

P. O Box 2045
Kamuela, HI 96743
May 5, 2006

Ms. Jane Dewell
Belt Collins Hawaii Ltd.
2153 North King Street, Suite 200
Honolulu, HI 96819-4554

Dear Jane:

On Thursday, April 27, I met with Mr. Yoichi Ebisu from Y. Ebisu & Associates, acoustical and electronic engineers, regarding the noise impact of Alternative A of the Kawaihae Rd-Mamalohea Hwy. connector road project. What Mr. Ebisu presented to me astounded and concerned me greatly. I will summarize below what he told me and then express my deep concerns and reservations:

- 1. Alternative A exceeds both federal and state noise limits at my house.**
- 2. In order to reduce/mitigate the noise impact from Alternative A, Mr. Ebisu recommended an 8 or 9 foot wall be erected on my property along the west property line and along the south facing Waikoloa stream . He recommended that the south facing wall, be parallel to the stream. I have enclosed a site map of my property with the proposed wall marked in black.**
- 3. I asked Mr. Ebisu directly whether he entered my property to inspect the property so he could evaluate the design and impact of his proposed wall. He told me, "No, I did not enter your property. I inspected in from above at the street."**

Jane, I will be very honest and tell you that I understand the need to alleviate traffic around Waimea and I am in favor of a connector road concept. However, I continue to be extremely concerned and opposed to Alternative A. My concerns and reservations have increased as a result of my meeting with Mr. Ebisu – as follows:

- 1. The slope of the back portion of the property is angled steeply from the back of the house to the Waikoloa stream. A wall 8 or 9 feet high parallel to the stream or on the west side would certainly NOT be high enough to alleviate traffic noise (and light pollution from street lamps and headlights) from Alternative A. The wall would not work because the level of my house is several feet higher than the top of any 8 or 9 foot wall. Mr. Ebisu would have seen that if he had entered the property.**
- 2. The wall parallel to the stream that Mr. Ebisu is proposing is within the flood plain of the Waikoloa stream. As I have discussed in writing before, building a wall forms a dam could cause flooding of my property with heavy rain and heavy run off from the stream. This seems to me to pretty apparent when one looks at the proposed wall. Increase in flood risk in not an acceptable trade off for noise. Please review the enclosed site plans.**

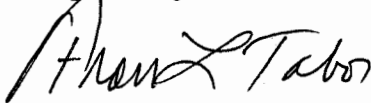
3. To build a wall suitable for noise mitigation would probably require a wall substantially taller than that proposed by Mr. Ebisu. It would also require substantial leveling of the grade with landfill and soil compaction.
4. I am very concerned about loss of property value that such a wall would create. The wall would be blight on my property. It would block a view of the stream. It would block the ocean and sunset view. It also could also block the mountain views of Mauna Kea and Mauna Loa. Every home owner and real estate agent knows that view, appearance of landscaping and walls, adjacent roads, noise and light pollution affect property value.

I am adamantly opposed to Alternative A. However, if Alternative A were selected, I will negotiate a proper solution to the problem. I am firm, though, that a wall is an unacceptable solution. Any solution to be satisfactory to me would require dense and heavy landscaping with berms, including flood tolerant tall trees, dense bushes and shrubs. Such berms with dense landscaping are visible all along Kawaihae Road from makai up to Waimea town for noise reduction.

As you know, I continue to support the connector road concept. However, Alternative A poses the most expensive, most damaging to the environment, the most potentially dangerous, the most impact on existing/new homes and bike path, and the most flood impact of any of the alternative routes and with the most noise and light pollution. And, since Alternative A goes toward Kona and the traffic is headed toward Honokaa, its usefulness in alleviating traffic is highly questionable. Traffic will still have to turn left and enter Mamalahoa Hwy and go through town. The only long term solution is a bypass road parallel to Kawaihae Rd that goes around Waimea town toward Honokaa.

Thank you for allowing me to continue this dialogue with you. I do hope that we can find a satisfactory solution to the traffic problem in Waimea. I look forward to continuing to work with the consultants, Waimea Community Association and others to develop a reasonable and growth oriented plan for the community.

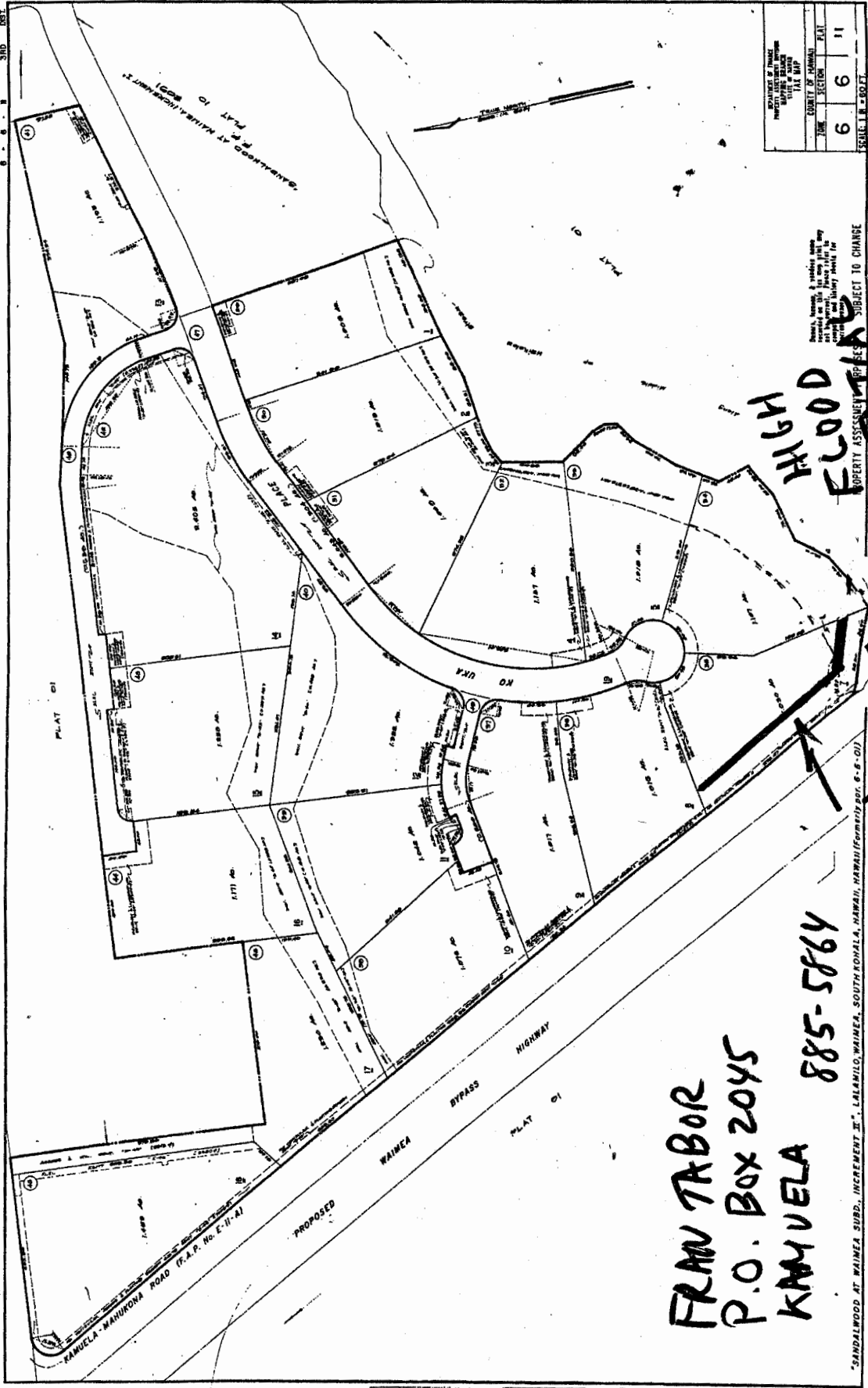
Respectfully,



Dr. Fran L. Tabor

CC: Mr. Yoichi Ebisu
CC: Mr. Bruce McClure

CC: Mr. Chris Yuen
CC: Mr. Galen Kuba



COUNTY OF HAWAII ENGINEERING TAX MAP		
ZONE	SECTION	PLAT
6	6	11

SCALE: 1" = 100 FT.
PRINTED:

PROPERTY ASSUMED TO BE SUBJECT TO CHANGE
HIGH FLOOD POTENTIAL

WAIKOLOA STREAM

**FRAN TABOR
 P.O. BOX 2045
 KAMUELA 885-5864**

PROPOSED WALL

3RD DIST.

SANDALWOOD AT WAIMEA SUBD., INCREMENT II, LALAMLO, WAIMEA, SOUTH KONA, HAWAII, HAWAII (FORMERLY PER. 6-8-01)

