

HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION

DATE: 3/9/09

Log # DEV: 09-0024

TO	DESTINATION	FROM	PERSON OR UNIT	INITIAL
1	EXECUTIVE DIRECTOR			
	EXECUTIVE ASSISTANT			
	HOUSING INFORMATION			
	PLANNING & EVALUATION			
	COMPLIANCE			
	PERSONNEL			
	INFO. TECHNOLOGY			
	FISCAL MANAGEMENT			
	ACCOUNTING			
	ASSET MANAGEMENT			
	PROPERTY MGMNT.			
	REAL EST. SVC. SEC.			
	BUDGET			
2	DEVELOPMENT BRANCH	Rick	WRP	
	DEVELOP. SEC.			
	DEVELOP. SUPPORT	Leo	LR	
	FINANCE BRANCH			
	MORTG & REN FIN SEC.			
	LOAN SVC. SEC.			

- \_\_\_\_\_ Action
- \_\_\_\_\_ Approval
- \_\_\_\_\_ Comments
- \_\_\_\_\_ Draft Reply
- \_\_\_\_\_ Return by \_\_\_\_\_
- \_\_\_\_\_ File
- \_\_\_\_\_ Information
- \_\_\_\_\_ Notify your staff
- \_\_\_\_\_ Signature/Initial

REMARKS:

RICK,  
 GET ON THIS  
 WHERE H2 IS  
 BRENNON  
 AMBIVABLE !

(K)

BINDA LINGLE  
GOVERNOR



RECEIVED  
HAWAII HOUSING FINANCE  
DEVELOPMENT CORP

STATE OF HAWAII 2009 MAR -9 P 1: 12  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

K85/B20  
BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
MICHAEL D. FORMBY  
FRANCIS PAUL KEENO  
BRIAN H. SEKIGUCHI  
JIRO A. SUMADA

IN REPLY REFER TO:

HWY-PS  
2.0333

March 6, 2009

Ms. Karen Seddon  
Executive Director  
Hawaii Housing Finance and Development Corporation  
677 Queen Street, Suite 300  
Honolulu, Hawaii 96813

Dear Ms. Seddon:

Subject: Traffic Assessment for Development of Northwest Corner of Villages of Kapolei  
Oahu, Ewa District, Kapolei, TMK: (1) 9-10-160:035

We are in receipt of your December 22, 2008 letter (08:DEV/0255) requesting reconsideration to allow right-turns out from the subject property on to Fort Barrette Road. We have reviewed the supplemental information provided but are not entirely in agreement with the analyses and findings as we still have concerns regarding potential project generated traffic impact to Fort Barrette Road due to its close proximity to the already congested Farrington Highway/Makakilo Drive intersection. We are, however, willing to reconsider allowing a single right-turn egress from the subject property onto Fort Barrette Road due to Hawaii Housing Finance and Development Corporation's important mission of providing affordable housing for the State of Hawaii.

Please provide a conceptual layout of the proposed improvements that complies with all applicable Federal and State standards. This proposed development must be coordinated with our pending Fort Barrette Road Widening project, and the applicant must also pay for their pro rata share of infrastructure improvements to the surrounding roadway system.

If you have any questions, please contact Robert Miyasaki, Systems Planning Engineer, Highways Division, at 587-6336.

Very truly yours,

BRENNON T. MORIOKA, Ph.D., P.E.  
Director of Transportation



LINDA LINGLE  
GOVERNOR



K 85/B20

KAREN SEDDON  
EXECUTIVE DIRECTOR

**STATE OF HAWAII**  
DEPARTMENT OF BUSINESS, ECONOMIC DEVELOPMENT & TOURISM  
**HAWAII HOUSING FINANCE AND DEVELOPMENT CORPORATION**

677 QUEEN STREET, SUITE 300  
HONOLULU, HAWAII 96813  
FAX: (808) 587-0600

IN REPLY REFER TO:  
08:DEV/0255

December 22, 2008

Mr. Brennon T. Morioka, Director  
Department of Transportation  
Aliiimoku Hale  
869 Punchbowl Street  
Honolulu, Hawaii 96813

Dear Mr. Morioka:

Subject: Traffic Assessment for Development of Northwest Corner  
Villages of Kapolei, Ewa, Oahu, Hawaii  
Tax Map Key: (1) 9-1-016:035

The Hawaii Housing Finance and Development Corporation (HHFDC) received a copy of the Department of Transportation's letter dated June 6, 2008 which comments on the proposed traffic access to the subject property. HHFDC, a State of Hawaii agency, is the landowner of the subject property which we refer to as the Northwest Corner. The Northwest Corner currently does not have legal access either from Fort Barrette Road or Farrington Highway due to a lack of final development plans for the property. However, the property is quite large at over 26 acres in land area and is situated at a very accessible prime location within the Kapolei region, which would benefit from multiple access driveways along the major traffic corridors. The property is currently zoned BMX-3 which allows for high density development.

In order to make reasonable development use of the property that would contribute to our mission of developing affordable housing for the State of Hawaii, we ask that your department reconsider the restrictions imposed on the vehicular access to Fort Barrette Road regarding right turn out from the property. Our consultant has concurred with your department on many of the scenarios that are of concern to the DOT, except for the restriction on right turns originating from the property, which could severely impact all other access driveways into and out of the property (see attached letter from Julian Ng, Incorporated dated August 5, 2008).

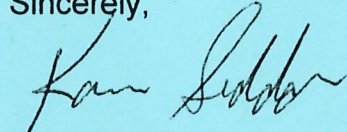


Mr. Brennon T. Morioka  
December 22, 2008  
Page 2

To mitigate the added burden onto Fort Barrette Road, we concur with the recommendation of the Traffic Assessment report of providing an additional north-bound traffic lane within the property to become part of Fort Barrette Road to accommodate the increased traffic demand generated by the property. We hope that this additional traffic lane would alleviate your department's concern regarding the right-turn out from the property.

Please feel free to contact me at 587-0641 or Leo Domingo, Project Coordinator, at 587-3170, if there are any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen Seddon". The signature is written in a cursive, flowing style.

Karen Seddon  
Executive Director

Attachment

c: David Bills – Bills Engineering, Inc.

# Julian Ng, Incorporated

Transportation Engineering Consultant

P. O. Box 816  
Kaneohe, Hawaii 96744-0816

phone: (808) 236-4325  
fax: (808) 235-8869  
email: jnghi@hawaii.rr.com

August 5, 2008

Mr. David B. Bills, P.E.  
Bills Engineering, Inc.  
1124 Fort Street Mall, Suite 200  
Honolulu, Hawaii 96813

Subject: Development of Northwest Corner of Kapolei Village, TMK: (1) 9-10-160: 35  
Response to June 6, 2008 Letter from State of Hawaii Department of  
Transportation (HWY-PS 2.8243)

Dear Mr. Bills:

The June 6, 2008 letter provided comments on the April 2008 Traffic Assessment report that we had prepared for the conceptual plan for development of the Northwest Corner of Kapolei Villages. Comment 1 in that letter concludes that "the DOT will not allow a signalized intersection, a new right-out, or left-turns to/from Fort Barrette Road." While not having a signalized intersection and not having left turn to or from Fort Barrette Road are consistent with the recommendations in the Traffic Assessment, the restriction on right turns out was not considered because it would adversely affect conditions at the intersection of Fort Barrette Road and Farrington Highway.

This letter reports on additional analyses that we have completed and provides a comparison of conditions at the intersection of Fort Barrette Road and Farrington Highway with and without the right turn from the site onto Fort Barrette Road. Exhibit 1 shows the traffic assignments at the Farrington Highway intersection with the right turn from the site onto Fort Barrette Road (from the Traffic Assessment) and if right turns are not allowed.

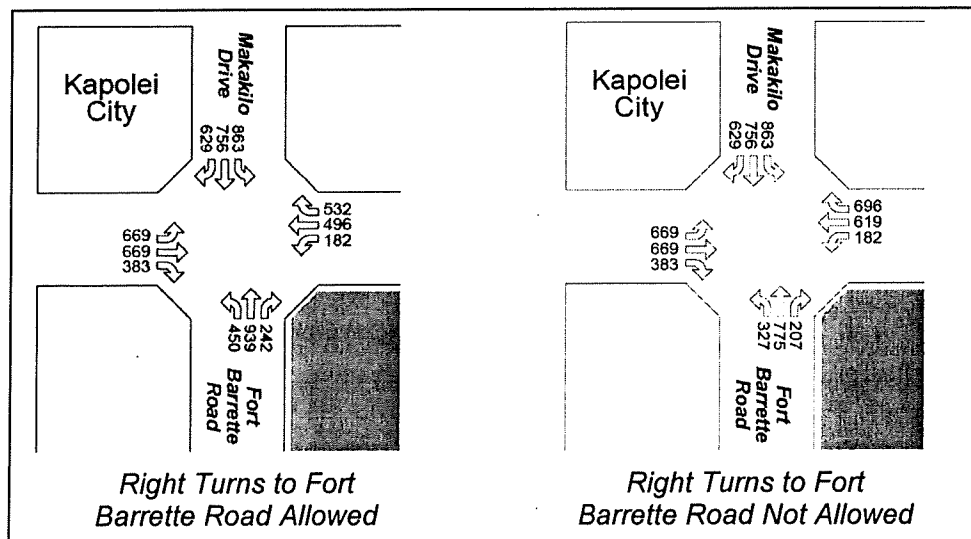


Exhibit 1 – Traffic Assignments

## Julian Ng, Incorporated

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Mr. David B. Bills, P.E.  
August 5, 2008  
Page 2 of 2

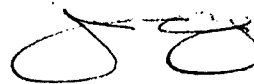
The analyses use the Planning Application from the 1985 *Highway Capacity Manual* (Critical Movement Analysis) was used in the assessment. In this analysis, the critical traffic volumes at a signalized intersection are determined by selecting a phasing scheme and determining the traffic movements that conflict and will need to be served in different signal phases. The volumes are expressed in vehicles per lane and a sum of the critical (conflicting) movements is determined. A sum of 1,200 vehicles per lane per hour is the maximum for which desirable "under capacity" conditions can be expected. A sum higher than 1,200 but not more than 1,400 vehicles per lane per hour describes "near capacity" conditions, in which noticeable delay and some congestion may occur. A sum greater than 1,400 vehicles per hour indicates "over capacity" conditions.

The Traffic Assessment report had suggested that "an additional lane on northbound Fort Barrette Road between the proposed site driveway and Farrington Highway" be included. This lane would continue as a third northbound through lane on the Fort Barrette Road approach across Farrington Highway to Makakilo Drive. With this additional lane, the intersection was found to operate at "near capacity" condition with a critical movement sum of 1,327. If right turns from the site onto Fort Barrette Road are not allowed, no improvements on the northbound approach would be included and the evaluation of the intersection indicates "over capacity" condition with a critical movement sum of 1,463.

Based on the analyses we have done, we think the exclusion of right turns onto Fort Barrette Road is premature. The DOT should be asked to reconsider their position and the potential developer should be given the opportunity to address any concerns that the DOT may have about the driveway if right turns out are allowed. Should you have any questions, please contact me.

Sincerely,

JULIAN NG, INCORPORATED



Julian Ng, P.E., P.T.O.E.\*  
President

\* PTOE is the Professional Traffic Operations Engineer certification from Transportation Professional Certification Board, Inc.  
For more information, please see [http://www.ite.org/certification/PTOE/certification\\_about.asp](http://www.ite.org/certification/PTOE/certification_about.asp)

LINDA LINGLE  
GOVERNOR



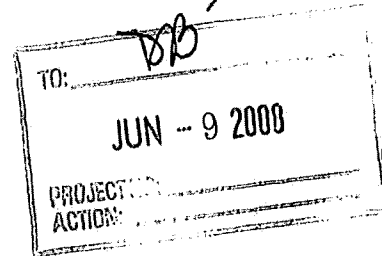
BRENNON T. MORIOKA  
DIRECTOR

Deputy Directors  
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BRIAN H. SEKIGUCHI

STATE OF HAWAII  
DEPARTMENT OF TRANSPORTATION  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:  
HWY-PS  
2.8243

June 6, 2008



Mr. David Bills, P.E.  
President  
Bills Engineering Inc.  
1124 Fort Street Mall, Suite 200  
Honolulu, Hawaii 96813

Dear Mr. Bills:

Subject: Traffic Assessment for Development of Northwest Corner of Kapolei Village  
Oahu, Ewa District, Kapolei, TMK: (1) 9-10-160: 35

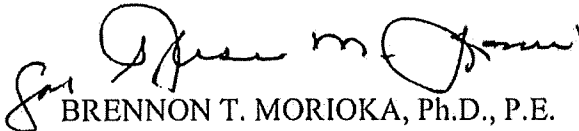
Thank you for consulting us. Please inform the Hawaii Housing Finance and Development Corporation (HHFDC) that the Department of Transportation (DOT) has the following comments concerning the subject Traffic Assessment.

1. The HHFDC should require the project developer to prepare a formal project Traffic Impact Analysis Report (TIAR) and implement the TIAR recommendations for the project traffic mitigation at the existing Fort Barrette Road and Makakilo Drive intersections at no cost to the State. Based on the findings and recommendations of the project TIAR, we may allow a right-in project access from Fort Barrette Road. However, the DOT will not allow a signalized intersection, a new right-out, or left-turns to/from Fort Barrette Road.
2. The project TIAR should evaluate the required spacing between the existing Farrington Highway intersection with Fort Barrette Road and the proposed Farrington Highway intersection with the project/Walmart driveways.
3. The project TIAR assumptions about traffic generation from land uses outside the project area should be consistent with a regional traffic model maintained by Wilson Okamoto Corporation for Kapolei Development, LLC. The most recent traffic projections from this model are published as the November 2007 Comprehensive Traffic Analysis Report for Kapolei.

4. The developer should contact our Highways Division Right-of-Way Branch at 692-7325 concerning the procedures and requirements to modify highway access rights for Fort Barrette Road. A consideration may be charged for the modification of highway access rights.

If you have any questions, please contact Ken Tatsuguchi, Head Planning Engineer, Highways Division, at 587-1830. Please reference Planning Branch file review number 08-182.

Very truly yours,



BRENNON T. MORIOKA, Ph.D., P.E.  
Director of Transportation