

LINDA CROCKETT LINGLE  
Mayor



BRIAN W. MISKAE  
Director

GWEN Y. OHASHI  
Deputy Director

RECEIVED

COUNTY OF MAUI '94 AUG 26 P1:16  
PLANNING DEPARTMENT  
250 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
August 26, 1994 QUALITY CONTROL

Dr. Brian Choy  
Office of Environmental Quality Control  
220 South King Street, 4th Floor  
Honolulu, Hawai'i 96813

Dear Dr. Choy:

Subject: Negative declaration on the Environmental  
Assessment for Lahaina Center Parking Structure,  
Lahaina, Maui, Hawaii.  
TMK: 4-5-2:9

Please find enclosed four copies of the final Environmental Impact Assessment, which has been revised to more accurately enumerate the parking stalls. The OEQC Bulletin Publication form is also enclosed. This completes the required submittals for OEQC publication.

The Maui County Planning Department has reviewed the above request and determined that the project will not have any significant impact on the environment and that an environmental impact statement is not required. The Draft Environmental Assessment for the subject project was published in the June 23, 1994, OEQC Bulletin.

Should you have any questions on this matter, please contact Elizabeth Anderson of my staff.

Very truly yours,

  
BRIAN MISKAE  
Planning Director

BA/tlm

encl.

xc: Daniel Soares, Munekiyo & Arakawa, Inc.  
Colleen Suyama  
Elizabeth Anderson

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1994-09-08-NA-PEA-Lahaina Center  
Parking Structure

SEP - 8 1994

**Final  
Environmental Assessment**

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**Lahaina Center  
Parking Structure**

Prepared for

KCOM Corporation

August 1994



***Final  
Environmental Assessment***

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***Lahaina Center  
Parking Structure***

Prepared for

KCOM Corporation

August 1994



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# ***Chapter 1***

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## ***Project Overview***



## **I. PROJECT OVERVIEW**

### **A. PROPERTY LOCATION, EXISTING USE AND LANDOWNERSHIP**

The Applicant for the project is KCOM Corporation, on behalf of 3900 Corp. The proposed project involves the construction of a parking structure (approximately 232-stalls) on the site of the existing Lahaina Center parking lot in Lahaina, Maui, Hawaii (TMK 4-5-2:9). See Figure 1 and Figure 2.

The Lahaina Center site, which is bounded by Wainee Street and Front Street, encompasses 11.173-acres and contains retail outlets (i.e. Liberty House and Hilo Hatties) and restaurants (i.e. Red Lobster, Blue Tropix and Hard Rock Cafe). The Lahaina Center provides parking for approximately 780 cars. A main entry gate into the Lahaina Center parking lot, and two (2) gated parking exits are provided for vehicle ingress and egress. The parking structure is being proposed to address additional parking requirements for a four-plex movie theater.

The Estate of Harry Weinberg is the landowner of the subject parcel.

### **B. PROPOSED IMPROVEMENTS**

The proposed project involves the construction of a 232-stall parking structure on the site of the existing Lahaina Center parking lot. See Figure 3, Figure 4, and Figure 5. The proposed parking structure site encompasses the northern quadrant of the parcel and would include a 71,280-square foot (1.64 acres) portion of the existing parking lot. A new entry driveway will be located on Wainee Street, between the two (2) existing exit driveways. The proposed two-level structure will consist of precast concrete construction extending approximately 13.5 feet above finish grade.

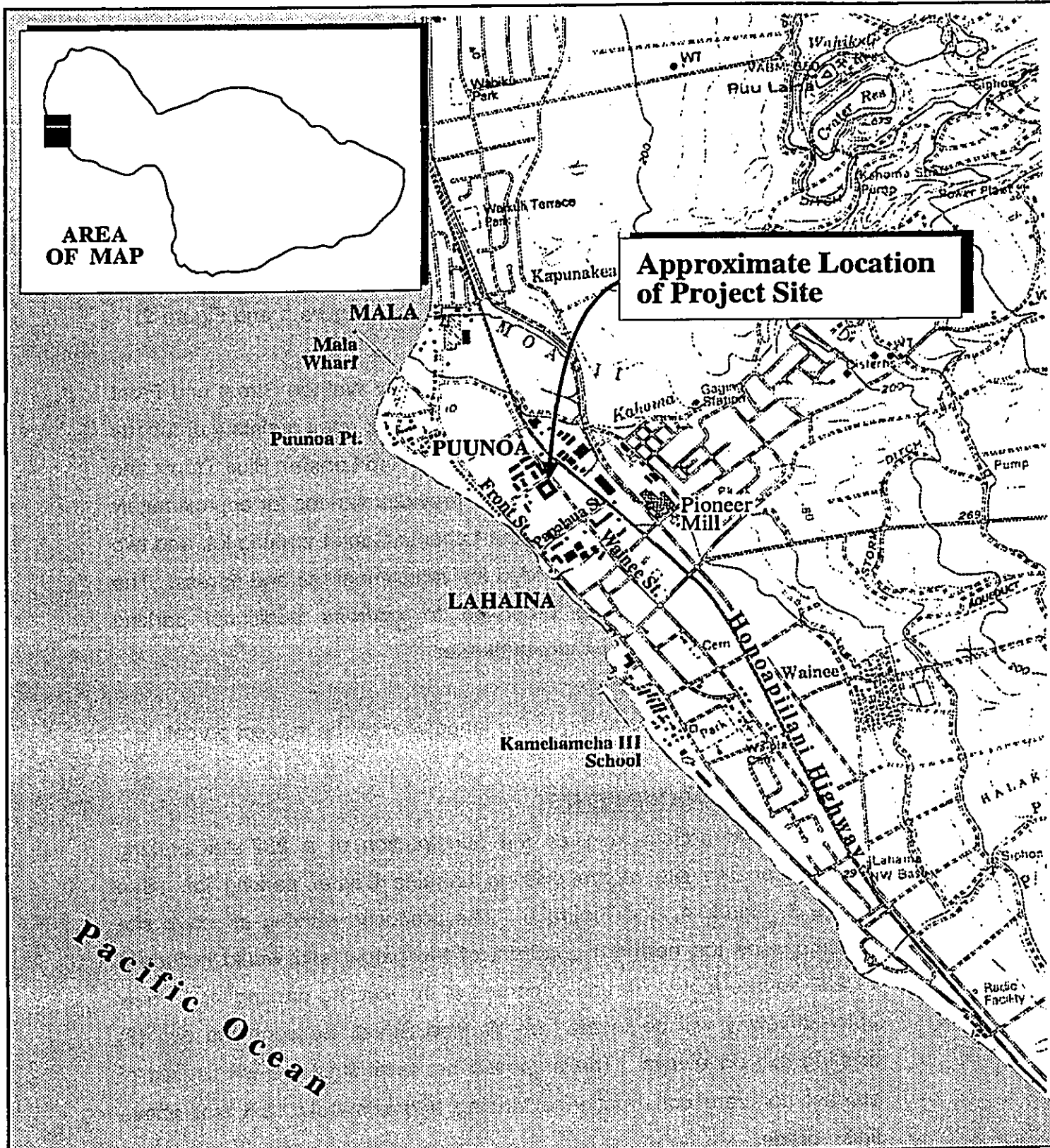


Figure 1 Lahaina Center Parking Structure  
Regional Location Map



Prepared for: KCOM Corporation



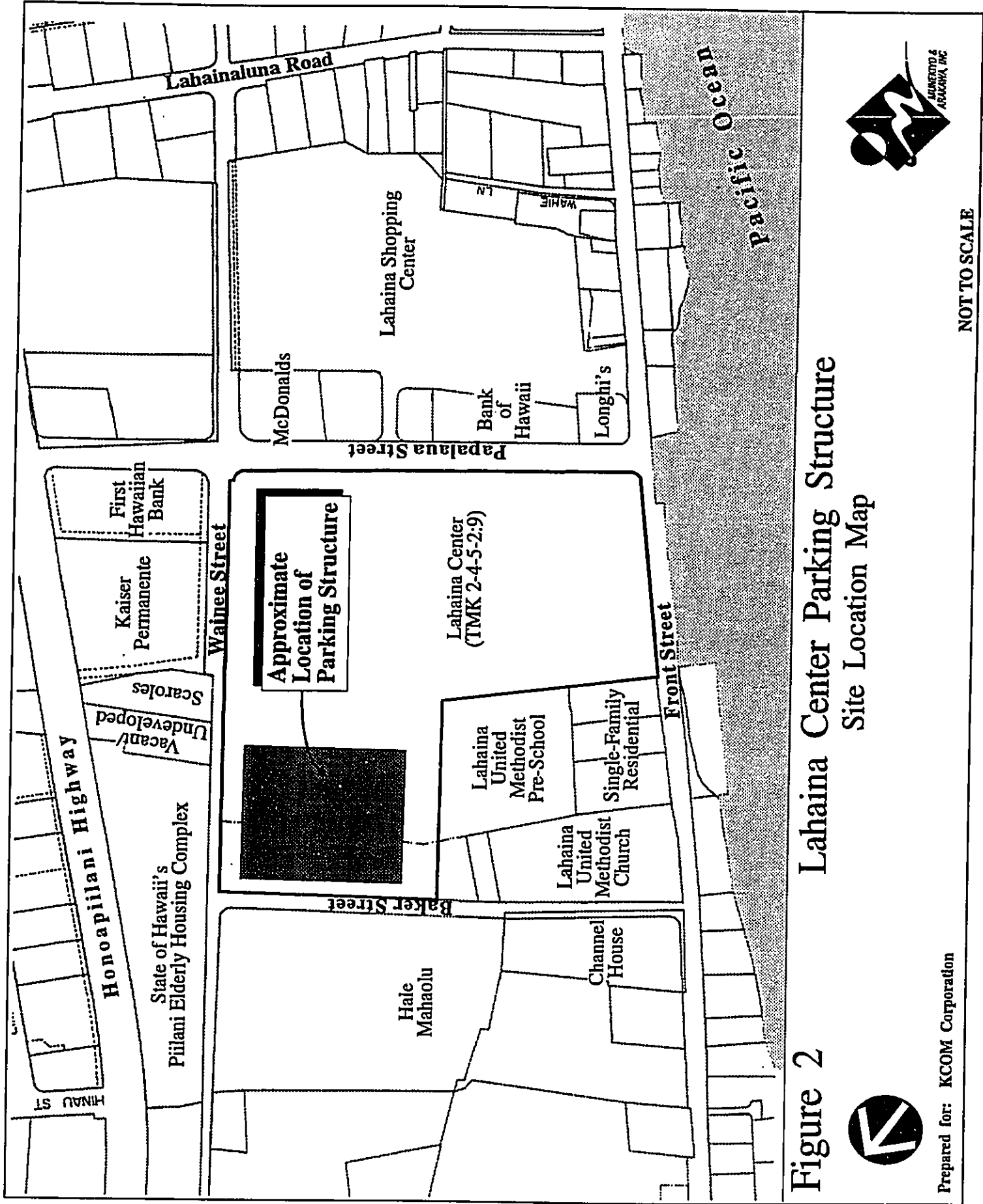


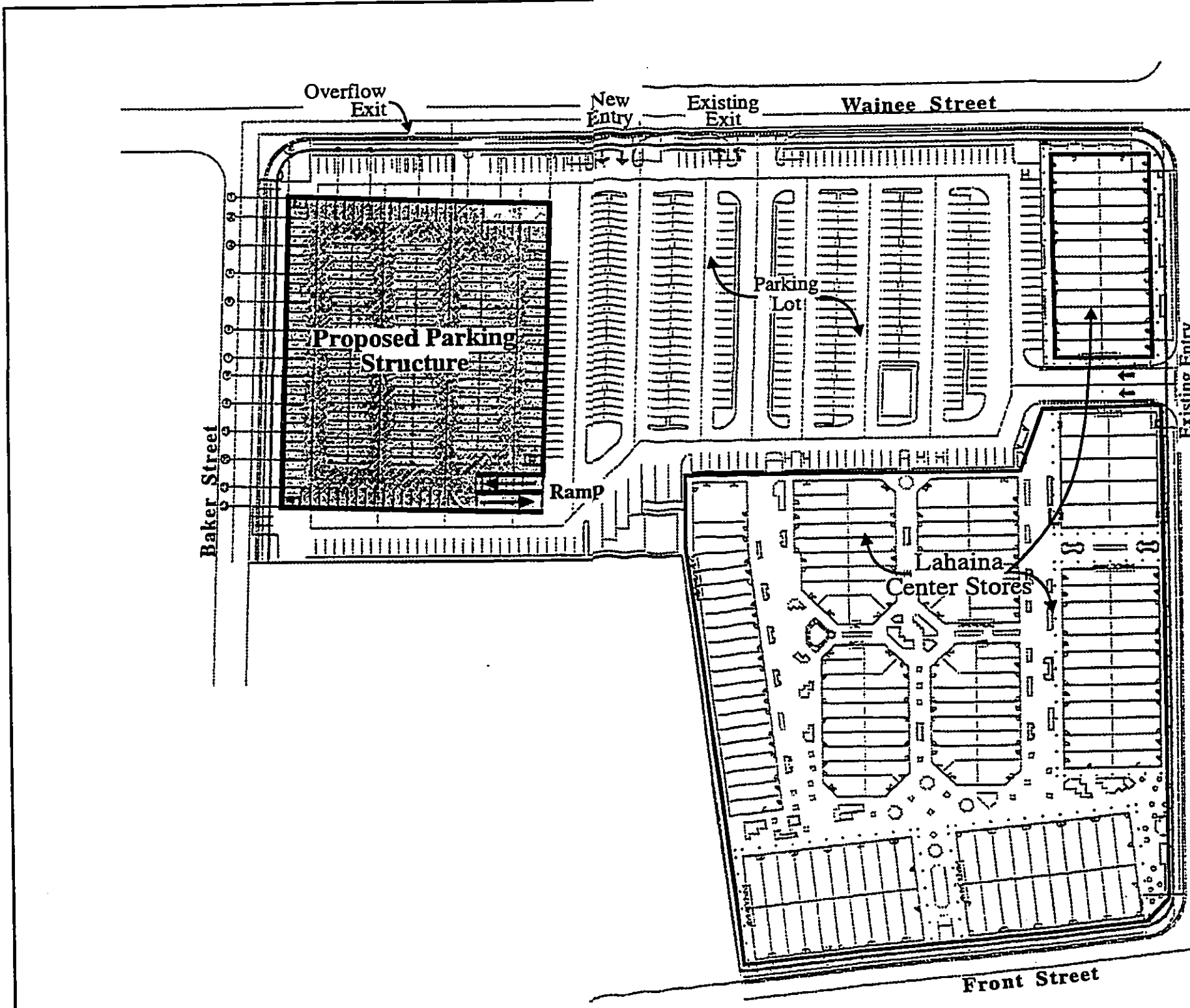
Figure 2 Lahaina Center Parking Structure Site Location Map



Prepared for: KCOM Corporation

NOT TO SCALE

ALBERTO & ASSOCIATES, INC.



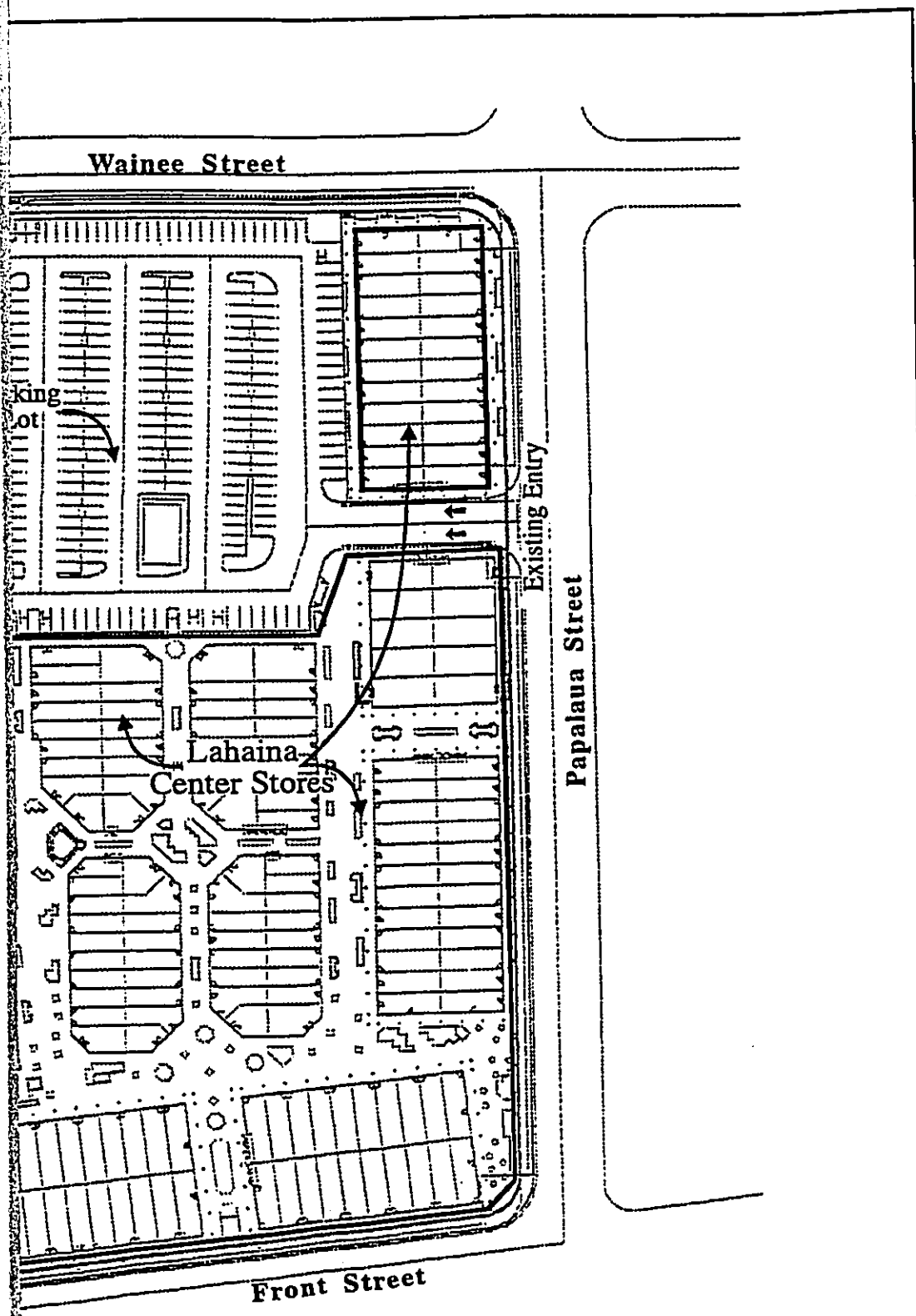
Source: Sato & Associates, Inc.

Figure 3

Lahaina Center Parking Structure  
Site Plan



Prepared for: KCOM Corporation

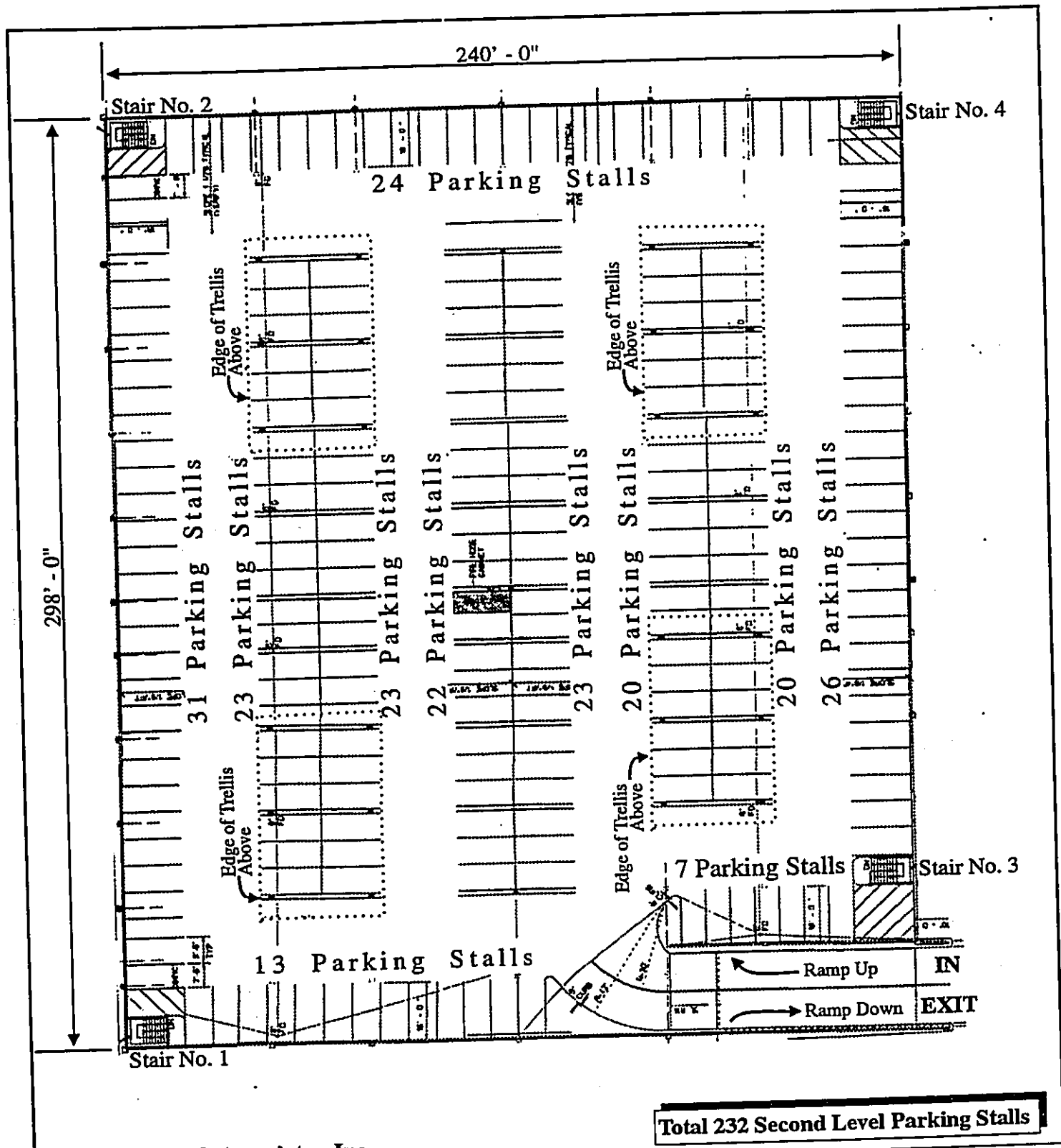


Parking Structure  
 e Plan



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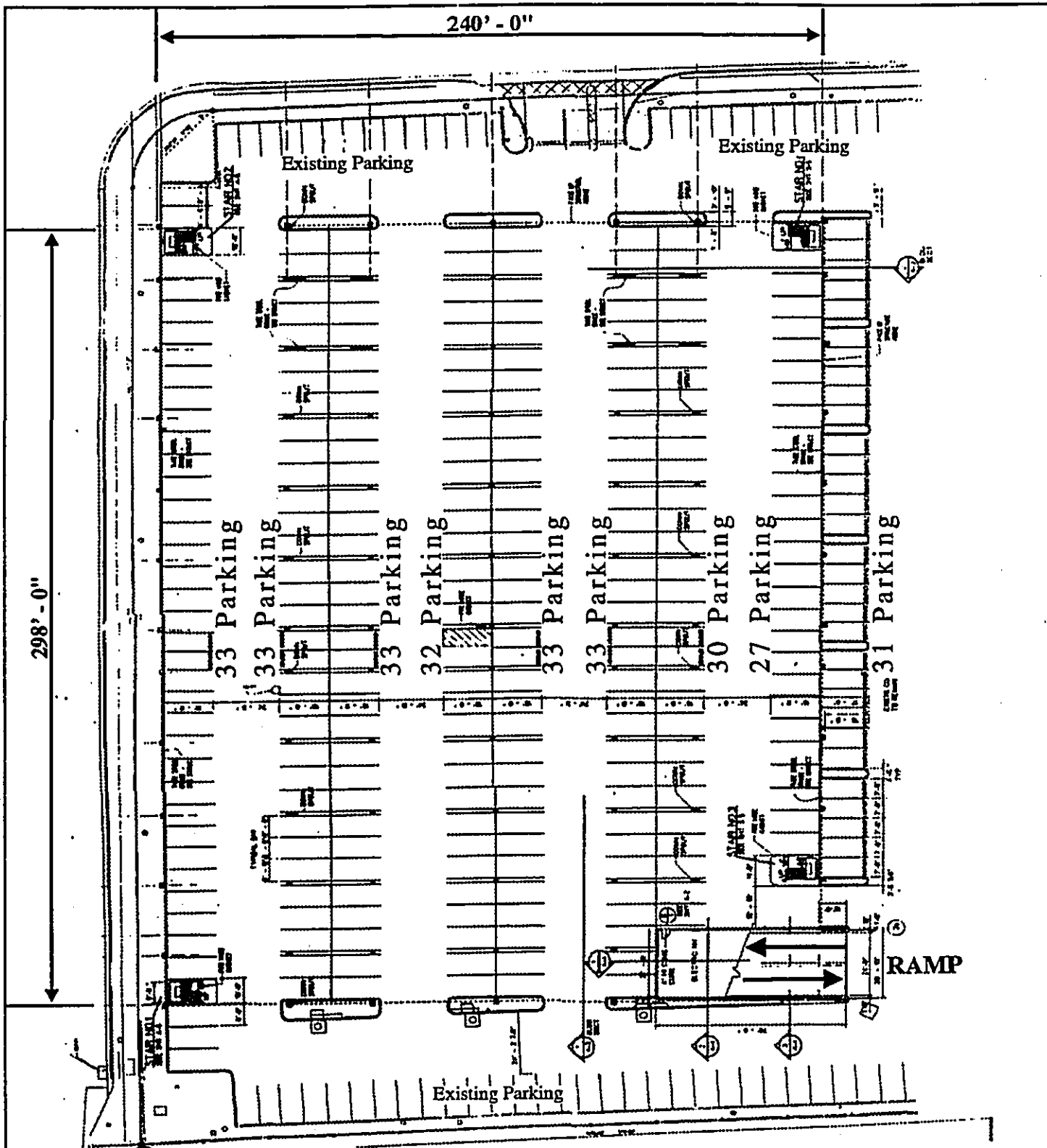
Source: Sato & Associates, Inc.

Figure 4 Lahaina Center Parking Structure  
Second Level Plan



Prepared for: KCOM Corporation

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Source: Sato & Associates, Inc.

Figure 5 Lahaina Center Parking Structure  
Ground Level Plan



Prepared for: KCOM Corporation

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The construction of the parking deck would involve the deletion of 36 existing parking stalls on the ground level due to the construction of the parking structure's foundation and ramps. Thus, the proposed 232-stall parking structure would provide a net addition of 196 stalls. Accordingly, the parking count for the Lahaina Center would increase from 780 stalls to 976 stalls.

Construction time for the project is estimated to take four (4) months. Estimated project cost is approximately \$2.0 million.



# ***Chapter II***

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## ***Description of the Existing Environment***

## **II. DESCRIPTION OF THE EXISTING ENVIRONMENT**

### **A. PHYSICAL ENVIRONMENT**

#### **1. Surrounding Land Use**

The project site is situated within the existing Lahaina Center shopping complex. Numerous retail and office commercial complexes are located in close proximity to the property, including the Lahaina Shopping Center, Lahaina Square, and Lahaina Business Plaza. To the immediate northwest of the property are The Channel House Condominium project, the United Methodist Church, and the Hale Mahaolu apartment complex. Refer to Figure 2. Also on Wainee Street, which lies to the east of the property, are the State of Hawaii's Piilani elderly housing complex, Scaroles Restaurant, the Longhi (commercial) Building, Kaiser Permanente Lahaina Clinic, and First Hawaiian Bank. The Lahaina Shopping Center and McDonald's are located along the southeastern side of the property, along Papalaua Street.

#### **2. Climate**

Lahaina's climate is relatively uniform year-round due to the surrounding ocean, its tropical latitude, and its position relative to storm tracts and the Pacific anticyclone. Variations in climatic conditions among the Island's different regions is largely left to local terrain factors.

Based on data collected from the National Weather Service's nearby Wahikuli Station, average monthly temperatures range from 71.5 to 78.0 degrees Fahrenheit (DBEDT, 1992).

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Rainfall in Lahaina is highly seasonal, with most precipitation occurring between October and April as a result of winterstorms. The West Maui region receives most of its rainfall in the late afternoon and early evening. Data collected at the Wahikuli Station indicates that January is typically the wettest month, with 3.31 inches of rainfall, while June is the driest, with 0.25 inches. Average annual precipitation is approximately 15 inches (Environmental Impact Study Corp., 1979 and DBEDT, 1992).

Wind patterns in the Lahaina region are also seasonal, with tradewinds originating from the northeast, occurring predominantly during the summer, and approximately 50 percent of the time during the winter.

Wind patterns also vary on a daily basis, with winds blowing onshore toward the warm land mass during the day and in the opposite direction toward the warm ocean during the evening.

**3. Flood and Tsunami Zone**

The Flood Insurance Rate Map (FIRM) for this area of the Island designates the project site as being within Zone "C" and Zone "B". Zone "C" indicates an area of minimal flooding while Zone "B" indicates areas inundated by the 500 year flood. See Figure 6.

**4. Topography and Soils**

The subject property is located makai of Honoapiilani Highway and is flat to gently sloping in an east to the west direction.

Underlying the project site are the soils of the Pulehu-Ewa-Jaucas association. See Figure 7. The Soil Survey of the Islands of Kauai,

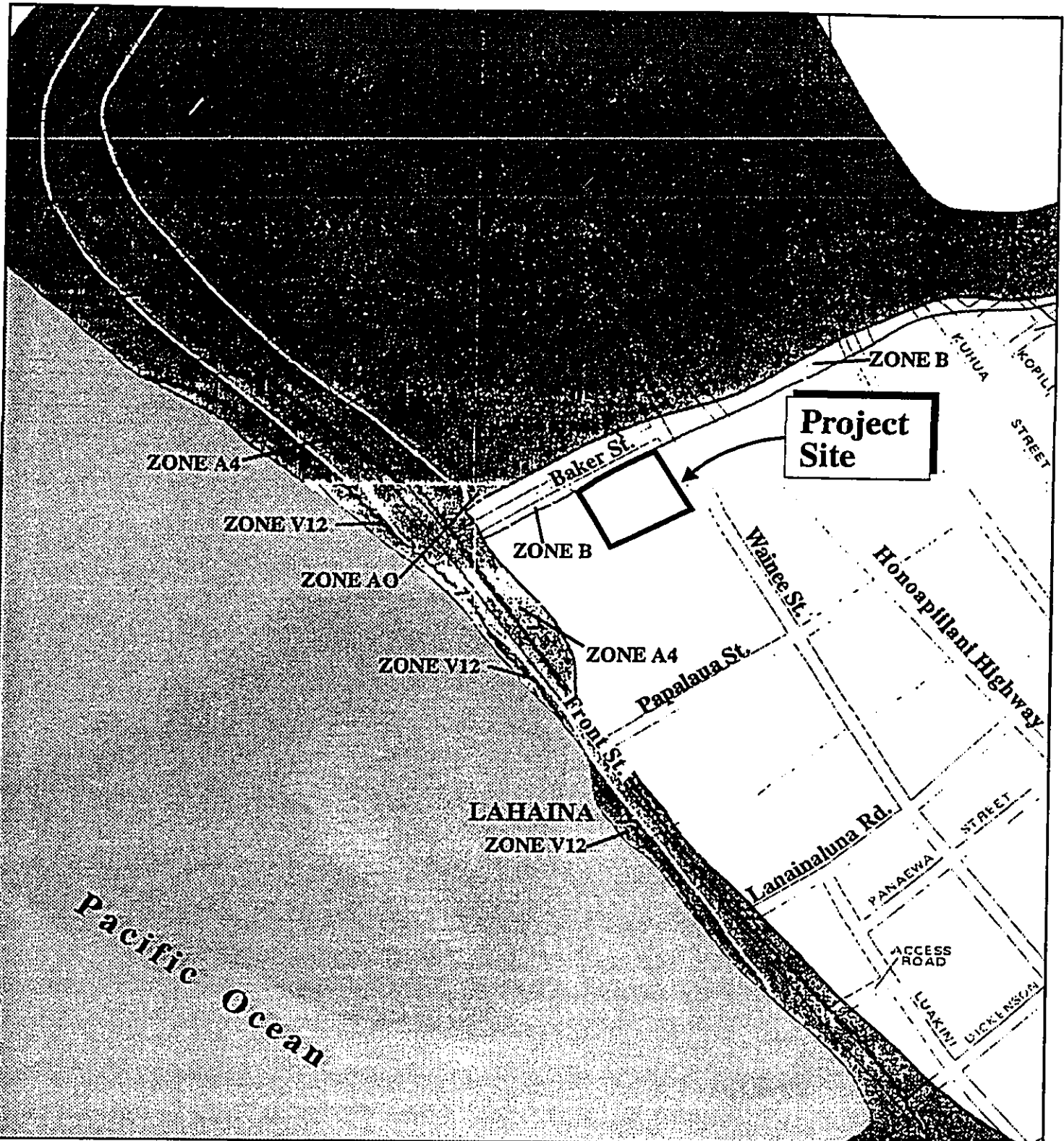


Figure 6 Lahaina Center Parking Structure  
Flood Insurance Rate Map

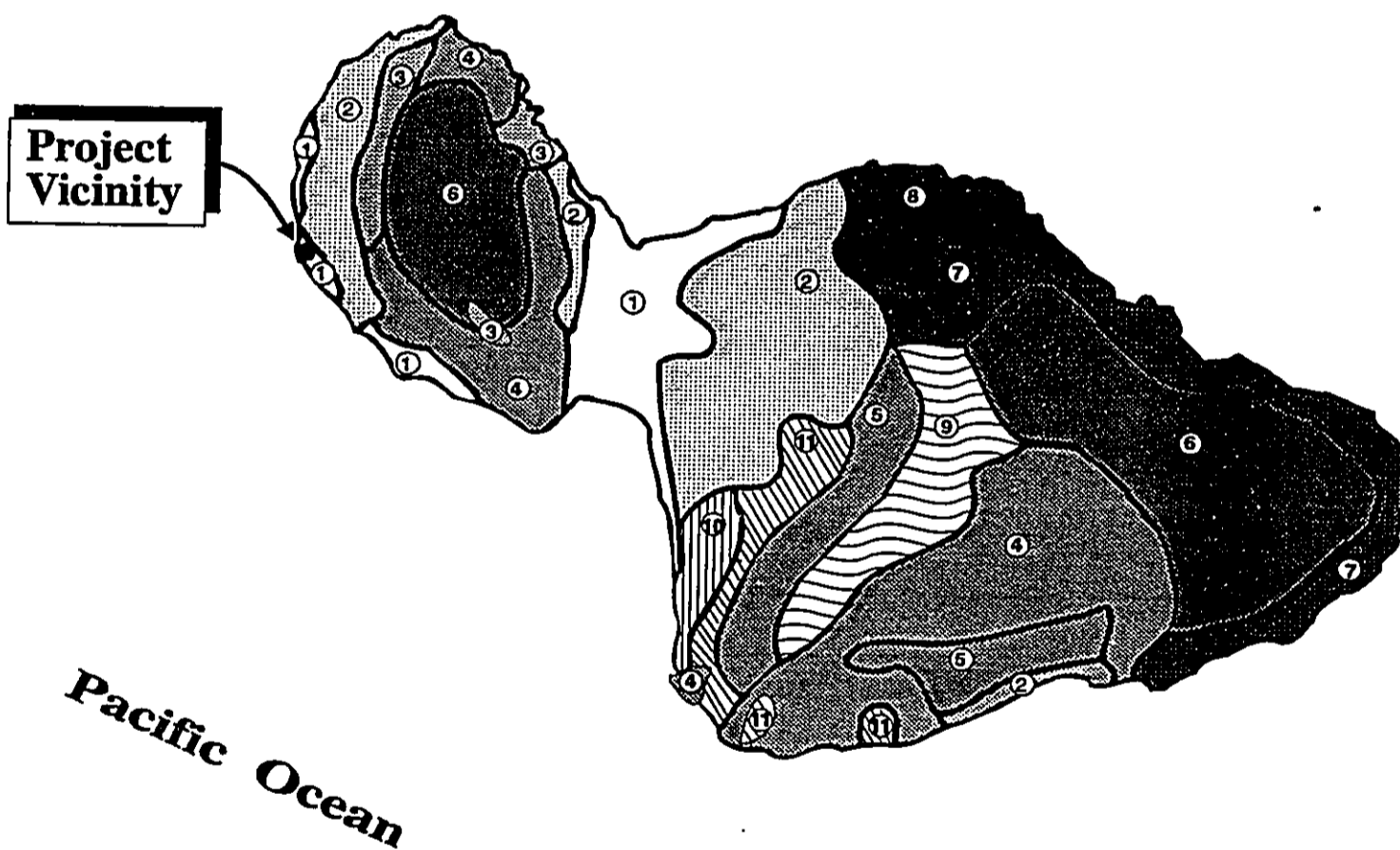


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## LEGEND

- |  |  |
|--|--|
| <p>① Pulehu-Ewa-Jaucas association</p> <p>② Waialoa-Keahua-Molokai association</p> <p>③ Honolulu-Olelo association</p> <p>④ Rock land-Rough mountainous land association</p> <p>⑤ Puu Pa-Kula-Pane association</p> <p>⑥ Hydrandepts-Tropaquods association</p> | <p>⑦ Hana-Makaalae-Kailua association</p> <p>⑧ Pauwela-Haiku association</p> <p>⑨ Launai-Kaipoi-Olinda association</p> <p>⑩ Keawakapu-Makana association</p> <p>⑪ Kamaole-Oanapuka association</p> |
|--|--|



Map Source: USDA Soil Conservation Service

**Figure 7** Lahaina Center Parking Structure  
Soil Association Map



Prepared for: KCOM Corporation



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Oahu, Maui, Molokai, and Lanai, State of Hawaii characterizes the soils of this association as deep and nearly level to moderately sloping. These soils possess well-drained to excessively drained features and are further typified by moderately fine to coarse-textured subsoils. This soil type is primarily found on alluvial fans and in basins.

The Pulehu Silt Loam (PpA) is the predominant soil association specific to the project site. See Figure 8. This series is typified by zero (0) to three (3) percent slopes, slow runoff, and slight erosion hazards.

**5. Flora and Fauna**

Animal life found in this area is typical of the urbanized regions of West Maui. Domestic mammals found in the area include dogs and cats. Avifauna commonly found in the region include the common mynah, Japanese white-eye, spotted dove, barred dove and house finch. There are no known endangered or rare species of wildlife or avifauna found in the immediate vicinity of the project site.

**6. Cultural Resources**

The subject property is located within the boundaries of the Lahaina National Historic Landmark, which is listed on the National Register of Historic Places. The project site is part of the Lahaina Center and specifically, will encompass a portion of the existing parking lot. The site has been paved to match grades of the surrounding properties and adjoining roads. Given the extensive surface disturbance at the property, significant archaeological surface features are no longer present within the subject property.

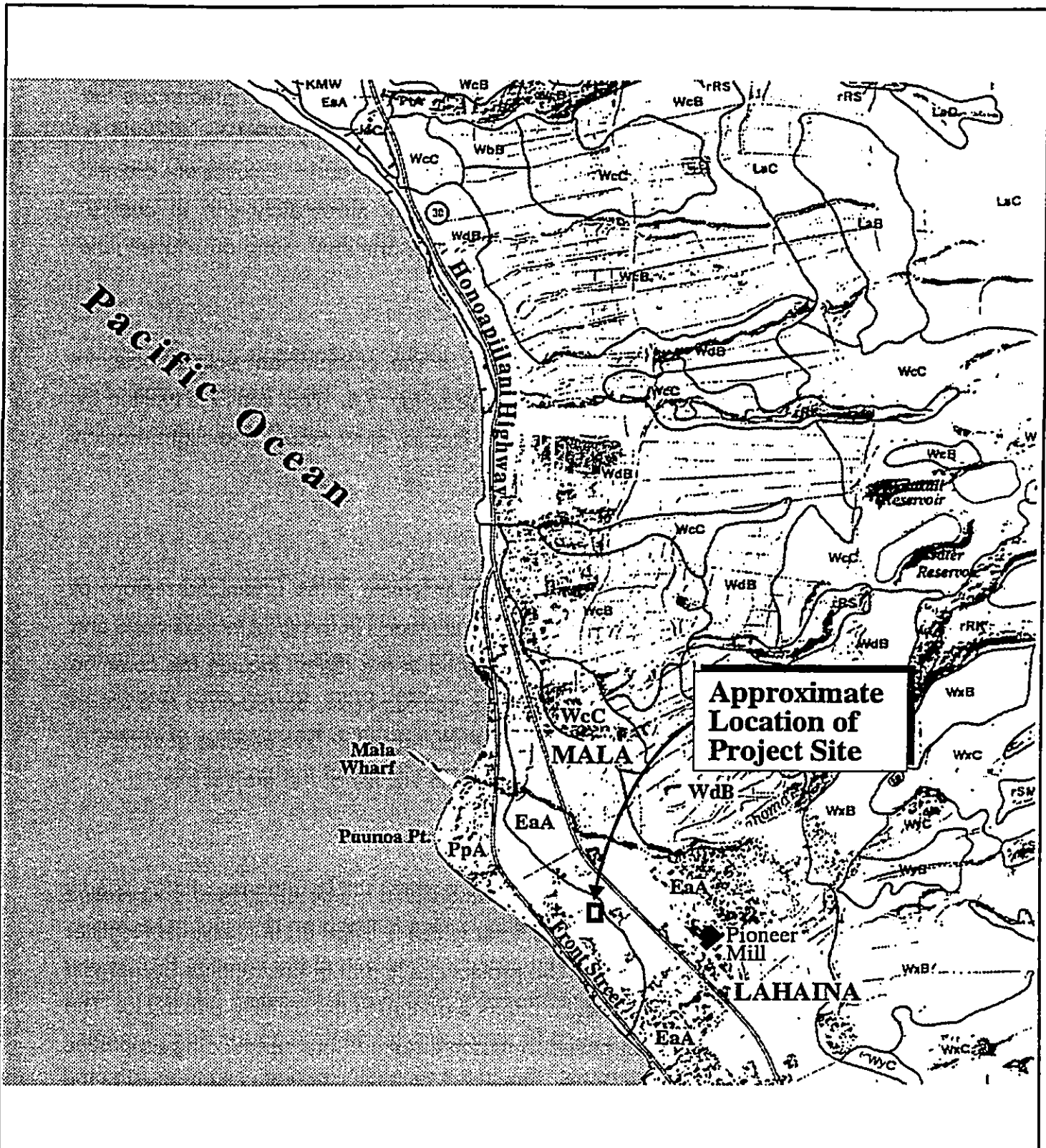


Figure 8 Lahaina Center Parking Structure  
Soil Classifications



Prepared for: KCOM Corporation



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In addition, an archaeological inventory survey was conducted on the project site in 1984 by Kurashina and Sinoto (Archaeological Reconnaissance of the Proposed Shopping Center at Lahaina Center at Lahaina, Maui, Hawaii) prior to the construction of the Lahaina Center. During this survey, surface remains of the Pioneer Mill Company Hospital and a cane irrigation structure were identified within the project area. Furthermore, the presence of five (5) Native Hawaiian Land Commission Awards within the area of the proposed action is an indication that the area was intensively utilized prior to the introduction of cane agriculture. It is also noted that subsurface testing was not conducted as part of the 1984 survey, and therefore, it is not presently known whether buried cultural deposits or features of historic or cultural significance are present within the project area. See Appendix A.

7. **Air Quality**

The subject property does not experience adverse air quality conditions. Airborne pollutants that do exist can be largely attributed to automobile exhaust from Honoapiilani Highway and other surrounding roadways. Other sources include emissions from the Pioneer Mill and smoke from sugarcane burning and operations from nearby sugar fields and pineapple operations. These sources are intermittent, however, and the prevailing tradewinds will disperse particulates generated by these temporary sources.

Data collected by the Department of Health show that total suspended particulates at the Department's Lahaina sampling station is well below the State standard for suspended particulate matter (Helber Hastert and Kimura Planners, 1990).



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8. **Noise Characteristics**

Existing background noise in the vicinity of the site is principally attributed to vehicular traffic on Honoapiilani Highway and surrounding local roadways.

9. **Scenic and Open Space Resources**

Scenic resources to the east include the West Maui mountain range. To the west lies Front Street and the Pacific Ocean. There are no significant view corridors affected by the subject property.

**B. COMMUNITY SETTING**

1. **Community Character**

The vast majority of lands in West Maui are either State designated "Conservation" or "Agricultural". Generally, "Conservation" lands occupy the higher elevations, while the "Agricultural" district spans the middle ground.

"Urban" designated lands, then, are left to occupy the lower elevations along the coast. The communities of Kahana-Napili-Kapalua and Kaanapali contain Community Plan designations reflective of their resort nature. Lahaina, meanwhile, is more typical of a residential community. Single-family, business, light industrial and agricultural zones prevail in Lahaina.

A key feature of the region is the town of Lahaina, which is designated a National Historic Landmark as the one-time whaling capital of Hawaii. Today, it is the visitor industry that defines Lahaina Town and other coastal resort communities of West Maui.

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Part of West Maui's attraction can be attributed to its year-round dry and warm climate, complemented by many white-sand beaches and scenic landscape. Most all of the visitor accommodations are located in Lahaina and the resort communities of Kaanapali, Kahana, Napili, and Kapalua. The State-owned and operated Kapalua-West Maui Airport at Mahinahina conveniently links the region to Oahu and other neighbor Islands.

Sugarcane and pineapple fields occupy much of the land in the area. Pioneer Mill, a vital part of the region's economy, is the State's smallest sugar plantation with approximately 6,700 acres in cultivation (PBR Hawaii, 1993). Maui Land and Pineapple Company's fields sprawl along the slopes of the West Maui Mountains north of Kaanapali.

**2. Population**

The resident population of the region surrounding the project site has increased dramatically in the last two decades. Population gains were especially pronounced in the 1970s as the rapidly developing visitor industry attracted many new residents. According to The State of Hawaii Data Book, 1992, the resident population of the Lahaina District was 14,574. The projected resident population for the years 2000 and 2010 is approximately 18,737 and 22,924, respectively (Community Resources, Inc., 1994).

Growth patterns at the County level exhibit a similar pattern. The County's 1980 resident population of 71,000 has since grown to the present 100,000. The estimated County population for the year 2010 is 145,872 (Community Resources, Inc., 1994).

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3. **Economy**

The economy of Maui is heavily dependent upon the visitor industry. The dependency on the visitor industry is especially evident in West Maui, which has emerged as one of the State's major resort destination areas.

Agriculture is another vital component of the West Maui economy. Sugar operations are handled by the Pioneer Mill Co., Ltd. In 1988, Pioneer Mill produced 47,500 tons (16.2 percent of Maui's total) and employed 275 people (PBR Hawaii, 1993). Given the declining fiscal viability of sugarcane production, Pioneer Mill is also testing other crops, including coffee, to supplement its sugar production (Maui News Supplement, 1990).

Maui Land and Pineapple Company's fields remain an important component of the region's agricultural base. In 1988, Maui Land and Pineapple Company entered the fresh fruit market, air shipping pineapples to the mainland in an effort to diversify its operations.

Maui County's unemployment rate after the first five (5) months of 1994 was approximately 5.9% (Telephone conversation with Manuel Fraganta, DBEDT, Research and Statistics Division, June, 1994).

4. **Housing**

As with other regions of the Island, lack of affordable housing is considered a major issue in West Maui. Between 1986 and 1988, home prices increased an average of twenty (20) percent in Lahaina. Islandwide, the median price of a single-family home was recently estimated to be \$275,000 (Locations Inc., Research Dept., 1993).

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A recent estimate of the housing demand in the Lahaina region is 5,124 units (Community Resources, Inc. 1994).

**5. Police and Fire Protection**

The project site is within the Lahaina Police Station service area, which services all of the Lahaina district. The Lahaina Station is located in the Lahaina Civic Center complex at Wahikuli, and was built in the early 1970s. The Lahaina Patrol includes 52 full-time personnel, consisting of one (1) captain, two (2) lieutenants, seven (7) sergeants, and 34 police officers. The remaining eight (8) personnel consist of public safety aides and administrative support staff (Telephone conversation with Greg Takahashi, Maui Police Department, December 1993).

Fire prevention, suppression and protection services for the Lahaina District is provided by the Lahaina Fire Station, also located in the Lahaina Civic Center, and the Napili Fire Station, located in Napili. The Lahaina Fire Station includes an engine and a ladder company, and is staffed by twenty-seven (27) full-time personnel. The Napili Fire Station consists of an engine company including fifteen (15) full-time firefighting personnel (Telephone conversation with Elden Chang, Maui Fire Department, December 1993).

**6. Medical Facilities**

The only major medical facility on the Island is Maui Memorial Hospital, located approximately twenty-five (25) miles from Lahaina, midway between Wailuku and Kahului. The 145-bed facility provides general, acute, and emergency care services.

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In addition, regular hours are offered by the Maui Medical Group, Lahaina Physicians, West Maui Healthcare Center, and Kaiser Permanente Medical Care Program.

**7. Recreational Facilities**

West Maui is served by numerous recreational facilities offering diverse opportunities for the region's residents. There are numerous County and State recreational areas in West Maui. Approximately one-third of the County parks are situated along the shoreline and are excellent swimming, diving, and snorkeling areas. Kaanapali Beach, a large white-sand beach, is located approximately three (3) miles north of the project site and is a popular area for swimming, diving and sunbathing. Popular surfing spots include Fleming Beach, Honolua Bay, and Rainbows.

In addition, Kaanapali and Kapalua Resorts operate world-class golf courses which are available for public use.

**8. Schools**

The State of Hawaii, Department of Education operates four (4) public schools in West Maui. They are (with official 1993 enrollment in parenthesis): Lahainaluna High School (779), Lahaina Intermediate School (552), King Kamehameha III Elementary School (819) and Princess Nahienaena Elementary School (471) (Telephone conversation with Aileen Shirota, Department of Education, February 1994). All of the public schools are located within the Lahaina Town area. The West Maui region is also served by privately operated preschools and elementary schools.

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**9. Solid Waste Disposal**

Solid waste collection and disposal service is provided by the County of Maui for single-family residences. Solid wastes generated by the Lahaina Center is collected by a private refuse contractor.

With the closing of Olowalu Landfill, all solid wastes generated in the Lahaina region are transported to the Central Maui Landfill located near Puunene.

**C. INFRASTRUCTURE**

**1. Roadway Systems**

The project site is served by Wainee Street and Papalaua Street via Honoapiilani Highway, the primary arterial connecting the West Maui region with the rest of the Island. Honoapiilani Highway has a typical two-lane configuration except for a segment between Kaanapali and Lahaina where four (4) travel lanes are provided.

Wainee Street is a two-lane, two-way County roadway aligned along a north-south axis. Papalaua Street is a similar two-lane, two-way County roadway aligned along an east-west axis. An entry gate for the Lahaina Center is located along Papalaua Street to provide access into the parking lot.

**2. Water System**

The West Maui region is served by the County's Board of Water Supply water system. The County water system services the coastal areas from Laniupoko to Kaanapali and from Honokowai to Napili (County of Maui, Department of Water Supply, 1990). Three surface sources and eight (8) wells are used to supply the County domestic system. In addition to the County system, the West Maui region is

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served by private water systems, including the Kaanapali Water System, which services the Kaanapali Resort, and the Kapalua Water System, which provides water service to the Kapalua Resort.

**3. Wastewater Systems**

The County's wastewater collection and transmission system and the Lahaina Wastewater Reclamation Facility (LWRF) accommodate the region's wastewater needs. The LWRF, located along the Honoapiilani Highway just north of Kaanapali Resort, has a design capacity of 6.7 MGD. Currently, usage is estimated at 5.2 MGD. The County, in partnership with the State Housing Finance and Development Corporation is currently upgrading and expanding the LWRF to a design capacity of 9.0 MGD. Construction of the improvements began in January 1993, with completion targeted for March 1995.

**4. Drainage**

Surface runoff generated onsite sheetflows across the project site in a northeast to southwest direction. Surface runoff from the parking lot and surrounding areas drains into existing grated inlets and curb inlets found within the property and along Baker Street, Papalaua Street and Front Street. All runoff is then discharged into the ocean via a 5-foot x 2-foot box culvert located on Front Street.

**5. Electrical and Telephone Service**

Electrical and telephone service to the West Maui region is provided by Maui Electric Company, Ltd. and GTE Hawaiian Telephone Company, Incorporated, respectively.

# ***Chapter III***

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## ***Potential Impacts and Mitigation Measures***



### **III. POTENTIAL IMPACTS AND MITIGATION MEASURES**

#### **A. IMPACTS TO THE PHYSICAL ENVIRONMENT**

##### **1. Surrounding Uses**

The subject property is located within the commercial district of Lahaina Town. Uses to the east and south of the property include retail, dining, banking, medical and other business establishments. Uses to the north and east of the project site include housing projects for the elderly. Functionally, the proposed parking structure is considered an extension of the existing Lahaina Center parking lot. In this regard, the proposed project is not anticipated to adversely impact surrounding properties.

The existing gated exit driveway located along Wainee Street, at the northern limits of the Lahaina Center Parking Lot, is expected to be used as an overflow exit upon the completion of the proposed action. The overflow exit is expected to be operational as needed, to accommodate exiting movie theater traffic.

In its review of the proposed action, the County of Maui's Urban Design Review Board noted that lights of exiting cars utilizing the proposed overflow exit located at the northern corner of the parking lot may have a visual impact during evening hours on the State's Piilani Elderly Housing Project units located along Wainee Street, directly across the overflow exit. See Appendix B. This overflow exit is expected to be gate-controlled and used as needed to accommodate peak exiting needs (peak exiting conditions requiring the use of the overflow exit may occur following theater showings).

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The applicant will coordinate with the Planning Department to determine appropriate mitigation measures to address this concern.

**2. Flora and Fauna**

There are no known rare, endangered, or threatened species of flora within or surrounding the project site. As such, the removal of existing vegetation is not anticipated to have an adverse impact to the local area's natural environment. The landscaping plan for the proposed parking structure would incorporate the following landscape elements:

- a. MacArthur Palms to be planted at four-foot intervals along Baker Street and Waianee Street;
- b. Existing hibiscus hedge along Baker Street and Waianee street to be maintained to provide visual relief of the parking structure from neighboring properties; and,
- c. Trellises and supporting landscaping to be located at intermittent intervals on the upper level of the parking structure.

There are no known rare, endangered, or threatened species of avifauna or wildlife in the project vicinity. The project involves the construction of a structure on the existing Lahaina Center parking lot and will not affect natural habitat areas.

**3. Cultural Resources**

As previously noted, although surface features having archaeological significance are no longer present at the site, there has been no subsurface testing conducted to confirm the presence of buried cultural deposits. Refer to Appendix A. The State Historic Preservation Division (SHPD) has determined that the project will have "no effect", provided that no substantive excavation will occur.

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In this regard, plans for the proposed structure's foundation and footings have been submitted to the SHPD for review. The Applicant will continue to work with the SHPD to resolve archaeological issues prior to construction.

**4. Air Quality**

Air quality impacts attributed to the project will include dust generated by short-term, construction-related activities. Dust control measures, such as regular watering and sprinkling, will be implemented to minimize nuisance impacts to the adjacent businesses and residents.

Once completed, project-related vehicular traffic will generate automotive emissions. However, project-related emissions are not expected to adversely impact local and regional ambient air quality conditions.

**5. Noise**

As with air quality, ambient noise conditions will be temporarily impacted by construction activities. Heavy construction equipment, such as bulldozers and materials-carrying trucks and trailers, would be the dominant source of noise during the site construction period. All construction activities will be limited to normal, daylight working hours.

**6. Visual Impacts**

The proposed parking structure will have a height of 13.5 feet, which is compatible in height with the Lahaina Center and surrounding properties. The proposed development will be landscaped to create

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a site visually integrated with surrounding developed properties. The project will not encroach into any significant scenic view corridors.

**B. IMPACTS TO COMMUNITY SETTING**

**1. Community Character and Local Economy**

From a short-term perspective, the project will support construction and construction-related employment. Over the long-term, the parking structure is anticipated to provide adequate parking to support the businesses of the Lahaina Center thereby enhancing the Center's viability as a successful retail and commercial center.

The proposed parking structure will be constructed on a portion of the existing Lahaina Center parking lot. As a project designed to provide additional parking capacity, the project is not anticipated to adversely affect surrounding properties.

**2. Public Service**

The proposed project will not place new demands upon existing police, fire, medical, recreational, and educational services.

Accordingly, there are no adverse impacts to public service systems anticipated from the project.

**3. Solid Waste**

A solid waste management plan will be developed in coordination with the Solid Waste Division of the County Department of Public Works and Waste Management for the disposal of asphaltic concrete material from the site during construction.

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The completed project is not considered a direct solid waste generator.

**C. IMPACTS TO INFRASTRUCTURE**

**1. Roadways**

With regard to long-term impacts, a traffic assessment was undertaken for the subject property. See Appendix C. The trip generation methodology used in the assessment is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE). The trip rates are developed empirically, by correlating vehicle trip generation data with various land use characteristics, such as vehicle trips per gross floor area of development.

Based on this methodology, the proposed parking structure is not expected to generate traffic during the AM peak hour. However, during the PM peak hour, the proposed movie theaters are expected to generate a total of 77 vehicles per hour (vph), representing an increase of 25 vph over the comparable retail space.

Additionally, the proposed four-plex theater is expected to generate a peak parking demand of 91 occupied stalls during the weekday and 125 occupied stalls on Saturdays. The gross peak parking demands for the four-plex theater represents an increase of 68 stalls and 102 stalls over a comparable retail space, on a weekday and on Saturday, respectively.

It is also noted that with the current tenant occupancy, the Center is expected to have more than the required number of parking stalls in

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order to comply with the Off-Street Parking and Loading Ordinance during the construction of the proposed parking structure.

The traffic report concludes that the proposed parking structure should not have a significant impact upon traffic on Wainee Street or Papalaua Street. The proposed parking structure is expected to easily accommodate the increase in demand resulting from the four-plex theater and the additional parking would increase the overall parking capacity for Lahaina Town.

The following specific improvements are recommended by the traffic report:

1. The new entrance driveway on Wainee Street should provide two entry lanes with on-site storage for three (3) vehicles in each lane; and
2. No parking stalls should be located within this queuing area to avoid conflicts between entering traffic and vehicles maneuvering in or out of the parking stalls.

The Department of Public Works and Waste Management (DPWWM) (June 16, 1994), notes the requirement for road widening improvements on Wainee Street (from Papalaua Street to Kenui Street) and Baker Street (from Wainee Street to Front Street) in connection with the proposed action. See Appendix D. The applicant is expected to complete the recommended roadway improvements once the County acquires the appropriate rights-of-way for the aforementioned roadway sections.

**2. Water**

Water for landscape irrigation will be furnished by the domestic system servicing the area and will be designed for low-water consumption. See Appendix E. The new parking structure will not

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alter water use characteristics for the Lahaina Center, as water use will remain virtually unchanged.

3. **Wastewater**

Wastewater collection for the Lahaina Center is furnished by the County's sewer system. No additional sewer connections are proposed for the new parking structure. As such, the County's wastewater system will not be affected by the proposed action.

4. **Drainage**

All runoff generated from the project site sheet flows into existing grated and curb inlets located on site and on adjacent roadways. Runoff is conveyed through the existing storm drain system which ultimately discharges flows into the ocean via a 5-foot x 2-foot box culvert located on Front Street.

The DLNR notes that aquatic resources should be considered in the development of the project. See Appendix F. Total runoff generated from the site is not anticipated to increase as a result of the project. Appropriate soil erosion mitigation measures will be taken during construction to ensure that runoff from the site does not adversely impact coastal water quality. It is noted that excavation will be limited to footing construction.

No adverse impacts on adjoining or downstream properties are anticipated as a result of the project.

# ***Chapter IV***

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***Relationship to Land Use  
Plans, Policies and Controls***



#### **IV. RELATIONSHIP TO LAND USE PLANS, POLICIES AND CONTROLS**

##### **A. STATE LAND USE DISTRICTS**

Chapter 205, Hawaii Revised Statutes, relating to the Land Use Commission, established the four major land use districts in which all lands in the State are placed. These districts are designated "Urban", "Rural", "Agricultural", and "Conservation". The subject property is within the "Urban" District. The proposed action involves the use of the property for a use accessory to a commercial development, which is a permitted use within the "Urban" District. See Figure 9.

##### **B. MAUI COUNTY GENERAL PLAN**

The Maui County General Plan (1990 Update) sets forth broad objectives and policies to help guide the long-range development of the County. As stated in the Maui County Charter, "The purpose of the General Plan is to recognize and state the major problems and opportunities concerning the needs and the development of the County and the social, economic and environmental effects of such development and set forth the desired sequence, patterns and characteristics of future development".

The proposed action is in keeping with the following General Plan objectives and policies:

##### **Objective:**

To provide an economic climate which will encourage controlled expansion and diversification of the County's economic base.

##### **Policies:**

1. Maintain a diversified economic environment compatible with acceptable and consistent employment.

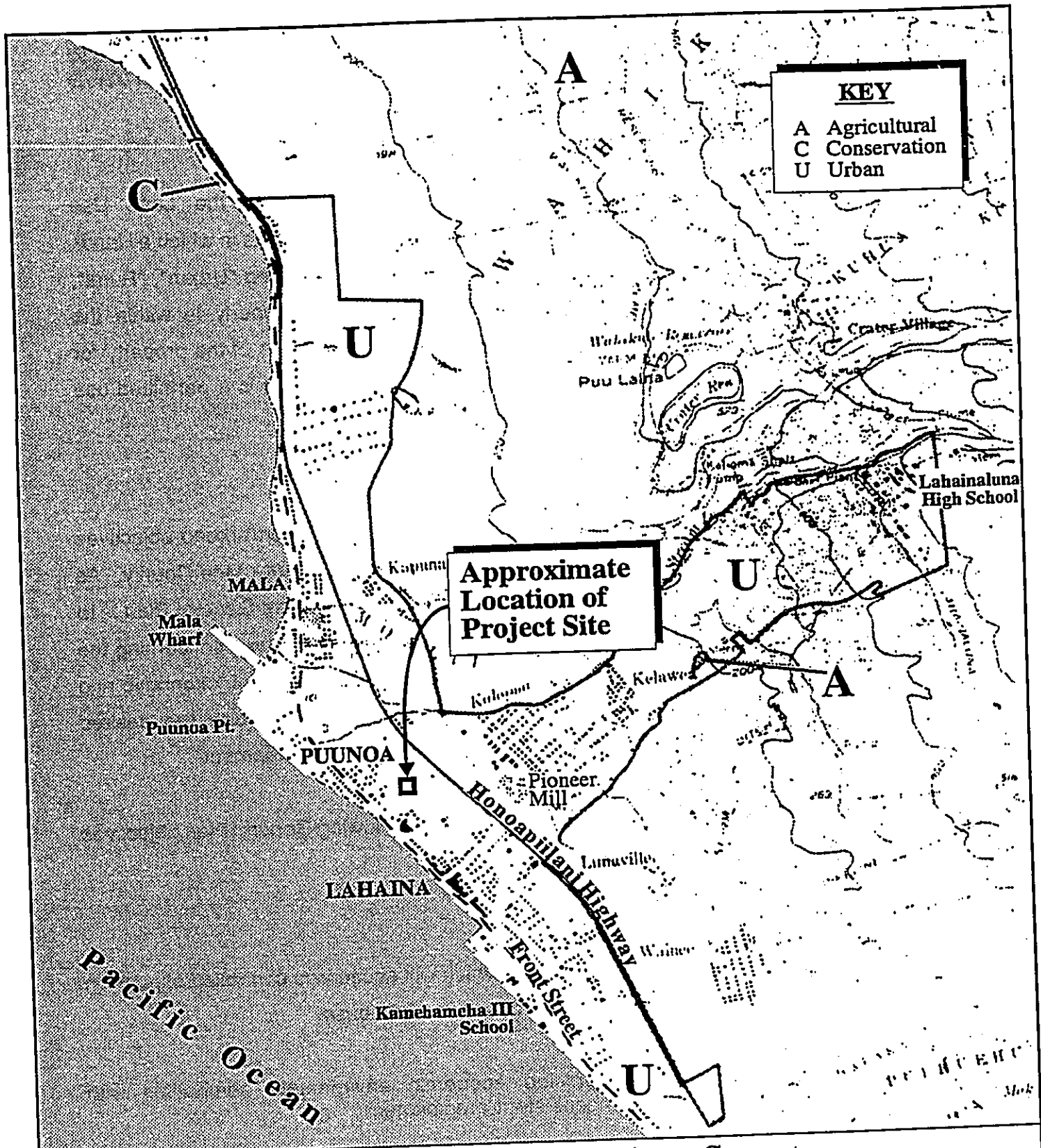


Figure 9 Lahaina Center Parking Structure  
 State Land Use District Classifications



Prepared for: KCOM Corporation



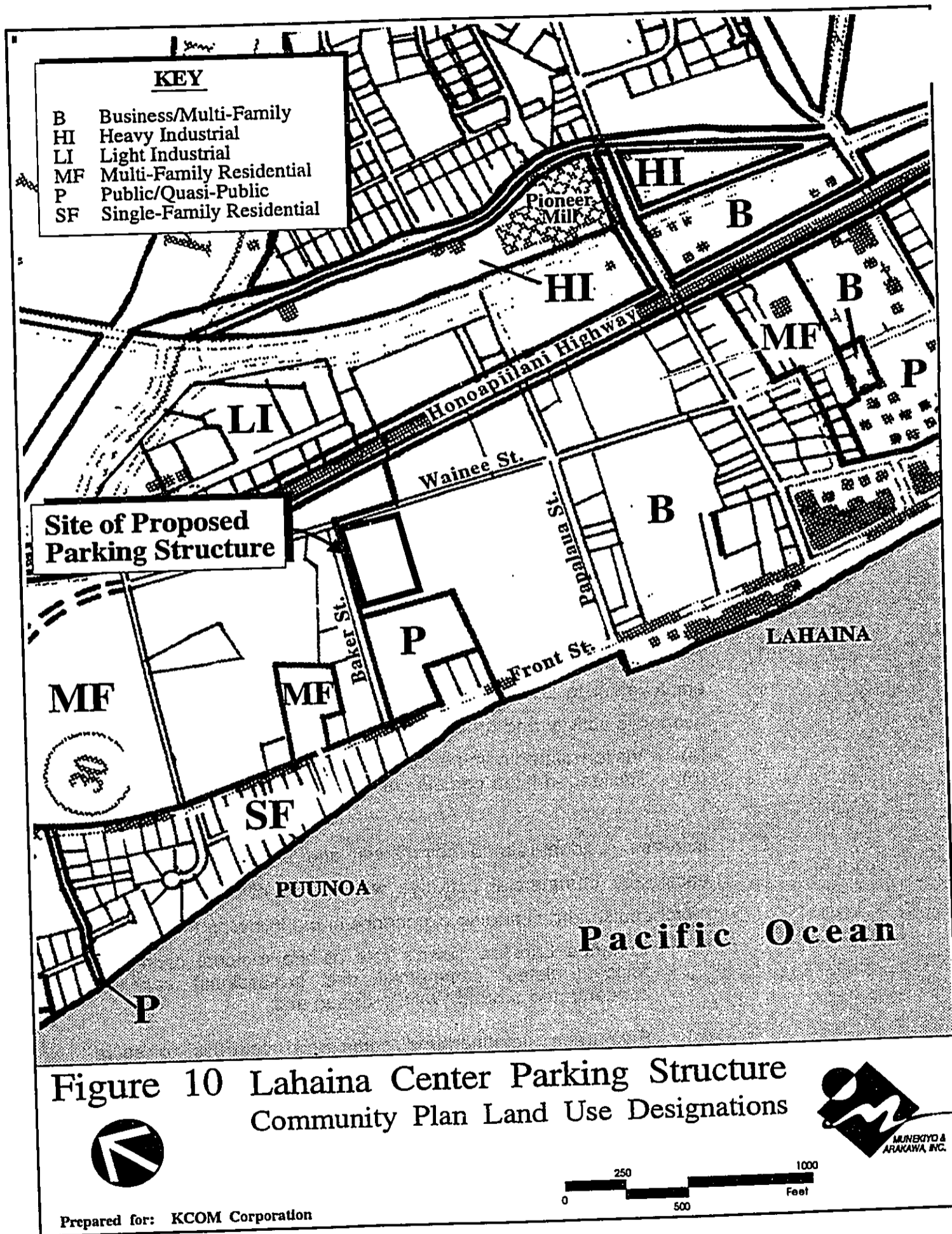
- 
2. Support programs, services and institutions which provide economic diversification.

**C. LAHAINA COMMUNITY PLAN**

Nine (9) community plan regions have been established in Maui County. Each region's growth and development is guided by a Community Plan, which contain objectives and policies drafted in accordance with the County General Plan. The purpose of the Community Plan is to outline a relatively detailed agenda for carrying out these objectives.

The proposed project falls within the Lahaina Community Plan Region. Land use guidelines are set forth by the Lahaina Community Plan Land Use Map. See Figure 10. The project site is designated "Business/Commercial" by the Community Plan and is consistent with the Community Plan's recommendations for economic, commercial, and professional services. These recommendations are as follows:

1. Promote a diversified economic base which offers longterm employment to Lahaina residents, and maintain overall stability in economic activity and growth, in the following manner:
  - (a) Visitor-related commercial services;
  - (b) Resident-related commercial services; and
2. Increase resident-related commercial and professional services; encourage commercial activities which offer diverse choices in merchandise and shopping experience in the following manner:
  - (a) Enhance Lahaina Town's role as the regional center for resident-related commercial and professional services, concentrated around Waivee Street; and
  - (b) Encourage neighborhood commercial activities to serve existing and future small residential communities.



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**D. ZONING**

The County of Maui zoning maps designate the site B-2, Community Business District. The proposed project is consistent with the provisions of this zoning district.

**E. COUNTY OF MAUI SPECIAL MANAGEMENT AREA**

The subject property is located within the County of Maui's Special Management Area. Pursuant to Chapter 205A, Hawaii Revised Statutes, and the Rules and Regulations of the Planning Commission of the County of Maui, projects located within the SMA are evaluated with respect to SMA objectives, policies and guidelines. This section addresses the project's relationship to applicable coastal zone management considerations, as set forth in Chapter 205A and the Rules and Regulations of the Maui Planning Commission.

**1. Recreational Resources**

**Objective:** Provide coastal recreational resources accessible to the public.

**Policies:**

1. Improve coordination and funding of coastal recreation planning and management; and
2. Provide adequate, accessible and diverse recreational opportunities in the coastal zone management area by:
  - a. Protecting coastal resources uniquely suited for recreation activities that cannot be provided in other areas;
  - b. Requiring replacement of coastal resources having significant recreational value, including but not limited to surfing sites and sandy beaches, when such resources will be unavoidably damaged by development; or requiring reasonable monetary

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compensation to the State for recreation when replacement is not feasible or desirable;

- c. Providing and managing adequate public access, consistent with conservation of natural resources, to and along shorelines with recreational value;
- d. Providing an adequate supply of shoreline parks and other recreational facilities suitable for public recreation;
- e. Encouraging expanding public recreational use of county, state, and federally owned or controlled shoreline lands and waters having recreational value;
- f. Adopting water quality standards and regulating point and non-point sources of pollution to protect and where feasible, restore the recreational value of coastal waters; and
- g. Encouraging reasonable dedication of shoreline areas with recreational value for public use as part of discretionary approvals or permits, and crediting such dedication against the requirements of Section 46-6 of the Hawaii Revised Statutes.

**Response:**

The proposed parking structure will not impact existing coastal or inland recreational resources. Public access to the shoreline will not be affected by the project.

**2. Historical/Cultural Resources**

**Objective:** Protect, preserve and where desirable, restore those natural and man-made historic and prehistoric resources in the coastal zone management areas that are significant in Hawaiian and American history and culture.

**Policies:**

- 1. Identify and analyze significant archaeological resources;

- 
2. Maximize information retention through preservation of remains and artifacts or salvage operations; and
  3. Support state goals for protection, restoration, interpretation and display of historic resources.

**Response:**

The proposed site for the parking structure is within the existing Lahaina Center parking lot. Although the project site falls within the National Historic Landmark, the proposed project is not anticipated to affect historic or cultural resources and values in the area.

**3. Scenic and Open Space Resources**

**Objective:** Protect, preserve and where desirable, restore or improve the quality of coastal scenic and open space resources.

**Policies:**

1. Identify valued scenic resources in the coastal zone management area;
2. Insure that new developments are compatible with their visual environment by designing and locating such developments to minimize the alteration of natural land forms and existing public views to and along the shoreline;
3. Preserve, maintain and, where desirable, improve and restore shoreline open space and scenic resources; and
4. Encourage those developments which are not coastal dependent to locate in inland areas.

**Response:**

The proposed project will not adversely impact scenic or open space resources. The proposed project will not involve significant alteration to the existing topographic character of the site. Plans for the

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parking structure emphasize a mass and height consistent with the existing character of the surrounding environs.

**4. Coastal Ecosystems**

**Objective:** Protect valuable coastal ecosystems, including reefs, from disruption and minimize adverse impacts on all coastal ecosystems.

**Policies:**

1. Improve the technical basis for natural resource management;
2. Preserve valuable coastal ecosystems of significant biological or economic importance;
3. Minimize disruption or degradation of coastal water ecosystems by effective regulation of stream diversions, channelization, and similar land and water uses, recognizing competing water needs; and
4. Promote water quantity and quality planning and management practices which reflect the tolerance of fresh water and marine ecosystems and prohibit land and water uses which violate state water quality standards.

**Response:**

The project is not anticipated to adversely affect coastal ecosystems. Existing drainage patterns will not be altered. Appropriate soil erosion mitigation measures will be implemented during the construction of the project.

**5. Economic Uses**

**Objective:** Provide public or private facilities and improvements important to the State's economy in suitable locations.

**Policies:**

1. Concentrate in appropriate areas the location of coastal dependent development necessary to the state's economy;



- 
2. Insure that coastal dependent development such as harbors and ports, visitor facilities, and energy-generating facilities are located, designed, and constructed to minimize adverse social, visual and environmental impacts in the coastal zone management area; and
  3. Direct the location and expansion of coastal dependent developments to areas presently designated and used for such developments and permit reasonable long-term growth at such areas, and permit coastal dependent development outside of presently designated areas when:
    - a. Utilization of presently designated locations is not feasible;
    - b. Adverse environmental effects are minimized; and
    - c. Important to the state's economy.

**Response:**

The proposed parking structure is designed to meet the projected parking requirements of the Lahaina Center to accommodate the proposed four-plex movie theater.

The project is consistent with the Lahaina Community Plan, which sets forth the desired locations and patterns of uses for the region.

**6. Coastal Hazards**

**Objective:** Reduce hazard to life and property from tsunami, storm waves, stream flooding, erosion, subsidence, and pollution.

**Policies:**

1. Develop and communicate adequate information on storm wave, tsunami, flood, erosion and subsidence hazard;
2. Control development in areas subject to storm wave, tsunami, flood, erosion and subsidence hazard;
3. Ensure that developments comply with requirements of the Federal Flood Insurance Program; and

- 
4. Prevent coastal flooding from inland projects.

**Response:**

Current flood insurance rate maps reflect the property's location within Zone B (areas inundated by the 500-year flood) and Zone C (areas of minimal flooding). No significant adverse drainage impacts to surrounding properties are anticipated from the proposed project.

7. **Managing Development**

**Objective:** Improve the development review process, communication, and public participation in the management of coastal resources and hazard.

**Policies:**

1. Effectively utilize and implement existing law to the maximum extent possible in managing present and future coastal zone development;
2. Facilitate timely processing of application for development permits and resolve overlapping of conflicting permit requirements; and
3. Communicate the potential short and long-term impacts of proposed significant coastal developments early in their life-cycle and in terms understandable to the general public to facilitate public participation in the planning and review process.

**Response:**

Opportunity for review of the proposed action is provided through the County's Special Management Area permitting process. Development of the proposed project will be conducted in accordance with applicable State and County requirements.

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8. **Public Participation**

**Objective:** Stimulate public awareness, education, and participation in coastal management.

**Policies:**

1. Maintain a public advisory body to identify coastal management problems and to provide policy advice and assistance to the coastal zone management program;
2. Disseminate information on coastal management issues by means of educational materials, published reports, staff contact, and public workshops for persons and organizations concerned with coastal-related issues, developments, and government activities; and
3. Organize workshops, policy dialogues, and site-specific mediations to respond to coastal issues and conflicts.

**Response:**

As previously noted, opportunities for agency and public review of the proposed action are provided through the County's Special Management Area (SMA) permit application process. A public hearing is also required as part of the County's SMA process. Furthermore, the development of the proposed project will be conducted in accordance with applicable State and County requirements.

9. **Beach Protection**

**Objective:** Protect beaches for public use and recreation.

**Policies:**

1. Locate new structures inland from the shoreline setback to conserve open space and to minimize loss of improvements due to erosion;
2. Prohibit construction of private erosion-protection structures seaward of the shoreline, except when they result in improved aesthetic and engineering solutions to erosion at the sites and

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do not interfere with existing recreational and waterline activities; and

3. Minimize the construction of public erosion-protection structures seaward of the shoreline.

**Response:**

The proposed project is located approximately 600 feet inland from the shoreline. Accordingly, the proposed improvements are not anticipated to affect coastal processes or beach use.

# **Chapter V**

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***Summary of Unavoidable, Adverse  
Environmental Effects; Irreversible  
and Irretrievable Commitment of  
Resources; and Alternatives to  
the Proposed Action***

**V. SUMMARY OF UNAVOIDABLE, ADVERSE ENVIRONMENTAL EFFECTS, IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES; AND ALTERNATIVES TO THE PROPOSED ACTION**

**A. UNAVOIDABLE, ADVERSE ENVIRONMENTAL EFFECTS**

The proposed development of the 232-stall parking structure will result in some construction-related impacts as described in Chapter III, Potential Impacts and Mitigation Measures.

Potential effects include noise-generated impacts occurring from site preparation and construction activities. In addition, there may be temporary air quality impacts associated with dust generated from construction activities, and exhaust emissions discharged by construction equipment.

The proposed project is not anticipated to create any significant, long-term, adverse environmental effects.

**B. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES**

The proposed construction of the 232-stall parking structure would involve the commitment of fuel, labor, funding, and material resources.

In addition, the proposed action would involve the deletion of 36 existing parking stalls on the ground level of the existing parking lot due to the construction of the parking structure's foundation and ramps. However, taking into consideration the loss of 36 stalls, the proposed parking structure will increase the total Lahaina Center parking count from 780-stalls to 976-stalls (i.e., net increase of 196-stalls).

There are no other anticipated irreversible and irretrievable commitment of resources anticipated in connection with the proposed action.

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**C. ALTERNATIVES TO THE PROPOSED ACTION**

The proposed parking structure is intended to provide required off-street parking for the Lahaina Center, including parking for the new four-plex movie theaters. Inasmuch as the parking structure represents the most viable alternative to meeting the code requirements, no other alternatives were explored.

# ***Chapter VI***

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## ***Findings and Conclusions***



## **VI. FINDINGS AND CONCLUSIONS**

The proposed project would involve the construction of a 232-stall parking structure on the site of the existing Lahaina Center parking lot. The subject property is within the Lahaina National Historic Landmark which is listed on the National Register of Historic Places.

The proposed project will involve the construction of a two-level parking structure. In the short-term, these activities may create temporary nuisances normally associated with construction activities. Construction activities will be limited to daylight hours. Impacts generated from construction activities are not considered adverse.

From a long-term perspective, the project is not anticipated to result in adverse environmental impacts. There are no rare, threatened or endangered species of flora and fauna found at the project site and surrounding vicinity. The project will not adversely impact air and noise characteristics in the immediate neighborhood and will not encroach on any significant scenic view corridors. Additionally, the proposed project would involve a parking structure of height and mass compatible with surrounding buildings.

Plans review will be coordinated with the SHPD to ensure that appropriate measures are undertaken to address archaeological resource concerns.

No additional employees are anticipated to staff the new parking structure. Consequently, no adverse effect upon infrastructure and public services systems are anticipated.

In light of the foregoing findings, it is concluded that the proposed action will not result in any significant adverse impacts.

# ***References***

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# ***Appendices***

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# ***Appendix A***

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***Letter from State Historic  
Preservation Division***

JOHN WAIHEE  
GOVERNOR OF HAWAII



STATE OF HAWAII

DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION  
33 SOUTH KING STREET, 6TH FLOOR  
HONOLULU, HAWAII 96813

KETH AHUE, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES

JOHN P. KEPPELER II  
DONA L. HANAKE

AQUACULTURE DEVELOPMENT  
PROGRAM

AQUATIC RESOURCES  
CONSERVATION AND  
ENVIRONMENTAL AFFAIRS  
CONSERVATION AND  
RESOURCES ENFORCEMENT

CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
DIVISION

LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

94 JUN 17 P1:33

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

June 15, 1994

Mr. Brian Miskae, Director  
Maui Planning Department  
250 South High Street  
Wailuku, Maui, Hawaii 96793

LOG NO: 11802 ✓  
DOC NO: 9406KD16

Dear Mr. Miskae:

**SUBJECT: County of Maui, Historic Preservation Review of the Special Management Area Application and Draft EA -Lahaina Center Parking Structure (I.D. 94/SM1-012)  
Puuiiki and Kuhua 1, Lahaina, Maui  
TMK: 4-5-02: 09**

Thank you for the opportunity to review the permit application and draft environmental assessment for a parking structure at the Lahaina Center. The proposed structure will consist of a two-story concrete facility, located at the northeast corner of the existing parking lot for the shopping center.

The Draft Environmental Assessment provides the following description of cultural resources in the Description of Existing Environment (Section A-6):

Given the extensive surface disturbance at the property, the property is not considered significant in terms of archaeological resource value. (page 11)

An archaeological inventory survey was conducted of the Lahaina Center project area prior to its construction (*Archaeological Reconnaissance of the Proposed Shopping Center at Lahaina, Maui, Hawaii*, H. Kurashina and A. Sinoto 1984). During this survey, surface remains of the Pioneer Mill Company Hospital and a cane irrigation structure were identified within the project area. No archaeological data recovery was recommended at these two sites, which were documented in Pioneer Mill records. No subsurface testing was conducted as part of the inventory survey.

Page 2

The presence of five Native Hawaiian Land Commission Awards within the area of the proposed parking structure is an indication that the area was intensively utilized prior to the introduction of cane agriculture. Use of the area for taro cultivation is shown on an 1884 survey map of Lahaina (S.E. Bishop). In addition, six structures, most likely representing house sites, are shown within the area of the Shopping Center (S.E. Bishop 1884).

Recent archaeological testing in an old cane field one block north of the project area has identified intact cultural features beneath the disturbed plow zone. We therefore have evidence for this area of Lahaina which indicates that some precontact and early historic period features are buried under layers of alluvium, and have been protected from plow disturbance.

Given the lack of subsurface testing within the Lahaina Center project area, we feel that it is premature to conclude that the entire property is "not considered significant". We only know that significant surface features are no longer present within the project area. We recommend that the text of the EA be revised regarding this subject.

The Draft Environmental Assessment identifies no potential impacts to cultural resources (III-A; IV-E-2). According to the information provided in the document, the parking structure will consist of a ground level and a second level; however, the details of the construction are not discussed. If excavation is to occur during construction, there will be a potential for penetrating beneath previously disturbed soil layers and impacting cultural resources. It is presently not known whether buried cultural deposits or features of historic or cultural significance are present within the project area.

In the absence of detailed information regarding the planned construction of the parking structure, we believe that the project will have "no effect" on historic sites, provided that the ground floor of the structure is to be at the existing parking lot grade, and provided no substantive excavation will occur.

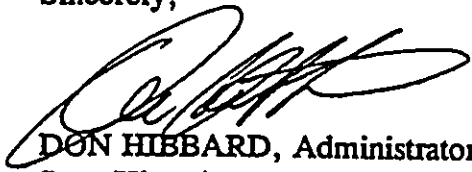
If substantial excavation is planned for the structure, we request that the permit application be deferred until we have an opportunity to review the plans and recommend appropriate archaeological work.



Page 3

Please contact Ms. Theresa Donham at 243-5169 if you have any questions.

Sincerely,



DON HIBBARD, Administrator  
State Historic Preservation Division

KD: m

c: Roger Evans, OCEA (File No. 94-648)

# ***Appendix B***

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***Letter from Urban Design  
Review Board to the Maui  
Planning Commission***

LINDA CROCKETT LINGLE  
Mayor



JUL 25 1994

BRIAN W. MISKAE  
Director

GWEN Y. OHASHI  
Deputy Director

**COUNTY OF MAUI  
PLANNING DEPARTMENT**  
250 S. HIGH STREET  
WAILUKU, MAUI, HAWAII 96793

July 5, 1994

Mr. Herbert Sakakihara, Chairperson  
and members of the  
Maui Planning Commission  
County of Maui  
Wailuku, Maui, HI 96793

Dear Chairperson Sakakihara and Commissioners:

Re: Request for a Special Management Area Use Permit  
to construct a parking structure at Lahaina Center  
TMK 4-5-2:09  
94/SM1-012

At its regular meeting on July 5, 1994 the Maui Urban Design Review Board reviewed the design, landscaping, architectural plans, and related aspects of the proposed project referenced above. The UDRB voiced concerns with the lighting for the project, lights from cars exiting from the proposed overflow exit, and their proximity and potential effect on the State's Piilani Elderly Housing complex across Wainee Street from the proposed development. Other recommendations involve support of the landscaping plans to plant MacArthur palms at four-foot intervals along Baker Street and Wainee Street, as well as maintenance of the existing hibiscus hedge to screen the parking structure from view from the neighboring properties. Further, the UDRB recommended landscaping the upper level of the structure at intermittent intervals with trellises supporting plantings such as bougainvillea.

Based upon those considerations within the Board's purview, they voted to recommend approval, subject to the following conditions:

1. That lighting for the parking facility shall be limited to hours of operation and only the minimum amount of lighting needed for security purposes shall be use during the remaining hours of darkness.
2. That the applicant follow the planting plan presented, including the use of MacArthur palms planted at four foot intervals along Baker Street and along Wainee Street, where feasible.
3. That the existing hibiscus hedge shall be maintained as a dense screen along Baker and Wainee Streets.

Mr. Sakakihara  
94/SM1-012  
UDRB 7/5/94  
page 2

4. That additional landscaping, in the form of trellises supporting bougainvillea, or other hardy climbing plants, be added to the upper level at intermittent intervals.

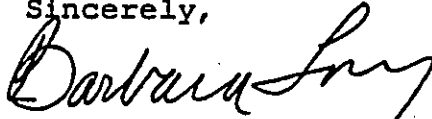
5. That the applicant consider enhancing the painting scheme to involve the use of two colors, to reduce mass and to bring the structure more into accord with the historic neighborhood. Revisions of the painting scheme pursuant to these suggestions shall be subject to review and approval of Planning Department staff.

6. That full compliance with the standard comments of the Maui Urban Design Review Board shall be rendered.

We respectfully recommend that the Board's decision be incorporated into your deliberations on this application scheduled for the August 23, 1994, Planning Commission Meeting.

If additional clarification is required, please contact the undersigned, or Ms. Elizabeth Anderson of the Planning Department.

Sincerely,



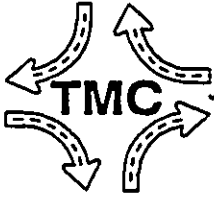
BARBARA LONG, Chairperson  
Maui Urban Design Review Board

xc: Michael Munekiyo  
Elizabeth Anderson  
CZM file  
TMK file

# ***Appendix C***

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## ***Traffic Letter Report***



4/7/94

## THE TRAFFIC MANAGEMENT CONSULTANT

Randall S. Okaneke, P. E., Principal • 1188 Bishop Street • Suite 1907 • Honolulu, Hawaii 96813  
Telephone: (808) 538-0223 • Facsimile: (808) 537-2985

Job. No. 9408  
April 7, 1994

Sato & Associates, Inc.  
2046 South King Street  
Honolulu, Hawaii 96826

Attention: Mr. David Yamashita

Gentlemen:

**Subject: Lahaina Center**

The Traffic Management Consultant (TMC) is pleased to submit this traffic assessment to Sato & Associates, Inc. (Client) for the Lahaina Center in Lahaina, Maui, Hawaii. The purpose of this letter report is to assess the parking and traffic impacts resulting from the construction of additional parking and the opening of a movie theater complex in Lahaina Center.

**Project Description**

Lahaina Center is located on Papalaua Street, between Front Street and Wainee Street. Access to Lahaina Center is provided by three driveways: one driveway on Papalaua Street and two driveways on Wainee Street. It is understood that additional parking is being proposed for the Lahaina Center. A parking deck, containing approximately 200 parking stalls, would be constructed on the corner of Wainee Street and Baker Street, bringing the total parking stall count for the Lahaina Center to about 979 stalls. It is further understood that 9,125 square feet of existing lease area is being converted to a four-plex theater, containing four movie screens and a total of about 481 seats. The overall gross floor area for Lahaina Center will remain unchanged. An existing driveway, located on Wainee Street near Baker Street, would be relocated the south, about 100 feet from the main driveway on Wainee Street. The north driveway on Wainee Street would be used for entry-only access and the south driveway on Wainee Street would be used for exit-only egress. The entry-only driveway on Papalaua Street would remain. Finally, all driveways would be gate-controlled.

Trip Generation

The trip generation methodology, used in this study, is based upon generally accepted techniques developed by the Institute of Transportation Engineers (ITE), and published in "Trip Generation", 5th Edition, 1991. ITE trip rates are developed by correlating the vehicle trip generation data with various land use characteristics, such as vehicle trips per 1,000 square feet of gross floor area.

The trip generation characteristics for the proposed movie theaters are compared with general shopping center floor area to assess the significance of the traffic impacts resulting from movie theater activities. The movie theater trip rates are based upon a four (4) movie screen multi-plex theater. The shopping center trip rates are based upon 9,125 square feet of gross leasable floor area, occupied by movie theaters. The trip generation comparisons are shown in Table 1.

Land Use Activity	AM Peak Hour Traffic (vph)			PM Peak Hour Traffic (vph)		
	Enter	Exit	Total	Enter	Exit	Total
Retail	8	5	13	26	26	52
Movie Theaters	0	0	0	53	24	77
Net Change +/-	-8	-5	-13	+27	-2	+25

The four-plex theater is not expected to generate traffic during the AM peak hour. The theaters would be closed in the morning, with matinees usually beginning around noon. During the PM peak hour, the movie theaters are expected to generate a total of 77 vehicles per hour (vph), representing an increase of 25 vph over the comparable retail space.

Parking Generation

The parking generation methodology used in this study is based upon generally accepted techniques developed by the Urban Land Institute (ULI) and published in "Shared Parking", 1983. ULI parking rates are developed by correlating the peak parking generation data with various land use characteristics, such as occupied stalls per 1,000 square feet of gross floor area.

The parking generation characteristics for the proposed movie theaters are compared with general shopping center floor area to assess the parking impacts resulting from movie theater activities. The movie theater parking demand rates are based upon a

481-seat four-plex theater and the shopping center parking demand rates are based upon 9,125 square feet of gross leasable floor area, utilized by movie theaters. The parking generation comparisons are shown in Table 2.

Table 2. Parking Generation Comparison		
Land Use Activity	Occupied Parking Stalls	
	Weekday	Saturday
Retail	23	23
Movie Theaters	91	125
Net Change +/-	+68	+102

The four-plex theater is expected to generate a peak parking demand of 91 occupied stalls during the weekday and 125 occupied stalls on Saturdays. The gross peak parking demands for the four-plex theater represents an increase of 68 stalls and 102 stalls over a comparable retail space, on a weekday and on Saturday, respectively. However, the parking generation characteristics for movie theaters differ from retail activities.

The peak parking demand for retail space generally occurs in the afternoon, between 2:00 PM and 3:00 PM. On the other hand, the peak parking demand for a movie theater occurs in the evening, between 8:00 PM and 10:00 PM. A shared-parking analysis indicates that the net peak parking demand for the shopping center would increase by a net 40 occupied stalls during the weekday and 60 occupied stalls on Saturday.

#### Recommendations

The relocated entrance driveway on Wainee Street should provide two entry lanes with on-site storage for three (3) vehicles in each lane. This improvement would accommodate traffic queues, entering the site, without interfering with through traffic on Wainee Street. No parking stalls should be located within this queuing area to avoid conflicts between entering traffic and vehicles maneuvering in or out of the parking stalls.



Conclusions

Vehicular queues, exiting the parking area, can be expected during brief peak periods, as result of only two exit lanes provided for a total of about 979 parking stalls. However, the backup would occur within the parking area and should not affect Wainee Street.

The proposed 200 stall parking structure is expected to easily accommodate the increase in parking demand resulting from the four-plex movie theater. The additional parking would increase the overall parking capacity for Lahaina Town. Parking at the Lahaina Center is expected to be validated for customers of the Lahaina Shopping Center, located immediately across Papalaua Street from the Lahaina Center.

The movie theater complex is not expected to generate any traffic during the AM peak hour. The net increase in PM peak hour traffic demand of 25 vph, resulting from the four-plex movie theater, is not considered significant, and is not expected to impact traffic on Wainee Street or on Papalaua Street.

If you require clarification on any of the above material or have any questions, please do not hesitate to call me.

Very Truly Yours,

The Traffic Management Consultant

By 

Randall S. Okaneku, P. E.  
Principal

# ***Appendix D***

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***Letter from Department  
of Public Works and  
Waste Management***

LINUA CROCKETT LINGLE  
Mayor

GEORGE N. KAYA  
Director

CHARLES JENCKS  
Deputy Director

AARON SHINMOTO, P.E.  
Chief Staff Engineer



COUNTY OF MAUI  
DEPARTMENT OF PUBLIC WORKS  
AND WASTE MANAGEMENT

DEPT OF LAND USE AND CODES ADMINISTRATION  
COUNTY OF MAUI  
250 SOUTH HIGH STREET  
WAILUKU, MAUI, HAWAII 96793  
RECEIVED

RALPH NAGAMINE, L.S., P.E.  
Land Use and Codes Administration

EASSIE MILLER, P.E.  
Wastewater Reclamation Division

LLOYD P.C.W. LEE, P.E.  
Engineering Division

DAVID WISSMAR, P.E.  
Solid Waste Division

BRIAN HASHIRO, P.E.  
Highway Division

94 JUN 17 P1:58

DEPT OF PLANNING  
COUNTY OF MAUI  
RECEIVED

June 16, 1994

MEMO TO: Brian W. Miskae, Planning Director

F R O M: *George N. Kaya*  
George N. Kaya, Public Works & Waste Management Director

SUBJECT: Special Management Area Permit Application  
LAHAINA CENTER PARKING STRUCTURE  
TMK: 4-5-2:9  
94/SM1-012

We reviewed the subject application and have the following comments:

1. Comments from the Engineering Division:

- a. The existing Wainee Street and Baker Street do not meet County standards based on roads located in "urban" zoning.
- b. A final detailed drainage and erosion control plan including, but not limited to, hydrologic and hydraulic calculations, scheme for controlling erosion and disposal of runoff water, and an analysis of the soil loss using the HESL erosion formula, be submitted to the Department of Public Works, Engineering Division for our review and approval. The plan shall provide verification that the grading and runoff water generated by the project will not have an adverse effect on the adjacent and downstream properties.
- c. The applicant be required to construct road widening improvements on Wainee Street from Papalaua Street to Kenui Street and on Baker Street from Wainee Street to Front Street, as approved by the Department of Public Works, Engineering Division to mitigate traffic impacts. Please note that these conditions were previously required for the original development, but not completed.



Mr. Brian Miskae  
Page 2 of 2  
June 16, 1994  
94/SM1-012

The applicant is requested to contact the Engineering Division at 243-7745 for additional information.

2. Comments from the Wastewater Reclamation Division:

This division has reviewed this submittal and has no comments at this time.

3. Comments from the Solid Waste Division:

- a. Alternative means of disposal of excavated material and rock shall be utilized other than disposed of at the County landfills.

The applicant is requested to contact the Solid Waste Division at 243-7875 for additional information.

4. Comments from the Land Use and Codes Administration:

- a. The applicant needs to address the loss of parking stalls during the construction of the parking structures. Will tenants already leasing space in the Lahaina Center complex have the required number of parking spaces pursuant to the Off-Street Parking and Loading Ordinance?

The applicant is requested to contact the Land Use and Codes Administration at 243-7373 for additional information.

RMN:ey  
xc: Engineering Division  
Solid Waste Division  
Wastewater Reclamation Division

a:lahparking

# ***Appendix E***

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***Letter from Board  
of Water Supply***



'94 JUL 19 P2:55

**BOARD OF WATER SUPPLY**  
COUNTY OF MAUI  
P.O. BOX 1108  
WAILUKU, MAUI, HAWAII 96793-7108

DEPT OF PLANNING  
COUNTY OF MAUI

July 15, 1994

Mr. Brian W. Miskae, Director  
Maui Planning Department  
250 South High Street  
Wailuku, Hawaii 96793

Dear Mr. Miskae,

Re: Proposed construction of a 239-stall parking structure at existing Lahaina Center, TMK:4-5-2:9, Lahaina; Comments on the application for Special Management Area Use Permit 94/SM1-12, submitted by KCOM Corp.

Please advise the applicant that:

1. Fire, domestic and irrigation calculations will be required during the building permit process. The applicant will be required to provide upgrades to the existing fire protection and water service, if the calculations demonstrate that the demands are greater than what the existing system can provide.

2. No guarantee of additional water for the project is granted or implied as a result of these comments or the approval of the subject permit. The Department of Water Supply determines if water is available at such time as an application for an upgraded water service at the parcel is approved and the subject fee is paid.

3. The plantings should be designed to survive on the site's natural rainfall, be irrigated with reclaimed water, if possible, and/or use low amounts of drinking water as supplemental irrigation water. Guidance in water-efficient landscaping can be found in the attached document and the Maui County Planting Plan.

Sincerely,

David R. Craddick, Director

DDS:ldd/lehaina.pkg  
enclosure

*"By Water All Things Find Life"*

Printed on recycled paper

# ***Appendix F***

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***Letter from Department of  
Land and Natural Resources,  
Division of Aquatic Resources***

JOHN WAIKEE  
GOVERNOR OF HAWAII



KEITH W. AHUE, CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES  
JOHN P. KEPPELER, II  
DONA L. MANAIKE

STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES

P. O. BOX 621  
HONOLULU, HAWAII 96809

REF:OCEA:DKP

AQUACULTURE DEVELOPMENT  
PROGRAM  
AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
CONSERVATION AND  
ENVIRONMENTAL AFFAIRS  
CONSERVATION AND  
RESOURCES ENFORCEMENT  
CONVEYANCES  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
LAND MANAGEMENT  
STATE PARKS  
WATER AND LAND DEVELOPMENT

FILE NO.: 94-648  
DOC. ID.: 4573

JUN 17 1994

The Honorable Brian W. Miskae, Director  
Planning Department  
County of Maui  
250 South High Street  
Wailuku, Hawaii 96793

DEPT OF LAND AND NATURAL RESOURCES  
RECEIVED  
94 JUN 20 P 3:35

Dear Mr. Miskae:

SUBJECT: Special Management Area Permit (94/SML-012): Lahaina Center  
Parking Structure, Lahaina, Maui, TMK: 4-5-02: 9

We have reviewed the application information for the subject project transmitted by your memorandum dated May 16, 1994, and have the following comments:

Division of Aquatic Resources

The Division of Aquatic Resources (DAR) comments that the project is unlikely to adversely affect aquatic resources values provided that the effects of the project are retained on-site.

During construction, the applicant should be held responsible for preventing disturbed soils, construction materials, waste and debris, paints and preservatives and other bio-active chemicals from blowing, washing or flowing into the sea.

The Environmental Assessment (EA) states the surface runoff from the parking lot "...drains into existing inlets and curb inlets found within the property and along...(adjacent streets)." However, the EA does not indicate the receiving destination; since runoff from the proposed structure is expected to contain significant amounts of automotive wastes, lubricating oil and fuel, the applicant should be held responsible for correcting any water quality problem arising during operation of the proposed facility, to the satisfaction of appropriate authorities.

We will forward any Historic Preservation Division concerns as they become available.



Mr. Miskae

- 2 -

File No.: 94-648

Thank you for the opportunity to comment on this matter.

Please feel free to contact Steve Tagawa at our Office of Conservation and Environmental Affairs, at 587-0377, should you have any questions.

Very truly yours,

  
KEITH W. AHUE