

12. Best Management Practices (BMPs) shall be implemented at all times to the maximum extent practicable to prevent damage by sedimentation, erosion or dust to streams, watercourses, natural areas and the property of others.

13. Section 6.11 Traffic Circulation: We understand that intersection improvements at the Kīlauea Post Office and Kīlauea Road are planned in 2013. These traffic improvements include left turn lanes and sidewalks which were required of the Post Office development under permits U-95-8, SP-95-5, Z-IV-95-9, and which have yet to be constructed. We believe these required improvements are overdue and must be provided before any new Zoning and Use Permits can be considered.
 - a. At page 25 of the TIAR, it states "A future roundabout at Kīlauea Road and Post Office Road was considered for Future (2013) with project conditions. Beyond the conclusion that it would further reduce delay and potentially increase safety, further consideration of this enhancement was not within the scope of this report". All alternatives need to be presented in the TIAR. The roundabout alternative needs to be explored and included in the TIAR report.
 - b. Delivery trucks are expected to transport goods to the commercial development. We are concerned with the larger vehicles using Kīlauea Road for access and egress through a residential street. These larger design vehicles due to their limited maneuverability and impact due to turning radii and off tracking presents traffic safety concerns at intersecting streets when the vehicles must make a wide turn or encroach onto the adjacent opposing traffic lanes or grass shoulder. We are also concerned with the larger and heavier vehicles causing damage to the asphalt pavement of Kīlauea Road as the pavement is designed for passenger loading type vehicles. The larger vehicles must be restricted to the New Kīlauea Entry Road; otherwise roadway improvements to Kīlauea Road are required unless the geotechnical engineer can certify that the existing roadway pavement section is adequate for the larger vehicle traffic loading expected on Kīlauea Road.
 - c. Statement is made at page 26 of the application that "the cooperation by KV includes having its conveyance of a section of the land and the improvements made to the road count towards the County's 20% contribution for roadway improvements to secure matching funds from the federal government". We wish to clarify that the County is unable to use the land as a soft match for federal highway funding until a NEPA (National Environmental Policy Act) and Environmental Assessment HRS Chapter 343 is completed. Moreover, this segment of roadway is subject to the State DOT and the Federal Highway both concurring and functionally classifying the new Kīlauea Entry road as a rural major collector roadway. The environmental NEPA document must be completed before any construction commences or land is conveyed to the County otherwise the project will not be eligible for Federal Highway funding.
 - d. Listing of the new Kīlauea Entry roadway on the General Plan and approval by the County Council of the Kīlauea Town Plan does not result in classification of the roadway as a major collector roadway. Roadway functional classification approval must come from the State DOT and concurrence from Federal Highway Administration (FHWA). Roadway Classification must be obtained before the New Kīlauea Entry roadway can be placed on the Statewide Transportation Improvement Program (STIP).