agricultural lands as provided for in the general plan and characterized by a mix of small and large scale commercial farms and other agricultural operations which may include residential use in the form of farm dwellings closely tied to intensive agricultural use. The lands in the IA district are those lands which have the soil, quality, growing season, and moisture supply needed to sustain high yields of crops generally or of specific crops of statewide or local importance when managed according to modern farming methods. All IA districts shall be located within the State land use agricultural or conservation district.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-81. Designation of IA districts.

The IA (intensive agricultural) district shall be designated by the symbol "IA" followed by a number together with the lower case letter "a" which indicates the required or minimum number of acres for each building site.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-82. Permitted uses.

- (a) The following uses shall be permitted in the IA district:
 - (1) Agricultural parks.
 - (2) Agricultural products processing, major and minor.
 - (3) Agricultural tourism as permitted under section 25-4-15.
 - (4) Aquaculture.
 - (5) Cemeteries, as permitted under chapter 6, article 1 of this Code.
 - (6) Crop production.
 - (7) Farm dwellings, as permitted under sections 25-5-87(b) and (c).
 - (8) Forestry.

- (c) Plan approval shall be required for all new structures and additions to existing structures in the V district, except for construction of one single-family dwelling and any accessory buildings per lot.
 - (d) Exceptions to the regulations for the V district regarding heights, building site areas, building site average widths and yards, may be approved by the commission within a planned unit development.
- (1996, ord 96-160, sec 2; ratified April 6, 1999; am 2005, ord 05-155, sec 9; am 2015, ord 15-33, sec 4.)

Division 10. CN, Neighborhood Commercial Districts.

Section 25-5-100. Purpose and applicability.

The CN (neighborhood commercial) district applies to strategically located centers suitable for commercial activities which shall be of such size and shape as will accommodate a compact shopping center which supplies goods and services to a residential or working population on a frequent need or convenience basis. This district is distinguished from a central commercial district which provides general business and broad services to a city or region.
(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-101. Designation of CN districts.

Each CN (neighborhood commercial) district shall be designated by the symbol "CN" followed by a number which indicates the minimum land area, in thousands of square feet, required for each building site.
(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-102. Permitted uses.

- (a) The following uses shall be permitted in the CN district:
- (1) Adult day care homes.
 - (2) Amusement and recreation facilities, indoor.
 - (3) Automobile service stations.
 - (4) Bed and breakfast establishments, as permitted under section 25-4-7.
 - (5) Boarding facilities, rooming, or lodging houses, provided that the maximum density shall be one thousand two hundred fifty square feet of land area per rentable unit or dwelling unit.
 - (6) Business services.
 - (7) Cemeteries and mausoleums, as permitted under chapter 6, article 1 of this Code.
 - (8) Churches, temples and synagogues.
 - (9) Community buildings, as permitted under section 25-4-11.
 - (10) Convenience stores.
 - (11) Crematoriums, funeral homes, funeral services, and mortuaries.
 - (12) Crop production.
 - (13) Day care centers.
 - (14) Dwellings, double-family or duplex, provided that the maximum density shall be one thousand two hundred fifty square feet of land area per rentable unit or dwelling unit.

- (15) Dwellings, multiple-family, provided that the maximum density shall be one thousand two hundred fifty square feet of land area per rentable unit or dwelling unit.
 - (16) Dwellings, single-family.
 - (17) Family child care homes.
 - (18) Farmers markets. When the vending activity in a farmers market involves more than just the sale of local fresh and/or raw produce, plant life, fish and local homegrown and homemade products for more than two days a week, the director, at the time of plan approval, shall restrict the hours of use, maintenance and operations and may require improvements as determined appropriate to ensure its compatibility with the existing character of the surrounding area.
 - (19) Financial institutions.
 - (20) Group living facilities.
 - (21) Home occupations, as permitted under section 25-4-13.
 - (22) Medical clinics.
 - (23) Meeting facilities.
 - (24) Model homes, as permitted under section 25-4-8.
 - (25) Museums.
 - (26) Neighborhood parks, playgrounds, tennis courts, swimming pools, and similar neighborhood recreational areas and uses.
 - (27) Offices.
 - (28) Personal services.
 - (29) Photography studios.
 - (30) Public uses and structures, as permitted under section 25-4-11.
 - (31) Repair establishments, minor.
 - (32) Restaurants.
 - (33) Retail establishments.
 - (34) Schools.
 - (35) Short-term vacation rentals situated in the general plan resort and resort node areas.
 - (36) Telecommunication antennas, as permitted under section 25-4-12.
 - (37) Theaters.
 - (38) Utility substations as permitted under section 25-4-11.
 - (b) In addition to those uses permitted under subsection (a) above, the following uses may be permitted in the CN district, provided that a use permit is issued for each use:
 - (1) Major outdoor amusement and recreation facilities.
 - (c) Buildings and uses normally considered directly accessory to the uses permitted in this section shall also be permitted in the CN district.
- (1996, ord 96-160, sec 2; ratified April 6, 1999; am 2012, ord 12-28, sec 12; am 2018, ord 18-114, sec 10; am 2019, ord 19-100, sec 6; am 2019, ord 19-100, secs 6 and 7; am 2020, ord 20-3, sec 1.)

Section 25-5-103. Height limit.

The height limit in the CN district shall be forty feet.
(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-104. Minimum building site area.

The minimum building site area in the CN district shall be seven thousand five hundred square feet.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-105. Minimum building site average width.

Each building site in the CN district shall have a minimum average width of sixty feet.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-106. Minimum yards.

The minimum yards in the CN district shall be as follows:

- (1) Front and rear yards, fifteen feet; and
- (2) Side yards, none, except where the adjoining building site is in an RS, RD, RM, RCX or V district. Where the side yard adjoins the side yard of a building site in an RS, RD, RM, RCX or V district, there shall be a side yard which conforms to the side yard requirements for dwelling use of the adjoining district.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-107. Landscaping of yards.

- (a) All front yards in the CN district shall be landscaped, except for necessary access drives and walkways, and except for the construction of one single-family dwelling and accessory buildings per lot.
- (b) Where any required side or rear yard in the CN district adjoins a building site in an RS, RD, RM or RCX district, the side or rear yard shall be landscaped with a screening hedge not less than forty-two inches in height, within five feet of the property line, except for necessary drives and walkways, and except for the construction of one single-family dwelling and accessory buildings per lot.

(1996, ord 96-160, sec 2; ratified April 6, 1999; am 2005, ord 05-155, sec 10.)

Section 25-5-108. Other regulations.

- (a) In conjunction with plan approval, the director may require the construction of a continuous eave overhanging the front property line in the CN district. The director may also require that the eave be of similar height and design in any one block of the CN district.
- (b) Plan approval shall be required for all new structures and additions to existing structures in the CN district, except for construction of one single-family dwelling and any accessory buildings per lot.

- (c) Exceptions to the regulations for the CN district regarding heights, building site areas, building site average widths and yards, may be approved by the commission within a planned unit development.

(1996, ord 96-160, sec 2; ratified April 6, 1999; am 2005, ord 05-155, sec 11; am 2015, ord 15-33, sec 4.)

Division 11. CG, General Commercial Districts.

Section 25-5-110. Purpose and applicability.

- (a) The CG (general commercial) district applies to an area suitable for commercial uses and services on a broad basis to serve as the central shopping or principal downtown area for a city or a region.
- (b) No CG district shall be established until there is a demonstrated need for such action and no two CG districts shall be established in such relationship to each other that they cannot act as one center and yet are too close together to serve two distinct regions.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

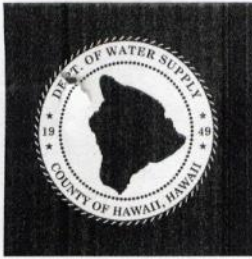
Section 25-5-111. Designation of CG districts.

Each CG (general commercial) district shall be designated by the symbol "CG" followed by a number which indicates the minimum land area, in thousands of square feet, required for each building site.

(1996, ord 96-160, sec 2; ratified April 6, 1999.)

Section 25-5-112. Permitted uses.

- (a) The following uses shall be permitted uses in the CG district:
 - (1) Adult day care homes.
 - (2) Amusement and recreation facilities, indoor.
 - (3) Art galleries, museums.
 - (4) Art studios.
 - (5) Automobile service stations.
 - (6) Automobile sales and rentals.
 - (7) Bars, nightclubs and cabarets.
 - (8) Bed and breakfast establishments, as permitted under section 25-4-7.
 - (9) Boarding facilities, rooming, or lodging houses, provided that the maximum density shall be one thousand two hundred fifty square feet of land area per rentable unit or dwelling unit.
 - (10) Broadcasting stations.
 - (11) Business services.
 - (12) Car washing, provided that if it is mechanized, sound attenuated structures or sound attenuated walls shall be erected and maintained on the property lines.
 - (13) Catering establishments.
 - (14) Cemeteries and mausoleums, as permitted under chapter 6, article 1 of this Code.



DEPARTMENT OF WATER SUPPLY • COUNTY OF HAWAI'I

345 KEKŪANAŌ'A STREET, SUITE 20 • HILO, HAWAI'I 96720
TELEPHONE (808) 961-8050 • FAX (808) 961-8657

June 4, 2024

COH PLANNING DEPT
JUN 5 2024 PM2:36

Ms. Kristin Frost Albrecht
The Food Basket
40 Holomua Street
Hilo, HI 96720

REC'D HAND DELIVERED

Dear Ms. Albrecht:

**Subject: Water Commitment Time Extension for Subdivision Application No. SUB-06-000346
Change of Zone Application (REZ 05-019)
Change of Zone Ordinance No. 06-25
Tax Map Key 2-3-036:Portion of 018**

This is to acknowledge receipt of the required \$8,850.00 water commitment deposit for the subject application. We are enclosing Receipt No. 5533841 for your files.

Pursuant to Rule 5 of the Department's Rules and Regulations, a water commitment time extension for the proposed development in the amount of 23,600 gallons per day, or 59 additional units of water at an average of 400 gallons per day, per unit, is hereby granted until May 31, 2025, with the following conditions:

1. Construct necessary water system improvements, which shall include, but not be limited to:
 - a. extension of approximately 400 lineal feet of 8-inch waterline from the existing 12-inch waterline situated within Komohana Street along the Hāmākua side of Ponahawai Street to the crossover point of the existing 8-inch waterline and connect at this point; then extend minimum distance of approximately 1,130 lineal feet of 8-inch waterline from the end of the existing 6-inch waterline located on the Puna side of the Ponahawai Street waterline running parallel to the existing 8-inch waterline; and connect to the end of the existing 8-inch waterline at the point fronting the approximate westerly boundary of the project site so water can be delivered at adequate pressure and volume under peak-flow and fire-flow conditions, and
 - b. a service lateral or service line that will accommodate an appropriately-sized meter or meters so domestic flow and fire flow can be effected.

Submit installation plans prepared by a professional engineer, registered in the State of Hawai'i, for review and approval.

2. Remit the prevailing facilities charge balance, which is subject to change, as shown below:

Planning Dept.
Exhibit 4

... Water, Our Most Precious Resource ... Ka Wai A Kāne ...

The Department of Water Supply is an Equal Opportunity provider and employer.

Ms. Kristin Frost Albrecht
Page 2
June 4, 2024

FACILITIES CHARGE (FC):

1st unit @ \$1,319.00/unit	\$1,319.00
59 additional units @ \$6,095.00/unit	\$359,605.00
Total FC	\$360,924.00

WATER COMMITMENT DEPOSIT CREDIT (WCD):

59 additional units @ \$150.00/unit, x 17 payments	(\$150,450.00)
Facilities Charge Balance	\$210,474.00

These are due and payable upon completion of the installation of the required water system improvements and prior to final subdivision approval being granted.

For your information, water commitment deposits are credited towards the final facilities requirement for the development. Note that the amount of water commitment deposit may exceed the prevailing facilities charge amount; for example, when requests for time extensions continue and are approved. Until the development is finally completed, these are separate and unrelated items. In the event that water commitment deposits exceed the facilities charge, no refunds are applicable.

3. Submit the appropriate documents, properly prepared and executed, to convey the water system improvements and necessary easements to the Water Board of the County of Hawai'i prior to final subdivision approval being granted. A registered land surveyor shall stamp and certify the metes and bounds description within the conveyance documents. However, prior to water meter services being granted to the development, or any lots within, the conveyance documents shall be accepted by the Water Board.
4. Comply with all other applicable policies and requirements of the Department's Rules and Regulations. Noncompliance may be cause for voiding this water commitment, at which time availability will be subject to change in accordance with prevailing water system conditions, policies, and Rules and Regulations.

Should there be any questions, please contact Mr. Ryan Quitoriano of our Water Resources and Planning Branch at (808) 961-8070, extension 256.

Sincerely yours,

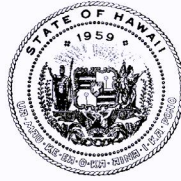


Keith K. Okamoto, P.E.
Manager-Chief Engineer

RS/RQ:dfg

Enc.

copy – Planning Department
Matsuno Enterprises, Limited



STATE OF HAWAII
DEPARTMENT OF HEALTH
P.O. BOX 916
HILO, HAWAII 96721-0916

MEMORANDUM

DATE: July 30, 2024

TO: Mr. Zendo Kern
Planning Director, County of Hawaii

FROM: Eric Honda
District Environmental Health Program Chief

SUBJECT: Change of Zone Amendment Application No. PL-REZ-2024-000064
Amendment to Change of Zone Ordinance No. 06-28 (REZ-05-000019)
Applicant: Kristin Frost Albrecht
Request: Amendment for a 10-Year Time Extension of Condition D
(Time to Complete Construction)
TMK: 2-3-036:018 (por.), South Hilo, Hawaii

In most cases, the District Health Office will no longer provide individual comments to agencies or project owners to expedite the land use review and process.

Agencies, project owners, and their agents should apply Department of Health "Standard Comments" regarding land use to their standard project comments in their submittal. Standard comments can be found on the Land Use Planning Review section of the Department of Health website: <https://health.hawaii.gov/epo/landuse/>. Contact information for each Branch/Office is available on that website.

Note: Agencies and project owners are responsible for adhering to all applicable standard comments and obtaining proper and necessary permits before the commencement of any work.

General summary comments have been included for your convenience. However, these comments are not all-inclusive and do not substitute for review of and compliance with all applicable standard comments for the various DOH individual programs.

Clean Air Branch

1. All project activities shall comply with the Hawaii Administrative Rules (HAR),

- Chapters 11-59 and 11-60.1.
2. Control of Fugitive Dust: You must reasonably control the generation of all airborne, visible fugitive dust and comply with the fugitive dust provisions of HAR §11-60.1-33. Note that activities that occur near existing residences, businesses, public areas, and major thoroughfares exacerbate potential dust concerns. It is recommended that a dust control management plan be developed which identifies and mitigates all activities that may generate airborne and visible fugitive dust and that buffer zones be established wherever possible.
 3. Standard comments for the Clean Air Branch are at: <https://health.hawaii.gov/epo/landuse/>

Clean Water Branch

1. All project activities shall comply with the HAR, Chapters 11-53, 11-54, and 11-55.
 1. The following Clean Water Branch website contains information for agencies and/or project owners who are seeking comments regarding environmental compliance for their projects with HAR, Chapters 11-53, 11-54, and 11-55: <https://health.hawaii.gov/cwb/clean-water-branch-home-page/cwb-standard-comments/>.

Hazard Evaluation & Emergency Response Office

1. A Phase I Environmental Site Assessment (ESA) and Phase II Site Investigation should be conducted for projects wherever current or former activities on site may have resulted in releases of hazardous substances, including oil or chemicals. Areas of concern include current and former industrial areas, harbors, airports, and formerly and currently zoned agricultural lands used for growing sugar, pineapple or other agricultural products.
2. Standard comments for the Hazard Evaluation & Emergency Response Office are at: <https://health.hawaii.gov/epo/landuse/>.

Indoor and Radiological Health Branch

1. Project activities shall comply with HAR Chapters 11-39, 11-45, 11-46, 11-501, 11-502, 11-503, and 11-504.
2. Noise may be generated during demolition and/or construction. The applicable maximum permissible sound levels, as stated in Title 11, HAR, Chapter 11-46, "Community Noise Control," shall not be exceeded unless a noise permit is obtained from the Department of Health.
3. Construction/Demolition Involving Asbestos: If the proposed project includes renovation/demolition activities that may involve asbestos, the applicant should contact the Asbestos and Lead Section of the Branch at <https://health.hawaii.gov/irhb/asbestos/>.

Safe Drinking Water Branch

1. Agencies and/or project owners are responsible for ensuring environmental compliance for their projects in the areas of 1) Public Water Systems; 2) Underground Injection Control; and 3) Groundwater and Source Water Protection in accordance with HAR Chapters 11-19, 11-20, 11-21, 11-23, 11-23A, and 11-25. They may be responsible for fulfilling additional requirements related to the Safe Drinking Water program: <https://health.hawaii.gov/sdwb/>.
2. Standard comments for the Safe Drinking Water Branch can be found at: <https://health.hawaii.gov/epo/landuse/>.

Solid & Hazardous Waste Branch

1. Hazardous Waste Program - The state regulations for hazardous waste and used oil are in HAR Chapters 11-260.1 to 11-279.1. These rules apply to the identification, handling, transportation, storage, and disposal of regulated hazardous waste and used oil.
2. Solid Waste Programs - The laws and regulations are contained in HRS Chapters 339D, 342G, 342H, and 342I, and HAR Chapters 11-58.1 and 11-282. Generators and handlers of solid waste shall ensure proper recycling or disposal at DOH-permitted solid waste management facilities. If possible, waste prevention, reuse, and recycling are preferred options over disposal. The Office of Solid Waste Management also oversees the electronic device recycling and recovery law, the glass advanced disposal fee program, and the deposit beverage container program.
3. Underground Storage Tank Program – The state regulations for underground storage tanks are in HAR Chapter 11-280.1. These rules apply to the design, operation, closure, and release response requirements for underground storage tank systems, including unknown underground tanks identified during construction.
4. Standard comments for the Solid & Hazardous Waste Branch can be found at: <https://health.hawaii.gov/epo/landuse/>.

Wastewater Branch

For comments, please email the Wastewater Branch at doh.wwb@doh.hawaii.gov.

Sanitation / Local DOH Comments:

1. According to HAR §11-26-35, No person, firm, or corporation shall demolish or clear any structure without first ascertaining the presence or absence of rodents that may endanger public health by dispersal from such premises. Should any such inspection reveal the presence of rodents, the rodents shall be eradicated before demolishing or clearing the structure. A demolition permit is required prior to demolition.

Other

1. [CDC - Healthy Places - Healthy Community Design Checklist Toolkit](#) recommends that state and county planning departments, developers, planners, engineers, and other interested parties apply these principles when planning or reviewing new developments or redevelopment projects.
2. If new information is found or changes are made to your submittal, DOH reserves the right to implement appropriate environmental health restrictions as required. Should there be any questions on this matter, please contact the Department of Health, Hawaii District Health Office, at (808) 933-0917.

**DEPARTMENT OF LAND AND NATURAL RESOURCES
ENGINEERING DIVISION**

LD/Russell Y. Tsuji

**Ref: Change of Zone Amendment Application No. PL-REZ-2024-000064
Amendment of Change of Zone Ordinance No. 06-28 (REZ-05-000019)
Request re Amendment for a 10-year Time Extension of Condition D (Time to Complete Construction)
LOCATION: South Hilo, Island of Hawaii
TMK(s): (3) 2-3-036:018 (por.)
Applicant: County of Hawaii on behalf of Kristin Frost Albrecht (The Food Basket Inc.)**

COMMENTS

The rules and regulations of the National Flood Insurance Program (NFIP), Title 44 of the Code of Federal Regulations (44CFR), are in effect when development falls within a Special Flood Hazard Area (high-risk areas). Be advised that 44CFR, Chapter 1, Subchapter B, Part 60 reflects the minimum standards as set forth by the NFIP. Local community flood ordinances may stipulate higher standards that can be more restrictive and would take precedence over the minimum NFIP standards.

The owner of the project property and/or their representative is responsible for researching the Flood Hazard Zone designation for the project. Flood zones subject to NFIP requirements are identified on FEMA's Flood Insurance Rate Maps (FIRM). The official FIRMs can be accessed through FEMA's Map Service Center (msc.fema.gov). Our Flood Hazard Assessment Tool (FHAT) (fhathawaii.gov) could also be used to research flood hazard information.

If there are questions regarding the local flood ordinances, please contact the applicable County NFIP coordinating agency below:

- Oahu: City and County of Honolulu, Department of Planning and Permitting (808) 768-8098.
- Hawaii Island: County of Hawaii, Department of Public Works (808) 961-8327.
- Maui/Molokai/Lanai County of Maui, Department of Planning (808) 270-7139.
- Kauai: County of Kauai, Department of Public Works (808) 241-4849.

Signed: 
CARTY S. CHANG, CHIEF ENGINEER

Date: Aug 6, 2024

Planning Dept.
Exhibit <u>6</u>